



Champlain Bridge Deconstruction

Public Consultation Report



Ponts
JACQUES CARTIER +
CHAMPLAIN
Bridges
Canada

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CONSULTATION REPORT

Champlain Bridge Deconstruction

Prepared for
The Jacques Cartier and Champlain Bridges Incorporated

By
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Visit our website at deconstructionchamplain.ca
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INTRODUCTION

After reaching the end of its service life, the Champlain Bridge was replaced with the new Samuel De Champlain Bridge and will be deconstructed starting in 2020 according to a sustainable development approach. This major project will last three years and has many components:

- Environmental protection
 - Material reuse
 - Research and development
 - Redevelopment of the shoreline and Estacade
-

The freed-up spaces with the deconstruction of the original Champlain Bridge will allow the shoreline and the Estacade that crosses the St. Lawrence River to be redeveloped for recreational and commemorative purposes. For this component, called "Héritage Champlain," JCCBI turned to the community for creative ideas.

Citizens and stakeholders were invited to review the project and comment on its various components both in person and online between May 8 and June 30, 2019. This report presents the highlights of the consultation process and the public's collective vision about the deconstruction project and its related developments.

JCCBI's information and consultation approach provided multiple opportunities for the public and stakeholders to learn about the project and communicate their interests and concerns. JCCBI wanted to get comments about the proposed mitigation measures for the deconstruction project and about the analysis of its cumulative impact during the activities in May and via the online platform in order to improve the project.

The final version of the Targeted Environmental Assessment (TEA) will be available shortly and will address the concerns that were raised during the information days and online consultation.



MEDIA RELATIONS

Technical briefing

JCCBI's annual technical briefing took place on May 1. Many journalists were invited.

Media interviews

Interviews generated more than 40 articles and various media hits about the deconstruction of the Champlain Bridge.

EMAIL BROADCASTS

Initial emails

Emails were sent out on May 8 to a list of over 400 stakeholders about the public participation process for the deconstruction of the Champlain Bridge.

Reminder emails

Emails were sent on June 5 to these same stakeholders and anyone who had signed up to remind them about the process and invite them to take part.

COMMUNICATIONS CAMPAIGN

An extensive multiplatform advertising campaign took place from May 1 to 13. Advertisements ran in local newspapers (The Suburban, Le Courrier du Sud, Le Reflet, Le Soleil de Châteauguay, La Relève, Le Messenger de LaSalle, IDS/Verdun weeklies), radio (98.5 FM, Rouge FM, Énergie, The Beat, CJAD), and provincial newspapers (Le Journal de Montréal, Le Devoir, Montreal Gazette, La Presse +). A campaign also ran on social media networks.

THE PROCESS

The consultation process was designed to provide multiple opportunities for citizens to learn about the project and share their ideas. Thousands of people participated through our different engagement channels.

The consultation process was held between May 8 and June 30, 2019. The community was invited to express their opinions on the following five aspects:

-
- Sustainable development
 - Environmental protection
 - Material reuse
 - Research and development
 - Redevelopment of the shoreline and Estacade
-

Activity Description

Online platform

An online participation platform connected to the JCCBI website was created with two goals: inform residents through multiple documents and fact sheets and let them give feedback through three mechanisms under separate tabs:

- Surveys

First, participants could answer five online questionnaires about a separate aspect of the project.

- Brainstorming

For the next activity, participants could make suggestions on how to redevelop the 7 hectares of shoreline and the 2 km of the Estacade freed up by the deconstruction of the bridge by putting their ideas on a map in the form of images, text or thematic pins.

- Idea generation

Finally, the “Add Your Ideas” section asked participants to get creative by suggesting ways to reuse or redevelop the 300,000 tonnes of residual materials by the deconstruction.

Information days

Citizens were also invited to attend four information days to learn more about the Champlain Bridge deconstruction project and talk to JCCBI’s teams.

- May 8 and 9 in Montreal
- May 11 on Île des Sœurs
- May 13 in Brossard

Citizens had the chance to learn more about each component and interact with JCCBI representatives on site. During these information days, participants could also fill out a survey that was identical to the one on the web platform. Panels and fact sheets displayed in the room provided information about the site context and the five project components.

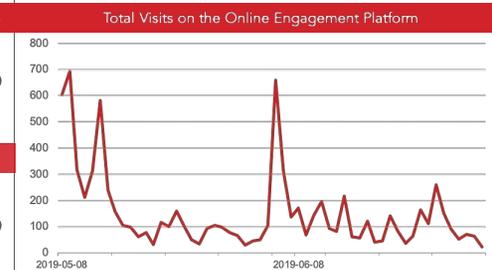
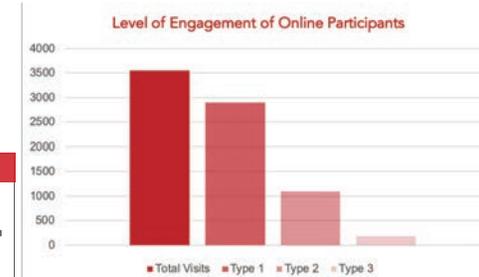
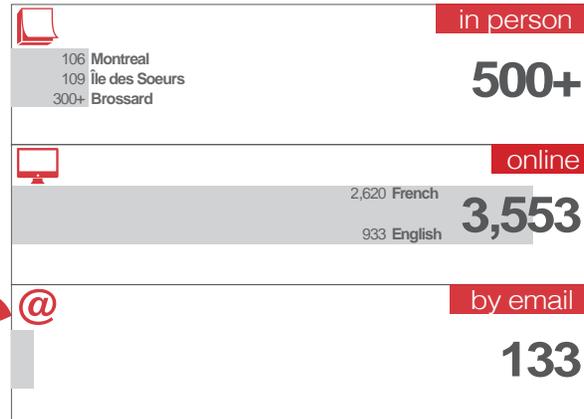
Three discussion workshops were also held during the information days on May 8 and 9 at the Centre for Sustainable Development in Montreal. The venue was chosen to attract people who are interested in the environment and sustainable development. The goal of these three workshops was to deepen discussions about material reuse, the compensation project, and research and development.

7 weeks of participation



participants

4,186



Online Platform

Overall, 3,553 people visited the platform between May 8 and June 30. The French site received 2,620 visitors and the English site received 933 visitors. After follow-up communications and the promotion of the deconstruction website on June 5, the site received a significant increase in traffic to levels that were comparable to the start of the campaign.

Visitors to the web platform had varying engagement levels, which can be categorized into three types:

Type 1: The majority of users visited the website and browsed the pages without necessarily consulting the information documents, figures or images.

Type 2: These users took the time to consult or download documents to get more information about the project and the participation process.

Type 3: These users contributed and interacted with the project team either by completing forms, leaving comments, or communicating through the platform.

PARTICIPATION

Information Day Participation

The information days attracted over 500 visitors, including 53 people on May 8 and 53 people on May 9 at the Centre for Sustainable Development, 109 people on Île des Sœurs on 11 May, and over 300 people in Brossard on May 13.

Completed Forms

Overall, 192 forms were filled out either in paper form or via the web platform. The forms were divided into five sections focusing on different aspects of the deconstruction:

Section 1: Sustainable development

Section 2: Environmental protection

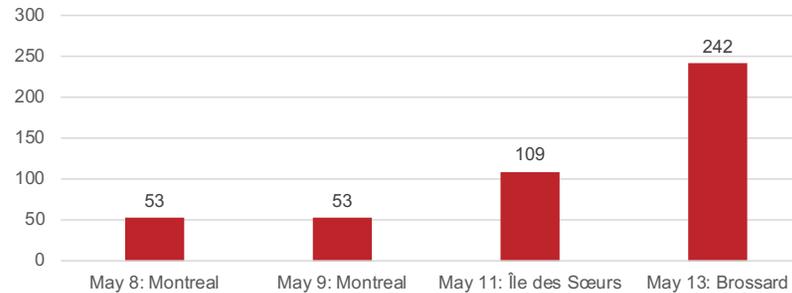
Section 3: Material reuse

Section 4: Research and development

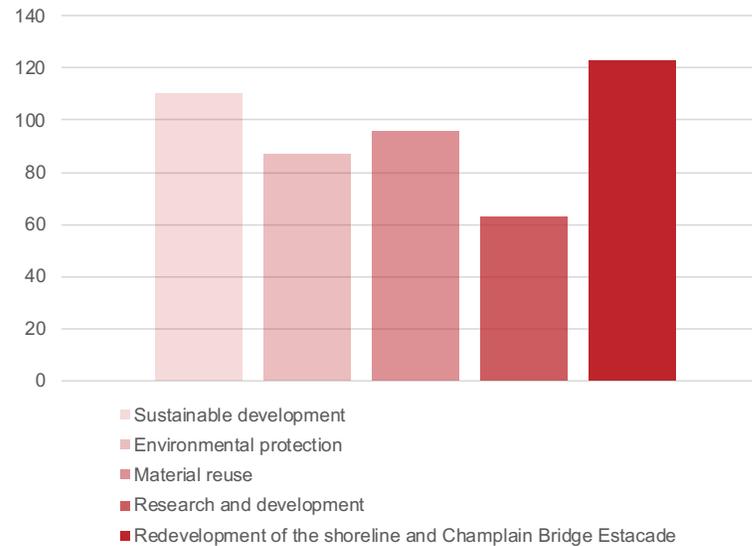
Section 5: Redevelopment of the shoreline and Champlain Bridge Estacade

The section on sustainable development and on the redevelopment of the shoreline and Estacade received the most responses from participants.

Number of Participants at Information Days



Sections of the Questionnaire Form Completed



Sustainable Development

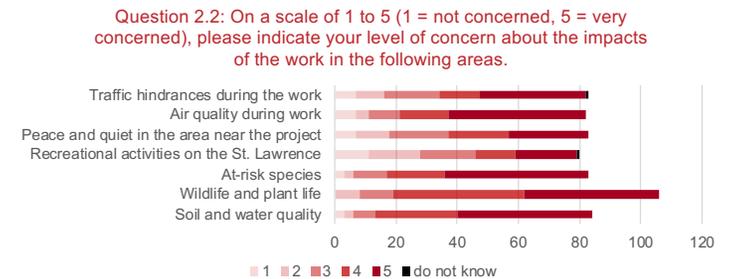
Two questions were related to sustainable development. The first question asked respondents if they could think of other initiatives that would contribute to the project's sustainable development goals. 33 out of 107 respondents said yes; 35 people said no; and 39 people did not know. A few expanded on their idea by suggesting additional initiatives.

Examples included maintaining the old bridge, transporting the deconstructed sections to their new destination by water, creating a linear park similar to The High Line in New York rather than deconstructing it, and setting up the sorting and recycling centre away from the shoreline to minimize impacts on wildlife and plant life. In relation to JCCBI's emissions offsets so that the project is carbon-neutral, 71 out of 103 people agreed with this idea.

Environmental Protection

The second section contained 6 questions about environmental issues and how to ensure that the site causes as few disruptions as possible. 46 respondents said that they reviewed the targeted environmental analysis. 32 respondents said that they consulted the fact sheet and 28 said that they had read the study summary. 11 people read the full study. For the question about citizens' concerns regarding the project's environmental impacts,

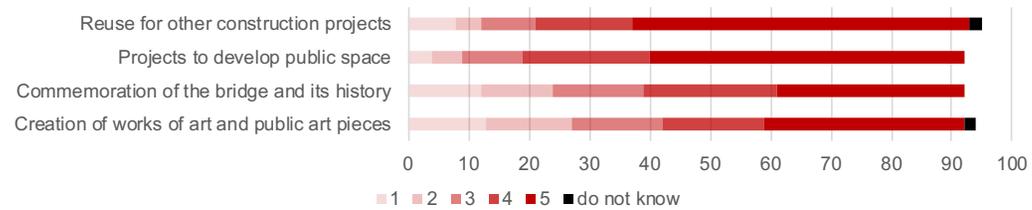
the graph below presents all of their answers. Although people had a wide variety of concerns, their highest level of concern related to plant life and wildlife, air quality and at-risk species.



Material Reuse

This section of the questionnaire let participants comment on the fate of the bridge deconstruction materials. The first question was about the basic principle that JCCBI should use for material management. 79 people out of 92 responded that it would be preferable to reuse as many materials as possible to reduce the project's environmental footprint rather than recycling

Question 3.2: On a scale of 1 to 5 (1 = not relevant, 5 = very relevant) indicate the appropriateness of the following ways to reuse the deconstruction materials.



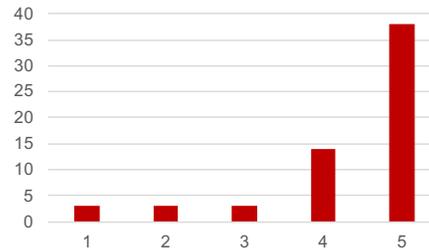
materials to reduce the costs. The level of relevance given to the proposed options for material reuse is shown in the graph to the right.

Research and Development

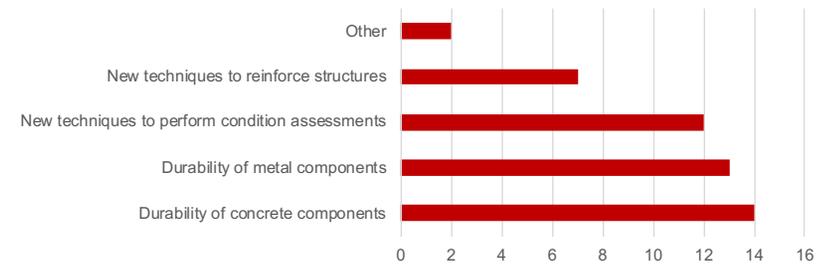
This section of the questionnaire let people express their opinions on the implementation of a research and development program associated with the deconstruction project. On a scale of 1 to 5, participants were asked to rate the usefulness of implementing an applied research program in the context of the bridge deconstruction project.

Out of those who responded to this component, 15 work in the research or infrastructure construction and management community, and 7 were interested in submitting a research project. The participants were also asked to assess the relevance of the proposed research themes. The graphs to the right show the results from these questions.

Question 4.1: On a scale of 1 to 5 (1 = not useful, 5 = very useful), indicate how useful you think this applied research program will be as a part of the bridge deconstruction project.



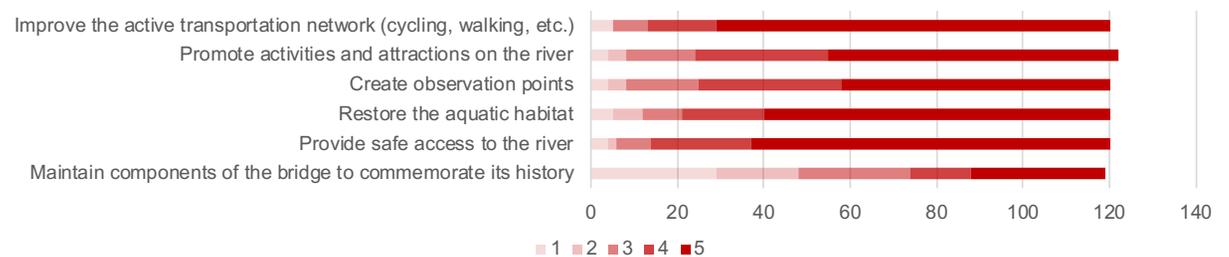
Question 4.3: Among the following research topics, which ones do you think are relevant? Check all topics that you feel are relevant.



Redevelopment of the Shoreline and Champlain Bridge Estacade

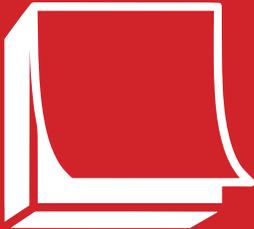
The purpose of this section was to gather ideas about the Héritage Champlain Project to redevelop the shoreline and the Champlain Bridge Estacade. The graph to the right represents the distribution of responses about the importance of the different enhancement goals. Furthermore, 68 people said that they would like to take part in a workshop to define the project to redevelop the shoreline and the Champlain Bridge Estacade.

Question 5.2: Assign a level of importance for each of the following improvement goals (1 = not important, 5 = very important).



IDEA GENERATION

Participants could propose ideas in person and online about the Héritage Champlain program and the 300,000 tonnes of materials generated by the bridge deconstruction. During the information days, participants added their ideas to a board. This concept was imitated on the web platform, where participants could “write” their ideas in a virtual notebook. Emails sent to JCCBI with ideas about these components were also included.



Héritage Champlain

Overall, 115 ideas were submitted for Héritage Champlain. Many people submitted similar ideas, which fell into one of four main themes:

Active transportation, sports, entertainment, and outdoor facilities

Physical activity, entertainment and outdoor facilities were common themes. 39 participants and one interest group imagined the site as a place of recreation or active transportation with bicycle paths, water sports, sports fields and gymnasiums, playgrounds, family activities, recreational boating and more.

Creation and preservation of public spaces

Out of all comments received, 30 mentioned creating or preserving public spaces, such as lookouts, riverside promenades, docks, parks, beaches, observation points and more.

Programs related to site ecology and urban agriculture

In this case, 21 responses mentioned ecology and urban agriculture and suggested ideas such as shoreline rehabilitation and greening, areas reserved for urban agriculture, bird boxes, beehives, tree planting, and climate change adaptation measures such as dikes.

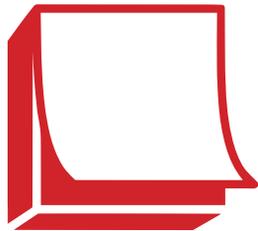
Public art, historical, cultural and memorial installations

Another recurring idea related to public art, particularly as a way to commemorate the bridge. 13 comments expressed a desire for a historical reminder or for sculptures and art works created from reused materials. Interest groups also sent opinions by email: one wanted to make a documentary about the deconstruction, while two others proposed public art projects.

IDEA GENERATION

Material Reuse

In terms of material reuse, 89 ideas were submitted. Participant responses fell into one of the five main themes listed here.



Reuse for the construction or rehabilitation of public infrastructure

The majority of comments focused on reusing the materials to construct, rehabilitate or reinforce public infrastructure, such as bridges and viaducts, bicycle paths, public spaces and parks. Overall, 30 participants expressed ideas in relation to this theme.

Reuse for artistic or creative expression

Out of all comments received, 15 expressed a desire for the materials to be reused for artistic or creative purposes, such as public art and sculpture competitions or structures made from parts from the bridge.

Reuse for personal or private purposes

With respect to the private use of materials, 13 comments mentioned that they would like to have parts of the bridge or metal parts for their personal use.

Reuse for urban ecology purposes

Some participants said that the materials should be used to build or develop community gardens and dikes, restore the shoreline and ecosystem, and create wildlife habitats such as for birds, fish and bees.

Suggestions for alternatives to the bridge deconstruction

Finally, 6 participants suggested alternatives to deconstructing the bridge. It was suggested that portions of the bridge be kept to create suspended public spaces or that the entire bridge be kept to create a linear park similar to New York's The High Line or a similar development.

CONCLUSION

The goal of the results analysis is to identify priority themes and sub-themes along with public concerns to be addressed. It will also help identify key community issues to which the project can positively contribute.

Assessment of the process and approach

The main ideas and issues brought up by many participants during the consultation process represent a number of areas of importance. The deconstruction project and its multifaceted sustainable vision have support from a large majority of the citizens who got involved in the process in some way. Most participants joined the participation process by commenting on the issues that concern them and by providing ideas and suggestions if the bridge is deconstructed.

Main concerns

The results have established some critical deconstruction issues for citizens: minimizing disruptions caused by the project; impacts on traffic, on air, water and soil quality, and on wildlife and plant life; and nuisances associated with noise and vibrations.

Preferred avenues for the future

A wide variety of proposals were submitted about how to reuse the deconstruction materials. While all of the proposed avenues for material reuse were well received by participants, there was a strong interest in reuse for other construction projects, particularly in the area of public infrastructure. Citizens also expressed a desire to keep or maintain some elements in place, such as

the steel structure and some concrete piers. Finally, many people wanted to get a small piece of the bridge that they could keep to remember it by.

Regarding future developments and the Héritage Champlain component, there was a consensus that the site needs to be redeveloped sustainably, which justifies JCCBI's vision and the relevance of the project components. Citizen ideas about the site development related to active transportation, sports and recreation, and the protection and rehabilitation of the natural environment. There was also a willingness to commemorate the former Champlain Bridge in some way in the redevelopment of the shoreline and the Estacade. A co-design workshop will be organized to collectively determine how to convey this historical reminder in the built environment and in future developments.



RECOMMENDATIONS

Several factors would promote the project's acceptability for the community. The following recommendations are based on an analysis of the comments and data collected during the consultation process. These recommendations are intended to inform decision-making and guide the project's next steps.



- + Throughout all stages of the project, maintain regular communication between JCCBI and target audiences, i.e., key stakeholders and people who have expressed an interest in being updated about the project's developments (newsletter, etc.).
- + Regularly update the deconstruction website with new information.
- + Identify the relevant structural components or elements to be included in the development plan.
- + Implement a mechanism to distribute the construction materials to meet the different needs of the community.
- + Include or reintroduce architectural elements into the shoreline redevelopment and landscaping as a reminder or commemoration of the original Champlain Bridge.
- + Consult with Montreal's arts community to devise a process to include public art (sculpture, etc.).
- + The natural environment should be a priority in the redevelopment plan.
- + Pay particular attention to the quality and efficiency of the active transportation network and recreational activities on the water during both the deconstruction phase and the shoreline design and redevelopment phase.
- + Transport and route deconstruction materials away from the site in an environmentally responsible way and with as little inconvenience as possible.
- + Ensure that any possible disruptions for the community are monitored within a reasonable time frame during the deconstruction work and any projects.
- + Prioritize redevelopment initiatives that integrate green infrastructure into the shoreline and Estacade redevelopment (natural restoration of shorelines, ecosystems and creation of natural habitats for wildlife and plant life, urban agriculture, etc.).
- + Pay particular attention to public areas throughout the project; ensure that citizens have universal access to public spaces and to a bicycle and pedestrian network that reflects their needs.
- + Include an educational or interactive component or program about the history of the site and bridge in the future redevelopment of the shoreline and Estacade (educational panels, historical plaques, etc.).



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