



# Five Development Proposals for the Wellington Basin Lands:

**Class of 2014:**

Megan Albinger  
Magda Barrera  
Christian Binette  
Simon Chauvette  
Gabriel Damant-Sirois  
James Di Paolo  
Mark Elmsworthy  
Alanna Felt  
Kimberly Fils-Aimé  
Cara Fisher  
Kate-Issima Francin  
Marion Gale  
Daniella Guerrero  
Ellen Heshusius  
Vincent-Charles Hodder  
Ted Horton  
Chelsea Medd  
Lora Milusheva  
Claudia Pace  
Kayla Pagliocchini  
Thushanti Selvarajah  
Colin Stewart  
Ève-Marie Surprenant

**Professors:**

Cameron Charlebois, *Vice-président, Immobilier, Québec | Vice President, Real Estate, Québec*  
*Société immobilière du Canada | Canada Lands Company*  
Raphaël Fischler, *MCIP, OUQ , Director & Associate Professor School of Urban Planning*

**Guest Critics:**

Stéphane Côté, *Developper and Owner of DevMcGill*  
Malaka Ackaoui, *Landscape Architect and principal of WAA International*

- 1. Introduction
- 2. History
- 3. Physical Environment
- 4. Demographics and Economy
- 5. Public Services
- 6. Real Estate
- 7. One Site, May Possibilities
- 8. Pointe Wellington
- 9. Bassin du Moulin
- 10. Wellington Blue
- 11. Passerelles
- 12. Pointe-aux-Silos

*A study that was completed as part of a  
studio project by students in the first year  
Masters in Urban Planning program at  
McGill University in the Winter of 2013*





# 1. Introduction

## An introduction to the Wellington Basin Property

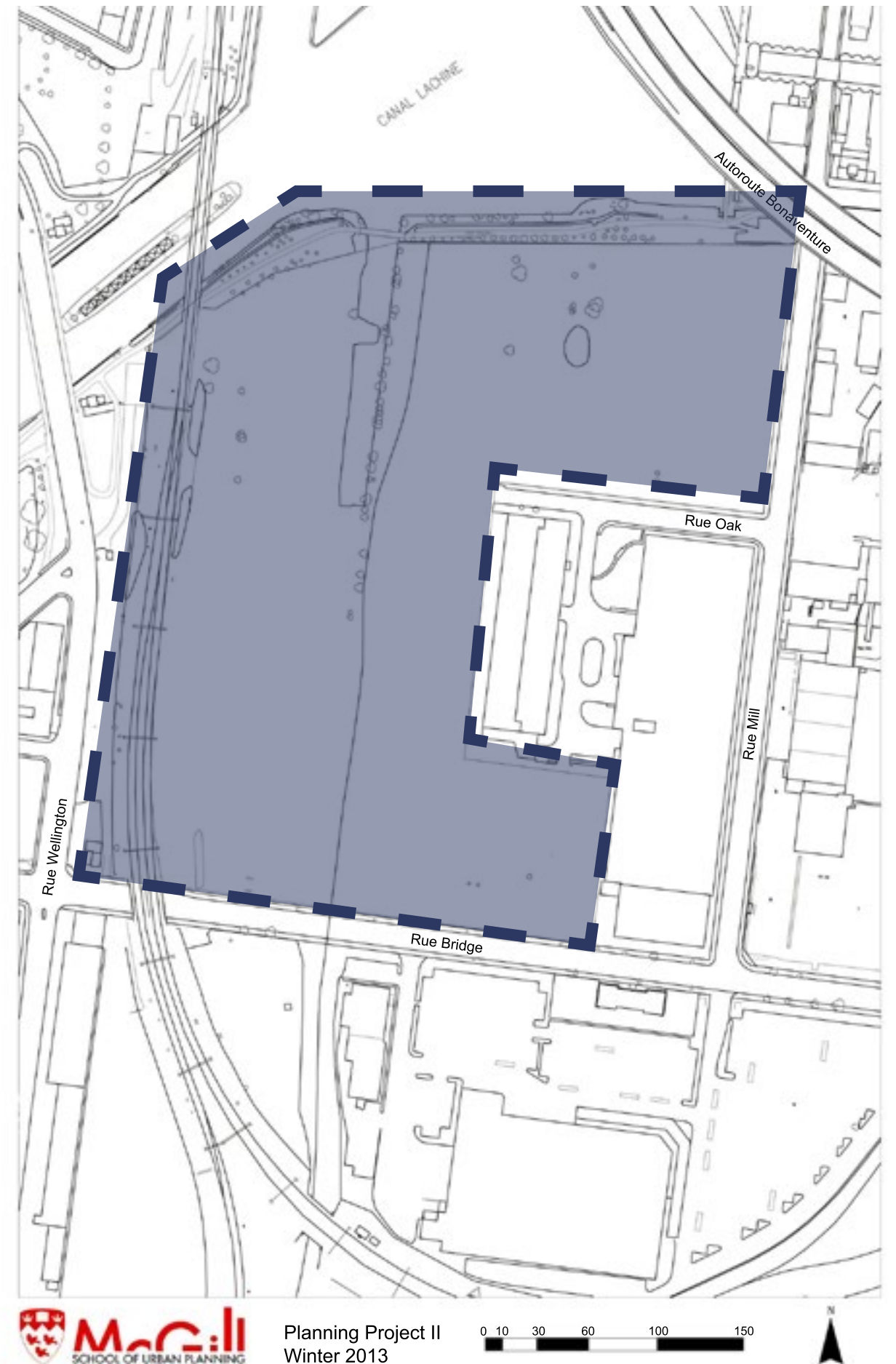
The study area is located in the northern section of the Sud-Ouest borough. The surrounding area comprises large industrial buildings and is marked by significant transportation infrastructure such as the Bonaventure Highway and a major railway. The Lachine Canal structures the spatial organization of the borough, and its evolution produced an industrial ribbon spreading from the Old Port to Lachine. Urban revitalization projects implemented in the 1960s, the arrival of the Saint Lawrence Seaway, and the deindustrialization of the areas adjacent to the canal, drastically changed the built environment and the demographics of the surrounding neighbourhoods. Today, the coexistence of the industrial and residential uses in the study area is framed by a discontinuous and fragmented landscape that reflects its history as a railway hub, a port, and a gateway.

## The Site

The site was acquired in November 2010 by the Canada Lands Company, whose objective is to determine the best use of the site given its history and spatial context, as well as consider all major developments that are currently taking place in the surrounding areas. Located to the south of the Peel Basin on the Lachine Canal, the Wellington Basin site is strategically located in an area of Montréal that has undergone tremendous development activity in the past decade. The site is located at the intersection of Bridge Street and Mill Street. West of the site, a Canadian National (CN) rail line connects to the central train station along an elevated berm. Parallel to the canal is a National Park, which features a multiple-use (bicycle and pedestrian) pathway in the spring, summer, and fall seasons. The northeast corner is also at close proximity to the Bonaventure Highway, while the southeast corner fronts on a Loto-Québec building and a parking structure. The following sections expand on the main potentials and constraints that need to be taken into account in the development process of the site (see table).

## Studio Mandate and Processes

The Studio II mandate required students from the Masters of Urban Planning program to research and propose potential land development ideas in the Wellington Basin area of the Sud-Ouest borough of Montréal, for both public and private use. These development proposals also contain the assessment of site preparation needs, spatial design and financial feasibility. The seven-week studio course consisted of visits to the Wellington Basin site, guest lectures, and a site visit to a comparable development project in Montréal.





## 2. History

In 1807, Griffintown was surveyed for development, which provided homes to labourers working on the construction of the Lachine Canal.<sup>1</sup> The construction of the Lachine Canal played a vital role in the development of the area. The construction of the Erie Canal in the 1820s, connecting New York to the Great Lakes, was the political driving force behind bringing the Lachine Canal to fruition.<sup>2</sup> In 1825, the Lachine Canal officially started operating and became a vital waterway playing an active role in the history of not only Montréal, but also of Canada. Between 1825 and 1875, the landscape underwent a radical transformation driven by the construction of the Lachine Canal, the Victoria Bridge, and the Grand Trunk Railway.

Aside from the transportation capacities of the Lachine Canal, it attracted industries that were drawn to its hydraulic potential and its utility as a source of industrial water and effluent.<sup>3</sup> Situated between the canal and the rail line, Pointe-Saint-Charles grew around the industries that established themselves in an industrial park in the middle of the 19th century.<sup>4</sup> By 1860, rail and water transportation had established Montréal as a leading metropolitan city in North America, spurring economic and population growth.<sup>5</sup> The time period between 1876 and 1930 represented the peak of industrial activity in the area. The second widening of the Lachine Canal was a key factor for its development. The economic boom prompted the creation of the Peel Basin at the canal's bend, which in turn resulted in the construction of the Wellington Basin.<sup>6</sup>

The 1929 stock market crash and the ensuing Great Depression had a grave impact on the identity of Montréal as an economic hub. Industrial activity in the area suffered a greater blow in 1970 when, after 150 years of intensive development and use, the Lachine Canal was closed due to new trends of development in cargo/container transportation by way of the Saint Lawrence Seaway. With the closure of the canal, many factories could no longer access raw materials or industrial water they needed, and therefore relocated their operations,<sup>7</sup> further relinquishing

the identity of the Sud-Ouest borough as the industrial heart of Montréal. Following the closure of the canal, the Wellington Basin, the Tate dry-docks and a significant portion of the Peel Basin were filled in, changing the physical environment of the area. Deindustrialization had a devastating impact on the neighbourhoods in the Sud-Ouest, and unemployment and poverty became an increasingly visible problem in the area. The population of these communities declined in the ensuing years. Zoning changes contributed to the exodus of the population.<sup>8</sup> In an effort to retain industrial activity, zoning in Griffintown was changed to strictly industrial use in 1963, resulting in the population dropping to 800 by 1971. Industry has continued its departure from what we now refer to as 'former industrial sites' such as the Old Port, the industrial sites along the Canal, and the rail yards in Pointe-Saint-Charles. The past three decades have seen a new interest in post-industrial architecture and landscapes, with the renovation of the Lachine Canal reorienting what was once a former axis of development into an axis of redevelopment. In 1997 the Government of Canada, the City of Montréal and the City of Lachine announced a vast revitalization project.<sup>9</sup> The investment of \$100 million in different redevelopment projects aimed to transform the areas along the Lachine Canal, notwithstanding the reopening of the canal to water vessels. As a result, the locks of the canal were restored, the Peel Basin redeveloped, and new paths and public spaces were designed, changing the landscape around the Wellington Basin site. In addition to the renovation of the Lachine Canal by Parks Canada, the conversion of former industrial buildings into housing and commercial spaces and the construction of new residential developments have changed the character of what was formerly a ribbon of industrial sites along the canal.<sup>10</sup>



*Lachine Canal and Harbour*



# 3. Physical Environment

The current land use on the site is classified as resource and industrial. Surrounding areas have multiple land uses such as parks and recreation, residential, water body, commercial, government and institutional. The zoning bylaw classifies the site as being a warehouse and wholesale sector as well as a commercially heavy industrial district. The current condition of the area can be characterized by heavy industrial use, poor vehicular and pedestrian circulation, environmental degradation, and pollution leftover from industrial activity.

The site is relatively flat and has ample open space allowing for significant development. However, a number of important barriers must be considered in future development plans. Those barriers include the train tracks, which run along the west of the site and can be of concern from a spatial, visual, and auditory perspective. Another barrier to consider is the canal, as it limits site access from the north. Additionally, the park along the canal is owned by Parks Canada and is therefore open to the public. This presents trespassing concerns that may require increased fencing and security. Current barriers, such as the railroad, the canal, and the Bonaventure highway, break up the grid pattern of the site. The Bonaventure Highway is a major expressway that runs through the site, severely impeding pedestrian circulation, entry, and exit points into and out of the area. Further impeding pedestrian and vehicular circulation are large impenetrable blocks within the grid-pattern, currently occupied by privately owned manufacturing or storage facilities. Lastly, the location of the Loto-Québec properties, which is adjacent to the site, can potentially limit east to west access by creating a longer block difficult to bypass.

The site presents a variety of interesting views. The flour mill with the innocuous sign, “Farine Five Roses”, located along Mill Street, lies northeast of the site across the Lachine Canal. This is one of Montréal’s most recognizable signs and is viewable from most angles on the site. Downtown Montréal skyscrapers can also be

seen to the northwest along the perimeter of the property.

The urban morphology of the area surrounding the site is characterized by buildings with very large footprints. The block configuration in this area is quite irregular; there are a limited number of streets, which in turn create massive blocks. This layout is due mostly to geographical features such as the proximity to the basins and the river, but also to the adjacent rail tracks, the AMT rail yard, the Bonaventure Highway and the various mills and industrial buildings.

The Peel Basin, located near the Wellington Basin site, serves as a focal point of the Lachine Canal containing diverging paths that lead to the Old Port of Montréal, Parc Jean-Drapeau, and offers an entry point to the St. Lawrence River. The basin was excavated as part of the Lachine Canal revitalization project and links to Peel Street in downtown Montréal.<sup>11</sup>





# 4. Demographics and Economy

Between 2001 and 2011, the population of the Sud-Ouest borough increased from 66,000 residents to 71,000. The average income in the Sud-Ouest borough was \$28,000 in 2006, compared to \$34,000 for the entire Montréal region. For the most part, average incomes in the borough declined between 2001 and 2006, except for a handful of census tracts bordering the Lachine Canal. The average family income in the Sud-Ouest borough in 2006 was \$54,000, compared to \$74,000 in the whole of Montréal. This is in part due to the higher proportion of single-parent families in the borough (29% versus 20%).

According to the 2006 Canadian census, there was a labour force of approximately 38,000 in the Sud-Ouest borough. Of the active population (aged 15-64), 10% were unemployed, compared to 7% of the Montréal region. Unemployment levels were 2% higher in the area immediately surrounding the site.

The Sud-Ouest borough is an important source of employment for both local residents and residents of the wider Montréal region. In 2010, there were approximately 30,000 jobs and 2,225 businesses in the Sud-Ouest, representing 2.6% of all jobs in the city. In 2006, 26% of Sud-Ouest residents worked in sales and services, and 19% worked in the business sector; these figures are on par with the entire Montréal region. The area immediately surrounding the site stands out for its wholesale activity, with nearly 1,400 people employed in that sector. The economy of the borough is going through a major transformation. Employment in what was once the “cradle of industrialization in Canada” is now moving toward the tertiary sector. Between 2001 and 2006, there were more than 3,000 jobs lost in the manufacturing, transportation and warehouse industries.<sup>12</sup> Meanwhile, other types of industries were growing in the Sud-Ouest. Among them were: retail, services (professional, scientific and technical services), arts and entertainment, and construction.<sup>13</sup> The fastest growing sector was

professional, technical and scientific services, which added 825 new jobs between 2001 and 2006.

The opening of the Lachine Canal to navigation in 2002 led to an important revitalization movement, with a large increase in real estate development and the arrival of new businesses. The building of housing units – mostly condominium buildings – has been part of the redevelopment of the area between 2000 and 2010.<sup>14</sup> The sector has seen the transformation of former factories into multifunctional complexes that bring together professional services and technology businesses as well as cultural enterprises. These units have brought a new population to the area. The new residents mainly established themselves on the eastern side of the “Secteur du havre” and are typically part of two social groups: ‘empty nesters’ or ‘young professionals.’ The western part of the “Secteur du havre” instead is characterized by mostly lower income residents.

A range of economic development policies implemented in the Sud-Ouest seek to increase employment and attract new businesses and real estate development to the area. One important element has been increased attention to the tourism and recreation sector, with policies attempting to diversify and improve recreational and tourist activities. As an important component of this effort, policies seek to change the public’s image of the borough as an industrial centre with a low quality of life, which currently acts as a barrier to economic development. The Lachine Canal is a central component of this effort to re frame the Sud-Ouest.



Economic Context Map



# 5. Public Services

Recreational Services are located primarily in the Old Port area and in Pointe-Saint-Charles. The Old Port has cultural facilities such as the Science Centre and various history museums, while Pointe-Saint-Charles has a YMCA and a library. The nearest sports facility is a public arena four kilometres away and there are no sports fields within a ten-minute cycling radius, with the exception of a summer volleyball lot. Similarly, despite the attractive waterfront at the Wellington site, there are few nearby parks and those that are closest, such as Saint Patrick Square, are little more than empty lots or open fields.

Health services are located in convenient proximity to the site. In this case, Police Station 15, Fire Station 15, the Hôpital de Verdun and the Centre Hospitalier de l'Université de Montréal meet the standard for emergency services accessibility by being within a ten minute drive from the site. In addition, the Pointe-Saint-Charles community clinic offers walk-in medical service only 900 metres away.

Public Transit offers some connections to the area, principally by three bus lines. The Charlevoix metro station is within a ten minute bicycle ride. The 61 bus links the Wellington Basin site as a midpoint along its route from Lasalle to downtown Montréal, at McGill station. The 71 bus links Lasalle and the central metro station of Lionel-Groulx. Bus route 74 links the Wellington site with Bonaventure station and the central train station. The 107 connect Lasalle and Verdun, before passing the Wellington site on the way to Peel. These four routes run frequently and offer connections to the employment centres of downtown and the services in Pointe-Saint-Charles.

Education: Proximity of schools presents some challenges. While there are nearby French-language schools (such as Charles Lemoyne and Jeanne le Ber primary schools) within a ten-minute bicycle ride, access to English primary schools are somewhat problematic.

Access to both French and English secondary schools are also fairly difficult, with Saint-Henri and Westmount secondary schools both being more than 15 minutes away by bicycle. Available spaces for day-care may pose a challenge for residential development. While there are day-cares in Griffintown and Pointe-Saint-Charles, community groups have highlighted that there is insufficient supply, particularly among subsidized day-cares. This follows similarly expressed concerns of insufficient extracurricular opportunities for children and teens in sports or the arts (Action Watchdog Community Coalition of Point St. Charles, 2012).



Recreational Facilities Map

Governance: Beyond the obvious players such as the existing tenants and the Canada Lands Company, the site is situated within several jurisdictional boundaries. Any development along the historic Lachine Canal will require the involvement of Parks Canada because of its designation as a national historic site. Because of the proximity of the rail line and the Bonaventure Highway federal and provincial transportation agencies will also need to be involved. The borough council, its Comité consultatif d'urbanisme, the City's planning department, and the broader CMM will all have interests in the approval of future plans. Furthermore, the Regroupement Économique et Social du Sud-Ouest (RESO) takes an active interest in employment and community-building in the borough. This organisation, which includes members of the community, economic development groups as well as a representative from the borough council, has the aim of increasing public participation and ensuring public interests are met.

Existing Plans: The Sud-Ouest Master Plan outlines the goals of the area as a sector for transformation towards mixed-use development (Ville de Montréal). This plan is aligned with the Master Plan for the City of Montréal, which outlines the Lachine Canal and East Lachine as areas of challenge due to declining industrial use, and highlights the need for greater accessibility for the area. The plans highlight the need for a coordinated redevelopment along the canal, with the Peel Basin acting as the easternmost pole of the strategy (Ville de Montréal, 2012). The development of the Wellington site will have to be in line with these plans, and may benefit from linking development of the site to public investment in the aims of the plan for improved accessibility.



Public Transit Map



# 6. Real Estate

As a site currently zoned for industrial use, real estate values per square foot of the separate property lots are currently lower than that of the surrounding residential area. Properties in the area surrounding the site have undergone a transformation from industrial use to residential and commercial uses, with the conversion of historic industrial buildings and the construction of new condominiums. The average price per square foot of a condominium in Griffintown is currently \$470, compared to \$420 in Little Burgundy, and \$610 in Old Montréal. Concurrently, industrial uses in the adjacent area have undergone a general decline and few industries other than the Farine Five Roses and Canada Maltage Company remain. The pace of condominium development is expected to slow down from the high of 6,718 units began on the Island of Montréal in 2011.<sup>15</sup> The affordability to first-time buyers and relative ease of maintenance of condominiums should continue to fuel their popularity with a broad subset of consumers. In the near future, it is forecast that supply will exceed demand as the record amount of units commenced in 2011 near completion.<sup>16</sup> Developers in the area have responded to this potential oversupply by phasing their developments over time to avoid a glut in the number of condominiums in any single year. The potential for oversupply should contribute to the stabilization of average condominium prices in Montréal, which are currently at \$240,272.<sup>17</sup> However, in the longer term, the availability of affordable rental housing will remain a concern, as relatively few are being built with smaller profit margins when compared to market-rate condominiums.

An analysis of condominium projects found a number of branding strategies. Specific strategies are tailored to the values of the young urban professional that promote social and environmental sustainability, and to wealthier baby boomers. The inclusion of 400 social housing units and 200 affordable housing units out of a total of 1,600 units in the Bassins du

havre project is part of its social responsibility mandate, although this fact is not publicly advertised. The promotion of gallery spaces, live performances, and public art in the large District Griffin development site is used to market the project. Access to green spaces, proximity to the canal, and active modes of transportation are highlighted in both developments as a means to achieving a sustainable urban lifestyle with the views and convenience of the Downtown.

A continued influx of condominium projects in neighbouring Griffintown and the stabilizing condominium market in Montréal curtail the possibility of short-term development for the Canada Lands Corporation site. A potential risk to future real estate development is the public's opposition to unrestrained development that fails to deliver a wider range of housing stock and commercial services. The well defined boundaries of the Wellington Basin site, as well as its unique historical context of industrial activity, rail and canal based transportation provide the opportunity to create a compelling identity that responds to current real estate trends and addresses the weaknesses of surrounding developments.



Average Price per Square Foot Map



Current and Upcoming Condo Developments Map



# 7. One Site, Many Possibilities

Five teams have elaborated their own design for the site incorporating housing, parks and recreational areas, as well as commercial and office spaces. The number of units, the targeted clientele, the pricing and the different activities planned for the site all vary between projects. This table is included both as a reference for comparison between the projects and to more provide detailed information about each project

	BASSIN DU MOULIN	WELLINGTON BLUE	POINTE AUX SILOS	PASSERELLES	POINTE WELLINGTON
Total Number of Units	2274	1944	1663	2363	2477
Proportion of Affordable Units (%)	14%	19%	24%	13%	15%
Proportion of Social Units (%)	15%	15%	15%	15%	13%
Parking Spaces Per Unit	0.9	1.1	0.9	1.0	1.0
Floor Area: Commercial (m2)	5,260	14,272	15,741	14,739	4,200
Proportion of Public Parks (%)	12%	11%	11%	14%	10%
Land Coverage (%)	35%	29%	34%	42%	30%
Impervious Surface Ratio (%)	52%	44%	46%	30%	41%
Floor Area Ratio	2.15	2.27	1.8	2.2	1.7
Net housing density (d.u/ha)	236	252	177	252	267
Net-Net housing density (d.u/ha)	267	358	342	544	274
Public Space Ratio (%)	27%	25%	16%	40%	22%
Total Investment (\$)	\$ 573,182,672	\$ 507,536,484	\$ 502,620,066	\$ 513,311,339	\$ 523,691,235
Return on Investment (%)	36.0%	16.3%	40.6%	35%	36%
Net Present Value (\$)	\$ 144,904,669	\$ 62,563,507	\$ 126,250,201	\$ 64,269,101	\$ 166, 613, 646

Proposals



# 8. POINTE WELLINGTON

BY: ALANNA FELT, KIMBERLY FILS-AIMÉ, KATE-ISSIMA FRANCIN, DANIELLA GUERRERO, KAYLA PAGLIOCCHINI

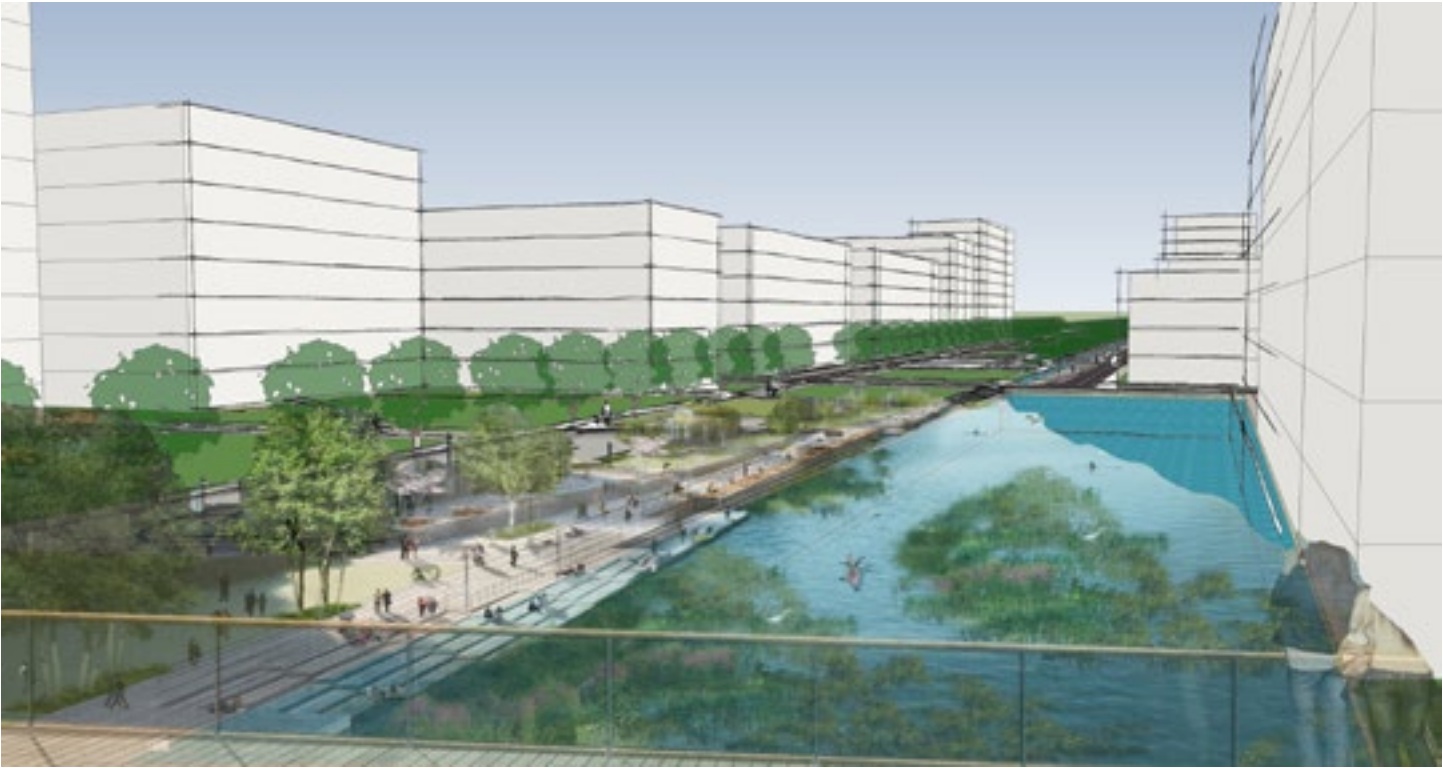
The mandate for this project was to create a preliminary development plan of a financially viable community for the Wellington Bassin 23 acres owned site by Canada Lands Company. The site’s strong industrial heritage, abundance of space, panoramic views of Montreal’s skyline, proximity to Montreal’s downtown core and to the Lachine Canal provided an excellent opportunity for the introduction of a dynamic and financially profitable development. The site’s prime location along the Lachine Canal offers the opportunity to create a community with a strong sense of place and connections to its industrial heritage. Through careful integrating of diverse housing types, businesses and recreational amenities situated along a linear park, Pointe Wellington would offer a place for all to call home.

The vision for Pointe Wellington is that of an anchor and destination for Montreal, a vibrant neighborhood that strengthens connections and celebrates its industrial heritage. The development itself should occur in eight phases, distributed over fifteen lots. It will offer mixed-use and medium-height structures with sustainable initiatives incorporated throughout the design. Including three social housing edifices, the site will consist of 28 buildings with a total of 2477 residential units, 4200 square metres of commercial space, a three-story above ground parking garage and a 154-room boutique hotel. The total floor area ratio will be 173,274. The housing types will include one, two and three bedroom condos and three bedroom triplexes. They include affordable and market-rate apartments, luxury condominiums with views of the canal, triplexes with backyards, and ample underground parking space. In addition, 10% of the property will be donated to the City as park land. Condominium features such as energy-efficient appliances, fitness facilities; community rooms, green terraces, secure

underground parking, visitor parking and storage space are designed to attract young professionals and empty nesters. Large triplex units with private backyard and parking spaces are designed for young families.

Key Concept points

- Linkage
- Path
- Frontage
- Emphasize Views
- Buffering
- Multimodal
- Multi Use
- Historic character



View from Bassin Wellington



Site Overview

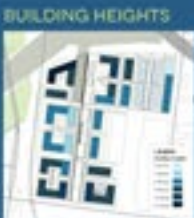
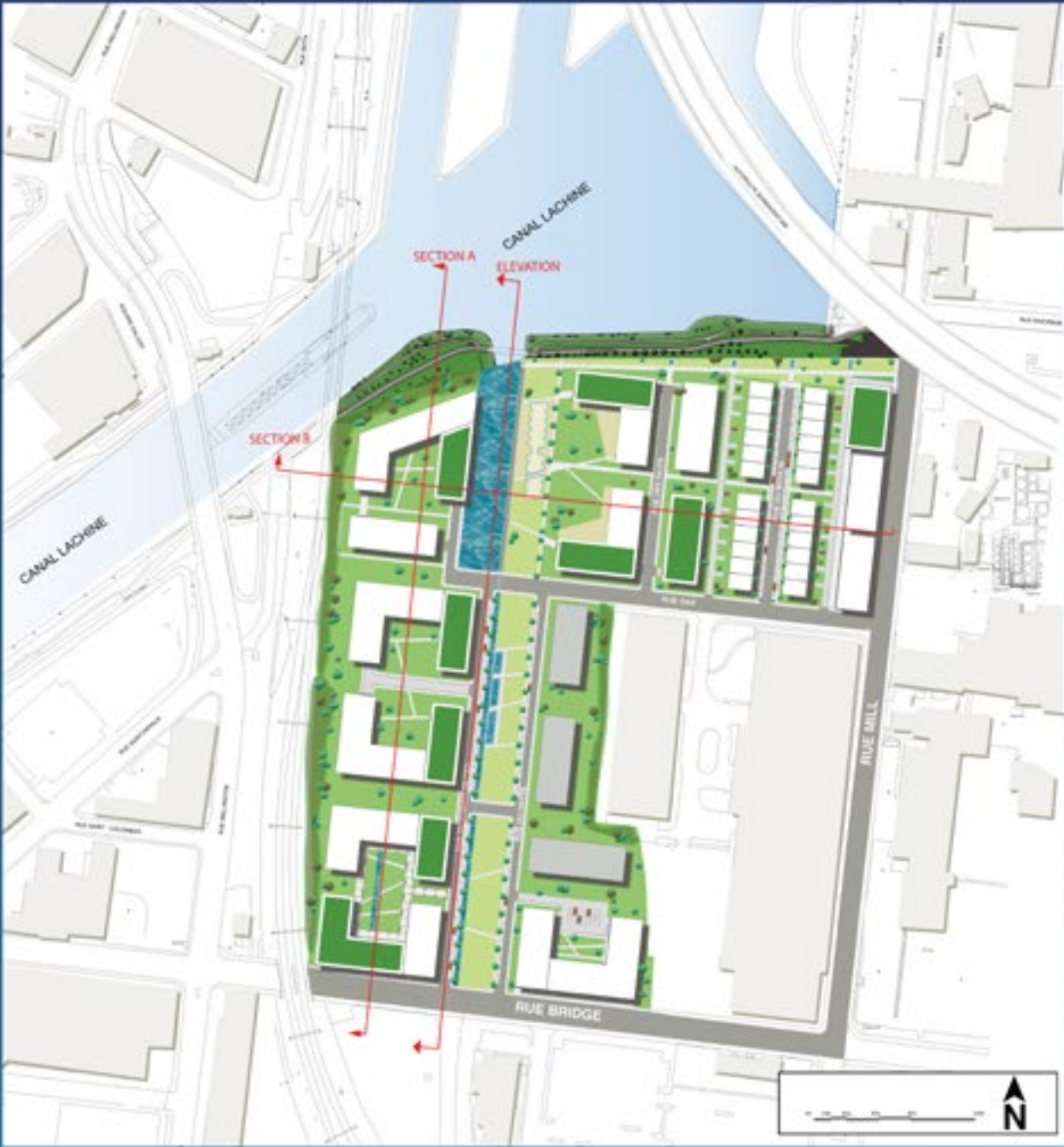


POINTE WELLINGTON

WATERGREENSPACECOMMUNITYPROXIMITY



A VIBRANT NEIGHBOURHOOD THAT STRENGTHENS CONNECTIONS AND CELEBRATES ITS INDUSTRIAL HERITAGE



CONCEPT PLAN



KEY FEATURES



WATERFRONT INTEGRATION



LINEAR PARK



GREEN ROOF TERRACES



BOULIQUE HOTEL



PRIME VIEWS



BUILDING No. 1



AERIAL VIEW



PHASING

HOUSING TYPOLOGIES



SINGLE-FAMILY TRIPLEX  
3 BEDROOMS



CONDOMINIUMS  
4 - 12 STORIES  
1 - 3 BEDROOMS

AVERAGE PRICE PER HOUSING UNIT /M²



TOTAL NUMBER OF UNITS  
2477

TOTAL PROJECT COST  
\$508,363,445

SUMMARY TABLE

Item	Quantity	Unit Price	Total
Land	1.00	\$1,000,000,000	\$1,000,000,000
Construction	1.00	\$500,000,000	\$500,000,000
Professional Fees	1.00	\$100,000,000	\$100,000,000
Marketing	1.00	\$50,000,000	\$50,000,000
Contingency	1.00	\$50,000,000	\$50,000,000
Other	1.00	\$50,000,000	\$50,000,000
<b>Total</b>	<b>6.00</b>	<b>\$1,750,000,000</b>	<b>\$1,050,000,000</b>

LAND COVERAGE



WALKABILITY

SECTION A

SECTION B



# 9. BASSIN DU MOULIN

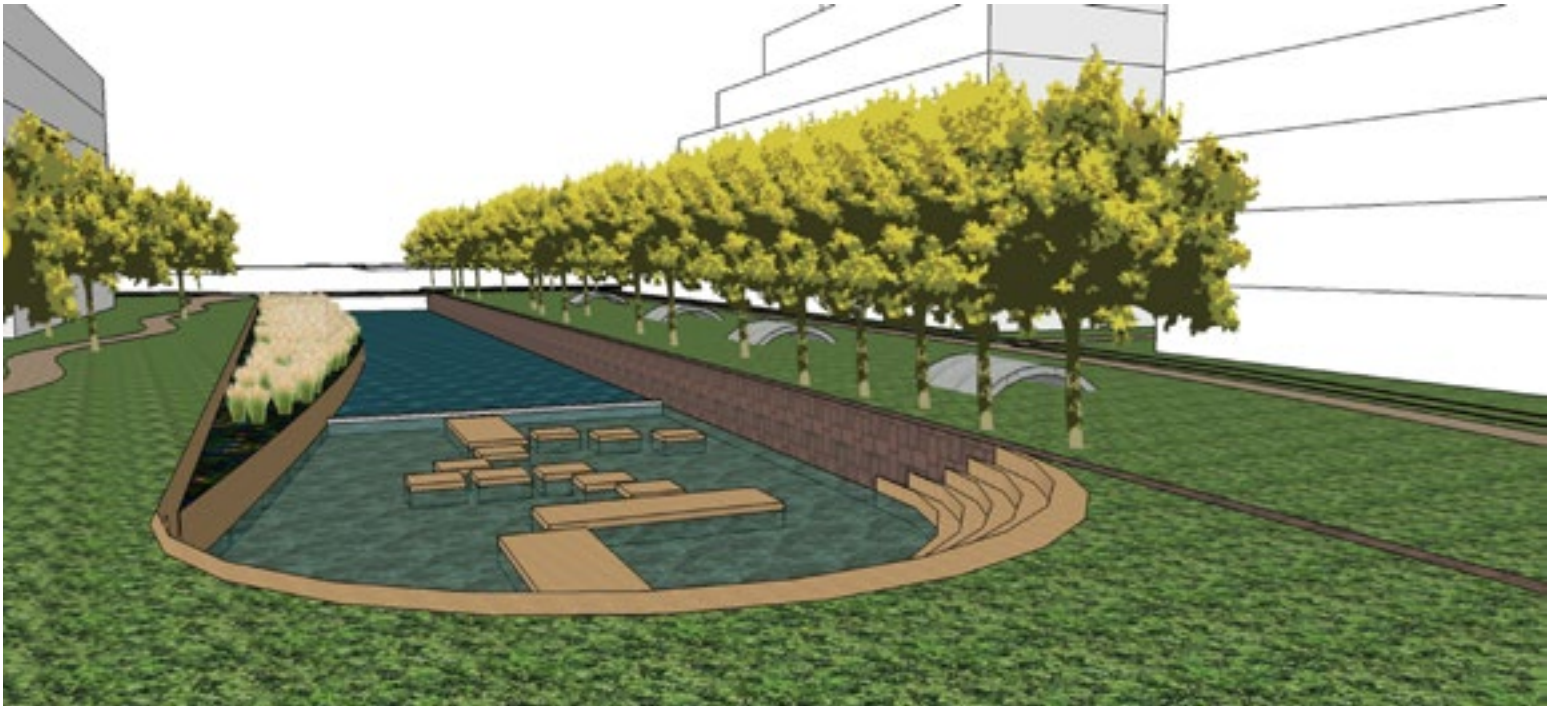
BY: MARION GALE, ELLEN HESHUSIUS, TED HORTON, CHELSEA MEDD, THUSHANTI SELVARAJAH

The Bassin du Moulin plan was built around the idea of a diverse community in a neighbourhood that promoted active-transportation. Oriented in the east towards the Peel Basin waterfront and a renewed Wellington Basin, which echoes the site’s industrial heritage; the site is divided by a chain of green parks that provide ample activity spaces for its residents and surrounding community. With one of the lowest parking minimums for a new development in Montreal, the Bassin du Moulin connects to active transportation paths both inside and outside of the site to bring residents downtown and to the surrounding communities of Griffintown and Pointe-Saint-Charles. Such green facilities and mobility options will serve the project’s diverse community well - 15% of the residential units are affordably priced and a further 15% will be allocated as social housing, positioned within a built environment of mid-rise buildings with a range of market and luxury units featuring spectacular views of the downtown and waterfront.”

- Project Features and Factors:
- Complete community
  - Mixed development
  - Pedestrian-focused
  - Central park
  - High-value waterfront
  - 2,274 units
  - 27% public space
  - 9.6 hectares
  - 5,200 m2 of commerce
  - 12,000 m2 of office space
  - 12,000 m2 of park
  - \$573m total project cost
  - 36% return on investment
  - \$144m net present value



Site Overview



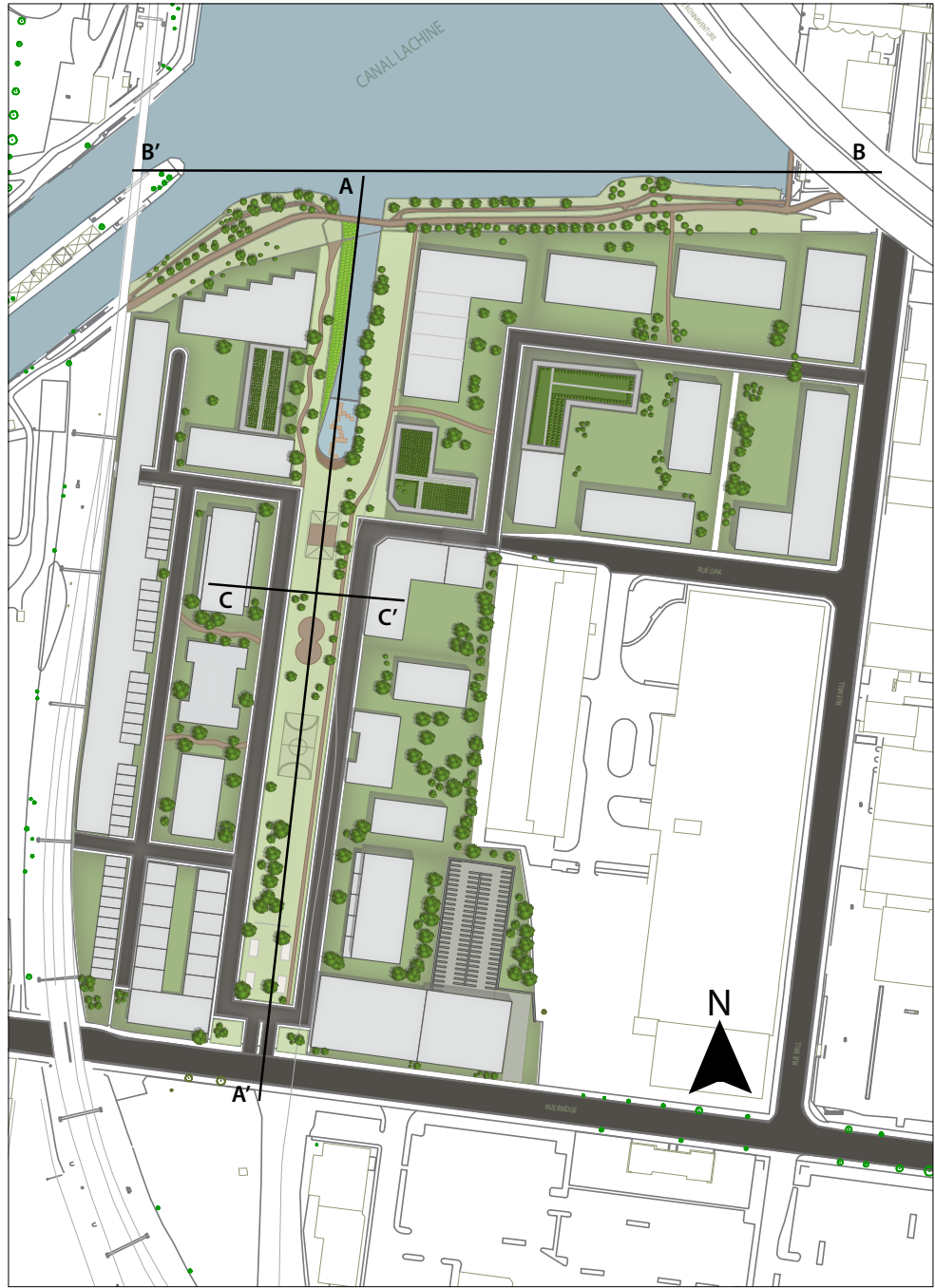
New Basin Wellington



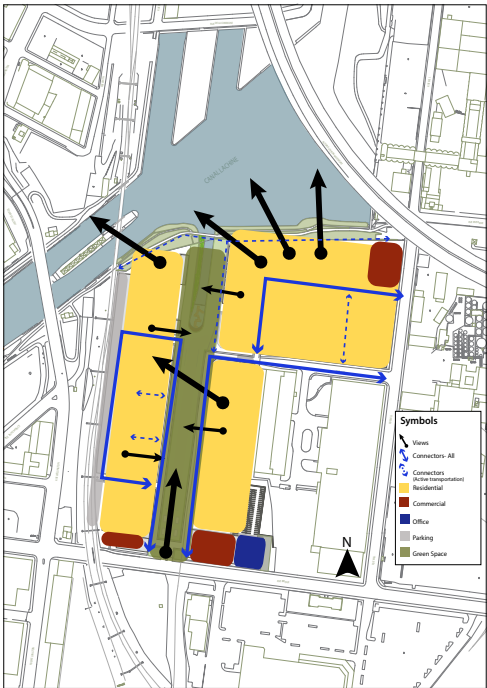
BASSIN DU MOULIN

MONTREAL'S WATERFRONT COMMUNITY

GGC Inc.  
Marion Gale | Ellen Heshusius | Ted Horton | Chelsea Medd | Thushanti Selvarajah



MASTER PLAN  
1: 1000



CONCEPT PLAN

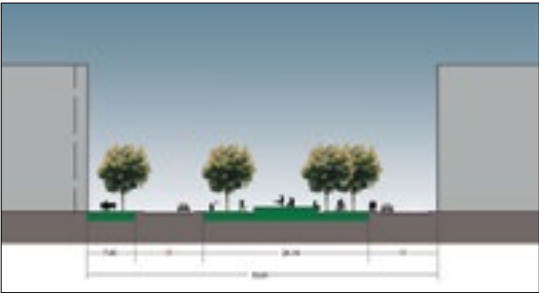
Key Figures	
Land Coverage	35%
Permeable Land	48%
Parks	12%
Number of Units	2274
Floor Area Ratio	2.15
Net-Net Housing Density, d.u/ha	287
Housing Types	
Medium	40%
Luxury	27%
Other (Social, Senior, Affordable)	33%
Financial Summary	
Total Cost	\$573,182,672
Return on Investment	36%
Net Present Value	\$144,904,869



Section A-A': 1: 1000



Section B-B': 1:1000



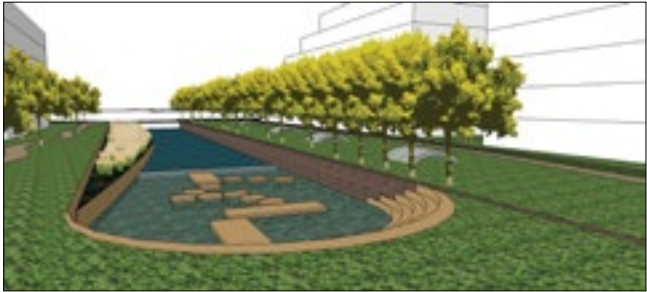
Section C-C': 1: 250



Entrance to Bassin du Moulin from Rue Bridge



Aerial view of Bassin du Moulin



New Wellington Basin





# 10. WELLINGTON BLUE

BY: MARK ELSWORTHY, CARA FISHER, LORA MILUSHEVA, ÈVE-MARIE SURPRENANT

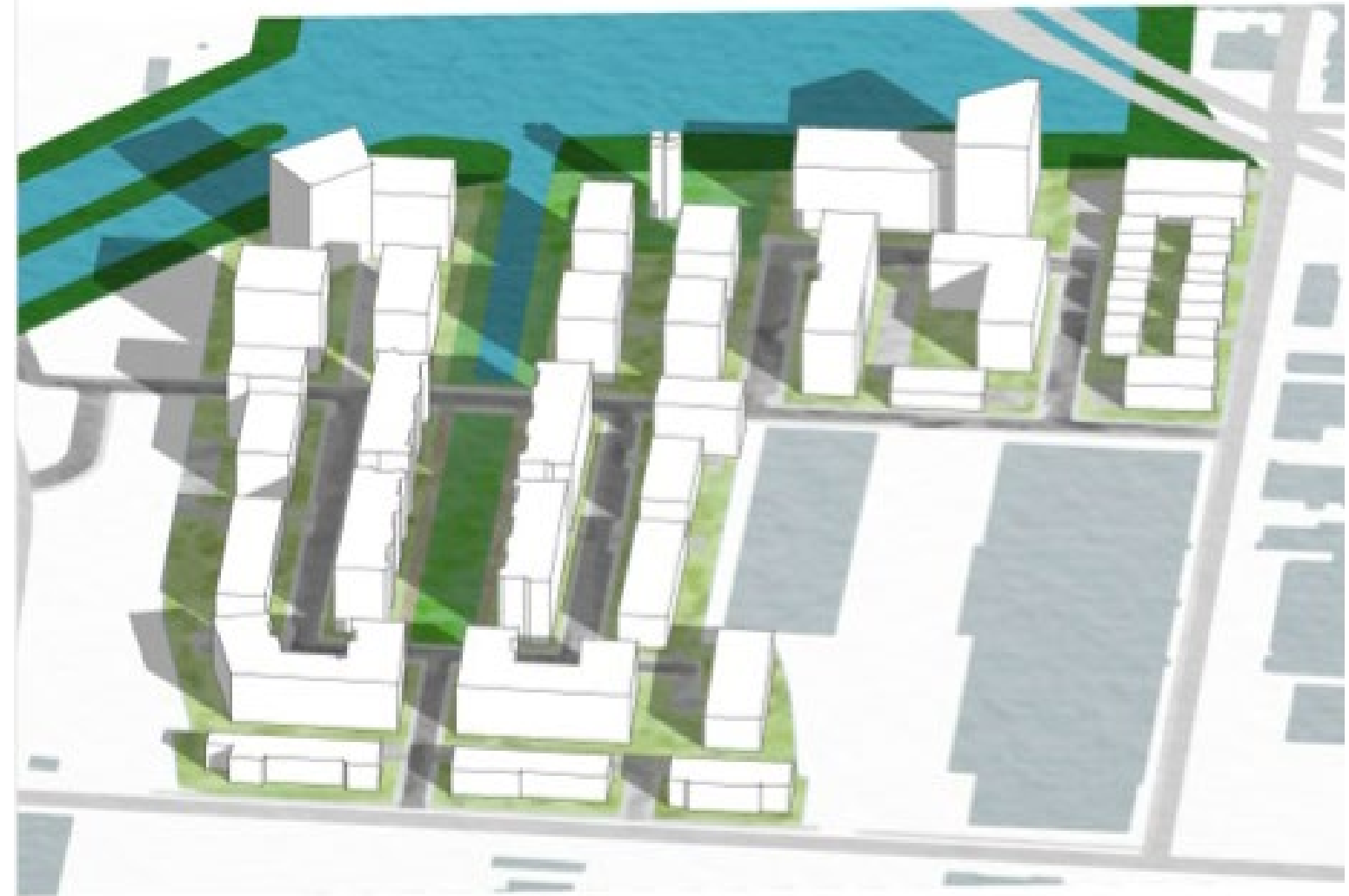
Wellington Blue team created a framework in order to capitalize on the site unique features. The site's barriers are isolating the housing development from the rest of the borough's community. The main goals of our project were to find ways to improve the links to the surroundings and facilitate access to the Lachine Canal in order to foster a vibrant community.

In our master plan we are proposing to restore one part of Wellington basin and bring back the docks ambiance along a green landscape design. Also, the new development can benefit from existing infrastructure. In order to improve connectivity, the Wellington tunnel is restored as a distinctive entry to the site. Oak street is being reconnected to Wellington street which it was before the construction of the basin in 1880. Saint-Patrick street is extended towards Oak street. Common area near the water is another important feature in the new development. We believe that the waterfront has to belong to the community. The public park can accomodate organizations promoting sporting activities related to the water and the Canal's path. Citizens will be able to access dynamic activities on the Peel Basin. A visitors' pavilion adjoining the recycled silos includes a multi-functional hall. This feature is a focal point from Ogilvie street.

We propose a variety of residential typologies. Due to the site location, we believe it is realistic to build more affordable and medium housing units. The density and the height culminate near the park and the water where the luxury units are found. The different lots include more than 1 920 housing units. Social housing gets special attention in the master plan with a nice inside courtyard.

Commercial and business spaces are located on the outskirts of the site. They shelter the housing units from the noises coming from the main arteries. The buildings are oriented towards the streets and

they observe the existing grain of the area. Parking spaces are available on the rear. Bridge street offers medium size retail services on the ground level and office spaces on the second and third level. Mill street will be an ECOtainer's area with offices and/or artisanal spaces such as la verriere.



Site Overview



Site Section



10. WELLINGTON BLUE



Master Plan

New residential, productive and recreational spaces along the Lachine Canal

A distinct new neighbourhood built around its rich industrial heritage

Literally a stones' throw from Montreal's Downtown



Concept plan



The Streetscape along rue Ogilvie (B)

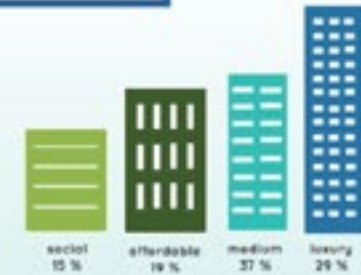
Developing  
rather  
than  
surrounding  
the  
city  
center  
McGill Urban Planning  
Studio 1, 2013



West to East Cross-section north of rue Bridge (A)



West to East Cross-section north of rue Oak (C)



Site Area	9.36 ha
Total Units	1944
Park Space	1026 ha
Building Coverage	29%
Floor Area Ratio	2.27
Total Investment	\$ 507 536 484
Net Present Value	\$ 62 563 507
Average unit price	\$ 195 400
Affordable	
Average unit price	\$ 281 200
Medium	
Average unit price	\$ 422 400
Luxury	

WELLINGTON *Blue* *Where the skyline meets the water*



# 11. PASSERELLES

BY: MAGDA BARRERA, JAMES DI PAOLO,  
CLAUDIA PACE AND COLIN STEWART

Passerelles is a proposal for a new residential and mixed-use development along the former Wellington Basin, forming a bridge between the site's industrial history and its present as a vibrant, fast-growing destination for Montrealers. Passerelles' main feature is the use of the Wellington Basin as a structuring element that creates a distinctive image for the project and pays tribute to the area's industrial past. The project will be characterized by a combination of residential areas and mixed-use areas. The buildings along the streets will have podiums with a maximum height of 6 stories, creating a human-scale neighborhood. Mid-rise and high-rise buildings will provide views of downtown Montreal. Streets will be designed to maximize the views of the basin and the Lachine Canal. For example, Passerelles Street, which serves as the entrance to the project from Bridge Street, will form a visual axis, with the basin and the park to the Lachine Canal.

## Summary

- Build residences around interesting public spaces, including an extended Wellington basin, a widened Peel Basin pathway, and a large public park
- Capitalize on Bridge St traffic and existing Costco by building more large-format retail, albeit in an urban style with concealed parking and residences on top of the shops
- Provide a range of housing types, including social & affordable housing, family townhouses, and luxury condos
- Create buffers between undesirable elements (railway, Bridge Street, Bonaventure) and residences with strategically located single-loaded buildings, service lanes, retail space, and parks



*View of New Basin*

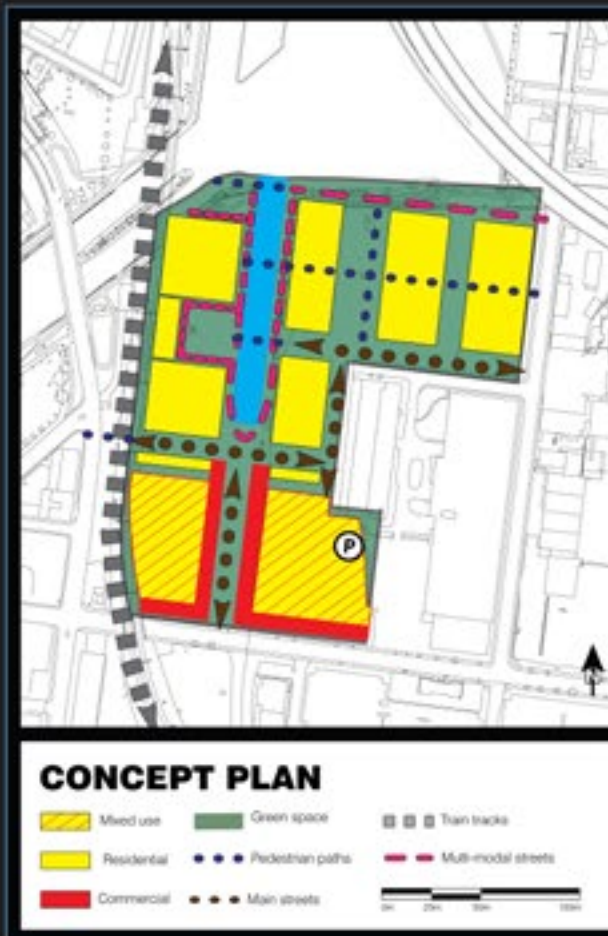


*Commercial Storefront View*



## PASSERELLES

MAGDA BARRERA | JAMES DI PAOLO | CLAUDIA PACE | COLIN STEWART  
SCHOOL OF URBAN PLANNING at MCGILL UNIVERSITY, FEBRUARY 26, 2013



### WATERFRONT LIVING

Passerelles is a mixed-use development that will bridge the site's industrial past with its present as part of fast-growing district along the Lachine Canal.

With the basin as a key structuring element, Passerelles offers a living environment that is truly one-of-a-kind in Montreal.



### FIGURES

Passerelles is a dense, urban neighbourhood, but with the luxury of the beautiful Lachine Canal at the dooryard.

**2,363 units**

**14,700m<sup>2</sup>**  
Commercial space

**14% park**

**252 du/ha**

**Rol: 35%**

**FAR: 2.2**



### SECTION 1: From the Lachine Canal



### SECTION 2: From the train tracks





# 12. POINTE-AUX-SILOS

BY: MEGAN ALBINGER, CHRISTIAN BINETTE,  
SIMON CHAUVETTE, GABRIEL DAMANT-  
SIROIS, VINCENT-CHARLES HODDER

Pointe-Aux-Silos is a dynamic plan for the Wellington Basin that capitalizes on the on the site's proximity to downtown Montréal, and preserves its historical character as a piece of the cradle of industry that once abutted the Lachine Canal. Connections to neighbouring Griffintown and to the thriving downtown core are enhanced with the construction of a footbridge over the canal and a pedestrian tunnel under the railway line.

Our six guiding principles - water, social equity, industrial heritage, human scale, cultural corridor and employment - have inspired a plan that will create value for investors. Building off of the creative corridor, studio space in a beautifully restored industrial building will attract artists who will contribute to the exciting character of the new neighbourhood. Our housing portfolio offers a variety of options catering both to young urban professionals moving in the area, and families currently moving out of the island. The signature Wellington Basin and restored Tate Park will recall the industrial heritage of the site and extend the consciousness of water as a crucial element of the neighbourhood's image. Environmental best practices, like bio-retention ponds and sidewalk rain gardens, promise to also reduce the costs of water management. A sensible financial strategy and a respectable return on investment (33%) are central to the Pointe-Aux-Silos Redevelopment Plan. In order to minimize risks, it adopts a phased approach. Flexibility in the timing of each phase, guaranteed by the multiplicity of residential and employment uses, is an obvious advantage. Furthermore, including 22% affordable and 15% social housing minimizes the risk of opposition to the plan from surrounding residents. All this is achieved in a walkable and human scale development that will open an exciting new chapter in the area's history.



*Site Overview*



*View of new park*







# 13. References

1. Desloges, Y and Gelly, A. 2002, The Lachine Canal: Riding the Waves of Urban Development, Les éditions du Septentrion, Sillery (Quebec)
2. Centre Canadien d'Architecture. 1992, Regards sur un paysage industriel, Centre Canadien d'Architecture, Montr.al
3. Industrial Architecture of Montreal, Historical Overview, Accessed at <http://digital.library.mcgill.ca/proxy2.library.mcgill.ca/industrial/intro.html> on January 9th 2013
4. Centre Canadien d'Architecture, 1992, Regards sur un paysage industriel, Centre Canadien d'Architecture, Montr.al
5. Société du Havre de Montréal. 2012. Montréal Harbourfront History. Accessed at <http://havremontreal.qc.ca/en/index.php/le-harve/histoire> on January 11th 2013
6. Société du Havre de Montréal. 2012. Montréal Harbourfront History. Accessed at <http://havremontreal.qc.ca/en/index.php/le-harve/histoire> on January 12th 2013
7. Montréal Engineering Company, 1970. The Importance and Potential of the Lachine Canal, Montreal Engineering Company, Limited, Montréal
8. Société La Haye-Ouellet, 1978, Canal de Lachine: étude de l'habitation, Soci.t. La Haye-Ouellet, Montréal
9. Parks Canada, Lachine Canal National Historic Site, Management Plan, Accessed at <http://www.pc.gc.ca/lhnnhs/qc/canallachine/docs/plan1/sec1/page1.aspx> on January 12th 2013
10. Ville de Montréal, Master Plan, Lachine Canal, Planning Issues, Accessed at [http://ville.montreal.qc.ca/portal/page?\\_pageid=2762,3101110&\\_dad=portal&\\_schema=PORTAL](http://ville.montreal.qc.ca/portal/page?_pageid=2762,3101110&_dad=portal&_schema=PORTAL) on January 15th 2013
11. Parks Canada. "Lachine Canal National Historic Sites." National Historic Sites. Last modified December 20 2012. Government of Canada. <http://www.pc.gc.ca/lhn-nhs/qc/canallachine/index.aspx>
12. Ville de Montréal. "Montréal en statistiques, Profil économique de l'Arrondissement du Sud-Ouest". Accessed at <http://www.ville.montreal.qc.ca/montrealenstatistiques> on January 9 2013
13. Ville de Montréal. "Portail Internet, Arrondissement du Sud-Ouest". Accessed at [http://www.ville.montreal.qc.ca/portal/page?\\_pageid=7757,850555631&\\_dad=portal&schema=portal](http://www.ville.montreal.qc.ca/portal/page?_pageid=7757,850555631&_dad=portal&schema=portal) on January 8 2013
14. Ville de Montréal. "Montréal en statistiques, Profil économique de l'Arrondissement du Sud-Ouest". Accessed at <http://www.ville.montreal.qc.ca/montrealenstatistiques> on January 9 2013
15. Lampert, Allison. "Softening market raises doubts over condo projects." The Montréal Gazette, January 10, 2013. Accessed at <http://www.montrealgazette.com/business/Softening+market+raises+doubts+over+condo+projects/7797746/story.html> on January 15 2013
16. Canada Mortgage and Housing Corporation. Housing market outlook Montréal CMA, 2012. Accessed at [http://www.cmhc-schl.gc.ca/odpub/esub/64291/64291\\_2012\\_B02.pdf?fr=1358025715460](http://www.cmhc-schl.gc.ca/odpub/esub/64291/64291_2012_B02.pdf?fr=1358025715460) on January 12 2013.
17. Lampert, Allison. "Home prices in Montréal to rise in 2013, flatten across Canada: survey." Accessed at <http://www.montrealgazette.com/business/open-house/Home+prices+Montreal+rise+2013+flatten+across/7789394/story.html> on January 09 2013.