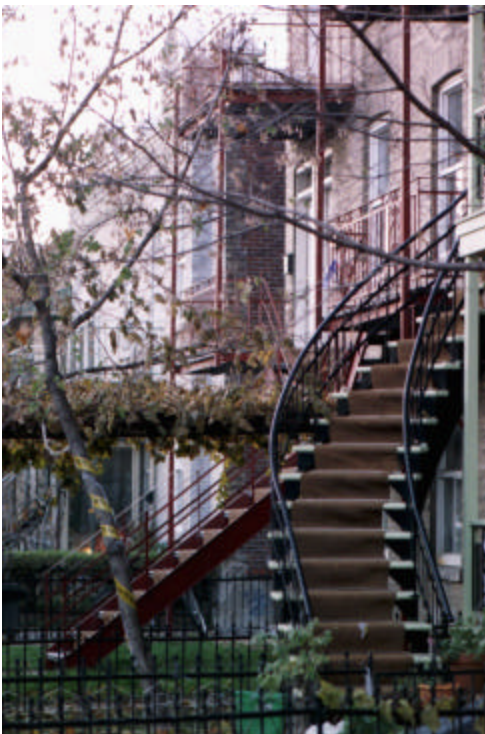




**84. 3010/3
URBAN SPECIAL
TOPICS
FIELDTRIP ON
URBAN
REVITALIZATION
IN MONTREAL**

29 MAY – 4 JUNE 2005



**URBAN
REVITALIZATION IN
MONTREAL
FIELDTRIP MANUAL**

Student Name: _____
Student # _____

Instructor:
Tom Carter (Geography)
Marc Vachon (Geography)

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WINNIPEG INNER CITY RESEARCH ALLIANCE (WIRA)
SUMMER INSTITUTE

84.3010/3: URBAN STUDIES: SPECIAL TOPICS

Revitalizing Canadian Cities: A Montréal Case Study

May 29th to June 4th, 2005

Lead Instructors: T. Carter, M. Vachon
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Course Description

This course will explore urban revitalization and development efforts by drawing extensively on case studies and field project work in Montréal. The course will examine broad approaches to revitalization and development, including: the role of leadership and partnerships; ways to rejuvenate older neighbourhoods; and how to plan for long-term social, political and environmental sustainability.

The Winnipeg Inner City Research Alliance (WIRA) Summer Institute is targeted at university students with backgrounds in areas such as Geography, Sociology, Urban and Environmental Studies, Politics and International Development Studies.

The Institute will adopt a practical, hands-on approach. Instruction will consist of lectures, seminars, field trips and sessions with community groups. Sessions will be led by local and national experts in the field, and will facilitate an exchange of ideas among participants. The course will be presented over one week. Those taking the course will be required to complete a major assignment within six weeks of the conclusion of the course.

The WIRA Summer Institute is offered as a 3-credit hour course and may count toward degrees in Geography, Environmental and Urban Studies, Politics, and International Development Studies. The course can also be used as an elective in many other majors.

Required Reading

A list of relevant readings and a field exercise manual will be provided.

Term Assignment and Mark Distribution:

Major Research Assignment	70%	Friday, July 22, 2005
Attendance, Participation, and completion of the Field exercise manual	30%	Monday, June 13th, 2005

Course Organization and Outline:

The following lists the topics to be discussed during lectures. The order of the presentations is subject to change as circumstances dictate. Please note that due to time constraints, or conditions beyond the instructors' control, all topics may not be covered.

Evolution and Development of Montréal
Approaches to Urban Revitalization
Housing and Community Revitalization
Conversion of Existing Buildings
Reuse of Space/Infill Development
Brownfield Development
Designing Better Neighbourhoods/Commercial Areas
The City and Festivals
Heritage and Tourism
Community Development/Capacity Building
Developing People Places
Montréal's Ethnic Mix
Suburban vs Inner City Issues/Amalgamation
Macro Trends/The New Economy

Mornings: Lectures and seminars led by experts in various fields who live and work in Montréal.

Afternoons: Field trips to various areas of Montréal, visiting community based organizations and touring projects focusing on various aspects of community and economic development.

Learning Outcomes

Students who complete this course can expect to achieve the following learning outcomes:

- a) a better understanding of the economic, social and physical processes associated with neighbourhood decline;
- b) an appreciation of the complex nature and complicated interrelationship of these processes;
- c) what planning and community development approaches and initiatives have been used successfully to arrest and reverse decline;
- d) how to determine, collect and organize decision-relevant information that will support the community building and revitalization process in cities;
- e) the basic knowledge and planning tools necessary to work with, and in, communities to improve both the physical infrastructure and quality of life;
- f) a knowledge of the limitations cities and communities face in attempting to arrest decline; and,
- g) an understanding of community dynamics, how to mobilize community and build community capacity.

Grading

A+ = 90 and up	B+ = 75-79.9	C+ = 65-69.9	D = 50-54.9
A = 83-89.9	B = 70-74.9	C = 55-64.9	F = 49.9 and below
A- = 80-82.9			

The numeric boundaries separating letter grades may be altered at the demand of the DRC or University Senate. **Monday, May 30th is the FINAL DATE to withdraw without academic penalty.**

Senate Regulations

Students are expected to conduct themselves according to the standards and regulations set out by the University of Winnipeg. The University Senate would like you to be particularly aware of the following regulations published in the 2004-2005 General Calendar: GRADING (Regulation VII-3, p. 52), APPEALS (Regulations VII-8-9, pp. 58 to 59), and ACADEMIC MISCONDUCT AND DISCIPLINE (Regulation VII-7, pp. 55 to 58).

Course Assignment & Guidelines

Participants in the course must complete one assignment in addition to work required to complete the exercises in the *Field Manual*. There will be no test during the Course and no final examination.

The assignment:

- 1) will be worth seventy percent (70%) of the final grade;
- 2) will be due six (6) weeks after the end of the summer institute on July 18, 2005;
- 3) will be marked by Tom Carter, Canada Research Chair in Urban Change and Adaptation, in consultation with Marc Vachon, Professor of Geography;
- 4) should be 4,000 – 5,000 words as this is the only major assignment for this course;
- 5) should be structured according to the guidelines provided; and,
- 6) will require a focus on an inner city revitalization/community development issue with material on Montréal as a major component of the topic you pursue.

A list of possible topics is provided below. You will note that these topics are related to various themes of the Course. Variations on these themes are permitted and, in fact, encouraged. Students may also choose their own topic providing it is approved by Tom Carter and Marc Vachon.

- 1) Discuss the importance of the role of grass roots organizations in neighbourhood revitalization.
- 2) Develop a typology of approaches to urban revitalization that characterize the activities in Montréal and Winnipeg.
- 3) Discuss the opportunities and challenges associated with using housing as a mechanism for revitalizing neighbourhoods.
- 4) History and Heritage can be effective foci for revitalization efforts. Discuss.
- 5) Waterfront property provides numerous advantages that support revitalization efforts. There are also barriers to redevelopment. Drawing on examples from Montréal and Winnipeg, expand on this statement.
- 6) Tourism, festivals, arts and entertainment are often the focus of urban renewal and redevelopment. Why? How can they be utilized to revitalize older neighbourhoods and commercial districts?
- 7) One of the challenges of redeveloping commercial areas is creating attractive people places. Discuss effective approaches to such development.

- 8) Ethnicity has been an effective stimulant to revitalization in both the commercial and residential context. Discuss.
- 9) Reuse of space and conversion of existing buildings in revitalization efforts creates a difficult set of dynamics for communities to deal with. Discuss the difficult circumstances using case study material from Montréal and other cities.
- 10) Brownfield sites, old industrial or railway sites and other underutilized or abandoned property have been the focus of many revitalization initiatives. Drawing material from Montréal as well as other cities, provide case study examples of such initiatives, highlighting opportunities, challenges and best practice approaches.
- 11) The evolution and development of a city often provides barriers as well as opportunities for redevelopment. Discuss.
- 12) Unlocking Brownfields: keys to community revitalization.
- 13) Social Mix: key to improving neighbourhoods or a road to gentrification.
- 14) The amalgamation debate: how does it influence revitalization?
- 15) The role of leadership (or partnerships) in urban revitalization: A Tale of Two Cities (Montréal and Winnipeg).
- 16) Sustaining urban revitalization and neighbourhood improvement: the Montréal and Winnipeg experience.
- 17) Economic trends and their effects on efforts to revitalize declining inner city neighbourhoods.
- 18) Developing community capacity: lessons from Winnipeg and Montréal.
- 19) Do large sports complexes help revitalize surrounding neighbourhoods? The Montréal experience.
- 20) Pedestrian malls: vehicles for downtown revitalization?
- 21) Why do strong neighbourhoods matter?
- 22) What is the role of community infrastructure in building strong neighbourhoods?
- 23) Walkable Urbanity: how to achieve it and the role it plays in urban revitalization.
- 24) Is poverty alleviation the answer to neighbourhood revitalization?

- 25) Second Cup, Starbucks, and revitalization of the downtown.
- 26) Mega project versus small-scale development: the advantages and disadvantages of the respective approaches.
- 27) Empowering community residents: challenges, opportunities and potential.
- 28) How can effective revitalization of declining neighbourhoods and commercial cores be achieved while suburban development continues? or, How can inner cities and suburbs grow together?
- 29) Transportation and revitalization: how can they reinforce each other?
- 30) Alternative lifestyles, the creative class, and urban revitalization: is there a connection?

These are only a few themes you might find interesting. You can modify them or develop your own theme for a paper. We do insist that any paper you prepare contains Montréal material. However, we appreciate that your paper will be prepared after you return from Montréal and this will create some difficulties accessing resources, as will the language. Therefore it is acceptable to incorporate material, examples, best practices, etc. from other cities.

Good luck.

GUIDELINES FOR PREPARATION OF TERM PAPER FOR 84:3010/3 URBAN STUDIES: SPECIAL TOPICS

The following general instructions will assist you in your preparation of the paper for this course.

- 1) Title Page: Please prepare a title page including, as a minimum, the following information:
 - a) title of the paper
 - b) course number and name
 - c) your name and student number
 - d) professor's name(s)
 - e) the date
- 2) Abstract: Please prepare an abstract for your paper. This abstract should be on the page behind the title page. The abstract should consist of not more than 200 words. An abstract is a very short summary of the focus of the paper.

3) Table of Contents: The Table of Contents should start on the page following the abstract. It should include all the major headings and subheadings as well as Appendices (if any). A List of Tables, a List of Graphs/Charts and a List of Maps, if these elements are part of the report, should follow the Table of Contents.

4) Introduction: The paper should start with an Introduction that defines and identifies your topic and sets out the objective(s) you hope to achieve.

5) Headings and Subheadings: I am suggesting the use of headings and subheadings throughout the paper because I feel they give the paper structure and focus. They also help you organize your material.

6) Conclusion: Draw the paper to a close with a concluding section. This Conclusion should be a general summary that relates the material back to the original objective(s).

7) References: References should include credible refereed journals and books. This, however, will depend on the nature of the topic. In addition you can also incorporate material from government reports, newspapers and magazines as well as material from interviews, if any.

8) Bibliography: All the references should be listed in the Bibliography, using one of the recognized formats for referencing - APA, MLA Handbook, etc.

9) We expect a paper of approximately 4,000-5,000 words plus tables, charts, maps, etc., if they are applicable to the paper.

10) When we mark the paper we will be focusing on the following areas:

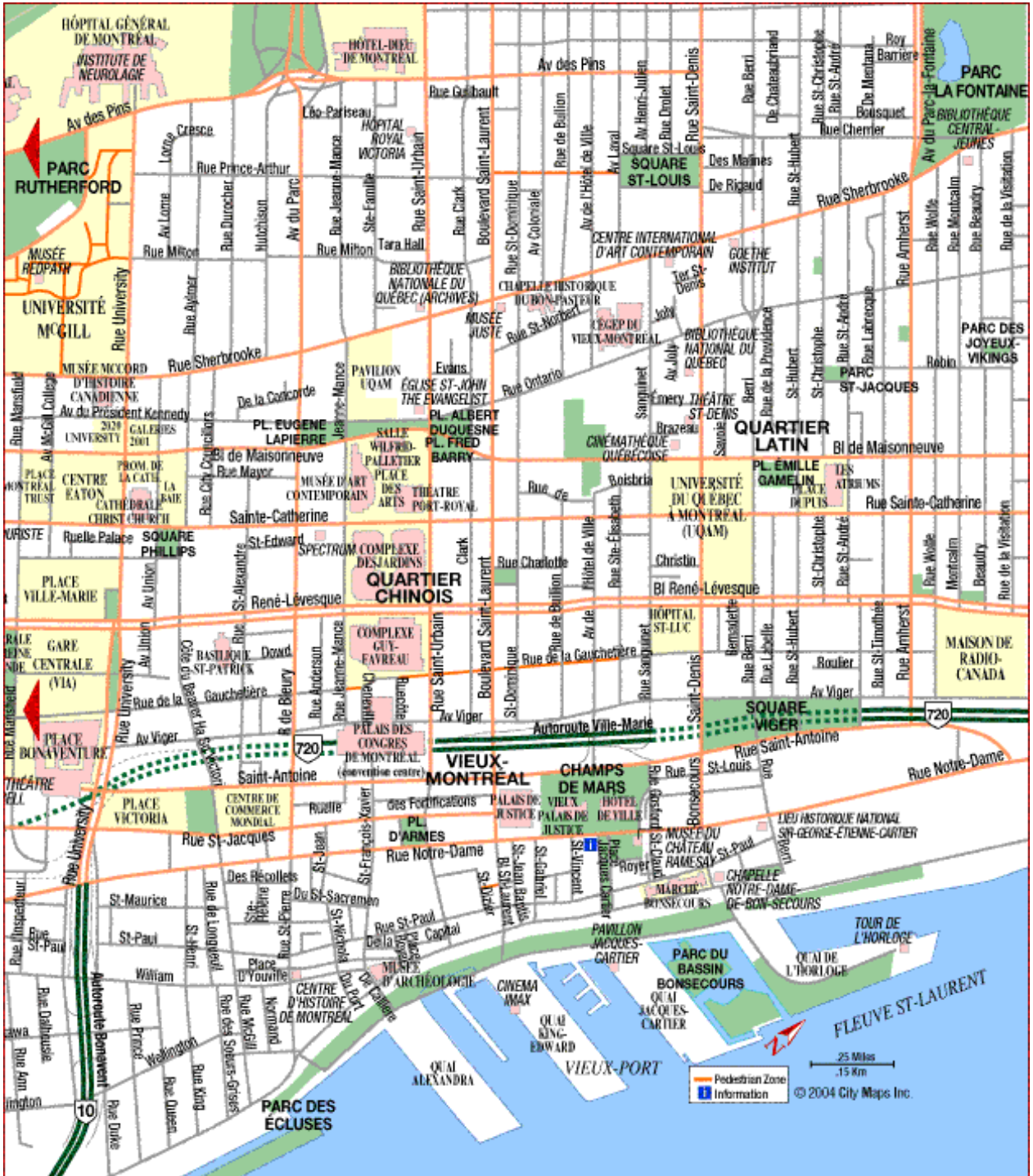
- a) Breadth/Depth of research
- b) Organization of Material
- c) Originality
- d) Initiative
- e) Balanced, reasoned argument
- f) Grammar and Spelling
- g) Appropriate use of Graphs, Maps, Tables, etc.
- h) Reference sources
- i) Footnoting, etc.

11) Please keep a photocopy or a rough draft of your essay until you have received your essay back after it has been graded.

Montreal Subway Map



Downtown Map of Montreal



ASSIGNMENT AND INFORMATION #1: POLICY AND PLANNING APPROACHES TO SUCCESSFUL REVITALIZATION AND CONCEPTS

The following information is provided to develop a general understanding of policy and program approaches used to help revitalize declining commercial and residential neighbourhoods. There is also information on creating good “people places” or neighbourhoods that people find attractive, healthy and sustainable. There is also important information on key concepts and planning approaches to urban revitalization.

You should read this material at the beginning of the week. There are also general questions we want you to answer. You should keep these questions in mind as you view areas of Montreal during the week and provide brief answers to these questions. This material and the questions will certainly contribute to your understanding of revitalization initiatives.

1- Policy Approaches to Urban Revitalization in Montreal

Over the last 30 to 40 years Montreal’s initiatives to revitalize declining commercial and residential neighbourhoods characterize the range of policy approaches that are used in efforts to arrest urban decline.

In the late 1950s and 1960s urban renewal efforts focused on large scale commercial and office activity. The most important project, Place Ville Marie, helped shift the commercial core from the historic centre in “Vieux Montreal” to a new core around Rene Levesque Boulevard, north of the old central business district. Place Ville Marie was quickly followed by Place Victoria, Place Bonaventure and Place Du Canada – all large, multi-functional commercial and office complexes. Large up-scale residential projects were also built at that time. Most such

projects were built with assistance from the federal urban renewal program.

This approach to urban revitalization is generally known as the mega-project approach or the “bulldozer” approach to urban renewal. The focus was on development of large-scale commercial complexes and often smaller businesses and low cost housing were demolished to accommodate construction of these large projects (hence the title bulldozer). Effects of such initiatives on surrounding neighbourhoods were not always positive.

During the late ’60s and early ’70s the big project approach continued and revolved around the “grand projects” of Mayor Drapeau. These projects included infrastructure improvements (highways, freeways, and subways), great international events such as the World’s Fair and more large projects such as Place Bonaventure, Radio-Canada and others



Place Bonaventure October 1965

The conception and plans were finished and the construction of Place Bonaventure was finished in 1967. The total area of the complex was 3.1 million square km, surpassing the Empire State Building and was the biggest building in the world at that time.

The mega project approach continued in Montreal and other cities, but often with a focus on different sectors; transportation, special events, such institutions as city halls, convention centres, large-scale public housing projects, etc.

This approach has been credited with destroying more neighbourhoods than it saved and facilitating flight to the suburbs (freeways and subways) as opposed to building a strong residential environment downtown and in older residential areas surrounding the urban core.

This approach came to an end when the urban renewal program was cancelled by the then Prime Minister, Pierre Elliott Trudeau, the only Prime Minister who has had a good understanding of urban areas and how to fix them [personal opinion].

This approach lacked a community development focus, placed very little emphasis on adding to the inventory of

affordable housing (often more units were destroyed than added), and proceeded without any systematic thinking about project relationship to the surrounding neighbourhoods. There was a lack of strategic planning and the efforts failed to take a multi-sectoral approach to urban renewal.

This phase of urban renewal was followed by initiatives with a much stronger community or neighbourhood development approach. The primary vehicle was the Neighbourhood Improvement Program (NIP). The NIP included renovation of older housing, development of mixed-income cooperative and non-profit housing units, development of daycares and recreation centres, programs to build community capacity and expertise so that neighbourhood residents could participate in planning for neighbourhoods, and programs to improve streetscape and neighbourhood infrastructure.

This policy approach (neighbourhood building) to urban renewal launched Montreal on initiatives to renew older residential areas utilizing a partnership approach between government, community and often the private sector. Although funding for the NIP Program ended in 1979 and activity initiated under the program ended in the early '80s, (in nearly all cities) Montreal has never turned its back on this approach. Even when federal funding ended the City of Montreal and the Province of Quebec have continued to fund such initiatives, although at lower levels of activity.

Through the '80s and early '90s there was little consistent national programming to arrest urban decline.

National programs common to all cities were not available, but some cities did initiate large scale urban renewal projects: Winnipeg's Core Area Initiative, Toronto's Harbour Front, Vancouver's False Creek, and Montreal's Old Port. These projects were noted for their multi-sectoral approach incorporating housing, commercial development, heritage and tourism initiatives, skills development programs for people, job creation initiatives, etc. These projects continue today in many cities including Montreal.

More recently (since the late '90s) cities have tried another approach. Trying to capitalize on globalization trends and the changing nature of the economy and structure of the labour force, cities have tried to promote growth in the high technology, information, research and development sectors. Montreal has used this approach extensively. For several years Montreal offered grants of \$20,000 per year for three years for each new employee that new firms in these sectors locating in Montreal added to the labour force. They also helped fund conversion and construction of buildings to accommodate new firms (along the Lachine Canal) and provided other infrastructural supports. Federal and provincial governments have also assisted with funding.

This approach is often referred to as the "science" approach to urban revitalization. Some of the desired outcomes include bringing more high income, professional people to the community, who it is hoped will want to live in the inner city area close to their work. This can add to the income mix in older neighbourhoods, contribute to upgrading of housing, conversion of

older buildings to condominiums and development of higher end rental accommodation. Addition of these employees to older commercial areas also helps strengthen their commercial and retail activities. Montreal has demonstrated considerable success in such initiatives and the spin-offs have been positive.

Many policy analysts divide urban renewal and revitalization initiatives into three broad categories: place, people and science. 'Place' based programs are those that focus on a particular geographic area, often on a specific project in that area: Place Ville Marie in Montreal, The Forks in Winnipeg.



They are designed to improve an area, to address a bad spot in the apple so to speak. 'Place' based programming is also applied on a neighbourhood basis. Particular neighbourhoods are targeted, often with a range of programs. Montreal initially targeted five neighbourhoods. Winnipeg also initially targeted five neighbourhoods under the Neighbourhoods Alive Program. The intention is to target the worst neighbourhoods first. It is also an approach that helps limit spending when budgets are modest. Although dealing with the worst first is a valid approach, there is no sense of horizontal equity in this approach. People who live outside

the area who face the same problems and have the same characteristics (low income, for example) are not eligible.



Champ de Mars Square

Can you pick out the two lines of stone running across the surface like a double backbone? This is one of the few spots in present-day Montréal where you can still see physical evidence of the fortified town of yesteryear. In 1991, the site was developed to highlight the remains of the fortifications.

‘People’ programs are those that provide people with employment skills, better education, improved health care, neighbourhood capacity building, etc. By working to improve their life skills, general health and well being it is hoped that this will lead to improved employment opportunities and escape from the poverty trap. This, in turn, will lead to other neighbourhood improvements.

The **‘science’** approach is more specific and focused on the growth sector in the economy. Adding businesses and employees in this sector adds to spending power in the community and creates jobs in other sectors as well as other improvements noted in the previous discussion on this focus.

This is a very general discussion of the different policy approaches as well as a sketch of the history of urban renewal in

Montreal and other cities in Canada. However, you should keep this discussion in mind when you view and read about urban renewal and neighbourhood development in Montreal. It should help you understand what you see and read.

2- Creating Good People Places: Key to Successful Revitalization¹

Creating successful people places is an important part of successful revitalization of residential and commercial areas. People places can apply to almost any feature of the urban area but includes amongst others; neighbourhood parks, urban plazas, housing complexes, child-care spaces, subway stations, and many other features. There is a long list of criteria and some of them are noted below:

- Be located where it is easily accessible to, and can be seen by, potential users.
- Clearly convey the message that the place is available for use and is meant to be used.
- Be beautiful and engaging on both the outside and the inside.
- Be furnished to support the most likely and desirable activities.
- Provide a feeling of security and safety to would-be users.
- Where appropriate, offer relief from urban stress, and enhance the health and emotional well-being of its users.
- Be geared to the needs of the user group most likely to use the space.

¹ Marcus, C.C. and C. Francis, 1998. *People Places: Design Guidelines for Urban Open Spaces*, Toronto: John Wiley and Sons.

- Encourage use by different subgroups of the likely user population, without any one group's activities disrupting the other's enjoyment.
- Offer an environment that is physiologically comfortable at peak use times, in regard to sun and shade, windiness, and the like.
- Be accessible to children and disabled people.
- Support the philosophical program espoused by the managers of the space, for example, the educational program of a child care center or the therapeutic program of the hospital.
- Incorporate components that the users can manipulate or change (e.g., sand play in child care, raised garden beds in housing for the elderly, interactive sculpture and fountains in urban plazas).
- Allow users the option, either as individuals or as members of a group, of becoming attached to the place and caring for it through involvement in its design, construction, or maintenance: by using it for special events; or by temporarily claiming personal spaces within the setting.
- Be easily and economically maintained within the limits of what is normally expected in a particular type of space (e.g., a concrete park might be easy to maintain but is not what a park is expected to be).
- Be designed with equal attention paid to place as an expression of visual art and place as social setting.
- Too much attention focused on one approach at the expense of the other may result in an unbalanced or unhealthy place.

ASSIGNMENT #1: Concepts and Planning Approaches in Urban Revitalization

The following section includes 5 assignments (1A to 1E). These assignments should best be answered toward the end of the week following your observations during the fieldtrips. We prefer short answers (1 or 2 paragraphs) for each assignment or questions.

ASSIGNMENT #1A

There are many other criteria that could be listed for creating good people places. As you view the commercial and residential areas in Montreal please keep these criteria in mind. Have they been respected in Montreal? What other criteria would you add?

There are a number of concepts and planning approaches that are important in the revitalization of residential and commercial neighbourhoods. A number are noted below. As you view development in Montreal we would like you to comment on your perception of each of these concepts and approaches.

ASSIGNMENT 1B

- 1- Identify examples of each of these in Montreal?
- 2- What is your perception of the treatment of these concepts and approaches?
- 3- Have they been used effectively?
- 4- Are there problems with the way these concepts have been introduced? Treated?
- 5- If so what sort of problems?

ASSIGNMENT 1C

Please write a short section on each of the eight listed below. Add others that you feel are important.

1. **Scale:** We want you to appreciate the scale of development, project size, and number of units if it is housing, number of stories, how the projects fit into the surrounding neighbourhoods, etc. The scale and magnitude of development can be both good and bad and we would like you to think about what you see and if you feel it contributes or detracts from revitalization efforts.
2. **Density:** We would also like you to think about density and both the opportunities and challenges associated with higher density development. There will be many opportunities for you to view developments of varying densities but for the most part the densities you see will be significantly higher than those in Winnipeg. Is this good? What advantages does this provide? What problems or disadvantages?
3. **Design:** One notable feature about Montreal is the variation in design. Again we would like you to be ever cognizant of design as we tour around. We would like you to think about what it

contributes? Are designs complimentary to surrounding development? Do they fit in? What are the problems if any?

4. **Mix of Land Uses.** Successful revitalization often depends on a good mix of land uses. This is something we do not do well in Winnipeg. Has it been more successful in Montreal? What sort of mix do you see? Is this mix compatible, complimentary? Are there noxious or incompatible land uses in the areas you view?

5. **Social Mix:** There will be opportunities to view neighbourhoods with a strong social mix. What role do you think this plays in neighbourhood revitalization?

6. **Tenure Mix:** Not terribly easy to see but an important aspect of development in Montreal. There is a greater mix of tenures in most of the neighbourhoods which leads to greater social and income mix. How is this achieved? Is it positive? Are there disadvantages?

7. **Conversions :** We should have ample opportunity to view a number of conversions: industrial to residential, industrial to commercial or high tech; warehouse to residential etc. You should think about why this works in Montreal but is not so successful in Winnipeg? Where has it worked best? What types of conversions? What are some of the limiting factors?

8. **Walkable Urbanity:** The willingness to walk isn't just about distance. People will walk 1500 feet or more only if they have an interesting and safe streetscape and people to watch along the way. A mix of sights sounds and activities that can make a pedestrian forget that he or she is unintentionally getting exercise. I think Montreal demonstrates this very well in some areas. What makes a good walkable area? What uses should be part of the area? How do you make these areas interesting? How do you develop walkable urbanity? This sort of development has been credited with turning around many downtowns in North American cities.

ASSIGNMENT 1D

There are also several other aspects of the urban environment that can contribute to successful revitalization. Comment on the use of the following in Montreal.

9. **Heritage:** How has Montreal used heritage buildings, history and the past to assist or initiate the revitalization process?

10. **Culture :** What role has culture played in the revitalization of Montreal? In what fashion has it been used? Has culture been a cohesive or divisive force?

11. **Sports and Recreation:** Has Montreal been able to use this sector effectively in revitalization? Provide examples, both good and bad.

12. **Special Events :** Has this played a role in revitalization initiatives? If so, how?

13. **Green Space:** You should think about green space with the following questions in mind. Is there enough? Too Much? Too little? Is it active or passive green space? Is it compatible with

the surrounding land uses? Are they people places? Do you see security concerns? Is Montreal making effective use of urban gardening?

14. **Transportation:** Montreal provides a good opportunity to view the role and effect (both negative and positive) of transportation on neighbourhoods. Bridges and barriers are common but there are also examples where transportation has played a positive role in redevelopment. Are there good examples of green transportation? You should make sure you look for, and document, the role that transportation plays.

15: **People Places:** Please read the material that provides characteristics that are important when designing/developing good people places. Please use these characteristics/checklist to rate certain places, developments etc. Making places, "people places" is an important part of successful redevelopment. Has Montreal developed effective people places?

16. **Urban Plazas:** Montreal also provides the opportunity to view different types of Plazas:

- **the Street Plaza:** seating edge, widened sidewalks, bus-waiting plaza, pedestrian link, corner sun-pocket, arcade plaza;
- **the Corporate Foyer:** the decorative porch, the stage set
- **the Urban Oasis:** the outdoor lunch plaza, the garden oasis, the roof garden
- **the Transit Foyer:** the subway entry place, the bus terminal, the train station, etc
- **The Street as Plaza ; Pedestrian and Transit Malls:** traditional pedestrian malls, mixed malls, transit malls.
- f. **The Grand Public Place;** the city plaza, the city square, etc

17. **Ethnic Design, Businesses and Market Places:** the Latin Quarter, China town (much smaller than it used to be), Gay town, some of the black neighbourhoods etc. Have these areas/aspects been instrumental in revitalization efforts? In what way?

ASSIGNMENT 1E

You should be able to recognize many of these in Montreal and comment on their characteristics, strengths and weaknesses.

ASSIGNMENT #2: PLACE VILLE-MARIE & THE UNDERGROUND CITY



Place Ville-Marie, with its characteristic cruciform shape and its vast underground shopping malls, crowns the complex begun in 1911, and was built between 1959 and 1962. The surrounding buildings were added in 1963-1964, and one was built in 1980.

The architects of this remarkable modern work, backed by an American developer, were the New York firm of Ieoh Ming Pei and Associates, who would gain international renown with their design for

the Louvre Pyramid, and the Montreal firm of Affleck, Dimakopoulos, Lebensold, Michaud and Sise, who would also be responsible for Place Bonaventure. The focus of the whole project was a public square looking out over the McGill University campus and Mount Royal—an idea first proposed in 1952—that could be enjoyed both by pedestrians and by many of the guests at the Queen Elizabeth Hotel.

The shape of this 42-storey building, with its international style, had been used elsewhere but remained innovative nonetheless. This "modern-day cross," a shape chosen on functional and economic grounds, would rapidly become a symbol of Montreal. In the same way, the searchlight beams sweeping over the city every night like some futuristic vision are an essential part of the Montreal imagination. The layout of the ground floor was an elegant response to the functional requirements of the Royal Bank, which took the opportunity to shift its head office from the historic city centre to the new downtown. Finally, the underground shopping malls that linked Place Ville-Marie with the Queen Elizabeth Hotel and Central Station would truly launch the underground city.

Today, tracks still run beneath the shops in Place Ville-Marie and into the Mount Royal tunnel, dug back in 1911, to give transcontinental trains access to downtown.



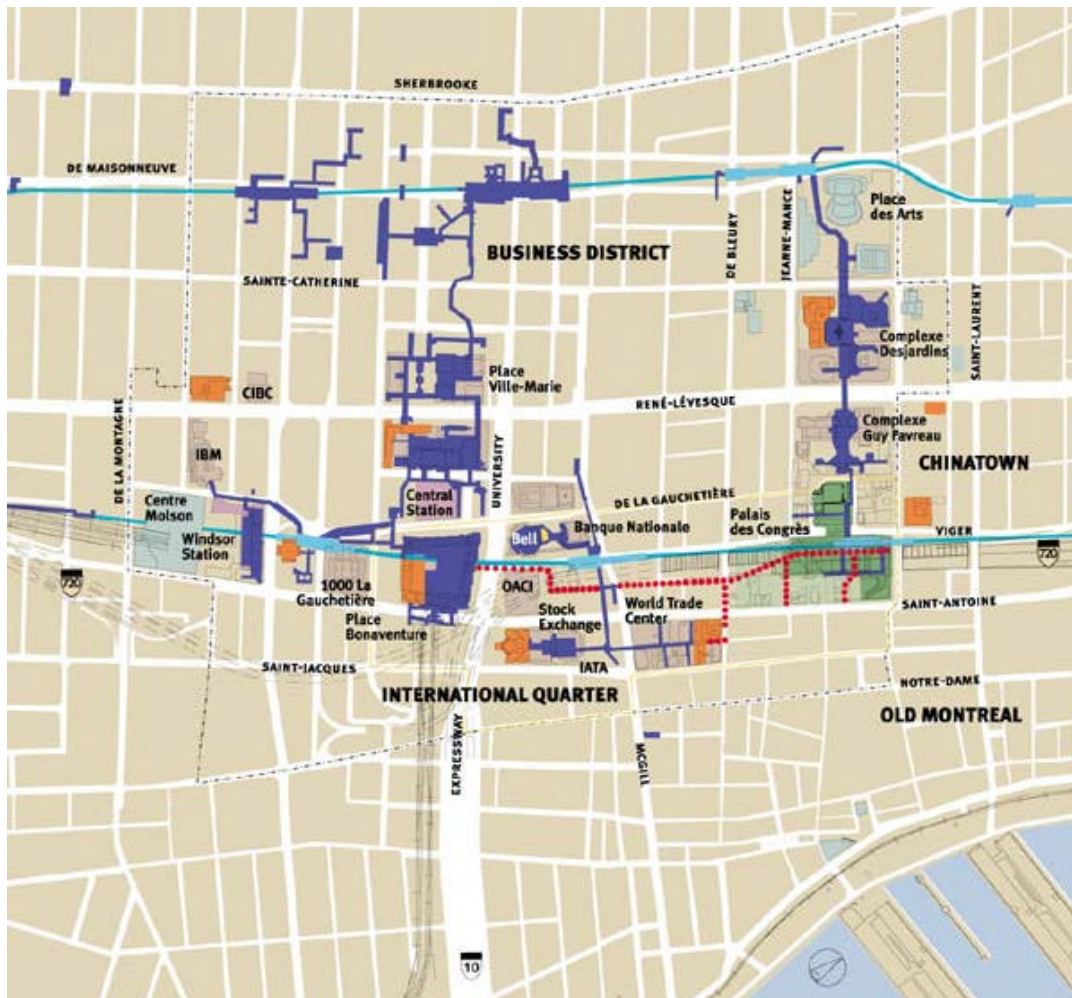
ASSIGNMENT 2A: PLACE VILLE-MARIE

1. Place Ville-Marie is an example of a ‘mega-project’ approach to urban revitalization. Does this represent a multi-sectoral approach to urban revitalization? Do you think the project had positive effects on the surrounding community? Does it represent a community development focus? Do you feel there was strategic and systematic thinking about the relationship between this project and the surrounding neighbourhoods?

THE UNDERGROUND CITY

DESCRIPTION

The underground "city" is 32 kilometers of tunnels that connect 7 downtown metro stations, 7 large hotels and many important office towers and malls on 41 city blocks (12 sq. km.), with smaller tunnel systems in other parts of the city linking other attractions to metro stations. About 2,000 shops and 40 cinemas line the passageways. Montreal is famous for its underground city and it is often visited by tourists, as well as by 500,000 Montrealers per day.



CENTRAL COMPONENT

Several different sections of the underground city exist in Montreal. The largest and best known is located in the centre of downtown, between Peel and Place-des-Arts metro stations on the Green Line and between Lucien-L'Allier and Place-d'Armes stations on the Orange Line. It consists of 30 km of tunnels spread over an area of twelve square kilometres of downtown Montreal. The underground city includes 60 residential and commercial complexes comprising 3.6 million square metres of floor space, including 80% of all office space and 35% of all commercial space in the centre.

They are three major "neighbourhoods" in the underground city:

The first section starts at McGill metro station (or the Bay store to be more precise) on an east-west axis and runs through the Place de la Cathédrale shopping center, Eatons and the Eaton Center shopping center, the Royal Trust Place shopping center, Simpson's (only open during shopping hours, the store itself is closed for the moment) and finally the Cours Mont-Royal (it was an hotel but it has been renovated into a shopping center).

The second set of tunnels is between Windsor Train Station (the building that looks like a castle on the corner of Peel and de la Gauchetière), the Gare Centrale (Central Train Station), Place Bonaventure (shopping and exhibition halls, Bonaventure metro station), 1001 de la Gauchetière (there's a year-round indoor ice rink) and Place Ville-Marie (the cross shaped building with a sweeping light on top that you can see for miles at night).

The Place Ville-Marie has recently been connected by a tunnel with the Eaton Center (if you go from the Eaton center, the entrance is at the restaurant level (basement)).



The third set of tunnels starts from the Place des Arts (theater, concert halls, Musée d'Art Contemporain, Place-des-Arts Metro Station), then goes under Ste-Catherine Street to the Complexe Desjardins (office towers, shopping mall, movie theaters, food court), then to the Complexe Guy-Favreau (office tower, gorgeous gardens, Chinatown), then to the Palais des Congrès (congress hall, Place d'Armes metro station) and finally old Montreal. This section of the underground is on a north-south axis. There are small exhibitions at the Complexe Desjardins and Complexe Guy-Favreau.

There are also underground "islands", i.e. isolated sets of passageways that are not connected to other parts of the underground:

- La Cité apartment complex : there's the Hotel du Parc, the Cinema du Parc (a repertory movie house), a small food court and various stores, the Place du Parc office tower, the La Cité's gym, etc.
- Berri-UQAM Metro Station : there's the main Université du Québec à

Montréal (UQAM) campus, the Place Dupuis and Radisson Hotel, the Palais du Commerce and the Tazmahal indoor rollerblading rink, the Voyageur Bus Terminal, etc.

- Square Victoria Metro Station : there's the Centre de commerce mondial (World Trade Center) and the Inter-Continental Hotel, the Bourse de Montreal (stock exchange), etc.
- Atwater Metro Station : Alexis Nihon Plaza, Westmount Square, etc.
- Sherbrooke Metro Station with its Holiday Inn Metro Center and the Institut d'Hotellerie.

History

1962-1980

The first link of the underground city arose with the construction of the Place Ville-Marie office tower and underground shopping mall, completed in 1962 to cover an unsightly pit of railway tracks north of the Gare Centrale. A tunnel joined it to Gare Centrale and the Queen Elizabeth Hotel.

The advent of the Montreal Metro in 1966 brought tunnels joining Bonaventure Station to the Chateau Champlain Hotel, the Place du Canada office tower, Place Bonaventure, Gare Centrale, and Gare Windsor, forming the core of the Underground City. Square-Victoria Station connected to the Tour de la Bourse, Montreal's stock exchange building.

Adding to the development of the underground city was the Montreal Urban Community Transit Commission's policy of offering the aerial rights above metro station entrances for construction through emphyteutic leases, an advantageous way to

acquire prime real estate². When the metro began running in 1966, ten buildings were already connected directly to metro stations; development would continue until not a single free-standing entrance to Peel, McGill, Bonaventure, Guy-Concordia, or Place-d'Armes Stations was left.

In 1974, the Complexe Desjardins office tower complex was constructed, spurring the construction of a "second downtown" underground city segment between Place-des-Arts and Place-d'Armes station, via Place des Arts, Complexe Desjardins, the Complexe Guy-Favreau federal government building, and the Palais des Congrès (convention centre).

1984-2003

Between 1984 and 1992, the underground city expanded, with the construction of three major linked shopping centres in the Peel and McGill Metro Station areas: Cours Mont-Royal, Place Montreal-Trust, and the Promenades de la Cathedrale (built underneath Christ Church Cathedral). McGill Station was already linked with The Bay, Eaton's (now Les Ailes de La Mode), Eaton Centre, and two other office/mall complexes.

² An emphyteutic lease is the right, conveyed to the lessee for a certain period, to the full use and all benefits of an immovable belonging to the proprietor, on condition that the lessee does not compromise the existence of the property and improves it by adding construction, works or plantings that increase its value in a lasting manner. An emphyteutic lease is established by contract or by will.

Between 1984 and 1989, the underground city grew from 12 km of passages to almost 22.

Mega-projects added to the size throughout the 1990s, including 1000 De La Gauchetiere (the tallest building in Montreal), 1250 Rene-Levesque, and the Centre de commerce mondiale. Although these office spaces have only a secondary commercial sector, they use their connection to the underground city as a selling point for their office space. Also, the construction of a tunnel between Eaton Centre and Place Ville-Marie consolidated the two central halves of the underground city. The construction of the Bell (originally Molson) Centre connected Lucien-L'Allier metro station to the underground city, as well as replacing Gare Windsor with the new Gare Lucien-L'Allier commuter train station.

Finally, in 2003, the complete redevelopment of the Quartier International de Montreal consolidated all the separate segments of the central underground city with continuous pedestrian corridors. The construction of the ICAO headquarters joined Place Bonaventure to Square-Victoria station. This station was in turn joined to the Palais des Congrès and the Place-des-Arts/Place-d'Armes section via the new Caisse de depot et de placement building and a tunnel under the Place Jean-Paul-Riopelle. Uniquely, the new tunnel sections in the Quartier International contain educational and artistic displays sponsored by major Montreal museums. As a result of this construction, one can now walk all the way across the centre of downtown, from Place des Arts to the Bell Centre, completely underground.



ASSIGNMENT 2B: THE UNDERGROUND CITY

- 1) Is this a good example of walkable urbanity? If not what is missing? If yes, how have they achieved this effect? People will walk 1500 feet or more only if they have an interesting and safe streetscape and people to watch along the way – a mix of sites and sounds that can make a pedestrian forget that he is unintentionally getting enjoyable exercise. Fostering such walkable urbanity is the key to revival of a struggling downtown. (Leinberger, 2005)
- 2) Is there something for everyone in the underground city – children, youth, elderly, and families? What groups are served best and least?
- 3) Discuss the advantage and disadvantage of the underground city.
- 4) Discuss the design and sense of place of the underground city. Which underground ‘island’ you like the best and the worst and explain why?
- 5) Is an underground city the design of the city of the future? If so, how can Winnipeg improve their underground city and what would be the major aspects of its design?

ASSIGNMENT # 3: OLD MONTREAL AND THE OLD PORT

FROM PREHISTORIC OCCUPATION TO PRE-INDUSTRIAL TRANSIT POINT



There are still many traces showing that the site chosen by the city's founders had long been a Native stopping-place and occasional settlement. In the crypts of the museums in Old Montreal, flint arrowheads and stone tools, among other artifacts, are evidence that material goods were used and traded here, often brought from far away. At Pointe-à-Callière, visitors can see the archaeological remains of the first Catholic cemetery and sections of the early 18th-century fortifications. In the Champ-de-Mars, a long section of the foundations of the fortifications is visible: the fortified town gave France, and later England, a valuable logistical base for the continent. The vaults of the Château Ramezay, the building used by the Compagnie des Indes Occidentales for its fur exports, are another reminder of 18th-century Montreal.



The *store-residences* dating from pre-industrial Montreal, (with the store on the ground floor and living quarters upstairs) from the 18th and early 19th centuries, warehouses, the Custom House dating from 1836 and the Bonsecours Market, opened in 1847, are all evidence of the extensive interchanges between Great Britain and Montreal, its Canadian hinterland. Facilities and buildings such as these, related to transport and trade, obviously depict only some of the activities conducted in the city,

as the imposing institutional buildings from the 17th, 18th and 19th centuries remind us.



A HISTORIC CITY CENTRE: A RARITY IN NORTH AMERICA



Unlike most large North American cities whose historic central districts vanished after the Second World War, Montreal reserved a different future for its "old Montreal": the new downtown, which began taking shape in the late 19th century some distance away from the old city centre (to the northwest, nearer to Mount Royal), would absorb most of the modern post-war transformations, thereby helping to preserve the historic centre. The area's designation as a "historic district" in 1964 also secured its vital protection.

Strolling along the streets of Old Montreal, one can easily see how the street grid **inherited from the 17th century** has remained almost unchanged, as have extensive blocks of pre-industrial buildings dating back to before 1850. The vast majority of the large buildings erected from 1850 to 1880 are still visible, as are those built between 1880 and 1930. Here in the heart of Montreal is **the only nearly complete example of the downtown core of a North American metropolis in the early 20th century.**

...CONCENTRATED IN ONE PLACE

This historic city centre has historically been inseparable from the port and, more generally, from Montreal's role as a **hub**. The many buildings originally built as headquarters for transportation and communications companies are proof of this role. For instance, there are the former head office of the Grand Trunk Railway and the building of its subsidiary, Canadian Express. Canadian Pacific is also represented, of course, in particular with its express service, its telegraph service and its two railway stations at the eastern end of the neighbourhood, which we will discuss in the section on the railway station district.



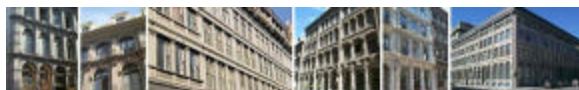
The historic city centre includes an impressive number of banks, insurance company and trust buildings and head offices: the Royal Bank, Bank of Montreal, Sun Life Insurance Company and others. Even today, these buildings symbolize the power and far-reaching influence historically enjoyed by these financial institutions, and by Montreal in its role as a Canadian hub and sometimes even an international one.

The city's importance in those days can also be seen in the number of factories in various neighbourhoods and the great number of other urban activities. The administrative buildings in the historic city centre are related to these industries, and to transportation operations.

...AND RELATIVELY UNTOUCHED BY THE MODERN WORLD

The historic district designated as "Old Montreal" in 1964 did not encompass the entire historic city centre: the current northern section, between Notre-Dame and Saint-Antoine, was not included. As a result, two projects with a modern flavour went up in the 1960s, in the spirit of the architectural style currently popular in the railway station district of the new downtown.

This was relatively little change in comparison with what happened to the historic centres of other large cities in North America at the time. Standing as a clear modern presence just to the west of the historic city centre is the Stock Exchange tower, dating from 1966, whose remarkable design by Pier Luigi Nervi creates a sort of modernistic bridge between the old and the new downtowns.

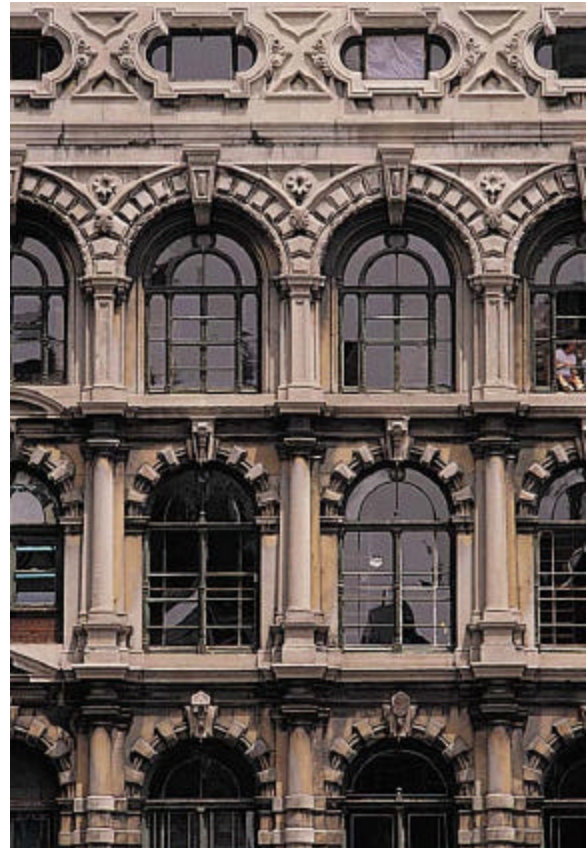


WAREHOUSE-SHOWROOMS

The construction of warehouse-showrooms in the 1850s to 1880s, as Montreal was becoming an industrial city, was probably the most spectacular urban transformation to occur in the historic heart of the city. These large multipurpose, multi-storey commercial buildings comprised warehouses, showrooms, workshops and offices. There

are **over 200 such units** still standing in Old Montreal, often grouped together.

Their massive presence indicates the role played by Montreal at the time as the main Canadian distribution centre. Imports flowed through these warehouse-showrooms, as did a very large proportion of locally produced industrial goods. Some items were manufactured there too, including shoes, jewellery and certain chemicals. Many of them lined Notre-Dame Street, crossing through the historic city centre, making it a popular shopping street for Montrealers who came to admire the industrial goods in the windows of these new retail outlets.



...VICTORIAN PRECURSORS OF FUNCTIONALISM

Montreal's warehouse-showrooms, the epitome of functionality, offered a

combination of great interior flexibility, thanks to their structures of wooden beams and cast-iron columns, and large openings, thanks to the fine window frameworks with traditional local greystone cut into slender monolithic blocks. This construction method (like the cast-iron buildings of New York and St. Louis, although their façades were entirely of cast iron), prefigured the 20th-century Rationalist movement, which saw form as a reflection of function. Architectural beauty was a product of this simplicity. Architectural historians refer to this as **proto-rationalism**. In Montreal as in New York, this structural approach would continue for several decades. Nonetheless, building facades would become more and more exuberant, inspired by Renaissance architecture and quite in keeping with Victorian tastes. Old Montreal has some superb examples of this style.



Even for the most austere warehouse-showrooms, architects were able to style their facades and roof lines to adapt the buildings to the surrounding Victorian streetscapes.

...AND DIRECT PLAYERS IN THE COMMERCIAL LINKS BETWEEN THE CITY AND THE PORT

Most of the warehouse-showrooms forming the "River-side" in the old port of Montreal have another public face, on Saint-Paul Street. This "city-side" façade was designed to attract customers, retailers and wholesalers from across Canada to see new products, and was always much more elaborate than the port side, designed for receiving and shipping.

These groups of warehouse-showrooms, packed together and well preserved, are exceptional examples of the **transformations in business in North America**, and in Montreal in particular, from the **1850s to the 1880s**.

ASSIGNMENT 3A: OLD MONTREAL

1. Heritage and history can be strong stimuli of revitalization. List some of the examples of heritage and history you see in this area from the various periods of development?
2. Why do you feel so much of this area has been preserved while the older downtown cores in most other North American cities have long since disappeared or declined?
3. What role did transportation play in the development of this area? What role does it play today? Has it been a factor in revitalization and preservation of this area?
4. In what way does this area depict the changing fortunes of Montreal in terms of its economic role in Canada, North America and the world?
5. Is there evidence in this area that fits into theories of urban decline and neighbourhood change? Changing land uses perhaps? Conversion of buildings?
6. Has the design of some of the buildings in this area facilitated? Hindered? Urban revitalization? In what way?
7. Is there any evidence in this area that Montreal is trying to use the “new economy” as a vehicle in urban revitalization?
8. Is this area a good example of walkable urbanity? If yes why? If not why?
9. What do you find appealing about this area? Unappealing?
10. How has the City of Montreal used this area to promote urban renewal and revitalization?
11. How would you change this area to make it more appealing?
12. Are there any comparable areas in Winnipeg?

The Old Port and the entrance of Lachine Canal



The old port and the entrance to the Lachine Canal, with their vast and spectacular grouping of transportation facilities, mark the meeting place of ocean-going and inland vessels, and were the very heart of Montreal's function as a North American hub.

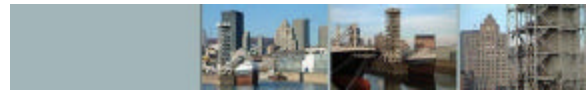
Today, the port of Montreal extends for kilometres. Fortunately, as in the case of the historic city centre, it expanded without harming the older sections. It is this historic part, running alongside the historic city centre, which will be discussed here.

The "River-side" façades of Old Montreal face the old port, a reflection of the symbiosis between the city and harbour in the 19th century. On the south side, the Cité du Havre shields the vast port basin from the powerful current of the St. Lawrence and from ice. This jetty, originally called the Mackay Jetty, dates from the very end of the 19th century, when the construction of the huge piers began.

The old port **today** corresponds to the complex that emerged between 1896 and 1914. Its huge piers, its sheds—some still used for their original purpose and others turned to new ends—, its mobile elevators on rails, its grain elevators and conveyors, and even the remains of a demolished grain elevator, are all examples of the scope and diversity of facilities at one of the **world's largest ports in the first half of the 20th century**. The grain elevators and conveyors, still standing today, are among the most visible "mechanistic" elements of the time.



In the 1980s, Montrealers and the federal government, which is responsible for the facilities, decided to redevelop the old port to make it accessible to the public, while maintaining as many activities as possible in the port. A simple stroll around the site or a boat trip lets one appreciate the significance of the site.



THE GRAIN ELEVATORS



Located at the crossroads of inland and ocean-going shipping, just at the mouth of the Lachine Canal, the huge grain elevators, with their rail-mounted mobile elevators and their conveyors, form a gigantic machine for receiving and transferring grain from the West, by ship or railcar. This machine is still in operation, for while the huge elevator No. 5 is now unused, several neighbouring elevators are still working.

AN EXAMPLE OF MODERNITY AT THE GATEWAY TO THE CONTINENT



The square steel form of the oldest part of elevator No. 5, built between 1903 and 1906 for the Grand Trunk Railway Company, was designed by the John S. Metcalf company of Chicago (Metcalf himself was a native of Sherbrooke, Quebec), a world leader in this type of structure at the time. The port also awarded the company the contract for elevator No. 2—a gigantic structure of reinforced concrete, the latest technological wonder in 1910. The remains of this elevator were conserved after it was demolished in 1978 and can still be seen.

In 1923, when Montreal had become the world's largest grain-handling port, the famous architect Le Corbusier, like other great modernists, marvelled at North American elevators in his book *Vers une architecture*, and mentioned Montreal's elevator No. 2 as an example. As for elevator No 5, additions and expansions followed in 1913-1914, 1922-1923 and 1958-1959, and all the essential internal and external components are still in place today. While there are many other elevators elsewhere, this one is a particularly impressive and complete example of this type of functional architecture, at the very site of the gateway to the continent, in Montreal.

The difficulty with these elevators is that when they are no longer needed they are hard to convert to other uses or demolish.

ASSIGNMENT 3B: THE OLD PORT

1. Old ports, industrial and warehouse facilities are particularly challenging areas to revitalize. Why?
2. Has Montreal effectively addressed these challenges? How?
3. What options are possible to re-use hulking big elevators that sit empty?
4. Are there comparable areas in Winnipeg and have they been redeveloped in similar fashions to the example you see in Montreal?

ASSIGNMENT # 4: LACHINE CANAL TO SAINT-HENRI



Located in Montréal, the Lachine Canal stretches 14.5 km from the Old Port to Lake Saint-Louis. The Lachine Canal passes through the southwestern part of the Island of Montreal, through the boroughs of Lachine on land originally granted by the King of France to the Sulpician Order. Already in the planning stages during the French Regime, it would only open to shipping in 1825.

The port of entry for the canal network linking the Atlantic Ocean to the heart of the continent, the Lachine Canal was the forerunner of the transportation revolution in Canada in the early 19th century. It also played a decisive role in the industrial development of Montréal, notably as a supplier of hydroelectric power. Finally, this corridor became one of the main manufacturing production centres in Canada, from the beginning of industrialization in the middle of the 19th century until the Second World War.

For the last 25 years, millions of cyclists and pedestrians have visited the canal's banks where countless details evoke the past.

Today, this site is entering a new phase of its existence. An important revitalization project, begun in 1997, is strengthening its heritage vocation. Pleasure boating was reintroduced in 2002.

Beginning in 1689, attempts were made by the French Colonial government and several other groups to build a canal that would allow ships to bypass the treacherous Lachine Rapids. After more than 130 years of failure, a consortium that included the young Scottish immigrant John Redpath was successful. John Richardson was Chairman of the Committee of Management of the canal project and its chief engineer was Thomas Brunett. The contractors were Thomas McKay and John Redpath, plus the firms of Thomas Phillips & Andrew White and Abner Bagg & Oliver Wait. The new canal officially opened in 1825, helping turn Montreal into a major port and eventually attracting industry to its banks when the Sulpician Order decided to sell lots. The first canal enabled the passage of small flat-bottomed sailboats. With the increase in shipping and in tonnage, it had to be enlarged twice. This work was carried out from 1843 to 1848 and from 1873 to 1884.

It was this period of construction and modification of the Lachine Canal that had a dramatic effect on the City of Montreal. The canal not only increased shipping, making Montreal one of the largest ports in North America, but also attracted industrialists who were interested in locating along the canal. The canal and the later completion of the Grand Trunk Railway line in 1871, provided the opportunity for city authorities to actively encourage warehouse and factory construction. The banks of the canal made prime locations for factories in need of water—either to provide power to drive their machines or for use in their production

process. The government rented industrial lots along the canal and allowed factories to take a certain quantity of water directly from the canal through regulated intakes. The first industries to locate along the canal were flour mills, nail manufacturers, foundries and sawmills and by 1850 the canal was the site of the heaviest concentration of industry in Canada; employing a population of workers estimated to be more than two thousand in 1856.

In its heyday, just before the great crisis in 1929, nearly 15 000 ships used the canal annually. However, 30 years later, it would be replaced by the St. Lawrence Seaway. Falling into disuse and partially filled in beginning in the 1960s, it was closed to shipping in November 1970.

Managed by Parks Canada since 1978, the Lachine Canal is widely known for its exceptional, multi-purpose path, which has enabled millions of users to explore an unusual landscape filled with history. However, the canal is primarily a national historic site whose objective is to bear witness to the importance of shipping, canalization and industrialization in the history of the country's development.



Since 1997, a mega revitalization project has been undertaken with the purpose of breathing new life into this site. The various levels of government, community organizations and private businesses will inject several tens of millions of dollars into revitalization effort. These funds have been devoted to the presentation of the site's history and to the canal's restoration. In 2002, it was reopened as a pleasure boating area, despite environmental concerns due to heavy industrial contamination of its bottom. The banks of the canal offer bicycling and roller blading, as well as no fewer than two National Historic Sites: the Lachine Canal National Historic Site and The Fur Trade at Lachine National Historic Site, and one environmental reclamation project trying to clean up old oil spills.

ASSIGNMENT 4A: LACHINE CANAL

1. What aspects of design have been used to blend the old with the new in this area?
2. What is the nature of the mix of land uses that make this area successful?
3. The area represents a good example of adaptive reuse of buildings? How has this been achieved? What mix of uses has been accommodated in the older abandoned and underutilized buildings?
4. What uses have been added to the area to make it an attractive residential location?
5. What locational features does this area have that make it marketable to residential and commercial investors?
6. Do you think there is a strong sense of neighbourhood amongst residents in the area? Does the area have the features, amenities, etc. that would lead to strong neighbourhood cohesion?
7. What sectors of society are likely to be attracted to the residential developments in the area?
8. Do you see evidence of a social/income mix in the area?
9. Is there a good interface between public and private activities/property in the area?
10. Are there services (for the residents) that are missing in the area?
11. Does this area have a sense of security and safety? Do you think you would feel safe and secure in this area at night?
12. Are there examples of effective landscaping and streetscaping in the area that add to the attractiveness of the area?
13. Does the residential component of the area cater to a wide range of ages and household types? Is there a good neighbourhood mix of residential housing options?

Saint-Henri

St Henri's history dates back to 1685 when Jean Mouchère set up a tanning workshop along the St Pierre River. By 1825, the population of the area was 446, most of whom worked in leather tanning industries. By 1874 the town of St Henri was formally incorporated with 2500 residents. Industrialization brought in many industries and the workers followed. Proximity to the Lachine Canal and rail transport, made St Henri an attractive place for manufacturers to settle.

By 1905 there were 25,000 residents. That same year, financial hardship on the part of the municipality forced its annexation by the City of Montreal.

The population included unskilled, skilled and managerial classes. Women were included in the labour pool as well as recent immigrants and workers from rural areas of the province.



By the turn of the century, the surge in industrial activity in Montreal also had an important effect on Saint-Henri. Companies such as Imperial Tobacco, Stelco, RCA Victor and Johnson Wire Works built facilities in the neighborhood. Much of the area's existing housing was built at this time to accommodate working-class families who were attracted by the new industrial activity.

While providing work opportunities, the presence of factories brought with them many social problems characteristic of the period. Child labour, poor working conditions, long work hours, unsanitary living conditions and high mortality rates were just some of the problems. Many of the old houses in St Henri that now serve as single family residences once may have had two or three families, likely without indoor plumbing! The stress of providing infrastructure for the rapidly growing population resulted in St Henri accumulating a heavy debt load and forced the town to merge with the City of Montreal.



The crash of 1929 and the Great Depression threw thousands out of work as demand for steel, textiles and industrial products fell. St Henri never fully recovered from the economic crash as new factories had a greater choice of suitable places to settle when the economy got stronger.

By the late 1940s, however, southwestern Montreal was the largest industrial centre in Canada and Saint-Henri formed its most important neighborhood. This period of activity lasted until the 1960s when some companies, in need of larger and more modern industrial facilities, began to leave the area.

The Lachine canal became obsolete as a means of shipping and was finally closed in 1959, being replaced by the South Shore

Canal of the Saint Lawrence Seaway. Only in 2002 was the canal re-opened to recreation boaters.

Today St Henri is revitalizing due to the return of young people to new and renovated housing, attracted to the beauty of the revitalized canal district, the proximity of downtown jobs and the relative low cost of housing. The influx of more new residents is again changing the character of the area.



Today, Saint-Henri's industrial legacy is still visible. Companies such as Imperial Tobacco and Johnson Wire still operate in the neighborhood and long-abandoned factories have been converted for other uses. As well, examples of workers' housing still remain (see picture of a house date from 1890).

Gabrielle Roy: A bridge between Manitoba and Montreal



Gabrielle Roy (1909-83) was so convinced that a novel set in the working class world of Saint-Henri was crying out to be written that she feared someone else would get there before her. Though *Bonheur d'occasion* (later translated as *The Tin Flute*) would not be published until 1945, Roy began immediately to bring the district to life in a series of articles for one of her freelance markets, the *Bulletin des agriculteurs*, a farm publication. *Bonheur d'occasion* would go on to sell over a million copies, win a Governor General's Award and become a Literary Guild of America selection. It made Roy the first Canadian winner of the prestigious French Prix Fémina and a recipient of the Lorne Pierce Medal of the Royal Society of Canada.

Excerpts from Gabrielle Roy's *Bonheur d'occasion*, translated by Hannah Josephson as *The Tin Flute*, (Toronto: McClelland & Stewart, 1947), 25-26.

The street was absolutely silent. There is nothing more peaceful than St. Ambroise Street on a winter night. From time to time a figure slips by, as if drawn to the feeble glimmer of a storefront. A door opens, a square of light appears on the snow-covered street, and a voice rings out in the distance. The passerby is swallowed up, the door bangs shut, and only the spirit of the night reigns in the deserted street between the pale glow of lighted windows on one side and the dark walls bordering the canal on the other.

At one time the suburb had ended here; the last houses of Saint-Henri looked out on open fields, a limpid, bucolic air clinging to their eaves and tiny gardens. Of the good old days nothing is left now on St. Ambroise Street but two or three great trees that still thrust their roots down under the cement sidewalk. Mills, grain elevators, warehouses

have sprung up in solid blocks in front of the wooden houses, robbing them of the breezes from the country, stifling them slowly. The houses are still there with their wrought-iron balconies and quiet facades. Sometimes music penetrates the closed shutters, breaking the silence like a voice from another era. They are lost islands to which the winds bear messages from all the continents, for the night is never too cold to carry over alien scents from the warehouses: smells of ground corn, cereals, rancid oil, molasses, peanuts, wheat dust and resinous pine.

Jean had chosen this remote, little-known street because the rent was low, and because the deep rumble of the quarter, the whistle blowing at the end of day, and the throbbing silence of the night spurred him on to work. In the spring, to be sure, the nights ceased to be quiet. As soon as the channel was free of ice the sirens blew from sunset to dawn, echoing from the bottom of St. Ambrose Street over the entire suburb, and even as far as Mont-Royal when the wind blew that way.

ASSIGNMENT 4B: SAINT-HENRI

1. Saint-Henri is a mix of old and new. How is this mix reflected in the residential sector?
2. What are the locational advantages of living in this area?
3. Does Saint-Henri project a true sense of neighbourhood? Explain.
4. Is the scale and design of new development compatible with the older buildings?
5. Why did the industrial sector weaken and virtually die in this area?
6. What sectors of the economy are currently prominent in the area?
7. Is there anything remaining of the “limped, bucolic air ...the great trees....mills grain elevators, warehouses” describe by Gabrielle Roy in *Bonheur d’occasion*. How would you describe the new Saint-Henri?
8. Does this area represent a walkable community?
9. Do you see evidence that this area is well served by public transit?
10. Do we have neighbourhoods with similar characteristics in Winnipeg?

SECTION 5 FACT SHEETS: HOUSING PROGRAM AND NEIGHBOURHOOD REVITALIZATION IN MONTREAL

This section is for your information (reference) and has no specific assignment. The first section is taken from a public consultation document the City of Montreal is using to roll out a new housing initiative that will deliver 5000 units over the next five years. This initiative will be discussed during the presentation by Martin Wexler, Chef de division, Planification de l'habitation, Direction de la planification

stratégique, Service de la mise en valeur du territoire et du patrimoine.

This material will provide you with an understanding of the nature of this housing initiative and give you an understanding of how and why Montreal uses housing programs as a major component of their neighbourhood revitalization initiatives.

The second section explains why revitalization of commercial and residential areas experienced so much success in Montreal.



PART 1: Inclusion of Affordable Housing in New Residential Projects³

The Montreal residential real estate market is very dynamic. This is good news, but it should not make us lose sight of an issue that is just as important: affordable housing.

The city of Montreal intends to use all of its available tools, resources and expertise to reach its objective: that 30% of all new housing built be affordable. Through the development of a diverse housing supply, the city also wishes to promote social mix within large projects, within neighbourhoods and in the city. These objectives are based on the administration's vision: "Montreal, a city united and inclusive."

Why affordable housing?

- Affordable housing, and more specifically social and community housing, is essential in the fight against poverty and in the promotion of social integration and health.
- A diverse housing supply allows citizens to remain in the same neighbourhood despite transitions in their lives such as retirement, a separation, a new child or a change in income.

³ For more information, please refer to the complete version of the city's public consultation document related to the inclusion of affordable housing in new residential projects. (ville.montreal.qc.ca)

- The availability of affordable home ownership helps curb the migration of young households off the island.
- The cost of housing is one of Montreal's competitive advantages compared to other metropolitan areas in terms of attracting and retaining companies, jobs and workers.
- Home ownership leads households to financial stability, allowing them to gradually build up savings.

What the City of Montréal is proposing

The Strategy's Objectives

- Promote the development of a diversity of housing types on large sites.
- Facilitate the development of social and community housing.
- Stimulate the production of affordable housing for home ownership.

1- Optimize housing subsidy programs

- Ensure that governments maintain predictable affordable housing programs.
- Set aside subsidy budgets for inclusionary projects in each year's development program.

- Ensure greater flexibility in government programs to facilitate the inclusion of affordable housing in large projects.
- Examine the possibility of providing financial assistance to promoters for the development of affordable housing in large projects.
- Ensure that the real development costs of affordable housing are recognized in programs.

2- Leverage municipal land

- Develop an "affordable housing inclusionary plan" to ensure that at least 30% of affordable housing is included in the planning of each major municipal site to be sold.
- Maintain the current practice of selling land to community promoters for less than market value.
- Highlight the importance of including strategic acquisition budgets under joint programs with the Quebec government.

3- Secure the support of major public landowners

- Ensure that major public landowners support the city's objectives and consider them in the planning and the terms of sale of their excess land.
- Take into account, during the project approval process, the commitment of the owner or promoter to include affordable housing.

4- Maximize the potential of regulation and planning tools

- Encourage the development of a variety of housing types in large projects.
- Document the impact of certain regulatory provisions or approval processes on the cost of housing.
- Ensure that the city's central departments provide support to boroughs in the planning of large sites.
- Provide partners with market data on the affordable housing situation.

5- Adapt the city's delivery of services

- Mandate the new Direction de projet - développement du logement social et abordable to design and administer subsidy programs that promote project development and affordable home ownership.
- Contribute, through the SHDM, to the development of affordable housing with funding available through subsidy programs.
- Intervene, when needed, through the SHDM to foster the development of affordable housing in large residential projects.

6- Maintain research, development and communications activities

- Strengthen the city's participation in joint research activities and promote best practices.

- Take part in the development of demonstration projects.
- Evaluate the results of the "turnkey" approach for the production of affordable housing.

7- Monitoring the strategy

- Develop indicators and produce statistics concerning affordable housing.
- Continue to collect data periodically on affordability and monitor the evolution of the market.
- Submit an annual report to city council regarding the production of affordable housing and review the impact of actions if need be.

Who are the target groups?

- **Low- and very low-income households**, whose income does not exceed 80% of the regional median income, about \$36,000. These households have difficulty finding rental housing that they can afford. As for home ownership, the situation is even more problematic.
- **Moderate-income households**, whose income is between 80% and 120% of the regional median income, between \$36,000 and \$54,000. These households have difficulty finding a property in Montreal that they can afford.

What is affordable housing?

Housing whose rent or mortgage (including property taxes and heating) does not exceed 30% of the target groups' gross monthly income.

- Affordable **rental housing** has a maximum monthly rent of \$900, including heating.
- A **property** is considered affordable when its sale price does not exceed \$170,000, including taxes.
- **Social housing** is intended to assist low-and very low-income households and complies with the criteria of government programs.

PART 2: Why Has Revitalization of Commercial and Residential Areas Experienced So Much Success in Montreal?

Approximately five years ago I (Tom) had an opportunity to work on a project that examined neighbourhood decline and revitalization initiatives in several Canadian cities. Montreal was one of these cities. We interviewed 21 city and community representatives and they provided their views on Montreal's efforts to revitalize declining commercial and residential districts. Throughout the interviews, certain themes emerged as necessary to arresting urban decline and disinvestment. I have summarized these themes below.

You should think about the comments below as we tour Montreal. I think they will help you formulate your thoughts and ideas, perhaps enhance your understanding of the projects and neighbourhoods we examine and help you in preparation of the assignment.

Public investment is necessary to instill confidence in the private sector, as well as for improving neighbourhood infrastructure and quality of life.

Initiatives must be focused where decline is most pronounced. Scattering investment over a large geographic area dilutes the effect of the initiatives. At the time of the interviews concern existed that there were plans to extend programming to seven neighbourhoods, as opposed to the five that were the original focus of public investment.

Planning must be meticulous.

Neighbourhoods must be mapped and characterized in detail, down to the scale of the individual dwelling. This research must include dwelling conditions, vacancies, repossessions, and ownership on a dwelling-by-dwelling basis. It must also include a detailed analysis of the demographic and socioeconomic nature of the area. The assets of the area must also be documented.

Building community capacity is crucial. Urban disinvestment is very difficult to reverse without community involvement and mobilization. The city spent more than \$10 million over a five-year period just to strengthen community organizations. This consistent and long-term focus on community capacity building is a significant element in the Montreal approach to reversing disinvestment.

Strong community organizations are necessary because these groups are seen to link programs - housing, health, social services, and economic development. Such linkages can be made at a macro level by the different departments and levels of government, where program criteria and eligibility requirements are established. However, only the community groups can make the connections at the "street" and neighbourhood level. Local knowledge is essential, and a community group understands the residents and can link the people with social services. They are also

able to work with the builders, owners, real estate agents and lenders.

Key informants told us that in Montreal, the strength of community organization varies by neighbourhood. They are very strong in Sud Ouest, relatively strong and growing stronger in Hochelaga-Maisonneuve, and weak in Cotes des Neiges. The Hochelaga-Maisonneuve Collectif was reported as indicating that arresting urban disinvestment must start at the community level with community mobilization, renters rights, research on the area, and initiatives to improve and provide affordable, adequate housing.

Equally important to the Montreal model are partnerships. Community groups are usually well placed to recognize the partnerships required, and are most capable at forging these partnerships. Strong partnerships in Montreal are found in the municipalities, the community groups, the Caisse Populaires and the private sector.

Reversing decline is as much about process as it is about providing social programs and bricks and mortar. The process includes aspects such as characterizing the neighbourhoods, identifying problems, mobilizing the community, building leadership and community capacity, and forging partnerships.

Efforts have to be made to improve the image of the area. Community groups often highlight the problems of neighbourhoods, sometimes in an effort to obtain funding. Frequently, highlighting the problems tends to drive away business and people. The positive aspects also have to be promoted, and groups like the Collectif in Hochelaga-Maisonneuve had been using telemarketing to promote and identify opportunities in the

area.

The Montreal approach also stresses an income mix. Higher income groups encourage businesses to locate in the area, thus improving the purchasing power. This may raise fears of gentrification and the concerns of community groups, who view low-income households as their clients and want them to remain in the area. However, the experience thus far in Montreal suggests that you can change the income mix without replacing the poor. The idea is being tested as vacancy rates fall.

Sustained housing programs are another component of Montreal's approach to revitalization. This includes renovation programs, programs to provide new affordable rental and ownership units, and programs to reduce vacant, boarded-up units.

Selected units also need to be eliminated. While the focus—at least from a housing perspective—is on renovation and rehabilitation, not everything should be saved. Completely obsolete stock needs to be replaced by new construction. This is where public-private partnerships become important.

Leveraging private capital is an important element of successful revitalization. Programs must be designed to leverage this capital. The success of Montreal's revitalization programs in general is demonstrated by the fact that for every public expenditure of \$1.00, approximately \$10.00 in private capital has been invested.

The Montreal case reveals a shared vision that extends from the community to senior levels of government. Some 200 organizations are involved in community development in Hochelaga-Maisonneuve, including business and social service agencies. A sense of solidarity and shared vision has been created over time and by the sustained focus of the revitalization approach.

The effort has to be sustained over a long period of time. Five years is not long enough, particularly as it requires considerable time to mobilize the community. Montreal has been in the business of revitalization for over 30 years, and there is still work to be done.

Localized initiatives are never going to be entirely successful unless they are accompanied by regional growth strategies.



Chambreclerc II: Stability and Support for Homeless People

When you are facing psychiatric or addiction issues and you need a place to live, finding accommodation can be an almost insurmountable problem. This is where *Chambreclerc* steps in—offering good quality, affordable, safe housing for the marginalized homeless population.

Although the concept was a huge success in its first decade of existence, certain limitations became evident. Tenants who had been without a fixed address for many years and who struggled with concurrent disorders had lost the skills needed to meet their basic needs.

In September 2001, a project began to take shape to remedy this situation—a third rooming house was built which focused on services for residents. *Chambreclerc II* was more than simply an apartment building; the goals of the project were to create a residence that encouraged independence, provided stability and created a sense of belonging.

So a 1910 rooming house in poor condition, located in the heart of downtown Montréal, was purchased. Major renovations were done. Only the building envelope was retained; the rest was rebuilt. The completed dwelling had twenty-four furnished rooms as well as common areas, such as a common room and full kitchens and bathrooms.

Chambreclerc II welcomed its first tenants in December 2002. Tenants' stays vary from medium- to long-term. They benefit from the support of on-site workers who are always available to address addiction-related behaviours and ensure a safe environment—all within a flexible and tolerant setting respectful of everyone.

The shelter's activities and services, both group and individual, create a sense of community and help tenants become integrated into

Project Highlights

- Number of units: 24
- Construction cost of units: \$1,272,867.98 (\$135.97 per square foot)
- Cost to rent: \$310 to \$360

Contributors

- *Initiative de partenariat en action communautaire* (construction and worker's wages during the first two months of operation)
- *Centre local de services communautaires (CLSC) des Faubourgs* (furnishings)
- EJLB Foundation (funding for support services)
- McGill University and Dawson College (social workers)
- *Société d'habitation du Québec (SHQ)*
- Canada Mortgage and Housing Corporation (mortgage insurance)

the neighbourhood. Community meals are provided at least once a week; medications and money are dispensed according to tenants' needs. In addition, they are made aware of community and institutional resources that might be useful to them. As needed, support workers remind tenants of their appointments and/or accompany them.

Thanks to the support and stability *Chambreclerc II* offers, the physical and mental health of a number of people has stabilized enough to allow them to consider returning to some of their regular activities. The success of the approach adopted by the organization in its support of homeless people demonstrates that such a project is feasible in other parts of the country.

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***Couvent de Saint-Henri* Housing Co-operative: A Former Elementary School Converted into Affordable Housing**

Achieved under the affordable housing subsidy program, the *Couvent de Saint-Henri* housing co-operative is now home to 48 households. The results, as well as the approach adopted for implementing this project, are most interesting.

As a matter of fact, the architectural character of the building built in the 1960s was preserved, while it was substantially modified to address the specific needs of its tenants. To achieve this, a dozen households were involved right from the start in order to obtain their comments and to identify their needs.

As a result of this consultation, the former school was converted into a housing co-operative with several large three- and four-bedroom apartments. The building has one-bedroom apartments for single people and some apartments adapted for persons with disabilities. Tenants also have access to an elevator, a common room and underground parking. The building's concrete structure provides the apartments with good soundproofing—a much appreciated feature.

Since the co-operative's residents were involved throughout the entire project's development process, they were able to develop a sense of belonging and responsibility. In addition, this experience has enabled them to understand the importance of properly maintaining and managing their building to keep the rental cost affordable.

The co-operative also enhanced residents' feeling of security while revitalizing the neighbourhood. Before its conversion, the abandoned building was subject to vandalism, which was a great concern for surrounding neighbours.

Project Highlights

- Number of units: 48
- Construction cost of units: \$50.85 per square foot
- Cost to rent: from \$353 to \$692

Contributors

- *Office municipal d'habitation de Montréal* (rent subsidies)
- City of Montréal (tax credit)
- *Société d'habitation du Québec* (construction grant)
- Government of Quebec (decontamination work)
- National Bank of Canada (mortgage loan)

The *Couvent de Saint-Henri* housing co-operative demonstrates that it is possible to convert an older building into high-quality affordable housing. This approach, popular in Montréal where 25 per cent of housing originates from the adaptive reuse of older buildings, will undoubtedly motivate other housing contractors and organizations in other parts of the country to do the same.

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***Domi-cible* Facilitates Homeownership While Revitalizing Underprivileged Montréal Neighbourhoods**

Downtown Montréal residential neighbourhoods are primarily made up of small properties with multiple units: duplexes, triplexes, fourplexes and fiveplexes. To facilitate access to this type of ownership, and at the same time revitalize underprivileged neighbourhoods, the City of Montréal, in conjunction with the Government of Québec, launched *Domi-cible* in February 2001. This program, which spread over a period of one year, involved only existing properties. Eight neighbourhoods were targeted: Hochelaga-Maisonneuve, Centre-Sud, Petite-Patrie, Saint-Michel, Parc-Extension, Côte-des-Neiges, Sud-Ouest and Cartierville.

Becoming the owner of a multi-unit residential building is not something everyone can do. People who wish to buy this type of housing usually have to provide a large down payment, 7.5 per cent to 15 per cent of the sale price, compared to a 5 per cent down payment for a single-family home or a condo.

And so *Domi-cible* was created. In order to enable modest-income households to purchase owner-occupied rental units, *Domi-cible* provides them with grants ranging from \$3,000 to \$8,000, depending on the size of the building. Grants can be used either for a down payment or to cover expenses related to the purchase of the property or to do renovations.

The program's primary objective was to substantially increase the number of owner-occupied rental units in underprivileged neighbourhoods, where they were under-represented. One of the benefits of owner-occupied property is that the units tend to be better cared for, which results in neighbourhood stability and a good social mix of households.

Thanks to *Domi-cible*, more than 558 households have become homeowners. Most of them (82.6 per cent) are first-time homeowners and almost two-thirds (64.9 per cent) earn an annual income of less than \$50,000.

Another key innovative component of this program is the training offered in small rental

Project Highlights

- Number of units: 558
- Financial assistance of \$3,000 for a duplex, \$6,500 for a triplex or fourplex, and \$8,000 for a fiveplex
- Cost to own: from \$112,849 for a duplex up to \$183,992 for a fiveplex

Contributors

- City of Montréal and *Société d'habitation du Québec* (grants, financial assistance for training on purchasing small rental properties)
- Canada Mortgage and Housing Corporation (financial assistance for training on purchasing small rental properties)
- *Multi-Prêts Hypothèques* (development of a calculator that enables potential owners of small rental properties to determine their mortgage payments)

property maintenance and management. That component provides purchasers with the opportunity to learn about the requirements associated with the "rental entrepreneur," such as how to avoid being placed in economically precarious situations. The training offered by *Domi-cible* was the first of its kind to cover aspects of both purchasing and managing small rental buildings.

Domi-cible is a good example of measures that the country's municipalities can adopt to foster access to ownership, and at the same time revitalize underprivileged neighbourhoods. In December 2003 another program based on *Domi-cible* was launched in Montréal, a program to enable the purchase of small rental properties, and like *Domi-cible*, it also includes a training program for these homeowners.

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ASSIGNMENT # 6 : ROSEMONT-LA PETITE- PATRIE AND PLATEAU MONT-ROYAL

ROSEMONT : Gentrification & Revitalization in Progress

Rosemont - La Petite-Patrie is the third most populated neighbourhood in Montreal and represents 7.2 % of the population of Montreal.

Area : 14.4 km²

Population (2001):

131,318

53 % female

43.4 % of residents (20 and 44 year old)

32,025 families

68,160 dwellings

Family average income: \$48,191

One resident out of five is an immigrant. This means that 18% of the population is immigrant while the average for Montreal is 28%. The main countries of origin for the immigrants are Haiti, Italy, and France. These new immigrants represent 23% of the total immigrant population. 32% of the immigrants were less than 20 years old at the time they receive their permanent status. Within the total population of 15 years and older in the neighbourhood, 21% are first generation immigrants (born outside of Canada). In Montreal, the average is 33.1%.

A bit more than 8% are 2nd generation immigrants, born in Canada with at least one parent born outside Canada.

Families

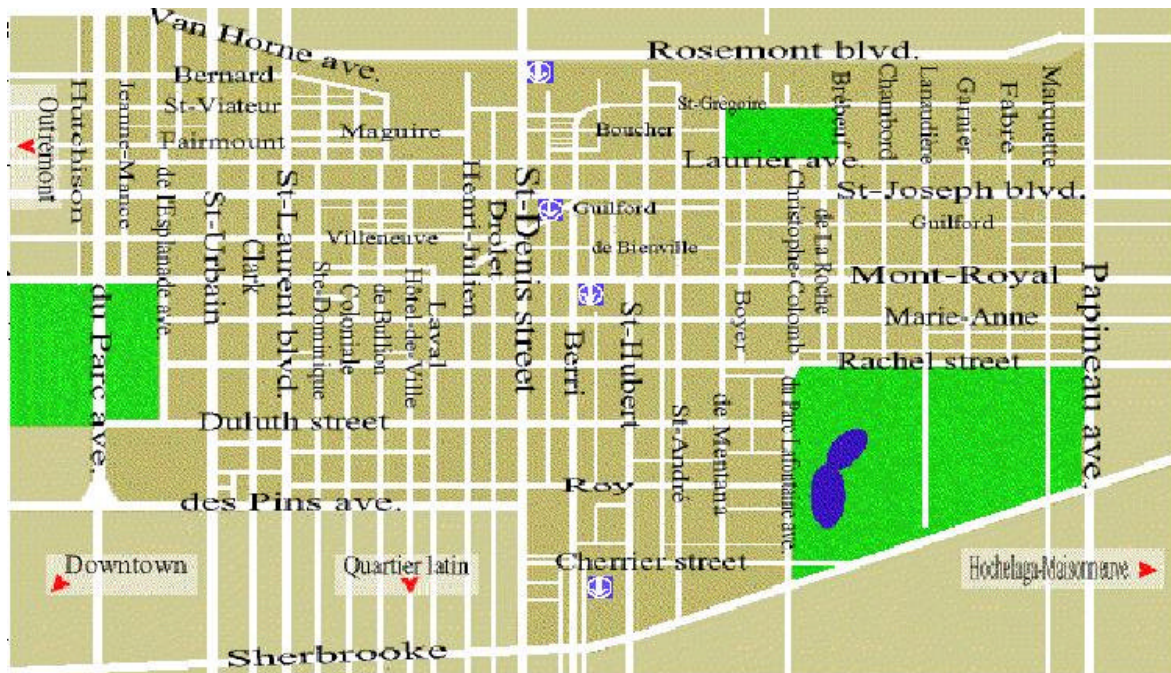
There are 32,025 families in Rosemont-La Petite-Patrie, 75% are with partners and 25% are single parent families. This is the highest single parent density in Montreal. In Rosemont, 83% of single parent families are led by women. The average family size is 2.6 persons with an average of 0.9 child per family. These figures are lower than the average of the island of Montreal, which is 2.9 and 1.1 respectively. The average number of children per family has been stable over the last 10 years, while the size of the family has diminished.

Housing

There are 68,160 dwellings in Rosemont (2001) and the vast majority are buildings of less than 5 storeys (87%). Less than 26% of the population is an owner compare to 36% for the city of Montreal. Almost 10% of the housing is in need of major repair according to the occupants. The most important phase of housing construction was during the period 1946-1960.

In 2001 the averages rent was \$519. 35% and the renters spent 30% of their income on rent, compare to 37.2% of the renters for Montreal. The average value of a rental unit was \$139,486 in 2001. This is lower than the Montreal average (\$176,344).

PLATEAU MONT-ROYAL: Fully Gentrified and Revitalized Neighbourhood



The **Plateau Mont-Royal** is a borough of the City of Montreal, just north of downtown and east of Mount Royal; pop. 99,575 (Statistics Canada, 1996). The Plateau is the most densely populated neighbourhood in Canada, with nearly 100,000 people living in a 7.75 square kilometre area.

The Plateau was formerly a working-class neighbourhood, with the Eastern part being largely French-Canadian, and the Western part largely Jewish. The neighbourhood was the childhood home of Quebec writers Michel Tremblay and Mordecai Richler and both have set many stories in the Plateau of the 1950s and 60s. The Plateau became the place where many writers, singers and artists lived and worked. For this reason, the Plateau has been the main character in numerous songs, novels and movies,

including Michel Tremblay's and Yves Beauchemin's work.

In the 1980s its bohemian persona attracted gentrification. Rents increased, and many of its traditional residents dispersed to other parts of the city. It now hosts many upscale restaurants and nightclubs. In 1997, *Utne Reader* judged it one of the 15 "hippest" neighbourhoods in North America.



One of its obvious characteristics is that most apartment buildings are duplexes or triplexes (two or three stories high) and have outside stairs to the second floor (the architectural trait of a lot of Montreal houses). Although you can find those in many other districts, there are mainly associated with the Plateau. This district is also the most densely populated district in Canada and, luckily, the district with the least number of cars in North America (bicycles are the preferred mode of transportation).

The Plateau is a great place for interesting restaurants and cafés as well as for shopping. Its main commercial streets are St-Denis Street north of Roy Street, Mont-Royal Ave. and St-Laurent Blvd. (but you could say that St-Laurent Blvd. is a neighbourhood in itself).

The Plateau can be divided in three sections:

1) The Mile-End district (in the north-west section of the Plateau) the neighbourhood featured in Mordecai Richler's novels and some films including "Leolo" and "Lies My Father Told Me". The Mile-End is technically part of the Plateau but it is quite different. It is more ethnically diverse, with an important Hassidic community to the north-east (Jeanne-Mance and Esplanade Streets north of Fairmount) and the

Portuguese community (see St-Louis district). It is also influenced by the Municipality of Outremont to the west. There are not many stores and no bars there so most people from Outremont shop and hangout in the western section of the Mile-End (some realtors selling condos and houses in this section describe it as "Outremont-adjacent"). The Mile-End's main streets are Bernard Street (for cafes and new restaurant), St-Viateur (for St-Viateur Bagel, Zorba or Arahova's souvlakis), St-Laurent Blvd and its cluster of about a dozen restaurants and other stores between Laurier and St-Viateur Streets), du Parc Av. with its Persian carpet stores and authentic Greek restaurants . The south-west section of the Mile-End district, between Mont-Royal Ave. and St-Joseph Blvd., was also known as the Annex.

2) The second sections is the east part of the Plateau itself to the east. A good way to visit that part of the district is by using the bicycle path that goes from the corner of Cherrier and Berri streets then goes east to the Lafontaine Park then north along Brébeuf and Christophe-Colomb to Laurier Street. There's not much to see north-east of the corner of St-Joseph Blvd. and St-Denis Street, except for some small farm houses that seem to be the remnants of a small village around Berri Street just north of Laurier Street. The most interesting section are the streets around or close to the Lafontaine park (Mentana, Marie-Anne, Brébeuf, Chambord, etc). The main commercial streets are St-Denis Street (gift shops and decorative object stores, lot's of restaurants and cafes, etc) and Mont-Royal Ave. (It used to be a neighbourhood commercial street with everything-for-a-dollar stores and used record stores but it has changed the past few years. There are a lot

more restaurants, cafes and upscale food stores).

3) The St-Jean-Baptiste and St-Louis districts, a "transition" zone between the Latin Quarter, the Mile-End (south east section of the Plateau) and the rest of the Plateau. It is quite varied in every sense since it takes from each neighbouring district. The Portuguese community has many stores and cultural institutions in the north-western part of St-Jean-Baptiste (see Mile-End). The community's main church is on the corner of St-Urbain and Rachel and the "Parc du Portugal" is on the corner of

Marie-Anne and St-Laurent Blvd. Many Portuguese restaurants and stores can be found around these places. Other well known spots are Duluth Street and on St-Laurent Blvd.,

4) I could add St-Laurent Blvd. as a district in itself because of its distinctive features and importance. While St-Laurent was considered to separate the French community to the east and English community to the west (that line is now quite blurred), St-Laurent Blvd. and its surroundings could be considered to be the center of an "international" zone between those two sections.

ASSIGNMENT 6: ROSEMONT AND PLATEAU MONT-ROYAL

1. What are the obvious signs of gentrification in this area?
2. Why do you think this area gentrified?
3. Describe the nature of the mix of land uses and activities in this area?
4. Does this mix make the area more or less attractive?
5. Are there obvious signs of social inclusion, exclusion?
6. Are there changes that you feel might improve the neighbourhood?
7. As you walk through the area what evidence do you see of the ethnic mix?
8. Does this ethnic mix make the area more appealing? If so why?
9. Does design play a role in neighbourhood appeal? In what way?
10. Do you see any signs of strong neighbourhood identity and cohesion?
11. Are there any areas in Winnipeg that have similar characteristics?

PROJECT # 6: BOROUGH OF VILLERAY-SAINT-MICHEL- PARC-EXTENSION⁴

Covering an area of approximately 15 km², the territory is bordered by the boroughs of Ahuntsic-Cartierville, Mont-Royal, Rosemont-Petite-Patrie, Saint-Léonard, Montréal-Nord and Outremont.



⁴ PROFILE Borough of Villeray-Saint-Michel- Parc-Extension Working Document City of Montréal April 21, 2002. See http://www2.ville.montreal.qc.ca/sommet/docs/arrondissements/villeray/en/Working_document.pdf.

PROJECT # 7: Borough of Villeray–Saint-Michel–Parc-Extension

The borough of Villeray-Saint-Michel-Parc Extension is composed entirely of a portion of the former City of Montréal. To the north it is bounded by the CN railway line, from Avenue Papineau to the border of the former City of Montréal-Nord, and along this border to the boundary of the former City of Saint-Léonard; south along this boundary to 24e Avenue, then to Rue Bélanger; west along Rue Bélanger to Avenue Papineau, and along Avenue Papineau to Rue Jean-Talon; west along Rue Jean-Talon to the CP railway line, and along this line to the border of the former Town of Mount Royal; north along this border to Boulevard Métropolitain, then east along Boulevard Métropolitain to Avenue Papineau; and along Avenue Papineau to the CN railway line.

The territory is mainly residential. It also includes the Miron and Francon quarries, the railway lines and Boulevard Métropolitain. The industrial fringe, located primarily in the north and west parts of the territory, requires consolidation. The presence of pockets of poverty calls for targeted programs in selected areas of neighbourhoods.

Covering an area of approximately 15 sq. km, the territory is bordered by the boroughs of Ahuntsic–Cartierville, Mont-Royal, Rosemont–Petite-Patrie, Saint-Léonard, Montréal-Nord and Outremont.

DEMOGRAPHIC DYNAMICS

1- Population

According to the 1996 census, the borough of Villeray-Saint-Michel-Parc Extension had a population of 141,663, making it the second most populous borough in the City of Montréal. This large population is spread over an area of 15.5 sq. km, for a ratio of 9,116 residents/km compared to 3,678 residents/km in the City of Montréal as a whole. However, the concentration is distributed unevenly throughout the borough: the Parc-Extension and Jean-Rivard neighbourhoods are significantly more densely populated.

Family make-up

The profile of borough families follows current trends for the island of Montréal, in that there is a large number of families with fewer children, and many single-parent families. The borough is characterized by a higher percentage of “families with children,” followed by “childless families” and “single-parent families.” The proportion of “families with children” reflects the high number of children in families in ethno cultural communities.

Ethnocultural communities

The borough of Villeray-Saint-Michel-Parc Extension is home to a large number of newcomers, who represent more than 10% of the population. Multi-ethnicity is one of the borough’s most striking characteristics. In fact, 65% of residents are from cultural communities. They are most commonly of Italian, Haitian, Greek and Portuguese origin, in that order. The borough has the highest concentration of Blacks and Latin Americans in the City of Montréal.

Visible minorities, the most significant of which are Blacks, make up 33% of the population.

It is important to note the distinctive characteristics of each neighbourhood's cultural communities. Immigrants make up 61% of Parc-Extension, with 35% of them having arrived since 1991; 40% of Saint-Michel, 24% of whom have arrived since 1991; and 28% of Villeray, 27% of whom have arrived since 1991. French is spoken in 51% of homes. This is the only borough in the City of Montréal where a non-official language is predominant, in this case, Spanish. Of all the boroughs, it has the largest number of native Portuguese, Spanish and Greek speakers. It is also home to a considerable number of people from South Asian countries (Pakistan, India, Bangladesh, Sri Lanka) who speak native languages such as Hindi, Urdu and Bengali. They are especially concentrated in Parc-Extension.

Population Highlights

Strengths:

The number of residents (second-highest population)—141,663—offers great potential. Women represent 51% of the population. The younger population (17% are in the 5-19 age groups) constitutes the strength of the community. Most schools are building annexes to accommodate an influx of students.

Based on family units, there are 2.3 people/household. Ethnic diversity is a source of wealth (spirit of cooperation and support). 65% of the population is mainly of Italian, Haitian, Greek and Portuguese origin. Countries of origin since 1991 are Haiti, Sri Lanka and India. High concentrations of Blacks, Latin Americans and Northeast Asians in

Montréal have the potential to contribute to Montréal's ethnocultural diversity and strengthen its cosmopolitan character.

Weaknesses:

The highest rate of low education (29% never completed grade 9).

2. ECONOMIC VITALITY

Areas of activity

Borough employment represents 4.5% of total employment in the City of Montréal. The consumer service sector accounts for 31% of borough employment, followed by the manufacturing industry, with 29%. The garment and textile sector dominates the manufacturing industry and accounts for 20.6% of this sector of economic activity in the City of Montréal. Eighty per cent of businesses employ from one to nine people. Other significant areas of activity include health care and social services.

Employment

Between 1991 and 1996, the borough experienced an 8.1% drop in employment, compared with 6.5% in Montréal. The unemployment rate is high and needs to be analyzed according to neighbourhood. This is especially true for Parc-Extension, which had the sorry achievement of posting a high of 30% unemployment, double the Montréal average. Unemployment rates for Saint-Michel and Villeray are 18.3% and 16.2%, respectively.

Family and household income

The borough has the lowest average family income in the entire City of Montréal—\$32,482, or \$18,336 less than the Montréal average. The borough's average household income of \$28,029 is also the lowest in Montréal, which has

an average of \$40,848. This disastrous economic profile indicates that 50% of borough households are living below the poverty line, compared with 35% in the City of Montréal.

Commercial hubs and intervention programs

A number of intervention programs have been set up to stimulate economic activity in the borough. Certain commercial hubs were targeted and are, or will become, the focus of intervention programs such as Opération commerce and the Programme de coopération industrielle. The busiest commercial hubs are located on Jarry, Saint-Roch, Jean-Talon, Saint-Hubert and Charland streets. Another intervention program is under way at the Centre environnemental de Saint-Michel. This project, which is meant to become a technological showcase, aims to promote Québec expertise in the management of residual materials, and to help market it to a national and international clientele.

Economic Highlights

Strengths:

Active population (56.4%).

The younger population is the greatest strength of the community: 5-19-year-olds represent 17%, while 25-34-year-olds represent 19% of the population.

Weaknesses:

- High unemployment rate (11.2% vs. 7.9% in Montréal).

- Employment sector: manufacturing (textile and garment).

- Undervalued, despite the fact that manufacturing represents 30% of borough employment and 20.6% of Montréal's garment and textile industry (the most of any borough).

- Ranked 27th overall for average annual income.

3- SOCIAL CLIMATE

Poverty

Over half the households in the borough are below the poverty line. "Pockets of poverty" are concentrated primarily in Parc-Extension and in the east part of Saint-Michel. Under municipal and provincial programs, these areas have been identified as "sensitive" and "target" neighbourhoods, and have benefited from infrastructure improvements and community support. These programs have not had the desired impact, however, due to inadequate funding and the absence of a careful overall examination of medium and long-term problems.

Education and training

The borough has the highest rate of low education in the City. Furthermore, 36% of young people ages 15 to 24 are no longer in school or at other training institutions. In Parc-Extension, this number jumps to 41%.

Prostitution and delinquency

The borough faces two major problems: prostitution and juvenile delinquency. Prostitution is not organized but rather linked to poverty in certain single-parent families, and practiced at the end of the month in order to make ends meet. The level of prostitution in some borough areas is comparable to the rate downtown. Juvenile delinquency is particularly prevalent in Parc-Extension, where rates are among the highest in Montréal. However, it is in Saint-Michel that the police must deal with criminals organized in street gangs.

Social Highlights

Weaknesses:

Community organizations and government assistance (such as programs for sensitive and target neighbourhoods) provide selective relief for recurrent problems that require long-term solutions. More than half of all households live below the poverty line. "Pockets of poverty" are concentrated mainly in Parc-Extension and the east part of Saint-Michel. This situation generates problems linked to prostitution and juvenile delinquency.

4- HOUSING QUALITY AND AVAILABILITY

Housing

The most significant phase of borough construction occurred between 1946 and 1960, and accounts for more than 43% of residential units. The borough of Villeray-Saint-Michel-Parc Extension includes 59,985 of the 855,013 units in Montréal as a whole. The housing stock is relatively old: 64.5% of units were built before 1961. In Villeray this number rises to 73.7%. The number of buildings in need of major repair in the Parc-Extension and Villeray neighbourhoods is slightly higher than the City average. Barely 2% of borough housing units were built after 1991. Duplexes and triplexes make up 65% of the borough's housing. The majority of these units were built just after the war, hence their rundown state. Housing revitalization programs need to be developed to deal with this problem. Finally, poverty and housing conditions are more visible here due to the proximity of more affluent neighbourhoods, such as Saint-Léonard, Outremont, Mont-Royal and Ahuntsic.

Renters and owners

Nearly 75% of borough households occupy rented units, compared with the island average of 66%. The proportion of renters in Parc-Extension is nearly 81% and includes a considerable number of newcomers. On average, housing costs are \$729 for owners and \$486 for renters.

Social and community housing

There are 3,024 social and community housing units (HLM, COOP, OBNL) in the borough.

These represent 5% of the total housing stock, which is 3.5% lower than in the former City of Montréal.

Vacancy rate

The vacancy rate in private buildings of three or more units decreased from 7.8% in 1992, to 1.2% in 2000; this represents 385 vacant units in the borough.

Programme de revitalisation des quartiers centraux

This program is the primary means of intervention employed by the City of Montréal in central neighbourhoods in difficulty. Funding is available through this program for the neighbourhoods of Parc-Extension and Saint-Michel. Under the program, 543 units were upgraded, either through major repairs (29%) or by safety-related improvements in residential buildings (71%).

Programme Rénove Atout

This program provides assistance for minor renovations. It allowed some 70 units to be renovated in Saint-Michel. Since subsidies are still available for buildings with 12 or more units, new work may be carried out in the near

future. These building renovations are crucial for the revitalization of neighbourhoods in difficulty. Although the program seems to have met with success in Saint-Michel, it is a completely different matter in Parc-Extension. Both programs generated a significant number of requests, but the withdrawal of applicants prevented the completion of projects. A partnership with the Regroupement en aménagement de Parc-Extension aims to inform owners of their renovation responsibilities.

Specific issue

The borough, which is already fully built up, includes two enclaves along its west and northeast borders that require serious repairs. These two neighbourhoods contain a large number of poorly constructed multifamily dwellings. Often located near large sources of environmental nuisances, or isolated by quarries or Boulevard Métropolitain, these buildings are poorly maintained and house a population made up mainly of immigrants who have arrived over the last decade. In Parc-Extension, the population is also very mobile.

Housing Highlights

Strengths:

Programme de revitalisation des quartiers centraux. Programme Rénove Atout.

Weaknesses:

Very mobile population. Relatively old housing stock. Large number of poorly constructed, multifamily dwellings, often located near major sources of environmental nuisances. Poor track record for building improvement programs. Lack of availability of private,

social and community housing.
Deterioration of rental conditions.

Priorities:

Develop housing revitalization programs. Develop a social housing plan and utilize construction potential. Provide additional resources for fire prevention and public security to protect buildings.

5- INFRASTRUCTURES AND URBAN MAINTENANCE

Beautification programs

Various beautification campaigns are organized together with Éco-quartiers (neighbourhood summer beautification campaigns, distribution of flowers, La Magie des lumières contest). In 2001, sidewalk sweepers were hired as part of a successful pilot project to keep sidewalks clean.

Parks, gardens, green spaces

Because of the high population density, there is an evident lack of green spaces. Furthermore, as a result of the ice storm, the borough lacks the necessary resources for proper tree pruning.

6-URBAN PLANNING AND DEVELOPMENT

Territorial divisions

The territory of the borough of Villeray-Saint-Michel-Parc Extension is grappling with four main breaking points in its urban fabric. Railway tracks completely isolate Parc-Extension from the rest of the borough, the Métropolitain splits it into two parts, and the Complexe environnemental de Saint-Michel and the Carrière Saint-Michel divide and isolate certain other portions.

Autoroute 40

Boulevard Métropolitain is a major thoroughfare in the City of Montréal's road network, and has played an important role in the evolution and layout of the borough. A number of highway entrances and exits form an integral part of the overall problem of road transport, truck transport, and the volume of cars coming mainly from the areas immediately north and south of the metropolitan area. Autoroute 40 has a significant impact on the condition of borough roads, the environment, public safety and economic development.

Parks and green spaces

The borough is densely populated. Residential construction is predominant and monopolizes most of the living space. Parc-Extension is particularly lax on providing green spaces. Parks set up at the Complexe environnemental de Saint-Michel should have the necessary financial resources to become readily accessible to citizens.

Industrial and commercial zones

The borough's industrial zones are concentrated along the railway tracks and on Boulevard Pie-IX and Rue Jarry. The hubs of commercial development are: Plaza Saint-Hubert, Rue Jean-Talon, Rue Jarry, Rue Saint-Roch and Rue Charland.

Status report

Programme de revitalisation des quartiers centraux: renovation of 543 dwellings.

Urban Planning Highlights

Weaknesses:

The territory is grappling with four main breaking points in its urban fabric: railway tracks, Boulevard Métropolitain and the two quarries. The urban design consists mainly of residential construction attached to commercial arteries, along with scattered industrial premises.

Priorities:

Commercial renovation program:
Programme opération commerce (POC).
Industrial renovation program:
- Relocation of certain businesses by developing standards and/or carrying out improvements.
Urban planning:
- Review of by-laws;
- Establishment of parks, especially in Parc-Extension where there is a severe shortage.
- Creation of borough departments, notably for urban planning services (regulatory and architectural).
- Development of the Programme de revitalisation de quartiers centraux:
- Urban and housing renovation.
Evaluation of the use of premises by churches.

ASSIGNMENT #7: BOROUGH OF VILLERAY-SAINT-MICHEL- PARC EXTENSION

1. What evidence do you see of the cultural and ethnic diversity in this area?
2. Does this diversity make a positive contribution to the area?
3. Does the diversity make a positive contribution to revitalization of the area?
4. What physical barriers help to isolate the area? Do you think this contributed to the process of neighbourhood decline?
5. What sort of policy approaches do you feel would be most effective in revitalizing this community?
6. Is there any comparable area in the City of Winnipeg?
7. What sort of housing programs do you feel would be most suitable for this area?
8. Do you think it is more difficult to revitalize an area that is characterized by ethnic and cultural diversity?

SECTION #8

This section is for your information before going to the CCA. There is no assignment for this section.

FACTS SHEET: CANADIAN CENTRE OF ARCHITECTURE EXHIBITION



The 60s: Montréal Thinks Big Why the city was considered the prototype of the metropolis of tomorrow (Press release by CCA)

Montréal, 19 October 2004 – During the 1960s, the massive scale of the changes that transformed Montréal made it an archetype of the great metropolises of the Western world. As host of Expo 67, Montréal asserted itself on the international scene as a city of the future. Between 20 October 2004 and 11 September 2005, the CCA's exhibition *The 60s: Montréal Thinks Big* will illustrate the processes that brought about these spectacular changes that were recognized all over the world.

The 60s: Montréal Thinks Big is the third exhibition presented by the CCA to draw public attention to formative periods in the history of this city. The first was *Opening the Gates of Eighteenth-Century Montréal*, mounted in 1992, and the second was *Montréal Metropolis, 1880 – 1930*, mounted in 1998. These projects collectively represent the CCA's continuing commitment to the larger theme of the urban phenomenon – how cities have been imagined and realized over time.

According to Phyllis Lambert, Founding Director and Chair of the Board of Trustees of the CCA, "The exhibition *The Sixties: Montréal Thinks Big* will highlight the striking capacity for sweeping change shown by the city in the 1960s. Its growth during this period was characterized by such large-scale projects as Expo 67, Place Bonaventure, and the Métro, all of which attracted a great deal of attention internationally. The exhibition will also call attention to the stand Montrealers took in the face of the massive demolitions these projects entailed, and consciousness raising of the need for social renewal, evident in citizens' action in the neighbourhood of Milton-Park and, on the part of the city, in regard to the Habitations Jeanne-Mance."

From gallery to gallery, the exhibition's original models, photographs, press documents, and statements from influential figures, combined with film, video, and advertising from the period, describe – through the urban projects that were conceived as well as the architecture that gave them material form – the sweeping changes the city underwent and the excitement they generated.

For Québec as for the rest of Canada, the 1960s were years of major growth, setting

the stage for equally significant development of the urban landscape. Montréal was the international standard-bearer for this growth. Many vast projects, some radically innovative, were undertaken. Skyscrapers and large complexes synonymous with economic power were designed and built, bringing with them the need for new infrastructures: superhighways, bridges, tunnels, and express lanes, as well as a subway system that, in the long term, made possible the development of a unique network of underground shopping galleries.



“Part of the originality of *The 60s: Montréal Thinks Big* will lie in its contribution to the broad history of architecture and thinking about the city,” notes André Lortie, curator and designer of the exhibition. “If Montréal was unusual among cities in the West because of the massive scale of the changes that transformed its skyline, at the same time, it is archetypal of such phenomena in North America, South America, and Europe.” Exhibition visitors will thus be made aware of the network of international exchange of ideas, and Montréal’s place within it during the period when Canada’s largest city was opening its horizons to the world.

Born in Montréal, André Lortie is an architect and teaches at the École d’architecture de Rouen, and also in the “Ville et environnement” doctoral program (Université de Paris-VIII). His research focuses on great cities of the Western world, their systems, constructions, and transformational dynamics, as well as on major architectural and urban-planning figures, and the many different angles from which it is possible to approach metropolitan phenomena and their effect on the architecture of cities. His research has resulted in several exhibitions and publications, notably at the Pavillon de l’Arsenal in Paris.

The exhibition is accompanied by a 208-page publication lavishly illustrated with colour and black-and-white images. This book, edited by André Lortie and published jointly by the CCA and Douglas & McIntyre Publishing Group, available at the CCA’s Bookstore (\$55).

Parallel to the main exhibition, *Site Specific_Montréal 04: Photographs by Olivo Barbieri* will be presented in the CCA’s Octagonal Gallery. This exhibition comprises photographs commissioned by the CCA during the Summer of 2004, taken by helicopter, to show major projects of the city today.

The 60s: Montréal Thinks Big originated as part of a collaboration among seven museums across Canada, with the aim of bringing to light Canada’s significant role in advancing innovative social and cultural agendas during the pivotal decade of the 1960s. Under the aegis of this larger project on the 1960s, between Fall 2003 and Winter 2006 exhibitions and public programs are also being launched by the Montreal Museum of Fine Arts, McCord Museum of

Canadian History, Vancouver Art Gallery, National Gallery of Canada, Canadian Museum of Contemporary Photography, and Canadian Museum of Civilization.



The Canadian Centre for Architecture is an international research centre and museum founded on the conviction that architecture is a

public concern. Based on its extensive collections, CCA is a leading voice in advancing knowledge, promoting public understanding, and widening thought and debate on the art of architecture, its history, theory, practice, and role in society today.

Admission

General admission: Adults \$10; Seniors (65 and over) \$7; Students \$5;

Group Tours

Group Tours for 15 or more visitors can be arranged to meet a range of specific requirements and interests: Adults, \$8; Seniors (65 and over), \$6, Students, \$4. Reservations must be made three weeks in advance: groups:(514) 939-7002.

Getting to the CCA

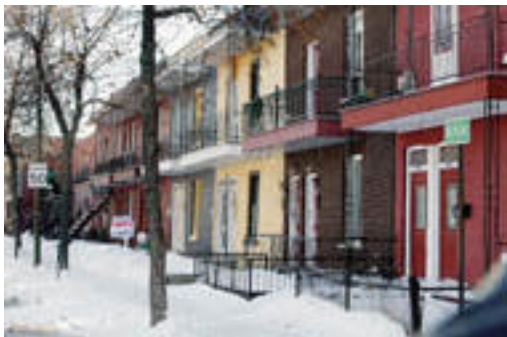
By metro - Guy-Concordia stop (Saint-Mathieu exit)

By bus - #150 - boulevard René-Lévesque, or #15 - rue Ste-Catherine

ASSIGNMENT # 9: MERCIER/HOCHELAGA- MAISSONEUVE

Hochelaga-Maisonneuve is a district of Montreal, Quebec, situated on the eastern half of the island, generally to the south and south-west of the city's Olympic Stadium. Its borders are roughly rue Frontenac to the west, rue Sherbrooke to the north, rue Cadillac to the east, and the Saint Lawrence River to the south. Its population is an interesting mix of working class Quebecois and recent immigrants.

In 2002, the district became a borough (*arrondissement*) of the City of Montreal, with 128,000 residents. It is one of the poorest areas of the city, with a reputation for motorcycle gangs, drugs, and prostitution. However, it is also a densely-populated residential neighbourhood, with some industry. The Maisonneuve Market and rue Ontario are affordable shopping areas for locals, while the Olympic Park, containing the Stadium, Olympic Tower, Biodome, Olympic Pool, Maurice Richard Arena, and Parc Maisonneuve offer recreation for locals and tourists. The district also enjoys an advantageous view of the International Fireworks Festival during the summer months.



The neighbourhood has a dense collection of residential architecture unique to Montreal, notably featuring outdoor spiraling metal staircases. The district's relatively cheap land prices and proximity to downtown Montreal have meant that some of these buildings have made way for more modern condominiums.

Area and Population Density

The borough is 24.6 sq. km with a population of 5,223 per sq km. It is the fifth biggest borough on the island.

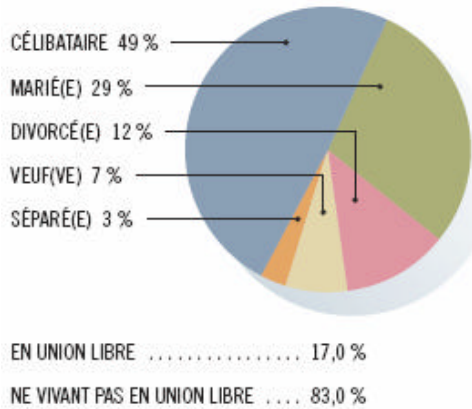
Population

The population of the borough Mercier-Hochelaga-Maisonneuve is 128,4440 (2001). During 1991-2001 there was a population decrease of 1.6% and during 1991-1996 the population decrease by 3 9%. The population increase by 2.3 % during the period 1996-2001.

Marriage status and Families

The majority (49%) of the population over 15 years old declared themselves single. Almost 29% of the population was married

and 12% were married and are now divorce, and 7% are widowed. Almost 17% of the population over 15 years old lives common-law. This borough ranked 4th out of 27 boroughs for the number of people living common-law.



Out of the 32,670 families, 75% have a partner and 25% are single parents. This is one the highest levels of single parents in Montreal and the highest for the South-West and North of Montreal. 84% of single parent families are headed by women. The average size of households is 2.7 persons with an average of 1.0 children per family. These two figures are lower than the average for the City of Montreal.

Housing

The majority (80%) of the 61,270 dwellings are apartment buildings of less than 5 storeys. Less than 28% of the population are an owners and almost 9% of the housing stock needs major repairs according to the occupants. The most important phase of construction was during the 1946-1960.

Incomes

The average income (15 and older) is \$23,479 (2000). This is lower than in Montreal, which is \$28,258. Males have a superior income to women, 35% superior (\$27,117 compare to \$20,080).

A typical families in the borough earns \$49,804 (Montreal is \$62,409)

The population with low income accounts for 32.9% of the borough population. In contrast, 29% of the Montreal population is low income. This borough ranks fifth for low income.

Marche Maisonneuve⁵

Marche Maisonneuve is located in the Hochelaga-Maisonneuve district, in an area where large, imposing buildings from the early 20th century are reminders of the opulent city of Maisonneuve, which was annexed to Montreal in 1918.

During its construction, the market shared land with a park where dog races were held; there were bleachers, a track, and various buildings. These facilities were on the east side, while railroad tracks lay on the north side. The market building and its layout were therefore planned as an exercise in symmetry in relation to Morgan Boulevard. A traffic circle with a sculpture (La Fermiere) in the middle by Alfred Laliberte as well as the clearance around the building, helped emphasize the importance that the architects wanted to give the building.



⁵ <http://www.marchespublics-mtl.com>

A bustling marketplace

In its early days, the market attracted close to three thousand farmers each year, making it one of the largest markets in Montreal. It had grocery stores and some 20 refrigerated fish counters.

In 1932, concrete arches were built so that producers could conduct business indoors. The dog track disappeared and William-David Avenue was extended. Ovila-Pelletier Park was thus created and the land on which the race course once stood expanded the market site.

At the time, Maisonneuve Market was also a busy social scene. Political assemblies, cultural events, and boxing matches were held in its large hall. The famous Gaspesian singer Mary Travers, alias La Bolduc, performed there to enthusiastic audiences on several occasions with scat, humorous songs, and folk tunes.

The market closes

In 1962, the municipal administration decided to close the market and use the building to house the traffic department. Citizens and merchants alike were incensed by the decision, but the city held firm. The outdoor arches remained operational until 1967, when they were demolished, putting a definitive end to the markets activities. Parking spaces were created where the arches once stood.

In 1978, the POMM association (Pour ouvrir le marche Maisonneuve) presented a petition signed by 7,000 of the districts citizens, demanding that the market be reopened. In 1980, the City decided to reopen the outskirts of the market to producers. Parasol-style shelters were erected, and a

cultural and sporting centre was created inside.

New growth for Marche Maisonneuve

In November 1994, the parasol shelters were torn down and a new market was built, to the tune of \$2 million, next to the old Maisonneuve market. Barely taller than the trees on the site, the new market was designed to reinforce the existing character of the site without being overly imposing. It was built in alignment with the buildings along Ontario Street and forms a facade facing the market garden. An awning reminiscent of the one that graced the old market runs alongside Ontario, and a walking path connects the buildings and the garden.

The new market has some 40 outdoor stalls featuring local seasonal products and a dozen indoor food shops open year-round. A large hall runs down the middle of the building along the axis of the markets fountain. The new Marche Maisonneuve officially opened for business in May 1995.

ASSIGNMENT # 9: MERCIER/HOCHELAGA-MAISSONEUVE

1. Do you think the design of housing in this area hinders or helps revitalization efforts?
2. In this area a high proportion of families are single parent families. What effect do you feel this might have on revitalization efforts? Are single parents more or less likely to engage in programs and activities associated with neighbourhood revitalization?
3. Incomes are very low in this neighbourhood? Does this suggest any particular revitalization policies might be more important?
4. How can a market place help facilitate neighbourhood revitalization?
5. Do you see any signs of gentrification in this neighbourhood?

SECTION #10: BENNY FARM: A PROJECT FOR THE COMMUNITY

This section is for your information (reference) and has no specific assignment.

Benny Farm is an 18-acre (7.3 hectares) residential property located in the Notre-Dame-de-Grace (NDG) region of Montreal. Canada Lands Company CLC Limited (CLC) has been the owner of this property since 1999.

Since the announcement to redevelop the site in 1991, a number of plans and projects have been proposed and many discussions and public consultations have been held. However, ten years later, in 2002, most of the site had yet to be redeveloped, and the community holds diverse views on the redevelopment.

In July 2002, CLC embarked on an ambitious participatory process in order to bring forward a project that was viable, integrated well with its surroundings, and responded to the needs and expectations of the local community. At the core of this process is a Task Force made up of representatives of the various interests in the local community. The Task Force's terms of reference were to discuss the major issues involved in the project and come to a decision on a redevelopment program. Various options were examined, and the population of the district was consulted and kept informed on a regular basis.

The result of this process, the Benny Farm redevelopment plan, combines several objectives and reconciles a number of different values. The plan responds to NDG's needs for housing and community

services. It takes into consideration concerns for social diversity and pays particular attention to groups with the greatest needs. It provides for a harmonious interface with adjacent streets and respects the original character of the site.

CLC intends to devote significant attention to implementing the plan, as was done in preparing it. The company, therefore, plans to remain involved until redevelopment is complete. It will thus ensure that the stated objectives are adhered to, that the projects built are of high quality, and that any negative impact on the neighbourhood is mitigated.

Site Description and Background

Benny Farm covers an area of 18 acres (7.3 hectares) in Montreal's Notre-Dame-de-Grace district. It is bounded by Monkland Avenue on the north and Benny Avenue on the east and is adjacent to Sherbrooke Street to the south and Walkley Avenue to the west. Cavendish Boulevard divides it into two large blocks.

Benny Farm is named after Scottish manufacturer Walter Benny, who purchased the property in 1838. His descendants owned the land until 1944, and it was farmed until the mid-1940s. A consortium of insurance companies, Housing Enterprises Limited, then purchased Benny Farm to build a residential development. Project architect Harold James Doran designed a unified complex based on European planning principles of the 1930s, which challenged traditional urban forms and called for abundant greenery and open spaces. The project comprised 384 units in groups of three-storey sixplexes. Reaction from adjoining property owners was lukewarm

because of the sharp contrast between the proposed development and the surrounding neighbourhood. Nevertheless, faced with the urgent post-war need for housing, municipal authorities were persuaded to permit the plan to go forward.

In 1947, the Canada Mortgage and Housing Corporation (CMHC) took over from Housing Enterprises Limited and gave veterans' families priority in renting the units. With the arrival of large numbers of families at Benny Farm, a true community came into being, complete with associations, committees and sporting and recreational activities. The original residents' spirit of community and mutual aid lives on among the veterans who still make their home there.

In the early 1990s, CMHC announced its intention to redevelop Benny Farm in order to house veterans and other tenants in more modern accessible units on the site. The corporation hoped to finance the undertaking by having the private sector develop the rest of the property. However, the local community reacted strongly, criticizing the project for its density (1200 units), the height of the buildings (6 storeys), the demolition of the post-war buildings, and the loss of the site's social role. The zoning was changed twice (in 1994 and 1998) to accommodate the CMHC project, and this by-law remains in force. In 1997 the first two new veterans' buildings were constructed (Phase I).

CLC acquired the property from CMHC in 1999 and put up two more buildings (Phases II and III) for veterans' housing, bringing the total number of units for this clientele to 247. At the same time, the company undertook discussions with various local organizations grouped together in the Benny Farm Round Table, a local consultation

committee set up to propose a community project for the site. In April 2001 the Fonds Foncier Communautaire Benny Farm (FFCBF), an organization that emerged from the work of the Benny Farm Round Table, signed a protocol agreement with CLC to acquire the site. The agreement was for a term of six months. The FFCBF proposed a residential and social development to be based on a land trust model. When presented to the district council in September 2001, the FFCBF plan, which called for keeping all the original buildings, led to renewed debate in the community.

In October 2001 Canada Lands decided not to extend the agreement with the FFCBF but to put forward a new redevelopment plan and act as principal developer on the project.

Guiding Principles

At its first meeting, the Task Force adopted a set of principles that would guide its decisions at every stage of the process for preparing the plan:

Integrated community: Build, on the Benny Farm site, a community that blends harmoniously with the site's immediate environment and the neighbourhood as a whole.

Social balance: Achieve a level of social diversity that reflects the community by ensuring a proper balance with respect to the site and its immediate environment.

Inclusive community: Consider the needs of those segments of the local population that have difficulty finding adequate housing or services which are essential to their quality of life.

Adequate housing diversity: Ensure that the needs and social diversity of the target populations translate into housing diversity and adequate tenure.

Services that meet residents' needs: Provide appropriate facilities and services to ensure the health, well-being and quality of life of NDG residents and those who will be living on the site.

Building quality: Ensure quality buildings that meet current construction standards are adapted to intended uses, provide adequate comfort and quality of life for those for whom they are intended and contribute positively to the value of the overall urban layout.

Qualities of the urban environment: Create a high-quality urban environment that makes optimum use of space with well-defined public and private areas, accessible public spaces, buildings that respect the size, density and architectural character of the surroundings and a significant amount of green space.

The site's symbolic value: Preserve the heritage and symbolic value of the Benny Farm site for neighbourhood residents and Montrealers alike.

The impact of redevelopment on the neighbourhood: Provide measures to alleviate the impact of increased activity on the site, notably in terms of traffic, parking, security and tranquility.

Project feasibility: Ensure all projects are economically sound, technically feasible, sustainable and completed within a reasonable timeframe.

Redevelopment Program

General Objectives

The Task Force first confirmed that Benny Farm would continue to be used predominantly for residential purposes; housing targeted at low to middle income groups would take up at least three-quarters of the site. A quarter of the area was reserved for the NDG/Montreal West CLSC, a recreational and community centre and daycare services.

The Task Force called for 500 to 550 units in the residential component of the development, two thirds of them for rental and one third for home ownership. These proportions reflect the district average. A wide variety of types and sizes of housing are proposed. Approximately 200 rental units in community projects will be allocated to segments of the population with the greatest needs: seniors, young families, single-parent families, and individuals with limited mobility. Remaining rental units are destined to a more varied clientele. Finally, approximately 200 home-ownership units will target young middle-income families. More than a third of the dwellings will be designed to accommodate people with limited mobility.

The Task Force also made a series of recommendations for the development plan, including:

➤ Housing distribution: locate seniors' housing next to veterans' apartments to establish a quiet zone and promote sharing of services; locate private units on the edge of the site to promote a better match with the residential fabric of the neighbouring streets;

- Services: concentrate community-service facilities facing Benny Park to allow for integrated uses for all these facilities; create a buffer between these facilities and housing.
- Height: respect the size of the buildings in the neighbouring residential streets by restricting the height of buildings facing housing on Benny, Walkley and Monkland Avenues to three storeys; locate the higher buildings in the southern part of the site.
- Architecture: avoid front facades facing the back of other buildings; set strict standards for renovated buildings; provide an outdoor space for every housing unit (balcony or terrace).
- Landscape design: keep the existing community garden; have a clear distinction between private and public spaces; preserve most of the mature trees; eliminate physical barriers for individuals with limited mobility.
- Circulation and parking: maintain private character of road serving veterans' complex; limit access from Cavendish for safety reasons; open site with pedestrian pathways; provide sufficient parking for housing and services; where feasible, target underground parking.

Affordable Housing

Rental Units

Strong demand and the lack of available rental units have led to rent increases in Notre-Dame-de-Grâce and have gradually put this type of housing out of the reach of low to middle-income households in the area. By providing almost 350 rental units for this market, the Benny Farm

redevelopment plan presents a partial solution to the problem.

Over 200 of the rental units are offered in co-operatives and non-profit housing organizations. This housing targets groups that are often the most vulnerable in terms of shelter or that are in need of services. These projects are being made possible through the support of City of Montreal subsidy programs (Accès Logis, Affordable Housing Québec program: social and community component). The programs set obligatory standards for rent levels and controls remain in effect for a period of 25 years.

Six co-operative and non-profit housing projects are planned for Benny Farm: the Residences Benny Farm (84 units for seniors), the Coop Zoo (45 units, young families), the Coop Benny Farm (24 units, mixed population), Project Tango (18 units, individuals with limited mobility), Elizabeth House (18 units, single mothers returning to school) and Maison Chance (24 units, single mothers returning to work). These groups were selected by the City of Montreal and receive technical support from Groupe CDH to carry out their project.

The plan also calls for three buildings with more than 130 private rental units. Developers of these projects will be able to take advantage of the Affordable Housing Quebec program: private component, a City of Montreal program offered in partnership with the Société d'habitation du Québec and Canada Mortgage and Housing Corporation (CMHC). This financial assistance is available to developers who respect rent ceilings set by the City of Montreal, in effect for ten years.

Home Ownership

House prices have quickly increased in NDG over the past few years, putting the purchase of a first home out of the reach of most tenant households in the area. With more than 200 private units available for home ownership, however, the Benny Farm project offers many of these households an opportunity to buy. This additional housing will also free rental units in the district and make them available to new tenants.

In the current real estate market, providing affordable private units for the target groups presents two major challenges: to make the units affordable for first time buyers and to limit speculation upon resale while letting the first owners profit from their investment.

Luba Serge, an urban planner and sociologist specializing in affordable housing, was commissioned to conduct a study of strategies to prevent speculation. One approach may be to offer buyers a second mortgage equal to the difference between the property's market price and the original purchase price, with payment due upon resale. The money thus recovered would be used to help the next buyer. Procedures for applying this formula to Benny Farm are to be determined by the end of 2003. This method was used in Toronto by Options for Homes, an organization that helped thousands of households become homeowners in an especially tight market.

Community Service Facilities

Notre-Dame-de-Grâce is one of the city districts least well served in terms of quality recreational and community facilities. Little has been invested there over the years, leaving existing facilities out of date and unable to meet current standards. Residential

redevelopment of Benny Farm will heighten demand for this type of facilities. However, since new community services can be incorporated into the plan, redevelopment provides a unique opportunity to correct the situation, at least partially.

In terms of location, Benny Farm has some major advantages: it is at the very heart of the district near two transit thoroughfares (Cavendish and Monkland) and is well served by public transport. It faces one of the area's main parks and is also one of the few tracts of land available that can accommodate major institutions.

The Task Force therefore suggested reserving 25 per cent of the area for two establishments: the NDG/Montreal West CLSC and a recreational and community centre that would also house daycare services. The inclusion of such facilities in the Benny Farm Project is in keeping with the nature and dynamics of the district; since many of NDG's facilities, institutions and public services (schools, hospitals, sports centres, libraries, churches, and daycare centres) are located in residential areas. The Task Force also recommended locating both service facilities in the northeast part of the property facing Benny Park. This location has two advantages: it reduces the impact of increased traffic on the neighbouring residential area and promotes synergy, while facilitating shared services.

This would also promote the development of an integrated wellness centre focusing on prevention and health promotion and improvement. This innovative concept was put forward by a number of stakeholders and merits further study as part of the plan.

NDG/Montreal West CLSC

The NDG/Montreal West CLSC has been seeking a location at the corner of Monkland

and Cavendish for a number of years. Access to its current premises on Cavendish between Sherbrooke Street and De Maisonneuve Boulevard poses problems and is considered dangerous for its most vulnerable clients. The Benny Farm location is optimal in terms of proximity, accessibility and safety for the CLSC's priority clientele: seniors, people with limited mobility, young families, and single mothers. The building shown in the plan reflects the CLSC'S program for the new location.

Recreational and Community Centre

Area residents have been calling for the construction of a new recreational and community facility for a number of years. They point to the lack of gymnasiums and of indoor pools of a reasonable size and to the need for more daycare facilities, a need that can only grow as families with young children move into Benny Farm.

Though some interest in such a facility has been evident over the past few years, the project for a new recreational centre has yet to be clearly defined. The local YMCA has expressed an interest in relocating on the project and wishes to enter into partnership with the City of Montreal to realize this. After serving the NDG community for over seventy years, the YMCA is faced with renovating its Hampton Street facilities or finding a new location.

Due to the lack of a clearly defined program, the building shown in the development plan was designed to accommodate the usual activities of a neighbourhood recreational centre as well as a daycare centre serving 45 to 60 children. It is also compatible with a potential move by the YMCA. The Task Force has proposed a period of one year following the rezoning for municipal

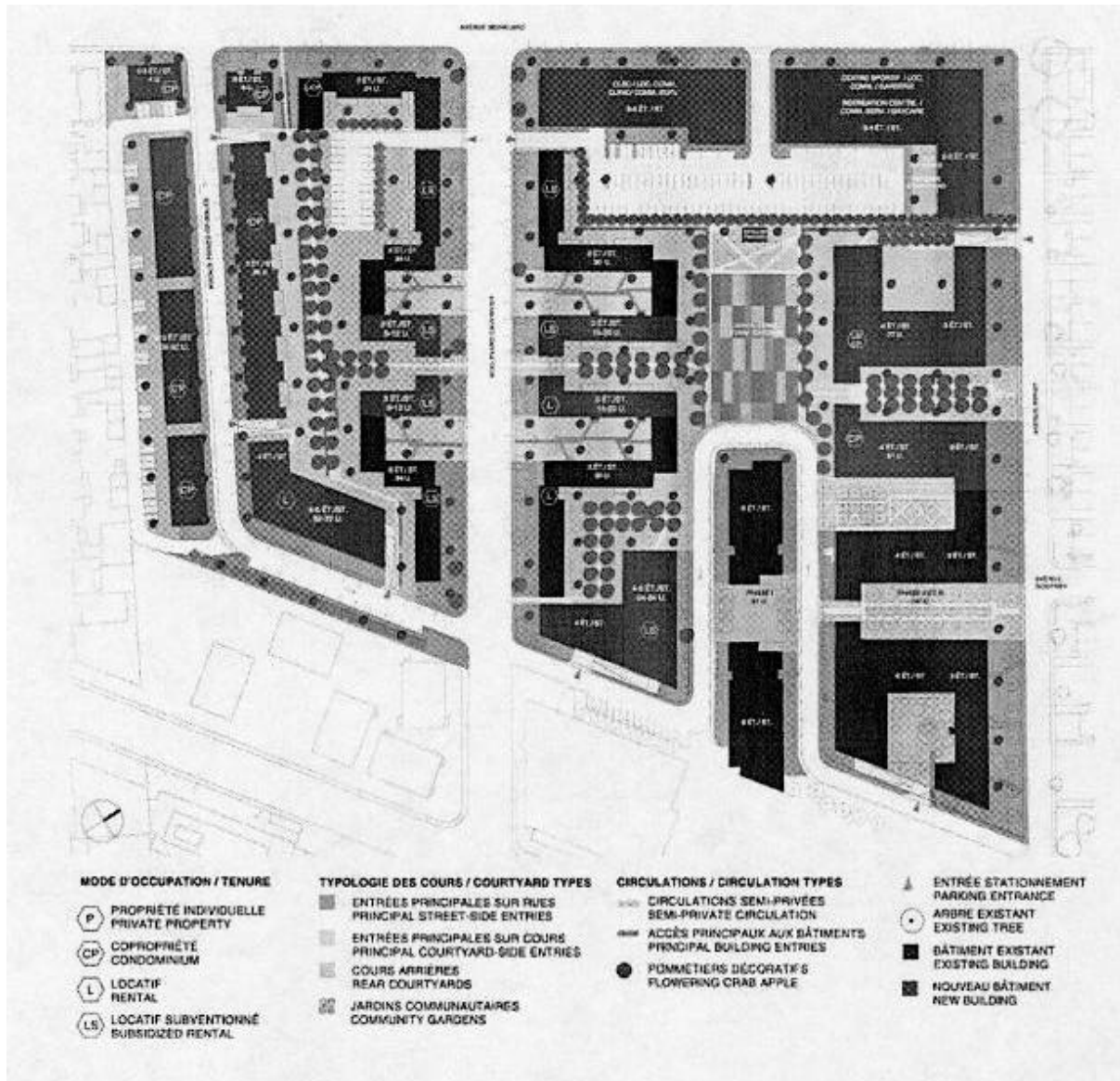
officials to assess the needs for recreational and community services on the property.

Redevelopment Plan

The redevelopment plan was drafted to reflect principles and objectives defined by the Task Force. It was then adapted to take into account the concerns voiced by owners of adjacent properties during consultations, comments made by borough and central city departments and conclusions of the various studies that were conducted.

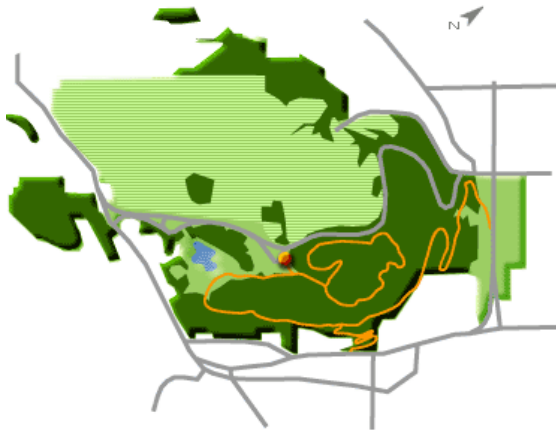
The overall plan proposes opening up the site to the neighbourhood and integrating it into the district while respecting the original development layout (see plan below). The complex is coherent and respectful of the adjacent homes. Private and common spaces are well defined, fulfilling an essential condition for good relations between neighbours and for the future residents' role in the management of the property (see aerial perspective above).





ASSIGNEMENT #11: MOUNT ROYAL⁶

The jewel of Montreal's city parks is, without question, Mount Royal. This 101-hectare park occupies part of the mountain that lies in the midst of Montreal island, and includes the highest spot in the city (234m).



In the 1860s, mass cutting of trees on the mountain for firewood outraged the populace and led to the area's designation as a park in 1876. Mount Royal Park was officially opened on Queen Victoria's birthday, Wednesday, May 24, 1876. The opening ceremony on the mountain was preceded by a parade through the streets of Montréal.



It was originally landscaped by Frederick Law Olmsted, perhaps best known for New York City's Central Park. Olmsted wished to preserve the natural charm of the mountain. The winding path he laid out,

⁶ <http://www.montreal.com/parks/mtroyal.html> and <http://www.lemontroyal.qc.ca/index2.html>

which today bears his name, was designed to allow people to discover the beauty of this natural space. He wanted the park to be accessible to everyone, regardless of social class or physical condition. His wish was to be fulfilled.

The western lookout was first built in 1906 and is now officially known as the Belvédère Kondiaronk, named for the Huron chief who signed a major peace accord with the French regime in 1701.

The Georges-Étienne Cartier monument, where the tam-tam gatherings are held on Sundays, was inaugurated in 1919 and the illuminated cross in 1924. The lookout chalet (1932) and Beaver Lake (1938) were the fruit of work projects created to help workers left jobless by the Depression. In 1954, many trees were cut down to try to "discourage immorality" in the underbrush, which is why so few of the park's trees are more than half a century old.



1958 saw the addition of the Beaver Lake pavilion, a sweet bit of retro-futurist kitsch that functions as changing room and snack

bar in wintertime when part of Beaver Lake is cleared for skating. A major sculpture show was held in 1964 and some of the pieces can still be seen on the long gentle slope above Beaver Lake. Since that time, the perimeter of the park has been nibbled at by surrounding construction and many trees were lost to the January 1998 ice storm. But Mount Royal was made a permanently protected site by a joint decision of the Quebec and Montreal governments in February 2003.

Mount Royal Summit 2002: The Future of Mount Royal

Over 200 people attended the Mount Royal Summit on March 14, 2002, at the Marriott Château Champlain in Montreal to address and reflect upon the future they wanted for Mount Royal. The Summit was organized by Les Amis de la montagne, in collaboration with Héritage Montréal, and the Centre de la montagne, with the financial support of the City of Montréal, the Government of Québec, and the Government of Canada. Its goal was to arrive at a consensus on three major issues concerning Mount Royal: the definition of the territory, the protection status to be given the mountain, and the development of a management model. The Mount Royal Summit is a historic event in the same spirit as the public meetings held in the 1870s, when residents signed petitions that led to the creation of Mount Royal Park.

THE TERRITORY

The definition of the territory comprising Mount Royal has been problematic because the boundaries were originally drawn up by each of the surrounding cities based on their own criteria and how they intended to

manage their own sections of the mountain under their individual master plans and urban planning rules. The boundaries were based on a wide variety of criteria, interests, and opportunities, and the type of concerted vision necessary for proper protection and planning was never developed.

"The mountain's boundaries have always been haphazard and incomplete, leaving out certain groupings, properties, buildings, wooded areas, and other sections with specific histories, topographies, and ecosystems. We are thrilled that Summit participants have accepted our proposal to define a territory bounded by Décarie Blvd., Sherbrooke St., Saint-Urbain St., and Van Horne Ave.," said Nathalie Zinger, President, Centre de la montagne.

A SPECIAL STATUS FOR MOUNT ROYAL

Individual parts of the mountain currently have different statuses and therefore come under the jurisdiction of different authorities, each independent of the other, which is far from ideal for proper protection of the mountain. "When we realize that certain heritage properties and sites of great value are not specifically protected because they're located outside the formal boundaries of the protected area, we understand how important the question of status truly is," said the president of *Les Amis de la montagne*.

"The proposal that we adopted today is straightforward but very significant. It involves defining a new, special status encompassing the entire mountain, adapted to its complexity, and aiming for management that is local and attuned to actual needs," explained Mr. Howlett.

CLOSING THE LOOP

Once the territory was defined and the new status agreed upon, it was vital to draw up a set of management tools specifically adapted to Mount Royal. The role of the various public bodies had to be defined and a permanent commission had to be created to bring all of the public, private, and interested partners together in a common vision, as well as encourage joint action and consistency in policies, programs, and plans for the conservation, development, and management of Mount Royal.

A MOUNT ROYAL CHARTER

One of the highlights of the Summit was the presentation of a Charter setting out basic principles to ensure quality in all undertakings and guarantee respect for the value of this symbol of our collective heritage. The Mount Royal Summit thus marks the beginning of a new social contract between Montrealers and their mountain - a

contract that will allow future generations to enjoy this exceptional site for years to come.

ACCESS TO THE PARK

WALKING : many paths lead to the park, such as l'avenue du Parc (angle de la rue Rachel), sur l'avenue des Pins (axe de la rue Peel) et sur le chemin de la Côte-des-Neiges, par l'escalier Trafalgar ou le chemin Remembrance.

BUS : l'autobus 11 (STM) dessert les hauteurs du parc à partir de la station de métro Mont-Royal et du chemin de la Côte-des-Neiges.

CAR on peut emprunter la voie Camillien-Houde ou le chemin Remembrance. Des stationnements à péage sont situés au lac aux Castors, à la maison Smith et au belvédère Camillien-Houde. Il est possible de stationner sur certaines rues autour du parc et d'y accéder à pied.

ASSIGNMENT # 10: MOUNT ROYAL

1. Does Mount Royal have the characteristics that define a good “people place”
2. As you look out over the City of Montreal from Mount Royal what particular model of the North American city seems most appropriate to describe the pattern of land uses?
3. Can you identify areas of land use that are underutilized, perhaps representing sectors of the economy that are no longer strong and viable?
4. What particular commercial nodes stand out in the pattern that you view?
5. Are there particular transportation links, arteries, modes that are obvious? Do they seem to divide or connect areas?
6. Is the dominance of the automobile obvious? If so in what way? If not why not?
7. What evidence do you see that this public space is being eroded for commercial and housing land uses?
8. Do you see any evidence of immorality in the underbrush?

84:3013/3 URBAN STUDIES SPECIAL TOPICS

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Websites

There are many web sites for all the information contained in this fieldtrip guides. We have used many different websites to write this fieldtrip guide. You just have to type one of the key word such as "Hochelega-Maisonneuve" and you won't have any problem finding a lot of information.