

Pointe-Claire

Community Destination



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Summary (Executive)

Problems:

Great disconnect between areas of Pointe-Claire due to the intersects created by highway 20b

Assets not being used to their full potential

Lack of necessary housing type

Solution:

Improve connection between the Civic Centre and the Pointe-Claire Village while attracting a younger population and accommodating the growing demand for public transit and active transportation.

Why these two areas?

They are the centers for communal activities unique to Pointe-Claire and they contain many of the major assets associated to Pointe-Claire, thus attractive to the population.

Current State:

The Civic Centre is located North of highway 20 and East of Saint-Jean Boul. It is bordered to the South by a small shopping complex named the Pointe-Claire plaza.

The Pointe-Claire Village is South of highway 20 at the end of Cartier avenue bordering Lake Saint-Louis.

These two areas are roughly 2km apart from each other but their connection is significantly lacking because of the highway 20 separation and a poor network of movement.

The Current bike path network is limited, mainly runs parallel to Donegani Avenue.

Approach:

Extending Cartier Avenue to connect with Donegani by making the AMT train line pass underneath the street parallel to that portion of highway 20. Donegani Avenue runs parallel to highway 20 on its north side, thus is a main access to Pointe-Claire's North-South corridors such as Saint-Jean. Donegani also provides direct access to the Pointe-Claire plaza and consequently to the Civic Centre. Cartier is the most straightforward access to the Village, therefore this extension is fundamental for the Civic Centre and the Village to be better connected.

Addition of relevant residential, commercial, and public structures

Expanding the bike and walking network:

Through the plaza and to the core of the civic centre via the forested area between them

Along the entire length of Cartier avenue and along the waterfront

Along Cedar Avenue which is parallel to Cartier Avenue but geographically closer to the Civic Centre/Plaza area. It is limited

to the North by a walkway passing underneath the highway to

connect to Cedar Park train station and its south limit is the waterfront

Program Requirements

- Improve Connectivity
- Attract new populations to Pointe-Claire without displacement of people
- Use Assets to their Full Potential, such as:
 - “Lake Saint-Louis, the beauty of its landscapes, and recreational opportunities”
 - “Cultural, Recreational, and Sporting Facilities”
 - “Quality of its Architectural Heritage”
 - “Abundance of large trees”
 - “Country Ambience”
 - “Family Character”

How our design achieves these goals:

1. Through our movement network

The major barrier to movement between the Civic Centre and the Village is the lack of a straightforward path for pedestrians and cyclists. Furthermore, the most straightforward path for automobile users is via the highway 20 with the Saint-Jean exit (leading to the Civic Centre) and the Cartier exit (leading to the village). This connection is unsustainable and discourages active transportation. Our design proposes an extension of Cartier Avenue over the AMT train lines in order to connect with Donegani Avenue which runs parallel to highway 20, thus leading to the civic centre and creating a direct path between the two areas of roughly 2.5km.

Donegani is a friendly residential street which already has a bicycle path along its length, it is also the location of the Cedar Park train station midway between the Cartier-Donegani extension and the Civic centre. An expansion of Pointe-Claire's current walking and biking paths is proposed on Cartier Avenue down to the Village as well as through the Pointe-Claire Plaza and to the Civic Centre which would increase the accessibility between both. Further expansion of the bike path along Cedar Avenue would also be an improvement because it is a direct connection to the train station to the south side of highway 20.

Moreover, if the bike path extends along the entire length of the waterfront it would attract many more people who travel the bike path from Montreal's Old Port all the way to Lachine and then it could continue through Dorval (where it currently ends) to pass through Pointe-Claire and perhaps go all the way to Saint-Anne-de-Bellevue, which has the kind of active waterfront envisioned for Pointe-Claire.

2. In the Civic Centre

Our proposal includes the addition of a bus terminal in the parking lot of the Pointe-Claire plaza, which is currently not used to capacity. This would be a common point for all the bus routes that currently serve the surrounding area giving people better access to our points of interest. The Area around the plaza and Civic Centre shows a demand for low income housing. The addition of low-income housing is also validated by the proximity of the bus terminal which would give means of transport to people who do not necessarily have the means to afford an automobile. The housing added in the plaza's parking lot would have consistent commercial shops on its ground-level.

The addition of a community centre in the core of the Civic Centre would serve as the basis of Pointe-Claire's community life. Furthermore, the curling club, which is currently located in the Village, would move to the Civic Centre in order to gather all recreational and sporting facilities. A public square would be created around all buildings in the Civic Centre to give them a feeling of togetherness and to make space for events and various outdoor activities.

3. In the Village

Cartier Avenue is the major gateway from the north side of highway 20 to the village. It borders the Beaconsfield Golf Club along most of its length and has low-density residential on its other side. We propose the addition of a commercial strip near its intersection with Lanthier Boul., marking the entrance to the Village. This commercial strip would be consistent with the Village architecture and would serve as a point of interest for pedestrians and cyclist while using our pathway along the Cartier Avenue's length of 1km.

The following block is currently the location for the Curling Club which we moved to the Civic Centre, thus we propose and inn in its place as an accommodation for visitors to the area, which will presumably increase in numbers following our changes. The Cartier Avenue side of this same block would be developed into a public square as an official meeting point in the Village. This square would contain abundant seating as well as visual markers such as a fountain and a gazebo which could both double as extra seating. Closer to the waterfront, also bordering Carter Avenue, there would be a commercial boardwalk as an extension of the Pointe-Claire Yacht Club which would house restaurants and cafes as a point of interest to visitors. Closer yet to the waterfront, we propose the addition as a chalet for public use as well as lookout point for visitors to enjoy the scenery. Furthermore, in keeping with the character of the Village, we would add a market by Lakeshore, East of Cartier Avenue.

Landscape Analysis

Our areas of intervention include Pointe Claire's Civic Centre, Donegani Street, Cedar Avenue, Cartier Avenue including their adjoining intersections and Pointe Claire Village.

These areas possess assets that have not been exploited to their full potential. With this in my mind intervening in these areas would improve the urban form (connectivity) and socio-economic conditions of Pointe Claire; such as commercial zones, green spaces, the waterfront (Lac Saint-Louis) and the unifying sense of community within the village.

However there are a number of constraints which hamper this. The first and most important is the physical barrier created by highway 20, consequently dividing Pointe-Claire in half. The second constraint is the street network, a typical suburban environment with a significantly low intersection density. A large part of our area is composed of low density residential with a high rate of home ownership, detached, single family houses.

The Civic Centre currently functions as a main activity generator, still by redesigning the Pointe Claire Plaza, which has sufficient space for new development, we will be able attract more people to this area thereby creating an even greater activity generator.

Only **one** main road connects the North and South areas, Saint-Jean Boulevard. Secondary links include pedestrian underpasses on Cedar Avenue and a pedestrian/bike path under highway 20 connecting the golf course sections West of Cartier Avenue. These three linkages end intersecting Lakeshore Road following Lac Saint-Louis. These connections will be taken in consideration to improve connectivity within our intervention area.

There is a small commercial area next to the Civic Centre and in the Village, and a few green and open spaces with great potential for redevelopment.

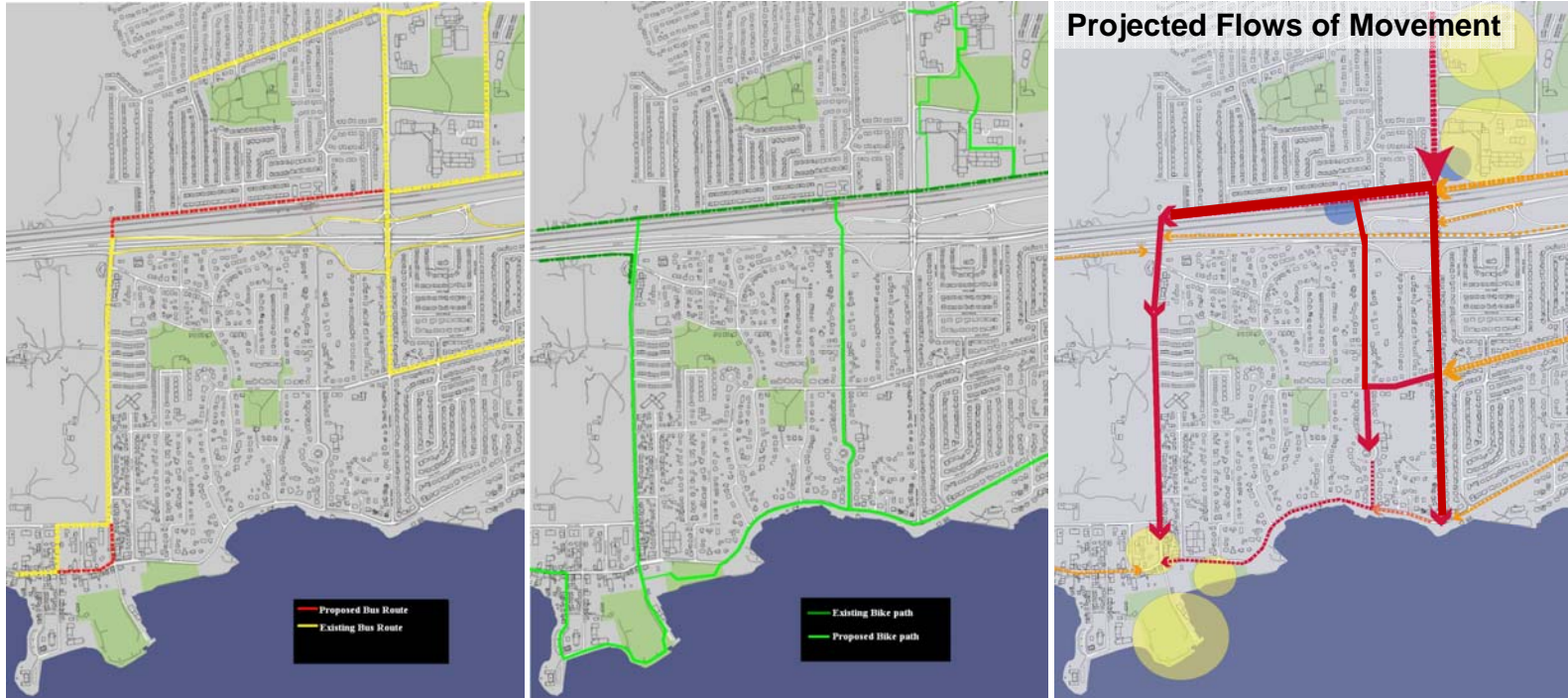
The waterfront area boasts attractive scenery however lacks activity anchors as well as an inviting environment oriented towards walking and cycling that could not only attract people but keep people within the area, enhancing their sense of belonging.



LAND USES



Networks of Movement



The area between the Civic Centre and the Village is currently connected by the STM bus line 211, whose route runs from Lionel-Groulx metro station all the way to Sainte-Anne-de-Bellevue via highway 20. It currently exits on Cartier and continues along Cartier Avenue up to Lakeshore Road. Another linkage is the Cedar pedestrian underpass and the pedestrian/bike path along the golf course. The rest and most of the movement currently in this area is by automobile. The major connection is through Highway 20 or by using Saint-Jean Boulevard as the only current links between the north area and the south area.

Our proposal focuses on encouraging sustainable modes of transportation such as walking,

biking and public transportation. A bus terminal is to be built in the parking area of the Pointe Claire Plaza, which will host bus lines coming from the north on Saint-Jean Boulevard and namely the from the north on Saint-Jean Boulevard and namely the 211 bus line. With our changes, this bus line would use the Saint-Jean exit in order to access our bus terminus and it would proceed onto Donegani Avenue and it would access Cartier Avenue by its extension that we are proposing instead of returning onto the highway. Another slight change to the 211 bus line route is within the Village, where instead of turning right on Lanthier avenue will continue straight to Lakeshore road to get people closer to the waterfront area. The redesign of Cartier Avenue will play also a key role regarding

connectivity north to south, not only for cars but for cyclist too, keeping the existing golf course pedestrian/bike underpass as an alternative to the Cartier/highway 20 intersection.

The Cedar underpass is to be refurbished to make it more inviting for people to use it, and our proposal includes also adding a bike path not only under highway 20 but along Cedar avenue to lakeshore road, and then going along the shore offering outstanding and relaxing views to the users and completing a circuit that will support the access to our points of interest.

Concept



Fig 1.1 - Civic Centre Concept Design

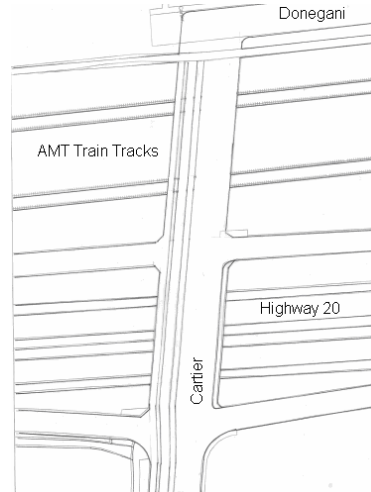


Fig 2.1 - Cartier Extension Concept Design



Fig 3.1 - Village Concept Design



Fig 1.2 - Civic Center Massing

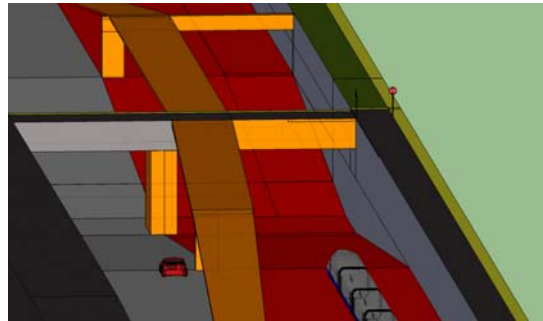


Fig 2.2 - Cartier Extension Model



Fig 3.2 - Village Massing

Details

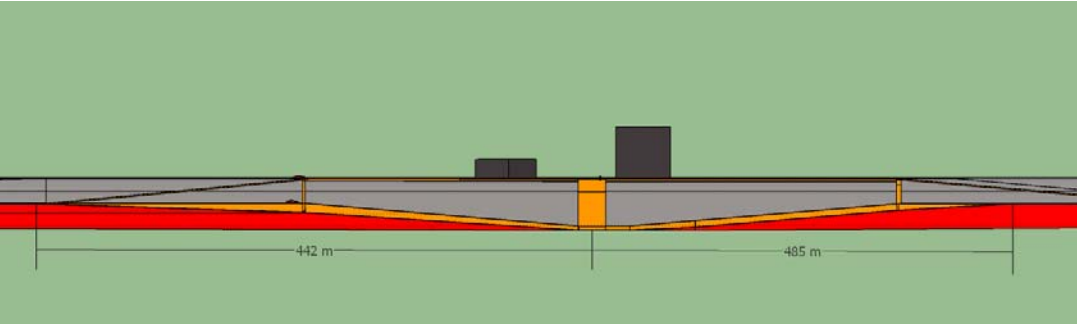


Fig 4.1 – Train Track Slope Change

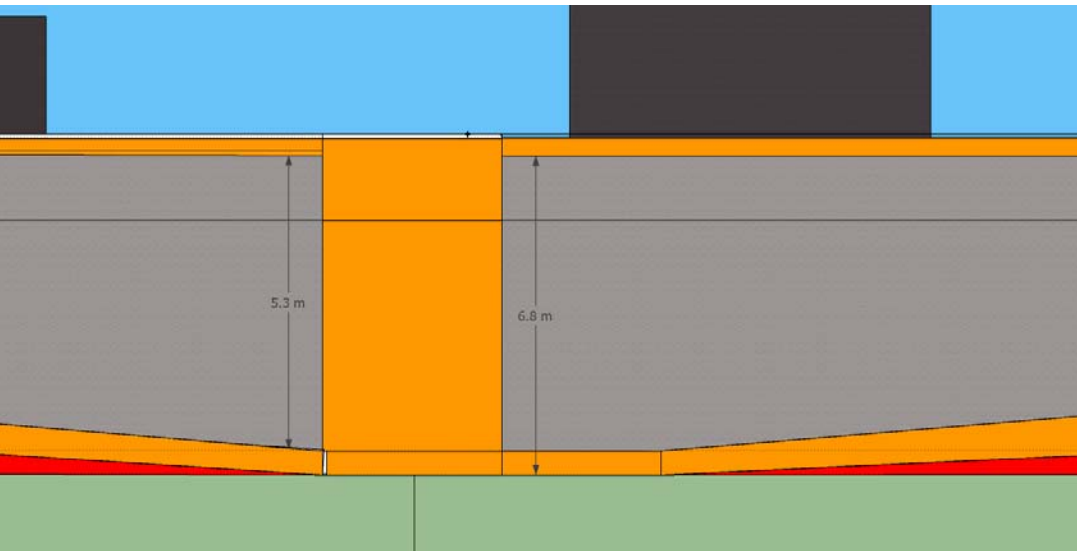


Fig 4.2 – Overpass Track Clearance

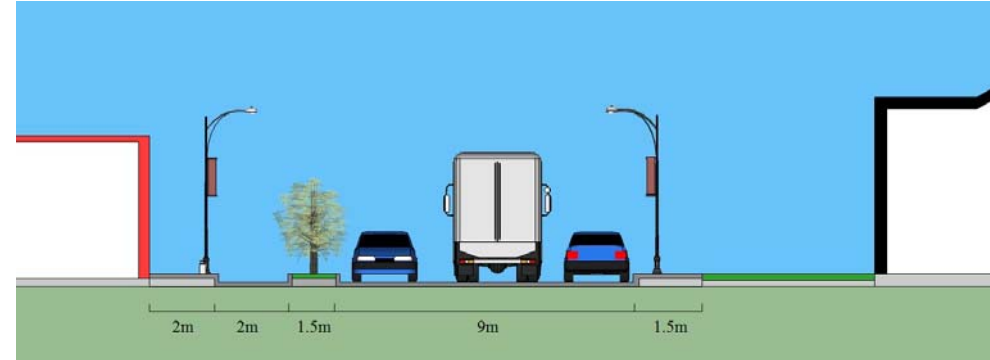


Fig 5 – Integrated Biking/Walking Street Concept

Appendices

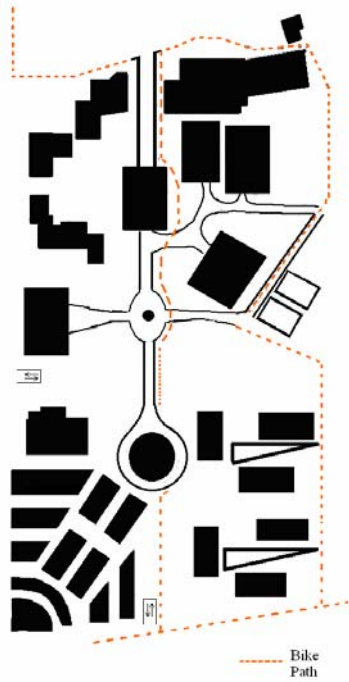


Fig 6 - Previous Concept Designs – Civic Center & Plaza

Fig 7 - Ground Plan