



2016



Report on land use planning and evolving housing needs



Presented by the Advisory Committee
on Land Use Planning and Development
City of Beaconsfield

6/7/2016

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1. Portrait of Beaconsfield

The City of Beaconsfield has a total surface area of 11 km² with a population in 2016 of 19,801. Based on a 2011 Statistics Canada study, Beaconsfield's population is divided as follows:

15 and younger	19%
15-19	9%
20-64	57%
65 and older	16%

The City is located in the western portion of the Island of Montreal, on the shore of Lac St-Louis, between the city limits of Pointe-Claire and Baie-d'Urfé. To the north, it is bounded by Highway 40, Kirkland and Sainte-Anne-de-Bellevue. Highway 20 and the Canadian Pacific and Canadian National railways cross the City from east to west. St. Charles Boulevard and Woodland cross the City from north to south.

The vast majority of the City is zoned residential, with parks and local businesses. The southern portion of the City is almost entirely developed and comprised mainly of single family homes. The northern portion of the City also consists mainly of single-family homes and a large wooded area named Angell Woods with a total area of approximately 80 hectares.

According to statistics, there were 6,690 households in Beaconsfield in 2011, with a majority of Beaconsfield's housing stock comprised of single detached family homes (86%) and a small portion of attached single family homes (9%). Apartments account for 5% of the building stock.

As for the type of households, statistics show that they can be broken down as follows:

Single	5%
65+ single	17%
Families with children	63%
Single-parent families	17%
6 occupants and more	16%

There are 94 housing units in Beaconsfield which can be categorized as social and community housing. There are 50 units located in a not-for-profit housing (Villa Beaurepaire) and 44 units in co-operative housing (co-op housing on Michael).

2. Presentation of the Advisory Committee on Land Use Planning and Development

The Advisory Committee on Land Use Planning and Development was formed at the request of the Municipal Council. It consists of an elected official, nine (9) residents, one (1) representative of a community group and is supported by three (3) municipal employees.

2.2 Mandate

The Committee's mandate is to explore new trends in land use planning and evolving housing needs, including a review of the densification and usage of all City sectors. Public hearings and information sessions were scheduled in March and April to ensure adequate response to the housing needs of future generations in Beaconsfield and promote eco-responsible development of the municipality.

2.2 The members of the Advisory Committee on Land Use Planning and Development

Mr. Wade Staddon, Committee Chair, Councillor District 3
Mr. Bob Benedetti, Resident Member
Mrs. Carmen Boisvert, Resident Member
Mrs. Libby Broady, Resident Member
Mrs. Gabrielle Cloutier, Resident Member
Mr. Al Gardner, Resident Member
Mrs. Marie-Hélène Gauthier, Resident Member
Mrs. Maryse Lafontaine, Resident Member
Mr. Scott Pelletier, Resident Member
Mr. Sam Watts, Resident Member
Mrs. Alena Ziuleva, Community Member TQSOI

Members were also supported by three members of the municipal administration:

Mr. Denis Chabot, Director, Urban Planning and Municipal Patrol
Mr. Stéphane Quesnel, Division Head, Urban Planning and Municipal Patrol
Ms. Dominique Quirk, Committee Secretary, Assistant City Clerk

2.3 Meetings

The Committee held eight (8) meetings. In addition, a public information session was organized as well as an open house evening to educate residents on issues regarding density, social, demographic issues, and requirements arising from the Development Plan of the Montréal agglomeration (DPMA).

The Committee also held a public hearing to allow organizations, residents and developers to summarize their tabled briefs in the framework of its mandate.

For the Committee members, these consultations presented an opportunity to share their concerns regarding their living environment. They also demonstrate that the City wishes to enter a new era by promoting resident hearings on urban challenges faced by Beaconsfield.

As such, this report reflects many concerns expressed by residents and collected throughout the discussions held not only with members of the Committee, but also during the various events. The report also mentions the vision of the members based on sustainable development objectives.

2.4 Follow-up of public meetings

The following people and organizations expressed their views by tabling a brief:

- Co-housing in Beaconsfield, Kate Coulter and Marie-Caroline Bourg;
- Angell Woods, Association for the Protection of Angell Woods;
- Real Estate Retirement Planning, Royal LePage Estate Services, Beaconsfield Branch;
- A new wind, Lord Reading Yacht Club "The Waterfront" Anonymous;
- Beaconsfield Citizens Association;
- Requalification of the Club West Island, Paré & Associates;
- Mrs. Ike Partington;
- Mr. Jean Marc Scazzosi

Among the eight (8) submissions, five (5) briefs were presented to the Committee at the hearing on April 11, 2016. In addition, four (4) residents who did not file briefs were able to express their opinion.

A total of twenty-four (24) comments were submitted in writing to the Committee. These comments were provided exclusively by Beaconsfield residents.

About seventy (70) people attended the information session and the open house. Several exchanges, comments and opinions were heard by the Committee. The majority of participation was from senior residents.

All comments, briefs and opinions submitted in writing are compiled into a thematic table presented in Appendix 1 of this report.

3. Committee's concerns on sustainable land use management

The Committee recognizes the orientations of the DPMA as well as the sustainable development principles on which it is based. It acknowledges that the future development of the City should include the following concepts:

- a city of human scale (height, density, services) based on the concepts of walkability
- a city favouring public access to its rivers and waterways
- a city that preserves its existing natural environments
- a city that focuses on the diversity of mixed uses
- a city that takes into account social equity
- a city that focuses on the natural environment

Despite the obligations to densify as stipulated in the DPMA, the Committee considers that the conditions for transport-oriented development (TOD) around the Beaconsfield and Beaurepaire train stations are not fulfilled. However, to support public transit, the Committee favours increased density around the Beaconsfield station as it meets several conditions for the establishment of a TOD.

The promotion of urban intensification, densification or infill, as it is otherwise known, can be attributed in part to the popularization of the urban planning theory of Smart Growth. The Smart Growth theory promotes the construction and reconstruction of compact communities in respect of their community scale, as a more environmentally sustainable approach. Smart Growth communities are transit oriented, bicycle- and pedestrian-friendly.

What is a TOD ?

A transit-oriented development (TOD) is a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighbourhood typically has a centre with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the centre.

Ref: wikipedia

The Committee also notes the recent announcement of the light rail train project and recognizes that if implemented, it will likely have a major impact on regional planning strategies and also affect local orientations in the future. It should be noted that the recommendations in this report would not change substantially if the light rail train project is approved.

3.1 Residential densification

In certain instances, residents reject new development based on the assumption that it would increase traffic. The Committee recognizes that densification may cause negative perceptions but considers that if the densification process is carried out while respecting the scale of neighbouring properties or the surrounding environment and in accordance with sustainable development principles, the overall positive benefits for the community may outweigh the negative perceptions.

Therefore, the Committee recommends that Council consider implementing a pre-consultation process between developers and neighbouring residents for projects regarding zoning changes. This pre-consultation process would take place during the elaboration phase of a project. The Committee believes that this may prevent future projects from being defeated by register process, as has been the case in the past.

The Committee considers that new development should be innovative. This may include the possibility of allowing Granny flats, duplexes, multifamily or clustered housing. It recommends encouraging a variety of housing choices, while respecting the architectural character of the area in which they are located.

Beaconsfield is recognized as a community with a green environment. It was one of the most often used key phrases noted in the 2015 Citizens Forum. The Smart Growth concept favours this approach of growing greener. In this sense, the Committee recommends favouring a smaller footprint by increasing building height in order to increase green space on properties, as provided in sustainable development principles.

To recognize the need for maintaining character, building heights and site plans should keep integration with surrounding neighbourhoods as a major consideration.

3.2 Site-specific recommendations

The Committee has taken these general principles and applied them to specific sites in order to make the following recommendations:

3.2.1 Club West Island

The Committee recommends the construction of a residential project, following the parameters proposed by the brief deposited by KF Construction and respecting the current height of the Club West Island.

3.2.2 100 Beurepaire

The Committee recommends a mixed-usage building: commercial on the first floor and residential on the second floor.

The Committee also recommends a density of maximum 3 storeys, in relation to the height of surrounding buildings, as long as pedestrian safety and accessibility as well as traffic fluidity at the St-Charles exchange is integrated into the planning process for the development.

3.2.3 Vacant lot Sunrise North

The Committee recommends that this lot remain vacant until a solution is found for the traffic problems in the area, while recognizing that the City has a concordance obligation to the “Schéma d’aménagement de l’Agglomération”.

3.2.4 Vacant lots Angell Woods

The Committee recommends following what is provided in the Schéma (i.e. no minimum density).

The Committee also recommends that this lot remains vacant until a solution is found for the traffic problems in the area.

3.2.5 Elm Plaza

The Committee has various recommendations regarding Elm Plaza:

- Revitalization of the site, favouring a mixed usage
- Revitalization of the site with a maximum density of 3 storeys
- Revitalization of the site by placing the buildings closer to Elm, within the City’s existing proportional setback regulations
- Revitalization of the site by promoting a “village” atmosphere through the design of public spaces

3.2.6 Beaconsfield Shopping Centre

The Committee recommends that in the case of an extension project (2nd floor), said floor should be mixed use.

The Committee also recommends that this extension project should provide for a twofold expansion in parking availability.

3.2.7 Lord Reading Yacht Club

The Committee recommends that the site should be used exclusively for public recreational purposes, so that the entire community can enjoy its use.

The Committee recommends that the site be amalgamated to Centennial Park and be redesigned to create a very creative and innovative landmark for the public use of this waterfront.

3.2.8 Future vacant schools

The Committee recommends that, in case of school closings, the City should consider the purchase of these schools in order to convert or transform them for residential or community purposes.

3.2.9 Beaurepaire Village

The Committee recommends a light increase in residential and commercial density including architectural integration criteria, encouraging creative and innovative design.

The Committee also recommends favouring multi-generational construction.

Housing is considered affordable when its monthly rent or mortgage costs (including property taxes and heating costs) do not exceed the household's capacity to pay, i.e. 30% of its gross monthly income.

3.2.10 Beaconsfield train station / St. Charles

The Committee recommends a full analysis of the area around Beaconsfield train station and St. Charles with consideration for sustainable development and mixed-use principles (residential and commercial).

3.2.11 St-Charles (north of Highway 20)

The Committee recommends that the City consider the consolidation of lots located on the West side of St. Charles for commercial or professional purposes.

3.3 Access to housing, social diversity and inclusion policy

The City needs to adjust its residential development to a rapidly changing reality.

Until the 1970s, the City experienced strong development and sustained population growth. Since then, Beaconsfield has evolved into a mature suburb with little major new development and a steady population level hovering just below 20,000. As it developed, the City proved very attractive for many households, especially young and relatively prosperous families. That attraction has held, and now includes many families that have stayed in the community beyond the first generation.

Traditionally, the main type of construction consisted of single family dwellings and this remains by far the dominant housing type. As in the rest of North America, single family homes in Beaconsfield have increased in size and amenities over time even as average household size has decreased.

3.3.1 Affordable housing

Within the largely prosperous population, Beaconsfield has certain social groups presenting small-scale complex needs, including affordable housing. Studies demonstrate that 16% of households are spending 30% or more of their income on housing costs (1,095 out of 6,690 households). In the case of rental housing, this proportion is increased to 42%. Studies also demonstrate that 10% of Beaconsfield households report having an after-tax income of less than \$30,000. Despite this, only a fraction of the small number of single family and multi-unit buildings built over the last twenty years have targeted affordable or community housing needs.

Although this data points to a potential need for lower cost housing, the Committee did not come to a consensus on the matter.

Nonetheless, the Committee believes that the need is a reality to some extent and that the best approach is to address it proactively. The problem of affordability may not be a large one, but this makes it easier to address.

Affordable and community housing reduces social inequities by providing opportunities for vulnerable populations such as the elderly, the disabled and single parents to reside at a cost respecting their ability to pay. The Committee believes that a sustainable and harmonious development inevitably involves social inclusion of all social layers and, therefore, the creation of favourable living conditions for personal and social development.

In order to accommodate a social mix, the Committee would like the City to adopt a strategy to encourage affordable and community housing elements within future development projects. A particular concern in this regard is that the Committee would want to better accommodate the needs of established middle and low income families and senior residents in order to prevent the need for the migration of these groups towards other communities as their circumstances change.

The Committee therefore recommends the construction of affordable housing for which the cost/rent is determined according to the type and size of dwelling and is offered at a cost which is lower than market in order to help maintain and increase households or support elderly people with low income in a perspective of social diversity. Accommodating such needs within market housing developments, as a portion of the total number of units, has become a common practice and should be applied in Beaconsfield, as the Committee believes that there should be equilibrium between today's needs and availability.

3.3.2 Young families

The Committee wishes to promote home ownership for young families and to increase the attractiveness of Beaconsfield for this social group. Although Beaconsfield has been successful in the past in attracting young families, statistics show that it currently has a very low percentage of people in the 25-29 and 30-34 age groups, therefore demonstrating that young families are not choosing Beaconsfield to live. It is important to note that this situation is not unique to Beaconsfield, as other West Island communities are experiencing the same challenges.

In this sense, the Committee recommends that council take steps to protect existing smaller homes ensuring that they are not demolished in favour of large, less affordable homes. Furthermore, ways of encouraging the availability of rental properties/apartments should be examined. A selection of smaller, less costly, homes will encourage young families with average income to settle (and remain) in Beaconsfield.

Moreover, the Committee believes that it is important that development for young families takes their specific needs into account. This will develop a sense of community oriented towards social and peer networks.

3.3.3 Seniors

Statistics and comments received by the Committee demonstrate that some seniors in Beaconsfield are in the lower-income bracket or believe that they may have trouble remaining in Beaconsfield after their

retirement, while others expressed their interest for high-end housing (condominiums and bungalows) or rental units in order to remain in the community. Therefore, it is apparent that this social group has diverse needs.

The Committee recommends the development of housing projects that will meet the varied needs of seniors in Beaconsfield to allow them to remain in the community. Such projects could include new construction or modifications to existing housing/buildings including the provision of co-housing and pocket neighbourhoods (neighboring houses or apartments gathered around a shared open space). Furthermore, ways of encouraging the availability of rental properties/apartments should be examined.

3.4 Diversifying residential availability and services

The Committee wishes to develop a diversified housing stock that meets the needs of the population by combining, in proximity or in the vicinity of residential areas, the presence of various types of housing and services, green areas and cultural and leisure facilities. It focuses on projects that improve the quality of life of individuals, including families and vulnerable populations, by providing diversified residential real estate.

The availability and quality of public services (e.g. pools, cultural and leisure, library, etc.) offered should be increased, particularly in areas north of Highway 20 through partnerships or where buildings could accommodate new uses (vacant schools, churches, Elm Plaza, Batshaw, Sunrise, etc.). This will ensure an appropriate response to current and projected needs for equitable public services in the community.

To support this vision, the Committee wishes to:

- Provide access to quality housing for the entire population
- Require the inclusion of elevators in all new buildings of 3 storeys or more
- Improve the mix of residential offerings throughout the City in terms of housing types and ownership models, including rentals
- Rehabilitate existing buildings or repurpose the sites in the case of vacant schools
- Create an environment to encourage young families to move to Beaconsfield
- Promote projects that combine housing types, mixed uses (residential/commercial) and varied occupation densities
- Install specifically designed exercise equipment for seniors in parks (in the North and in the South)

3.5 Environmental considerations

3.5.1 Means of transport

3.5.1.1 Diversification of transportation

With increasing traffic congestion caused by automobile transport and its negative consequences on public health, the Committee wishes that future development projects be focused on means of transport other than the automobile. Indeed, it is recognized that land use and transport are interdependent and are powerful levers to influence travel behaviors.

To date, the City has prioritized urbanization models based on individual motorized transport which is difficult to support in the context of sustainable development. The Committee is aware that, although difficult, it is possible to reduce dependency on cars, and it wishes to encourage future development projects that support active transportation, including public transit, walkways and bike paths. Promoting

development serviced by a multiplicity of active transport choices will be beneficial to the environment. Active transport choices will improve the quality of the urban environment. The creation of dedicated bike paths and walkways will increase safety during active travel.

The goal is to create communities in which different transport modes can be used, thus increasing the accessibility and sense of belonging for all types of clientele, whether they own a vehicle or not.

3.5.1.2 Specific recommendations regarding bike paths and walkways

With regard to bike paths, the Committee recommends developing cycling routes which are functional and safe between the North and South. The Committee also recommends widening the existing unidirectional cycling routes to increase their safety.

With regard to walkways, the Committee recommends developing functional and safe pedestrian walkways between the North and South. The Committee also recommends developing pedestrian walkways linking two streets in order to create shortcuts between destinations.

3.5.2 Green buildings

The current construction practices are a major cause of global warming and environmental degradation. Adopting increasingly popular LEED certification accreditations has contributed to generalize the construction of buildings designed according to ecological standards. Today, a well-designed building constructed according to basic environmental standards (LEED®, Novoclimat®, EquilibriumMC®, etc.) should not cost more than its traditional counterpart. In addition to the environmental benefits of green buildings, observations, according to data, demonstrate that the buildings generate higher rental income and lower operating costs, translating into a higher asset value.

The Committee wishes to integrate policies and measures promoting green buildings into municipal by-laws. Therefore, it recommends modifying Beaconsfield's construction by-law to integrate ecological and sustainable construction norms.

3.5.3 Green space

People strongly value green space. At public meetings, the Committee noted that residents would prefer development projects which maximize available green space. An urban environment with green spaces around buildings increases the sense of ownership of space by residents.

Therefore the design of development projects should consider green space as a major criterion defining the quality of the living environment of the City.

4. Recommendations

4.1 Future of the Committee

The Advisory Committee on Land Use Planning and Development is aware that its mandate is very specific and that it will cease to exist by the tabling of this final report. The Committee also recognizes that further analyses, public input and research could enhance the successful planning of specific areas of the City. The Committee recommends that a permanent committee be created dedicated to zoning changes pertaining

to densification and usage. This would ensure that requests filed with the City consider the Committee's recommendations.

4.2 Summary of recommendations

In view of the above, the Advisory Committee on Land Use Planning and Development recommends the following:

Table 1: General recommendations

A.	Densification	<ul style="list-style-type: none"> • Recommends encouraging a variety of housing choices for a variety of clientele, following the particularities of the area in which they are located • Recommends encouraging innovation in terms of housing and construction methods
B.	Ecological Construction	<ul style="list-style-type: none"> • Recommends modifying the construction by-law to integrate ecological and sustainable construction norms
C.	Bike lanes	<ul style="list-style-type: none"> • Recommends developing cycling routes which are functional and safe between the North and the South • Recommends widening the existing unidirectional cycling routes to increase their safety
D.	Pedestrian walkways	<ul style="list-style-type: none"> • Recommends developing functional and safe pedestrian walkways between the North and the South • Recommends developing pedestrian walkways linking two streets in order to create shortcuts between destinations
E.	Densification	<ul style="list-style-type: none"> • Recommends favouring a smaller footprint by increasing the height of a building in order to increase green space on properties, as provided in sustainable development principles
F.	Consultation	<ul style="list-style-type: none"> • Recommends that Council consider a pre-consultation process with the population on projects regarding zoning changes

Table 2: For whom should we densify?

G.	Seniors	<ul style="list-style-type: none"> • Recommends the construction of adaptable housing allowing seniors in Beaconsfield to remain in their community • Recommends installing specifically designed exercise equipment for senior in parks (in the North and South)
H.	Young families	<ul style="list-style-type: none"> • Recommends that council take steps to protect existing smaller homes ensuring that they are not demolished in favour of large, less affordable homes. Furthermore, ways of encouraging the availability of rental properties/apartments should be examined. A selection of smaller, less costly,

		homes will encourage young families with average income to settle (and remain) in Beaconsfield
I.	Low and average income	<ul style="list-style-type: none"> • Recommends the construction of affordable housing for which the cost/rent is determined according to the type and size of dwelling, offered at a cost that is lower than market in order to help maintain and increase households or support elderly people with low income in a perspective of social diversity

Table 3: Where and how should we densify?

#	Sites	Recommendation(s)
J.	Club West Island	<ul style="list-style-type: none"> • Recommends the construction of a residential project, following the parameters proposed by the brief deposited by KF Construction and respecting the current height of the Club West Island
K.	100 Beurepaire	<ul style="list-style-type: none"> • Recommends a mixed-usage building: commercial on first floor and residential on second floor • Recommends a density of maximum 3 storeys, in relation to the height of surrounding buildings, as long as the pedestrian accessibility and traffic fluidity at the St-Charles exchange is reviewed.
L.	Vacant lot Sunrise North	<ul style="list-style-type: none"> • Recommends that this lot remains vacant until a solution is found for the traffic problems in the area, while recognizing that the City has a concordance obligation to the “Schéma d’aménagement de l’Agglomération”
M.	Vacant lots Angell Woods South	<ul style="list-style-type: none"> • Recommends following what is provided in the Schéma (i.e. no minimum density) • Recommends that this lot remain vacant until a solution is found for the traffic problems in the area
N.	Elm Plaza	<ul style="list-style-type: none"> • Recommends the revitalization of the site, favouring a mixed usage • Recommends the revitalization of the site with a maximum density of three (3) storeys • Recommends the revitalization of the site by placing the buildings closer to Elm, within the City’s existing proportional setback regulations • Recommends the revitalization of the site by promoting a “village” atmosphere through the design of public spaces
O.	Beaconsfield Shopping Centre	<ul style="list-style-type: none"> • Recommends that, in the case of an extension project (2nd floor), said floor should be of exclusive residential use • Recommends that the extension project should provide for a twofold expansion in parking availability
P.	Lord Reading Yacht Club	<ul style="list-style-type: none"> • Recommends that the site should be used exclusively for public recreational purposes, so that the entire community can enjoy its use

		<ul style="list-style-type: none"> • Recommends that the site be amalgamated to Centennial Park and be redesigned to create a very creative and innovative landmark for the public use of this waterfront
Q.	Future vacant schools	<ul style="list-style-type: none"> • Recommends that, in case of school closings, the City should consider the purchase of said schools to convert them or transform them for residential or community purposes
R.	Beaurepaire Village	<ul style="list-style-type: none"> • Recommends a light increase in residential and commercial density including architectural integration criteria, encouraging creative and innovative design • Recommends favouring multi-generational constructions
S.	Beaconsfield train station / St. Charles	<ul style="list-style-type: none"> • Recommends an analysis of the area around Beaconsfield train station and St. Charles with a consideration for sustainable development and mixed-use principles (residential and commercial)
T.	St-Charles (north of Hwy 20)	<ul style="list-style-type: none"> • Recommends that the City consider the consolidation of lots located on the west side of St. Charles for commercial or professional purposes

Appendix 1

Thematic table – Compilation of briefs and opinions

Beaconsfield - Summarized themes									
Theme	Observation	Sources					Sustainability		
WHERE TO DENSIFY ?		Consultations	Stats	Post-its	Committee discussions	Submissions	Total	ECOnomical, SOCial, ENVironment	
		The Club - 205 Alton	3	1		4	6	14	ECO-SOC-ENV
		Esso - 100 Beaurepaire	4	1		4	8	17	ECO-SOC-ENV
		Sunrise vacant lot		1		3	3	7	ECO-SOC-ENV
		Elm Plaza - 275 Elm	1			2	2	5	ECO-SOC
		Beaconsfield Shopping Centre		1		2	3	6	ECO-SOC-ENV
		Land south of Angell Woods		1		1	1	3	ECO-SOC-ENV
		Lord Reading Yacht Club	1		3	4	6	14	ECO-SOC
		Future vacant schools				1	6	7	ECO-SOC-ENV

Beaconsfield - Summarized Themes

Theme	Observation	Sources					Sustainability	
		Consultations	Stats	Post-its	Committee discussions	Submissions		Total
DENSIFY FOR WHOM ?								ECONomical, SOCial, ENVIRONMENT
	Seniors	1	5	7	4	13	30	SOC
	Young families	2	2	3	4	14	25	SOC
	Low and average income	1	3		4	3	11	SOC
	Observation		2		4	4	10	SOC

Beaconsfield - Summarized themes

Theme	Observation	Sources					Sustainability	
		Consultations	Stats	Post-its	Committee discussions	Submissions		Total
HOW TO DENSIFY ?								ECOnomical, SOCIAL, ENVIRONMENT
	Rental	1	1	3	4	4	13	ECO-SOC
	High end	1		2	4	2	9	ECO-SOC
	Subsidized	2	1		4	1	8	SOC
	Limited mobility / special needs	1	2		4	2	9	SOC
	Innovative Co-Housing		2		4	1	7	SOC
	Granny flats			2	4		6	ECO-SOC
	Clustered				3	1	4	SOC
	Duplex		2		3	1	6	ECO
	Multifamily	1	1	3	4	5	14	ECO-SOC
	Multigenerational		1	2	3	1	7	ECO-SOC

Beaconsfield - Summarized themes

Theme	Observation	Sources					Sustainability		
		Consultations	Stats	Post-its	Committee discussions	Submissions		Total	
ENVIRONMENTAL CONSIDERATIONS								ECONomical, SOCIAL, ENVironment	
	Green space needs	2	2	4	4	8	20	SOC-ENV	
	Cycle paths	1	3	2	4	3	13	SOC-ENV	
	Walkable development	2	3	3	4	14	26	SOC-ENV	
	Ecological construction		1		3	3	7	ECO-SOC-ENV	

Beaconsfield - Summarized themes

Theme	Observation	Sources						Sustainability
		Consultations	Stats	Post-its	Committee discussions	Submissions	Total	
OTHER CONSIDERATIONS								ECO-nomical, SOC-ial, ENV-ironment
	Density / number of storeys	3	4	6	4	7	24	ECO-SOC-ENV
	Public space accessibility	2	2	3	4	4	15	ECO-SOC-ENV
	Footprint relationship		2		4	3	9	ECO-SOC-ENV
	Leisure equipment for seniors		1		2	2	5	SOC
	City revenues				2	12	14	ECO-SOC
	Water access	3		3	4	7	17	ECO-SOC-ENV
	Railroad tracks	1	1	2	4	1	9	
	Highway noise	2	1	2	1	4	10	
	Traffic	3	1	3	3	10	20	
	Parking	2			3	10	15	
	Commuter train	1	2				3	ECO-SOC-ENV

Consulted resources

Atlantic City Lab. 2016. *Building Infrastructure for More Inclusive Communities*. 5 p.

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