

**WORKING DOCUMENT**

# REPORT AND RECOMMENDATIONS

as a part of a detailed planning exercise of the Southeast Sector of Westmount



**July 10, 2018**

## **EXECUTIVE SUMMARY**

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In the latest version of its Planning Programme, amended February 1, 2016, the City of Westmount expressed its will to develop a detailed planning programme for the Southeast Sector of the city. Acting as an interface between the Montreal Borough of Ville-Marie and the rest of the city of Westmount, several major urban transformations have marked the development of the Southeast Sector over the last century, leaving it particularly unstructured and inconsistent with the image of the city of Westmount.

First impacted by the extension of Dorchester Boulevard in the 1960s, then by the construction of large urban complexes on Sainte-Catherine Street, and finally by a long and arduous devitalisation process of its commercial arteries, this sector needs to be redefined. Not having the distinctive qualities or characteristics of the city of Westmount nor those of the city centre, the sector is characterized mainly by an extremely diverse built environment (massing, heights, architecture, condition of buildings, etc.) with parking areas and vacant lots. All of this rests on a substantially oversized and impervious arterial system with a quality of public space that is less than desirable. It is within this context that a well-considered and comprehensive urban planning strategy is required for the requalification of this distinct sector to harmonize it with its immediate and surrounding urban environments.

Far from wanting to present a formal development proposal for the future of the sector, this report aims at submitting interesting redevelopment options for the Southeast. It was developed with respect to the various planning programme documents of the Communauté métropolitaine de Montréal and the Urban Agglomeration of Montreal (of which the city of Westmount is a member); based on an exhaustive and rigorous social and spatial analysis of the sector and its surroundings; and finally supported by the expertise of various professionals following the best practices in urban planning, architecture, urban design, and land use planning with the primary objective of this report to fuel ongoing and forthcoming analyses and discussions on the future of the Southeast.

In short, as defined in the goals identified for the sector in Westmount's Planning Programme, it appears necessary to prioritize, on one part, the revitalization of Sainte-Catherine Street. For a long time one of the city's most significant commercial arteries has been suffering from commercial degeneration, which is now clearly evident given the vacant premises and dilapidated buildings. In parallel, the requalification of Dorchester Boulevard must also be a priority due to its central median and large parking lots on its north side that cause a significant disruption to the urban fabric in terms of arterial system and built environment.

In a context where the vast majority of the sector's municipal infrastructure needs to be replaced in the short and medium term, there is a true opportunity to thoroughly re-evaluate and intervene on the development of the sector, in particular through significant interventions to improve the quality of the public space. Thus, the development of a municipal intervention programme aiming at the requalification of several components of the public domain with the development of planning tools supporting a strong and defined vision in favour of a redevelopment with an appropriate density and quality would be an excellent approach to preparing a special planning programme for this sector.

However, revaluating this sector's future according to its current boundaries may not be the best approach. We believe there is a need to expand its boundaries with the aim of a more global view of the Southeast and its connection with other sectors of the city of Westmount. For us, this is one of the only means to ensure planning is as comprehensive as possible, and in the process enables the greatest number of potential synergies that such an approach could generate.

### SOMMAIRE EXÉCUTIF

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Dans la version la plus récente de son Plan d'urbanisme, modifié le 1er février 2016, la Ville de Westmount exprime sa volonté de procéder à la planification détaillée d'un secteur particulier de la Ville, le secteur Sud-Est. Agissant comme interface entre l'arrondissement de Ville-Marie de la ville de Montréal, et le reste de la ville de Westmount, ce secteur a été durant le siècle dernier le théâtre de plusieurs grandes transformations urbaines qui l'auront laissé déstructuré et peu conforme à l'image de la ville de Westmount.

Défiguré d'abord par l'élargissement du boulevard Dorchester dans les années 1960, puis par la construction des grands complexes sur la rue Sainte-Catherine et finalement par un long et pénible processus de dévitalisation de ses artères commerciales, ce secteur apparaît dorénavant comme un secteur à requalifier. Ne présentant ni les caractéristiques et qualité urbaines distinctives de la ville de Westmount, ni celles du centre-ville de l'agglomération, le secteur est plutôt caractérisé par un cadre bâti extrêmement hétérogène (gabarits, hauteurs, architectures, états des bâtiments, etc.) au sein duquel se mêlent aires de stationnement et terrains vacants. Le tout repose dans un réseau viaire nettement surdimensionné, imperméable et dont la qualité de l'espace public laisse à désirer. C'est dans ce contexte qu'une démarche de planification urbaine réfléchie et exhaustive s'impose pour procéder à une requalification de ce secteur distinct ainsi qu'une harmonisation de celui-ci avec ses environnements urbains immédiats et locaux.

Loin de vouloir présenter une proposition formelle pour l'avenir du secteur, ce rapport souhaite soulever certaines possibilités de réaménagement intéressantes pour celui-ci. Développé dans le plus grand respect des documents de planification urbaine de la Communauté métropolitaine et de l'Agglomération de Montréal (auxquels la ville de Westmount a adhéré); à la lumière d'une analyse exhaustive et rigoureuse des cadres physico-spatiale et sociodémographique du secteur et de ses environs; et appuyé, finalement, par l'expertise de différents professionnels adhérant aux meilleures pratiques en urbanisme, architecture, design urbain et aménagement du territoire, le principal objectif de ce rapport est d'alimenter les réflexions et discussions en cours et à venir sur le futur du Sud-Est.

En résumé, dans la continuité des objectifs énoncés pour le secteur par la ville de Westmount dans son Plan d'urbanisme, il nous apparaît nécessaire de prioriser, d'une part, la redynamisation de la rue Sainte-Catherine. Depuis longtemps l'une des artères commerciales les plus importantes de la ville, la dévitalisation commerciale de celle-ci se fait dorénavant nettement sentir au vu des locaux vacants et des bâtiments défraîchis. Parallèlement, la requalification du boulevard Dorchester devrait également être une priorité dans la mesure où son terre-plein et la présence de larges terrains de stationnement sur son flanc nord entraînent une rupture importante du tissu urbain à la fois au niveau de la trame viaire que du cadre bâti.

Dans un contexte où la quasi-totalité des infrastructures municipales du secteur nécessitent d'être remplacées à court et à moyen terme, il existe donc une opportunité réelle de repenser et d'intervenir en profondeur sur l'aménagement du secteur notamment par le biais d'interventions significatives pour améliorer la qualité de l'espace public. Ainsi, l'élaboration d'un programme d'interventions municipales visant la requalification de plusieurs composantes du domaine public accompagné par le développement d'outils de planification supportant une vision forte et assumée en faveur d'un redéveloppement d'une densité adéquate et de qualité des terrains serait une excellente approche dans la préparation d'un programme particulier d'urbanisme pour ce secteur.

Cependant, repenser l'avenir de ce secteur selon ses limites actuelles ne nous semble pas la meilleure approche à adopter. Nous croyons qu'il existe une nécessité d'élargir ces limites dans le but de porter un

regard plus global sur le Sud-Est et sa relation avec d'autres secteurs de la ville de Westmount. Pour nous, il s'agit d'un des seuls moyens pour permettre une planification qui se voudrait la plus exhaustive possible et qui permettrait, au passage, de tirer parti des nombreuses synergies potentielles qu'une telle approche pourrait engendrer.

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## **INTRODUCTION AND BACKGROUND**

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In March 2017, the City of Westmount contracted the Société AGIL OBNL<sup>1</sup> as the project manager to help develop a planning concept and implementation strategy for the redevelopment of the Southeast Sector of the city. This work was completed in collaboration with the urban planning agency Daoust-Lestage - Architecture, Urban Design, and Landscape - and the engineering company Stantec for the traffic component.

The mandate evolved from a planning concept to the definition of objectives and guidelines for the Southeast Sector. As a result, this report serves as a reference document on approaches to encourage to ensure this currently somewhat neglected sector a promising future in line with today's standards in terms of real estate and sustainable development. It therefore presents a professional opinion as to development objectives and guidelines that can be taken into consideration by the Municipal Council with regards to the redevelopment of the Southeast Sector of the city. Thus, the recommendations contained in this report have been developed as a result of the best practices in urban planning, architecture, landscape architecture, and urban design, and most importantly with the utmost respect for the urban planning documents of the Communauté métropolitaine de Montréal and the Montreal Urban Area. In our opinion, these are the building blocks of any coherent and legitimate approach to urban planning in the Montreal metropolitan region.

The report begins with the mandate given to the Société AGIL and briefly presents the strategy and activities that were carried out during the project. Then the report paints a picture of the city of Westmount and the Southeast Sector, as well as the urban planning documents related to the sector. This information then enables opening the door for the analysis of the objectives defined within the Planning Programme for the sector and the recommendations of the Société AGIL for these objectives. In light of this information, the possible interventions for the sector are then proposed for reference purposes. In conclusion, a new strategy is proposed with the aim of relaunching the analysis on the future of the Southeast.

Finally, to facilitate the reader's comprehension, key points are defined at the end of each section as a summary.

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<sup>1</sup> The Société AGIL OBNL ended its activities on March 31, 2018, but the two individuals in charge of the project; Clément Demers, Architect, Urban Planner, and Project Manager; and Marc-Antoine Béchar, Intern in Urban Planning and Project Management, now consultants, agreed to continue the work, the majority of which had been completed by March 2018.

## THE ORIGINAL MANDATE

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### 1.1 THE MANDATE OF THE SOCIÉTÉ AGIL OBNL

The mandate of the Société AGIL consisted of offering project management and supervision services for the conceptualization of the Southeast Sector redevelopment project. Its role was primarily managing, supervising, and coordinating the development of the concept and implementation strategy with professionals selected by the City and the involved stakeholders.

### 1.2 APPROACH AND COMPLETED ACTIVITIES

Several activities with the aim of successfully developing a planning concept for the Southeast were completed and coordinated by AGIL. As mentioned in the previous section, several meetings were held with representatives of the City of Westmount throughout the completion of the mandate. More specifically, the initial meeting was held on March 7 and meetings were held with:

- The Coordination Committee:
  - March 15, 2017
  - April 19, 2017
  - May 24, 2017
  - June 29, 2017
  - May 22, 2018
- The Council of the City of Westmount:
  - June 5, 2017
- Representatives of municipal services:
  - October 11, 2017

A review of previous studies related to the sector was conducted at the beginning of the mandate in order to assess the available information. A review of the planning documents related to the sector and its surroundings was also carried out (see section 4). A list of consulted documents is presented in Annex 1.

Following the first meetings, Daoust-Lestage, a consulting company in development, urban planning, and urban design, was mandated by the City to develop several planning options for the sector. To do this, the company studied, among other things, the evolution of the urban fabric since 1912 (the peak of residential development in the area), the previously developed planning propositions for the sector, and the results of public consultations held in 2016 as well as comments from the representatives of the City of Westmount. Thus, three planning options were developed for the sector. The company's work was presented to the coordination committee of the City of Westmount on May 24, 2017, and to the Municipal Council on June 5, 2017. Daoust-Lestage's PowerPoint presentation of the three options is presented in Annex 2.

To verify the viability of these concepts in relation to vehicle traffic, Stantec was mandated to conduct an impact analysis of these redevelopments on traffic and to offer its professional input in this regard. The company's conclusions were presented to specific representatives of the City of Westmount's municipal services on October 11, 2017. A report was tabled for the urban planning department on October 31, 2017. This report is presented in Annex 3.

For the traffic impact studies completed to be as close as possible to the conditions proposed for the sector, the redevelopment potential of Saint-Catherine Street between Gladstone and Atwater avenues was evaluated.

Finally, an analysis of local newspapers was completed to follow the evolution of public opinion and the issues raised within the discussions on this project. To do this, all published editions of the *Westmount Independent* between January 26, 2016, and December 5, 2017, were consulted. A list of the consulted texts is presented in Annex 1.

## THE SOUTHEAST SECTOR OF WESTMOUNT

### 1.3 CURRENT SITUATION

Located in the heart of Montreal Island on the western flank of Mont-Royal, the city of Westmount is composed of a 4.04 km<sup>2</sup> territory bordered by the City of Montreal Boroughs Côte-des-Neiges–Notre-Dame-de-Grâce (north and west), Sud-Ouest (south), and Ville-Marie (east).

For its part, located at the eastern limit of the city of Westmount and bordered by the Borough of Ville-Marie, the territory of the Southeast Sector seems to have been subject to several definitions in recent years. As the Planning Programme of the City of Westmount stipulates that the Southeast Sector is delineated by Sherbrooke Street West to the north, Atwater Avenue to the east, Dorchester Boulevard to the south, and Clark Avenue to the west (p. 32), during the public consultations held by the City of Westmount in 2016, the Southeast was instead presented as the territory between the Saint-Catherine Street and Dorchester Boulevard up to the eastern boundaries of the City.

As a part of this mandate, the sector under study is located within the following boundaries:

**To the north:** De Maisonneuve West Boulevard including lots with frontage on the boulevard.

**To the east:** The eastern boundary of the city of Westmount

**To the south:** Dorchester Boulevard including lots with frontage on the boulevard.

**To the west:** By Hollowell Avenue, the western boundary of the municipal park defined as zone P1-34-07, and then by Clark Avenue including lots with frontage on this avenue.

In this version, the Southeast covers an area of about 30 hectares.

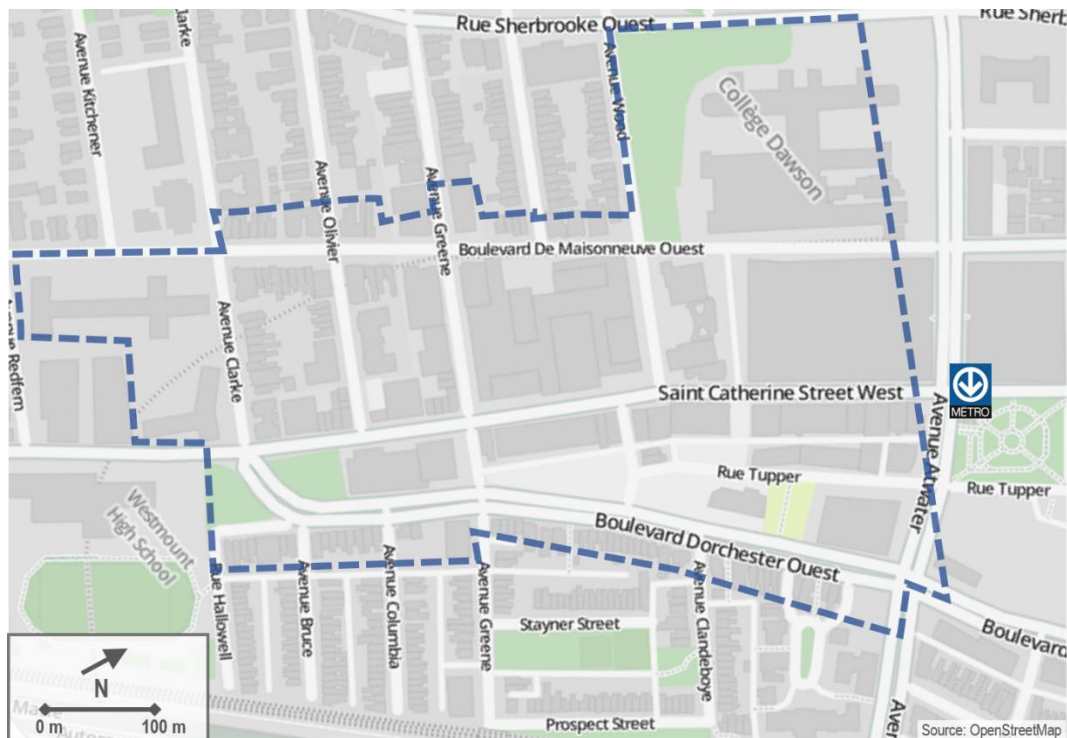


Figure 1 - Location map of the Southeast Sector

### **1.3.1 Urban layout, uses, and typology of buildings**

#### **1.3.1.1 Westmount**

Fully developed, it is possible to distinguish three major areas on the city of Westmount's territory that differ from each other in terms of layout shape, uses, and building types.

Firstly, north of the boulevard to the city's boundary is an area with large residential properties in a vernacular grid dictated by the topography of the mountain. The area is also distinguished by its unique landscapes and sometimes steep slopes that provide breathtaking views of the city. It includes only single-family homes that are almost all detached east of Upper Belmont Avenue and semi-detached west of the same avenue.

Then between the Boulevard and Sherbrooke Street is a vast low-density area which is primarily residential (single-family homes). While the arterial system west of Clark Avenue is mostly regular, to the east it's vernacular. This area primarily includes single-family detached, semi-detached, and row houses. There is also a low proportion of plexes to the far west and townhouses to the far east. To the south, there is a cluster of public buildings which includes City Hall.

Finally, the area extending south of Sherbrooke Street differs from the other two through its more urban characteristics. Among other things, there are a mix of activities (commercial, institutional, and residential uses) along certain sections of Greene and Victoria avenues, and Sainte-Catherine and Sherbrooke streets. Additionally, the urban landscape is characterized by more imposing buildings. Diverse functions and high-rise buildings are mainly present in the City's Southeast Sector.

#### **1.3.1.2 Southeast**

Although completely urbanized, the Southeast Sector is fairly unstructured. South of Dorchester Boulevard is an exclusively residential area including buildings that generally have the same height, of which the majority are single-family, semi-detached, or adjacent housing, and three- to five-storey residential buildings.<sup>2</sup> With its signature Victorian architecture, this area forms a heritage area of considerable interest.

On the other hand, Greene Avenue and Sainte-Catherine Street include a mixed function area that contrasts with the south section. The commercial activity of the Southeast is along these arteries. As on Greene Avenue, the buildings are a similar height to the buildings of the area south of Dorchester Boulevard (two and three stories), while the buildings on Sainte-Catherine Street are higher (four stories and higher). On Sainte-Catherine Street, some buildings even reach heights of over 20 stories beside four- to five-storey buildings close to the sidewalk. It should be noted that this sector also includes diverse heritage buildings, specifically the Westmount Square complex designed by Mies Van Der Rohe and a significant example of the modernist movement in Montreal.

Both sectors are separated from each other by several municipal and private parking lots with interesting redevelopment potential and by Dorchester Boulevard, which creates a significant rupture between the north and south of Westmount's Southeast.

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<sup>2</sup>Within this area, floors are three metres high and above.

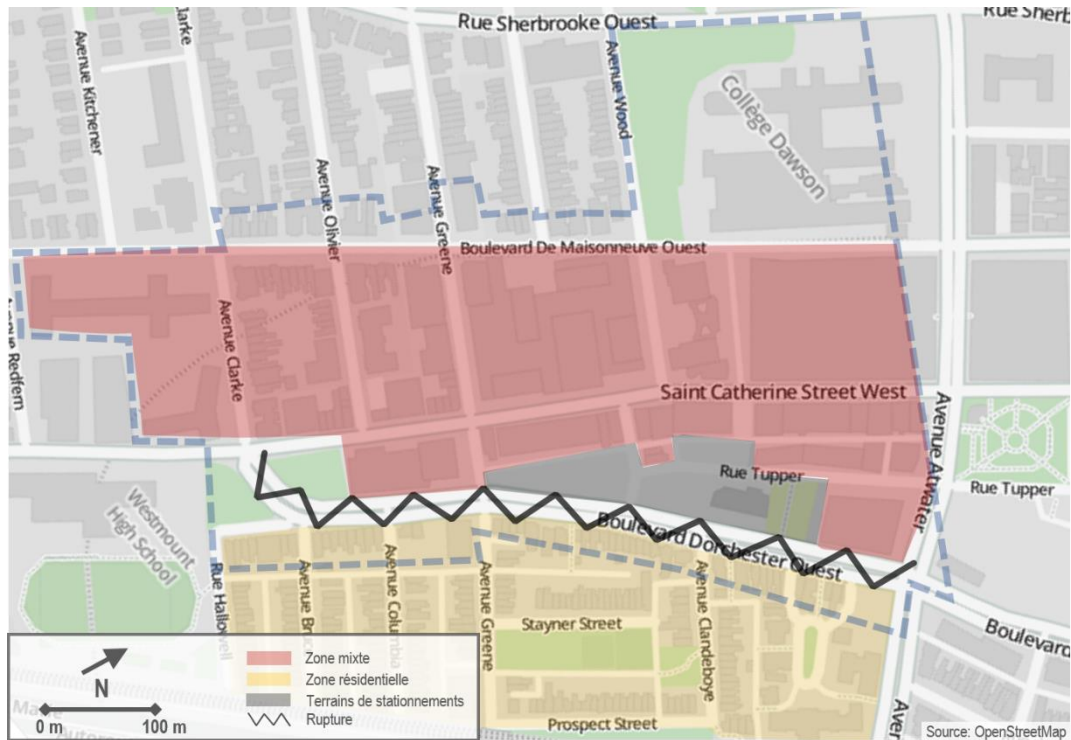


Figure 2 - Characterization map of the Southeast Sector

At the residential structure level, the sector includes mostly apartment type housing. This explains why the housing density per gross hectare rises to 80, a high number compared to that of the city of Westmount at 21.5 dwellings per gross hectare. However, of mention is that almost 60% of the housing in the Southeast is located within the high-rise towers built between De Maisonneuve Boulevard and Sainte-Catherine Street. Excluding these islands, the density of the sector is rather 42.5 dwellings per gross hectare.<sup>3</sup>

Finally, the sector is served by two metro stations with access to the orange and green lines of Montreal's metro. As Atwater station is located just at the eastern boundary of the sector, on the corner of Atwater Avenue and Sainte-Catherine Street, the Lionel-Groulx station is within reasonable walking distance from it. In fact, the majority of the territory of the Southeast Sector is within a walkability range of one kilometre from the Lionel-Groulx station. Thus, it is possible to walk to it using Atwater Avenue or Greene Avenue. However, these routes require pedestrians to pass under viaducts for the railway and highway 720, in addition to having to face a steep incline, making it an unattractive and inconvenient experience under the current conditions.

<sup>3</sup>In order to have a more representative density, we have used data from the land register provided by the City of Westmount. For calculations we have divided the number of dwellings in the sector by the sum in hectares of the area of the lots and added 30%, which usually represents the public domain proportion within a gross hectare of land.





For its part, the south side (Zone 2) has more connections to the street with the buildings offering a series of commercial spaces on the ground floor. Embedded at a variable but reasonable distance from the sidewalk, their front margin sometimes accommodates restaurant patios or even landscape elements (trees and flower boxes), similar to the north side. However, it must be pointed out that the commercial activity here is not entirely interesting and with the exception of a few retailers that have clients, it seems to be in decline. Additionally, some buildings facing Alexis-Nihon are antiquated and architecturally unappealing to pedestrians and retailers, further complicating the situation. In this section of the artery, however, the south side provides more interesting potential than the north to revitalize and consolidate the artery's commercial activity through redevelopment, specifically the lots facing the Alexis-Nihon complex.

The west section of Sainte-Catherine Street, located between Clark and Greene, instead has a reverse dynamic. The south side of the street (Zone 3) is bordered by the blind façade of the Royal Canadian Mounted Police building offering few connections to the street and a green space with limited enframement. For its part, the north side (Zone 4) is bordered with street-side buildings with some providing commercial activity at the ground level making for a more pleasant walk.

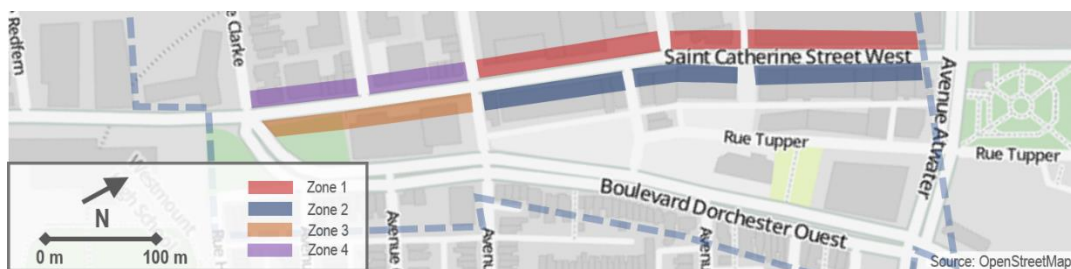


Figure 4 - Characterization map of Sainte-Catherine Street

### **Dorchester Boulevard**

Dorchester Boulevard is the second most used entry route to the city after Sherbrooke Street (Westmount, 2016A). Its current layout is the result of the extension and restructuring work carried out in the 1960s.

Additionally, its layout is currently composed of a 4.8 m vehicular route with a 2.5 m parking lane in each direction accompanied by a 2 m sidewalk on the north side versus 1.5 m on the south side. In the middle of the boulevard, a 7.8 m grass median which was established during the work in the 1960s includes approximately 30 trees, a third of which are in poor condition. This median acts as a pedestrian barrier the majority of the time. While in winter snow prevents crossing, in spring and fall, the mud and slush formed from inclement weather and melting snow discourage pedestrians from venturing across the artery. It should also be noted that there are few pedestrian crossings to get to either side of the boulevard. At its western end, the boulevard comes to an end on Sainte-Catherine Street with a curve, also introduced in the 1960s.

On another note, the surrounding environments of Dorchester Boulevard are very distinct from one another (Figure 5). While the south side (Zone 1) is almost entirely bordered with relatively uniform residential buildings of two to five stories with a Victorian style, the north side (Zone 2) is primarily taken up by parking lots. In fact, the only buildings present on this side of the boulevard are the RCMP building (west of Greene Avenue) and the old Bank of Montreal building (at the intersection of Atwater Avenue). Dorchester Boulevard's lack of enframement, significant width of traffic lanes, right-of-way with imposing median, and curve that forms its junction with Sainte-Catherine Street, give it a suburban boulevard feel rather than an urban one worthy of its proximity to the downtown area of a metropolis. This layout also encourages faster car traffic which reduces pedestrian and cyclist safety.



### De Maisonneuve Boulevard West



Figure 5 - Characterization map of the Dorchester Boulevard

De Maisonneuve Boulevard, one-way towards the west, is composed of two traffic lanes between Atwater Avenue and Greene Avenue narrowing to one lane between Greene and Clark avenues. Over the whole section, the north side has one parking lane, whereas the south side has a dedicated two-way bike path. This is a part of the cycling network extending on De Maisonneuve Boulevard between West Broadway Street (Concordia University's Loyola campus) and Du Havre Street (Frontenac metro), passing through downtown Montreal. Conventional sidewalks (1.5 m) are installed on both sides of the boulevard throughout the section.

While the sides of the boulevard are similar between Clark and Greene avenues (Figure 6) (Zone 1), where the artery is bordered by three-storey residential buildings with a margin that is mostly uniform, they are quite different between Greene and Atwater. Indeed, similar to the north side of Sainte-Catherine Street to the east of Greene Avenue, the south side of De Maisonneuve Boulevard (Zone 2) is bordered with large dimension buildings (Alexis-Nihon, Westmount Square, No. 1 Wood Avenue complex) which have few connections to the street. However, unlike Sainte-Catherine Street, vehicle access points to the Alexis-Nihon complex and Westmount Square are on the boulevard, which cause significant and visually unappealing clearances. However, it should be noted that landscaping work was completed on the south side of the road to enhance a space which isn't really inviting to pedestrians.



Figure 6 - Characterization map of De Maisonneuve West Boulevard

On the other hand, the north side of the boulevard includes smaller dimension buildings to the west and the Dawson College's southern façade to the east, which includes a primary access point to the establishment. The interesting characteristics in front of this façade and mainly close to the entrance, which create a social space along the sidewalk, must also be highlighted.

### Greene Avenue

Along with Sainte-Catherine Street, Greene Avenue concentrates the majority of the Southeast's commercial activity and is an integral part of the lives of the sector's residents (Mark Wilkins Consulting,

2017, p. 16 & 18). It is also the only connecting road between the north and south of the territory under study. The avenue is two-way throughout. However, this seems to be the only common point between Greene Avenue's section located to the north of the intersection with Sainte-Catherine Street and the section located to the south. In fact, major redevelopment north of Sainte-Catherine Street was completed between 2011 and 2013, making both sections of Greene Avenue very different from each other (Figure 7).

On the section north of Sainte-Catherine Street (Zone 1), Greene Avenue is composed of two 3.5 m traffic lanes and two 2.5 m parking lanes. These lanes are flanked with two large sidewalks of approximately 3.5 m each. The majority of the surrounding buildings are two to four stories and provide street businesses. Business signs were designed to ensure some uniformity on the street. Curb extensions were developed at the De Maisonneuve Boulevard and Sainte-Catherine Street intersections with Greene Avenue, as well as in the centre of the island, in front of the courtyard of Westmount Square's tower 3. This helps to slowdown traffic enhancing safety at pedestrian crossings and creating social areas on the sidewalks of the street. The rather appropriate enframement, width and quality of sidewalks, and recurring series of display windows give this section of the street a pleasant and safe atmosphere.<sup>4</sup> This probably explains why 85% of the Southeast's population prefer to walk to this location, as on average they visit the avenue 7.5 times per month (Mark Wilkins Consulting, 2017, p. 18 & 34). A report prepared by the company Artère in fall 2017 depicts a sombre picture of the commercial activity on this section of Greene Avenue. Based on the numerous findings of this report, it can be concluded according to the consultant that:

- "In general, Greene Avenue has started a phase of commercial devitalization (numerous vacant spaces at the ground level, high rental costs, lack of continued mobilization of retailers, unbalanced commercial mix, unclear marketing positioning) and its power of attraction risks continued deterioration at the expense of other commercial locations if no action is taken to rectify the situation.
- The presence of many service companies and offices with low customer traffic on the ground level (banks, professional offices, real estate agencies, old post office) create an unbalanced diversity of the artery's commercial offerings, also greatly hindering customer traffic, vitality, and complementary commercial interactions between businesses. Other businesses contribute little to the artery's customer traffic (only open by appointment).
- Greene Avenue is perceived by residents as a destination of low commercial diversity that doesn't allow for several complementary purchases in one visit" [Translation] (Artère 2017, p. 10).

However, according to Artère, Greene Avenue presents some renowned, high-performing businesses (proximity and destination) that the sector can count on to revitalize itself (Artère 2017, p. 10) (see the report in question for more details).

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<sup>4</sup>The resident survey completed by Mark Wilkins Consulting in June 2017 confirmed these findings (Mark Wilkins Consulting, 2017, p. 47).

Unlike the north section of the avenue, the south section has had no redevelopment. With a much wider pavement, this section is composed of two approximately 6 m traffic lanes between Sainte-Catherine Street and Dorchester Boulevard, and two traffic lanes of about 5 m with street parking permitted to the south of the latter. They have a 1.5 m sidewalk on each side, however, the RCMP property taking up the majority of the island west of the avenue between Sainte-Catherine Street and Dorchester Boulevard has a paved 2.5 m path extending from the sidewalk. Nevertheless, urban development is no more interesting due to the outdated nature of the existing elements. Additionally, the enframement of the street is poor, as to the west the twelve-storey RCMP building has a blind façade facing a parking area and the western façade of an old Royal Bank of Canada building on the southeast corner of Sainte-Catherine and Greene Avenue. However, it must be noted that the Beaux-Arts style architectural quality of the latter provides an appealing lateral window arrangement on Greene Avenue. South of Dorchester Boulevard (Zone 3), the avenue takes on a residential character. Townhouses border the majority of the avenue.

### **Tupper Street**

One-way to the west, Tupper Street is composed of one approximately 4.8 m traffic lane flanked on each side with a 2.5 m parking lane and a 1.5 m sidewalk for a total width of just under 13 m. Bordered to the south by the old BMO building (at the intersection with Atwater) and several parking lots, its north side is composed of the long YMCA residence building standing as an opaque wall in the eastern section of the street and a large area used as a rear parking lot for a building on Sainte-Catherine Street in the west section. At the northeast corner of Tupper Street and Gladstone Avenue are a few old three-storey buildings which have survived the many transformations of the sector. In addition, as the enframement and landscape development on the street are acceptable approaching Atwater Avenue, the rest of the street's development is of poor quality.

### **Gladstone Avenue**

With two-way traffic south of the intersection with Tupper Street, Gladstone Avenue is composed of an approximately 4.5 m traffic lane in each direction. North of the intersection with Tupper, the lane going south becomes a parking lane as the street is one-way towards the north. There are 1.5 m sidewalks on both sides of the street. The avenue is predominately bordered by parking spaces to the south of the intersection with Tupper Street and by the lateral façades of buildings on Sainte-Catherine Street to the north. In its line of sight is Westmount Square Tower 1.

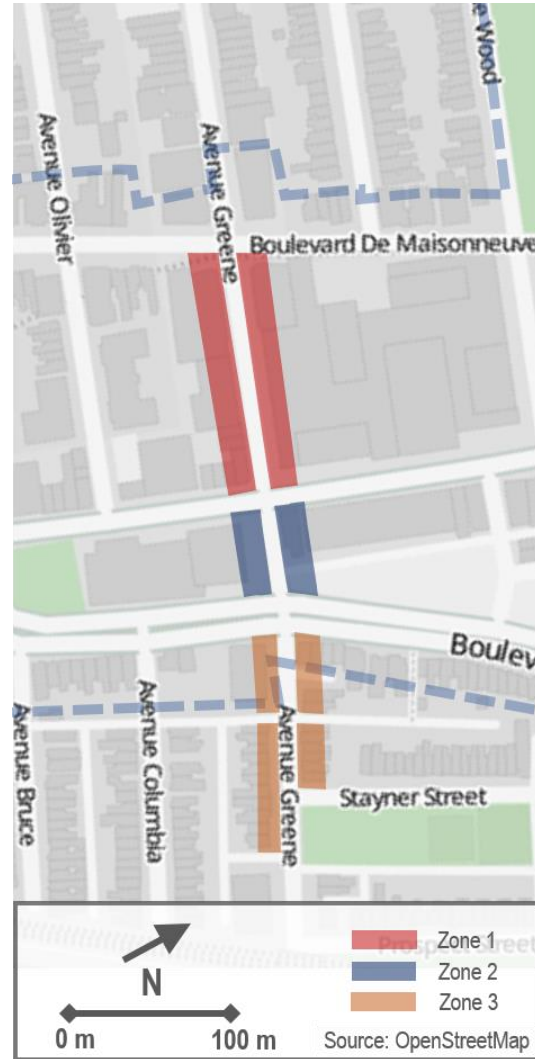


Figure 7 - Characterization map of Greene Avenue

**Key points:**

- The urban structure of the Southeast is characterized by a spatial split between the north and south caused by Dorchester Boulevard and its parking lots on the northern side.
- While the south part of the Southeast Sector includes similar characteristics to other sectors of the city, the north part of the Southeast is distinguished due to its more urban character (functional mix, building height, population density) similar to the characteristics of the agglomeration's downtown area.
- Several sector lots have considerably underutilized redevelopment potential.
- Both the north sector and south sector have buildings with recognized heritage value.
- The Southeast sector is very well serviced by public transport.
- Few route connections exist between the north and south of the territory. Only Greene Avenue crosses it in its entirety. Gladstone Avenue partially crosses it.
- The majority of the rights-of-way are oversized, leaving much more space for vehicles than required, and have medium to poor quality public planning (especially those of Dorchester Boulevard, Tupper Street, Gladstone Avenue, Sainte-Catherine Street and De Maisonneuve Boulevard).

**1.3.2 Plant cover and green spaces**

**1.3.2.1 Westmount**

Despite being in the centre of the agglomeration, the city of Westmount has impressive although aging plant cover (the majority of the trees are reaching the ends of their lifespan in the same decades). As presented in Table 1, the city is ranked 5<sup>th</sup> in the top municipalities with the best tree canopy ratings of the agglomeration. It should be noted that the municipalities ahead of Westmount in the rankings are suburbs of the agglomeration, while its counterpart Montreal is ranked in 12<sup>th</sup> place with a rating 17.7 percentage points less than Westmount.

It should also be specified that the territory of the city of Montreal includes parts of the west and east of Montreal Island (Île-Bizard, Pierrefond-Roxboro, and Rivière-des-Prairies–Pointe-aux-Trembles) where there is abundant plant cover. The tree canopy rating of the city of Montreal does not accurately represent the general situation of the central neighbourhoods since the aforementioned territories are boosting the rating. It can be concluded that Westmount benefits from plant cover that is by far more interesting than its neighbouring boroughs.

The city of Westmount has two large municipal parks as well as six local parks and ten green spaces. Totalling approximately 17 hectares, the parks represent a bit more than 4% of Westmount's territory. The city of Westmount also has 8.4 m<sup>2</sup> of green space per inhabitant. For reference, the international standard set by the World Health Organization on this subject is 9 m<sup>2</sup> per inhabitant (UN Habitat, 2014, p. 43).

Table 1 - Tree canopy indexes of the cities of the Urban Agglomeration of Montreal

	Tree canopy index (%)	Rank
<u>Agglomeration of Montreal</u>	<u>21.7%</u>	<u>N/A</u>
Dorval Island	73.6%	1
Senneville	52.6%	2
Sainte-Anne-de-Bellevue	42.1%	3
Beaconsfield	41.9%	4
<b>Westmount</b>	<b>38.1%</b>	<b>5</b>
Baie-d'Urfé	36.0%	6
Montreal West	31.0%	7
Hampstead	29.1%	8
Pointe-Claire	24.9%	9
Dollard-Des-Ormeaux	24.1%	10
Mont-Royal	23.4%	11
<b>Montreal</b>	<b>20.4%</b>	<b>12</b>
Côte-Saint-Luc	16.5%	13
Kirkland	15.3%	14
Dorval	11.3%	15
Montreal East	5.4%	16

Source: Communauté métropolitaine de Montréal 2015

The city also has Summit Woods on its territory, a large metropolitan green space spanning 23.1 hectares and an integral part of the Mount Royal Heritage Site.<sup>5</sup> However, due to its conservation status, the latter is more of a dedicated ecological space rather than recreational. Moreover, its position is a reasonable distance from the densest locations of Westmount and its isolation on the northeast boundary of the city doesn't, at first glance, make it a place for daily or even weekly frequenting for the vast majority of Westmount's residents.

### 1.3.2.2 Southeast Sector

Although situated in a generally privileged city with regards to parks and green spaces in comparison to other municipalities of Montreal Island, the Southeast Sector appears in contrast to be the poor relation of Westmount in this regard (Figure 8). In fact, Dorchester-Clarke Park (1) is the only green space present in the sector under study. Situated on both sides of Dorchester Boulevard to the intersection with Sainte-Catherine Street, it covers 0.45 hectares, a very small area considering the territory extends over 30 hectares.

<sup>5</sup>Taking this green space into account, the proportion of square metres of green space per resident now stands at a respectable 19.7 m<sup>2</sup>.

The situation however improves when the green spaces in close proximity to the Southeast are counted to the extent that they are inevitably a daily part of the people of Westmount's lives. In fact, counting Stayner (2) and Prospect (3) parks, with Queen Elizabeth Gardens (4)<sup>6</sup>, the Westmount Athletic Grounds (5), Weredale Parkette (6), and Cabot Square (7), the total green space increases to 2.3 hectares. This constitutes around 4.6 m<sup>2</sup> of green space per resident. It is also important to note the large gardens on the territory sitting on the Dawson College property (8), which are unfortunately private and enclosed.<sup>7</sup>

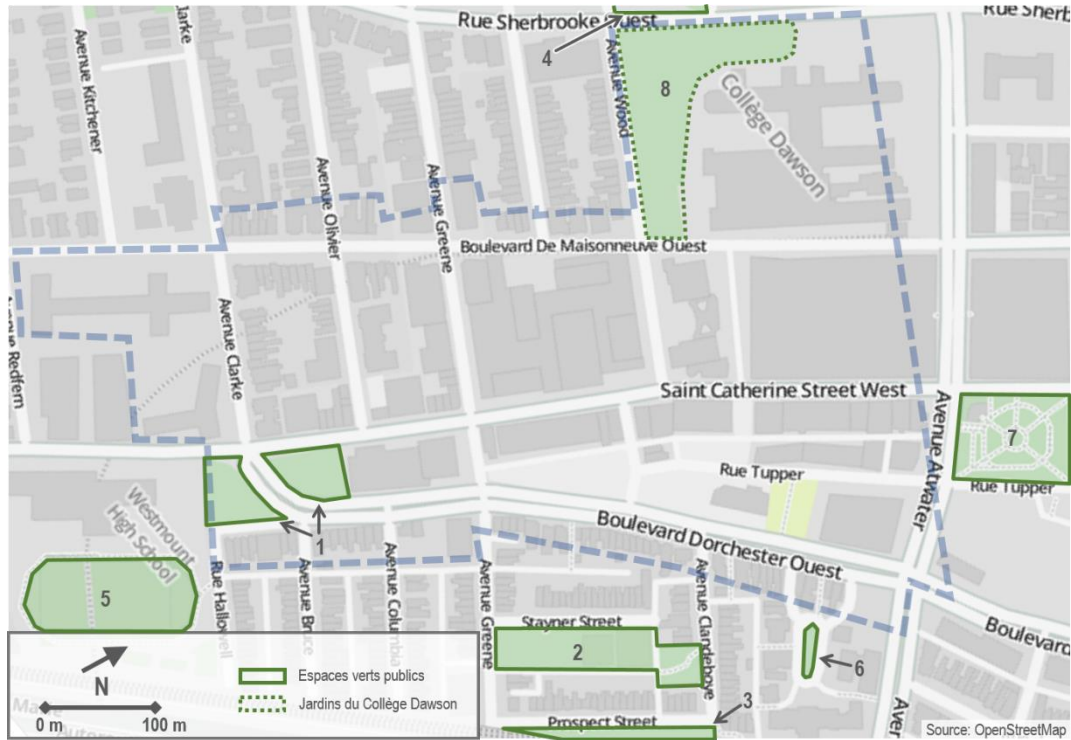


Figure 8 - Location map of green spaces

At the plant cover level, the sector seems once again a bit neglected in comparison to the rest of the city of Westmount. As illustrated in Figure 9, it appears obvious that the Southeast Sector has the least tree canopy coverage in Westmount. Moreover, when looking at municipal trees (Figure 10), there are 322 in the sector with 38 in poor condition. This evaluation is particularly problematic on Dorchester Boulevard as one out of three trees is in poor condition (10 out of 30 trees to be specific). It should be noted that the area surrounding the sector has more abundant plant cover, although it is of a private nature.

<sup>6</sup>For consistency of the design, it is found partially outside of Figure 8.

<sup>7</sup>At about 1.6 hectares, accessibility to these gardens would take the amount of green space per resident to a bit under 8 m<sup>2</sup>.



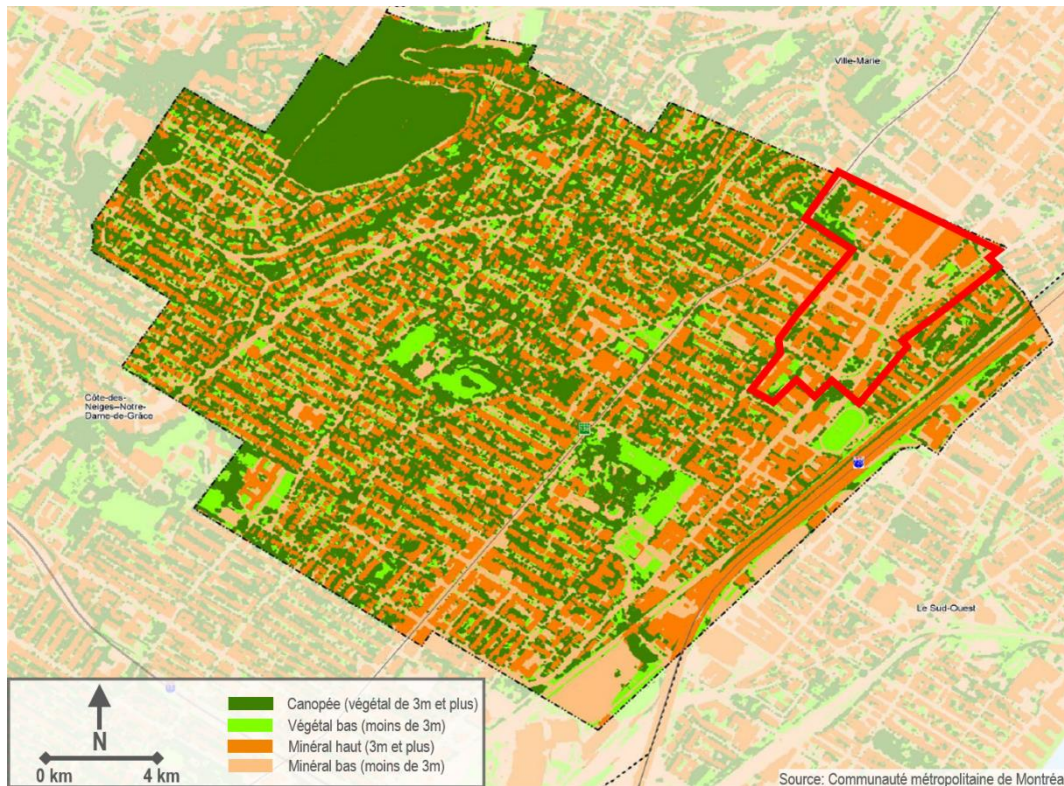


Figure 9 - Tree canopy map of Westmount

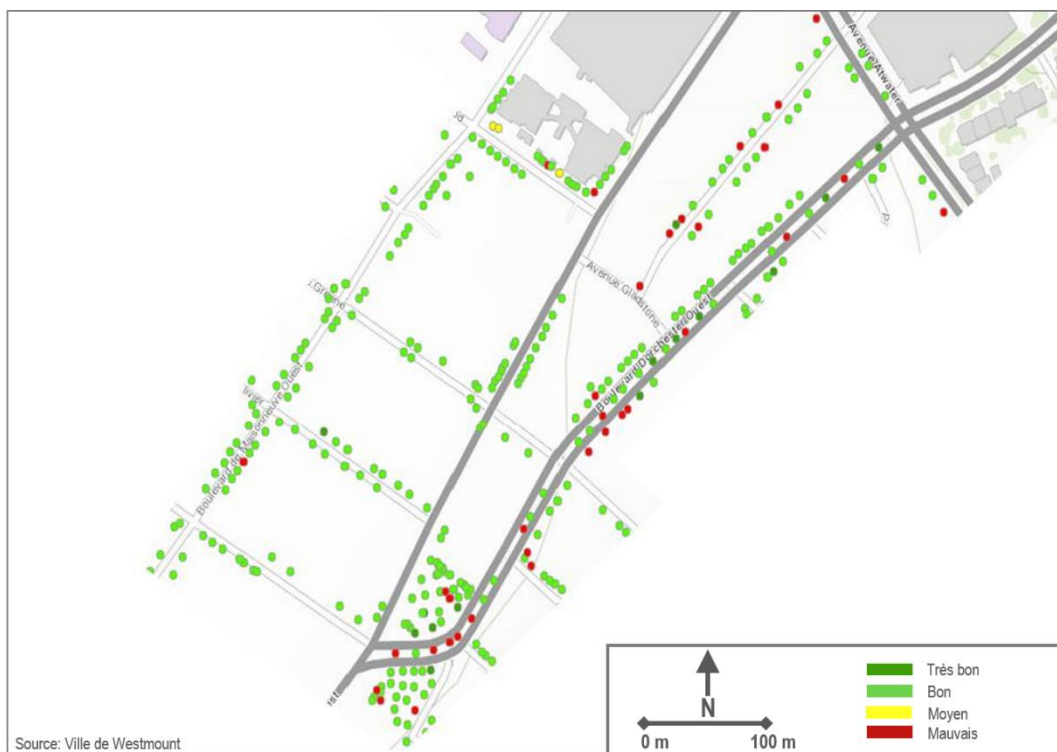


Figure 10 - Public tree health condition map

### **Key points:**

- The Southeast has few public green spaces and plant cover compared to the rest of the city of Westmount.
- The public plant cover of Dorchester Boulevard is in poor condition while it is generally in good condition for the rest of the sector.
- The Dawson College gardens are underutilized, quality green spaces.

### **1.3.3 Sociodemographic characteristics<sup>8</sup>**

This section presents some sociodemographic data of the city of Westmount and the Southeast Sector. To put this in perspective, comparisons were made with the demographic situation of the city of Montreal. It was firstly completed due to the geographical location of Westmount being at the heart of the city of Montreal, but also since the Southeast is directly adjacent to it. The goal of these comparisons is to put the sociodemographic situations of Westmount and the Southeast in perspective using the sociodemographic profile of its immediate environment to reflect the realities of the central districts of the agglomeration.

The data for the Southeast Sector has been compiled from the dissemination areas illustrated in Figure 11. Considering that identical overlapping of the dissemination areas<sup>9</sup> and the Southeast territory was impossible, the decision was made to use the data of all dissemination areas that were partially or completely a part of the sector. The data used also reflects the Southeast territory and its neighbouring

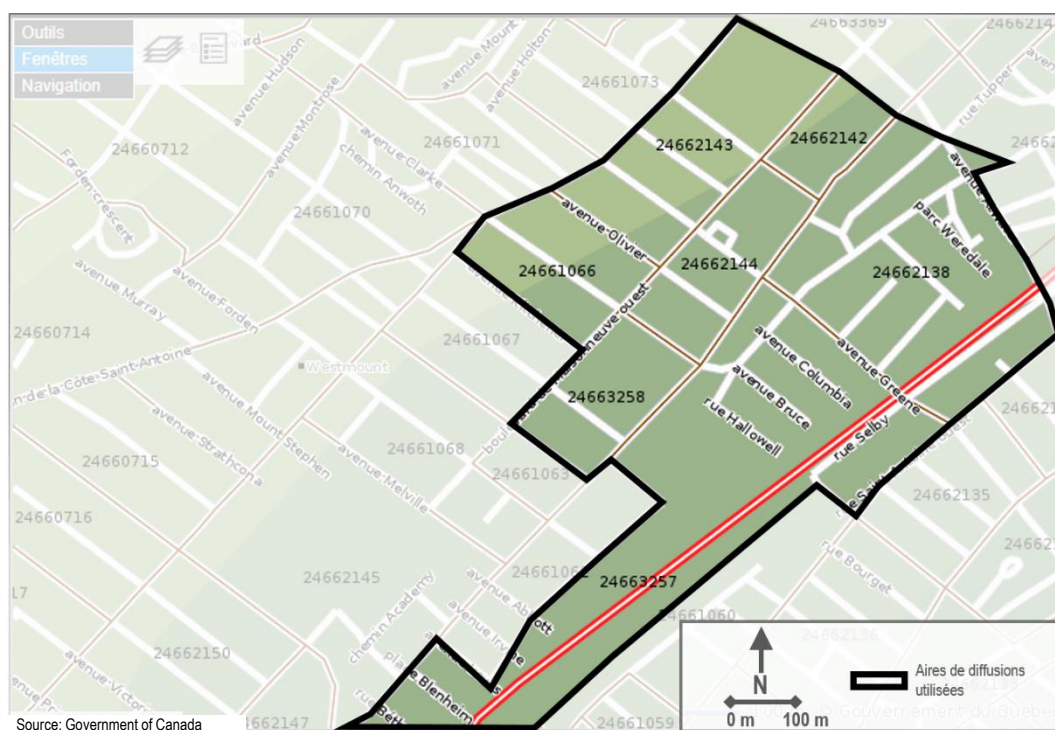


Figure 11 - Location map of dissemination areas used

<sup>8</sup>This sociodemographic profile of the city of Westmount and the Southeast Sector was conducted based on data from the 2016 federal census.

<sup>9</sup>The dissemination area is "the smallest standard geographic area for which all census data are disseminated." (Statistics Canada [D.A.] Dissemination Area, [Online], Extract from: <https://www12.statcan.gc.ca/census-recensement/2011/ref/dict/geo021-eng.cfm>, consulted February 27, 2018.)



environments to give a more overall view of the sector.

### 1.3.3.1 Population

The following table presents key points in terms of population.

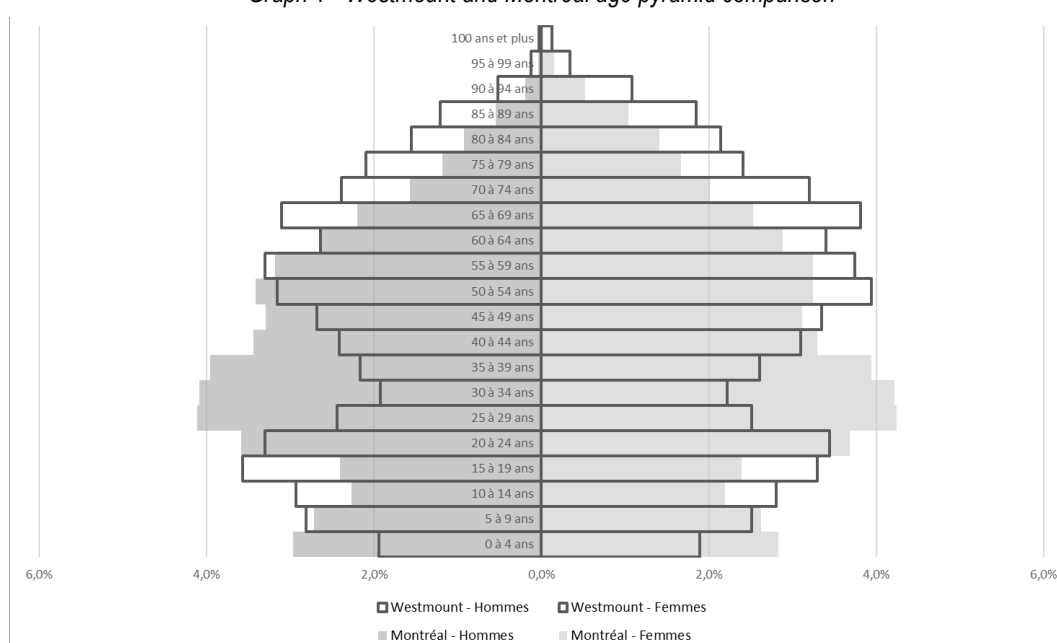
Table 2 - Average and median age of the population

	Southeast	Westmount	Montreal
Population	4,969	20,312	1,704,694
Average age of the population	51.1	45.1	40.3
Median age of the population	55.2	46.7	38.5

Sources: 2016 Census

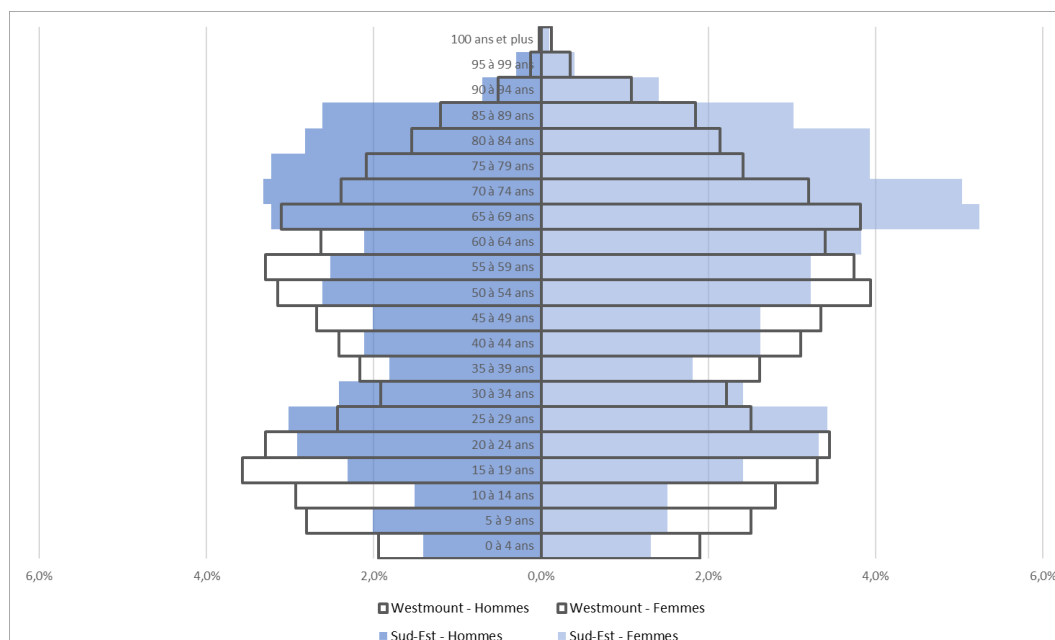
In light of these results, it can be deduced that Southeast residents are generally older than those of Westmount, which are themselves generally older than those of Montreal. This conclusion is well illustrated by graphs 1 and 2. It can be clearly seen that the age pyramid of the Southeast Sector tends to be higher at its peak than that of the city of Westmount (2), which is itself higher than that of the city of Montreal (1). In 2016, the percentages of residents aged 65 and over were at 38.8% for the Southeast Sector, 25.9% for Westmount, and only 16% for Montreal.

Graph 1 - Westmount and Montreal age pyramid comparison



In terms of population density, Westmount is the second most densely populated city in Canada according to the 2016 Census. With a density of 5024.9 people per square kilometre, the municipality is positioned just below the city of Vancouver and above the city of Montreal (4662.1 people/km<sup>2</sup>). However, by abandoning

Graph 2 - Westmount and Southeast Sector age pyramid comparison



administrative territorial definitions and objectively comparing the density of the city of Westmount with the Montreal territories in its immediate surroundings, this situation radically changes. As shown in Table 3,

Table 3 - Density of central sectors of the Urban Agglomeration of Montreal (1)

Westmount appears more like a poor relative of the central districts of the agglomeration of Montreal in terms of population density.

	Southeast	Westmount	Outremont	CDN-NDG	Plateau Mt-Royal	Ville-Marie (2)	Rosemont
Population	4,969	20,312	23,954	166,520	104,000	89,170	139,590
Area (km <sup>2</sup> )	0.80	4.04	3.90	21.40	8.10	16.50	15.90
Density (people/km <sup>2</sup> )	6,211.3 (3)	5,027.7	6,142.0	7,781.3	12,839.5	5,404.2	8,779.3
Density (people/gross ha)	62.11	50.28	61.42	77.81	128.4	54.04	87.79
Variance (%) (4)	23.5%	0%	22.16%	54.77 %	155.37%	7.49%	74.62%

(1) Only the central predominantly developed boroughs whose functions are similar to those of Westmount (residential, commercial, and office) were taken into account. This excludes among others the borough of the Southeast whose large industrial properties in Pointe-Saint-Charles distort the density of its neighbourhoods.

(2) Considering the current conditions for development, the potential, and the current real estate boom in the sector, the borough of Ville-Marie is expected to become the most densely populated sector of the agglomeration within a few years.

(3) Due to the available data, the area attributed to the Southeast is greater than the study territory, which could result in a lower calculated density. We believe however that it is more realistic to consider the territory's density to accurately reflect the reality of the sector and its close

surroundings.

(4) The city of Westmount's population density is the base reference for the calculation of the deviation.

Sources: 2016 Census & Montréal en Statistique – City of Montreal

It is interesting to note that even the borough of Outremont, which has long been the francophone counterpart of Westmount from the times it was still an independent city, has a vastly higher density than the latter.

Additionally, it seems that the density of Westmount is driven up by the Southeast's density as it has a proportion of 1200 more people per square kilometre than the city as a whole. The islands located between Sainte-Catherine Street and De Maisonneuve Boulevard contribute largely to this deviation. These islands have the highest population densities of the city and the Southeast Sector with densities of 10,000 people and over per square kilometre. By comparison, the area south of Dorchester Boulevard has densities of 5,000 people and below per square kilometre (see Figure 12).

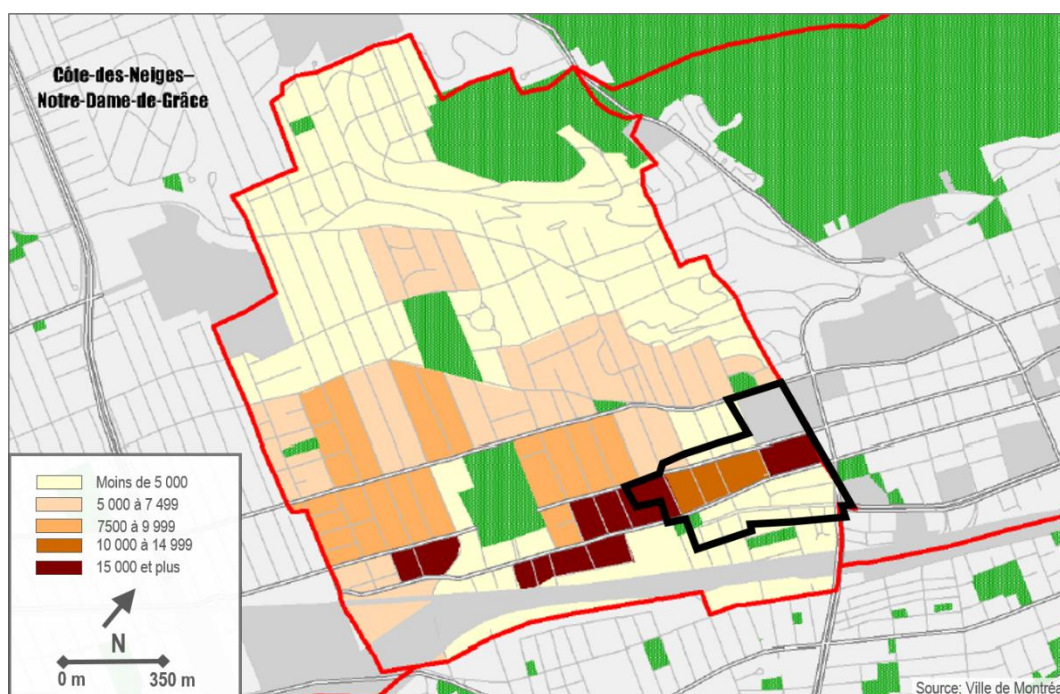


Figure 12 - Population density map

### 1.3.3.2 Immigration and visible minorities

As presented in Table 4, the vast majority of Westmount residents are native-born Canadians. 67.6% of the population of the city is non-immigrant while 26.6% is immigrant. By comparison, 62.1% of Montreal's population is non-immigrant while 34.3% is native to other countries. On this subject, the Southeast's population resembles more that of Montreal as 63.5% is non-immigrant while 33.1% is immigrant.

In line with immigration data, only 17.3% of Southeast residents and 18% of Westmount residents are considered visible minorities, a percentage considerably low compared to that of the city of Montreal currently at 34.2%.

Table 4 - Immigration and visible minorities

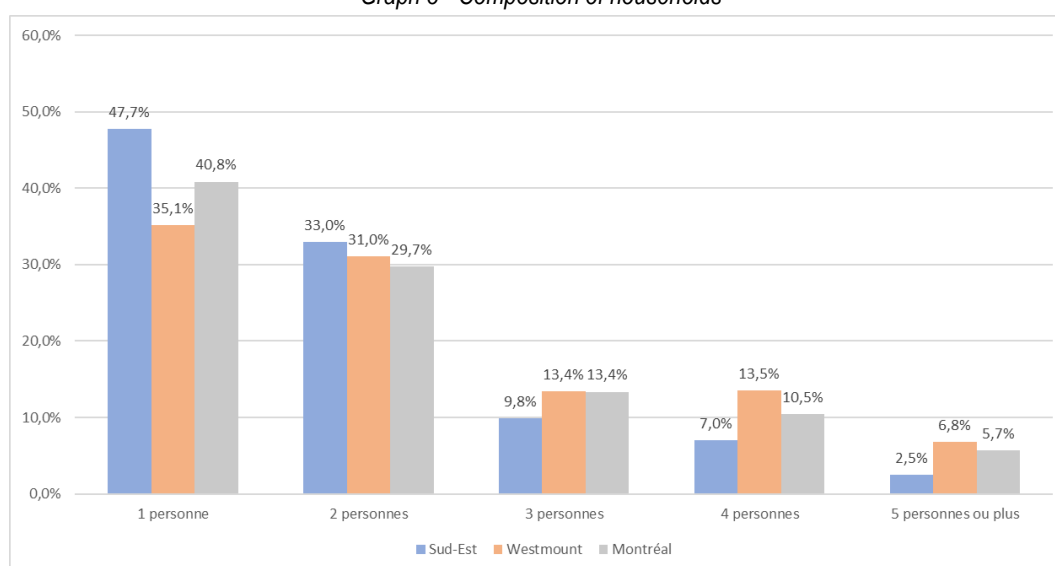
	Southeast	Westmount	Montreal
Immigration			
Immigrants (%)	33.1%	26.6%	34.3%
Non-immigrants (%)	63.15%	67.6%	62.1%
Visible minorities			
Visible minorities (%)	17.3%	18%	34.2%

Sources: 2016 Census

### 1.3.3.3 Households

The city of Westmount is composed of 8,685 private households with an average of 2.3 people per household. Graph 3 clearly illustrates that the majority of households are made up of 2 people and under (66.1%), a trend that is even stronger in Montreal. In fact, 70.5% of Montreal households are composed of 2 people or under with an average of 2.1 people. The Southeast undoubtedly stands out in this regard as 80.7% of households are composed of 2 people and under. Although the proportion of two-person households is practically the same as other territories, the proportion of one-person households is significantly higher. Thus, the average household size in the Southeast is 1.8 people per household.

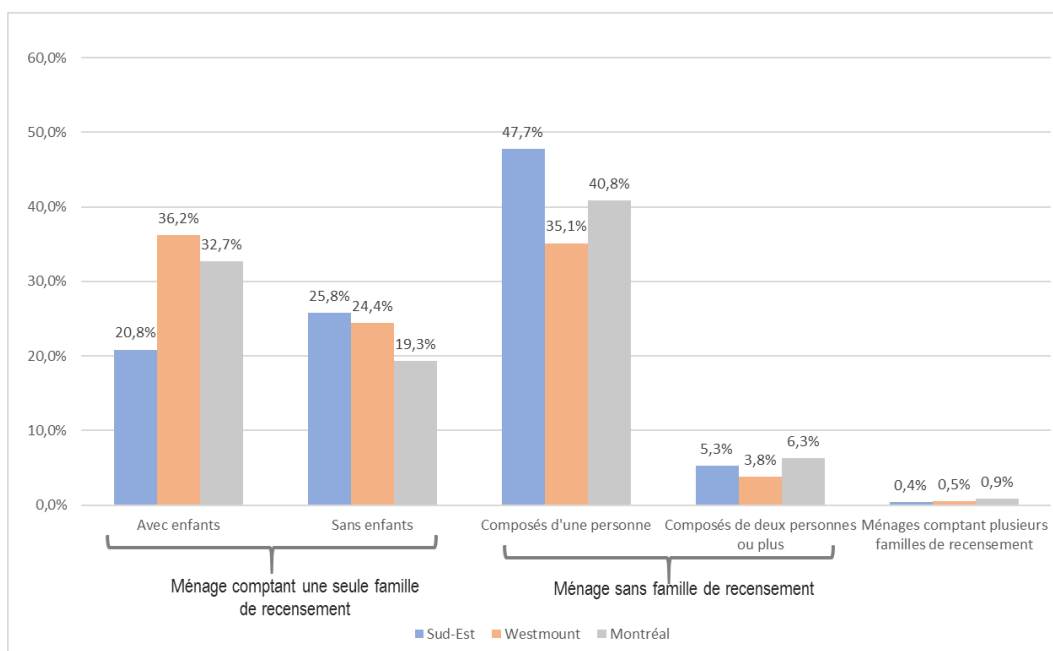
Graph 3 - Composition of households



In parallel, the majority of Westmount households are composed of members of the same family (60.6%), whereas the proportion is lower in Montreal (52.1%) and in the Southeast (46.6%) (Graph 4). Of the three territories, a greater proportion of Westmount households have children; they represent 36.2% of the total households of the city. The graph also illustrates that the Southeast is primarily composed of households without a census family (53.4%); the proportion is lower in other territories.

On another note, from all Westmount households, a little more than half (52.6%) are owners, a proportion vastly greater than the Southeast (35.1%)<sup>10</sup> and Montreal (36.7%) (Table 5).

Graph 4 - Household types



In addition, the economic situation of tenants in Westmount and the Southeast seems more difficult than that of Montreal since close to one tenant household out of two devotes 30% or more of their income to housing costs, whereas the proportion is about one out of three in Montreal. This could likely be explained by the fact that average monthly housing costs for rental accommodation is two times higher in the

Table 5 - Household situation in terms of housing

Southeast and Westmount than in Montreal.

	Southeast	Westmount	Montreal
Number of households	2,675	8,685	779,795

<sup>10</sup>In the Southeast, there seems to be a strong polarization in the household situation in terms of housing. Despite the low rate of owners, the area south of Dorchester Boulevard has an ownership rate of 52%.

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Owners (%)	35.1%	52.6%	36.7%
Tenants (%)	65.1%	47.4%	63.3%
Devote 30% or more of their income to housing costs (%)	50.3%	48.2%	36.5%
Average monthly fees for rental housing (\$)	\$1,660	\$1,550	\$835

Sources: 2016 Census

### 1.3.3.4 Income

On the income level, the city of Westmount's population differs from that of the city of Montreal through its much higher income. There is already a great variance between the median and average income of individuals from Westmount and Montreal, these deviations further widen at the household level (Table 6). In both categories, the Southeast is between the two, leaning more towards the Westmount trend at the individual level and towards the Montreal trend at the household level. Nevertheless, both the individual and

Table 6 - Average and median incomes in 2015

household incomes are higher in the Southeast than in Montreal.

	Southeast	Westmount	Montreal
Individuals			
Average income (\$)	\$106,264	\$162,473	\$44,701
Median income (\$)	\$44,285	\$50,053	\$30,656
Households			
Average income (\$)	\$167,067	\$295,099	\$69,047
Median income (\$)	\$63,478	\$100,153	\$50,227

Sources: 2016 Census

When looking at the proportion of individuals and households by income bracket, the same results are even more striking. As presented in Table 7, more than one in four Westmount residents and one in five Southeast inhabitants generate an income of \$100,000 and above, while only one in ten do the same in Montreal. Additionally, the proportion of Westmount and Southeast residents generating an income of \$150,000 and above in 2015 is 18% and 14.2% respectively in comparison to only 1.9% of Montreal

Table 7 - Income of the population aged 15 and above in 2015

residents.

	Southeast		Westmount		Montreal	
	Total	%	Total	%	Total	%
<b>Total individuals</b>	<b>4,410</b>	<b>100%</b>	<b>16,755</b>	<b>100%</b>	<b>1,397,900</b>	<b>100%</b>
Less than \$10,000	615	13.9%	2,415	14.4%	211,945	15.2%
\$10,000 to \$19,999	640	14.5%	1,895	11.3%	276,675	19.8%
\$20,000 to \$29,999	425	9.6%	1,440	8.6%	213,200	15.3%
\$30,000 to \$39,999	330	7.5%	1,110	6.6%	168,005	12.0%

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\$40,000 to \$49,999	280	6.3%	1,070	6.4%	135,770	9.7%
\$50,000 to \$59,999	260	5.9%	905	5.4%	94,615	6.8%
\$60,000 to \$69,999	235	5.3%	745	4.4%	65,325	4.7%
\$70,000 to \$79,999	190	4.3%	690	4.1%	49,145	3.5%
\$80,000 to \$89,999	160	3.6%	620	3.7%	33,880	2.4%
\$90,000 to \$99,999	130	2.9%	445	2.7%	22,685	1.6%
\$100,000 to \$149,999	360	8.2%	1,470	8.8%	46,530	3.3%
\$150,000 and above	625	14.2%	3,075	18.4%	25,910	1.9%
<b>Total - with an income</b>	<b>4,250</b>	<b>96.4%</b>	<b>15,880</b>	<b>94.8%</b>	<b>1,343,690</b>	<b>96.1%</b>
<b>Total - without an income</b>	<b>160</b>	<b>3.6%</b>	<b>875</b>	<b>5.2%</b>	<b>54,215</b>	<b>3.9%</b>

Sources: 2016 Census

Even more tellingly, while 49.9% of Westmount households and 38.7% of Southeast households reported an income of \$100,000 or above in 2015, only 18.8% of Montreal households did the same (Table 8). Moreover, 30.5% of Westmount households have earned an income of \$200,000 or higher in comparison to only 3.6% of Montreal households. 19.5% of Southeast households have done the same.

Table 8 - Household incomes in 2015

	Southeast		Westmount		Montreal	
	Total	%	Total	%	Total	%
<b>Total households</b>	<b>2,660</b>	<b>-</b>	<b>8,685</b>	<b>-</b>	<b>779,800</b>	<b>-</b>
Less than \$5,000	120	4.5%	290	3.3%	22,980	2.9%
\$5,000 to \$9,999	45	1.7%	120	1.4%	20,945	2.7%
\$10,000 to \$14,999	90	3.4%	210	2.4%	36,535	4.7%
\$15,000 to \$19,999	125	4.7%	315	3.6%	50,620	6.5%
\$20,000 to \$24,999	130	4.9%	310	3.6%	46,735	6.0%
\$25,000 to \$29,999	105	3.9%	235	2.7%	41,760	5.4%
\$30,000 to \$34,999	95	3.6%	240	2.8%	42,575	5.5%
\$35,000 to \$39,999	95	3.6%	245	2.8%	43,795	5.6%
\$40,000 to \$44,999	90	3.4%	250	2.9%	42,770	5.5%
\$45,000 to \$49,999	100	3.8%	220	2.5%	39,400	5.1%
\$50,000 to \$59,999	145	5.5%	450	5.2%	71,115	9.1%
\$60,000 to \$69,999	150	5.6%	430	5.0%	57,495	7.4%
\$70,000 to \$79,999	115	4.3%	385	4.4%	47,510	6.1%
\$80,000 to \$89,999	125	4.7%	340	3.9%	38,325	4.9%
\$90,000 to \$99,999	100	3.8%	295	3.4%	30,990	4.0%
\$100,000 to \$124,999	180	6.8%	560	6.4%	53,650	6.9%
\$125,000 to \$149,999	155	5.8%	490	5.6%	32,505	4.2%
\$150,000 to \$199,999	175	6.6%	645	7.4%	31,690	4.1%
\$200,000 and above	520	19.5%	2,650	30.5%	28,410	3.6%

Sources: 2016 Census



Despite individual incomes of Westmount in 2015 being the highest, there is a significant polarization in incomes between Westmount and Southeast individuals (Table 7). This polarization of individual incomes is not found at the household level (Table 8). As the concentration of household incomes is mostly in the highest brackets (\$100,000 and above), the lower brackets divide the rest of the households relatively equally.

A theory that may explain this phenomenon is that a party of individuals having declared low incomes (\$20,000 and under) in 2015 are in households with individuals who have reported high incomes (\$100,000 and above).

Despite this, one household out of six in Westmount declared an income of less than \$20,000 in 2015, whereas one household out of 5 in the Southeast did the same. Thus, 12.9% of Westmount's population of private households live below the threshold of low income after tax. This rate increases to 18.2% in the Southeast.

### 1.3.3.5 Level of education

Among Westmount residents aged 15 and older, 6.2% do not have a diploma of studies and 60.6% have a university degree at a bachelor's level or higher (Table 9). Although lower, graduation rates for bachelor or higher level degrees are also very respectable in the Southeast (53.1% for the population aged 15 and over) while the proportion of the population that doesn't have a diploma is low (5.9%).

These numbers tend to change significantly when considering only the population aged between 25 and 64 since just 1.5% of Westmount residents and Southeast inhabitants have no diploma, whereas respectively 74.3% and 68.5% have a bachelor or superior university degree.

In comparison, among Montreal residents aged 15 and older, 17.8% do not have diplomas, whereas 31.3% have a university degree equal or superior to bachelor's level. This percentage increases to 39% for the

Table 9 - Education of the population

population aged between 25 and 64.

	Southeast	Westmount	Montreal
Aged 15 and over	4,480	16,755	1,397,885
No degree (%)	5.9%	6.2%	17.8%
Bachelor or higher level degree (%)	53.1%	60.6%	31.3%
Aged between 25 and 64	2,015	9,225	951,195
No degree (%)	1.5%	1.5%	7.7%
Bachelor or higher level degree (%)	68.5%	74.3%	39%

Sources: 2016 Census

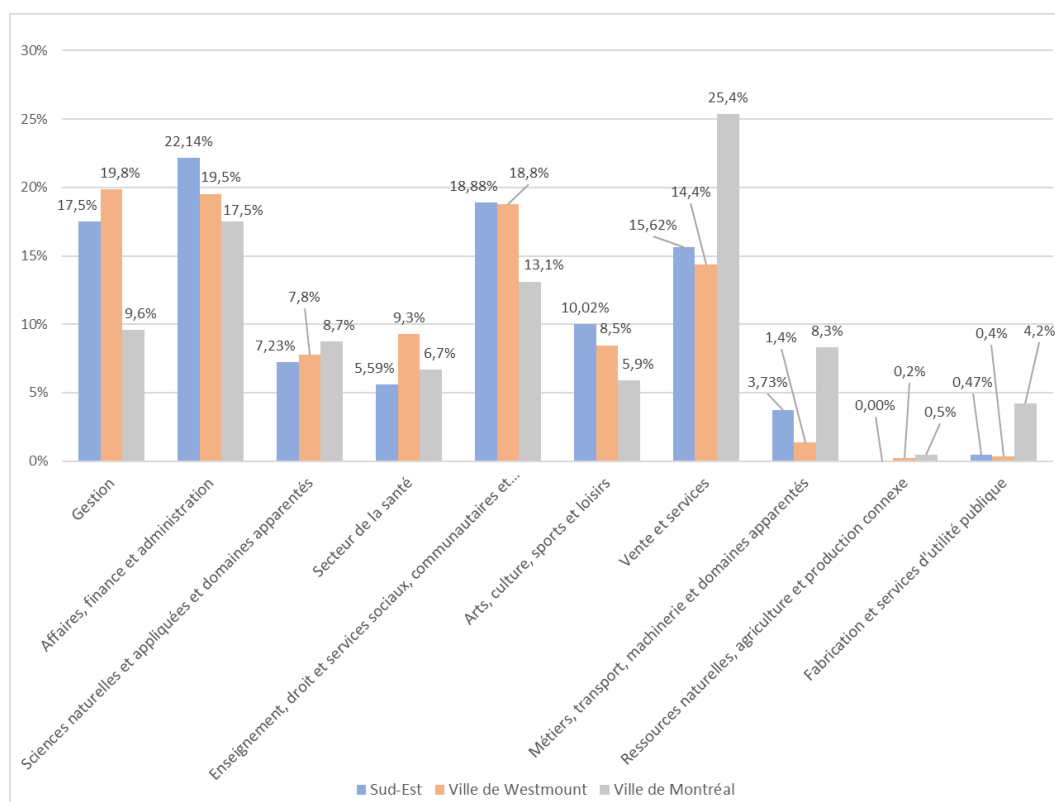


### 1.3.3.6 Work

As shown in Graph 5, the main employment fields of Westmount are management; business, finance, and administration; teaching, law and social services, community and governmental services; a trend also reflected in the Southeast.

However, by comparing job distribution in the Southeast Sector and the city of Westmount with the city of Montreal, the percentage of jobs in management; teaching, law and social services, and community and governmental services which are considerably higher in Westmount and the Southeast, whereas sales and services; trades, transportation, machinery and related fields are considerably lower (Graph 5).

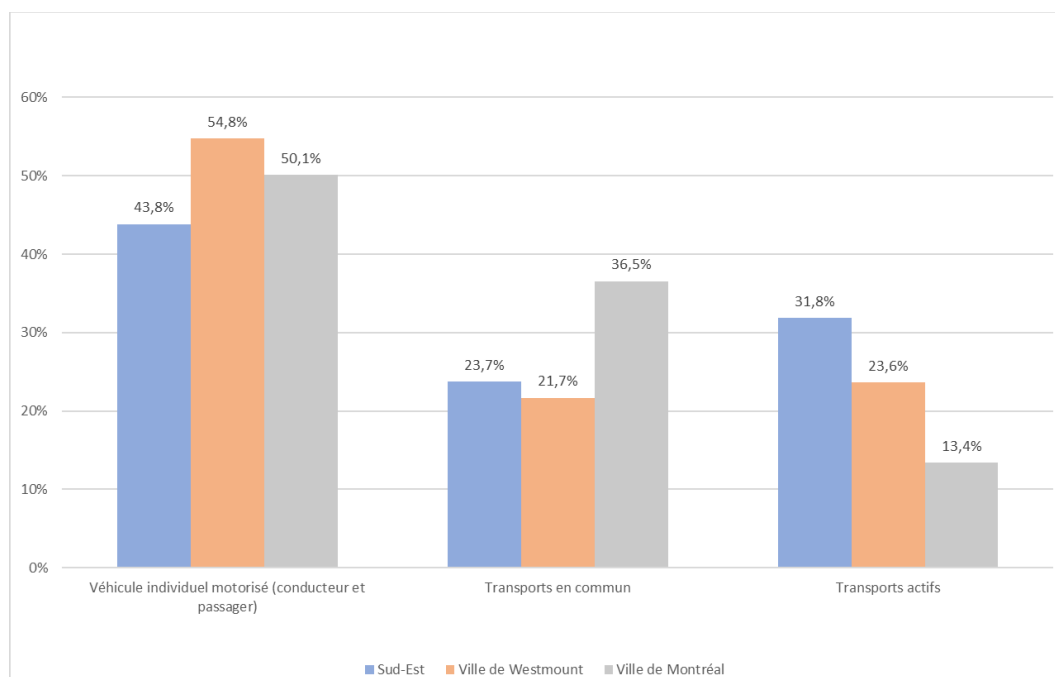
Graph 5 - Job distribution by category



On another note, the vast majority of Westmount residents (93.7%) work on Montreal Island (Graph 6). Despite this, the majority of them (54.8%) use a motor vehicle to travel whereas only 21.7% use public transport. The trend seems different for the Southeast's residents. While 94.2% of workers living in the Southeast work on Montreal Island, only 43.8% of them travel by car. Therefore, this indicates that Southeast inhabitants have a lower proportion using a car to get to work than Westmount residents and also their Montreal neighbours (50.1% of Montreal residents travel by car). The proportion of working residents of the Southeast taking public transport (23.7%) is rather similar to that of Westmount (21.6%), both percentages significantly lower than Montreal (36.5%). It should finally be noted that a higher proportion of Southeast inhabitants practise active transportation to get to work (31.8%) in comparison to the rest of their Westmount fellow residents (23.6%), who themselves use this transportation means more than Montreal

residents (13.4%). This could be explained by the centrality of the Southeast and Westmount sectors within the agglomeration.

Graph 6 - Transportation means for home to work travel



### **Key points:**

- Westmount appears more like the poor relation of the central districts of the Urban Agglomeration of Montreal in terms of population density.
- The islands between De Maisonneuve Boulevard and Sainte-Catherine Street have the highest population densities of the city and the Southeast Sector with densities of 100 people or more per hectare (10,000 people/km<sup>2</sup>).
- The population of the Southeast Sector is older<sup>11</sup>, educated, and consists of few visible minorities. However, there is an evident polarization of incomes among the sector's individuals.
- Southeast Sector households are generally small (2 people or less) and have decent incomes, but they are significantly lower than their fellow residents. Additionally, they are mainly tenants while the majority of Westmount households are owners.
- While in the Southeast Sector average monthly housing rental costs are two times higher than in Montreal, one Southeast rental household out of two devotes 30% or more of their income to housing costs.

<sup>11</sup>An aging population generally indicates significant potential for population renewal in the near future. We can expect to see an increase in young families coming to live in the city as older residents move to other types of housing (condos, senior living residences, etc.).

## 1.4 PUBLIC OPINION OF THE SOUTHEAST SECTOR

As a part of the Southeast's planning efforts, a public consultation process was implemented in 2016 to hear the local community opinion on the redevelopment goals for the sector. Subsequently, a review of the public opinion in the press was conducted by the Société AGIL for 2017. The table below presents the results of these studies.

Table 10 - Summary of public opinion

Steps	Key points
<b><u>Public participation process</u></b>	<p><b>Workshop with residents (January 16, 2016)</b></p> <p>Sector strengths identified by residents:</p> <ul style="list-style-type: none"> <li>• Quality of life</li> <li>• Character of the area</li> <li>• Amount of green space</li> <li>• Accessibility of services, businesses, public transport, and highways</li> </ul> <p>Sector weaknesses identified by residents:</p> <ul style="list-style-type: none"> <li>• Disturbances due to vehicle traffic <ul style="list-style-type: none"> <li>○ Pedestrian safety (difficulty crossing Dorchester Boulevard)</li> <li>○ Noise</li> </ul> </li> <li>• A visual environment of little appeal to the north of Dorchester Boulevard (parking lots and views over the back of the buildings on Sainte-Catherine Street)</li> <li>• Commercial devitalization of Sainte-Catherine Street</li> <li>• Problems related to homelessness</li> </ul> <p>Development ideas proposed:</p> <ul style="list-style-type: none"> <li>• Increase green spaces and plant cover</li> <li>• Make the sector more adapted to active transportation</li> <li>• Slow vehicle circulation</li> <li>• Improve public domain development while respecting the sector's character</li> </ul> <p>Unresolved issues:</p> <ul style="list-style-type: none"> <li>• Removal of the median on Dorchester Boulevard</li> <li>• Type of development permitted on parking lots north of Dorchester Boulevard</li> </ul> <p><b>Public consultation (June 14, 2016)</b></p> <p>The landscape scheme that came out of this public consultation was to restore the local character of Dorchester Boulevard by ensuring the creation of a safe and quality living environment with abundant vegetation.</p> <p>Four main components have been defined to detail this landscape scheme. These are the following:</p> <ul style="list-style-type: none"> <li>• Reconstructing Dorchester Boulevard by reducing the width of the pavement and median to take advantage of expanded sidewalks.</li> <li>• Improving north-south connections of the territory by adding pedestrian crossings and bike lanes, formalizing current routes, and improving the link that is Gladstone Avenue.</li> <li>• Developing vacant lots on the north side of Dorchester Boulevard by permitting construction of similar height residences to those on the south side and permitting construction of higher buildings on Tupper Street in order to make a transition to the heights on Sainte-Catherine Street.</li> <li>• Encouraging the installation of sustainable design elements.</li> </ul>
<b><u>Press review</u></b> <i>Westmount Independent</i>	<p><b>Open letters published between July 2016 and December 2017</b></p> <p>The letters written by Westmount residents and published in the <i>Westmount Independent</i> display a variety of opinions. We have tentatively grouped them by category:</p> <ul style="list-style-type: none"> <li>• Green spaces and vegetation <ul style="list-style-type: none"> <li>○ Some residents feared that the redevelopment of Dorchester Boulevard may</li> </ul> </li> </ul>

	<p>result in a loss in the sector's vegetation</p> <ul style="list-style-type: none"> <li>○ Some residents asked to increase the amount of green space by creating parks on the lots north of Dorchester</li> </ul> <ul style="list-style-type: none"> <li>• Characteristics of the new construction           <ul style="list-style-type: none"> <li>○ Some residents raised a need to ensure architectural harmonization between new and existing buildings.</li> <li>○ Some residents raised a need for the densities of the new buildings to be in coherence with the surrounding environment.</li> </ul> </li> <li>• Pedestrian and cyclist safety           <ul style="list-style-type: none"> <li>○ Some residents expressed dissatisfaction with Dorchester Boulevard's current layout (median and curve), which they found dangerous for cyclists and pedestrians.</li> <li>○ Some residents asked for integration of cycling infrastructure on Dorchester Boulevard.</li> </ul> </li> <li>• Impacts on sector residents: Some residents feared future intervention impacts on quality of life during work and potentially afterwards.</li> <li>• The scale of exercise planning: Some residents thought the intervention area was not large enough.</li> <li>• The requirement to define the sustainable aspects of the project</li> </ul>
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Sources: Hill + Knowlton – Southeast Project Participatory Process.

## PLANNING FRAMEWORK

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The Société AGIL can only make recommendation on the site in terms of its particular characteristics. As mentioned in the introduction of this document, a detailed planning exercise cannot be completed without specific consideration for the planning documents at the metropolitan region and agglomeration levels. In our opinion, these are the building blocks of any coherent and legitimate approach to urban planning in Montreal's metropolitan region. This section presents the Metropolitan Land Use and Development Plan (PMAD) by the Communauté métropolitaine de Montréal (CMM) and the Land Use Planning and Development Plan (SAD) of the Urban Agglomeration of Montreal relevant for the territories of the city of Westmount and the Southeast Sector.<sup>12</sup> The special planning programme of the Quartier des Grands-Jardins (borough of Ville-Marie), a sector adjacent to the Southeast, is also covered below.

### 1.5 METROPOLITAN LAND USE AND DEVELOPMENT PLAN

The PMAD is a document signed by 82 municipalities of the metropolitan region of Montreal, including Westmount, that aims to give “guidelines, objectives, and criteria to ensure the competitiveness and attractiveness of Greater Montreal in terms of sustainable land use and development of the metropolitan region” [Translation] (p. 5). In the context of a paradigm of sustainable development and global warming, the PMAD identifies three main principles.

These are to create the following:

- A Greater Montreal with sustainable living environments
- A Greater Montreal with a structuring and high-performing transportation network and infrastructure
- A Greater Montreal with a valued and protected environment

The three principles partially apply to Westmount's Southeast.

#### 1.5.1 A Greater Montreal with sustainable living environments

The significant growth<sup>13</sup> and aging<sup>14</sup> of the population in the Montreal metropolitan region, the significant changes at the household level<sup>15</sup>, as well as the creation of some 150,000 additional jobs up to 2031, demand a more efficient and optimized use of the space. The PMAD proposes a type of urbanization characterized by a greater density of ground use to develop more sustainable living environments.

In line with this, the main goal of the PMAD in terms of development is the following:

“To orient at least 40% of new households (2011-2031) in TOD type areas near the access points, generally defined as stations or stops, of the structuring metropolitan public transit network” [Translation] (CMM 2012, p. 80).

Served directly by the Atwater metro station and at a reasonable distance to the Lionel-Groulx station, the Southeast Sector is therefore specifically addressed by this objective as an integral part of the TOD area identified by the PMAD for these stations (see Annex 5). Considering its geographical location, the minimum

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<sup>12</sup>It should be noted that the documents are not covered in their entirety, only relevant guidelines applicable to the Southeast are addressed.

<sup>13</sup>The ISQ predicts that the Montreal metropolitan region will see demographic growth of 530,000 people by 2031 and of this increase, the Urban Agglomeration of Montreal must absorb approximately 175,000 individuals (CMM 2012, p. 58).

<sup>14</sup>Due to baby boomers entering retirement age, several experts suggest that the province of Quebec will see a significant increase in the number of households seeking to live in denser housing types (CMM 2012, p. 94).

<sup>15</sup>Family cores are expected to split up and young households are expected to reduce in number (CMM 2012, p. 50).

density threshold<sup>16</sup> prescribed by the PMAD for the sector is 150 dwellings per hectare (CMM 2012, Annex 2, p. 212).

To complete the identification of the future TOD areas, the PMAD also defined development criteria. Among these criteria, the following are of note:

- “Modulating density within the territory in a way that ensures a gradation from the access point in such a way that maximizes land development while respecting its characteristics — heritage, landscape, natural environment, facilities, services — (density of uses adapted to the environment);
- Encouraging a mix and all-around better integration of uses (businesses, services, residences, and institutions) to enable the development of a dynamic living neighbourhood (mix of functions);
- Promoting construction of a diversified range of housing types (typologies and tenure) to better meet the needs of different household types and to better integrate various socioeconomic groups to neighbourhood life (supporting social diversity).
- Facilitating access to public transit infrastructure by giving priority to active commuting (road network and accessibility);
- Facilitating active commuting (pedestrians, cyclists, etc.) with a development that ensures safety and comfort (road network and accessibility);
- Promoting the street-front building layout with diversified architectural designs to reduce the walking distance to public transportation stops and create a pedestrian-friendly environment (building layout and diversified architecture);
- Promoting sustainable development to improve the quality of life of these spaces in particular by constructing highly energy-efficient buildings, developing landscapes adapted to the environment, protecting natural environments and the sector’s historical, heritage, and cultural character, and by collecting and retaining rainwater (sustainable development).” [Translation] (CMM 2012, p. 90)

Finally, to optimize urban development, the PMAD is encouraging agglomerations and RCMs of the CMM to consolidate the current urban fabric. It suggests agglomerations and RCMs concentrate their efforts on vacant and to be redeveloped areas, in particular those near existing urban cores. Additionally, it strongly requests that agglomerations and RCMs pay particular attention to the redevelopment of commercial arteries, old districts, and urban centres. The CMM wants to optimize the use of the space within its central territories (CMM 2012, p. 105).

### **1.5.2 A Greater Montreal with a structuring and high-performing transportation network and infrastructure**

Increasing concerns for sustainable development, the fight against climate change, the saturation of the metropolitan transportation network, and the growing demographic predicted demand reducing the mode share of individual cars in favour of collective and active transportation in order to optimize the transportation network and to support the increasing mobility of goods and people while consolidating urbanization.

With the intention of continuing integrated development and transportation planning, this principle is also intrinsically connected to the first and directly involves the municipalities. Their role is particularly vital in terms of public domain development to promote active transportation and facilitate access to collective transport. In this regard, the PMAD wants to do the following:

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<sup>16</sup> “The minimum residential density is an average gross density of the number of dwellings per hectare. It corresponds to an average density **applicable to any vacant areas to be redeveloped** between 2011 and 2031 and intended for residential or mixed uses within the urbanization and densification area near access points to enable its modulation within this area.” [Translation] (CMM 2012, p. 86)

“Promote active mobility on a metropolitan scale” [Translation] (CMM 2012, p. 166).

The PMAD urges municipalities to re-evaluate the sharing of public rights-of-way in favour of collective transport to ensure continuity and better connectivity between residential, commercial, and employment sectors, and by facilitating access to public transit stations [Translation] (CMM 2012, p. 166).

### **1.5.3 A Greater Montreal with a valued and protected environment**

Despite calling for densification and a more optimized use of space in the name of more sustainable development, the PMAD also recognizes the contribution and importance of quality natural and built environments for the living areas. In fact, the PMAD stipulates that the consolidation of urbanization must be completed by respecting and highlighting the natural and built heritage of the metropolitan region and landscapes that define it [Translation] (CMM 2012, p. 170). Therefore, among other things, the PMAD wants to “Protect the built heritage of metropolitan interest” [Translation] (CMM 2012, p. 194) with one of the identified zones being Westmount-Notre-Dame-de-Grâce. The CMM urges agglomerations and RCMs to identify the significant elements of these areas and to ensure their protection [Translation] (CMM 2012, p. 195).

## **1.6 THE LAND USE PLANNING AND DEVELOPMENT PLAN (SAD) OF THE URBAN AGGLOMERATION OF MONTREAL**

In concordance with the PMAD, SAD conveys its version of the main principles of the former at the Urban Agglomeration of Montreal level, which roughly groups the cities and municipalities included on the territory of Montreal Island and neighbouring islands (Dorval, Bizard, Sainte-Hélène, Notre-Dame, Sœurs, Chèvres). The agglomeration thus includes 16 cities and municipalities, including the city of Westmount.

In its planning objective, SAD proposes a strategic vision composed of three main principles (p. 18), which are the following:

- “Provide a quality living environment”
- “Support the dynamism of the agglomeration and the centre of the metropolis”
- “Highlight areas of interest”

These principles are supported by a spatial organization concept that prescribes the major uses and density of occupation of the agglomeration territory while identifying areas to be developed within it (Annex 5). From the outset, it must be mentioned that the areas on the Tupper island are part of the areas identified for this purpose.

Although the three principles described above directly or indirectly impact the city of Westmount and its Southeast Sector, the most important among them is the first.

### **1.6.1 Provide a quality living environment**

With the aim of enhancing and preserving quality living environments, SAD is committed to compact and diverse living environments with proximity between residences, services, and places of employment, and where there is quality architecture and development of the public space. Part of the objective is to minimize travel and prioritize use of public and active transportation while meeting the needs of the population across all ages [Translation] (City of Montreal 2016, p. 18).

This approach requires the following:

- Building a diverse residential offering in terms of housing types and their costs, in particular by stimulating an affordable and balanced residential offering [Translation] (City of Montreal 2016, p. 33);
- Preserving, consolidating, and diversifying of commercial activity and traditional shopping streets [Translation] (City of Montreal 2016, pp. 42-43);
- Promoting development that respects local characteristics, specifically by encouraging intensification and diversification of activities in proximity with public transit stations, and the design of neighbourhoods which reduce car dependency and promote active transportation [Translation] (City of Montreal 2016, pp. 45-46);
- Reducing impacts caused by climate change, specifically by increasing the territory's tree canopy rating to 25% and its green space [Translation] (City of Montreal 2016, p. 51).

### 1.6.2 Support the dynamism of the agglomeration and the centre of the metropolis

To foster the territory's dynamism, SAD is committed to supporting the vitality, dynamism, and accessibility of economic centres, particularly that of the metropolis centre by consolidating its multifunctional use (without neglecting residential function) [Translation] (City of Montreal 2016, p. 54).<sup>17</sup> To do this, SAD proposes improving the offering and complementarity of public and active transportation so that 55% of morning rush-hour travel is accomplished through these transportation modes by 2021 [Translation] (SAD, p. 66).

### 1.6.3 Highlight areas of interest

SAD intends to implement an integrated vision to highlight areas of interest, such as its landscapes, and natural and built heritage [Translation] (City of Montreal 2016, p. 18). To do so, SAD wants to ensure protection and promotion of heritage value sectors based on their characteristics, specifically by requesting cities adapt their regulations to this end [Translation] (City of Montreal, p. 75).

### 1.6.4 Major land uses and density of occupation

In line with SAD's vision for the agglomeration's future development, major land uses and density of occupation normatively reflect its intentions.

In terms of major uses, the Southeast territory is located in a predominantly residential zone, but close to the urban centre (Annex 5). However, the following table<sup>18</sup> presents the range of authorized uses for these two types.

Table 11 - Definition of the territory's major uses

Major uses of the territory	Authorized components
<b>Predominantly residential</b>  Predominantly residential area covering the majority of the Greater Montreal territory.	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Business</li> <li>• Office</li> </ul>

<sup>17</sup>It is worth mentioning that SAD located the Southeast Sector within the metropolis economic centre and very close to downtown.

<sup>18</sup>This is a reproduction of table 2 from section 3.1 of SAD (p.106) entitled "Les huit grandes affectations du territoire de l'agglomération de Montréal."



	<ul style="list-style-type: none"> <li>• Recreational, cultural, or institutional facility</li> </ul> <p>While respecting the coherence of environments and ensuring a healthy mix of uses, the regulations occasionally recognize some industrial occupations that were present when the plan was adopted.</p>
<p><b>Urban centre</b></p> <p>A mixed area which groups major metropolitan uses for business and finance, business services, commerce, culture and recreotourism, higher education, research, knowledge, and health.</p>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Business</li> <li>• Office</li> <li>• Light industry</li> <li>• Recreational, cultural, or institutional facility</li> </ul> <p>The Planning Programme will specify zones that could accommodate industrial facilities other than light industries in the Du Havre Sector.</p>

Sources: PMAD, p. 106

At the density of occupation level, SAD aims to “consolidate the urban compactness of the agglomeration’s central territory” [Translation] with the goal of fostering the growth of residential use near metro stations (City of Montreal 2016, pp. 134 & 139). Based on the TOD areas and general densities prescribed by the PMAD, SAD prescribes densities of occupation for its entire territory which have first been modulated and adapted to the territory’s reality<sup>19</sup> (Annex 5). Unlike the PMAD, SAD prescribes an average minimum density of residential occupation at 150 dwellings per gross hectare for the majority of the Southeast Sector, but a density of 110 dwellings per gross hectare for the part south of Dorchester Boulevard and west of Greene Avenue.

Remaining in line with the PMAD, SAD identifies various elements to guide municipal efforts in TOD sector planning. These planning exercises will be completed within urban plans or special planning programmes and will include working on the following:

- Public transit access point interfaces
- Density of uses adapted to the environment
- Functional diversity
- Support of social diversity
- Street network and accessibility
- Management of parking
- Urban design, safety, development quality, and location identity
- Building layout and diversified architecture
- Sustainable development and environment. [Translation] (City of Montreal 2016, p. 141)

### 1.7 DETAILED PLANNING OF ADJACENT ZONES: SPECIAL PLANNING PROGRAMME OF QUARTIER DES GRANDS-JARDINS

To clearly define the intervention context, quickly painting a portrait of the neighbouring sectors of Westmount’s Southeast may help. However, as the urban location of the city of Westmount borders sectors

<sup>19</sup>Additional modulation must subsequently be conducted at the urban planning level of each municipality.

to the north, west, and south, as already discussed, it is primarily important to discuss the sector's eastern boundary zone, the Quartier des Grands-Jardins of the borough of Ville-Marie, which already has a special planning programme.

Despite the latter having no legal impact on the redevelopment of the Southeast Sector and to ensure certain urban cohesion, it seems necessary to provide an overview of the guidelines concerning the Cabot Square sector since it is directly adjacent to the Southeast. Therefore, the borough of Ville-Marie's special planning programme identifies the Cabot Square sector as a symbolic and strategic location of the downtown area. Due to this, the following is expected:

- “Undertaking of major interventions on the urban fabric to create a distinctive environment likely to attract major real estate investments.” [Translation] (City of Montreal 2011, p. 141)
- “Creation of a cohesive network of convenient and safe green paths [...] [and] continuing Mount Royal's green strip, [...] which aims to consolidate the green path that forms Atwater Avenue and the green spaces south of Cabot Square” [Translation] (City of Montreal 2011, p. 44)
- “Creation of an exemplary built environment that will benefit from the existing heritage value buildings [...] [and] promote residential use intensification and an increase in density around the square.” [Translation] (City of Montreal 2011, p. 45)
- “[That] Cabot Square [become] central to revitalization of Sainte-Catherine Street West. [...] [by] constructing mixed-use buildings overlooking the square [...]” [Translation] (City of Montreal 2011, p. 45)
- “[Enhancement of] the relationship between the large commercial centres, Place Alexis-Nihon and the Pepsi Forum and the square [...] by opening more businesses on the ground level and architectural renovation of the façades.” [Translation] (City of Montreal 2011, p. 45)
- “A drastic reduction of paved surfaces by enlarging the square, redeveloping of traffic lanes, and increasing planting and greening the Montreal Children's Hospital property following the site's requalification.” [Translation] (City of Montreal 2011, p. 45)

### **Key points:**

- The PMAD and SAD are distinctively committed to developing sustainable and quality living environments achieved through TOD type neighbourhood development by primarily promoting general densification of the territory as well as functional mix and social diversity.
- The PMAD and SAD support the consolidation of urbanization of the central metropolis territories through the prioritized redevelopment of vacant and underutilized lots.
- Through development, the PMAD and SAD want to encourage the use of active and public transportation to the detriment of individual vehicle transportation.
- The PMAD and SAD want to protect and highlight natural and architectural heritage by promoting new constructions that are harmonized with the setting.
- The special planning programme of Grands-Jardins identifies the Cabot Square sector as an opportunity to revitalize the commercial activity of Sainte-Catherine Street West.

## REPORT AND RECOMMENDATIONS

As a result of all of the information presented in the previous sections, an analysis of the general objectives defined in the Planning Programme of the City of Westmount for the redevelopment of the Southeast Sector may be conducted by the Société AGIL. Based on these objectives and from the territory analysis and elements put forth by the PMAD and SAD, the Société AGIL wants to enhance and specify the sector's development objectives to consolidate their impact by more specifically aligning them on the intervention context. After having proposed a reformulation of some development objectives and suggesting the addition of others, this section presents various preliminary propositions to implement on the territory to achieve these objectives. It then covers the sector's real-estate development potential.

### 1.8 DEVELOPMENT OBJECTIVES

From the beginning, the Société AGIL wants to specify that it supports the objectives defined by the City to the extent that it considers they are in line with the vision of the PMAD and SAD, and address several of the main sector issues a planning exercise is designed for. AGIL also believes some objectives need to be identified and others may be added to enhance the development vision of the sector.

#### 1.8.1 Constructive analysis of the identified objectives of the Planning Programme.

The following table presents Société AGIL's analysis and recommendations with regards to the objectives defined in the Planning Programme. It also identifies which of the interventions presented below are relevant to achieving these goals.

Objective No. 1	Consolidate the urban fabric between the residential sector located south of Dorchester Boulevard and Sainte-Catherine Street
<p><b><u>Analysis</u></b></p> <p>As illustrated in the current situation analysis of the sector, the quantity and low quality of the arterial network connecting the north and south of the Southeast is one of the weaknesses of the sector. Only Greene Avenue connects these two areas of the territory while other streets end on Dorchester Boulevard to the south and Sainte-Catherine Street to the north, creating a discontinuity in the urban fabric. Apart from Greene Avenue, only Gladstone Avenue makes a connection between Dorchester Boulevard and Saint-Catherine Street, although Gladstone is circumscribed between the two arteries.</p> <p>On Dorchester Boulevard, the median contributes as much of a discontinuity issue as it essentially facilitates east-west travel for all transportation modes. The curve at its far west end also deforms the urban fabric by completely cutting Bruce Avenue. It should be noted that there are few pedestrian crossings on the boulevard. Given this information, there seems to be a true need to consolidate the urban fabric in order to better connect the north and south of the territory.</p> <p><b><u>Recommendations:</u></b></p> <p>The Société AGIL supports this objective to the extent that it is achieved with considerable attention to the needs and requirements of promoting active transportation (Objective 5).</p>	

AGIL believes a thorough evaluation of Dorchester Boulevard's redevelopment must be carried out by the City of Westmount, as in its current layout, it is one of the main obstacles to the sector's permeability. In this regard, issues concerning the median and its connection with the far west of Sainte-Catherine Street must be central to this evaluation by specifically considering complete redevelopment of the curve to ensure a more cohesive layout at the urban fabric level without solely focusing on traffic flow.

Finally, the Société AGIL also believes redeveloping Gladstone Avenue could be considered by the City to improve the north-south connection through active transportation. The City should also consider upgrading the section of Greene Avenue between Sainte-Catherine Street and Dorchester Boulevard.

**Related interventions:** 1 – 2 – 3 – 7

<b>Objective No. 2</b>	<b>Promote the development of residential projects on parking lots located north of Dorchester Boulevard on both sides of Gladstone Avenue</b>
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**Analysis:**

As presented in the sector's current situation, the lots located on the north side of Dorchester Boulevard are presently used for parking purposes. Creating a discontinuity in the urban fabric, they represent the only development potential of the area additionally identified by the PMAD and SAD as lots where redevelopment is a priority to consolidate urbanization. Located in the influential area of the Atwater metro station, residential project development on these lots is in line with the PMAD to concentrate development near public transit access points while enhancing the existing urban fabric.

The prospect of developing these lots is also worthwhile in terms of density. It would increase the density in terms of both dwellings per hectare and people per square kilometre, two domains which Westmount and the Southeast Sector find themselves trailing among the central districts of the urban area.

**Recommendations:**

The Société AGIL supports this objective. However, it wants to propose a modification to be more in line with the vision of the PMAD. Thus, AGIL proposes the following reformulation:

*"Promote residential project development in the parking lots located north of Dorchester Boulevard on both sides of Gladstone Avenue to consolidate sector density around Atwater metro station."*

The development of these lots should be completed in accordance with what the PMAD and SAD prescribe in terms of average housing density per hectare for new developments in the sector (150 dwellings/hectare), while respecting the purpose of Objective 4. Additionally, with the aim of facilitating the establishment of long-term social diversity and also enabling the retention of lower-income households within the sector, the Société AGIL recommends the City of Westmount support

the implementation of a diversified offering of housing types as a part of the redevelopment projects of these lots. Finally, AGIL suggests that redevelopment of the lots bordering the boulevard could greatly benefit from reducing the neighbouring streets' oversized rights-of-way. This objective must also be considered together with Objective 5.

**Related interventions:** Refer to section 5.2.2

<b>Objective No. 3</b>	<b>Target mixed development areas in the Southeast Sector based on the formal and functional characteristics of surrounding areas</b>
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**Analysis:**

Being one of the cornerstones of the TOD concept, functional mix is prescribed by both the PMAD and SAD to improve neighbourhood life in the agglomeration. It has been long recognized that functional mix may be highly beneficial to a neighbourhood by encouraging, for example, local consumption, active travel, public transit, promotion and security of the public domain, and an emerging neighbourhood life. In this regard, identifying mixed development zones is therefore a worthwhile proposal to improve the Southeast Sector.

In addition to improving living environments, functional mix is also presented in SAD as a characteristic to consolidate in order to support the urban centre's dynamism. The special planning programme of Grands-Jardins also identifies construction of mixed-use developments as one of the driving forces of Sainte-Catherine Street West's revitalization and more generally to the Cabot Square sector. However, since the Southeast is the direct extension of downtown Montreal and borders the Cabot Square sector, consolidation of the sector's functional mix is especially advisable to ensure better cohesion of the urban fabric.

**Recommendations:**

The Société AGIL supports this objective. Given the sector's reality, it is evident that the areas around Sainte-Catherine Street and Greene Avenue are the starting points that the City of Westmount should support to evaluate the localization of future mixed use sectors. AGIL believes functional mix in these sectors could specifically contribute to achieving Objective 7 while generally fostering a sustainable and dynamic neighbourhood life.

AGIL believes that the City of Westmount should also consider the possibility of integrating some mixed activities on the territory's Tupper Street and Gladstone Avenue during their redevelopment projects.

**Related interventions:** Refer to section 5.2.2

<b>Objective No. 4</b>	<b>Foster a gradual and harmonious integration of new constructions (height, massing) in the Southeast Sector with respect to the existing urban context</b>
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**Analysis:**

As previously outlined, the Southeast Sector has some redevelopment potential. However, the sector also has building heights and designs that are vastly different between the north and south sections. As defined by the PMAD and SAD, it is therefore important to ensure careful integration of future constructions within the surrounding setting.

**Recommendations:**

The Société AGIL supports this objective. Moreover, it advises that redevelopment of the previously mentioned lots, in accordance of this objective, is a major opportunity for the City of Westmount to ensure a harmonious transition between the urban context north of Sainte-Catherine Street and south of Dorchester Boulevard through careful scaling of building heights to be erected. Thus, this would enable consolidating the cohesion of the sector's urban fabric.

**Related interventions:** Refer to section 5.2.2.

<b>Objective No. 5</b>	<b>Ensure better sharing of the public space among pedestrians, cyclists, and road vehicles</b>
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**Analysis:**

As shown in the sector's current situation analysis, a significant amount of the Southeast's population use active transportation within the territory for daily travel to work (and then to public transit services points to get to work) or to go shopping. However, it is clear that the sector's public domain is developed according to a logic prioritizing road transport.

In fact, with the exception of the recently developed Greene Avenue, the majority of the sector's streets are oversized causing a significant disproportion in the space attributed to the different modes of transportation. Of mention is the highway layout of Dorchester Boulevard which prioritizes motorized transit above all with its oversized lane width and curve, similar to a highway access ramp, which connects the boulevard to Sainte-Catherine Street.

**Recommendations:**

In accordance with the PMAD and SAD's objectives in terms of quality living environments, accessibility and promotion of sustainable transportation, the Société AGIL supports this objective. It believes redesigning the layout of certain traffic lanes would make active transportation safe and convenient within the territory. This could enable consolidation and even increase the proportion of these travel types in the daily lives of the sector's residents.

Moreover, the Société AGIL believes that public domain redevelopment should be considered a sector priority by the City, as quality public domain development often results in positive impacts on private domain development in terms of real-estate investments.

**Related interventions:** 1 – 2 – 5 – 7

<b>Objective No. 6</b>	<b>Integrate sustainable development initiatives for better management of water runoff and a reduction of heat islands</b>
<p><b><u>Analysis:</u></b></p> <p>As mentioned previously, the Southeast Sector is highly mineralized which is conducive to heat islands and low natural absorption of rainwater. With respect to the guidelines of the PMAD and SAD, the integration of sustainable development initiatives to improve these situations is advisable.</p> <p><b><u>Recommendations:</u></b></p> <p>Although the Société AGIL supports this objective, it nevertheless wants to recommend broadening its scope so it surpasses current goals. As stated by the PMAD, the proposed sustainable development initiatives for the Southeast Sector should have a more global impact. Thus these initiatives could also aim to reduce the environmental footprint of new buildings, in particular by focusing on highly energy-efficient buildings.</p> <p>Green development of the sector should also be pursued as part of this objective and integrated in both new development projects on parking lots to be redeveloped and in the various considerations on public domain redevelopment. Given that the majority of the city's trees are coming to the end of their lifespan in the same decades, this allows a gradual and strategic restoration of Westmount's tree canopy.</p> <p><b><u>Related interventions:</u></b> 4 - 6 and refer to section 5.2.2.</p>	
<b>Objective No. 7</b>	<b>Consolidate the commercial character of Sainte-Catherine Street West</b>
<p><b><u>Analysis:</u></b></p> <p>As previously mentioned, the commercial activity of some sections of Sainte-Catherine Street seems on decline due to a variable quality in commercial offerings and buildings (to accommodate these businesses). Without a doubt, these have an impact on the artery's commercial vitality making for little accommodation of both customers and retailers seeking to do business. It should also be noted that the small proportion of the public domain allocated to pedestrians does not encourage more use of the street.</p> <p>It should be recalled that according to Artère's study, Greene Avenue is also in difficulty, not due to the general quality of its public domain or buildings, but mainly due to its low diversity and unbalanced mix of commercial offerings.</p> <p>However, there seems to be a true need for intervention to consolidate the sector's commercial activity. This is also included in the concerns of the PMAD, which asks its partners to redevelop the commercial arteries, among other things.</p>	

**Recommendations:**

Although the Société AGIL supports the idea of consolidating the sector's commercial activity, it recommends first modifying the scope of this objective to include the commercial sector of Greene Avenue. In this regard, AGIL proposes the objective be reworded as such:

*"Consolidate the commercial character of Sainte-Catherine Street West and Greene Avenue."*

To AGIL, consolidating the commercial character of both arteries resides in part with better structuring of commercial activities to optimize offerings, and also in the implementation of diverse initiatives aiming to support their characters.<sup>20</sup>

Moreover, there is a need to analyze Sainte-Catherine Street's redevelopment options for both the public and private domains of the artery. Thus, the redevelopment of the public domain should be conducted in line with the recommendations of Objective 5 while keeping in mind that certain sections of the street are of little attraction to pedestrians (north side of Atwater and Greene, and south side between Greene and Clark). Additionally, means to facilitate the redevelopment of the lots of rundown buildings facing the Alexis-Nihon complex should be considered by the City while taking the recommendations of Objectives 2, 3, 4, and 6 into account. The option of introducing public easements to connect Sainte-Catherine Street and Tupper Street would thus enable permeability of this island and should be strongly considered. The City could conduct various negotiations with future developers to this end.

**Related interventions:** 5 - 6 and refer to section 5.2.2.

### 1.8.2 Additional objectives proposed by the Société AGIL

The following table proposes and justifies the addition of certain objectives to the Planning Programme. As in the previous section, it identifies which of the measures presented below can be used to achieve these objectives.

Objective No. 8	Improve the offering of green space by prioritizing access and improving the quality of existing spaces
<b><u>Analysis:</u></b>	
As specified in the territory's current situation analysis, there are few public green spaces in Westmount's Southeast. In fact, when taking account of the territory's public green space and its surroundings, the amount of green space per resident is only 4.2 m <sup>2</sup> , a much lower number in comparison to the 10 m <sup>2</sup> per inhabitant recommended by the WHO.	
<b><u>Recommendations:</u></b>	
Given the few vacant lots available in the Southeast and that these lots should be used for densification of the territory, AGIL believes the sector's offering of green spaces could be improved	

<sup>20</sup>In Artère's report of June 22, 2017, it proposes several recommendations which could be undertaken by the City of Westmount.



by first facilitating access to existing green spaces. This could be achieved not only by ensuring better accessibility via active transportation but also by striving to facilitate access to the private institutional grounds of Dawson College so that it increases the amount of accessible green spaces.

The City of Westmount could also consider the option of improving the quality of some existing green spaces, especially those located each side of the intersection of Sainte-Catherine Street and Dorchester Boulevard. These seem to be green spaces developed on lots left over from work widening Dorchester Boulevard rather than planned green spaces.

Additionally, this objective doesn't mean that no new additional green space should be developed in the area. However, it is important that this does not hinder other development objectives, specifically those related to Objective 2. The approach of maximizing greening of the lots to be developed would be a suitable alternative.

**Related interventions:** 2 - 9 and refer to section 5.2.2.

<b>Objective No. 9</b>	<b>Highlight heritage of all types (Victorian and contemporary)</b>
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**Analysis:**

As stated in the current situation analysis, Westmount's Southeast Sector has both historic and contemporary built heritage. Both reflect the city's history and development and are a part of the collective heritage to be highlighted and preserved.

**Recommendations:**

According to the Société AGIL, it is vital to preserve and highlight valuable built heritage of all architecture styles which represent the origin, uniqueness, and evolution of Westmount. By proposing this objective, Société AGIL is not encouraging the status quo in terms of sector development. On the contrary, it believes that highlighting heritage elements must be carried out based on carefully planned public domain development and also through the construction of new buildings with contemporary architecture integrated with the sector's heritage buildings. According to AGIL, it is essential to avoid imitation, as such architecture would trivialize the architectural style of the buildings to be highlighted.

Finally, it is important to recognize that not all old buildings are exceptional and that a selection of elements with true objective heritage value must be carried out to achieve this objective.

**Related interventions:** 2 - 7 and refer to section 5.2.2.

## 1.9 THE PROPOSED LAND USE PLANNING PROJECT

To attain these objectives, we would like to provide different intervention proposals for the Southeast Sector. It should be noted that these are preliminary proposals, prepared by the firm Daoust-Lestage, which require more in-depth examination, especially in terms of technical and financial feasibility. This section addresses potential interventions in public spaces that the City of Westmount could undertake since the aging of our current infrastructure justifies it. Subsequently, it covers interventions in private spaces that require the use of planning and regulation tools.

### 1.9.1 Potential interventions

#### 1.9.1.1 *Dorchester Boulevard*

##### Intervention 1: Reconfiguration of the boulevard's right-of-way

Given that the excess width of Dorchester Boulevard's roadway and median:

- cuts the urban fabric in the sector;
- primarily attracts through traffic to the detriment of active transportation (and, by extension, public transit);

Given that the vegetation on the median is of poor quality, the City of Westmount should completely remove the median on Dorchester Boulevard and also reduce its traffic lanes to a width of 3.5 m to enhance the space allocated for pedestrians.

For example, a plan consistent with the image of the cross-section below could be considered (Figure 13). Such an intervention would help return the boulevard to a more human focus, worthy of a central neighbourhood, by establishing a greater balance of the right-of-way's proportions for active and motorized transportation. Furthermore, as explained under Intervention 4, such a configuration of the boulevard would make it possible to broaden the public canopy over it (see the intervention for more details). We believe that such a reconfiguration of the boulevard is consistent with the landscape scheme developed following the June 14, 2016, public consultation (see Section 3.2).

From another perspective, the option of developing a bike path on Dorchester Boulevard has been excluded from the proposed intervention for several reasons. First, the incorporation of such a path raises significant issues in terms of continuity and connectivity capacity. Given the location of the boulevard vis-à-vis the existing bike path, the introduction of a cycling path on the boulevard would not be very useful without the collaboration of the City of Montreal in planning other similar-type facilities on René-Lévesque Boulevard or Atwater Avenue. Moreover, the development of such a facility would prevent the expansion of properties with development potential. This would greatly limit the option of smartly increasing the sector's population density, as the reduced depth of the lots would not allow for the construction of buildings whose installation and architecture would provide an acceptable perceived density. Despite this, it must be noted that the impacts emanating from the proposed redesign should provide for better cohabitation between cyclists and drivers on the road artery.

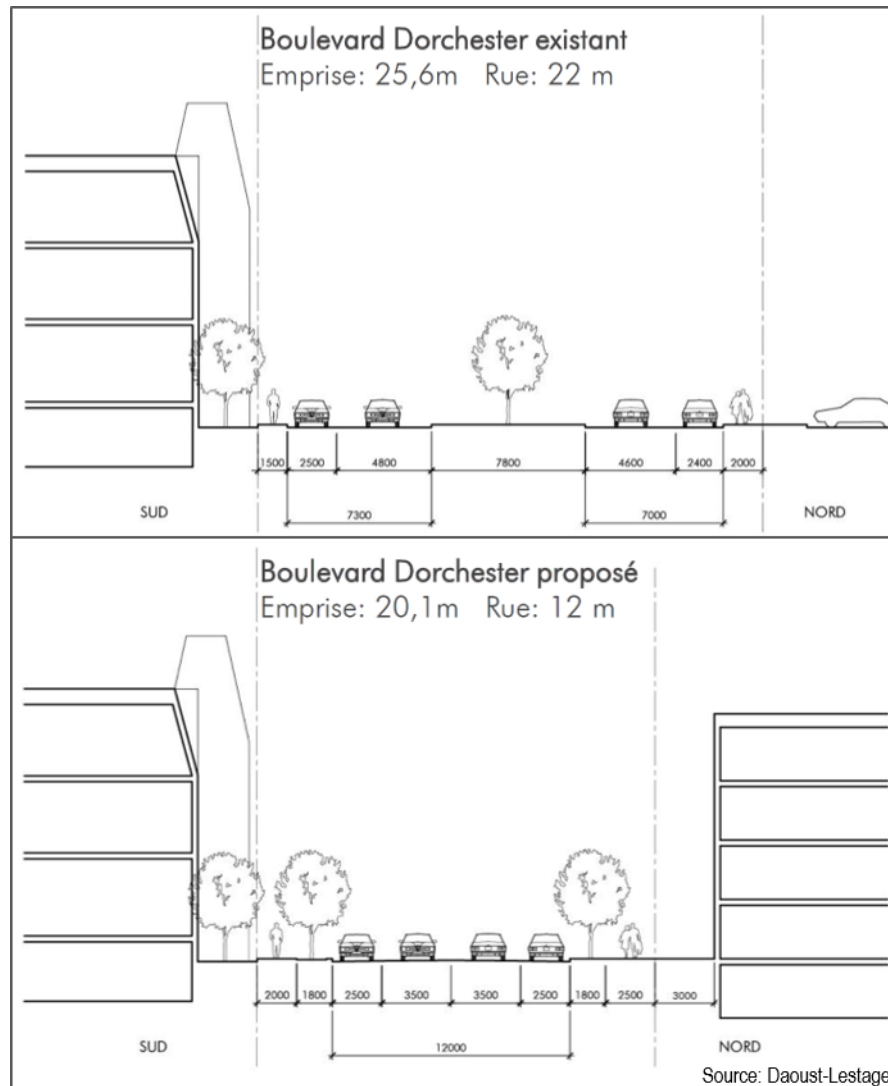


Figure 13 - Cross-sections of the current and proposed Dorchester Boulevard

Finally, to ensure the consistency and technical feasibility of the proposed interventions on Dorchester Boulevard and Sainte-Catherine Street, we recommend that the redesign of these two road arteries be done jointly, i.e. within the same program, but in two different phases.

### The intervention's advantages:

- Reduction in traffic speed on the boulevard due to the narrowing of traffic lanes.
- Improvement in pedestrians' sense of safety and comfort (which would be conducive to the use of active transportation) by widening sidewalks and positioning them further back from the roadway;
- More optimal configuration from the perspective of the flow of motor vehicle traffic by providing the potential for overlapping;<sup>21</sup>
- North-south permeabilization of the urban fabric by narrowing the median, thus making it easier for those engaged in active transportation to cross the road and giving motorists directional freedom.
- Enhancing the potential for providing green space along the road by doubling the number of trees planted;
- Increasing the development potential of properties on the northern edge of the boulevard by removing 4.5 m from the public right-of-way;
- Decreasing heat islands by reducing the asphalted surfaces.

### Intervention 2: Reconfiguration of the western end of the boulevard into an urban square

Given that the curve linking Dorchester Boulevard to Sainte-Catherine Street:

- favours road transportation to the detriment of other types of transportation;
- is far from adapted to and even dangerous for pedestrians wanting to cross the boulevard because it limits the scope of their vision (observation based on public opinion);
- features residual green space along its edges, with no urban character;
- distorts the urban fabric.

The Société AGIL believes this to be inappropriate land use given the objectives specified above. This is why the City of Westmount should redesign this curve and the intersection of these two streets. To do so the Société AGIL recommends the designing of an urban square that, in addition to benefiting active transportation and enhancing the quality of green spaces, reflects the significance of this landscaping element in the development of the agglomeration's central neighbourhoods, while blending in with the Southern Sector's Victorian character.

For example, a plan consistent with the image of the cross-section below could be envisaged (Figure 14). The recommendations regarding the functioning of the square in terms of traffic may be consulted in Stantec's report dated October 31, 2017. This report recommends such a redesign, given its urban qualities.

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<sup>21</sup>This observation comes from a study conducted by a traffic engineer (Stantec) specifically for the proposed redesign of Dorchester Boulevard in the cross-section above (Figure 13).



Figure 14 - Diagram demonstrating the proposed square superimposed over the existing one

The intervention's advantages:

- Highlighting and formalization of the residual green spaces at the intersection of Dorchester Boulevard and Sainte-Catherine Street.
- Elimination of the suburban character of Dorchester Boulevard by removing this “access ramp” type design;
- More optimal configuration in terms of foot traffic by making the sector safer;
- Enhancement of the sector's canopy;
- Enhancement of the beauty of the sector's public space;
- Highlighting of Westmount's Victorian heritage.

Intervention 3: Making the boulevard's pedestrian crosswalks safer

In alignment with interventions 1 and 2, the addition of pedestrian crosswalks in some locations should be considered. The intersections to be targeted could be those at Clandeboye, Greene, and Bruce plus the other intersections along the new square, thus enabling pedestrians to safely cross the boulevard at intervals of 165 m to 190 m. The methods for installing these features should be studied by the City of Westmount in greater detail.

The intervention's advantages:

- Greater safety for pedestrians when crossing the street;
- Improved north-south active transportation links in the sector;
- Enhanced walkability.

Intervention 4: More trees in public spaces

In alignment with Intervention 1, the City of Westmount should proceed with planting trees on both sides of Dorchester Boulevard. Such an intervention would enable the trees located on the median removed (the majority of which are in poor health) to be replaced and to complement those that would be planted in the new square. By planting one tree every six metres, there is the potential to plant roughly 153 trees along the boulevard. This would result in an increase of over 500% in the current number of trees (30 trees). Given that a number of underground infrastructure are located in the southern portion of Dorchester Boulevard, the technical feasibility of such an intervention should be determined in the project's feasibility study. Should these infrastructure have to be replaced before such a project is undertaken, the City of Westmount should obviously ensure that the new positioning of these infrastructure not impede the potential greening of the artery.

The intervention's advantages:

- Reduction in traffic speed by enhancing the perception of the narrowness of the boulevard;
- Greater sense of safety and comfort for pedestrians (which would encourage the use of active transportation) through the creation of a buffer zone between the sidewalk and the roadway as well as by establishing a rhythm for walking, making it more interesting;
- Increased privacy of dwellings, despite the potential for the construction of new buildings closer to existing buildings, given the greater number of trees (natural visual barrier);
- Decreasing heat islands by expanding the tree canopy;
- Strategic renewal of the canopy, considering its age and replacement needs.

**1.9.1.2 Sainte-Catherine Street**

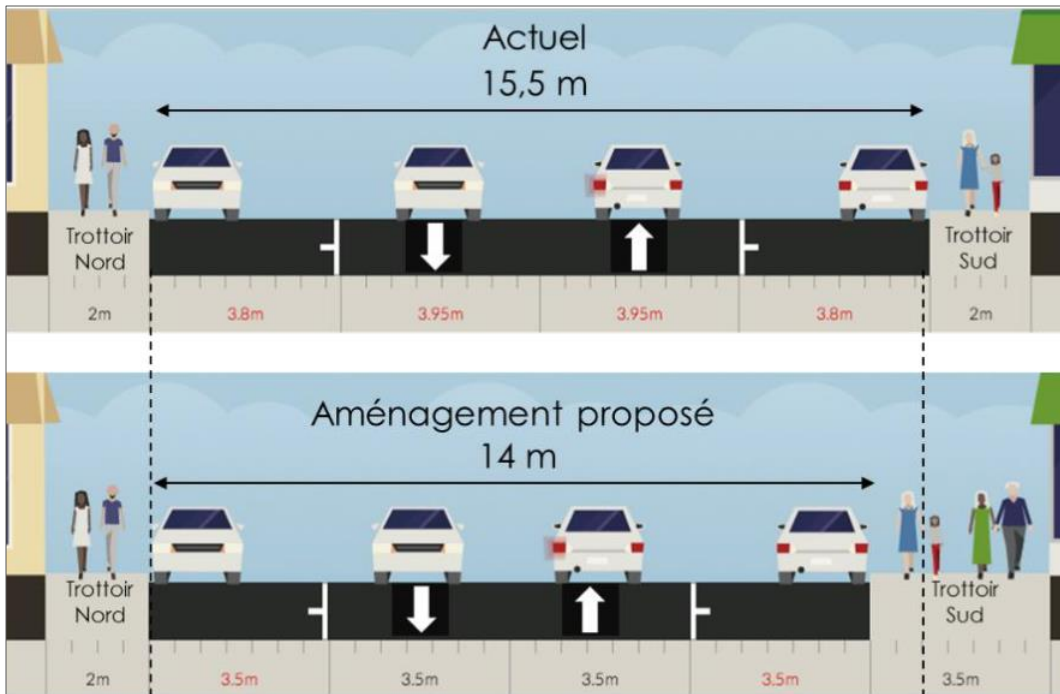
Intervention 5: Narrowing of the roadway and highlighting of key sites

Given that:

- Sainte-Catherine Street has an over-sized road surface and little space for pedestrians;
- the south side of the current street between Greene and Atwater avenues has greater potential for activities than the north side since the former has a line of small commercial spaces along the street that have a certain relationship with the street;
- the north side of the street between Greene and Clark avenues has greater potential for activities than the rest of the north side for the same reasons;

the City of Westmount should proceed with reducing the road surface and reusing the space gained to widen the southern sidewalk in the zone between Greene and Atwater avenues and to widen the northern sidewalk in the segment between Greene and Clark avenues.

Sector between Atwater and Greene: As this sector is the area where commercial activity is the most dynamic, the City of Westmount should consider undertaking significant interventions, i.e. adding the maximum of pedestrian space while focusing on top quality layout including the addition of urban furniture and vegetation. Hence, about 1.5 m of space could be added to the southern sidewalk. The incorporation of socializing spaces from this specific widening of the sidewalk at key spots on the roadway by eliminating a few parking spaces or by adding temporary areas such as parklets should be considered. The re-design of this side of the street would also provide an opportunity for repairing the roadway's underground infrastructure, which is located primarily on this side. Figure 15 presents a potential new geometry for this segment of Sainte-Catherine Street.



Source: Stantec

Figure 15 - Cross-sections of the current and proposed Sainte-Catherine Street





Figure 16 - Terrace set up in parking spaces in San Francisco

Segment between Greene and Clark: As this segment is much quieter in terms of commercial activity, it should require more modest interventions. Widening the northern sidewalk with a particular emphasis on places near businesses located on the new square could be considered.



Bike path infrastructure: The option of incorporating bike path infrastructure all along Saint-Catherine Street could be considered by the municipality. However, the challenges in terms of continuity and connectivity raised during Intervention 1 must also be taken into account to ensure the usefulness of such a layout. Furthermore, in order to not compromise the proposed widening of the sidewalks, which is, according to AGIL, essential to the revitalization of the commercial artery, this infrastructure should be designed as a bike lane as illustrated in the cross-section below (Figure 18).



Figure 18 - Potential layout of Sainte-Catherine Street

Finally, to ensure the consistency and technical feasibility of the proposed interventions, these must be undertaken in conjunction with the interventions on Dorchester Boulevard, i.e. within the same program, but in two different phases.

The intervention's advantages:

- Creation of quality pedestrian links between the new square and the beginning of Greene Avenue commercial sector, the Sainte-Catherine Street mixed sector, the Atwater metro station, and Cabot Square;
- Greater pedestrian safety and comfort;
- Increased appeal of the thoroughfare, conducive to future private investments and its revitalization;
- More dynamic activity on the thoroughfare.

Intervention 6: Additional greening of the space during street reconfiguration

Given that Sainte-Catherine Street West is a thoroughfare greatly lacking in green space, it would be interesting to take advantage of reconfiguring the street to enhance its green space. Thus, as per the logic applied to Dorchester Boulevard (i.e. one tree every 6 metres), 75 trees could be planted on the south side of the street during the re-design work. This would result in an increase of over 415% in the current number of trees (18 trees).

The intervention's advantages:

- Reduction in traffic speed by enhancing the perception of the narrowness of the street;
- Greater sense of safety and comfort for pedestrians (which would encourage the use of active transportation) through the creation of a buffer zone between the sidewalk and the roadway as well as by establishing a rhythm for walking, making it more interesting;
- Beautification of the commercial artery enhancing its attractiveness to both merchants and consumers;

- Decreasing heat islands by expanding the tree canopy.

#### **1.9.1.3 Gladstone Avenue**

##### **Intervention 7: Narrowing of the roadway and straightening the avenue**

Given that Gladstone Avenue:

- is the only link between Sainte-Catherine Street and Dorchester Boulevard, other than Greene Avenue;
- has an over-sized roadway;

the City of Westmount should consider reducing the roadway's right-of-way to expand the developable area on the adjacent parking lots. Furthermore, the City could also consider reviewing the traffic flow logistics on this street in order to potentially make it one-way to minimize the roadway's right-of-way to one 3.5-m traffic lane and one 3.25-m parking lane. This would enable the creation of 1.5-m sidewalks on each side, and would also add about 1.5 m to each of the adjacent properties to be redeveloped. Finally, the City should consider straightening the southern portion of the street by reconfiguring its intersection with Dorchester Boulevard. This would provide greater focus on Westmount Square by creating a visual glimpse of it.

##### **The intervention's advantage:**

- Increasing the development potential of properties on the northern edge of the boulevard by removing 3 m from the public right-of-way;
- Highlighting of modern heritage;
- Greater pedestrian safety and comfort by narrowing the roadway.

#### **1.9.1.4 Tupper Street**

##### **Intervention 8: Narrowing the roadway**

Like other streets in the sector, Tupper Street has an over-sized (13 m) road surface given that it has only one traffic lane to the west bordered by two parking lanes. Three metres could easily be taken from the road surface to expand the developable surface area of properties on the southern edge of the street. At the same time, this would enable an updating of the underground infrastructure primarily located on the south side of the street.

##### **The intervention's advantage:**

- Increasing the development potential of properties on the northern edge of the boulevard by removing 4.5 m from the public right-of-way.

#### **1.9.1.5 De Maisonneuve Boulevard**

Although no intervention is essential for De Maisonneuve Boulevard, the City of Westmount could consider the possibility of reducing the street's pathway to highlight its north side with landscaping that matches that at the southern entrance to Dawson College. An effort to add green space could be made beside the vehicle entryways for the Alexis Nihon Complex and Westmount Square to minimize the visual impact of these major openings lacking green space. As per our discussions with municipal representatives, the STM would

plan to proceed in 2019-2020 with rebuilding the membrane on the roof of the Atwater metro station. This work would provide an opportunity to alter the boulevard's geometry.

### 1.9.1.6 Dawson College gardens

#### Intervention 9: Enhancing public access to the gardens

Given that:

- the Southeast Sector and its immediate surrounding area have few green spaces of a public nature (only 2.3 hectares for an average of 4.6 m<sup>2</sup> of green space per resident);
- the gardens at Dawson College constitute about 1.8 hectares of green space, but they are private in nature;
- Certain challenges in terms of access and safety have been present since 2006;

the City of Westmount should explore the options and terms and conditions for establishing a partnership with Dawson College to make the gardens accessible to the public.

#### The intervention's advantage:

- Increase in the surface area of green spaces accessible to the sector's residents.

### 1.9.2 Real estate development potential

As indicated several times in the analysis of the sector's current situation, the Southeast has interesting real estate development potential. While some properties are used as parking lots, others have rundown buildings that could be demolished so the lots could be redeveloped. The following diagram shows the location of these properties (Figure 19).



Figure 19 - Map of properties to be redeveloped

Following the presentation of specific general principles that the City of Westmount must impose to guide all future real estate projects in this territory, details are given for each of the sectors presented on the previous plan.

### **1.9.2.1 General principles**

In light of the objectives stipulated for the Sector in section 5.1.1, the Société AGIL believes that certain general principles should govern all real estate projects in this sector.

First, consistent with the objectives stated in the Metropolitan Land Use and Development Plan (PMAD) and the Land Use Planning and Development Plan (SAD), the construction of only multi-dwelling buildings should be authorized to keep a focus on densification of the sector.

Next, in suitable locations, the by-laws should encourage a mix of activities compatible with residential use, which would be appropriately incorporated into the host setting to consolidate the sector's mixed functions.

In addition, from an architectural perspective, the Société AGIL recommends that the City of Westmount not choose the Victorian style as its distinctive brand, but rather a contemporary architectural style whose character must be well thought out. When it is well designed, contemporary architecture can easily be blended with heritage buildings. Quality contemporary architecture whose design and materials are well chosen may even highlight architectural heritage, whereas imitation, given its artificial and caricatural nature, belittles it.

Lastly, it is vital that the regulatory framework promote the construction of varied types of dwellings in order to not only meet the needs of the population currently living in the sector, but also to foster a certain social mix. This requires providing dwellings that suit a range of income levels, that are of different sizes, and that are adaptable to various lifestyles. For example, the two bottom floors of new buildings in the sector could easily feature small home units to attract new families, whereas the upper floors could target a market of people living on their own or smaller households.

### **1.9.2.2 Parking lots on Tupper Street**

Given that:

- the lots in question constitute the last group of unbuilt lots in the sector;
- these properties act as a division of the urban fabric between the sector's north and south;
- the Southeast has few green spaces;

the Société AGIL believes that it is important to maximize both the residential development of these properties and the creation of green spaces and additional vegetation coverage. Therefore, for properties along Dorchester Boulevard, the City of Westmount should choose by-laws that combine land area occupancy percentages, heights authorized, and floor area ratios conducive to good full/empty ratios, thus creating dense development with an acceptable perceived density. This type of development would allow for the creation of semi-private yards on these islands, increasing green spaces, the canopy, and the north-south flow of these islands while providing for a smooth transition from the high buildings on Saint-Catherine Street and the two- to three-storey row houses on Dorchester Boulevard. Given that the storey height of these houses is higher than the conventional storey height, the construction of on-street four-storey buildings with two additional storeys set back should be authorized on the northern side of Dorchester Boulevard. These buildings should have a 50% land area occupancy rate. On all of these properties, underground parking should be included to reduce the amount of concrete space. Access to parking lot by car should be via Tupper Street.

From the perspective of continuing with the transition of heights, the land on the north side of Tupper Street should be able to accommodate an eight-storey construction. However, since this property is relatively small and is near a fairly imposing building, it is not well suited to the development of any kind of green space. Therefore, the land building ratio on this property should be higher than that on lots on the south side of the street. Consistent with the buildings located on its island, the land building ratio permitted on this property should be 0.75. As is the case for the properties to the south, on this lot, underground parking should be incorporated.

In light of the above, the Société AGIL proposes that the City of Westmount amend the main parameters of its by-laws for the zones in question in the following manner:

Table 12 - By-law amendments proposed for zones R6-24-08 and C11-24-10

	Zone R6-24-08		Zone C11-24-10	
	Existing	Proposed	Existing	Proposed
Lot – Min./max. surface area	255 m <sup>2</sup> /-	1000 m <sup>2</sup> /-	-/-	1000 m <sup>2</sup> /-
Min./max. storey height	-/3	4/6 (1)	-/9	7/9
Min./max. LBR	-/0.65	0.45/0.5	-/0.65	-/0.75
Min./max. FAR	-/2.0	-/2.75	-/4 or 8	-/6

(1) Beginning at the 4th floor, storeys must be built with a setback of at least 3 m from the façade closest to the street.

For reference, the diagram and cross-section below (figures 20 and 21) provide some insight into the type of development that should be sought for these properties, in terms of both designs and installations.



Figure 20 - Development plan for the Tupper islands

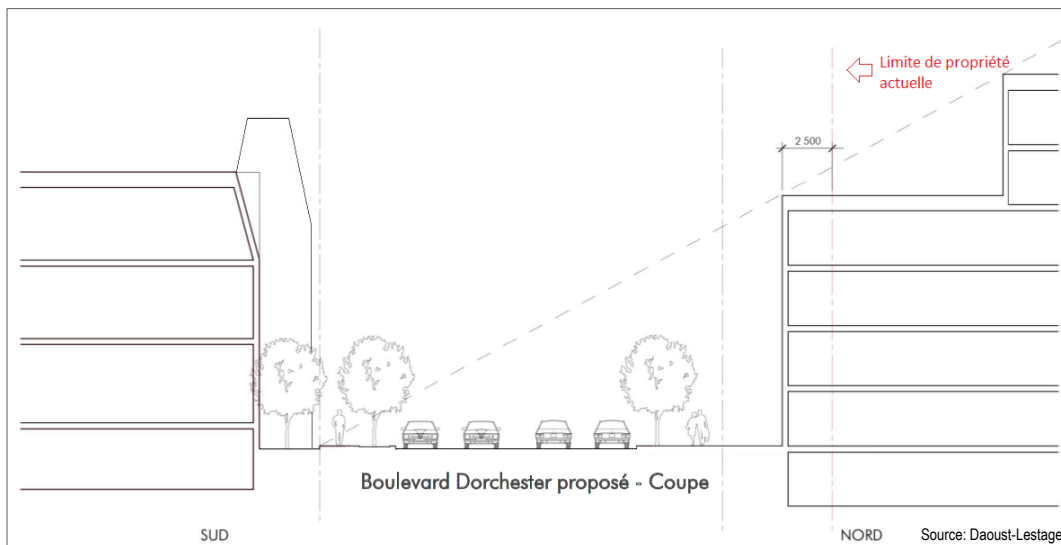


Figure 21 - Typical cross-section of the buildings proposed on Dorchester Boulevard

The following diagram and cross-section (figures 22 and 23) indicate the proportions sought for the semi-private yards that could be incorporated into the development of these islands.

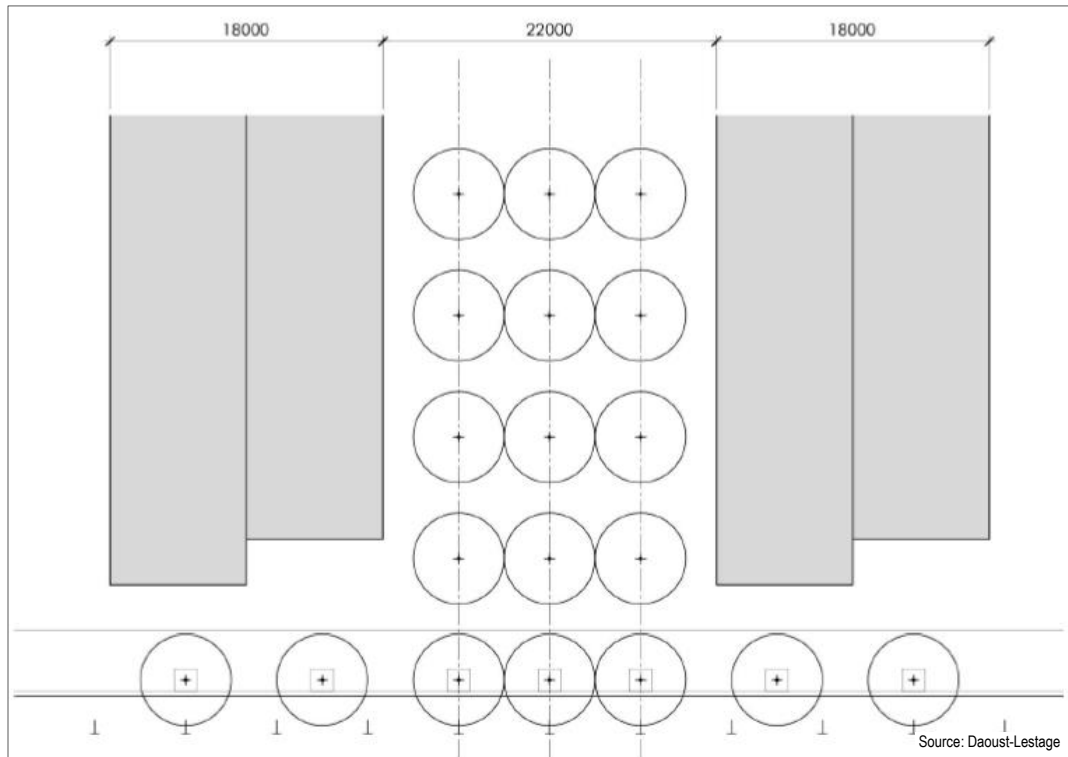


Figure 23 - Template for the semi-private yards proposed

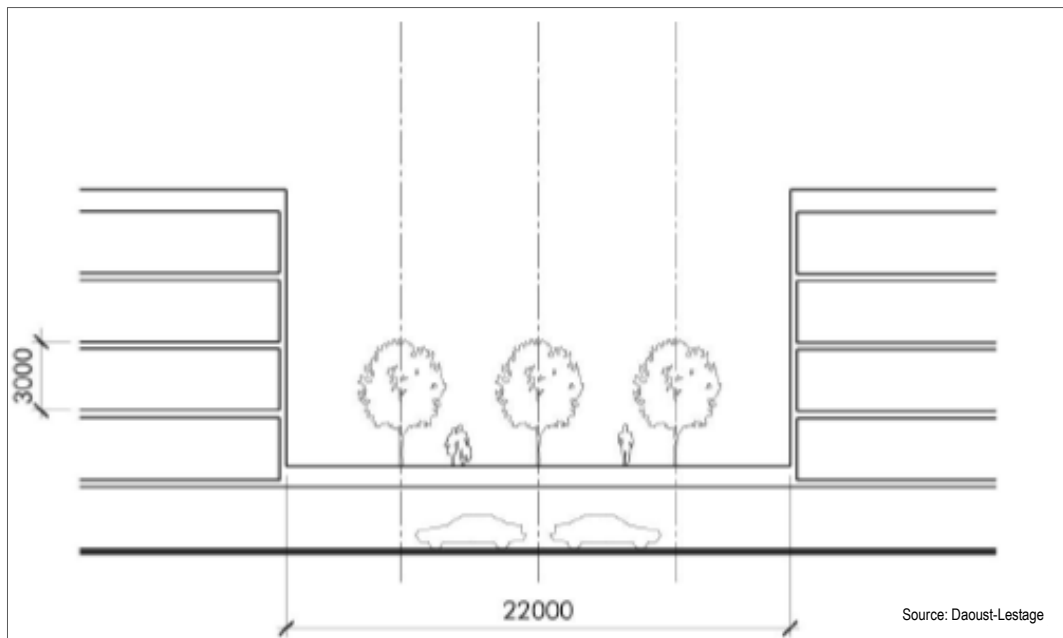


Figure 22 - Typical cross-section of the semi-private yards proposed



The Société AGIL believes that to allow for this type of layout without compromising both density maximization and the addition of green spaces, the proposed narrowing of the rights-of-way on Dorchester Boulevard, Gladstone Avenue, and Tupper Street (interventions 1 – 7 – 8) is required. This would optimize the use of space by slicing off the excess surface areas on public property to add them to the developable surface area in private hands. Furthermore, expanding the space of properties to be redeveloped and appropriate by-laws in terms of density, would help ensure the development of properties owned by the City. At the same time, this would result in a reduction of Westmount's financial burden with respect to redevelopment operations in public areas.

Lastly, although the possibility of building row houses is an option often put forward during discussions pertaining to this sector, the Société AGIL is of the opinion that the proposed concept is better adapted to the issue and the objectives stipulated for this sector. The concept of row houses would result in a less interesting density increase than that proposed above in terms of the objectives of the PMAD and SAD and in a less interesting increase in customer traffic on commercial streets. At the same time, while the concept of row houses would help reweave the urban fabric, it would negatively impact the permeability of the island south of Tupper Street<sup>22</sup> and add to the concrete spaces in the sector<sup>23</sup>, while essentially encouraging the creation of private gardens in the back yards, inaccessible to the public. Furthermore, such a concept would not ensure an attractive incline in terms of the heights of buildings between Sainte-Catherine Street and Dorchester Boulevard.

### Advantages of the concept

- Contributing to the sector's densification;
- Helping to reweave the urban fabric by building on vacant or underutilized lots;
- Opening up the sector, due to the traffic permitted through the semi-private yards;
- Improving the atmosphere on Dorchester Boulevard, Gladstone Avenue, and Tupper Street by enframing them;
- Enframing the view onto Westmount Square from Gladstone Avenue;
- Enhancing the safety and dynamism of the sector by boosting the population density;
- Indirectly contributing to consolidating the sector's commercial activity by providing greater potential customer traffic on commercial streets.

### Potential tools

- Zoning by-law;
- Site planning and architectural integration programme (PIIA);
- Subdivision by-law;
- Construction by-law;
- Housing policy.

### **1.9.2.3 Properties on the south side of Sainte-Catherine Street**

Given that:

- commercial activity on Sainte-Catherine Street seems to be on the decline;
- the buildings on the lots across from Alexis-Nihon are rundown and not very architecturally attractive to either passers-by or merchants;

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<sup>22</sup> This could result in a less effective upgrading of this street.

<sup>23</sup> The land area occupancy ratio for such a concept would be around 65% rather than 50%.

the redevelopment of these lots presents an interesting opportunity for the City to consolidate and revitalize Sainte-Catherine Street's commercial activity while meeting the densification objectives of the PMAD and SAD.

According to AGIL, the City of Westmount should make a minor amendment to its urban planning by-laws in order to enable the construction of projects of a design similar to that currently proposed by the Groupe BSR, which is seeking to redevelop 4014-4022 Sainte-Catherine Street. This firm is proposing the construction of a building of 10 and 7 storeys, which would house businesses on the ground floor, offices on the 2<sup>nd</sup> and 3<sup>rd</sup> floors, and dwellings on the upper floors. The building would also have three levels of underground parking.

However, in contrast to this project whose upper floors are set back from the 3<sup>rd</sup> floor level, AGIL is of the opinion that the City should heighten the setback to begin at the 4<sup>th</sup> floor level. In light of the above, the Société AGIL proposes that the City of Westmount amend the main parameters of its by-laws for the zone in

*Table 13 - By-law amendments proposed for zone C7-24-09*

question in the following manner:

	Existing	Proposed
Lot – Min./max. surface area	-/-	-/-
Min./max. storey height	-/7 (1) (2)	7/10 (3)
Min./max. LBR	-/-	-/-
Min./max. FAR	-/7	-/7.5

(1) Beginning at the 3<sup>rd</sup> floor, storeys must be built with a setback of at least 3 m from the façade closest to the street.

(2) Ten-storey heights are allowed for land on the south side of Sainte-Catherine Street less than 148 feet from the City's eastern limits.

(3) Beginning at the 4<sup>th</sup> floor, storeys must be built with a setback of at least 3 m from the façade closest to the street.

Figure 24 provides a model of the type of development that should be sought for these properties.

Lastly, in terms of uses, the Société AGIL believes that the provisions relating to uses authorized on street-front properties currently in effect in the grid of types of buildings and uses allowed in Zone C7-24-09 are appropriate for the consolidation of commercial activity on Sainte-Catherine Street.

### Advantages of the concept

- Directly helping to consolidate commercial activity by updating the inventory of commercial premises;
- Contributing to the sector's densification;
- Enhancing the atmosphere and experience on Sainte-Catherine Street through the construction of new and more architecturally attractive buildings;
- Improving the safety and dynamism of the sector by boosting its population density;
- Indirectly contributing to consolidating the sector's commercial activity by providing greater potential customer traffic on commercial streets.

### Potential tools

- Zoning by-law
- Site planning and architectural integration programme (PIIA)



Figure 24 - Modelling of 4014-4022 Sainte-Catherine

### 1.9.2.4 Other developable properties

In addition to these two main groups, another property in the sector has development potential. Should Intervention 2 be accomplished, this land would be located at the corner of Bruce Street and Dorchester Boulevard. Like the other properties to be developed on Dorchester Boulevard, this one should accommodate dense residential development in the form of a 4-storey building with a land building ratio of 0.65 and an occupancy ratio of a maximum of 2.75 (see Figure 25).

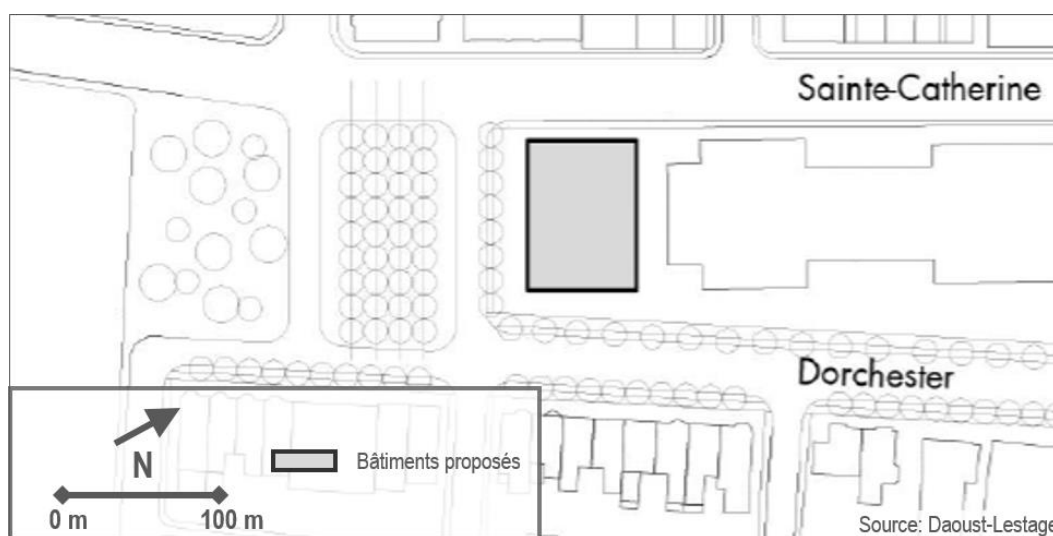


Figure 25 - Proposed development plan for the land across from the square

#### 1.9.2.5 Summary

Considering all of the information presented in this section, the following table (Table 14) summarizes the broad lines of AGIL's recommendations and the resulting real estate development potential<sup>24</sup>. The subsequent cross-section (Figure 26) will enhance comprehension of the proportions sought in terms of height gradation for the transition between the southern and northern portions of the Southeast. Lastly, the map on page 67 (Figure 27) indicates all of the proposed interventions (public and private domains) on Dorchester Boulevard. It should be noted that interventions on the other streets are not shown on this map.

<sup>24</sup> The numbers indicated are approximations to provide an order of magnitude.

Table 14 - Real estate development potential for the proposed project

Réglementation														Total	
Zone	Actuel (2)	Projeté (3)	Actuel (2)	Projeté (3)	Actuel (2)	Projeté (3)	Actuel (2)	Projeté (3)	Actuel (2)	Projeté (3)	Actuel	Projeté			
R6-24-08		R6-24-08		R6-24-08		R6-24-08		R6-24-08		C11-24-10		C11-24-10			
Lot - Superficie min / max	255 m2 / -	1000 m2 / -	255 m2 / -	1000 m2 / -	255 m2 / -	1000 m2 / -	- / -	1000 m2 / -	- / -	- / -	-	1500 m2 / -	N/A		
Hauteur en étage min / max	- / 3	4 / 6 (4)	- / 3	4 / 6 (4)	- / 3	4 / 6 (4)	- / 9	7 / 9	- / 7 (5) (6)	7 / 10 (7)	-	4 / 5	N/A		
C.E.S min / max	- / 0,65	0,45 / 0,5	- / 0,65	0,45 / 0,5	- / 0,65	0,45 / 0,5	- / 0,65	- / 0,75	- / -	- / -	-	- / 0,65	N/A		
C.O.S. min / max	- / 2,0	- / 2,75	- / 2,0	- / 2,75	- / 2,0	- / 2,75	- / 4 ou 8	- / 6	- / 7	- / 8,5	-	- / 2,75	N/A		
Potentiel de développement															
Superficie du terrain (m2)	3300	3910	2125	2705	4000	4810	1140	1140	5279	5279	0	1540	15844		
Superficie au sol (m2)	2145	1965	1381	1353	2600	2405	741	855	4751	4751	0	1001	11618		
Superficie développable brute (m2)	6435	10753	4144	7439	7800	13228	6689	6840	31357	44660	0	4004	56405		
Superficie développable nette (m2)	4505	7527	2901	5207	5460	9259	4688	4788	21950	31262	0	2803	39484		
Commercial (m2)	0	0	0	0	0	0	0	0	9977	9977	0	0	9977		
Résidentiel (m2)	4505	7527	2901	5207	5460	9259	4688	4788	11973	21285	0	2803	29506		
Nombre de logement	25	95	16	66	31	117	59	61	152	270	0	35	283		
Densité nouveaux dév. (log/ha brut)	57	183	57	183	57	183	390	400	216	384	0	173	134		
(1) Doit être fait au préalable.															
(2) Selon un scénario dans lequel le plus grand nombre de triplex possible seraient construits sur les terrains en bordure de Dorchester en fonction de la réglementation en vigueur.															
(3) Selon un scénario dans lequel la rue Tupper serait élargie de 4,5m le boulevard Dorchester de 4,5m l'avenue Gladstone de 1,5m sur les deux côtés et qu'un square serait aménagé à l'extrémité ouest du boulevard Dorchester.															
(4) À partir du 6e niveau, les étages doivent être implantés avec un retrait d'au moins 3m à partir du plan de façade le plus rapproché de la rue.															
(5) À partir du 9e niveau, les étages doivent être implantés avec un retrait d'au moins 3m à partir du plan de façade le plus rapproché de la rue.															
(6) Des élargissements sont permis pour les terrains au sud de la rue Sainte-Catherine à moins de 50 m de limite est du territoire de la Ville.															
(7) À partir du 6e niveau, les étages doivent être implantés avec un retrait d'au moins 3m à partir du plan de façade le plus rapproché de la rue.															

- (1) Doit être fait au préalable.
- (2) Selon un scénario dans lequel le plus grand nombre de typex possible seraient construits sur les terrains en bordure de Dorchester en fonction de la réglementation en vigueur.
- (3) Selon un scénario dans lequel la rue Tupper serait élargie de 4,5m, le boulevard Dorchester de 4,5m l'avenue Gladstone de 1,5 m sur les deux côtés et qu'un square serait aménagé à l'extrémité ouest du boulevard Dorchester.
- (4) À partir du de niveau, les étages doivent être implantés avec un retrait d'au moins 3m à partir du plan de façade le plus rapproché de la rue.
- (5) À partir du de niveau, les étages doivent être implantés avec un retrait d'au moins 3m à partir du plan de façade le plus rapproché de la rue.
- (6) Dix étages sont permis pour les terrains au sud de la rue Sainte-Catherine à moins de 50 m de limite est du territoire de la Ville.
- (7) À partir du de niveau, les étages doivent être implantés avec un retrait d'au moins 3m à partir du plan de façade le plus rapproché de la rue.

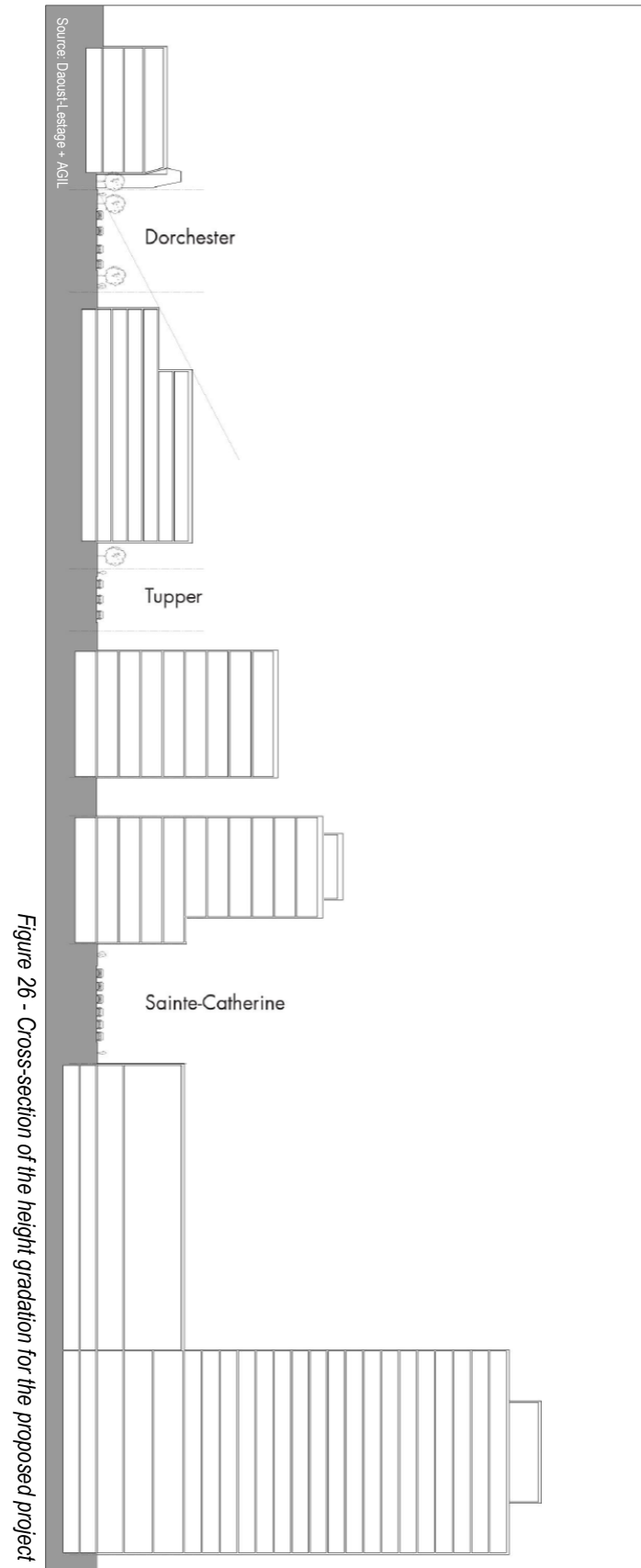


Figure 26 - Cross-section of the height gradation for the proposed project



Figure 27 - Map of part of the interventions proposed



## 1.10 STRATEGY FOR RELAUNCHING THE PROJECT

The process of developing a concept for the Southeast Sector was slowed down by the municipal election period. The Société AGIL wishes to share with the City of Westmount two potential solutions that would enable it to relaunch the exercise.

### 1.10.1 Addressing the redesign of public and private spaces separately

As the previous section demonstrated, the interventions on public and private spaces reflect two lines of action that differ but are ultimately interrelated. Interventions on public property may be undertaken by the City of Westmount quickly given the ageing of the infrastructure, but interventions on private property are indirect and occur via the establishment of an appropriate regulatory framework (zoning, subdivision, construction, PIIA by-laws). The amendment of land-use planning by-laws is, as stipulated by the *Act Respecting Land Use Planning and Development*, a more elaborate management process involving stakeholders. This requires citizen involvement by holding a public consultation session and, if qualified voters so request it, launching the referendum process.

Since the City must rebuild its public infrastructure based on the criteria of quality, safety, affordability (from the perspectives of design and maintenance), and sustainable development, the City of Westmount could consider addressing these two sectors separately. To the extent that the lifespan of the majority of municipal services in the sector has been reached, and, as mentioned earlier, the current configuration of several lanes is not conducive to resident safety and does not meet sustainable development objectives, the City could first of all proceed with the redevelopment of public spaces required from the perspective of improving their situation with respect to the above-mentioned criteria. The City could subsequently address the amendments needed to the zoning by-law to consolidate the sector's urban fabric and density. This would at least allow the City to take advantage of the opportunity presented by the repairs to infrastructure to improve the configuration of public space instead of rebuilding everything as it was.

### 1.10.2 Expand the sector covered by the Special Planning Programme (SPP)<sup>25</sup>

Although the preceding proposal may be interesting in terms of improving the sector, the Société AGIL would be more favourable to an approach to expand the current sector identified in the SPP. This is because a number of inconveniences would arise from focusing on the current sector only.

First, it excludes from consideration certain key elements nearby, whose inclusion would allow for the development of a more coherent vision of the sector's development. The City of Westmount would be better served by stopping to consider the potential relationships and synergies with Westmount Park (the City's largest park) and its facilities (municipal library, community centre, sports centre) and with the commercial sector of Victoria Avenue and Sherbrooke Street West. Dawson College, which in theory is part of the sector defined in article 3.1, as well as other teaching institutions near the Southeast should also be more seriously considered during the analysis.

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<sup>25</sup> A Special Planning Programme is a detailed planning document that is an integral part of a municipality's planning programme, designed to complement it. A special planning programme makes it possible to specify the municipality's orientations in terms of a sector's future, which requires special attention. Annex 6 features the information sheet on the special planning programme found in the MAMOT's guide on decision-making *La prise de décision en urbanisme*. This sheet is also available on the following website: <https://www.mamot.gouv.qc.ca/amenagement-du-territoire/guide-la-prise-de-decision-en-urbanisme/planification/programme-particulier-durbanisme/>



Second, the execution of the mandate has led us to believe that the too limited area of the territory studied and its major polarization in terms of urban fabric have exacerbated the tensions caused by certain issues. Therefore, with a view to proposing consistent interventions in terms of urban cohesion, these issues should be part of a broader reflection taking into account the expanded environment of the current sector, i.e. the bordering environments of both Westmount and Montreal.

Considering these two factors, in order to take into greater account the Southeast's reality and context and to reduce the chances that the exercise not produce convincing results, the City of Westmount could expand the territory targeted by the special planning programme to all of the sector south of Sherbrooke Street. This would enable more comprehensive consideration of this sector, whose urban characteristics differentiate it from the two other sectors identified in the City's Land Use Plan.

**ANNEXES**

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