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Introduction

My name is Judith Bauer and I have been living in Griffintown since 2004. Although, sitting here surrounded by cranes and construction, I cannot help but feel it is too little too late, I am grateful to the OCPM and the Arrondissement Sud-Ouest for all the effort they put into endeavouring to give Montreal citizens a say in the redevelopment of this important area.

Given how many large construction projects are already underway or are undergoing approval, it is obviously futile to make suggestions about height and density or what should be done with the various parcels of land already spoken for. Still, I would like to see this become a lower-rise neighbourhood than is planned (6 stories would be perfect) and strongly believe such a neighbourhood would be better for those living in it and lead to a more vibrant and viable community over the longterm. I would also like to see the Canada Lands project, Bassins du Havre, scrapped and replaced with a large park. I think all four levels of government (Federal, Provincial, Municipal and Borough) should collaborate to make it so. I know it isn't going to happen but each day I pass that site and shake my head with incomprehension and sadness for opportunities missed. It baffles me that it is not obvious to all what a boon to the city it would be to have such a park in such a locale, adjacent to the canal and close to both downtown and old Montreal. What a neighbourhood that would be! What a city!



Recommendations

So what suggestions can I make that have some hope of influencing the future of this area in a positive way?

Le Corridor culturel

First, I suggest some municipal level formalization of the Corridor culturel. I have submitted memoranda to the OCPM about the Corridor on several occasions and there is currently a document about it available on the OCPM's website (the document is available in both English and French and can be found in the section pertaining to this consultation). I know that the geographic focus of this consultation is upon the area bordered by the Bonaventure autoroute to the east and Georges-Vanier to the west and I am also aware that a number of individuals and groups will be submitting memoranda suggesting the acknowledgment of Ottawa Street in Griffintown as an arts and heritage corridor. That said, while I support any formalization of the cultural corridor concept that includes preservation of built heritage and the encouragement of creativity in the community, I would prefer to see this concept embraced in a way that includes contiguous communities rather than ignore them. Too much of the planning for this area has already occurred in isolation from the surroundings and if we are to hope for a redevelopment that integrates with the existing urban environment, that environment must be included in our discussions and plans. The cultural corridor that I propose extends along an east-west axis from Old Montreal through Griffintown, Little Burgundy and St-Henri. These areas already boast a significant number of historic buildings and sites, museums, galleries, artists, cultural and community organizations. Formally designating the area could be expected to have the benefit of attracting more such enterprises and would encourage these neighbouring districts to collaborate with one another in any number of ways that would be of benefit to those who live and work here.

Commuter Buses

Second, I exhort the Ville de Montréal, the Ministry of Transport of Québec (MTQ), Agence métropolitaine de transport (AMT) and the Société du Havre de Montréal (SHM) NOT to implement the plan for a commuter bus route along Dalhousie Street. I do not believe it should be necessary to create a traffic nightmare for residents and businesses in the area in order to facilitate commuters. There are many ways these issues can be resolved, such as having multiple routes for the many buses so that no one or two arteries



must bear the whole load, such as light rail, such as new off-island metro stations, et cetera. We heard during January's information session at ETS that there is already a new plan for the commuter buses but the Ville has not yet made this plan public. Given how important this issue may be to the viability of this future neighbourhood, I further exhort that the delicate matter of planning transportation through and around this area be brought up again for public debate once the Ville's new version of the plan is made available.

Built Heritage and Important Sites

Third, within the geographic area that forms the scope of this consultation there exist a number of significant buildings and sites. Some of these have been designated by the borough as having significant heritage interest, some have been restored or are undergoing restoration, some have been identified by the Ville for future restoration and some are privately owned. I list here, in no particular order, the buildings and sites that I feel must be preserved, restored and maintained, and I encourage our elected officials and bureaucrats to take whatever steps necessary to facilitate and support efforts by developers, private citizens, community groups or charitable organizations to ensure that preservation:

- I. **Rodier Building** (Currently owned by the city and slated to be partially demolished so as to accommodate commuter buses.)
- II. **Dow Chimney** (Currently owned and restored by ETS, except for the top portion that said "Dow". This portion was demolished during restoration and ETS has assured the borough it will be restored but it has not yet been done.)
- III. **Griffintown Horse Palace** (Owned for many decades by Leo and Huguette Leonard, rumour has it that parts of the property were recently sold to the adjacent developer. The Griffintown Horse Palace Foundation, headed by Juliette Patterson, continues to work at finding a way to save this unique landmark and I support their efforts to see these stables preserved as a municipal stable and laud the suggestion that the piece of land directly in fronting on Ottawa Street be designated a park (hopefully a park where horses may play with a ball or roll in the grass as they have done there for so many years.)
- IV. **Police Station No. 7** (Owned by the Centaur Theatre.)
- V. **New City Gas** (Owned by Harvey Lev.)
- VI. The former **St. Ann's Kindergarten School** (Owned by King's Transfer Van Lines.)
- VII. **Gallery Dog Park** (A well-used and necessary amenity which also has a long



- history of being a public park space.)
- VIII. **St-Ann's Park** (The former site of St-Ann's Church and associated buildings. Several years ago this site was turned into a memorial park and should remain so. Unfortunately the projects to be constructed threaten to surround it and transform this from a rather pleasant patch of green to a much darker, and perhaps claustrophobic, place.)
- IX. **Kander Building** aka **Lachine Rapids Hydraulic and Land Company** (Currently head office for Magenta Photo Studios.)
- X. **Forge Wilfrid Cadieux** (Operated as a forge by the Cadieux family for 95 years, it was closed in 1982.)
- XI. **CN Wellington Station** (Located adjacent to the canal, it is my understanding that there is already an entente between the Ville de Montreal and the developer Devimco to ensure the restoration of this building.)
- XII. **Comfort Station** (This art deco building from the Camilien-Houde era is situated adjacent to the Wellington Bridge and it is my understanding that there is already an entente between the Ville de Montreal and the developer Devimco to ensure its restoration.)
- XIII. **CN Railway Pivoting Bridge** (This 1912 rotating bridge no longer functions but does remain, immediately to the west of the Wellington Bridge, open in the middle of the Lachine Canal.)
- XIV. **Northern Electric Building** (Situated on the block bordered by Richmond, Guy, William and Notre-Dame Streets, this former industrial building was erected in 1906. It is currently owned by Tidan and is home to numerous enterprises, including the Salvation Army and Centre du Design.)

A Shared Road

Fourth, I am in favour of the suggestion put forth in some of the other memoranda that Ottawa Street be designated a shared road (route partagée) that accommodates not only cars and pedestrians, but also bicycles and horse carriages.

Place Publique

Fifth, I am in favour of and support the Darling Foundry's effort to have the portion of Ottawa Street between Prince and Queen Streets designated a pedestrian zone that can



function as a public gathering place.

Community Infrastructure

Finally, I think it unconscionable to play at planning a neighbourhood without including even one school in the plan. I think that unless the overall plan for the area includes at least some, and preferably all, of the elements listed below, that there is little hope of this area growing into a neighbourhood (y'know, the kind of place where people recognize some of their neighbours and take time to say hello or at least nod).

I would like to see the following included in the plan for Griffintown:

Schools

Playgrounds

A community/cultural centre

Dog parks

Green space suitable for playing ball, having a family picnic or flying a kite

A community garden

Conclusion

I feel there is lots else could be said but also feel tired of it and seriously skeptical that all these memoranda are going to make a whit of difference in what the city does or doesn't do.

For a better understanding of why I and so many of my neighbours feel discouraged and skeptical, read the memoire submitted by Harvey Lev which discusses **The Destruction of the Democratic Process, What makes a Successful Neighbourhood, Patrimoine-Heritage**, and concludes with **Hope** in the form of many wonderful and inexpensive suggestions for improving the neighbourhood.