



■ BRIEF

Cité du Havre A Neglected Gem

submitted to

the Office de consultation
publique de Montréal

as part of the

Public Consultation on the
Bridge-Bonaventure sector

September 2019



■ INTRODUCTION

The built, archaeological and landscape heritage, as well as the city's entrance routes, are the foundations of the sector's economic and urban renewal. A renewal based on a healthy environment, quality facilities and active mobility. [free translation]

— “Bonaventure Bridge,” information document,
OCPM, March 2019, p. 24.

Cover photo: Cité du Havre, 2019. Google Earth

Cité du Havre is a true Montréal gem providing unique views of the city and the port, exceptional modern heritage buildings, as well as parks that are the only real green spaces in the entire Bridge-Bonaventure sector. Moreover, we are not the only ones to appreciate it: thousands of tourists also visit every year and share their enthusiasm on all social media networks.

We, the residents of Habitat 67 and Tropiques Nord,¹ are happy and privileged to live in Cité du Havre, which is why we diligently maintain our buildings and green spaces.

However, for some time now, we have seen a deterioration in our environment and a significant neglect of public infrastructures.

The consultation undertaken by the Office de consultation publique de Montréal (OCPM) on the Bridge-Bonaventure sector is a tremendous opportunity for us to reflect on and propose solutions to the problems facing Cité du Havre.

In this brief, we wish to recognize Cité du Havre's unique role as a witness and site of the modern cultural and social history of Montréal, Québec and Canada, and to pay particular attention to its architectural and natural heritage, which is a major tourist attraction and contributes greatly to quality of life in Montréal.

We will highlight its uniqueness and specific needs, and propose solutions to restore its lost lustre.

Jean Saine, MBA
Chair
Special Partners Committee
Habitat 67

Alain Perez
Chair of the syndicate
of co-owners of Tropiques Nord

¹ The residents of Profil-O informed us that our brief “clearly identifies the problems experienced at Cité du Havre and makes relevant recommendations.” However, they prefer to submit their own brief to the OCPM.

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■ SUMMARY

Recommendations

OPEN UP CITÉ DU HAVRE AND FACILITATE AUTOMOBILE, BICYCLE AND PEDESTRIAN TRAFFIC

1. In the event of traffic mitigation measures in Jean-Drapeau Park, make it possible for residents and Cité du Havre staff to use the Jacques-Cartier Bridge.
2. Reopen the Des Irlandais Street underpass to improve port and industrial traffic and relieve traffic congestion in Cité du Havre.
3. Create a walking trail along Pierre-Dupuy Avenue with observation lookouts on the city, equipped with pedestrian lights with call buttons to facilitate passage from one side of the avenue to the other and garbage cans to ensure the area is clean.
4. Create a bicycle and pedestrian path under the elevated Bonaventure Expressway, from Pierre-Dupuy Avenue to Mill Street, to connect Cité du Havre to the Mill Street sidewalks and the Lachine Canal bicycle path. Build a sidewalk or pedestrian public space on Des Irlandais Street.

ENHANCE GREEN SPACES

5. Assign the remnant park a park designation, develop it into a park of sculptures and artifacts related to Expo 67 and maintain it properly.

REVITALIZE THE BUILT HERITAGE

6. Restore the former Museum of Contemporary Art and open it to cultural and social projects in the area; protect it by classifying it as a historical monument.

MAINTAIN INSTITUTIONAL PROPERTIES

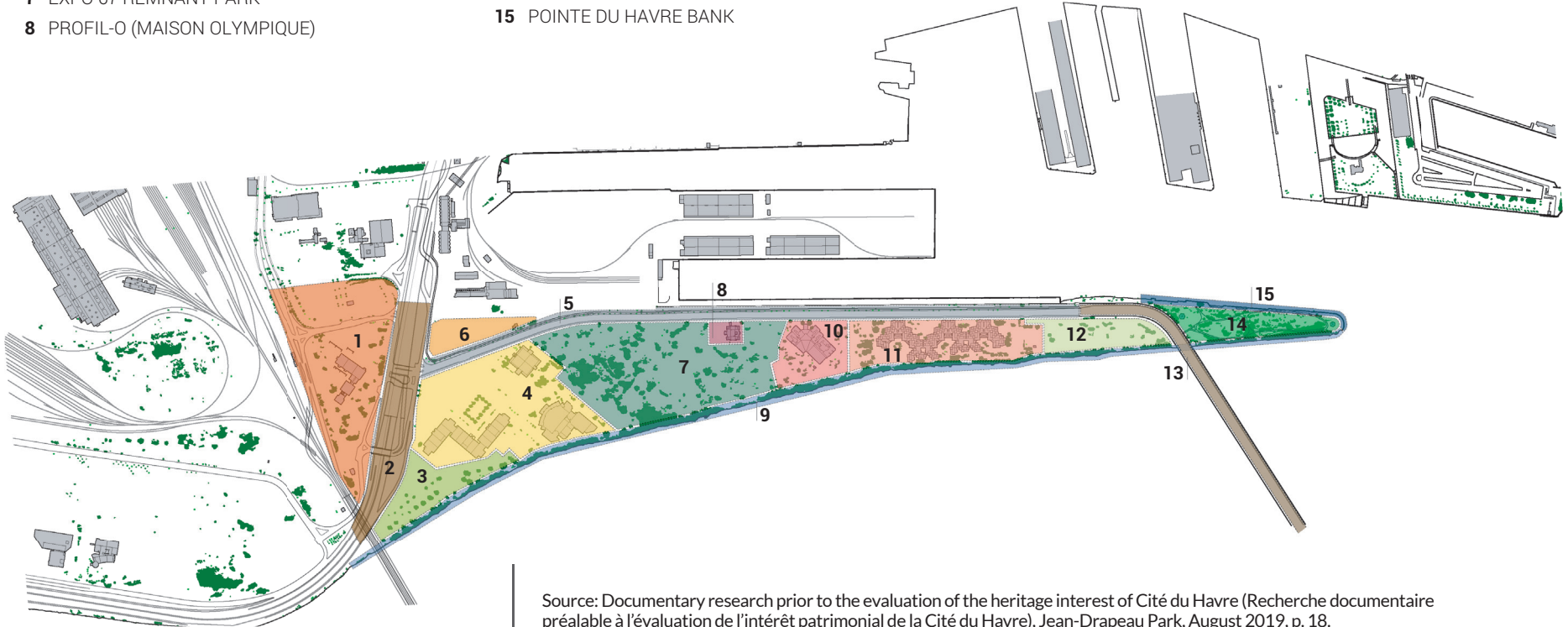
7. Restore and properly maintain the institutional properties of Cité du Havre:
 - a. Review the entrance to Pierre-Dupuy Avenue under the Bonaventure Expressway, which is congested and fenced in.
 - b. Improve the appearance of the Casino's parking lots and apply measures to reduce heat islands.
 - c. Repair the Cité du Havre bicycle path.
 - d. Clear the wasteland along the bicycle path of spontaneous vegetation that obstructs cyclists' view.
 - e. Remove the cement blocks that line the remnant park along Pierre-Dupuy Avenue.
 - f. Repair the sidewalk on the south side of Pierre-Dupuy Avenue.
 - g. Quickly restore Dieppe Park, which is very popular with families and cultural communities.
 - h. Implement a coordination committee of all Cité du Havre stakeholders to follow up on these recommendations.

■ MAP

Cité du Havre

CITÉ DU HAVRE LANDSCAPE UNITS

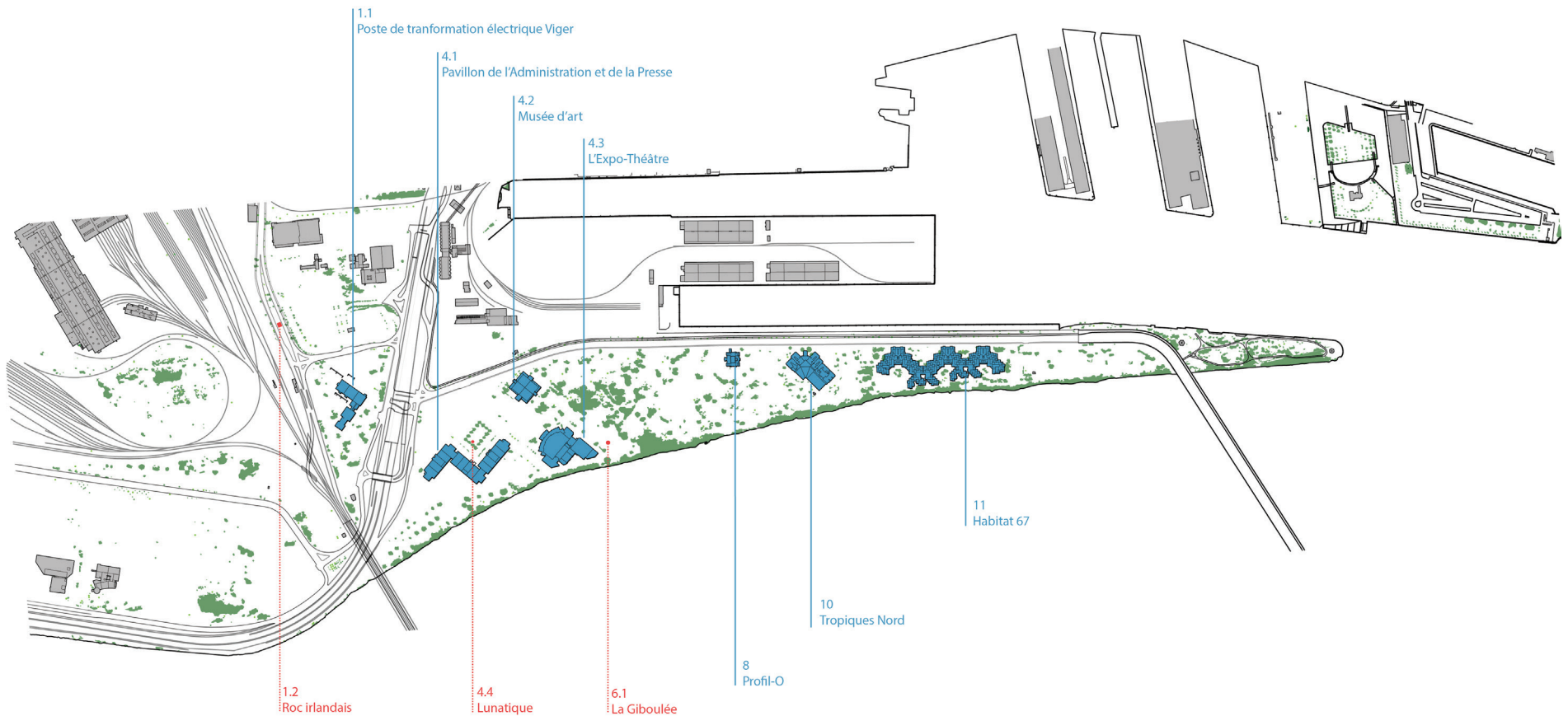
- | | |
|--|--|
| 1 BRIDGE-BONAVENTURE ENCLAVE | 9 RIVERSIDE BANK |
| 2 BONAVENTURE EXPRESSWAY DECK | 10 TROPIQUES NORD |
| 3 POINT AT THE FOOT OF THE VICTORIA BRIDGE | 11 HABITAT 67 |
| 4 EXPO 67 PERMANENT CULTURAL CENTRE | 12 LAWN AT THE FOOT OF THE CONCORDE BRIDGE (PARC DE L'HABITAT) |
| 5 PIERRE-DUPUY AVENUE | 13 CONCORDE BRIDGE |
| 6 WELCOME AREA (CASINO-PORT PARKING) | 14 DIEPPE PARK (POINTE DU HAVRE) |
| 7 EXPO 67 REMNANT PARK | 15 POINTE DU HAVRE BANK |
| 8 PROFIL-O (MAISON OLYMPIQUE) | |



■ MAP

Cité du Havre

CITÉ DU HAVRE BUILDINGS AND WORKS OF ART



Source: Documentary research prior to the evaluation of the heritage interest of Cité du Havre (Recherche documentaire préalable à l'évaluation de l'intérêt patrimonial de la Cité du Havre), Jean-Drapeau Park, August 2019, p. 19.

■ MAP

Bridge-Bonaventure sector

OPENING UP CITÉ DU HAVRE TO THE SOUTH



Source: Google, Sylvie Robert and Liliane Racine

■ INTRODUCTION

Cité du Havre

HISTORY

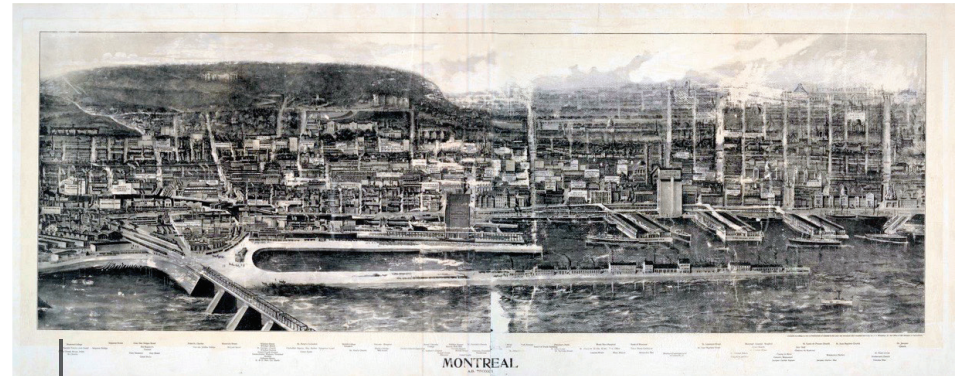
Cité du Havre dates back to the early 20th century,² when the Mackay Pier was built to protect the harbour from annual flooding in Old Montréal.

In 1965, Mackay Pier, renamed Cité du Havre, was widened and linked by the Concorde Bridge to Île Sainte-Hélène and Île Notre-Dame, and became the official gateway to Expo 67. A reception pavilion, gardens and many thematic pavilions were built there. Fifty million visitors came to Expo 67 to discover the latest human and technological advances in Canada and around the world. From Cité du Havre, they took the light rail train, the Expo-Express, to visit the entire World Expo.³

Today, many of the pavilions, buildings and facilities built for Expo 67 still exist, including the Port of Montréal building (former Administration and Press Pavilion), Mels Studios (former Expo-Théâtre), the former



Floods in Montréal, 1886. Archives of Montréal



Port of Montréal and Mackay Pier, 1904. Photo: J.L. Wiseman, McGill University



Cité du Havre, 1967. City of Montréal Archives

Contemporary Museum of Art (Art Museum in 1967) and, of course, Habitat 67, one of Montréal's architectural emblems. Cité du Havre is inviting, easily accessible, steeped in history, and rich in breathtaking panoramas, remarkable modern architecture and amazing green spaces.

² Nicolas Hugo Chebin, *Bridge-Bonaventure: La Pointe industrielle. Un secteur à reconnecter*, [Montréal], Éditions Histoire Québec, 2018.

³ Expo Express was an automated surface metro, the first of its kind, consisting of five stations and a 5.7-kilometre route. It was dismantled in 1972. It carried 44 million visitors in 1967. Source: Wikipedia.

CHARACTERISTICS

An opening to the outside world: Cité du Havre, this peninsula covering 54 hectares, or 24% of the Bridge-Bonaventure sector, is linked to downtown Montréal by the Bonaventure Expressway and to the South Shore by three bridges: the Jacques-Cartier Bridge via the Concorde Bridge and Jean-Drapeau Park, the Victoria Bridge and the Samuel-de-Champlain Bridge.

A residential space: Cité du Havre's housing developments are made up of 328 apartments housing nearly 800 people, which represents the total residential population of the Bridge-Bonaventure sector. These include Habitat 67, classified as a heritage building in 2009 – probably the most famous Montréal monument in the world – and Tropiques Nord, with its large exotic indoor garden surrounded by terraces.

Amazing green spaces: Cité du Havre has the only large green spaces in the entire Bridge-Bonaventure sector, namely Dieppe Park, Parc de l'Habitat and the remnant park, whose canopy is remarkable.

Remnant park, 2019. Photo: Lucette Lupien



Habitat 67,
2019.
Société
Radio-Canada



Tropiques Nord,
2019.
Photo:
patboninfilms.com



Profil-O, 2019.
Photo: Gérard Paris

Unique landscapes: Pierre-Dupuy Avenue features breathtaking views of the City of Montréal and the St. Lawrence River, enjoyed by a great many tourists.

Necessary traffic: its bicycle path, the main bike path between Montréal, Jean-Drapeau Park and the South Shore, is used by more than 4,000 cyclists during rush hour.

Cité du Havre bicycle path, 2019.

Photo: Lucette Lupien



North exit from Cité du Havre to the Jacques-Cartier Bridge. Photo: Lucette Lupien



⁴ In this document, we use geographic north rather than the north used by Montrealers.

⁵ This Brief can be viewed at: ocpm.qc.ca/sites/ocpm.qc.ca/files/pdf/P94/8.4_memoire_parc_jean-drapeau_cite_du_havre.pdf.

⁶ http://ocpm.qc.ca/sites/ocpm.qc.ca/files/pdf/P94/rapport_final_parc_jean-drapeau.pdf, p. 168.

■ ISSUES AND RECOMMANDATIONS

1. Getting around Cité du Havre

1.1. By automobile

Pierre-Dupuy Avenue is the only road that crosses Cité du Havre from the south (Des Moulins Road) to the north⁴ (Concorde Bridge). [See map on p. 5, no. 5](#). This creates a potentially dangerous enclave. Indeed, a serious road incident or accident could prevent residents and emergency vehicles from circulating freely. Moreover, the exit to the Concorde Bridge is residents' main access route to the South Shore, the east end of Montréal and Québec. It is a strategic link for them. We submitted a brief⁵ to the OCPM during its spring 2019 consultation on Jean-Drapeau Park. Concerned about maintaining the environmental quality of the park, the OCPM suggests mitigation measures and recommends, in section 14 of its report, that it "discourage all transit traffic on the Île Sainte-Hélène road network."⁶

Recommendation 1

That, in the event that traffic mitigation measures are applied, **Jean-Drapeau Park** issue decals (or any other form of permit) to allow Cité du Havre residents and employees to use the Jacques-Cartier Bridge.

For people wishing to get to Cité du Havre via Des Moulins Road (eastbound), road traffic is made difficult by the influx of trucks heading for the port, flour mills, malting plants and other industrial and commercial establishments located along Des Moulins Road and Mill Street. On Des Moulins Road East, they must make a U-turn under the viaduct at the Pierre-Dupuy Avenue light. This manoeuvre is made even more dangerous by the size of the trucks and the number of vehicles.

Previously, on Des Moulins Road East, Des Irlandais Street extended northward as an underpass, allowing direct access to the Port of Montréal. Restoring this access would greatly facilitate truck movement and free up the left turn on Pierre-Dupuy Avenue. [See map on page 7, no. 3.](#)

Recommendation 2

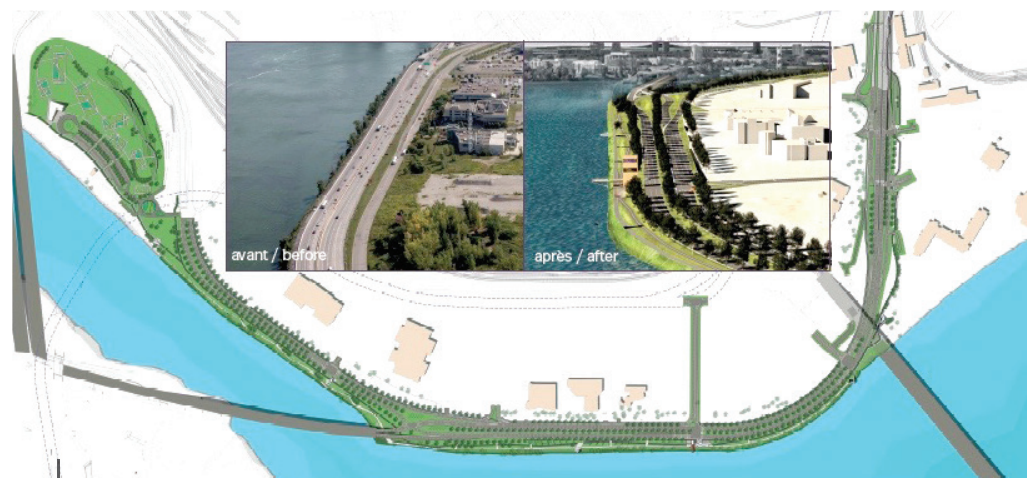
That **Jacques-Cartier and Champlain Bridges Incorporated (JCCBI)** reopen the Des Irlandais Street underpass under the Bonaventure Expressway deck to facilitate port and industrial traffic and ensure better local traffic flow to and from Pierre-Dupuy Avenue.

1.2. By bike and on foot

1.2.1. A pedestrian and bicycle path along Pierre-Dupuy Avenue

A bicycle path crosses Cité du Havre along Pierre-Dupuy Avenue and connects Des Moulins Road to the Concorde Bridge and Jean-Drapeau Park. More than 4,000 cyclists travelling between Montréal and the South Shore use this bike path during rush hour. However, to their dismay, they must share this path not only with joggers and dog walkers, but also with tourists and groups who stop there to take pictures – sometimes even wedding photos – with the city or Habitat 67 in the background. Although a sidewalk does exist on the other side of the avenue, most people clearly prefer the water side.

Moreover, in 2022, JCCBI plans to build a bicycle and pedestrian path between the Samuel-de-Champlain Bridge and Pierre-Dupuy Avenue.⁷ To harmonize traffic flow, this bike path must be linked to the Cité du Havre bicycle path, and a pedestrian path must be created along Pierre-Dupuy Avenue. [See map on p. 5, no. 5.](#)



Proposal for the development of the federal section of the Bonaventure Expressway, 2019. JCCBI



Pedestrians on the Cité du Havre bicycle path, 2019.
Photo: Lucette Lupien



⁷ This project is carried out jointly with the transformation of the Bonaventure Expressway into an urban boulevard between the Samuel-de-Champlain and Victoria bridges.

This path is possible because a 15-m strip of wasteland belonging to the Port of Montréal runs alongside the Pierre-Dupuy Avenue bicycle path, separated by a chain link fence.⁸ This space should be transformed into a walking trail, with cantilevered rest areas providing access to spectacular views of the City of Montréal, its port facilities and Cité du Havre. A free multilingual application on the Internet would let people learn more about the architecture and history of Montréal by pointing their phone or tablet at a marker assigned to points of interest visible from Pierre-Dupuy Avenue. Public kiosks would also provide three-dimensional access to this information.



Wasteland
along the bicycle
path, 2019.
Photo: Michel Lacroix

⁸ As early as 1993, in the Master Plan for Developing and Enhancing the Island Park (Plan directeur de mise en valeur et de développement du parc des îles), the city planned to develop a pedestrian walkway in this former Expo-Express right-of-way, which is currently not being maintained.

To meet the active walking and cycling needs of residents and tourists in the Bridge-Bonaventure sector, we recommend:

Recommendation 3

That the **City of Montréal** and the **Montréal Port Authority** agree to create a walking trail and observation lookouts along the Pierre-Dupuy Avenue bicycle path, and that these active transportation facilities be aligned with those that will eventually be developed in connection with the Samuel-de-Champlain Bridge.

That this development provide pedestrian lights with call buttons in front of Tropiques Nord and Habitat 67 to enable passage from one side to the other on Pierre-Dupuy Avenue.

That aesthetic and unobtrusive garbage cans be installed along the pedestrian path to keep the area clean.

1.2.2. A pedestrian and bicycle path between Pierre-Dupuy Avenue and Mill Street

As soon as one leaves Pierre-Dupuy Avenue to head for Mill Street via Des Moulins Road, cycling becomes downright dangerous. This segment of the path requires cyclists to travel 600 m, partly under the Bonaventure Expressway, between the port facilities and the railway and among the trucks serving businesses. The area is dirty, in poor condition and gloomy at night. In addition, pedestrians must fend for themselves, since there are no sidewalks in this segment, which they must share with cyclists sometimes travelling at high speeds.



Bicycle path along
the Bonaventure
Expressway, 2019.
Photo: Gérard Paris

The elevated structure of the Bonaventure Expressway has just been restored. Under the expressway deck, a wide underpass connects Pierre-Dupuy Avenue to Mill Street. If cleaned of the waste and storage materials that clutter it up, and equipped with adequate and properly lit ground signs, it could become a very beautiful and appealing bicycle and pedestrian path connecting the bicycle paths from the Samuel-de-Champlain Bridge and Cité du Havre to the one along the Lachine Canal. [See map on p. 7, nos. 2 and 4.](#)



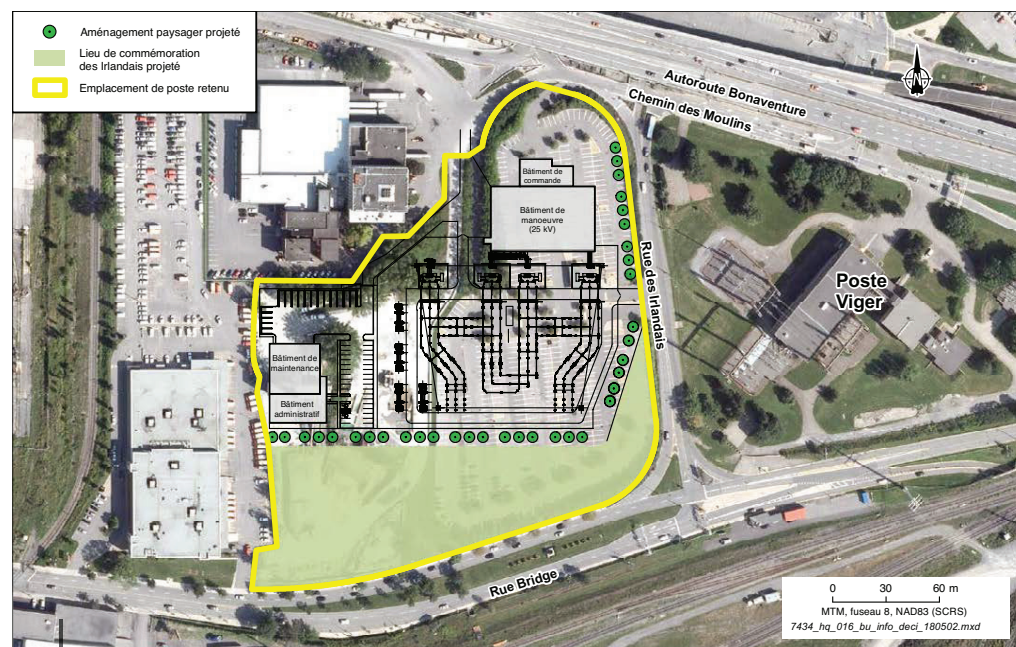
Passage under the Bonaventure Expressway from Mill Street, 2019.
Photo: Lucette Lupien

Passage under the Bonaventure Expressway from Pierre-Dupuy Avenue, 2019. Photo: Lucette Lupien

1.2.3. A sidewalk on Des Irlandais Street

Moreover, as a result of strong growth in electricity demand (including that generated by the REM), Hydro-Québec decided to build its future substation at the corner of Des Irlandais Street, between Bridge Street and Des Moulins Road.⁹ A memorial site on Des Irlandais Street will be integrated into this space on Des Irlandais and Bridge streets. A sidewalk or pedestrian public space located on Des Irlandais Street would allow Cité du Havre residents and visitors to safely access this memorial site and surrounding businesses (including the Bridge Street Costco) without having to make a long detour by Mill Street. [See map on p. 7, no. 5.](#)

⁹ <https://www.hydroquebec.com/data/projets/des-irlandais/pdf/2018e1121-f-desirlandais-is-web.pdf>



Des Irlandais substation, 2019.
Hydro-Québec

Recommendation 4

That JCCBI free up the area under the Bonaventure Expressway deck and develop it (paving, signage and lighting) into wide and attractive bicycle and pedestrian paths, opening up the Bridge-Bonaventure sector and linking the Samuel-de-Champlain Bridge and Pierre-Dupuy Avenue bicycle paths to the one along the Lachine Canal, and the sidewalks of Pierre-Dupuy Avenue to those of Mill Street.

That **Canada Lands Company**, owner of Des Irlandais Street, build a sidewalk or public space to encourage pedestrian traffic.

2. Green spaces: Cité du Havre, the heart of the Bridge-Bonaventure sector

The Bridge-Bonaventure sector has only a few green spaces, the most interesting of which, and the ones with the most beautiful trees, are located in Cité du Havre. At the northern end are Dieppe Park (owned by the City of Montréal) and Parc de l'Habitat (owned by the Canada Mortgage and Housing Corporation [CMHC]). At the southern end is the remnant park (owned by CMHC and Ivanhoe Cambridge, the real estate branch of the Caisse de dépôt et placement du Québec), located between Tropiques Nord and the former Museum of Contemporary Art.

2.1. Dieppe Park

Dieppe Park – named in 2017 to mark the 75th anniversary of the Dieppe Raid – is a popular destination, especially for hikers, cyclists, recreational fishermen and the numerous cultural communities that enjoy picnicking there. [See map on p. 5, no. 14](#). Despite recent commendable maintenance efforts, it does require diligent care (see Section 4 below).

2.2. Remnant park

Montrealers crave green spaces and places for relaxation and recreation, especially since the future of the planet depends in part on protecting and enhancing these spaces. The collaborative effort that led to the first milestone of the Grand parc de l'Ouest should act as a catalyst and inspire us to do even more for our natural environments.

– Valérie Plante, “La volonté de faire, le désir d’agir,” *Le Devoir*, August 13, 2019.



Remnant park, 2019. Google Earth

We are concerned about the remnant park. It is a 150,000-m² site that borders the former Museum of Contemporary Art and Mels Studios, bypasses Profil-O and extends to Tropiques Nord.

Numerous thematic pavilions and other facilities were built for Expo 67 and left remnants: street layouts, lamppost bases, public benches, flower boxes. A fountain sculpture, *La Giboulée* by Jean Cartier (1967), is still there, but it is in very poor condition.



La Giboulée, fountain sculpture by Jean Cartier, 1967. Then and now.

It would be a good idea to strengthen our ties with Jean-Drapeau Park so as to develop a common strategy to commemorate the heritage of Expo 67. The documentary research conducted by Jean-Drapeau Park indicates, with regard to the Cité du Havre: "All these elements make it an exceptional site that bears the memory of Expo 67" [free translation].¹⁰

¹⁰ Documentary research prior to the evaluation of the heritage interest of Cité du Havre (Recherche documentaire préalable à l'évaluation de l'intérêt patrimonial de la Cité du Havre), Jean-Drapeau Park, August 2019, p. 51.

What is equally striking in this park is the magnificent canopy, which plays a critical role in the heat balance and carbon sequestration. This is a key element in the strategy to combat global warming. In this park, we have identified 334 mature trees over one foot in diameter, most of which were planted for Expo 67 and are now over 50 years old. It is an invaluable resource.



Remnants of lampposts from Expo 67, 2019. Photo: Lucette Lupien



If this land (currently residential) were to undergo residential development, valuable remnants of Expo 67, not to mention a unique and precious ecological resource, would disappear. In an age of increasing concern for quality of life, health and climate change mitigation measures, new green spaces must be created in the Bridge-Bonaventure sector, but first and foremost those that already exist must be carefully preserved. How long will it take for new green spaces to achieve the beauty and ecological efficiency of this park so that it can be enjoyed to the fullest? At least 50 years! We must first protect what we already have.



Remnant park, 2019. Photo: Lucette Lupien



Since JCCBI is considering a bicycle and pedestrian path and an urban boulevard along the river to Pierre-Dupuy Avenue, the park will become even more strategic, since it is located at the intersection of this path, that of Cité du Havre and a future one possibly leading to the Lachine Canal path and downtown Montréal.

We must preserve this mature urban forest located along the St. Lawrence River, left to us by visionary creators. The Montréal population in general, and the population of the Bridge-Bonaventure sector in particular, as well as all visitors to Montréal, must be able to benefit from it for recreational, cultural and health activities.

Recommendation 5

That the **City of Montréal** assign the remnant park a park designation, and that its owners, **CMHC** and **Ivanhoe Cambridge**, turn it into a park of sculptures and artifacts related to Expo 67 and ensure its maintenance.

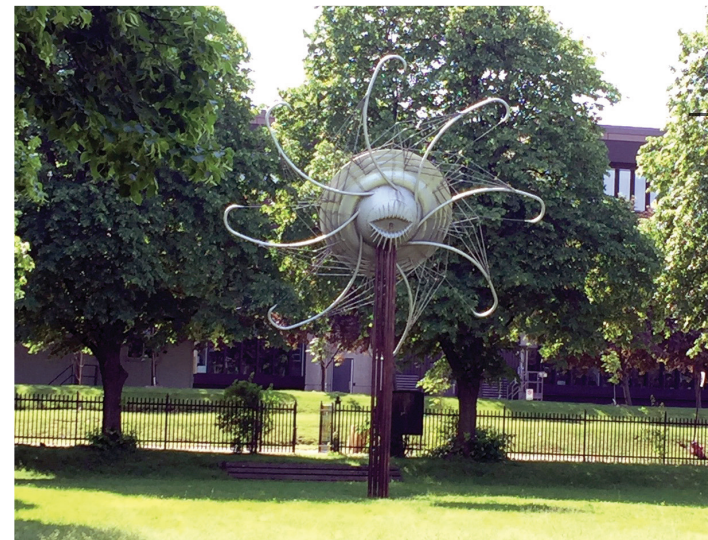
If the current owners refuse this civic responsibility, they can transfer ownership of this park to the City of Montréal in exchange for a building plot that it already owns elsewhere on its territory, for the greater benefit of Montrealers.

3. Built heritage

Aside from its natural heritage, Cité du Havre has some of the most emblematic buildings of Expo 67, including Habitat 67, by architect Moshe Safdie, recognized as an architectural icon of Montréal. This monument to the history of modernism has been visited by more than 13,000 people since the inauguration of its guided tours program in 2017.

We sometimes forget that Cité du Havre also has other architectural treasures inherited from Expo 67. At the entrance to Cité du Havre, a group of three buildings make up the Expo 67 permanent cultural centre: the Port of Montréal building (former Administration and Press Pavilion), the Mels film studios (former Expo-Théâtre) and the former Museum of Contemporary Art (Art Museum in 1967).

The site features some works of art in good condition, including Richard Turner's *Lunatique*, located near the Port of Montréal building, but now somewhat hidden by a row of mature lime trees. The Port building also has very beautiful bas-reliefs adorning each of its three monumental entrances: works by Ulysse Comtois, Armand Vaillancourt, Ted Bieler and Graham Caughtry.



Lunatique by Richard Turner, 1967.
Photo: Lucette Lupien

However, for now, it is the former Museum of Contemporary Art that concerns us. It was built by renowned architects Gauthier and Guité in 1966¹¹ to house an international art exhibit for the duration of Expo 67. It was visited by more than one million people. The Museum of Contemporary Art then occupied it until 1992. Its layout and architecture have garnered international critical acclaim.¹²



Former Museum of Contemporary Art, 1967. Source: Benjamin News Company



Former Museum of Contemporary Art, 2017. Google

Now owned by Loto-Québec, the building seems to have been abandoned after having been used as a warehouse. The exterior walkways are cracked, the lighting is faulty, and there are holes and cracks in the walls. As a Crown corporation, Loto-Québec should assume its civic responsibility and take care of it.

Moreover, it should be noted that this building occupies a strategic space at the heart of the road network leading to Cité du Havre, the Victoria Bridge, the Samuel-de-Champlain Bridge, the Bonaventure Expressway and the future REM station.

Former Museum of Contemporary Art, 2017. Photo: Lucette Lupien



Recommendation 6

Given its architectural interest, historical and cultural importance and strategic location, that **Loto-Québec** restore the former Museum of Contemporary Art to its previous cultural, artistic and social vocation; that it be quickly refurbished to serve the needs and projects of the cultural and social communities of the Bridge-Bonaventure sector; and that it be classified as a historic monument by the **Government of Québec** and cited as a historic monument by the **City of Montréal**.

¹¹ About these architects, the Canadian Encyclopedia states: "their interpretation of modernism united formal refinement with an excellent mastery of structure and materials." <https://thecanadianencyclopedia.ca/en/article/gauthier-guite-roy>. The firm Gauthier Guité Roy has distinguished itself in Québec for more than 30 years, and the quality of its achievements has earned it numerous accolades.

¹² Source: *Laboratoire de recherche sur l'architecture moderne et le design de l'École de design de l'UQAM, Étude patrimoniale sur les témoins matériels de l'exposition universelle et internationale de Montréal de 1967 sur l'île Sainte-Hélène, Montréal, 2005*, p. 34. http://ville.montreal.qc.ca/pls/portal/docs/page/cons_pat_mtl_fr/media/documents/etude_patrimoniale_sur_les_temoins_materiels_de_lexpo_67.

4. Beautification

As mentioned at the beginning of this document, we, the residents of Cité du Havre, take pride in our buildings and green spaces and maintain them with great care. We sincerely hope that large institutional owners will do the same, but sadly this is not currently the case.

The entrance to Cité du Havre under the Bonaventure Expressway is littered with road signage materials; the Casino's paved parking lots on either side of Pierre-Dupuy Avenue are heat islands surrounded by cement blocks and chain link fences in poor condition; the remnant park is closed by cement blocks along Pierre-Dupuy Avenue; the bicycle path is beginning to crack with the roots of neighbouring trees; and finally, despite recent commendable maintenance efforts, Dieppe Park is in very poor condition.



Pierre-Dupuy entrance under the Bonaventure Expressway, 2019.
Photo: Gérard Paris



Condition of the sidewalk in Cité du Havre, 2019.
Photo: Lucette Lupien



West parking lot of the Casino, 2019. Photo: Gérard Paris



East parking lot of the Casino, 2019. Photo: Gérard Paris



Condition of the bicycle path, 2019.
Photo: Gérard Paris



Dieppe Park, 2019.
Photo: Gérard Paris



Dieppe Park, 2019.
Photo: Lucette Lupien



The remnant park and its unsightly cement blocks, 2019.
Photo: Gérard Paris

Recommendation 7

In order to restore Cité du Havre to its original beauty and lustre:

that **Jacques-Cartier and Champlain Bridges Incorporated** better maintain the entrance to Cité du Havre under the Bonaventure Expressway and remove the chain link fences and street furniture that clutter it, making the area look ugly and giving an impression of neglect;

that the **Port of Montréal Authority** and **Loto-Québec** improve the appearance of the north and south parking lots at the entrance to Cité du Havre (e.g. by removing the chain link fences and the cement blocks surrounding them) and implement measures to mitigate heat islands (e.g. by installing permeable pavement and planting trees);

that the **City of Montréal** refurbish the Cité du Havre bicycle path;

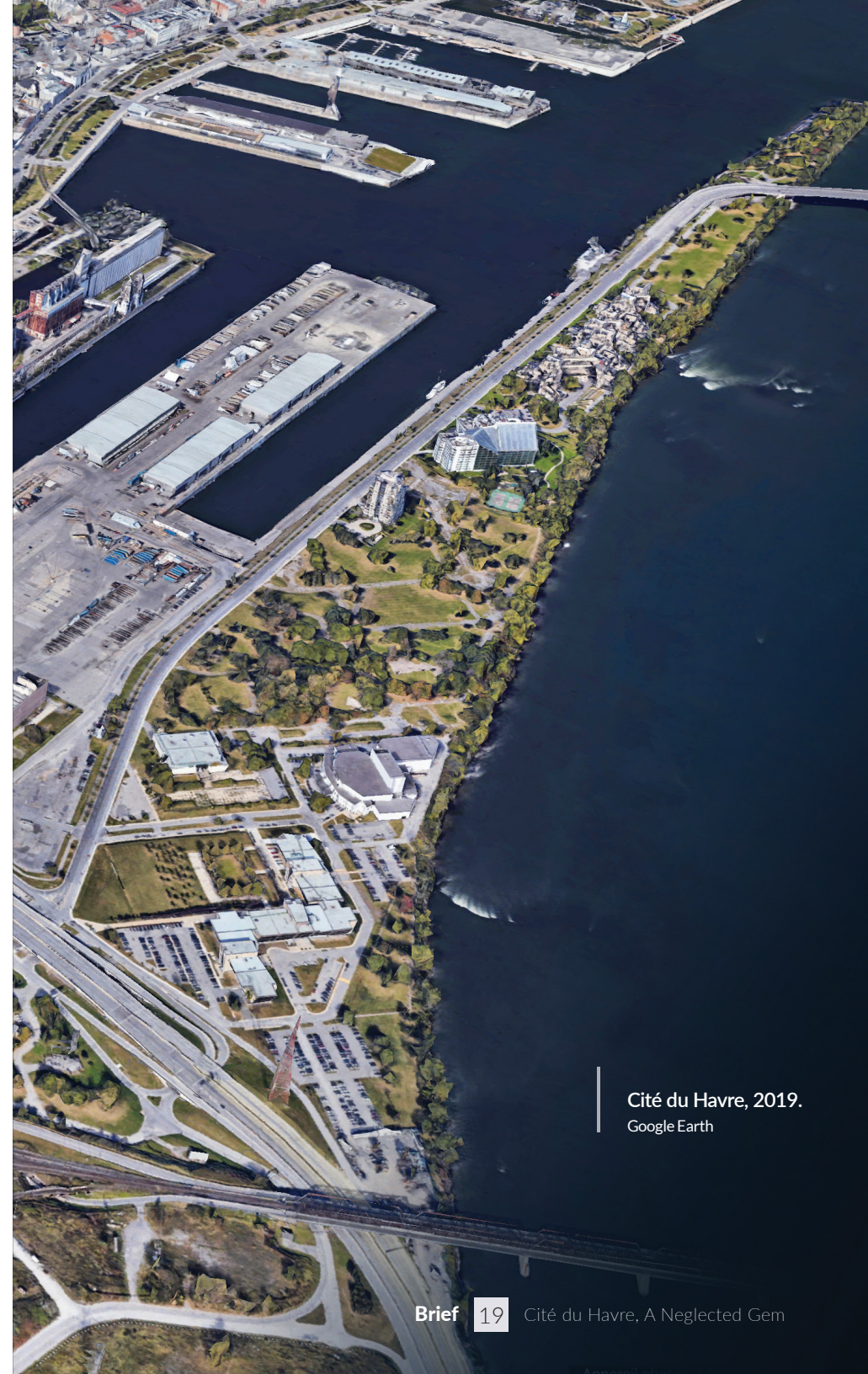
that the **Port of Montréal Authority** take into consideration the repeated request since 2016 by Cité du Havre residents to clear its wasteland along Pierre-Dupuy Avenue of spontaneous vegetation so as to provide an unobstructed view of the City of Montréal and its port facilities;

that the **Canada Mortgage and Housing Corporation** and **Ivanhoe Cambridge** clear the remnant park of the unsightly cement blocks along Pierre-Dupuy Avenue;

that the **City of Montréal** repair the sidewalk along the south side of Pierre-Dupuy Avenue;

that the **City of Montréal** quickly restore Dieppe Park, which is in a sad state, unworthy of its notoriety and popularity.

Finally, given the large number of institutional stakeholders involved, that a coordination committee be established to plan the implementation of these recommendations.



Cité du Havre, 2019.
Google Earth



Credits

Design committee: Lucette Lupien, Chair
Denise Gaumond
Michel Létourneau
Claudine Tremblay

Text: Lucette Lupien
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of members of the design committee

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Michel Lacroix

Layout: Liliane Racine

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