



Société du Havre de Montréal

Press Release – For immediate publication

**Demolition of the Bonaventure Expressway to give birth to the *Quartier Bonaventure*  
A PRESTIGIOUS, DISTINCTIVE AND CREATIVE NEW GATEWAY WILL GIVE MONTREAL ITS  
FIRST DEDICATED PUBLIC TRANSPORTATION CORRIDOR**

MONTREAL, June 18, 2009 – Today, the mayor of Montreal, Gérald Tremblay, and the Chair of the Board of Directors of the Société du Havre de Montréal, Isabelle Hudon, unveiled the detailed concept of the first phase of the Bonaventure Expressway's transformation. The Société du Havre de Montréal recommended that the City of Montreal undertake immediately the Phase 1 work of the Bonaventure Expressway transformation, the preliminary step in the creation of the *Quartier Bonaventure*, the prestigious, distinctive and creative new gateway, giving Montreal its first dedicated public transportation corridor.

This recommendation flows from the *Transformation of the Bonaventure Expressway Phase 1 Detailed Pre-project Design Report (Brennan/Saint Jacques)*, presented to the City of Montreal by the Société du Havre de Montréal.

"Rather than simply recommending a demolition project, we are proposing a radical transformation of an expressway into a new living neighbourhood with an arterial urban road on a human scale. This fantastic project will allow a historic Montreal area to live again while giving priority to both public and active transportation, including pedestrians, bicycles, various modes of public transportation, hybrid vehicles, car pooling ....", said Isabelle Hudon.

"It gave me great pleasure, yesterday, to present the detailed concept of the Bonaventure Expressway transformation to my Executive Committee colleagues who reacted with great enthusiasm. I wish to congratulate the Société du Havre de Montréal and its consultants, particularly the Cardinal Hardy team, for the quality of its project that will be submitted shortly to the *Office de consultation publique de Montréal* for consultation. The general public will thus have another opportunity to express its views before the City adopts the final version of this major project", said Mayor Tremblay.

After 18 months of hard work and public dialogue that developed a wide consensus on the Bonaventure Corridor, the Société du Havre de Montréal report proposes a major \$141 million structuring project that should generate \$1.53 billion of private investment and 23,000 person years of employment during the construction period. This report is the result of studies carried out on all aspects of development, including planning, traffic and transportation, environment, archaeology, underground infrastructure and the road pre-project design. Moreover, the financial support of the *Ministère des Affaires municipales, Régions et Occupation du territoire* was an important contribution to the success of this phase of the project.

The development concept is based on central city blocks, the Canadian National rail viaduct, the western frontage of the Récollets *faubourg*, the De la Commune city block to the south, the Dalhousie corridor to the west and the transformation of the Bonaventure corridor where the expressway is brought to ground level and transformed into an arterial urban road.

The lowering of the Bonaventure Expressway begins with a descent between De la Commune and Brennan streets. From Brennan Street, the arterial road will split into two roadways, distributing the traffic around the central city blocks, on both sides, using Duke Street northward and De Nazareth Street southward.

"We started with a clear and daring vision of the harbourfront. Today, we have a concept of remarkable quality. It is an ambitious project that has the power to transform Montreal, to make the City even more attractive, resolutely modern, facing the future and respectful of the environment" said Mayor Tremblay. "The *Quartier Bonaventure* project demonstrates that Montreal is moving, that Montreal is more than ever 'in action' ", said the mayor.

### **Priority of public transportation and pedestrian safety**

The Société du Havre de Montréal proposes an exclusive, dedicated corridor for public transportation, known as the « Dalhousie Corridor », to allow metropolitan buses to travel more quickly to and from the Downtown Terminus. Buses to and from Nuns Island can also use this corridor. The project envisages the creation of a new bus terminal on Dalhousie Street. This project is the responsibility of *the Agence métropolitaine de transport*. The *Ministère des Transports du Québec*, the *Société de transport de Montréal*, the *Réseau de transport de Longueuil*, Jacques Cartier and Champlain Bridges Incorporated as well as several City of Montreal departments have cooperated closely with the *l'Agence métropolitaine de transport (AMT)* and the Société du Havre de Montréal in developing this proposal.

A modal switch of around 3,800 car users is envisaged by this project. This will allow an increase in the number of moves in the Bonaventure corridor, while at the same time, reducing the automobile flow by about 20%.

### **Self-financing project**

The creation of the *Quartier Bonaventure*, rather than simply demolishing the Bonaventure Expressway, provides significant economic advantages for governments and a guaranteed return on investment for Montrealers. Thus the amounts invested by the City of Montreal and should it so decide, by the AMT, will generate 6.7 times more private-sector investment, specifically \$1.53 billion. These private-sector investments will provide municipal revenue of \$99 million in land sales, construction permits and duties on transfers of immovables or "Welcome Taxes", and eventually \$32 million in property taxes. The expected revenues of the Quebec and Canadian governments reach, respectively \$224 million and \$96 million.

"This is how we can transform an inevitable investment in expressway infrastructure maintenance into a structuring project for the economy of Montreal", said Mayor Tremblay. He indicated further that the creation of the *Quartier Bonaventure* will eliminate costs of more than \$45 million in the next five to eight years that would have been necessary for renovation had we decided to maintain the existing expressway structure, and more than \$100 million for a complete reconstruction twenty years later. Furthermore, the studies of the Société du Havre de Montréal demonstrated that it would be much more cost effective to transform the Bonaventure Expressway into a large arterial urban road than to renovate it, from an economic as well as from environmental and urban planning perspectives.

With priority on sustainable development, the Bonaventure Expressway transformation project is divided into three distinct phases:

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| Phase 1 | Urban section between Brennan and Saint Jacques streets         |
| Phase 2 | Riverside section between the Victoria and Champlain bridges    |
| Phase 3 | Section between Peel Basin – Victoria Bridge and Brennan Street |

Certain preliminary work will begin this month. It consists of replacing and rehabilitating the underground infrastructure. It will have no impact on the design of the project that will be approved by the City after public consultation. During this work, as well as during all subsequent work, automobile traffic and public transportation will receive all the necessary measures to maintain the flow.

The work on the infrastructure and the roadway should be completed in three and one half years. This schedule will provide the City of Montreal with a site to develop a prestigious new city gateway starting as early as 2013.

"Transformation projects of expressway corridors rarely have such a great impact on an area and a community. This project follows in the path of the achievements that have transformed Montreal over the last two decades. It is comparable to the revitalisation of *Vieux-Montréal* and the creation of the *Quartier international de Montréal*", said Ms. Hudon.

The mission of the Société du Havre de Montréal is to propose the major elements in a concerted plan for the development of the harbourfront and the urban areas around it, as well as an implementation structure and a financial strategy.

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