

Mme PASCALE FLEURY :

Exactement.

1630 **LE PRÉSIDENT :**

...mais ce n'est pas un programme existant?

Mme PASCALE FLEURY :

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À ma connaissance, il n'en existe pas comme ça, exactement, là. Puis nous, on aime bien faire les choses autrement, aussi, donc j'imagine qu'on aimerait bien que ça soit complet. Tu sais, si je créais une... c'est quelque chose qu'on a pensé à quelques reprises, essayé de faire, mais des fois, par manque de temps, là... En 22 ans.

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LE PRÉSIDENT :

Je comprends. Merci beaucoup. Merci pour votre présence ce soir, votre contribution à la consultation. Donc, on va revenir dans quelques instants avec un participant en ligne, monsieur Peter Rose.

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Mme PASCALE FLEURY :

Merci.

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LE PRÉSIDENT :

Merci.

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Alors rebonsoir, on reprend nos travaux avec monsieur Peter Rose. Alors, bonsoir monsieur Rose.

M. PETER ROSE :

Bonsoir.

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LE PRÉSIDENT :

Alors, vous avez 10 minutes pour faire votre présentation. Par la suite, on aura également 10 minutes pour échanger avec vous. Alors, on vous écoute.

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M. PETER ROSE :

D'accord, je vais partager mon écran. Ça va comme ça? Je vais parler en anglais, excusez-moi, mais je demeure à Boston, je ne parle jamais le français, mon français... is not so good right now, but when I come back, it'll be better. I'm an architect, I'm from Montréal, I designed the Centre Canadien d'architecture. I also did the master plan for the Vieux-Port de Montréal and I have a deep interest in the City, I've done a lot of research on the City, it's my favourite city, even though I live in Boston. And its history, especially its industrial history, is something I find very important and fascinating.

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You could argue that the Port of Montréal, the Lachine Canal, the railway system that connects oceans to the East and the rail lines to the West, this is sort of the heart and the economic engine of the country, of Canada. Extremely important place.

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In 2013, we were asked by some developers if we would work a developer proposal for them for the Wellington Basin site, and that's what I'm going to show you. It's not exactly focused on the issues that you're dealing with now, but I think it has relevance.

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It was the time of the Harper government, when they were selling Federal land, and this is just showing the location, adjacent to Griffintown, Pointe-Saint-Charles, and everything that you all know extremely well.

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Looking at it in sort of larger context and looking at the main infrastructure. In sort of orange are the main streets – de la Montagne, Peel, Wellington. In red, autoroute Bonaventure, and in yellow, the rail line.

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And then, there were many, many projects underway then, and there will be many projects, there are many projects underway now, and in the future. I would say that these projects are extremely significant, need to be done very carefully, and have an impact on people's daily lives but also on the future of the city. So, we are just looking at the impact of some of the decisions that were made in the last, well, hundred years, and thinking about what one could do for this particular site for the future.

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So, this is just looking back at a map from 1907. The important context of it are two bridges, both of which are still there, one, the railway bridge which is A, still in operation, and B, the streetcar bridge, which was a swing bridge, which is no longer in operation and is rotated parallel to the water basin. Pictures of them on the upper left.

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Go from 1907 to 1947, and a significant thing... In 1931, automobile traffic began to be relatively significant. Automobiles were only 20 years old then, but in order to get past the Canal and not block it, not have a negative impact on its industrial use, a tunnel was created for automobile traffic and also for the streetcar.

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Jumping ahead, again, to 2009, the streetcar had ceased to exist, unfortunately, and it was determined that traffic needed a proper bridge, which you can see in the photograph on the upper left. It's a very wide bridge, it's quite low. The consequence of it is, basically, the Canal can no longer be used for anything but low boats. By this time, the Canal had basically been filled in. One of the things that we did in the master plan was we dug out, we reactivated the main locks that connect the Lachine Canal to the Vieux-Port. I would argue that's something I'm very, very proud of, and it changed... Really, the Canal came back to life, and is a very significant part of the city, I think.

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So the tunnel was decommissioned and abandoned, but to my knowledge, it's still there. So this is just saying that this particular site around the Wellington Basin is extraordinary, but it's

1720 isolated. It's separated from everything else by a number of things. But most particularly, it's the Wellington Bridge, which is not about the neighbourhood, but it's part of the highway system, it's designed to bypass the neighbourhoods, it's designed to take traffic through and beyond the neighbourhoods, but it disconnects the neighbourhoods on both sides of the Canal.

1725 What do we want to propose? I want to just do something here, quickly, if I can... I was going to blow up, enlarge the image on the upper left. I don't know how big your screens are. But number 7 is the location of the tunnel, and you can see, at the very bottom of the photograph, there were a number of streetcar lines and a number of lanes for traffic. It's a significant tunnel, and I think it's still there.

1730 8 was the streetcar bridge, this case, in operation, blocking the Canal, but rotated, it unblocked the Canal, and the railway bridge, which is still there, used to lift up, just like the bridges over the seaway. So, this was still something that worked for shipping and for the commercial interests.

1735 And we were arguing that if... That you get rid of this, continue to have access by automobile but use the tunnel. The benefits to the neighbourhoods and to the Canal would be immense.

1740 Then, just looking at the Wellington Basin site that we had been asked to study. We're simply putting a grid on it. And, actually, we proposed to dig out a portion of the Wellington Basin back in 2013. I would argue that was a big mistake. If I were asked again today, I would dig out the whole basin. I would say that this canal and these bodies of water add significance and power to the meaning of the city, to the history of the city, to the life of the city, and they become spaces for social activities and for public life. So, I would... this was a timid, dig out just a little bit of the Wellington Basin. I would argue you go for more.

1745 So, this is a grid. The city is made of grids. Cities are made of grids. I mean... there are many ways to plan cities, and often, there's streets that... I mean, the main East-West streets in Montréal curve because of the topography, because of the mountain. The North-South streets, mostly, are parallel and they're these wonderful divisions of blocks. They're very useful – they allow

1750 for the organization and the optimization of infrastructure, of public and private. So, this is just showing a basic grid. This is showing the possibility of smaller land parcels with lanes or pedestrian crossings through the grid.

1755 This is just showing what happens if you put a tunnel underneath. The Canal opens, and then... but now, you have the Wellington Basin site, which we were looking at, separated from Griffintown, and we would argue, you put the tunnel in place, but you connect Rioux and Séminaire with automobile bridges. They're expensive, but not that expensive. Make sure they have bike lanes. And we are arguing that you could add, sort of North and East... Under the rail bridge, you add a special bicycle bridge.

1760 And then, this is showing the subdivision in smaller parcels. We were working for developers who only want big parcels, so you can do both. But a grid is an armature for multiple possible futures. And this is... people wanted to know how much space there was.

1765 And this is just showing some of the connections, showing your grid that would allow for housing, or industry, or... who knows. Lots of different options. New York City is a disciplined grid that allows everything from huge skyscrapers to single-family houses. And so, we're just... and Montréal is wonderfully planned and has grids all over the place, so, that's all this is.

1770 That's all I have to say. I have lots more, but that's... c'est terminé.

LE PRÉSIDENT:

1775 Thank you. Merci. Si vous le permettez, je vais poser la question en français – si vous souhaitez que je traduise, je traduirai en anglais pour vous.

Si je comprends bien, vous proposez que l'on démolisse le pont Wellington, c'est bien ce qu'on comprend?

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M. PETER ROSE :

Oui.

1785 **LE PRÉSIDENT :**

Donc, je comprends que le tunnel Wellington, qui peut être utilisé ou réhabilité pour être utilisé par les voitures?

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M. PETER ROSE :

Oui.

1795 **LE PRÉSIDENT :**

O.K.

1800 **M. PETER ROSE :**

I don't know what condition it is in, but, I mean, I'm older than you are, I drove it all the time. It was how I would go to the Eastern Townships.

1805 **LE PRÉSIDENT :**

O.K. Merci. Est-ce qu'on a d'autres questions?

Mme LUBA SERGE :

1810 Oui. Quand vous aviez fait votre plan en 2013, est-ce que vous aviez regardé la viabilité de ce tunnel, l'état dans lequel il était? Non?

M. PETER ROSE :

1815 But... We did not investigate. But I know it wasn't destroyed. I mean, when we worked on
the Vieux-Port, the locks were filled in. They were closed. And what we discovered in the research
was that they'd been filled in by the material excavated during the process of building the metro.
And we had photographs that showed that there was no damage. When we... You just carefully
excavated, and the locks were there. Even the doors were still there. I mean, they had to be rebuilt,
but... So, I don't know, but even if you had to rebuild it and spend real money on it, it would change
1820 the nature of that neighbourhood. It would... There's something about the Canal that goes away,
disappears, because of the kind of... the massiveness and the oppressiveness of that bridge.

I don't know, but I think you then make light bridges, you think of the other bridges over the
Canal, Charlevoix and many others. You build... You hire good architects, build beautiful bridges
1825 for Rioux and the other street, with bike lanes on them, and suddenly, I think, the city, on both sides,
comes alive, will come alive. But I think it is a bypass, it's a highway, it's like... And cities across
North America are taking those things down. Elevated highways.

Mme LUBA SERGE :

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Merci.

LE PRÉSIDENT :

1835 Coumba?

Mme COUMBA NGOM :

1840 So, Sir, I would like to know something. For the Wellington bridge that you just spoke about,
would you have, maybe, one other aspect we be really careful of, in this project? If yes, what would
it be?

M. PETER ROSE :

1845 I'm not sure... I don't know what the magnitude or the scope of the project is. If you ask me a question, I always give a long answer. But I would say, reclaim as much of the basin, of the Canal, as you can. There is nothing... Make it a serious thing. It's a super important part of the history, why the city even exists. So, one would be to push to open more of the Canal, to reclaim more of the Canal.

1850 And the other is just... make neighbourhoods. A grid is the beginning of a neighbourhood. You asked me one – I'm going to give you a third one. Very, very thoughtful long time planning is important.

1855 **Mme COUMBA NGOM :**

Thank you.

M. PETER ROSE :

1860 You're welcome.

LE PRÉSIDENT :

1865 Thank you very much, Mr. Rose, for your contribution. Merci beaucoup d'avoir participé à cette consultation, monsieur Rose.

Il nous reste un intervenant de la Table de concertation jeunesse et famille de Pointe-Saint-Charles dans quelques minutes.

1870 Rebonsoir, mesdames et messieurs, alors nous sommes maintenant avec monsieur Clément Huberdeau de la Table de concertation jeunesse et famille de Pointe-Saint-Charles.