

# Municipal Elections 2017

Summary of Community Needs and  
Recommendations for the

**City of Baie D'Urfé**



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# BAIE D'URFÉ

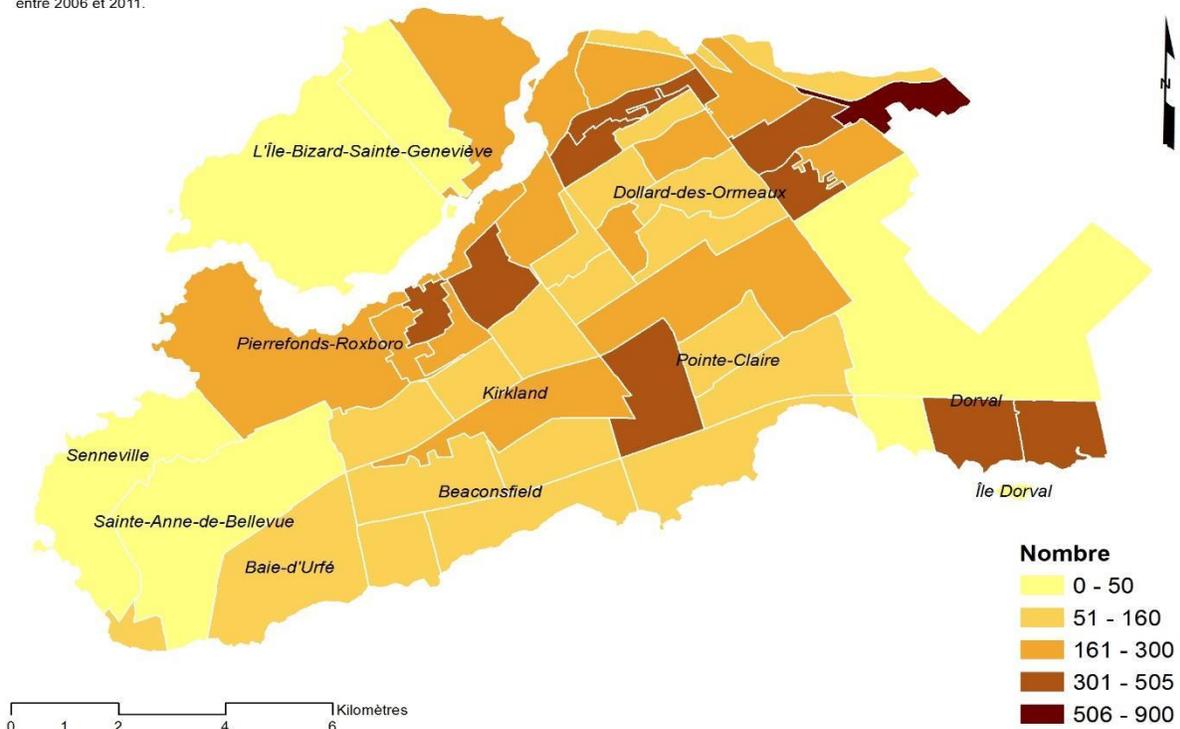
## PORTRAIT OF THE POPULATION

- **Income.** The median after-tax household income is \$85 722. Above the Montreal's income (\$38,177) and the average median income in the TQSOT territory (\$70 582).
- **Education.** 70% of residents aged 15 - 64 have a bachelor's degree or higher.
- **Demographics.** Ageing population: Seniors make up 20,6% of residents, a higher proportion compared to the city of Montreal and the southern - West Island average.
- **Families.** 59,7% of families have children at home.
- **Immigrants.** 26,8% of the population (24,9% in the TQSOT territory).
- **Single-parents.** 105 or 15,2% of families with children are single-parent families.
- **Seniors.** 6,3% of seniors are low-income; 1 in 5 seniors live alone which represents an increase of 11,1% between 2006 and 2011.
- **Low-income residents.** 6,3% of individuals (50 people) live under the poverty line.

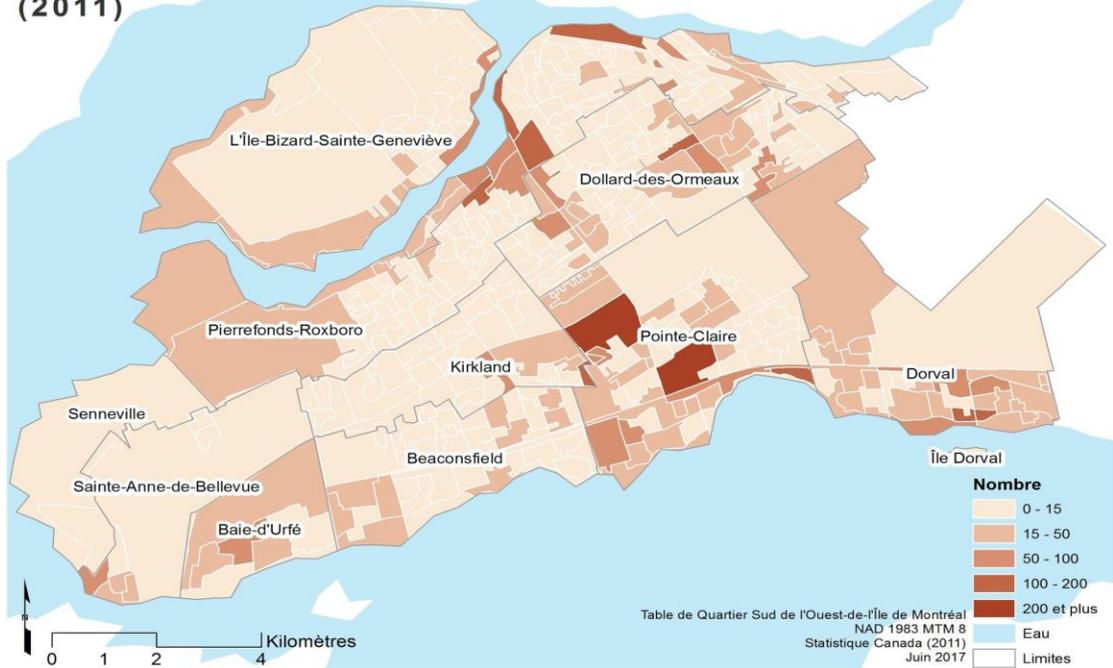
### Nombre de migrants récents\* par secteur de recensement

\* signifie la population arrivée au Canada  
entre 2006 et 2011.

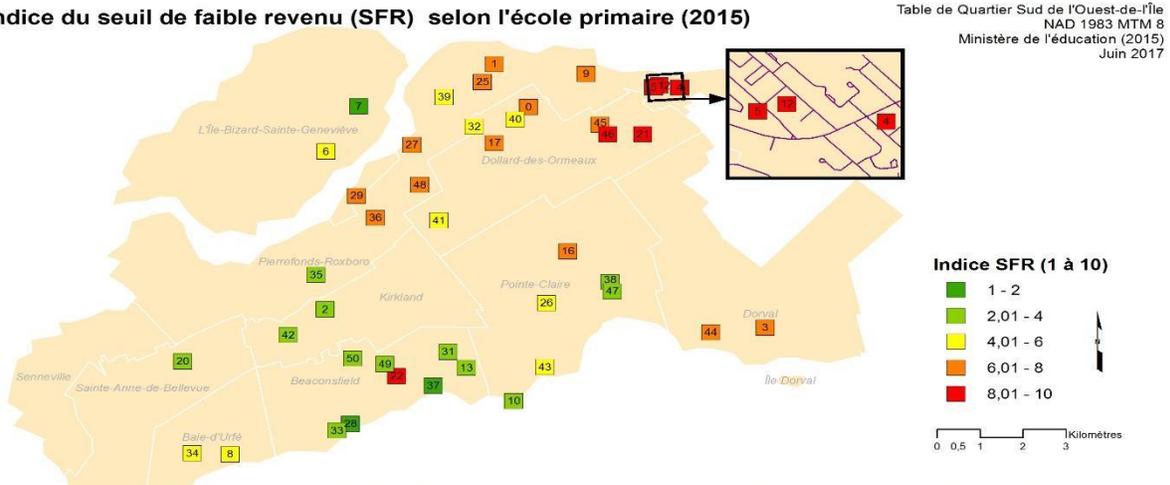
Table de Quartier Sud de l'Ouest-de-l'île  
Projection: NAD 1983 MTM 8  
Source: Statistique Canada (2011)  
Jun 2017



## Nombre de personnes de 65 ans et plus vivant seules par aire de diffusion dans l'Ouest-de-l'Île de Montréal (2011)



## Indice du seuil de faible revenu (SFR) selon l'école primaire (2015)



## AFFORDABLE HOUSING

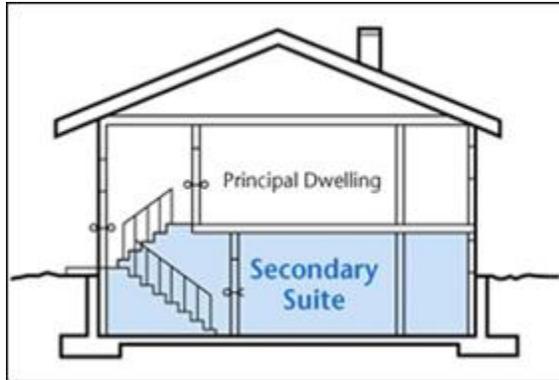
### Portrait of the situation

- ❑ Pointe-Claire has 1 385 private households, of which 10% are rented and 90% are owned.
- ❑ Unlike the other southern West Island municipalities, Baie d'Urfe has seen an increase in rental households by 2.1% between 1996 and 2011.

- ❑ 93% of dwellings are single-family homes, while 7% of units are row houses, duplexes or multi family dwellings under 5 storeys.
- ❑ 59% of tenants and almost 13% of Baie d’Urfe homeowners spend 30% or more on housing costs which represents 1 375 households.

*What the city can do to ensure the right of citizens to stay in their community*

- ❑ **Inclusionary Zoning:** Inclusionary zoning (sometimes referred to as inclusionary housing) is a regulatory measure designed to guarantee a proportion of new housing stock in a jurisdiction is designated as affordable, low to middle income housing to encourage income mix.
- ❑ **Density Bonus:** A housing-targeted density bonusing strategy is designed to use a community’s own density as part of an incentive-based negotiation with market housing developers to include affordable units within their market-priced projects. Under this approach, a municipality will agree to an increase in the number of units or square footage of floor space that would normally be permitted under zoning bylaws in exchange that a portion of that space be used for the public good, which can include affordable housing units.
- ❑ **Land Banking :** Land banking involves the acquisition or retention by a private or public entity of available land - including that which is for sale, underused, vacant, or otherwise neglected - in aggregate parcels either as an investment for resale or to guarantee a measure of control over its future use. The designation or provision of land for affordable housing developments is but one of many practical uses of this strategy for municipal governments.
- ❑ **Diversifying Housing Types:** Much of housing stock in Pointe-Claire consists of owned single-family homes and multi-unit residential buildings for rent. Though these two predominant types can meet the needs of many, it is necessary to facilitate the diversification of Pointe-Claire’s housing stock by encouraging alternative, affordable options that can help those whose affordability needs are not met by traditional housing stock.
- ❑ **Secondary Suites:** Secondary suites are “private, self-contained units within an existing dwelling” with their own bathroom, kitchen, bedrooms, and living space that can share other common space with the principal dwelling of the house such as a yard, parking space, a hallway, or laundry facilities.



- ❑ **Detached Suites:** Though similar to secondary suites, detached suites – sometimes called garden suites - differ as self-contained, single-floor or two-story dwellings that are detached from the principal dwelling, but located on the same parcel of land.



Laneway house



Garden suite or granny flat



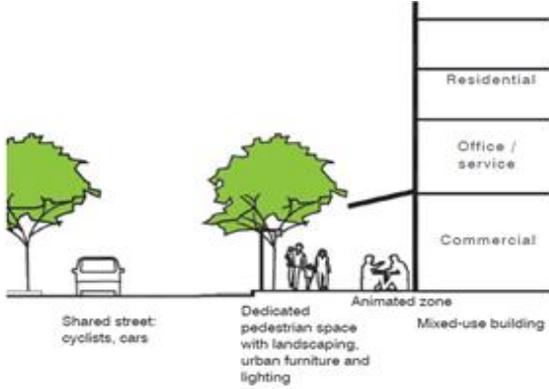
Garage suite

- ❑ **Infill Townhouses:** Infill townhouses are “new townhouse developments that occur in established neighbourhoods and replace empty lots, brownfields, or aging and dilapidated buildings” effectively filling unused and unoptimized space within a community with new housing.



Infill townhouses

- Mixed-Use Development: Case Study - Residential Apartment Commercial Zoning:** Residential Apartment Commercial Zoning (RAC) amends zoning bylaws to provision that apartment buildings be not be restricted for single-uses. In practice, this type of zoning allows multi-unit residential buildings to allocate the use of pre-determined portions of its floorspace for services, stores, or businesses, thus placing those amenities within close reach of residents.

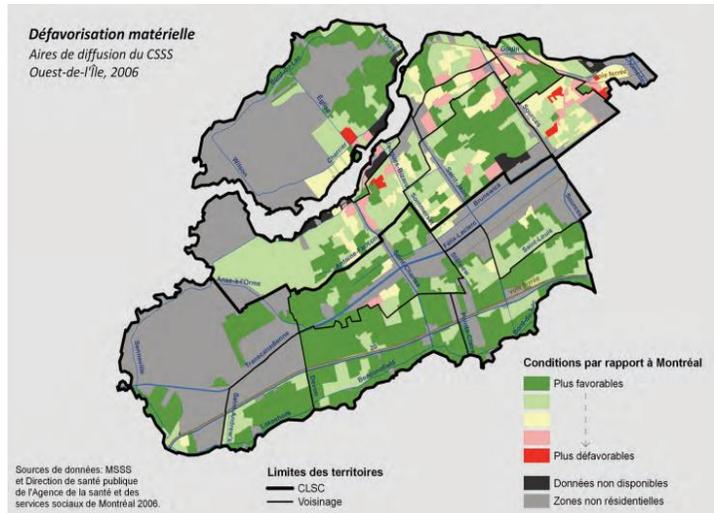


- Distinctly support newcomers' housing needs
- Expand and renew the Homelessness Partnering Strategy

**POVERTY AND SOCIAL EXCLUSION**

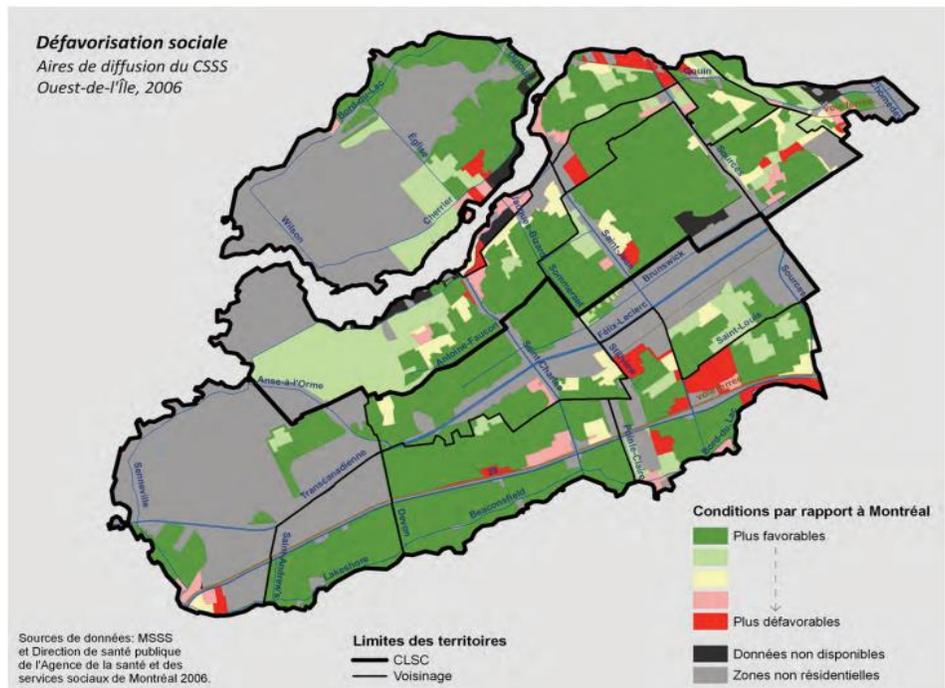
*Portrait of the situation*

- Material deprivation** In general, the population of West Island, especially the southern sector, is better off in terms of its socio-economic characteristics when compared with the regional level of the Island of Montreal. At the same time economic vulnerability is present in the territory. Thus, a significant number of 8 925 people are living below the low-income threshold, representing 9% of the population of this territory.



- **Social deprivation** The lives of many individuals in the Southern West Island are affected by extreme levels of fragility of their social networks. The city of has an important number of socially isolated people. Baie d'Urfé is also a neighborhood where social conditions deteriorated between 2001 and 2006. Seniors, single parent families and immigrants are particularly concerned by social exclusion problem.

**Social deprivation**



**Table: Education, Income, Single-parent families, Seniors**

Categories	Montreal	South of the West Island	Baie-d'Urfé	Beaconsfield	Dorval	Kirkland	Pointe-Claire	Sainte-Anne-de-Bellevue	Senneville
<b>Median after-tax household income (\$)</b>	39 897	70 582	85 722	88 606	49 067	85 842	58 706	55 206	70 925
<b>Number of individuals in low income</b> (based on after-tax low-income measure (LIM-AT))	453 850 24.6%	8 925 9%	240 6.3%	1 220 6.3%	2 460 13.8%	1 175 5.6%	3 005 10.1%	705 15.1%	120 13.1%
<b>Less than 18 years</b>	95 345 27.5 %	1 880 9%	85 8.9%	290 6.1%	460 14.3%	300 6.1%	635 10.5%	80 8.1%	30 20%
<b>Less than 6 years</b>	36 915 29.3 %	490 9.4%	0 0%	55 4.8%	160 16.6%	40 3.7%	210 13.3%	25 10.4%	0 0%
<b>18 to 64 years</b>	302 365 24.5%	5 635 9.2%	105 5%	745 6.4%	1 715 14.9%	725 5.3%	1 730 9.5%	555 17.1%	60 12.1%
<b>65 years and over</b>	56 140 21.2 %	1 425 9.3%	50 6.3%	180 6.2%	295 9.5%	155 6.3%	635 11.7%	75 17.6%	351 3%
<b>Total population aged 25 to 64</b> (prime-age workers) years with university certificate, diploma or degree at bachelor level or above	387 390 36.7%	24 165 47%	1 250 70%	5 710 58.6%	3 465 35%	5 475 48.5%	6 920 44.5%	1 105 40.8%	240 57%

Categories	Montreal	South of the West Island	Baie-d'Urfé	Beaconsfield	Dorval	Kirkland	Pointe-Claire	Sainte-Anne-de-Bellevue	Senneville
<b>Number of persons in private households living alone</b>	332 720	9 160	230	1 020	2 895	835	3 495	625	60
<b>Persons aged 65 years and over living alone</b>	94 725 36%	4 200 27.3%	150 19%	505 17%	1 040 33%	445 18%	1 855 34%	170 33%	35 18%
<b>Single parent families among families with children</b>	98 050 32.9%	3 760 20.6%	105 15.2%	630 16.7%	845 28.3%	670 15.2%	1 275 23.6%	210 25.6%	25 16.1%

What the city can do to reduce poverty and social exclusion

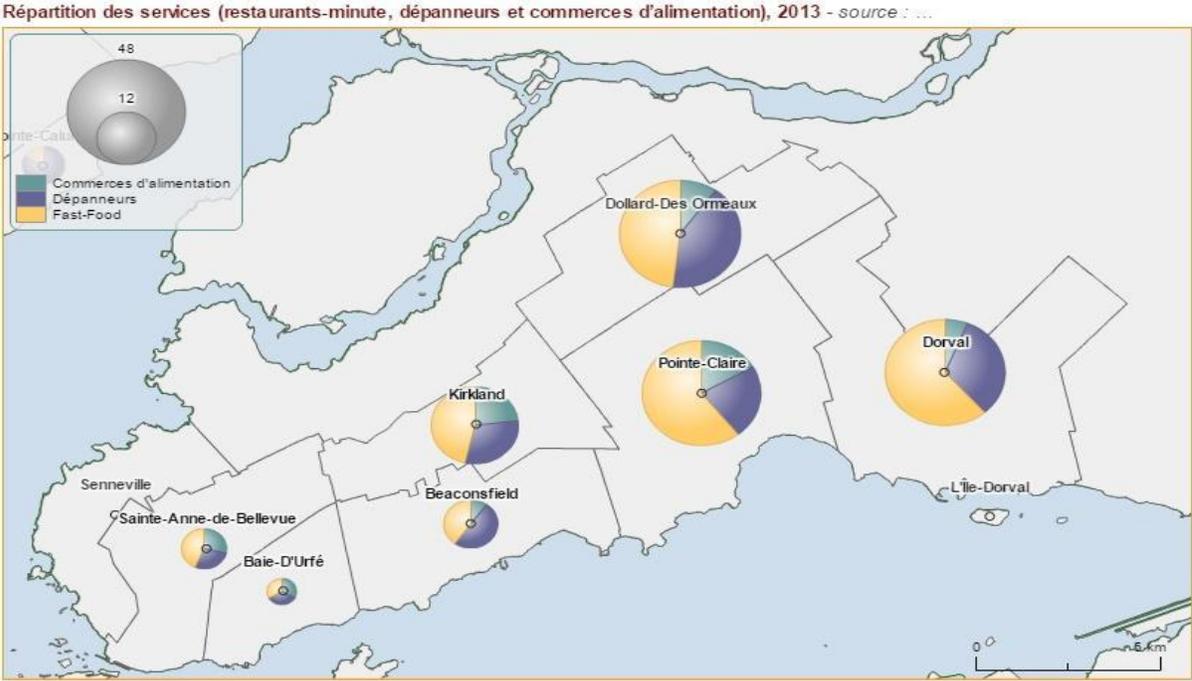
- Participate and support awareness raising efforts.
- Encourage citizens with lived experience of poverty to participate in decision-making and consultation activities.
- Integrate new immigrants: Immigrants need more support; facilitating social integration is a fundamental need, as well as is providing information regarding credential recognition, understanding of local economic system, as well as assistance in acquiring adequate language skills.
- Ensure low-income households can access quality child care.
- Align with other government, public and community organisations for improving lives of people living with disabilities.
- Invest in organisations supporting low-income seniors.

- ❑ Strengthen the partnership with the local organizations to reinforce efficiency of the community resources in order to build on existing initiatives.
- ❑ Strengthen intergovernmental dialogue since the federal, provincial and territorial actions should complement, enable and help scale up innovative local efforts to reduce poverty.

**FOOD SECURITY**

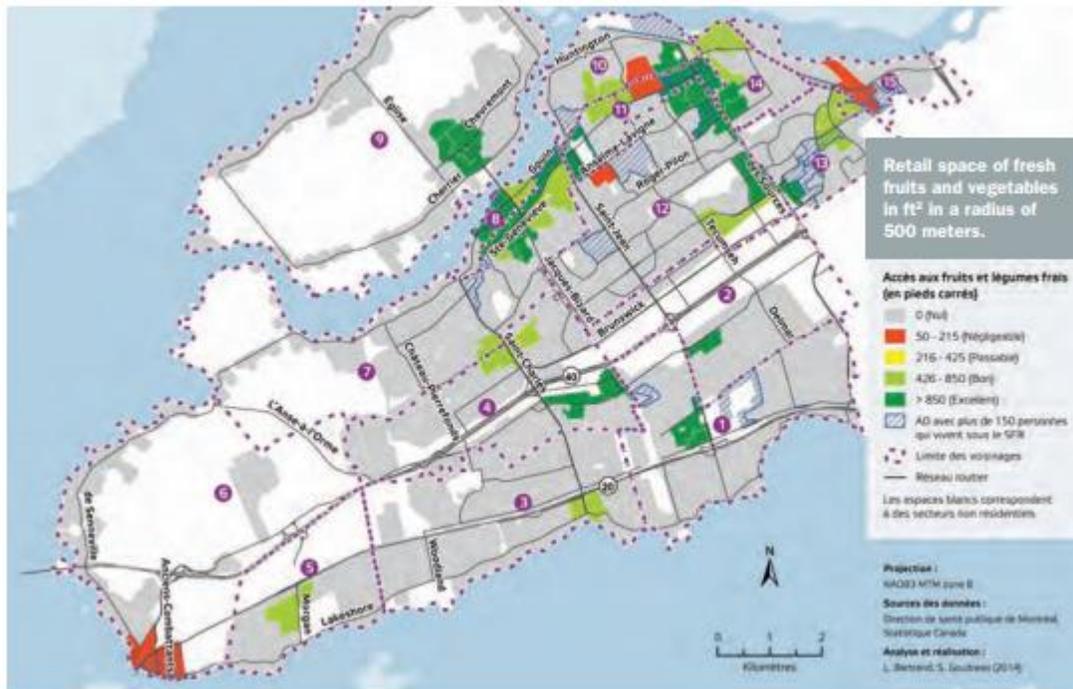
Portrait of the situation

- ❑ **Physical access.** Physical access to fresh fruits and vegetables is an important determinant of health. A study published by Direction de Santé Publique reveals that there are very few areas in the territory of the West Island where people can enjoy proximity services (in a radius of 500 meters) for the supply of fresh fruits and vegetables, to such an extent that the territory can be regarded as a Food Desert. The vast majority of West Islanders live in the areas with limited access to fresh fruits and vegetables. Indeed, 83.5% of residents of



the territory have zero or negligible access to fresh fruits and vegetables within walking distance. People living below the low-income threshold are particularly affected by the lack of access for the healthy food.

**Access to fresh fruits and vegetables in a radius of 500m, by dissemination area – CSSS de l’Ouest-de-l’Île, 2010**



- ❑ **Economic access.** There are many people on the territory of the Southern West Island who cannot access food due to economic hardships. The issue of access is even more challenging for people who are socially and materially disadvantaged. The above mentioned study reveals that 91,9% of the population living with low income are deprived of any access to the healthy food. Many of them rely on local food banks and programs such as Meals on Wheels. The issue of access is even more challenging for people who are socially and materially disadvantaged as well as for people living with disabilities.
- ❑ **Public transit** is an important factor to be associated with other constraints in accessing food sources in this region, especially for people who rely on public transport.

***“Christian Action does not have enough food available to give out to people in need.” – Pointe-Claire forum participant***

**Bai d’Urfé access to fresh fruits and vegetables in a walking distance:**

Population: **3 371**

People with low-income having nil or negligible access: **205 or 91,2%.**

### What the city can do to improve access to healthy food

- Participate and support awareness raising efforts.
- Boost access to quality public transit.
- Strengthen the partnership with local organizations in order to reinforce the local resources, align efforts and maximize impact.
- Build partnership with community leaders.
- Strengthen intergovernmental dialogue.

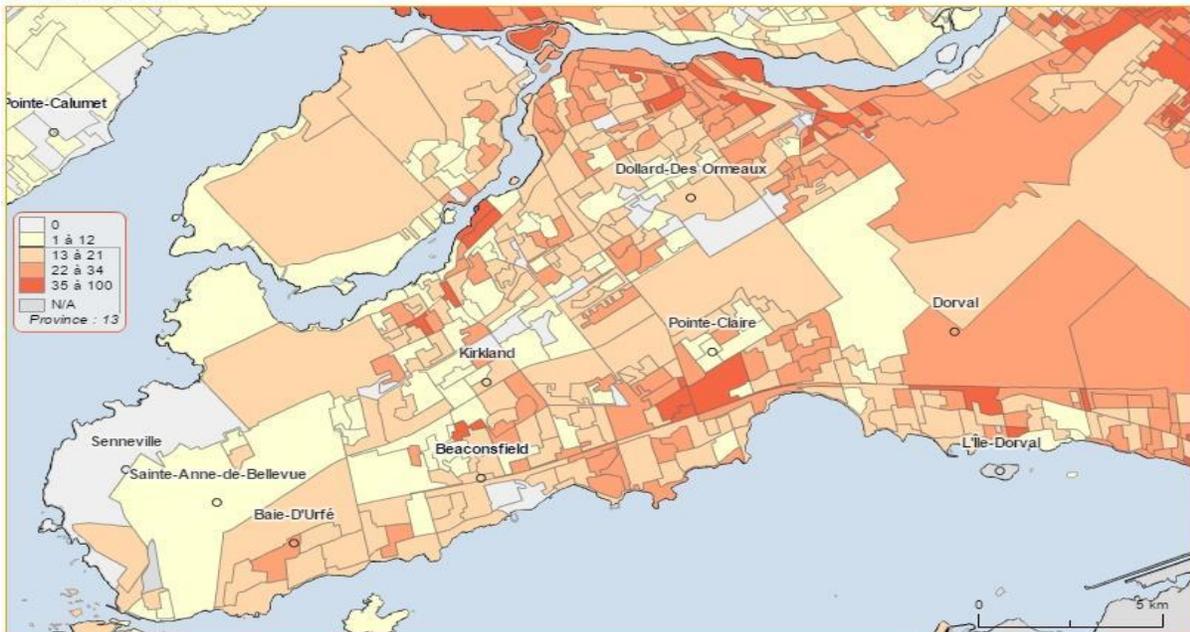
## **TRANSPORTATION**

### Portrait of the situation

- [According to the Origin-Destination Survey](#) conducted in 2008, there are 306 568 trips generated daily in and out of the Southern West Island territory. The latest estimates established, that by 2031, the number of trips will increase by 11.5% and will reach 346 611.
- [A demand in public transit](#) is steadily growing. Since 1998, the number of commutes has increased by 36%. The number of train commuters has also increased by 27%. Increasing congestion, underdeveloped bike paths, inefficient public transit within the West Island, as well as lack of transportation services between the West Island and downtown Montreal are important concerns for the citizens. In addition, lack of direct access to the metro and infrastructures that present barriers to mobility, are major problems in the region.
- [Active transportation](#). The absence of a bike path connecting the northern and the southern part of the West Island, lack of bicycle parking facilities, inadequate signage, as well as absence of links to important points like shopping centers, industrial parks and others, are serious obstacles to the active mode of transportation.
- [Public transit](#) Although the STM offers a network of buses within the West Island territory and connecting it with Montreal downtown, it still cannot satisfy the needs of the population, especially the most vulnerable groups, who heavily rely on public transit.
- [Transportation by car](#) is a predominant mode of transportation in the West Island, which makes 81.3% of all of the transits, while in Montreal this proportion is only at 57.5%. By contrast, public transport accounts for 9.1% of trips versus 26.1% in Montreal. Many of households have 2 cars, a fact that could be explained by the large geographical distance from Montreal-downtown and places of employment, shopping centers and public services, as well as by poor public transit.

Municipality	Number of cars per household					Average number of cars per household	Transportation by bike or on foot (%)
	0 cars	1 car	2 cars	3 cars	4 cars and +		
Baie-d'Urfé	0%	33.8%	49.0%	11.9%	5.3%	1.89	5.4
Beaconsfield	3.0%	27.9%	53.9%	11.0%	4.2%	1.86	7.3
Dorval	16.1%	45.8%	29.5%	5.9%	2.8%	1.37	5.1
Kirkland	3.1%	27.8%	51.7%	12.7%	4.8%	1.89	4.1
Pointe-Claire	10.7%	45.2%	36.7%	5.6%	1.7%	1.43	4.9
Sainte-Anne-de-Bellevue	19.5%	39.4%	31.6%	6.6%	2.9%	1.34	7
Senneville	0%	39.0%	39.0%	16.9%	5.0%	1.95	4.5
Montreal	32.5%	46.0%	17.6%	2.7%	1.1%	0.96	15.9

Pourcentage de personne de 15 ans et plus utilisant le transport en commun pour se rendre au travail (%), 2011 - source : Statistique Canada, 2006, 2011



### What the city can do to improve transportation

- Implement transit plans for the lowest-income residents: seniors, low-income residents, etc.
- Promote the need for an integrated transportation network.
- Be a part of a defining collective voice for West Island transportation needs in view of upcoming Montreal's Transportation Plan.
- Built partnership with community leaders.
- Strengthen intergovernmental dialogue.

### **HEALTH AND SOCIAL SERVICES**

## Portrait of the situation

According to the document published by Direction de Santé Publique « *Portrait de la population, de l'organisation et de l'utilisation des services médicaux de 1<sup>re</sup> ligne* », in 2010 the ratio of doctors per 100 000 inhabitants was significantly lower in the territory of the West Island (58.6 doctors per 100 000) compared to Montreal (85 doctors). Over 71% of the most disadvantaged West Islanders have no family doctors, while in Montreal this



proportion is only 59.5%.



- Access challenges:** Difficulty finding resources and navigating the system is common. Shortages are seen especially in numbers of doctors, and survey respondents noted the lack of both late-night clinics in general, and services in the territory.
- Gaps in services:** Lacking funding, poor availability of home care, lacking specialized services in the West Island (e.g. mental health, public rehabilitation).
- Major factors impacting health:** Many other issues that impact health must be addressed (e.g. difficulty meeting basic needs on low income, poor accessibility of fresh foods, prohibitive transit system).

## What the city can do to improve access to health and social services

- Support multi-sectoral initiatives that intervene on determinants of health, such as access to the health services, physical environment, social support networks, income, education, employment and working conditions, housing, transportation, etc.
- Align with other government, public and community organisations for improving lives of people living with disabilities.
- Support local organisations that work with low-income citizens.

- Improve communication efforts about existing services.
- Reinforce partnership with all community stakeholders.
- Strengthen intergovernmental dialogue.