OLD PORT MONTRÉAL

LOOKING AHEAD

REPORT ON THE CONSULTATION ACTIVITIES ON THE FUTURE OF THE OLD PORT OF MONTREAL

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INTRODUCTION

In June 2015, the Old Port of Montreal Corporation (OPMC) undertook the development of a master plan to revitalize the territory comprising the Old Port of Montreal and the Pointe-du-Moulin Sector / Silo #5 (the "Territory"), with the aim of creating an innovative urban complex in terms of architecture, landscape and sustainable development, to benefit Montrealers. OPMC intends to submit this plan to Montrealers and the relevant authorities in early 2018.

To develop this plan, OPMC committed to a transparent and inclusive participatory consultation process with stakeholders and the general public. To this end, OPMC began by establishing an Advisory Committee of stakeholders representing various interests in the revitalization of the Territory.

Following the establishment of the Advisory Committee, a first round of consultation with Montrealers and visitors was held in winter 2016 on the planning orientations and vision for the future of the Territory. The results of this first round of consultation are available on the dedicated consultation website www.planoldport.com/consultation.

In the months that followed, OPMC developed a preliminary master plan (the "Plan") to address planning issues that impact the Territory as well as expectations and opinions expressed by Montrealers and visitors during the first phase of consultation. The plan was presented to the public in June 2017 for a second round of consultation. This report summarizes the opinions expressed during the second round in June.

The first part of this report presents background on the consultation context, namely:

- Description of the Territory
- Outline of the Preliminary Master Plan
- Methodology and Tools for the Public Consultation
- Level of participation in the various consultation activities

The second part of the report summarizes opinions expressed on the main components of the Plan.

CONSULTATION CONTEXT

Description of the Territory

The Territory covered by the master plan includes the Old Port of Montréal site and the Pointe-du-Moulin Sector, namely Silo #5 and land on either side of Mill Street east of the Bonaventure Expressway. The Territory excludes the Alexandra Pier, as it is under the care and control of the Montréal Port Authority, which is in the process of upgrading its cruise terminal.

The Old Port of Montréal is a recreational, tourism, cultural and educational destination enjoyed by Montrealers and visitors alike. It covers an area of 100 acres (40.7 hectares) and borders the St. Lawrence River for 2.5 kilometers. It attracts approximately 7 million visitors annually, 39% of whom are tourists, making it the most visited recreational tourism site in Quebec. Visitors to the Old Port are drawn to the diversity of activities, festivals, shows and events that occur year round.

Following is a brief description of the different sub-sectors of the Territory, from east to west.

Clock Tower Pier

The Clock Tower Pier is known for its namesake tower and its aquatic activities, including the Yacht Club Marina located in the Pier Basin, and the Clock Tower Beach, which since 2013 provides visitors the opportunity to be near the river's edge. The Clock Tower Pier has 700 parking spaces in two areas: on the lower level of the pier near the Berri Street entrance and at the end of the pier, accounting for 44% of the available parking at the Old Port. The Hangar 16 at the entrance to the pier has not been refurbished.

Esplanade

Consisting mainly of a large green space, the esplanade connects the territory of the Old Port from east to west. Offering a 2.5 kilometer waterfront promenade, the esplanade is bordered to the north by a bicycle path, a railway track, and de la Commune Street.

Bonsecours Basin Sector

The Bonsecours Basin Sector offers many activities and events throughout the year, including paddleboat rentals in summer and a skating rink in winter. Other summer activities are located close-by, facing the Basin, including the MTL Zipline and the "Voiles en Voiles" adventure park. This sector also includes the Grande Roue de Montréal which began operating in September 2017.

Jacques-Cartier Pier

This pier serves primarily as an event venue, hosting a variety of shows and special events, including Cirque du Soleil summer shows and the winter festival Igloofest. Located just below Place Jacques-Cartier, a popular gathering place in Old Montréal, it is the busiest point of entry on the Old Port site. This pier is also connected to the Bonsecours Basin Sector and the Clock Tower Pier via a pedestrian walkway along the river's edge.

King-Edward Pier

The King-Edward Pier houses the Montréal Science Centre (MSC). Its current educational vocation will be maintained as part of the vision for the future of the Territory. The MSC welcomes 700,000 visitors annually, making it the second most visited science centre in Canada. In addition to scientific exhibitions, the MSC offers rental space for corporate and other events that is coveted for its panoramic views of the city and the river. It has 530 parking spaces on two levels, located in a portion of the former hangar.

The Pointe-du-Moulin and Silo #5

The Pointe-du-Moulin Pier and its Silo #5, closed since 1994, were acquired by Canada Lands Company CLC Limited in 2010. The pier's total area is 18.7 acres (7.5 hectares) and is 850 meters long. The pier was built at the end of the 19th century in large part using material excavated during the widening of the Lachine Canal. The Silo #5 complex, built in three distinct phases between 1906 to 1957, was recognized by the federal government for its heritage value in 1996 and incorporated into the Site patrimonial de Montréal by the Government of Quebec in 1995.

Today, the western sector of the Old Port of Montreal, located at the entrance of the Lachine Canal near its two locks and adjacent to the Pointe-du-Moulin, hosts a range of amenities including the Bota Bota spa-sur-l'eau, the Café des Éclusiers and seasonal street food.

Credit: Luxigon

Outline of the Preliminary Master Plan

The second round of consultation with Montrealers and visitors, held in June 2017, focused on a master plan developed during the preceding months.

The overall vision pursued by OPMC in the development of this plan is to strengthen the position of the Old Port of Montreal as Quebec's recreational tourism site par excellence.

This vision translates into several objectives, in line with the expectations expressed by Montrealers, visitors and stakeholders during previous consultation activities:

- Improve public waterfront access
- Create new activity poles
- Revitalize public and green spaces
- Confirm the current use of the Jacques-Cartier Pier and the King-Edward Pier
- Improve connections between the Old Port site and the city.

Several measures are proposed to reach these objectives, including the following[1]:

- Open up and redevelop the esplanade and its entrances, so that it becomes a large, open linear public space, with five new public squares.
- Bring pedestrians closer to the water using wide stairs to connect the promenade level down to the river in two locations: between the Jacques-Cartier and King-Edward Piers, and at the Clock Tower Pier.
- Create a new cluster of activities at the Clock Tower Pier to include commercial, cultural and recreational tourism activities as well as a new mixed-use district (residential, commercial, hotel, offices) in the western portion of the Pointe-du-Moulin.
- Rehabilitate Silo #5, by providing access to its upper floors through construction of new walkways and a panoramic elevator, enabling the upper floors to be redeveloped for a variety of new uses.
- Add new pedestrian bridges to connect the various sub-sectors of the site and to create a looped circuit nearly 6 kilometers long.
- Provide an additional unobstructed access to the site through a new railway underpass along the river's edge located near McGill Street Entrance.
- Create a new dedicated bicycle path parallel to de la Commune Street, connected to existing Old Montréal and Lachine Canal bike paths.
- Remove the Clock Tower Pier surface parking and concentrate onsite parking in indoor lots at the east and west ends of the site.

1 See the presentation of the Preliminary Master Plan at www.planoldport.com.

Credit: Déclik Communications

Consultation process

Previous complementary consultation activities

The consultation process conducted in June and July 2017 was a continuation of previous consultation activities regarding the vision and orientations for the Preliminary Master Plan.

THE FOLLOWING TABLE SUMMARIZES THESE ACTIVITIES IN CHRONOLOGICAL ORDER[2]:

AUGUST 2015	Survey of Old Port of Montreal site users
NOVEMBER 2015	Creation of an Advisory Committee comprised of stakeholders representing various interests in the revitalization of the Territory (4 meetings)
JANUARY 2016	Launch of an information and consultation website dedicated to the project
JANUARY 2016	Public consultation meeting on improvements to be made to the site and the planning vision
JANUARY TO APRIL 2016	Online consultation on improvements to be made to the site and the planning vision
NOVEMBER 2016	Thematic focus groups (5 meetings)
FEBRUARY TO APRIL 2017	Panel of experts to develop a heritage character statement for the Old Port of Montreal Territory

2 Consult the site www.planoldport.com

Methodology and Tools for the Public Consultation

The objective of the consultation process for the Preliminary Master Plan held in June and July 2017 was to reach, through various means, a large number and diversity of Montrealers and site users, and offer them simple and effective ways to express their views.

To this end, various tools were created and made available online and used during live consultation activities:

- A summary document outlining the proposed Preliminary Master Plan
- Explanatory boards presenting the various interventions
- A large format 3D model illustrating the Preliminary Master Plan
- A questionnaire allowing respondents to express their opinions on the main interventions and to offer comments and suggestions on any other aspect of the project.

A single questionnaire was used[3] for all consultation activities so as to facilitate feedback from participants, obtain an overall picture of the opinions expressed, and enable the analysis of responses according to various criteria, including place of residence, reason for visiting the site, age of respondent and participation mechanism employed.

The questionnaire included:

- A multiple-choice question on the respondent's level of agreement with the overall vision
- Ten multiple-choice questions on the participant's level of approval of each of the main interventions proposed
- Three questions on the respondent's profile (age, reason for visiting, place of residence)
- An open question allowing the respondent to add further comments and suggestions on the Plan.

Respondents had between June 12 and July 12, 2017 to express their views.

The following means were available for doing so:

1. A public meeting at the Montreal Science Centre on the evening of June 12
2. Three open house days at the Old Port site on June 15, 16 and 17, from noon to 8 pm
3. Dedicated project website from June 12 to July 12.

3 See questionnaire in Appendix A

Credit: Déclik Communications

Public meeting

During this meeting held on the evening of June 12, 2017, participants could familiarize themselves with the 3D model and the explanatory panels. The Plan was presented by the architectural and urban design firm Daoust Lestage.

The presentation was followed by a question and answer period, following which, seated in groups around several tables, participants were invited to have a discussion in order to:

- Highlight the strengths of the plan
- Identify areas for improvement
- List the conditions for its successful implementation.

The conclusions of each table were then shared in plenary. Participants also were asked to complete the consultation questionnaire individually.

Credit: Déclik Communications

Open House

The open house activity was held June 15, 16 and 17 from noon to 8pm, in a tent on the site of the Old Port near the St-Pierre entrance. Participants were able to consult information boards and the 3D model, and talk with representatives of OPMC and the design firm. Before leaving, visitors were invited to express their opinions by completing the consultation questionnaire.

Advertising of the Master Plan consultation process

The consultation process was promoted as follows:

- Email to a list of more than 375 stakeholders and individuals who had pre-registered for updates on consultation activities
- Email to various local and regional organizations for distribution to their members
- Information bulletin sent to the Old Port of Montreal mailing list (16,000 people)
- Announcements on social networks
- Posters at the Old Port
- Announcement on the website www.planoldport.com
- Press conference generating wide media coverage.

Credit: Déclik Communications

Level of participation

The consultation process achieved the goal of reaching a large number of Montrealers and site users:

- Some 150 people attended the public meeting
- More than 1,300 people attended the open houses
- Nearly 10,000 individuals visited the site www.planoldport.com (English and French sections combined) during the consultation period, with 1,264 visitors downloading at least one document
- More than 50 requests for information and comments on the Plan were received by email
- 9 organizations and companies submitted documents expressing their views[4].

4 Chamber of Commerce of Metropolitan Montreal, CN, Coprim, Heritage Montréal, Ice Canoe Training Center , Montréal Port Authority, Order of Architects of Quebec, Regroupement des marchands du Vieux-Port, Vélo Québec.

Response to the consultation questionnaire

The consultation questionnaire was completed by 1,715 participants. Approximately 70% of the questionnaires were completed online and 30% during in-person consultation activities.

Table 1.
Completed questionnaires by type of activity and number of participants

Consultation activity	Number of questionnaires completed
Public meeting	86
Open House	398
Online consultation	1231
Total	**1 715**

It is important to note that nearly 2 out of 3 respondents, or 1,043 participants, took the time to provide additional comments after responding to the questions. In addition to the high number of participants, the fact that participants provided additional comments demonstrates Montrealers' and site users' interest in, and commitment to the future of the Old Port.

Three-quarters of those who completed the questionnaire live in Montreal. Nearly a quarter of respondents live near the Old Port[5].

Table 2.
Place of residence of respondents

Place of residence	Near the Old Port	Elsewhere in Montreal	Outside Montreal	Not indicated
% of respondents	22%	49%	24%	5%

A number of participants selected more than one answer to the question on the main reason they visit the Old Port. The two most frequent responses are walking and relaxation (55%) and events and activities (20%).

Participants completing the survey in person were more likely to visit the site for walking and relaxing (72%) than those who completed the survey online (49%). In addition, online respondents were more likely to use the site for events and activities: 24% compared to 7% of respondents who completed the questionnaire in person.

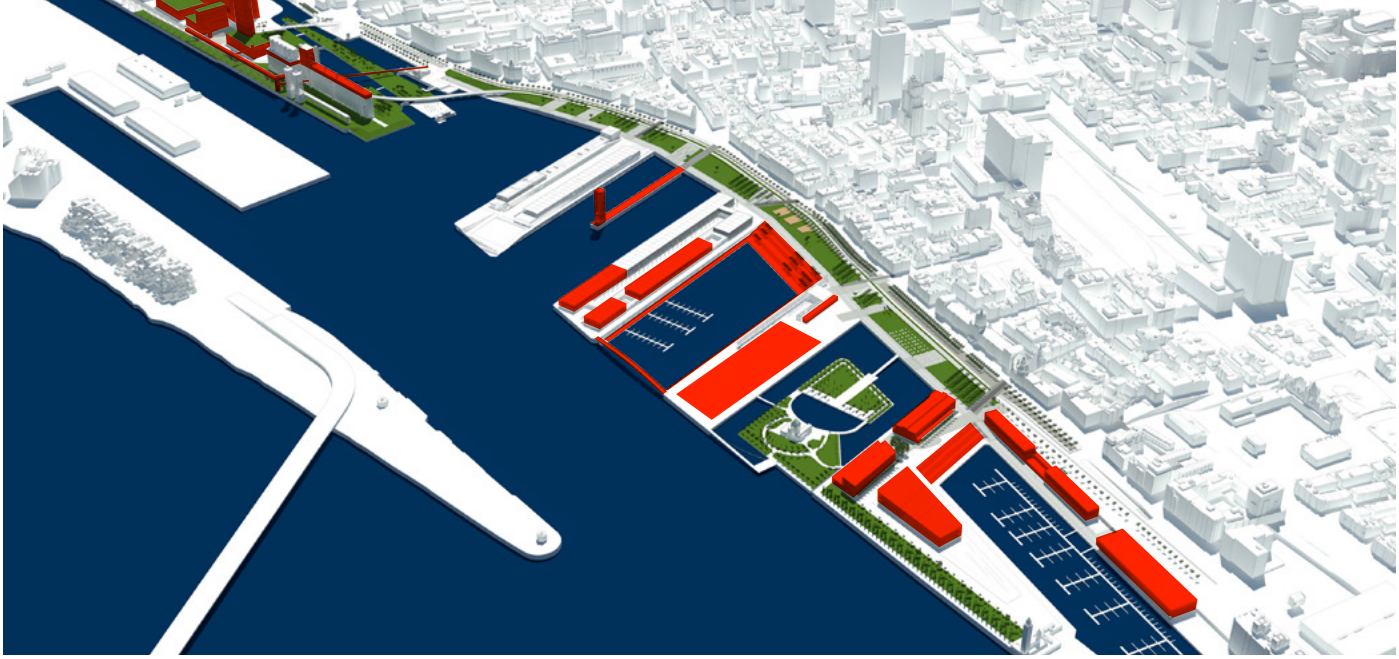
5 For the purposes of analysis, the area of proximity to the Old Port is bounded by: Peel St. to the west and De la Commune St. East / Amherst St. to the east; and, to the north, Saint Antoine St. east of the Bonaventure Expressway and Notre Dame St. west of the Bonaventure Expressway.

The age distribution of the respondents shows that the consultation reached different age groups as indicated in the following table:

Table 3.
Distribution of respondents by age

Age	15 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and +
% of respondents	8%	21%	20%	16%	20%	15%

The consultation process thus achieved a second objective, namely to obtain opinions from a diverse sample of Montrealers and site users.



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SUMMARY AND ANALYSIS OF OPINIONS EXPRESSED

A quantitative and qualitative analysis of the views expressed during the consultation on the Preliminary Master Plan is presented in this second part of the report.

The results are presented according to the themes addressed in the consultation questionnaire, namely:

1. Overall vision
2. Main interventions proposed
3. Other aspects of the Plan and its implementation

The information used in this analysis comes from the following sources:

- Questionnaires completed during the various consultation activities in person and online
- Comments received at the public meeting and open houses
- Opinions expressed by companies and organizations in reports they submitted
- Comments sent by email.

Overall vision

In the consultation questionnaire, participants indicated their level of agreement with the proposed vision by answering the following question:

"The Preliminary Master Plan for the revitalization of the Old Port proposes improved access to the river, new poles of activity, the revalorisation of green spaces and public spaces, and the reconnection of the Old Port to the city. Overall, do you agree with the proposed vision?"

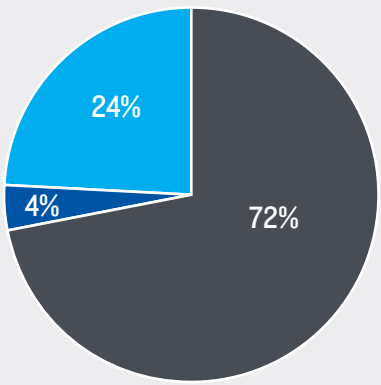
A large majority of respondents to the questionnaire (72%) agree or completely agree with this proposed vision for the revitalization of the Old Port.

In general, participants support and see the need to revitalize the Territory of the Old Port of Montreal and the Pointe-du-Moulin Sector. The level of support for the vision is similar regardless of place of residence or reason for visiting the Territory. It varies according to age of respondent: the level of support among people aged 25-34 is slightly lower (66%), while there is stronger support for the vision among people aged 65 and over (84%). There is a similar difference between people living near the Old Port (66%) and visitors living outside Montréal (80%).

Also, in general, slightly lower levels of agreement were observed among participants who responded to the questionnaire online than among those who completed it during in-person consultation activities (public meeting and open house).

The analysis of the comments expressed via the various consultation activities reveals nuances in the level of appreciation of the Plan and its various components, as shown in the following paragraphs.

AGREEMENT WITH PROPOSED VISION



Credit: Luxigon

Proposed interventions

In the consultation questionnaire, participants were asked to indicate their level of satisfaction with ten main interventions proposed in the Preliminary Master Plan.

The roundtable discussions at the public meeting also included discussions of the Plan's strengths and areas for improvement, as well as providing a valuable perspective for analyzing the opinions expressed as presented in the following pages.

The results are presented for each of the ten proposed interventions addressed in the consultation questionnaire. Each analysis is preceded by a brief description of the interventions to which it relates.

Clock Tower Pier – New destination – Proposal

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Proposal I :

Creation of a family-oriented recreational and tourism destination at the Clock Tower Pier

The Plan proposes redefining the vocation of the Clock Tower Pier Sector while maintaining its main attribute as a prime location for viewing the river and the Clock Tower. The piers' large surface parking lot will be replaced by a large public space to hold events as well as a new cultural and/or recreational venue, a hotel and commercial uses. Hangar 16 is rehabilitated to accommodate commercial activity such as a market and food concessions. The parking spaces are relocated in a new parking structure to be built on the lower pier, replacing the existing buildings in this location. Shops, services, cafes and a restaurant would be accessible from the lower level, facing the marina.

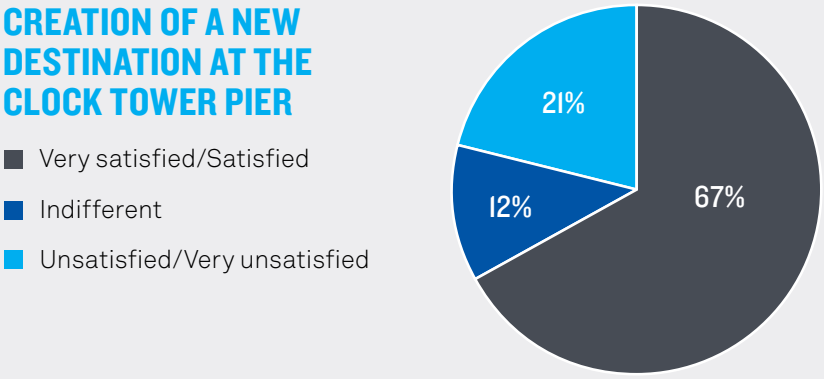
Two-thirds of respondents to the questionnaire are satisfied or very satisfied with this proposal which provides a clearer and more attractive vocation to a sector that many consider neglected. This level of satisfaction drops to 54% among respondents living near the Old Port.

The proposal does raise some concerns expressed both in responses to the questionnaire and at the public meeting. Among people living opposite the Clock Tower Pier, these reservations are much stronger, and relate mainly to the addition of new structures and their uses. There is concern that the new buildings will block views of the river and that new commercial activities will alter the peaceful character of this sector of the Old Port. The addition of commercial functions is associated with an increase in visitors, noise level and traffic, which is already considered a problem in the sector, particularly on de la Commune Street.

The addition of commercial and hotel activities sparked divergent comments. While some welcome the addition of services, such as sidewalk cafés and restaurants, others oppose too much emphasis on commercial activities, which they see as a form of the privatization of the public space. Many participants question the viability of hotels and businesses in this sector, while others are concerned that these new activities will hurt existing businesses in Old Montreal. The latter concerns also apply to the entire Old Port site.

Finally, many respondents stress the importance of maintaining a family vocation for this sector. Those who share this concern wish, among other things, to maintain the children's playground currently located behind Hangar 16.

CREATION OF A NEW DESTINATION AT THE CLOCK TOWER PIER



Pointe-du-Moulin – New urban district – Proposal

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Proposal 2 :

Development of a new district at the Pointe-du-Moulin

The Plan proposes to transform the western section of the Pointe-du-Moulin into a new mixed-use district that can accommodate residents, shops, a community facility such as a sports centre, and a hotel.

Although it has the support of the majority of respondents, with 56% satisfied or very satisfied, this is the proposal that generally elicits the least enthusiasm. There is no significant difference in the level of support amongst different respondent profiles. An analysis of the comments clarifies the respondents' reservations about the redevelopment of this industrial sector, which is still relatively unfamiliar to Montrealers.

Several participants questioned the density and height of the proposed buildings, particularly the 24-storey building targeted for hotel occupancy. Some believe that Silo #5 should continue to dominate the Pointe-du-Moulin landscape. Others would like the Pointe-du-Moulin to become a public park, related to a new public vocation for Silo #5.

The development of the Pointe-du-Moulin also raises concerns because of the additional traffic it could generate in a sector that is currently poorly served by public transit and whose road network is already saturated during peak periods.

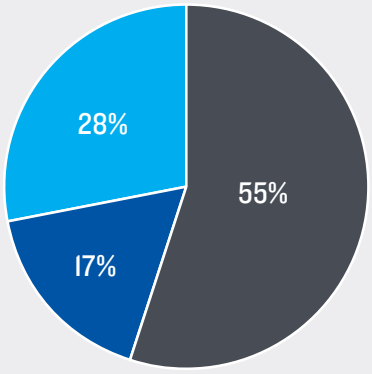
The proposed residential use is also the subject of several comments. Some respondents question the need for housing, given current developments in the Griffintown sector, as well as the compatibility of a residential development with the industrial character of Pointe-du-Moulin, not to mention the proximity to the railway and to port operations on the Bickerdike pier. In the event of a new residential offer, however, a preference is expressed for mixed development that includes social and affordable housing.

Architecture respectful of the heritage and history of the Old Port and Old Montréal, as well as the selection of quality materials are, for many, essential to the harmonious integration of the proposed new buildings and facilities. This concern for quality, a recurring theme in the comments, applies to both the Pointe-du-Moulin sector and the entire Old Port site.

Finally, one suggestion stresses the importance of an integrated planning approach to the Territory on a larger scale, including the Pointe-du-Moulin, the Five Roses Flour site, the Bickerdike pier and the Peel Basin, to take the eventual transformation of this entire sector into account

DEVELOPMENT OF A NEW MIXED-USE URBAN DISTRICT AT THE POINTE-DU-MOULIN

- Very satisfied/Satisfied
- Indifferent
- Unsatisfied/Very unsatisfied



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Proposal 3 :

Redevelopment of Silo #5 providing access to its upper floors

To facilitate the conversion of Silo #5, the Preliminary Master Plan proposes a new way to access the two upper floors of the Silo #5 structure. These two floors have large areas, have large windows, and offer unique views of the city and the river, thus lending themselves easily to a host of new uses. The Plan proposes the construction of a pedestrian bridge connecting the esplanade near the McGill Street Entrance to Silo #5, and an exterior panoramic elevator on the façade leading to the upper levels of the structure.

In this proposal, the old conveyors which formerly linked Silo #5 to other mills in the area are also transformed to create an elevated walkway and an interpretive site to increase understanding of the industrial heritage of the area and to offer new views of the city, the Lachine Canal and the river.

A strong majority of respondents (71%) are in favour of this proposal. Their approval is supported by many positive comments regarding the possibility of public access to the building and the conveyors. This level of approval varies little according to respondent profiles, except in the 25-34 age group, where it is somewhat lower (56%).

The fact that many respondents took the opportunity to clarify their point of view through detailed comments also demonstrates the interest of Montrealers for this heritage of the Old Port's industrial past.

Many participants would have liked the Plan to provide more comprehensive, bolder and more original conversion proposals to reflect Montréal's creativity in design and architecture. This desire for a large-scale, iconic project manifests itself in many of the comments.

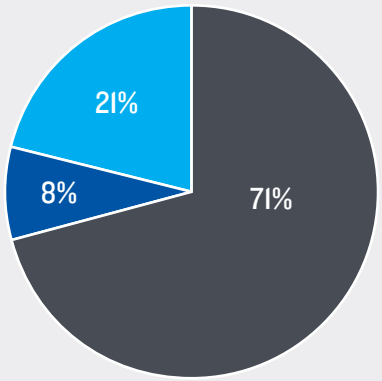
While some favour the incorporation of the Silo #5 structure into new uses (hotel, museum, shops), others, on the contrary, underline the importance of preserving the integrity and industrial character of the original structure.

There are also a number of comments about landscaping around Silo #5, the majority of which advocate the maintenance of a natural, ecological environment. Other participants criticize the lack of maintenance of the Silo #5 and the surrounding land. A few respondents expressed concern that the pedestrian bridge to Silo #5 could block views of the river.

Finally, there are several suggestions regarding how to carry out the project for the rehabilitation of Silo #5, including holding an architectural competition, establishing a committee to ensure respect for its heritage value and, finally, setting up a non-profit organization to plan, finance and manage the project.

REDEVELOPMENT OF SILO #5

- Very satisfied/Satisfied
- Indifferent
- Unsatisfied/Very unsatisfied



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Proposal 4 :

Reconfiguration of the esplanade into a wide 2.5 km urban promenade

The Preliminary Master Plan proposes that the Old Port esplanade be completely reconfigured to create a large linear public space linking Old Montréal, the piers and the river. This large public space would be open and would highlight traces of the evolution of the port and of former piers that have disappeared.

This proposal was particularly well received during the consultation, with 83% of respondents saying they were satisfied or very satisfied with its content. There is no significant difference of opinion based on respondent profiles. The analysis of the comments received online and in person demonstrates strong support for the relocation of activities currently located in the eastern portion of the esplanade in order to open up the space as part of the public domain and offer views of Old Montréal and the river.

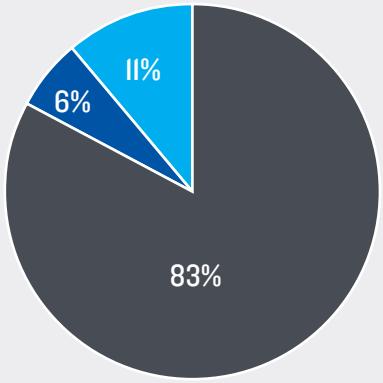
However, some participants said they would like to maintain recreational family activities, such as Voiles en Voiles and the MTL Zipline. They consider these to be unique attractions in Montréal and a reason to come to the Old Port. Others think that these activities take up too much space and are gradually transforming the Old Port into an amusement park.

In terms of design, the concerns expressed deal mainly with the proportion of mineral surfaces as well as the overly formal and unwelcoming character of the redeveloped esplanade. The majority of respondents who made such comments stress the importance of greening the esplanade and the need for trees in order to create shaded areas for user comfort.

Some would like the “green” character to be based on an ecological vision of the site, which would include initiatives such as green roofs and urban agriculture. A few respondents would like to retain the water basin between the King-Edward and Alexandra piers, which is replaced by a green space in the Preliminary Master Plan. Others would like the esplanade to include playgrounds, water elements and places to gather, especially for family picnics as well as year-round outdoor activities.

RECONFIGURATION OF THE ESPLANADE

- Very satisfied/Satisfied
- Indifferent
- Unsatisfied/Very unsatisfied



Esplanade – Alexandra Entrance and Place Royale passage – Proposal

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Information source: Division de la Géomatique

Proposal 5 :

Creation of stepped plazas leading down to the water at the Jacques-Cartier and Clock Tower Basins

The goal of improving access to the river is reflected in the Plan by, among other elements, the proposed creation of stepped plazas from the promenade down to the level of the river, in two locations: between the Jacques-Cartier and King-Edward piers, and at the Clock Tower Pier.

This proposal elicits a high degree of support from questionnaire respondents with a satisfaction level of 81% among participants who completed the questionnaire. Again, analysis of the responses by participant profile indicates no significant differences in the opinions expressed.

The few comments on this proposal relate to the following aspects:

- The importance of trees to avoid the creation of heat islands
- Respect for the principles of universal accessibility in the design
- Taking account of rising water levels, both seasonal and due to global warming
- The installation of railings to ensure safety, particularly for young children.

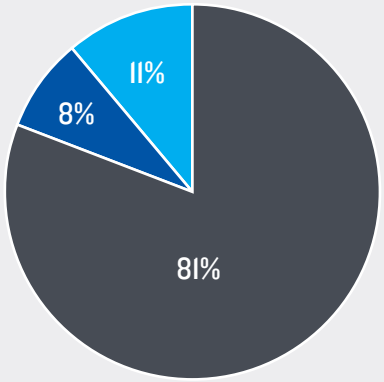
The few people who expressed reservations regarding the construction of these steps indicated that the scale of the steps is too large.

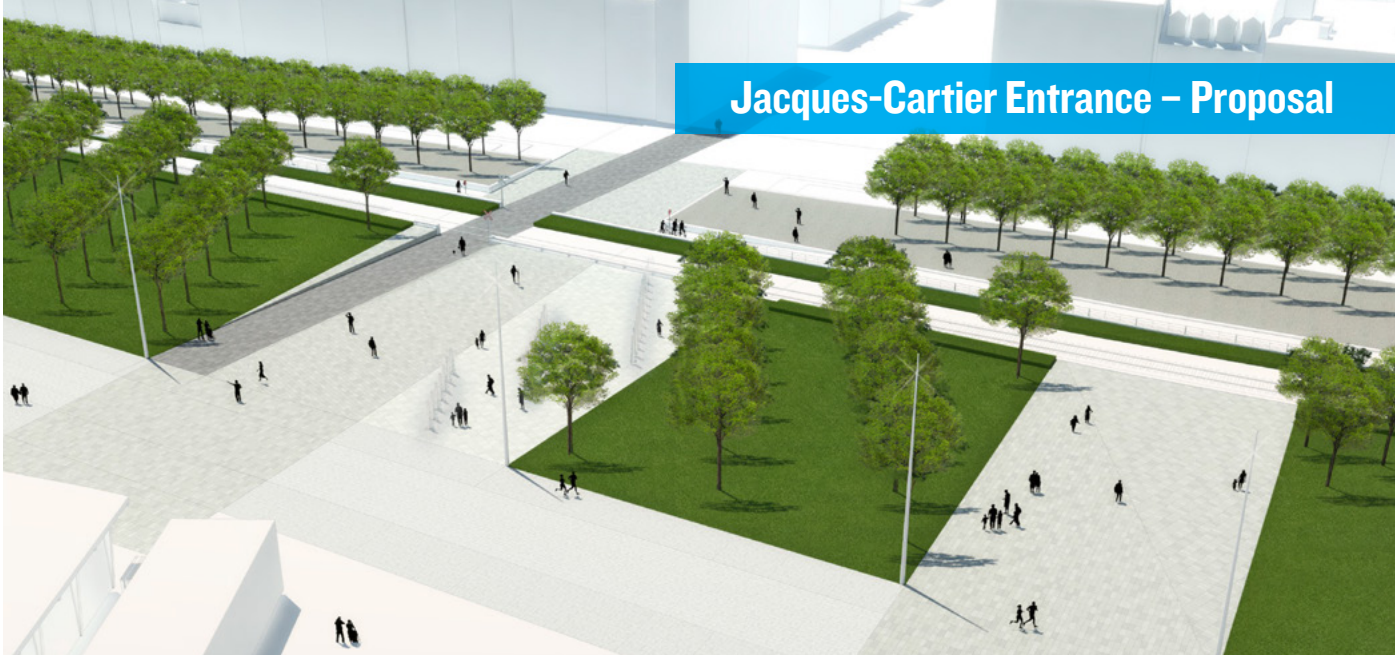
Finally, several participants mentioned that there should be consideration in the Plan for providing access to the water to allow for swimming, aquatic activities (e.g. kayaking or paddle-boarding), or access to a river shuttle service.

Among these respondents, some expressed the wish that the City of Montréal's Harbour Bath project will be implemented. Opinions are divided as to the best location for this facility: near the beach at the end of the Clock Tower Pier or between the Jacques-Cartier and King-Edward piers to shelter the harbour bath from stronger currents. In the latter option, the proposed steps could provide access.

CREATION OF STEPS DOWN TO THE WATER

- Very satisfied/Satisfied
- Indifferent
- Unsatisfied/Very unsatisfied





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Information source: Division de la Géomatique

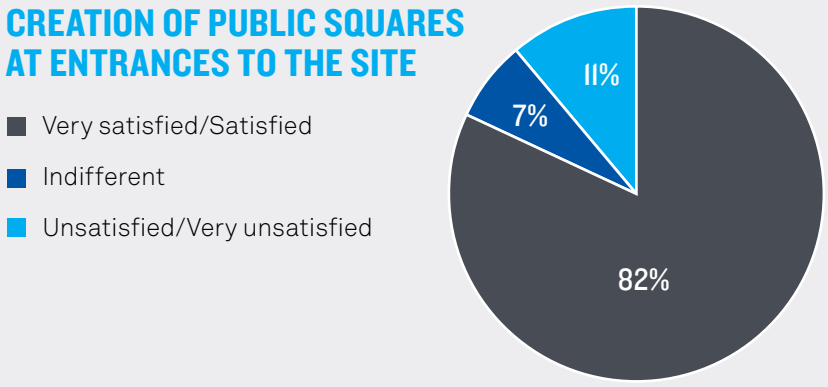
Proposal 6 :

Widening of site entrances to the Old Port and opening up views onto the river and the city

The Plan provides for new public squares to better connect the esplanade, the various piers and the city. These public squares will mark the site entrances as an extension of Old Montréal to the river and will open up views to and from both the city and the river.

This proposal was very well received as 82% of respondents who completed the questionnaire indicated their approval of this initiative, with non-significant variances in terms of respondent profiles. Few people commented directly on this proposal. Those who did stressed the improved access to the Old Port site from Old Montréal and the need to limit mineral surfaces so as to avoid the creation of heat islands.

CREATION OF PUBLIC SQUARES AT ENTRANCES TO THE SITE

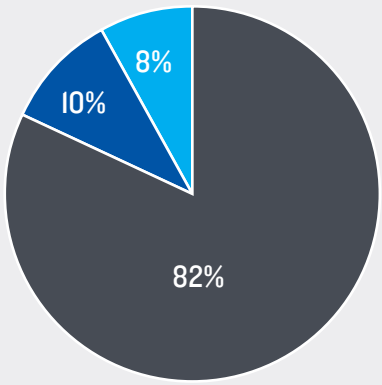


Jacques-Cartier Footbridge – Proposal

Image: Daoust Lestage Inc • 3D Digital Data: © Copyright Ville de Montréal • Information source: Division de la Géomatique

CONSTRUCTION OF FOOTBRIDGES TO CREATE A 6-KM LOOPED WALKING CIRCUIT

- Very satisfied/Satisfied
- Indifferent
- Unsatisfied/Very unsatisfied



Proposal 7 :

Construction of pedestrian bridges to create a 6-km looped circuit

The plan proposes the addition of several pedestrian bridges connecting the various sectors of the Territory and creating a circuit of walking paths of approximately 6 kilometers over the entire site.

This pedestrian network includes:

- A new bridge between the esplanade and Silo #5 near the McGill Street Entrance
- A new pedestrian bridge connecting the ends of the King-Edward and Jacques-Cartier piers
- The eastward extension of the esplanade to the lower pier of the Clock Tower Pier, facing the marina
- Former elevated conveyors to be converted to connect Silo #5 to new buildings being proposed for Pointe-du-Moulin Sector.

This proposal was also highly appreciated by participants, regardless of their profile, with 82% of questionnaire respondents indicating they are satisfied or very satisfied with it.

For some, support for this proposal is conditional on the design of the pedestrian bridge between the King-Edward and Jacques-Cartier piers so as not to impede the passage of the Tall Ships.

Several respondents would like to see the improvement of links continue off-site to connect with other attractions close to the site, i.e. with the Cité-du-Havre, the Parc Jean-Drapeau and the Lachine Canal.

Proposal 8 :

Relocation of the Clock Tower Pier surface parking, and consolidation of all onsite parking in 4 locations

Onsite parking is reviewed in the Preliminary Master Plan. Two new parking lots are suggested to serve the new activity poles, the Clock Tower Pier and the Pointe-du-Moulin. At the Clock Tower Pier, the surface parking that now occupies a large portion of the pier will be relocated in a new 4-storey structure of similar parking capacity to be built on the lower pier, opposite the marina.

This proposal is supported by a smaller majority of respondents, with 59% saying they are satisfied or very satisfied with it. Not surprisingly, support decreases among respondents living near the Old Port (48%) while it is higher among respondents living outside Montréal (69%).

For many, the accommodation of cars on the site is a serious issue, especially given the traffic problems in Old Montréal and on de la Commune Street in particular. This concern was raised repeatedly at the public meeting and in the written comments.

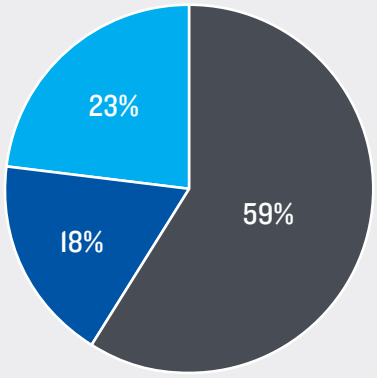
To alleviate the problem, several participants suggested improving access to the site via public transit, by various means: an electric shuttle connecting the Old Port to local metro stations and incentive off-site parking lots; a tram line on de la Commune Street or on the CN rail lines; or, a river shuttle service. Others suggest turning de la Commune into a pedestrian street or prohibiting horse-drawn calèches. It was also suggested that traffic and parking issues throughout Old Montréal be studied in collaboration with the City of Montréal, before undertaking a new major project on the site.

The construction of multi-level parking at the Clock Tower Pier to replace the surface parking also raised reactions among owners of homes facing the pier. They expressed their concern about the impact of this new building on the views of the Clock Tower and the river. As a solution, it is suggested that parking be relocated offsite to avoid building a structure at the proposed location. Others suggest underground parking, green roofs, murals or quality architecture to reduce the visual impact of a new structure.

On the other hand, some participants suggest increasing the number of parking spaces on the site, lowering the cost of parking and improving signage for visitors, notably to reduce the pressure on parking in Old Montréal.

RELOCATION OF SURFACE PARKING AND CONSOLIDATION OF ON-SITE PARKING

- Very satisfied/Satisfied
- Indifferent
- Unsatisfied/Very unsatisfied



Proposal 9 :

Creation of a dedicated bike path for the full length of the site

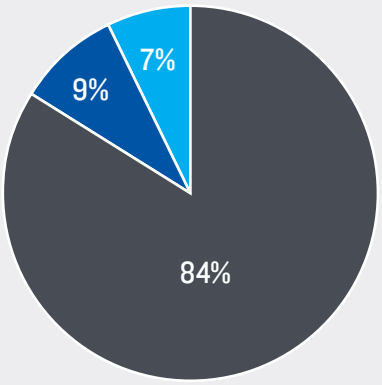
The Plan provides for the construction of a new dedicated bicycle path on the site along de la Commune Street. It would join existing sections of the Old Montréal and Lachine Canal bicycle paths.

This proposal is favourably received by a very large majority of respondents (84%), regardless of their profile. The favourable comments stress the improved cohabitation of cyclists and pedestrians and the resulting increase in safety.

Some participants even want cycling to be confined to this new bike path. It is also suggested that bicycle and pedestrian zone signage be improved and that the new bike lane be of sufficient width to ensure fluidity on the cycling path.

CREATION OF A DEDICATED BICYCLE PATH

- Very satisfied/Satisfied
- Indifferent
- Unsatisfied/Very unsatisfied



Railway underpass at McGill Entrance – Proposal

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Proposal 10 :

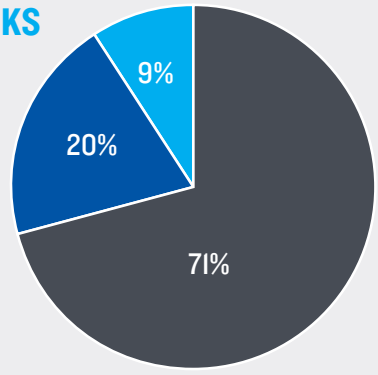
Building a railway underpass in the western part of the site

The Preliminary Plan proposes lowering the promenade between the McGill Street entrance and the St-Pierre entrance as an underpass below the existing railway lines. This would provide an additional unobstructed access to the Old Port site when trains are passing. The passage has become necessary due to the increased frequency of rail traffic and there is no indication that railway operations on this line will cease in the short, medium or long term. This new underpass leading down to the level of the river also contributes to the goal of improving access to the waterfront.

71% of respondents support this proposal. An unusually high proportion (20%) of respondents say they are indifferent to it. While some participants agree on the importance of this underpass, others are worried that it will be used as a shelter and will be vandalized. Concerns about the safety of workers during the construction of the underpass and the maintenance of railway operations during the work are also mentioned.

UNDERPASS UNDER THE TRACKS NEAR THE MCGILL ENTRANCE (WEST SIDE OF THE SITE)

- Very satisfied/Satisfied
- Indifferent
- Unsatisfied/Very unsatisfied



Implementation

Several participants indicated their desire to see an improvement in site maintenance and the addition of basic services, such as toilets, benches, drinking fountains, and some suggested a dog park.

These improvements, which would not require major construction, could be made without waiting for the implementation of the Master Plan, as they would enhance the visitor experience in the short term.

Respect for the quality of life in the neighbourhood was mentioned several times by people living near the site. These residents encourage OPMC to consider its neighbours when programming activities, particularly in terms of noise, in order to ensure the best possible cohabitation with the residents of Old Montréal.

Regular communication with Old Montréal residents, organizations and associations is also identified as a condition for the success of the next stages of planning and implementing the Master Plan.

Other comments refer to the phasing of the project. Several respondents mentioned that they would like the project to be realized in under ten years, so as not to prolong the construction phase.

It is also anticipated that mitigation measures will be necessary to minimize the impact of construction on site use and on the quality of life of Old Montréal residents while ensuring the safety of the many users.

Conclusions

The consultation exercise demonstrated the strong interest of Montrealers and visitors in the revitalization of the Old Port and the general support for the objectives outlined in the Preliminary Master Plan prepared by OPMC.

The proposed interventions receiving the highest level of approval feature new infrastructures to facilitate walking and access to the water: the reconfiguration of the esplanade with several public squares, the stepped plazas leading to the water, the bridges connecting the different sectors and the integration of a dedicated bicycle path are interventions particularly appreciated by Montrealers, residents living near the Old Port and visitors from outside Montréal.

The new poles in the eastern and western areas of the site are generally well received, despite reservations about the impact of new buildings and bringing more cars into an area already affected by traffic congestion. The resolution of traffic issues requires multiple measures, many of which exceed the boundaries of the planning territory and therefore require collaborative efforts.

If the intentions to rehabilitate Silo #5 are well-received by a great majority of the participants, many would like the redevelopment options to be better defined and to demonstrate greater creativity. Over the years, Silo #5 has become an iconic structure for Montrealers. Today, they are eager to see a major project take shape there.

In addition, remarks about the importance given to greenery, welcoming amenities for pedestrians, a concern for the quality of the architecture and a respect for the heritage character of the site underlie the majority of comments on the Plan's quality in terms of urban design.

Finally, it is clear from the results of the consultation that the diverse clientele who frequent the Old Port come there for different experiences. Some people enjoy it as a place to relax while others are seeking a lively recreational tourism destination. The Old Port is also the front yard of a growing resident population in Old Montréal, in addition to being a founding site of Montréal and a unique window onto the river.

These different personalities of the Old Port undoubtedly explain the reason for its success. However, this success also means that there is a need to reconcile and balance a diversity of needs, interests, expectations and values. This is the main challenge for the next stages leading to the finalization of the Master Plan for the Old Port of Montréal and Pointe-du-Moulin Sector / Silo #5.

Appendixes

Appendix A – Information Document

Appendix B – Questionnaire

Appendix C – Summary Table of Questionnaire Responses

HAVE YOUR SAY ON THE MASTER PLAN

The Old Port of Montréal Corporation is pleased to unveil to Montrealers a preliminary plan for the revitalization of the Old Port of Montréal. The aim of this plan is to strengthen the Old Port's position as the premier recreational tourism site in Québec.

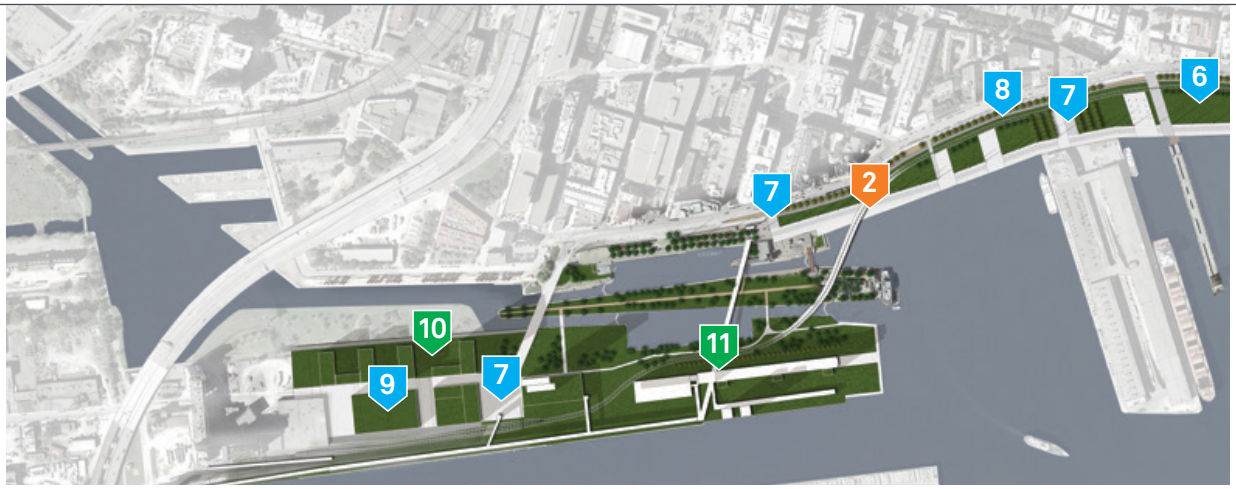
It also recognizes the importance of enhancing the heritage assets of this historic site in Montréal and confirms the vocations of the Jacques-Cartier Pier as an event venue and the Montréal Science Centre as an educational institution.

Today, we invite Montrealers to view and acquaint themselves with the plan, and to participate in the various consultation activities taking place now. Following this stage of consultation, feedback gathered will be considered and incorporated into the final plan.

Why a Master Plan?

The Old Port is one of the most popular recreational tourism sites in Canada. Every year Montrealers and visitors alike appreciate and visit it in large numbers. Twenty-five years after its inauguration, new investments are needed to enhance the visitor experience. The addition of Silo 5 and the Pointe-du-Moulin sector to the planning process offers a unique opportunity to create a new urban setting that meets the expectations of Montrealers.

As a result of numerous consultations, improved access to the waterfront and sectors of interest and activities are being proposed. The plan enhances green spaces and public areas while reconnecting the Old Port to the city. Once adopted, the plan will incorporate a multi-phased approach that will guide development efforts at the Old Port over the coming years.



Getting closer to the waterfront

The plan offers visitors several ways to get close to the St. Lawrence River, be it the lowering of a portion of the Old Port promenade, stepped plazas down to the waterfront, or new pedestrian bridges across the water. Opposite the Jacques-Cartier Basin and the Clock Tower Basin 1, two stepped plazas will lead down to the level of the water. The plan also proposes lowering the Old Port promenade between the McGill and St-Pierre entrances 2 to pass under the railway line. At the Clock Tower entrance 3, there is a proposed extension of the promenade eastward, down to the marina. In addition to lowering the promenade in these locations, this new configuration will provide access to the site during train crossings.

Jacques-Cartier Stepped Plaza

Redefining the Clock Tower Pier as a new destination

The vocation of the Clock Tower Pier sector 4 will be redefined, yet will remain a special vantage point for admiring the historic Clock Tower and the powerful St. Lawrence River current. The existing large ground-level parking lot will give way to new cultural and recreational uses and a hotel 5. These additions will complement the existing family attractions in the sector, such as the Natrel Basin, the Natrel Skating Rink and the Clock Tower Beach, as well as a potential future Montréal Harbour Bath.

Clock Tower Pier

Reconnecting the city, the Old Port and the river

Another objective of the plan is to strengthen the links between Old Montréal, the Old Port site and the river. To this end, the Old Port esplanade and its waterfront promenade 6 will be completely reconfigured to create a large linear public space linking Old Montréal, the piers and the waterfront. New public squares 7 will serve as connectors to the Clock Tower, Jacques Cartier, King Edward and Alexandra Piers as well as to the Pointe-du-Moulin. They will mark the site entrances as an extension of Old Montréal towards the river and will open up views to and from the city and the river.

Site access, mobility and parking will also be reconfigured. There will be a dedicated bicycle path, running parallel to de la Commune Street, 8 which will link the existing paths in Old Montréal and along the Lachine Canal. New pedestrian bridges will link the various sectors of the Old Port, creating a six-kilometer looped circuit.

The overall number of parking spaces will be maintained and will be concentrated at four main locations, including the existing parking lots at the Montréal Science Centre on King Edward Pier and the Alexandra Pier parking lot. Two new parking lots will be added at the east and west ends of the site 9.

Jacques-Cartier Entrance

Revitalizing the Pointe-du-Moulin and Silo 5

The western section of the Pointe-du-Moulin will be transformed into a new mixed-use area 10 able to accommodate residents, shops, offices, hotel and other community amenities such as a sports centre.

Near the McGill entrance, access will be provided to the upper floors of Silo 5 via a pedestrian bridge from McGill Street and a panoramic elevator 11, offering breathtaking views of downtown Montréal and the Montérégie region. The old conveyors will be partially retrofitted into an elevated conveyor promenade providing an opportunity to better grasp the industrial heritage of the site and to offer new views on the city, the Lachine Canal and the river.

McGill Railway Underpass

Jacques-Cartier Pier

A plan created with Montrealers

A great number of Montrealers have been enthusiastic participants in the various stages of designing the Master Plan. In 2015, more than 400 people responded to a survey that emphasized a desire for better access to the waterfront and for maintaining the site's recreational tourism vocation. Further public consultations were held in January 2016, followed by workshops on various topics (heritage, accessibility, events, activities, economic development and urban integration). These activities were carried out under the aegis of an Advisory Committee made up of experts and notable Montrealers.

HAVE YOUR SAY!

Discover the model of the Old Port of tomorrow and join the conversation

- Public meeting on Monday, **June 12, at 7 p.m.**, at the Montréal Science Centre (2 de la Commune West). No registration required.
- Open house events under an outdoor tent on Thursday **June 15**, Friday **June 16** and Saturday **June 17, from 12 p.m. to 8 p.m.**, at the St-Pierre entrance to the Old Port site (just East of McGill Entrance). No registration required.
- Online consultation at **www.planoldport.com** from **June 12 to July 12**.

Do not hesitate to contact us if you have any questions: info@planoldport.com.

OLD PORT MONTRÉAL LOOKING AHEAD

Canada

CONSULTATION ON THE PRELIMINARY MASTER PLAN FOR THE OLD PORT OF MONTRÉAL – SPRING 2017

1. The preliminary Master Plan for the revitalization of the Old Port proposes the following: improved access to the river, new poles of activity, the revalorisation of green spaces and public spaces, the confirmation of the vocation of the Jacques-Cartier Pier as primarily for events and the educational vocation of the Montréal Science Centre, and the reconnection of the Old Port to the city**. Overall, do you agree with the proposed vision?** (Circle the appropriate response)

Completely agree	Agree	Indifferent	Disagree	Completely disagree

2. The preliminary Master Plan proposes a series of actions in relation to the proposed vision. **What is your level of satisfaction in regards to each of the following proposals** : (check the appropriate box)

	Very satisfied	Satisfied	Indifferent	Unsatisfied	Very unsatisfied
1. Reconfiguration of the esplanade and its 2.5 km waterfront promenade as a large linear public area					
2. Creation of public squares at the site entrances as connectors to and from the city, opening views towards the river and the city					
3. Creation of stepped plazas leading down to the water at the Jacques-Cartier and Clock Tower Basins					
4. Proposed railway underpass at the western part of the site by the McGill Entrance					
5. Construction of pedestrian bridges to create a 6-km looped circuit					
6. Creation of a new destination at the Clock Tower Pier: recreational, institutional and commercial					
7. Redevelopment of Silo #5 to include public access to the upper floors and a belvedere					
8. Development of a new mixed-use urban district at the Pointe-du-Moulin (residential, commercial, office, hotel)					
9. Creation of a dedicated bike path parallel to de la Commune Street					
10. Relocation of the Clock Tower Pier surface parking and all onsite parking regrouped in 4 places					

3. **Your age group** (circle the appropriate response)

15 to 24	25 to 34	35 to 44	45 to 54	55 to 64	Over 65

4. **The primary reason you visit the Old Port** (circle the appropriate response):

Promenade and relaxation	Transit	Physical activity	Work	Events and activities	Montréal Science Centre

Other reason (specify) : _____

5. **Montrealers**, your postal code: _____-_____ **Visitors,** your place of residence**:** _____

Leave us additional comments on the back of the page

6. Other comments on the proposed preliminary Master Plan

Summary table of questionnaire responses

Table 1.
Level of agreement with the proposed vision

Agree or completely agree	72%
Indifferent	4%
Disagree or completely disagree	24%

Table 2.
Level of satisfaction with proposed interventions

	Satisfied	Indifferent	Dissatisfied
Creation of a dedicated bike path for the full length of the site	84%	9%	7%
Reconfiguration of the esplanade into a wide 2.5 km urban promenade	83%	6%	11%
Widening of site entrances to the Old Port and opening up views onto the river and the city	82%	7%	11%
Construction of pedestrian bridges to create a 6-km looped circuit	82%	10%	8%
Creation of stepped plazas leading down to the water at the Jacques-Cartier and Clock Tower Basins	81%	8%	11%
Building a railway underpass in the western part of the site	71%	20%	9%
Redevelopment of Silo #5 providing access to its upper floors	71%	8%	21%
Creation of a family-oriented recreational and tourism destination at the Clock Tower Pier	67%	12%	21%
Relocation of the Clock Tower Pier surface parking, and consolidation of all onsite parking in 4 locations	59%	18%	23%
Development of a new district at the Pointe-du-Moulin	56%	17%	28%