

PROGRAM

Urban Design Competition Redevelopment of Namur—Jean-Talon West Sector

Ville de Montréal
Borough of Côte-des-Neiges—Notre-Dame-de-Grâce
Design Montréal Office of the Ville de Montréal



PROGRAM

**URBAN DESIGN COMPETITION
REDEVELOPMENT OF NAMUR—JEAN-TALON WEST SECTOR**

VILLE DE MONTRÉAL
Borough of Côte-des-Neiges—Notre-Dame-de-Grâce
Design Montréal Office of the Ville de Montréal



CONTENTS

1	MISSION, APPROACH AND FOUNDING OBJECTIVES OF THE PROJECT	1
2	PROJECT CONTEXT	3
3	SECTOR DEVELOPMENT PRE-PROJECT STUDY	11
4	PRIVATE PROJECTS UNDER DEVELOPMENT AND TO COME	13
5	FUNCTIONAL AND TECHNICAL NEEDS	15
	5.1 DEVELOPMENT OF PUBLIC SPACES	15
	5.2 DEVELOPMENT OF SEMI-PUBLIC SPACES	22
6	CONSTRAINTS	23
7	IMPLEMENTATION OBJECTIVES	25

APPENDIX A – Extracts from the borough's planning program

APPENDIX B – Aerial photographs of the sector

APPENDIX C – Other photographs of the sector

APPENDIX D – Pre-project study of the Namur–Jean-Talon West sector

APPENDIX E – Zoning regulations applicable to the sector (Extracts)

APPENDIX F – Borough's planning program Provisions of the planning bylaw on lighting

APPENDIX G – Sunlighting studies for sunlighting in new buildings in the sector

APPENDIX H – Sector watermain and sewer networks

APPENDIX I – Standard / specification VM 555 for tree planting

APPENDIX J - Redevelopment plans for green spaces surrounding recent private projects

APPENDIX K – Vectorized reference drawings for design of proposals

APPENDIX L – Borough's urban forestry plan

Note: Appendices are supplied as electronic files only

1 MISSION, APPROACH AND FOUNDING OBJECTIVES OF THE PROJECT

1.1 PROJECT MISSION

The project covered by this urban design competition forms part of another, more ambitious project, aimed at the development and revitalization of the entire Namur–Jean-Talon West sector. This major project, piloted by the Borough of Côte-des-Neiges–Notre-Dame-de-Grâce, is aimed at guiding and supporting private promoters in planning their real-estate projects, mainly residential, and enhancing the development of the sector’s public spaces, whose importance will grow with the massive influx of thousands of new residents in the coming years.

The sector in question, whose current development is somewhat unstructured and where surfaces dedicated to private cars are omnipresent, was identified in 2005 as a priority zone for requalification because of its great potential for urban revitalization. As a result, since 2005 a number of analytical and prospective studies of the sector have been carried out, including the drafting, in 2008-2009, of a global vision inspired by the TOD (Transit Oriented Development) approach.

In this context, the project covered by the competition has the primary mission of redeveloping some of the sector’s major roadways into high-quality collective public spaces, whose attributes will foster social exchanges in an area of great sociocultural diversity, encourage appropriation of the spaces created, and forge a new identity for the sector.

1.2 PROJECT APPROACH

The TOD approach stands in contrast to COD (Car Oriented Development), which has hitherto guided the development of the sector and the rest of the city – along with practically all neighbourhoods on the periphery of major North American urban centres in the second half of the 20th century. Unlike urban environments that are planned around the automobile, which generate continuous through traffic and a loose and very spread-out urban fabric, neighbourhoods developed following the TOD approach are centred on concentrated public transit infrastructures, which tend to densify the urban space. The Namur–Jean-Talon West sector is already very well provided with public transit infrastructures, with the Namur and De la Savane métro stations, and with a possible future commuter train or tram station as a complement.

Guided by the principles underlying the TOD approach, close to métro stations the borough encourages the setting up of more densely constructed areas having a degree of functional diversity, including neighbourhood services and businesses, in addition to dwellings on upper floors. The areas around public transit hubs contain mainly residential buildings. In general they feature more green spaces and are served by a network of very permeable paths that encourage movement by active transport. These paths are punctuated by public or semi-public spaces that foster appropriation and lend themselves to various forms of socialization, and are made safer by natural surveillance from the windows of neighbouring buildings. Without being favoured, cars are tolerated around the islands, making their visual and environmental impact in the community minimal in comparison with conventional urban environments.

1.3 THE BOROUGH’S OBJECTIVES FOR THE PROJECT

The following objectives set out the project’s major concerns and sum up the essence of the borough’s goals for its design and implementation:

- Reduce the surface area dedicated to the automobile and its negative impacts on the use of collective public spaces;
- Increase the surface area devoted to public collective spaces;
- Green the sector and enhance the quality of the urban environment and the quality of life for current and future residents of the sector;
- Capitalize on ease of access to public transit and the sector’s drawing power resulting from its excellent location in the metropolis;

- Encourage movements through active transportation;
- Improve the sector's safety and conviviality;
- Increase the number of neighbourhood services and the degree to which they match residents' needs;
- Density the sector, particularly through a substantial increase in the number of dwellings;
- Improve the neighbourhood's image for sector residents and citizens of Montréal;
- Create a new identity specific to the sector, founded on its current rich social and cultural diversity, taking advantage of the new dynamics that will result from a substantial increase in the number of residents in the near future.

For the borough, social challenges and objectives are a key element in the concerns and aims that characterize the project. The borough insists that a healthy social and cultural diversity in the sector is to be maintained and developed, encouraged even. Moreover, the project is seen as an opportunity to create, through sensitive and imaginative development of the collective public space, conditions that will foster closer links between the various existing communities and those that may come later, thereby forging a new community whose diversity will be an asset. Over a 15-year horizon, it is estimated that the total number of dwelling units in the sector will rise from about 900 to over 4,000, and that the number of residents will climb to over 6,000, as opposed to today's figure of about 1,500. The local community is thus set to undergo a profound transformation in a relatively short space of time. This transformation should, as far as possible, be progressive, controlled and oriented towards shared objectives that will be supported by the urban developments to be planned.

The planning program in force calls for, in summary, the following actions in the sector (see Appendix A for their full context):

- Consolidation of the residential development running along De la Savane Street by inserting new residential buildings;
- Enhancement, for economic and institutional purposes, of the lots lying on either side of Jean-Talon Street West, between Victoria and Mountain Sights avenues;
- Consolidation of the existing institutional development on Paré Street;
- Limitation of automobile sales and related activities;
- Enhancement and disenclavement of De la Savane Park by connecting it to Paré and De la Savane streets;
- Development of certain elements of the street grid to make it safer, to channel transit traffic and to disenclave sites that have potential for enhancement;
- Upgrading of the quality of development of public areas, mainly on Paré, Buchan, Victoria, Jean-Talon West and De la Savane streets and Victoria and Mountain Sights avenues, in order to improve the general image of the sector, harmonize the width of roadways and ensure the safety of pedestrians;
- Enhancement, by means of careful redevelopment of public areas, of the view of Mount Royal and Université de Montréal from De la Savane Street.

These orientations do not all affect the planned development covered by the competition to the same degree.

2 PROJECT CONTEXT

2.1 SITE AND BUILT-UP AREA

2.1.1 Delimitation and general description of the sector

The Namur–Jean-Talon West sector lies in the borough of Côte-des-Neiges–Notre-Dame-de-Grâce, in the geographical centre of the island of Montréal (figure 1). Its total area is about 38 hectares.

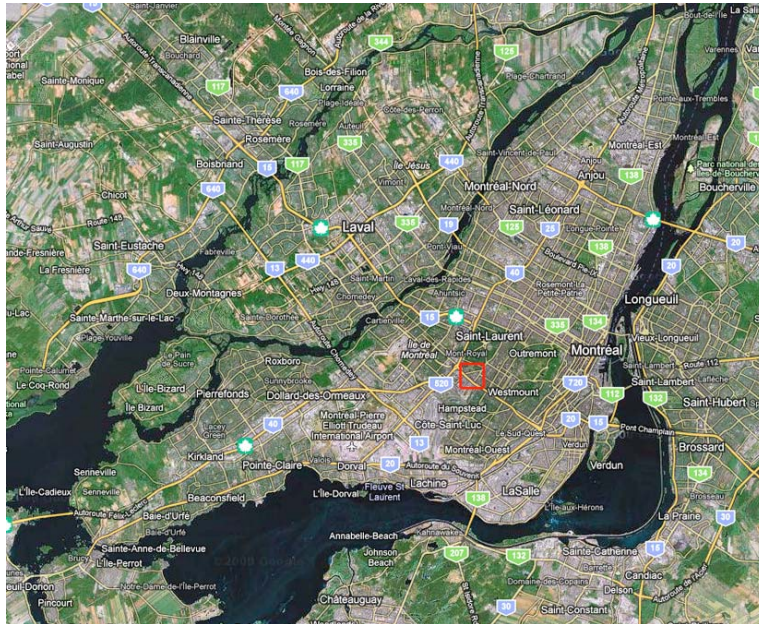


Figure 1. Localization of the Namur–Jean-Talon West sector on the Island of Montréal.
Source: Google

Approximately triangular in shape (figure 2), the sector is delimited by De la Savane Street to the north, Mountain Sights Avenue to the west, the Canadian Pacific Railway tracks to the south, and Victoria Avenue to the east. It is adjacent to the Namur métro station and includes a section of Jean-Talon Street West..

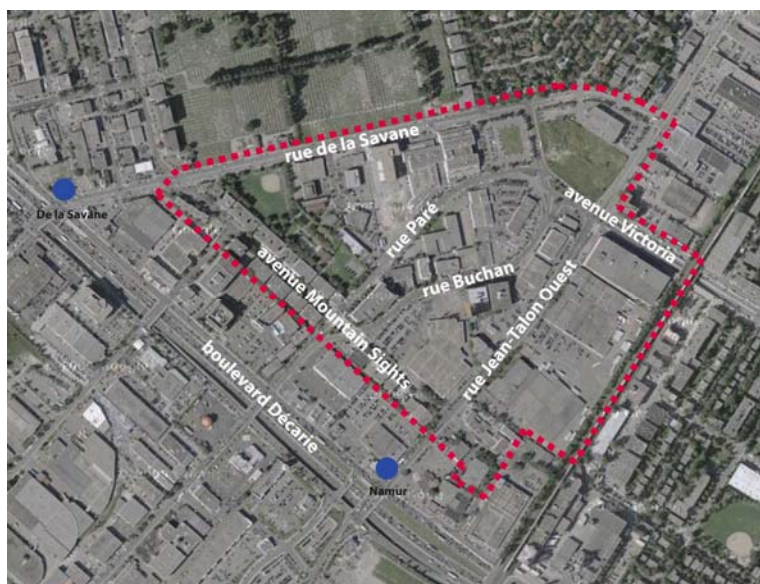


Figure 2. General view and delimitation of the Namur–Jean-Talon West sector (2007).
Source: Borough of Côte-des-Neiges–Notre-Dame-de-Grâce.

The sector has hitherto remained strongly underutilized and still has no clearly defined vocation. The majority of uses found in the sector (industries, shops, warehousing activities, offices and teaching institutions, apart from dwellings) are isolated from each other, and their interfaces are not organized in an immediately intelligible pattern. Many underutilized buildings and several vacant lots however suggest a densification of the built environment and the possibility of major change in the sector, including a rebalancing of vocations.

The meeting of the perpendicular grid of the streets lying further to the south, which are oriented north-south and east-west, with those of the neighbouring town of Ville Mont-Royal further to the north, which are oriented diagonally in relation to the former, produces islands of quite large dimensions, irregular shapes and variable depth in the heart of the sector. The roadways, designed in the 1950s, are mostly oversized and somewhat unsafe. Several of them carry heavy through traffic, particularly at peak hours. The winding route of roads and a number of poorly defined junctions make understanding routes and reading intersections more complex.

In such an environment, the planning of public areas is globally deficient. Public space in the sector is closely linked to the road system, and is essentially made up of a network of cursorily laid-out sidewalks running along major traffic routes. Intersections that are frequently poorly designed and the excessive width of a number of streets make using them on foot or on a bicycle hazardous. The sole green spaces found in the sector are De la Savane Park, an area of unimproved land lying behind on the east of Victoria Avenue, and a few trees planted here and there.

As for the built environment, although certain buildings have some qualities, the piecemeal development of the sector as a whole makes for an unexciting landscape. Placements, shapes, envelopes, proportions and architectural vocabularies are particularly disparate. Many buildings in the sector require major renovation work, if not replacement.

2.1.2 History of the sector's development

The first signs of development of the Namur–Jean-Talon West sector date back to 1878. On a cadastral map of the time, irregular shapes break with the traditional perpendicular division of lots that prevailed in the Borough of Côte-des-Neiges–Notre-Dame-de-Grâce. It appears therefore that the initial configuration of lots influenced the orientation and geometry of De la Savane Street and the streets that connect to it and, subsequently, the current subdivision of lots throughout the sector.

The creation in 1905 of the Baron de Hirsch cemetery, backing onto the boundaries of Montréal and Saint-Laurent, decided the location of De la Savane Street (Public Road). This street branched off from Jean-Talon Street West (Market Street) and continued north-west along the cemetery at an angle of about 45°. The planned division of lots in 1907 between Jean-Talon Street West and the Canadian Pacific Railway tracks was radically changed in order to allow the implementation of commercial and industrial uses that are still present. The later development of Victoria Avenue, a north-south traffic axis, connected the Namur–Jean-Talon West sector with the rest of the neighbourhood lying further south. The route of Victoria Avenue partly re-establishes the subdivision of the original large lot (bearing the number 100) and results from the cadastral subdivisions of the lots bordering De la Savane Street and Jean-Talon Street West.

The triangle formed by De la Savane Street, Mountain Sights Avenue (St. Lawrence Avenue) and Jean-Talon Street West, together with the delimitation of several lots, make up the primary axes that have influenced the urban structure of the sector for more than a century. Certain lots reflect the orientation of De la Savane Street, others that of Jean-Talon Street West. Some lots reflect both orientations at once, and this is seen still today in certain recently developed projects (particularly on Jean-Talon Street West and Victoria Avenue).



Figure 3. Aerial photo of the sector (1949),
Source: Office de consultation publique de Montréal. Public consultation on the redevelopment of the Namur-Jean-Talon West sector.

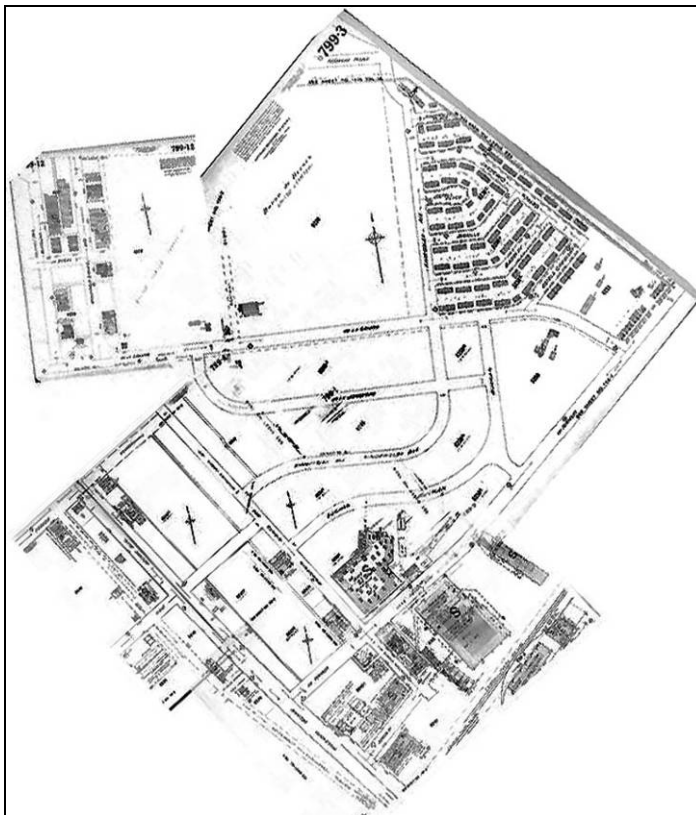


Figure 4. Map of the sector (1954).
Source: Office de consultation publique de Montréal. Public consultation on the redevelopment of the Namur-Jean-Talon West sector.

Although some peripheral parts of the sector were developed in the early 1950s for residential purposes (particularly along Mountain Sights Avenue, and to the north-east of De la Savane Street), most of the land in the central part was developed for commercial or industrial purposes. The plot which until quite recently was home to the company *Tricots Dorés*, at the north-east corner of Mountain Sights Avenue and Jean-Talon Street West, was occupied from the mid-1950s onwards by the *Montreal Transportation Commission* as a bus garage. Another industrial building lies on the other side of Jean-Talon Street West.

At the time, a curvilinear street grid was proposed to consolidate the two grids of De la Savane and Jean-Talon West streets (figure 4). Buchan Street was planned to join Mountain Sights Avenue and De la Savane Street, running through the space now occupied by Victoria Avenue. Kindersley Avenue was extended to the south of De la Savane Street, again to join Mountain Sights Avenue. Jonquière Street was also proposed in order to divide the large lot spaces between Kindersley and De la Savane. All that remains of this curvilinear street grid are certain portions of Buchan and Paré streets.

2.1.3 Road networks and routes

The sector's road system has major shortcomings in terms of the legibility, efficiency and conviviality of routes. Poorly traced streets, frequently having excessively wide roadways and intersections with minimal definition, create problems of orientation and safety for both drivers and pedestrians.

The automobile is the transportation mode that by far dominates all others despite the presence of two métro stations. The sector boasts many outside parking lots for residents and the users of shops and office buildings. Bus service is provided almost exclusively on Jean-Talon West Street.



Figure 5 and 6. Views of Mountain Sights Avenue and Paré Street.
Source: Borough of Côte-des-Neiges-Notre-Dame-de-Grâce.

Certain major intersections are regularly crossed by children on their way to the park or to school. The intersection of Jean-Talon Street West and Victoria Avenue, which is particularly wide and carries heavy traffic, is problematic, the absence of adequate measures to facilitate safe crossing making this intersection especially unfriendly to pedestrians. The entrance to De la Savane Park, from Paré Street, is another unsafe pedestrian crossing. There is no advance signal to alert drivers to the presence of an entrance to the park, nor any markings on the roadway, and no mandatory stop for vehicles. Cars are frequently parked on both sides of the street, hampering visibility for pedestrians and drivers.



Figures 7 and 8. Two partial aerial views of the sector demonstrating the size of areas dedicated to automobile traffic and parking.

Source: Google.

2.1.4 Parcelling system and morphology of the built-up area

The map of the sector is not the result of planned development, but rather of development that followed investment opportunities. The layout of the sector, as shown by the map of parcelling and the built-up area below (figure 9), shows some of the routes laid out in the mid-20th century, but not all.

In fact only Mountain Sights Avenue displays a historical and immediately intelligible pattern, with buildings laid out on either side of the public roadway. In the remainder of the sector, lots and buildings are at angles to the roadways and their position on the lots owes more to a desire to maximize the profitability of surfaces and parking areas than to a desire to create any particular alignment.



Figure 9. Map showing parcelling and buildings.

Source: Borough of Côte-des-Neiges–Notre-Dame-de-Grâce.

2.2 HUMAN ENVIRONMENT

2.2.1 A neighbourhood of great social and cultural diversity

The Borough of Côte-des-Neiges–Notre-Dame-de-Grâce is the most populous of the 19 boroughs that make up the City of Montréal, and one of the most culturally diversified. One in two residents was born outside Canada and one in ten is a new arrival in the country. The borough ranks just behind the borough of Saint-Laurent in terms of the concentration of immigrants in the population. The borough has the largest Filipino, Chinese and Romanian communities in the entire Island of Montréal. The borough also has the greatest number of families with children of all boroughs in the city. Married couples are more common than in the whole of the city. On the other hand, people aged 65 and over living alone are found there in higher concentrations than the Montréal average.

Although more than one person in two can converse both in French and English, English is generally the language of use, both at work and at home. More than one person in four is a unilingual Anglophone, the highest concentration found in the city's territory. One person in three speaks a language other than French or English at home.

The most widespread type of dwelling in the borough is an apartment block of fewer than five stories, built between 1946 and 1960. A certain proportion of these dwellings require major repairs, which does not prevent rents from being above the average for the city of Montréal. The borough has one of the highest concentrations of tenants on the Island of Montréal and, as a result, one of the most mobile populations in the city. One resident in five has moved during the past year and one in two during the past five years.

Aside from jobs in the manufacture of various products, men work mainly in professional, scientific or technical services, while women specialize above all in healthcare and teaching. These concentrations are explained by the proximity of a number of hospital establishments, Université de Montréal, and a number of other educational establishments. A high concentration of residents of the Borough of Côte-des-Neiges–Notre-Dame-de-Grâce hold postgraduate degrees.

2.2.2 The special case of Mountain Sights Avenue

The population of Mountain Sights Avenue is made up of a little over 1,500 residents in 900 households. For the most part, this population is in a precarious socioeconomic situation. With an average income half that of Montrealers as a whole and an unemployment rate twice the Montréal average, most residents live below the low-income threshold. 65% of the members of this community were born outside Canada, 24.3% are newly arrived immigrants, and 13.5% speak neither English nor French.

Since 1992, the Mountain Sights Community Centre has contributed to the development of an active community life. Residents have gradually developed a sense of belonging by organizing to improve their living environment. It is in this context that a document setting out their views on the project to redevelop their neighbourhood has been produced. Their vision is founded on a conviction – shared by many interveners – that the redevelopment of the sector should first and foremost be carried out to meet the needs and interests of the sector's current residents.

De la Savane Park (shown in light green on figure 10) is a prime spot for activities and community gatherings. In this respect, access to the park from Mountain Sights Avenue, through a parking lot entrance between two residential buildings, poses a problem.

2.2.3 Pressures exerted by real-estate development

In September 2005, the Borough of Côte-des-Neiges–Notre-Dame-de-Grâce proposed a radical change in the vocation of the Namur–Jean-Talon West sector, with the aim of drastically reducing industrial and commercial uses and significantly increasing the supply of dwellings. The movement is already well under way, with the rapid replacement of several existing low-rise buildings by new high-density residential buildings. Figure 10 clearly shows the extent to

which the neighbourhood will in the years to come undergo a major change in the human environment of the sector.



Figure 10. Lots with buildings to be preserved (in beige and orange) and under development (in green and yellow) (2011)
 Source: Borough of Côte-des-Neiges-Notre-Dame-de-Grâce.

Existing communities, particularly those on Mountain Sights Avenue which still today holds the majority of sector residents, are aware of the improvements that the revitalization will bring. The greening of the sector, in particular, receives consensus and it is recommended to make the presence of trees and public green spaces a defining mark of the sector, typical of developments to come. There is shared interest in making use of the proximity of two métro stations to put forward development that will foster pedestrian and public transit traffic.

However, although all the basic orientations have been favourably received, sector residents want greater attention to be paid to their needs, particularly as regards the availability of social and community housing, reasonably priced outside parking, and the presence of businesses that are adapted to their socioeconomic reality. Participants in public hearings have expressed a strong wish that residential densification should serve to create a family neighbourhood that is cosmopolitan and mixed at the social and economic levels. From this perspective, the place given to social and community housing and affordable housing will be the guarantor of a good blend, which will itself guarantee the sector's safety, richness and drawing power.

In the field, the situation is evolving very rapidly. Close to one quarter of the dwelling units provided for in the plan have already been authorized. Up to now, affordable housing is well represented, but social housing is absent. Demand for this type of housing is very strong in the borough, and opportunities are somewhat rare. In this context, a number of interveners have requested that the percentage of social housing on the site should greatly exceed the 15% provided for in municipal policy. The Office de consultation publique de Montréal (OCPM) has recommended that the borough immediately bring together all the tools at its disposal for creating social housing in the sector and surrounding area (including the construction of new units and the rebuilding or reconversion of existing buildings) in an integrated, quantified plan, and to formally associate community groups with its implementation. In this respect, the planned construction of 98 units close to De la Savane métro station is good news.

Furthermore, fears about the gentrification of Mountain Sights Avenue appear to be well founded. The OCPM recommends rigorously and systematically enforcing municipal regulations regarding the salubrity of dwellings on Mountain Sights Avenue and giving priority to working, in the short term, on converting buildings on the street into social and community

housing.

In the medium term, the lack of affordable outside parking spaces is a real issue, because of the arrival of thousands of new users and the developments required to keep stores and places of business in the sector. It should be borne in mind that the hoped-for dynamism will result from the proximity of services and the vibrancy brought by future business and commercial activities. The OCPM recommends that a detailed portrait of supply and demand for parking, by clientele, be drawn up. It suggests that the borough look at ways of enabling everybody to adapt to pedestrianism as a dominant characteristic, while allowing all to pursue flourishing activities. A study on the impacts of planned changes to traffic types and to access to shops should also be produced.

2.3 DIAGNOSIS: THE SECTOR'S STRENGTHS AND WEAKNESSES

The following findings summarize the main points of the analysis of the sector that was performed after the studies carried out by the borough and the consultants hired for this purpose:

Main strengths of the sector:

- Proximity of two métro stations: Namur, De la Savane;
- Métro Namur: point of convergence for activities in the sector;
- Low-density: global development potential;
- Accessibility: via Décarie, Jean-Talon West, Highway 15;
- Mountain Sights Avenue: sole quality residential environment;
- Existing green space: De la Savane Park;
- Community life: community centre and Centre de la petite enfance;
- Proximity to residential, employment and services hubs;
- Views of Saint-Joseph's Oratory, Université de Montréal and Mount Royal at a distance.

Main weaknesses of the sector:

- Sector hemmed in by three major roadways, the cemetery and the railway tracks;
- Mountain Sights Avenue isolated from other residential sectors;
- More of a place of passage than a destination;
- Road network and pathways unfavourable to pedestrians and cyclists;
- Many vacant spaces and parking lots;
- Lack of homogeneity in buildings and urban structure;
- Hostile environment and anarchic development in the sector;
- De la Savane Park: insufficient for needs; defective boundaries; difficult access and not visible from the street; lacking in safety, especially in the evening and at night;
- Few neighbourhood services (groceries, shops, bakeries, café, etc.);
- Heterogeneous population experiencing problems of exclusion and poverty;
- Lack of vegetation;
- Presence of multiple automobile dealers.

Competitors are invited, for the purposes of the competition, to add to this diagnosis with their own analyses and findings.

3 SECTOR DEVELOPMENT PRE-PROJECT STUDY

3.1 BACKGROUND TO THE PRE-PROJECT STUDY

In September 2005, the Borough of Côte-des-Neiges–Notre-Dame-de-Grâce made a profound change to the vocation of the Namur–Jean-Talon West sector. Further to the new development orientations explicitly asserted by the borough, in 2005 it mandated the firm of Brière Gilbert & Associés architectes to draw up the general and residential development plan for the sector. The general objectives were to “sketch the broad lines of the orientations to be prioritized in order to create a quality contemporary living environment, anchored in the reality of daily life, in both its functionality and its social and urban environment.”

3.2 ORIENTATIONS AND RECOMMENDATIONS OF THE PRE-PROJECT STUDY

Appendix D presents the entire report submitted by the consultants Brière Gilbert & Associés architectes. The following lines set out the gist of the report to help competitors grasp its broad lines before beginning to design proposals for the competition.



Figures 11 and 12. General view of the development of the sector according to the pre-project study, before and after the planned interventions.

Source: Borough of Côte-des-Neiges–Notre-Dame-de-Grâce / Brière Gilbert & Associés architectes.

In summary, the development orientations proposed in the pre-project study are as follows, by category:

Density:

- Increase primarily residential and commercial density;
- Foster diversity of users and functions.

Safety and conviviality:

- Increase the number and visibility of public spaces;
- Reduce the impact of the automobile in the urban landscape.

Visibility and identity-defining character:

- Bring out the locale's own identity, based on its cultural and social reality;
- Develop a strong, distinctive image (branding).

Community and social vocation:

- Increase the number and diversity of neighbourhood services;
- Increase frequentation of the sector by residents from surrounding areas;
- Encourage interventions that foster social cohesion (cohabitation of communities, culture, etc.).

TOD approach:

- Encourage development of the sector in synergy with the métro stations;
- Densify and diversify activities in the environs of the métro stations.

Quality of environment:

- Increase the amount of vegetation;
- Define and quantify the boundaries between the public and the private sphere;
- Create a living environment that favours pedestrian and bicycle traffic.

The gist of the pre-project study's vision is the creation of a new living environment adjacent to public transit services, where residents, merchants and workers will mix in a verdant environment. The layout of streets, with abundant vegetation added, will ensure a comfortable, safe ambience for pedestrians and other users. For movements in the sector, walking will be strongly favoured, particularly for access to nearby métro stations. To make this vision reality, it has been proposed that, for Paré and Buchan streets, use of the roadway be reviewed so as to maximize use by pedestrians and consequently reduce the place occupied by cars. Figure 13 illustrates the character of the new environment imagined by the pre-project study's authors.



Figure 13. Prospective view of redeveloped Buchan Street in the pre-project study.
Source: Borough of Côte-des-Neiges–Notre-Dame-de-Grâce / Brière Gilbert & Associés architectes.

With the aim of meeting the environmental challenges with 21st century methods, the pre-project study (see Appendix D) specifies the LEED criteria relating to interventions that can be met easily:

In an ever-more competitive global context, sustainable development must be seen as an attractiveness factor, a “branding” strategy, and also as a mark of competitiveness, economic vitality, and better returns on both public and private investments.

4 PRIVATE PROJECTS UNDER DEVELOPMENT AND TO COME

4.1 CONDITIONS IMPOSED BY THE BOROUGH

In order to ensure a degree of control over development in the sector – which is subject to very great real-estate pressure particularly because of its favourable position in the Greater Montréal area and the large construction volume it offers to private promoters – the borough imposes certain conditions on private developers in addition to those arising out of the pre-project study and those that may be generated by the results of the competition. Moreover, the borough does not impose the same conditions on private promoters for all the various residential areas defined in the pre-project study. The conditions are as follows, depending on the area in question:

- One zone, located in the centre of the sector, is made up of “plex” type apartment buildings of 3 or 4 stories, for social housing and families.
- Along De la Savane Street, buildings can be as high as 8 stories.
- Along Mountain Sights Avenue, promoters of the residential buildings to be inserted must respect the current heights of 3 or 4 stories, except for a space close to Jean-Talon Street West, where buildings of between 4 and 10 stories are permitted.
- On Jean-Talon Street West, most of the residential buildings have a business ground floor and a total height of 8 to 12 stories.

The pre-project study also gives the borough a basis for organizing the distribution of uses in the sector, summarized graphically in figure 14 below.



Figure 14. Distribution of uses according to the pre-project study (2007)
Source: Borough of Côte-des-Neiges–Notre-Dame-de-Grâce / Brière Gilbert & Associés architectes.

On top of the restrictions regarding the functions and envelope of buildings come, naturally, zoning conditions (see Appendix E) and the obligation to lay out semi-public passages on some private lands. These passages are represented in section 5.2 of the program.

4.2 RECENTLY COMPLETED AND PLANNED PROJECTS

As mentioned earlier, the sector has been witnessing major real-estate development for some time already. In general these projects are of high density, as the following illustrations show (figure 15).



Figure 15. Promotional views of new projects in the sector.

Source: Borough of Côte-des-Neiges–Notre-Dame-de-Grâce /project promoters or architects.

Recently approved real-estate projects, whose locations are shown in figure 16, are listed below, with the number of dwelling units for each:

<i>Côté Ouest</i> , phase 1 :	142 units
<i>Côté Ouest</i> , phase 2 :	150 units
<i>Vue</i> , phase 1A :	102 units
<i>Vue</i> , phase 1B :	102 units
<i>Rouge</i> :	385 units
<i>REVE</i> :	175 units
<i>Garbarino</i> :	118 units
<i>Devmont</i> (scheduled for 2013) :	225 units



Figure 16. Location of approved real-estate development projects in the sector.

Source: Borough of Côte-des-Neiges–Notre-Dame-de-Grâce.

4.3 SITES REMAIN TO BE DEVELOPED

The lots that remain to be developed in the sector are relatively important, both in their number and the area they occupy. Between the *Côté Ouest* and *Rouge* projects, in particular, practically everything remains to be done. Moreover, practically all the lots lying in the heart of the sector, between Paré and Buchan streets, remain to be developed, as do a number of others lying between Buchan and Jean-Talon West streets. The physiognomy of the sector is therefore set to evolve further in the coming years, in the wake of recent real-estate investments. It should be understood that most of the lots that remain to be developed directly adjoin the public spaces to be redeveloped in the competition, which ties in with the borough's avowed intent to influence the design of the projects through high-quality public planning developments.

5 FUNCTIONAL AND TECHNICAL NEEDS

5.1 DEVELOPMENT OF PUBLIC SPACES

As mentioned earlier, it is intended that development of the sector be geared to sustainable mobility. Public transit and all forms of "soft mobility," particularly pedestrian and bicycle traffic, will be prioritized in all seasons. Although weather conditions in Montréal, particularly in winter, are not always ideal for favouring such alternative means of transport, every effort must be made in the design of public space developments to attenuate the negative impacts of these weather conditions on users, and thereby encourage the most hesitant members of the public to make their daily movements in a more eco-responsible manner.

It should be noted that Ville de Montréal is planning to increase public transit services by laying down tramways in its central districts. This proposal is enshrined in the Transportation Plan and a number of studies are currently underway to assess the feasibility, profitability, advantages and difficulties of this proposal. One of the first tramway lines envisaged would connect downtown Montréal, Old Montréal and the Côte-des-Neiges neighbourhood via the road of the same name. Given the vigour of real-estate development in the Namur–Jean-Talon West sector, the possibility has been mooted of extending the tram route (currently planned to stop at the corner of Côte-des-Neiges Road and Jean-Talon Street West) westwards.

Moreover, in order to take into account the diversity of public spaces in the sector and the specific responses for their development that they suggest, four intervention sub-zones are described in the following paragraphs.

5.1.1 Junction of Paré, Buchan, Jean-Talon West streets and Victoria Avenue

This intervention sub-zone (figure 17) undoubtedly presents the greatest design challenges to be found in the competition, supplying the greatest potential for urban requalification in the sector. Here are found most of the problems raised by an analysis of the context, together with the largest public space to be redefined.

In the planning of the sector, it has already been suggested that through traffic be drastically reduced by cutting out basic vehicle access from Victoria Avenue. Access would therefore be prohibited to cars between Jean-Talon West and Buchan streets. Northbound through traffic from Victoria Avenue towards Highway 15, which is particularly heavy at rush hours, would be deviated to bypass the sector on Jean-Talon Street West, or towards De la Savane Street by means of a short eastward detour. Traffic on Victoria Avenue would be maintained between Buchan and De la Savane streets, benefiting sector residents. A protected left turn could moreover be added at the De la Savane Street intersection in order to facilitate access to Décarie Boulevard and the other streets lying to the west.

With the closure of a segment of Victoria Avenue as described above, pedestrian movements on the north side of Jean-Talon Street West will become much easier. Moreover, the pedestrian crossing at the intersection of Jean-Talon Street West and Victoria Avenue, which is heavily used, particularly by schoolchildren, should be as safe and as pleasant as possible. In order to permit crossing in two stages, a refuge area should be provided between the two lanes carrying traffic in opposite directions on Jean-Talon Street West.

Along Victoria Avenue, on its western side, a bicycle path is planned. This would cross the sector and extend onto De la Savane Street. A second lane is to run on the segment of Victoria Avenue that is closed to automobile traffic, but which must be configured to allow emergency vehicles and fire trucks to travel on it at all times. (see 6.2.1)

The new layouts of streets, sidewalks and bike paths should free up a large part of the public areas currently dedicated to the automobile. The spaces should therefore be assigned to other uses: plantings, furniture, landscaped open spaces, etc.

It should be noted that the borough reserves the right at all times to place, sell or merge part of its public areas to the private sphere at its own discretion.



Figure 17. Definition and specific development objectives for the intersection of Paré and Buchan streets at the meeting of Victoria Avenue.

Source: Borough of Côte-des-Neiges—Notre-Dame-de-Grâce, 2011.

Summary of objectives for the intervention sub-zone:

- *Limit the width of surfaces dedicated to cars, the urban space now being dedicated to people as a priority*
- *Convert Paré and Buchan streets to one-way traffic and keep the driveable portion of Victoria Avenue two-way as far De la Savane Street*
- *Make the new public space usable in all weather conditions*
- *Ensure adequate illumination of the public space, avoiding light pollution and creating a feeling of safety*
- *Make the intersection obvious in order to slow the speed of vehicles*
- *Redesign and recalibrate lanes in light of the closure of Victoria Avenue between Jean-Talon and Buchan streets*

5.1.2 Paré and Buchan streets

The Paré and Buchan streets sub-zone is not subject to particular directives or restrictions, except that they should be kept one-way in order to allow traffic to move around the heart of the sector in a loop and allow for pedestrian traffic on either side of the roadways. The surface dedicated to car traffic should be reduced to the minimum required and the dimensions of traffic lanes should reflect this change. The impact of current and future of buildings on the south side of Buchan Street on the sunlighting of collective public space should also be taken into account. Sunlighting studies of some new buildings are provided in Appendix G.

Paré Street is currently an important movement route for families living on Mountain Sights Avenue. Children use the street daily to go to the Des Nations school lying to the south of Jean-Talon Street and the railway tracks. Paré street is the daily privileged path of these users. This situation is set to last for many years. Moreover, the entrance to De la Savane Park should be modified to make it more visible and accessible to users. The neighbourhood community centre lies within the confines of this park.

Movement habits on Buchan Street should change. The opening up of pedestrian pathways on lands lying between Buchan Street and Jean-Talon Street West could give rise to heavy

pedestrian traffic between the Namur métro station, the new housing projects and future neighbourhood businesses. Layouts must therefore be planned accordingly.



Figure 19. Paré and Buchan streets.
Source: Borough of Côte-des-Neiges—Notre-Dame-de-Grâce, 2011.

Summary of objectives for the intervention sub-zone:

- Coordinate public and private developments at the intersections of private access roads;
- Develop the public space into a place for socialization;
- Increase vegetation surfaces and the number of trees in order to reduce the heat-island effect;

5.1.3 Mountain Sights Avenue

Mountain Sights Avenue, the heart of the sector’s social and multicultural fabric, can be divided into three distinct sections: the first runs between De la Savane and Paré streets, the second between Paré and Buchan, and the third between Buchan and Jean-Talon. Special attention should be paid to intersections in order to make the level crossings as pleasant and safe as possible. Given the speed limits in this sector (40 kph pour Mountain Sights, 30 kph at most – and perhaps less – for Paré and Buchan streets), measures to slow down traffic are welcome.

Two-way traffic will remain for the entire length of Mountain Sights Avenue. The vehicular roadway should be kept at the current width, unless it is demonstrated that narrowing would allow improvement of redevelopments of the public area and that the interventions would cost little. All island corners can be regularized, with the exception of the island southwest of the Paré Street and Mountain Sights Avenue intersection, which may be transferred to the private domain. Also, on economic grounds, the current street lighting should be maintained as is.

1st section of Mountain Sights Avenue, between De la Savane and Paré streets:

In this section of Mountain Sights Avenue, cooperation from owners to help harmonize the development of public and private spaces is unlikely, considering that resources are limited and that few interventions are planned on buildings, apart from the upgrading of apartments. A

number of properties on Mountain Sights Avenue belong to the Office municipal d'habitation de Montréal or to housing co-ops, and the budgets allocated to exterior landscaping of lots are rather limited. Existing features, particularly mature trees, should be kept as far as possible, in order to avoid upsetting residents' habits. Street furniture and further plantings can be added, but for the moment no money is set aside for this.

At the intersection with De la Savane Street, it is planned to allow only one northbound exit (towards De la Savane Street), with southbound access prohibited. Street parking will be maintained on both sides.

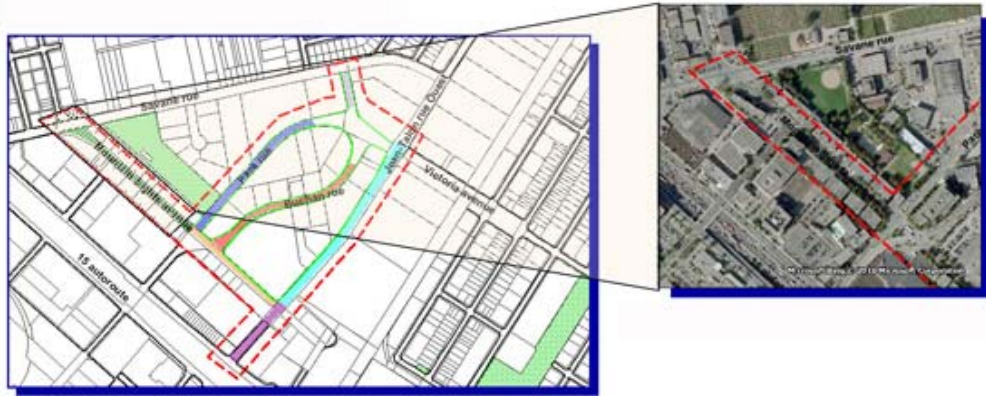


Figure 20. First section of Mountain Sights Avenue.
Source: Borough of Côte-des-Neiges—Notre-Dame-de-Grâce, 2011.

2nd section of Mountain Sights Avenue, between Paré and Buchan

In this section, parking – again, parallel – will be allowed on one side of the street only (to be determined). The triangular island located between Paré and Buchan streets to the west of Mountain Sights Avenue could be reconsidered.

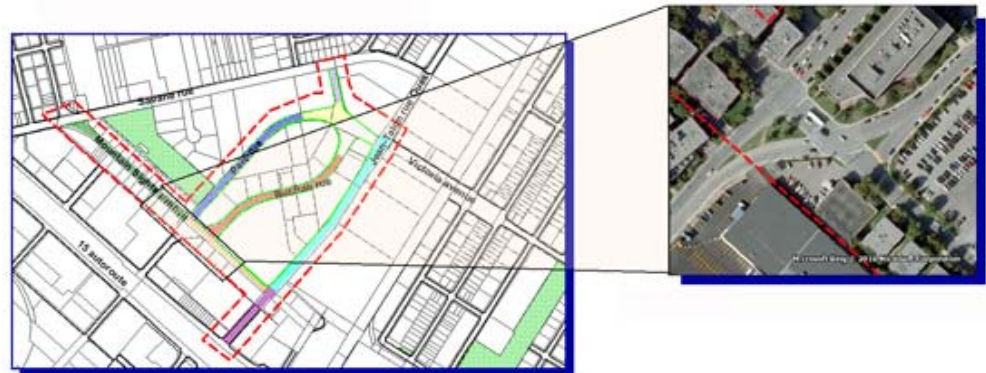


Figure 21. 2nd section of Mountain Sights Avenue.
Source: Borough of Côte-des-Neiges—Notre-Dame-de-Grâce, 2011.

3rd section of Mountain Sights Avenue, between Buchan and Jean-Talon

The *Vue* project, running along the east side of Mountain Sights Avenue on this section, shows promise for the harmonization of private spaces with the new public-space developments. Although landscaping of front borders is already planned, work is not due to start until the end of 2011, which would make it possible to attain harmonization objectives.

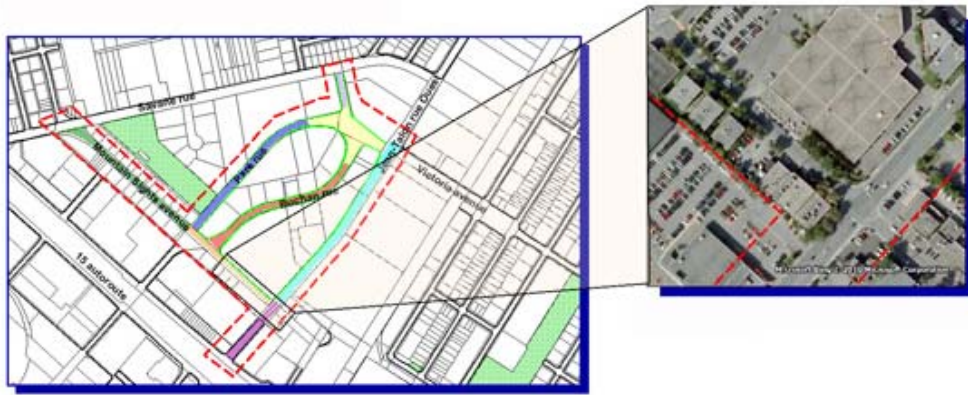


Figure 22. 3rd section of Mountain Sights Avenue.

Source: Borough of Côte-des-Neiges—Notre-Dame-de-Grâce, 2011..

Summary of intervention objectives for the intervention zone:

- Maintain parallel street parking
- As needed, add modest elements of street furniture
- As needed, add plantings in public areas
- Favour conservation of assets in order to reduce the need for residents to adapt to new developments

5.1.4 Jean-Talon Street West

Although Jean-Talon Street West, the sector’s major artery, is an integral part of the requalification project, the size and importance of real-estate projects that are anticipated (though not defined for the time being), combined with uncertainties regarding a possible future tramline, mean that its planning has to be postponed until later. Minimal or temporary work is however planned for the intersection of Victoria (figure 18) and Mountain Sights (figure 23) avenues as far as the Namur métro station.

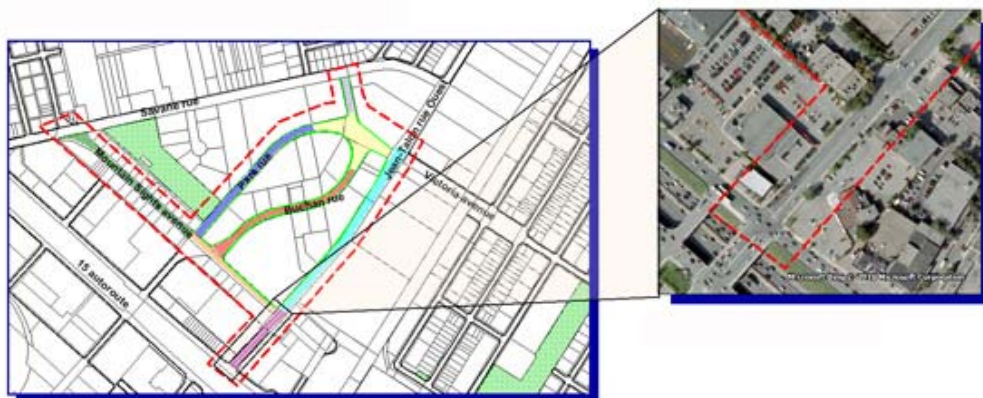


Figure 23. Jean-Talon Street West.

Source: Borough of Côte-des-Neiges—Notre-Dame-de-Grâce.

Landscaping on this short section is particularly important. At the end of the project, it will link the Namur—Jean-Talon West sectors, currently in development, with the former Montréal Hippodrome sector, possibilities for which are currently being considered. This link will allow citizens to move from one neighbourhood to the other towards activities (shops, institutions, etc.) shared by the different groups of residents.

On this last section, sidewalks and pedestrian crossings require attention in order to encourage people to visit stores and make walking to Namur métro station and other public transit roads safer and more pleasant. Developments in this location also offer an opportunity for marking the entrance to the sector.

5.1.5 Municipal roadways

Current municipal roadways are to be maintained as they are. They are, in width and length respectively:

Mountain Sights Avenue	
– Between De la Savane and Paré:	18.3 X 360 m
– Between Paré and Buchan:	18.3 X 74 m
– Between Buchan and Jean-Talon West:	18.3 X 186.5 m
Jean-Talon Street West	
– between Décarie and Mountain Sights:	24.5 X 167 m
– between Mountain Sights and Victoria:	24.5 X 442 m
Buchan Street, between Mountain Sights and Victoria:	20.5 X 460 m
Paré Street, between Mountain Sights and Victoria:	20.2 X 466 m
Victoria Avenue	
– between De la Savane and Paré:	20.0 X 114 m
– between Paré and Jean-Talon West:	45.0 X 136 m

The above measures are averages, because the dimensions of the roadways are not constant along their entire route.

5.1.6 Bicycle path network

The Ville de Montréal wishes to extend its network of Metropolitan bicycle paths, as called for in the municipal transportation plan. The Borough of Côte-des-Neiges—Notre-Dame-de-Grâce has adopted a “bike plan” specifically for its own territory, designed to foster access to the borough’s main destinations. Among other things, this plan calls for a bicycle path to be created on De la Savane Street. It would branch off onto Victoria Avenue and pass the railway tracks to reach the remainder of the Côte-des-Neiges sector. It has not decided whether the bicycle path should have twinned or separate lanes. The single lane is generally 1.5 m wide and a double lane $2 \times 1.5 \text{ m} = 3\text{m}$. An additional width of 0.9 m should be added if the bicycle path runs alongside parking spaces at the edge of the street or parallel parking. It is possible (and desired) to extend the bicycle path inside the intervention zone.

Furthermore, deployment of the BIXI self-service bicycle system could possibly reach as far as the Namur—Jean-Talon West sector (horizon 2015), thereby contributing to considerable traffic on the sector’s bicycle path network. Although this traffic could materialize quickly, for the moment it has not been assessed.

5.1.7 Pedestrian network

The *Transit-Oriented Development (TOD)* principle places a high value on travel by public transit, but also by active transportation methods such as walking, cycling and rollerskating. Developments that facilitate this type of movement or make them more pleasant are therefore to be prioritized in the sector. The aims are to:

- encourage pedestrian traffic between métro stations, dwellings, places of work, schools, businesses, etc.;
- ensure safe movements at all times of the day or night;
- protect pedestrians from the rigours of the weather in all seasons;
- accommodate various speeds of movement: high speeds of certain cyclists or skaters, average pace, slow walking, people with reduced mobility;
- enhance and enrich the day-to-day pedestrian experience.

5.1.8 Street furniture

No particular requirement regarding the design of street furniture in the sector is imposed on competitors, in order to allow innovative solutions to develop freely. The usual requirements regarding durability, resistance to the weather and to vandalism, and ease of maintenance are of course applicable. It would be an advantage if materials came from recycled components and they must be free of substances that are harmful to health. All street furniture components, such as benches, trash cans, recycling bins, lamp posts, tables, games, water games and others, can

contribute to forging a particular identity for the sector. They should foster spontaneous appropriation and adoption by the public, providing a framework conducive both to meetings and exchanges and to privacy.

5.1.9 Illumination and safety

Illumination should be able to match the type of appropriation of public and semi-public spaces in each of the sector's intervention sub-zones. In addition, it should be adjusted to the scale and segregation of traffic networks. The conviviality and safety of areas must be ensured in all circumstances. The borough's planning bylaw requires that illumination of private properties complies with sections 329.3 and 601 (see Appendix F).

5.1.10 Maintenance requirements

The usual standards can serve as a guide for design, but competitors may propose equivalent solutions. Competitors and finalists must justify any proposal that deviates from usual standards. The technical committee will rule on the acceptability of any innovative solutions proposed. Particular attention will be paid to resistance to winter weather conditions.

5.2 REDEVELOPMENT OF SEMI-PUBLIC SPACES

The revitalization of the Namur – Jean-Talon sector relies on coordination between public and private interventions. Although a number of promoters have already begun developing their properties, it is still possible to tie public interventions in with private ones. What is more, the new orientations put forward in the competition will make it possible to embark on new interventions with a better overall view and better coordination. Transitional spaces between, for example, roads, sidewalks, alleys, paths, and grassed or treed spaces, whether private or public, have the potential to form a coherent whole.

The competition is explicitly aimed at formulating, in project form, ideas that will contribute to securing this type of harmonization. It is expected that drawings will show how the private sphere could be landscaped, taking into account landscaping and development proposals for the public sphere. Conversely, there is nothing to stop designers from borrowing ideas from proposed landscaping of private lands in their concepts for the landscaping and development of the public sphere. For this purpose, Appendix J provides information on the landscaping of certain private lots.

Proposals for the development and landscaping of semi-public space may involve: plans for all surfaces included in pathways; possible plantings; materials chosen for sidewalks at driveway entrances (car ramps); setbacks of buildings from pathways; the presence of furniture or illumination. Each private owner will be free to decide to what extent he wishes to pick up on proposals produced during the competition.

Conditions for the development of public spaces, summarized in subsections 5.1.6 to 5.1.10 above, also apply to the development of semi-public spaces.

5.2.1 Formal semi-public spaces

“Formal semi-public spaces” means very specific locations regarding which negotiations with promoters have been or will be held. Generally, these are pedestrian pathways crossing lots. These rights-of-way have been ceded in order to go some way towards meeting the requirement set out in the *Act respecting Land use planning and development*, (R.S.Q., chapter A-19) which stipulates that in a given sector, the creation of new lots must be compensated for by the transfer, either in land or in money, of the equivalent of 10% of the surface area of the land for use as a park. Since the spaces are transferred in the form of rights-of-way and not as proper linear parks, they are identified as semi-public spaces: they remain under private ownership, while being developed for use by all.

In figure 24, these semi-public spaces are delimited by the surfaces tinted green. Among other things, the borough has negotiated with the promoter of the *Tricots Dorés* project (at the corner of Jean-Talon Street West and Mountain Sights Avenue) the provision of a 10 m wide public pedestrian walkway crossing this private project diagonally, facilitating access to Namur métro station from Buchan Street. Another similar walkway is planned a little farther east, crossing the entire sector, between De la Savane and Jean-Talon West streets.

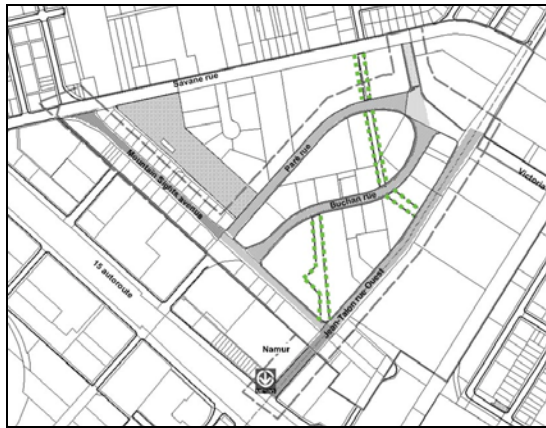


Figure 24. Delimitation of semi-public space.
Source: Borough of Côte-des-Neiges—Notre-Dame-de-Grâce.

5.2.2 Informal semi-public space

Formal semi-public space is generally made up of the transitional space between the public and private spheres. Here the issue is to ensure the consistency of development work along the borders of every public roadway with its counterpart on private lands in front of buildings (commonly known as the front yard).

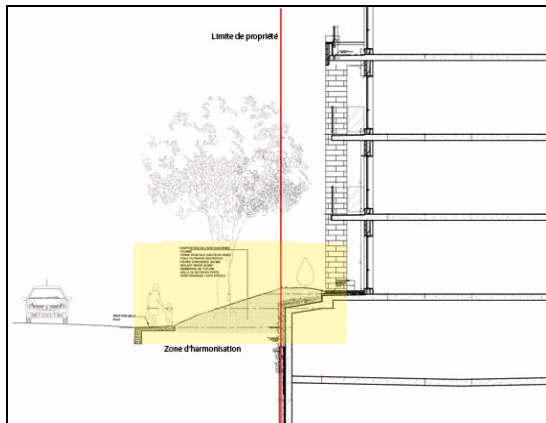


Figure 25. Delimitation, in section, of an informal semi-public space.
Source: Côte-des-Neiges—Notre-Dame-de-Grâce Borough, 2011

6 CONSTRAINTS

6.1 EXISTING CONSTRAINTS

6.1.1 Soil type

The soil in this zone, mainly made up of silt and a little clay (at least in the first 10 meters), is very malleable. Private owners who have constructed buildings in this sector have had to drive piles in order to provide adequate support for constructions. In some cases, the rock lay at a depth of 13 m.

6.1.2 Underground and aerial infrastructures to be maintained

The data supplied in Appendix H show the location of municipal water-main and sewer services together with public utilities in the sector. Plans call for these services to be kept in place. However, it is planned to replace the sewer conduit lying under the section of Victoria Avenue between Jean-Talon West and Buchan streets, together with one lying under Paré Street, from the intersection of Buchan Street with Victoria Avenue as far as De la Savane Park. This work is planned for Spring 2012 and will have to be carried out prior to any other work. The aim is to ensure greater capacity for handling stormwater in the sector.

6.1.3 Preservation of trees

Tree planting and the provision of green spaces accord with the project's mission and meet the objectives of the borough. All existing trees in the sector are to be preserved, except perhaps some of those found on Paré and Buchan streets and Victoria Avenue between Jean-Talon and Buchan streets: these will be kept provided that they do not hinder the planning concept for public spaces. Any intervention close to existing trees to be kept must ensure that they survive.

6.2 APPLICABLE MUNICIPAL PLANNING STANDARDS

6.2.1 Streets and intersections

Because the competition is aimed at stimulating innovation in planning the development of the sector, the usual standards that govern the design of traffic routes and intersections do not all necessarily apply. The following, however, must absolutely be respected:

- minimum street width: 6 m;
- widths of driveway entrances (car ramps): between 2.4 and 7.5 m;
- minimum sidewalk width: 2 m;
- minimum width of clearance space required for emergency fire vehicles to deploy their stabilizer legs: 9 m (including street width). This space must be sufficiently solid to support the weight of these vehicles. It need not necessarily be covered with a mineral surface. However, it must be accessible at all times, without encumbrances, and have snow removed in the winter.

6.2.2 Parking

The borough favours underground parking and privately managed parking lots in the sector. New projects are subject to particular requirements in this respect. The distribution of private parking lots in the sector is shown in figure 26.

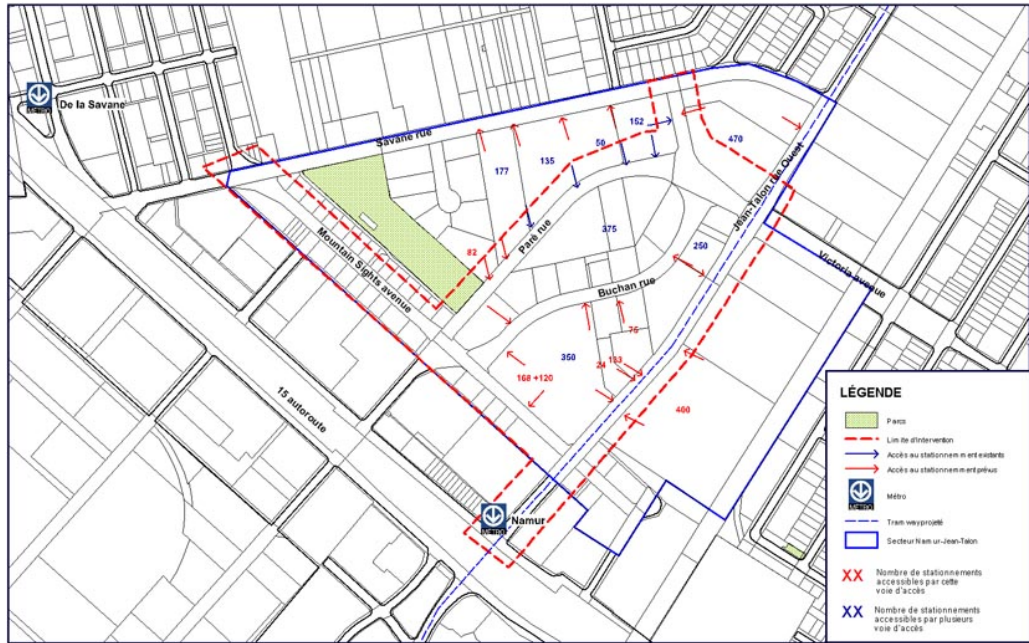


Figure 26. Location of authorized or potential parking lots in the sector.
 Source: Arrondissement de Côte-des-Neiges—Notre-Dame-de-Grâce, 2011.

With regard to public areas, parallel street parking is widely permitted in the sector for the time being. Although it is planned to continue allowing it on Jean-Talon Street West and Mountain Sights Avenue, the situation is to change on other streets. On Paré and Buchan streets and on Victoria Avenue, in particular, parking will probably not be allowed to continue in its present form. The borough plans on limiting parking on these streets to a few short-term lots, for visitors and for quick calls to some businesses. These parking spaces should in no circumstances dominate the landscape or interfere with pedestrian networks.

6.2.3 Fences and hedges

The Borough of Côte-des-Neiges—Notre-Dame-de-Grâce has a bylaw on fences and hedges, *Règlement sur les clôtures et les haies* (R.R.V.M., C-5), whose provisions apply to the private sphere also. There are some limits on the maximum height of fences and hedges close to intersections. At these spots, restrictions apply in a zone known as the “visibility cone.” Within 7 m of an intersection, plantings may not exceed 0.9 m in height.

6.2.4 New tree plantings

The species chosen must be suitable for conditions at the planting site, so as to favour sustained growth, natural spread and minimal maintenance. The choice of species should also harmonize with the composition of the urban forest in the sector and neighbouring sectors, thereby contributing to the diversity and natural balance of ecosystems. But beyond these pragmatic considerations, trees and landscaping should contribute to the identity-creating character of the overall concept.

Abundant deployment of trees should be planned wherever possible, on account of the contribution that they will make to the comfort of users. An advantage would be coordination of the trees with street furniture, which could help protect the trees. Planting pits must comply with or exceed the VM 555 standard /specification (Appendix I).

6.2.5 Stormwater retention and drainage

The Ville de Montréal requires that stormwater be retained on private lots of over 1,000 m². Runoff should be channelled into the municipal combined sewer at a maximum rate of 35 litres per second per hectare of land. A lot with a surface of 3,000 m², for example, is permitted to

send 105 litres of water per second into the sewer. Public lands and streets are not subject to these standards.

6.2.6 Piling and removal of snow

Clearing snow from public roadways in Montréal involves lengthy and expensive operations that have a major impact on the mobility and safety of users and on the use of public funds. Although the snow clearance method for the sector has not yet been defined, the principles of efficiency and economy must be taken into account in designing redevelopment features.

Snow from private lots cannot be dumped on public spaces. The minimum depth of a space to be used for piling snow is set at 4 m. Proposals aimed at favouring natural percolation of stormwater or runoff from melting snow in public areas are welcomed.

7 IMPLEMENTATION OBJECTIVES

7.1 PHASING OF THE PROJECT

Because intensive construction of new buildings in the sector is to be expected in the coming years, the sequence with which public redevelopment operations are implemented must be closely coordinated with those of private investors.

Consequently, collaboration is planned to begin in fall 2011 with the preparation of an Intervention Manual, details of which are given in section 10.2.1 of the Rules of this competition. In complete book form, the manual will give a summary presentation of all the interventions envisaged in the Namur–Jean-Talon West sector, including maps, typical sections, perspective views, precedents and descriptive specifications for possible complementary work in public areas. The manual will serve as a communications document that will be highly useful to the borough for the purpose of encouraging promoters to harmonize their projects with public areas.

The borough has issued the following sequence as a working hypothesis:

<i>Place</i>	<i>Type of work</i>	<i>Schedule</i>	<i>Estimated costs*</i>
Mountain Sights	Installation of pedestrian crossings	From 2012	1,540,000
Victoria	Redevelopment of street between Paré and De la Savane	2015	880,000
Victoria	Redevelopment of public space between Buchan and Jean-Talon W. following closure of the latter	2015	640,000
Jean-Talon and Victoria	Installation of pedestrian crossing**	2012	276,000
Paré	Complete redevelopment of roadway	2013	3,940,000
Buchan	Complete redevelopment of roadway	2014	3,800,000
Jean-Talon West	Reconstruction of sidewalk between Mountain Sights Avenue and Décarie Boulevard***	2012	To be determined
Semi-public areas	Creation of paths crossing lots concerned	From 2013	To be determined

* This estimate does not include contingency and incidental expenses and profit/administration costs. Obviously, it also excludes professional fees.

** A pedestrian crossing on Jean-Talon Street West, opposite Victoria Avenue, should be installed after completion of remedial work on or replacement of certain sewer conduits lying beneath Jean-Talon Street West.

*** The reconstruction budget could be included in the budget for reconstructing Jean-Talon Street West.

In order to maximize coordination efforts, regular follow-up should be conducted subsequently.