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Projet de reconstruction du complexe Turcot
à Montréal, Montréal-Ouest et Westmount

Montréal

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**Tabling of Les Amis de Meadowbrook Brief on the BAPE Hearings on the Turcot
Reconstruction Project,**

Presentation compiled by Avrom David Shtern

Contact: Jo Ann Goldwater, President

Les Amis de Meadowbrook

Member group of the Green Coalition and

Green Right of Way Movement

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Les Amis de Meadowbrook

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**Tabling of Les Amis de Meadowbrook Brief on the BAPE Hearings on the Turcot
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Les Amis de Meadowbrook, a grassroots group of concerned citizens has fought for the preservation of Meadowbrook for the last 20 years.

What is Meadowbrook?

Meadowbrook covers 57 hectares, (141 acres), and straddles two jurisdictions:

-- 31 hectares in the City of Côte Saint-Luc

-- 26 hectares in the Borough of Lachine. (Formerly Ville St. Pierre)

The site was originally used as farmland prior to being purchased by the Canadian Pacific Railway for recreational purposes for its employees, (circa 1917). It was transformed into an 18 hole golf course in the 1930's and remains in use as a public golf course, although now leased to a private operator. The operator uses very little synthetic pesticides, herbicides and fertilizers.

Over the years, the land's name has changed from Canadian Pacific Recreation Club to Wentworth Golf Club to the present name of Meadowbrook. It is in a rail yard. It is surrounded on three sides by tracks and is adjacent to heavy industry and the constant noise of Highway 20.

Now... the greater Southwest of Montreal -- where Meadowbrook is -- representing 800,000 residents, (Borough of Lachine, Borough of Lasalle, Borough of Verdun, Southwest Borough, Borough of Côte-des-Neiges—Notre-Dame-de-Grâce, City of Côte Saint Luc, Town of Montreal West, Town of Hampstead, etc.), has the least natural protected areas in Quebec.

The Turcot Interchange reconstruction provides an ideal opportunity for the MTQ, (ministère des Transports), to exchange land with Groupe Pacific, the owner and developer of Meadowbrook, and to conserve, enhance and integrate the site with a more extensive Saint Jacques Escarpment Natural Space.

In 2004, the OCPM, (l'Office de consultation publique de Montréal), had recommended Meadowbrook and the Little Saint Pierre River be declared an eco-territory:

« Les groupes et citoyens ont soulevé des interrogations sur l'un ou l'autre des écoterritoires ou sur des secteurs particuliers à couvrir par la politique. On demande notamment que le golf Meadowbrook, le ruisseau Petit-Saint-Pierre qui serpente à travers le golf ainsi que toutes les îles entourant l'île de Montréal soient aussi considérés comme des écoterritoires. Elle partage également le souci des organismes voués à la défense du boisé Angell et considère l'urgence d'agir dans ce dossier. »

« Par ailleurs, pour diminuer la pression qui s'exerce actuellement sur certains secteurs visés par la politique, la commission reconnaît la nécessité d'imposer un moratoire sur tout projet immobilier dans les milieux naturels des écoterritoires et dans les zones tampons. » (Jean-François Viau Président de l'Office de consultation publique de Montréal, COMMUNIQUÉ DE PRESSE POUR DIFFUSION IMMÉDIATE, **POLITIQUE DE PROTECTION ET DE MISE EN VALEUR DES MILIEUX NATURELS LA COMMISSION DE L'OFFICE DE CONSULTATION PUBLIQUE DE MONTRÉAL CONSTATE UNE ADHÉSION GÉNÉRALE DE LA PART DES PARTICIPANTS**, Montréal, le 11 juin 2004, <http://www2.ville.montreal.qc.ca/ocpm/pdf/communiqués/2004/com20040611.pdf>)

On May 27, 2009, the Island of Montreal's Commission permanente du conseil d'agglomération sur les grands équipements et les activités d'intérêt d'agglomération voted on its recommendations regarding the **BILAN DE LA POLITIQUE DE PROTECTION ET DE MISE EN VALEUR DES MILIEUX NATURELS**. The Montreal Agglomeration Council will table these recommendations June 18, 2009. (Please see attached document.)

Three recommendations are vital:

1. Create scenarios to protect Meadowbrook as a nature park, regional park or ecoterritory integrated with the Saint Jacques Escarpment.
2. Create a network of linear parks unifying larger parks and natural spaces called trames vertes. One of these four green right of ways would be centred in the Greater Southwest and would include Meadowbrook and the Falaise Saint-Jacques.
3. Protect the integrity of the Saint Jacques Escarpment within the framework of the Turcot Complex's redesign.

Commission permanente du conseil d'agglomération sur les grands équipements et les activités d'intérêt d'agglomération Recommendations :

Recommandation-3

« Que des mandats soient donnés à la Direction des grands parcs et de la nature en ville

- de mener des démarches visant la création d'un réseau avec quatre grandes trames vertes sur le territoire, dans l'Est, l'Ouest, le grand Sud-Ouest et le Centre et le Nord de l'île de Montréal;
- de développer des scénarios visant la protection du site du golf de Meadowbrook et sa transformation en parc nature, en grand parc urbain ou en écoterritoire dans la perspective d'une trame verte reliant ce site à la falaise Saint-Jacques. »

Recommandation-6

« Qu'un mandat soit donné aux services municipaux appropriés de faire des représentations et de poser des gestes conséquents pour que les enjeux liés à la protection de l'écoterritoire de la falaise Saint-Jacques soient considérés dans le cadre de la reconstruction du complexe Turcot. »

These are essential first steps for the formation of a committee composed of all interested parties to set out the terms of negotiation. The committee would be composed of representatives from the City of Montreal, the Borough of Lachine, the Southwest Borough, the City of Côte Saint-Luc, the Town of Montreal West and the land owners. The owner of Meadowbrook will benefit with a developable tract of land in the former railway yard. Turcot, a brownfield, would be revived. One Planet Living and L'OEUF, (L'Office de l'eclectisme urbain et fonctionnel), the designers of the yet to be disclosed Meadowbrook project would get the opportunity to showcase a premier green and Transit Oriented Developed Community featuring a Tram-Train following the former Montreal & Lachine Railway alignment to Old Lachine and beyond. The Southwest would gain and avail itself of a reforested Meadowbrook, a revitalized St. Jacques Escarpment and an additional greenspace, (50% of the developable land), in the new Turcot development.

Les Amis de Meadowbrook endorses the plan set forth by and deposited today by Patrick Asch of Heritage Laurentien to refashion the Turcot as a «...modèle mondial pour le verdissement et la diversité biologique du grand Sud-Ouest. » (Patrick Asch, in **Montréal at the Crossroads: Superhighways, The Turcot And The Environment**, Black Rose Books, 2009, Ch. 4, P.71.)

In May 2008, at the Mayor's Conference "Local Action for Biodiversity", (Bonn, Germany, 26-28 May, 2008, P.15), Montreal Mayor Gérald Tremblay said: «To secure world future, we need respect towards all kinds of living creatures. » The Montreal based UN Secretariat of the Convention on Biological Diversity states: « Closing the gap and creating ecologically representative protected area systems... » is essential for our survival. (**CBD Technical Series 24: Closing The Gap; Creating ecologically representative protected area systems, A guide to conducting gap assessments of protected area systems for the Convention on Biological Diversity**, Nigel Dudley & Jeffrey Parish, UNEP, [UN Environment Programme], Convention on Biological Diversity, Secretariat of the Convention on Biological Diversity, 2006, P.9)

« Currently, many countries have protected areas focused primarily on remote areas or particular ecosystems like deserts, mountains, etc. ..., where there is little human or commercial [activity, **sic.**] – leaving other ecosystems such as high seas, lowland forests, freshwater or temperate grasslands under protected. » (**Op. cit.**, P.9)

Conservation, renaturalization and restoration must be comprehensive and not only centred on the easy and low hanging fruit. The integration of Meadowbrook and the Saint Jacques Escarpment as a nature preserve fits the bill.

As the Montreal Agglomeration's "2007-2008 Working Document Report On The Policy On The Protection And Enhancement Of Natural Habitats", (April 2009, P.6), so aptly says: «Using urban development expertise to strike a balance between natural and built up environments with a view to creating living areas favourable to citizen well being... » presents a major challenge. This balance does not exist in the Southwest and must be struck. It is a question of equity and fairness. There is no designated or publicly accessible natural space between Mount Royal/Summit Park, (Montreal/Westmount), Terra Cotta, (Pointe Claire), Angrignon and the Back River, (Rivière des Prairies). The St. Jacques Escarpment Eco-territory is currently a no man's land and is regularly used as a dumping ground. This contrasts sharply to what it was like over a century ago when NDG Farmers Decarie, Benny and others cultivated the famed **Montreal Melon** and other produce and livestock. They would raft up the Saint Pierre River from their Old Montreal homes and would climb the wilds of the Saint Jacques Escarpment to what was called Upper Lachine.

Setbacks and Soundscape:

Should the CN Railway and Highway 20 be moved up to the Falaise's base, the soundscape would be deafening. The MTQ's Turcot sound study sets the noise around 55-65 dB, (decibels), at the foot of the Escarpment. ([Partie 3](#) (4214 Ko)

Annexe F : Cartes Nos 11 à 15 – Impacts sonores (DJM E- 2016)

http://www.bape.gouv.qc.ca/sections/mandats/Complexe_Turcot/documents/PR3.2/PR3.2_annexeC_partie3.pdfv)

Hazardous effects of non-occupational noise are well documented: « Sounds louder than 80 decibels are considered potentially hazardous. The **noise chart** below gives an idea of average decibel levels for everyday sounds around you. » (American Speech-Language-Hearing Association website, www.asha.org/public/hearing/disorders/noise.htm)

Painful

150 dB = rock music peak

140 dB = firearms, air raid siren, jet engine

130 dB = jackhammer

120 dB = jet plane take-off, amplified rock music at 4-6 ft., car stereo, band practice

Extremely Loud

110 dB = rock music, model airplane

106 dB = timpani and bass drum rolls

100 dB = snowmobile, chain saw, pneumatic drill

90 dB = lawnmower, shop tools, truck traffic, subway

Very Loud

80 dB = alarm clock, busy street

70 dB = busy traffic, vacuum cleaner

60 dB = conversation, dishwasher

Moderate

50 dB = moderate rainfall

40 dB = quiet room

Faint

30 dB = whisper, quiet library

(Op. cit., American Speech-Language-Hearing Association website, www.asha.org/public/hearing/disorders/noise.htm)

« Noise not only affects hearing. It affects other parts of the body and body systems. It is now known that noise:

- Increases blood pressure
- Has negative cardiovascular effects such as changing the way the heart beats
- Increases breathing rate
- Disturbs digestion
- Can cause an upset stomach or ulcer
- Can negatively impact a developing fetus, perhaps contributing to premature birth
- Makes it difficult to sleep, even after the noise stops
- Intensifies the effects of factors like drugs, alcohol, aging and carbon monoxide »

(Ibid. American Speech-Language-Hearing Association website, www.asha.org/public/hearing/disorders/noise.htm)

If **road and highway traffic** are rated as **80dB**, by the American Speech-Language-Hearing Association and **freight trains** are rated between **70-90 dB**, (See, **Railroad Freight Yard District (RFY) Article XX Railroad Freight Yard District (RFY), Revised 09/27/07, Charter Township of Orion Zoning Ordinance 78 Page 20 – 1, Michigan, http://www.orion.lib.mi.us/township/ordinances/zo78/Section_20.pdf), it is imperative to re-examine the the authenticity of the lower figures, (55-65 dB), that are cited by the MTQ. (See, MTQ, Turcot, ([Partie 3](#) (4214 Ko) **Annexe F : Cartes Nos 11 à 15 – Impacts sonores** (DJM E- 2016).)**

Even lesser noise is potentially deleterious to long term human health: « Night-time noise from aircraft or traffic can increase a person's blood pressure even if it does not wake them, according to a new study published in the **European Heart Journal**. »

(Alexandros S. Haralabidis, Konstantina Dimakopoulou, Federica Vigna-Taglianti, Matteo Giampaolo, Alessandro Borgini, Marie-Louise Dudley, Göran Pershagen, Gösta Bluhm⁶, Danny Houthuijs, Wolfgang Babisch, Manolis Velonakis, Klea Katsouyanni, Lars Jarup for the HYENA Consortium' "**Acute effects of night-time noise exposure on blood pressure in populations living near airports**", **European Heart Journal Advance Access published online on February 12, 2008**, European Heart Journal, doi:10.1093/eurheartj/ehn013, <http://eurheartj.oxfordjournals.org/cgi/content/full/ehn013v1?maxtoshow=&HITS=10&hits=10&RESULTFORMAT=&fulltext=jarup&searchid=1&FIRSTINDEX=0&resourcetype=HWCIT>):

« The researchers found that volunteers' blood pressure increased noticeably after they experienced a 'noise event' – a noise louder than **35 decibels** – such as aircraft travelling overhead, traffic passing outside, or a partner snoring. This effect could be seen even if the volunteer remained asleep and so was not consciously disturbed. » (**Op. cit.**)

Birds also make the Escarpment their home. However, studies indicate that noise may effect their sexual reproduction:

- « Some of our city birds may be changing their tunes in more ways than one. Studies in the mid-1990s in the Netherlands revealed decreased songbird densities near roadways and that traffic noise appears to be largely responsible. In short, some bird species are unable to adjust to living and breeding in areas with a lot of human-generated (anthropogenic) noise. However, some species are actually making changes in some aspects of their vocalizations to compensate for the excess noise from our lawn mowers, airplanes, industry, and - most of all - vehicle traffic. »

(Dr. David Bird, "Noise Pollution and Bird Song", **Bird Watcher's Digest**, [The effects of noise pollution on birds. As seen in **Bird Watcher's Digest** magazine.] www.birdwatchersdigest.com/site/conservation/pollution.aspx - 43k – http://www.birdwatchersdigest.com/site/conservation/noise_pollution.aspx ./ See also, Sara Goudarzi, "Animals: Noise Pollution Threatens Birds", **LiveScience**, website, posted: 01 November 2006 03:26 pm ET, http://www.livescience.com/animals/061101_ovenbird_noise.html, ["**Loud ambient noise affects the sex lives of birds, a new study suggests.**"])

A 15-20 meter setback between the railway/highway corridor and the Saint Jacques escarpment is therefore insufficient for the health of humans or flora and fauna. In a letter addressed to Avrom Shtern, MLIS, Membre du Conseil d'administration, Coalition verte, from Anne Pelletier, ing., M.Sc., Directrice adjointe, Bureau de projet du

complexeTurcot, 23 septembre 2008, **OBJET: Commentaires transmis et intérêt porté au projet**, Projet de reconstruction du complexe Turcot, Nombre de dossier : A-2-01-01, Pages 1-2, [T:\Turcot GID\TURCOT – LA VÉRENDRYE\SDP\0011-A-encad proj\A2-01-com rel pub gen\A2-01-01-gen\Réponse Coalition Verte.doc], (see attached letter), the possibility of a wider setback is explored :

« Une piste multifonctionnelle est prévue au pied de la falaise St-Jacques. **Si la navette aéroportuaire ne s'implante pas dans la cour Turcot, l'espace réservé pour la navette serait utilisé comme une zone verte tampon** entre les rail et la piste multifonctionnelle. »

« Par rapport au concept présenté l'an dernier, **les voies rapides et ferroviaires ont été déplacées de 20 mètres vers le sud afin de réduire les impacts sur la faune et la flore de la falaise St-Jacques**. Dans cet espace, nous prévoyons favoriser l'implantation de milieu favorable aux espèces indigènes (faune et flore). »

« Soulignons en passant que la chaleur et la qualité de l'air ne sont pas les seuls facteurs qui affectent la santé publique. Par exemple, **une réduction de la capacité de réseau autoroutier et le transfert de circulation ailleurs dans le réseau urbain auraient pour effet d'augmenter les accidents impliquant les piétons et les cyclistes**. » (Anne Pelletier, ing., M.Sc., Directrice adjointe, MTQ, Bureau de projet du complexe Turcot)

Railway proximity issues have come to the fore in the past decade. As previously stated, a setback of 15-20 meters between the Falaise and the railway/highway right-of-way is not enough to mitigate noise. **The minimum setbacks standards for a main railway line as set out by the Federation of Canadian Municipalities/Railway Association of Canada is 30 meters.** (See, **REPORT Research Phase 3: Proximity Guidelines and Best Practices**, NOVEMBER 2006, PREPARED BY: Earth Tech Canada Inc., 105 Commerce Valley Dr. W., 7th Floor, Markham, Ontario, L3T 7W3, PREPARED FOR: **RAC/FCM PROXIMITY GUIDELINES RESEARCH ASSIGNMENT, Final Report, Proximity Guidelines and Best Practices**, Reprinted August 2007, Prepared for The Railway Association of Canada and The Federation of Canadian Municipalities, http://www.proximityissues.ca/english/MaterialsContent/2007_Guidelines_eng.pdf.)

(See Also:

Stronger Ties: A SHARED COMMITMENT TO RAILWAY SAFETY; Review of the Railway Safety Act, November, 2007, CHAPTER 7, **PROXIMITY ISSUES; CHAPTER 8, ENVIRONMENTAL PROTECTION AND RESPONSE, Review of the Railway Safety Act**, Published by Railway Safety Act, Review Secretariat, Ottawa, Canada, K1A 0N5. This report is available at:

www.tc.gc.ca/tcss/RSA_Review-Examen_LSF , Funding for this publication was provided by Transport Canada. The opinions expressed are those of the authors and do not necessarily reflect the views of the Department. ISBN 978-0-662-05408-5, Catalogue No. T33-16/2008, © Her Majesty the Queen in Right of Canada, represented by the Minister of Transport, 2007, Stronger Ties: A Shared Commitment to Railway Safety - Report of the Advisory Panel [PDF version 1.59 MB], http://www.tc.gc.ca/tcss/RSA_Review-Examen_LSF/pdf/TRANSPORT_Stronger_Ties_Report_FINAL_e.pdf.)

The Federal Railway Safety Act Recommendations were tabled in the House of Commons in 2008 and are currently being studied. **Recommendation 34** states that « ...**the Railway Safety Act should be amended to require the developer and municipalities to engage in a process of consultation with railway companies prior to any decision respecting land use that may affect railway safety.** »

(Stronger Ties: A Shared Commitment To Railway Safety, CH.7, P. 107.)

Recommendation 40, in Chapter 8 is also pertinent:

« **Railway companies should file annual environmental management plans and regular compliance audits with Transport Canada. These plans should address, among other issues, pollution of railway property (i.e., yards and railway rights-of-way).** » (Op. cit., P. 150) (Canadian Transportation Agency website:

http://www.cta-otc.gc.ca/rail-ferro/bruit-noise/consultation/a_e.html.)

Unfortunately these recommendation/guidelines are not codified in Quebec, although they are mentioned in a general way by the Communauté métropolitaine de Montréal, (CMM). (See, CMM, **Projet de schéma d'aménagement**, 2005, http://www.cmm.qc.ca/fileadmin/user_upload/documents/PSMAD.pdf . The schéma contains specific recommendations on railway yards, (P.126), and proximity to highways and railways, (P.127).) **Witness June 5, 2009 and the CP Rail derailment in Oshawa, Ontario where rail cars went into backyards almost hitting immovable structures...**

(See, [Oshawa evacuated after CP train derails](#) ,

Natalie Alcoba, “Train derails near Oshawa, Ont., school during recess: Chemicals among the freight”, **Canwest News Service**, June 6, 2009,

<http://www.montrealgazette.com/news/Oshawa+evacuated+after+train+derails/1667411/story.html> , [« Durham Police evacuated a one-kilometre radius around the crash, including several nearby schools. »]

[Global News raw video of derailment in Oshawa Ont.](http://www.montrealgazette.com/news/Global+News+video+derailment+Oshawa/1667411/story.html?tab=VID)
<http://www.montrealgazette.com/news/Global+News+video+derailment+Oshawa/1667411/story.html?tab=VID> .)

The soundscape and vibration/noise characteristics cover at least 1000 meters from the rail line... (Op. cit., **RAC/FCM PROXIMITY GUIDELINES RESEARCH ASSIGNMENT, Final Report, Proximity Guidelines and Best Practices**, Reprinted August 2007.) Given that this project will be a combined railway/highway corridor the noise/sound will be deafening in the area of the Falaise... Railway and highway safety must also be taken into account given the tight setbacks.

It is imperative to reassess the Quebec Ministry of Transport's, (MTQ's), plans for the Turcot and consider the St. Jacques Escarpment as an important element in a greater whole which includes the integration of Meadowbrook as a natural space.

The 57 ha, (140 acre), Meadowbrook, located in Cote Saint Luc and Lachine serves several roles:

- 1) Like the Saint Jacques Escarpment it is a buffer and filter. It is situated between an industrial zone, railway yards and highways and sensitive residential neighbourhoods. It cleanses the area.
- 2) Like the Saint Jacques Escarpment, it is a green island in a sea of heat islands. It regulates the effects of excessive heat which can have a negative effect on human health.
- 3) It can serve as a key part in a Green Right Of Way network in the Southwest integrating the St. Jacques Escarpment, the future Glen Campus of the McGill University Hospital, the Douglas Hospital grounds, etc.

The International Union for Conservation of Nature/The World Conservation Union management Category #4 aptly describes Meadowbrook. It hosts the last surface running remnant of the historic Little Saint Pierre River/St. Pierre River System which Samuel de Champlain noted in his log. The site still has the original topography of rolling hills and valleys. This is exceedingly rare. Meadowbrook also contains vestiges of wooded areas and acts as a floodplain/catchment for waters especially during Vernal Equinox. The vernal pools serve as a resting stop for migratory birds.

Meadowbrook is more biologically diverse than a typical golf course:

Rare species as the Western, (Netleaf), Hackberry, Shagbark Hickory are found there. Bur Oak, American Elm are also present. The Hawthorn, Canada Elder, Highbush Cranberry, Bur Oak and Shagbark Hickory suggest the possibility of

past Amerindian settlements. Forest plants such as the Sensitive Fern, Marginal Shield Fern, Spinulose Wood Fern, and Ostrich Fern are also found. Spring flowers such as the Lilly of the Valley, May-Apple, (Wild Mandrake), and the rare Canada Anemone have been inventoried. (Canada Anemone is endangered, or extirpated in many parts of North America, though it is more common in the US Midwest.)

(www.ct-botanical-society.org/galleries/anemonecana.html - 6k –
plants.usda.gov/java/profile?symbol=ANCA8 - 90k)

Milkweed provides habitat for Monarch Butterflies. Red Fox, Bullfrogs, Toads are also present. Similar to the Saint Jacques Escarpment, is also a potential site for the Brown Snake. Last year a Deer was photographed on the premises.

- 4) The psychological benefits of greenspace should not be underestimated. According to a 2007 Royal Society study, (**The scaling of green space coverage in European cities**), (<http://www.pubmedcentral.nih.gov/articlerender.fcgi?artid=2390667>), an increase in biodiversity enhances human health. Cities are urged to scale development in accordance with greenspace coverage:

Humans are concentrated in cities ironically «...giving rise to concerns of isolation... » and alienation and separation from nature. (See, **Royal Study**.) Urban wide open tracts of «... public greenspaces form the arena of many people's daily contact with nature and such contact has measurable physical and psychological benefits. » (**Op. cit.**) The study suggests that individuals perceive the species richness of a site and that the more biologically complex and diverse a site is, the better is the state of human health.

Allow me to sum up...

A genuinely green project would ensure the ecological integrity of the Falaise by creating a greater buffer than currently envisioned. The Turcot Interchange reconstruction also

provides an ideal opportunity for the MTQ, (ministère des Transports), to exchange land with Groupe Pacific, the owner and developer of Meadowbrook to build a Transit Oriented Development on the vacant Turcot Yard, and to conserve, enhance and integrate the site with a more extensive and ecologically sound St. Jacques Escarpment.

Thank you.

Avrom David Shtern
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June 15, 2009

Commission du conseil d'agglomération sur les grands équipements et les activités d'intérêt d'agglomération

Recommandations sur le Bilan 2007-2008 de la Politique de protection et de mise en valeur des milieux naturels

27 mai 2009

LA COMMISSION PERMANENTE DU CONSEIL D'AGGLOMÉRATION SUR LES GRANDS ÉQUIPEMENTS ET LES ACTIVITÉS D'INTÉRÊT D'AGGLOMÉRATION

Remercie les personnes et les organismes qui ont fait part de leurs commentaires et déposé des mémoires dans le cadre de l'étude publique;

Remercie les fonctionnaires qui ont participé au processus pour la qualité de leurs interventions au cours de l'étude publique et des séances de travail de la commission.

CONSIDÉRANT l'importance de présenter des données factuelles et quantitatives complètes dans le Bilan de la Politique de protection et de mise en valeur des milieux naturels;

CONSIDÉRANT l'objectif initial de la Politique de protection de 6 % du territoire de l'agglomération et les gestes à poser pour l'atteinte de cet objectif;

CONSIDÉRANT l'impact du moratoire imposé en 1992 et levé en 2002 sur l'acquisition d'espaces verts sur l'île de Montréal;

CONSIDÉRANT la densité de la population et la rareté de milieux naturels à protéger particulièrement dans les arrondissements et les municipalités situées au centre de l'agglomération;

CONSIDÉRANT l'importance d'assurer la protection, la mise en valeur et la pérennité des écoterritoires existants face à de grands projets de développement;

CONSIDÉRANT l'importance de développer une approche visant à augmenter la biodiversité globale sur le territoire de l'agglomération;

CONSIDÉRANT que la Politique s'inscrit sur un territoire urbain où vit près du quart de la population du Québec;

CONSIDÉRANT les besoins budgétaires actuels et futurs et le peu de fonds disponibles pour la mise en valeur et la protection des milieux naturels ;

CONSIDÉRANT les orientations proposées dans le Bilan de la Politique pour 2009-2010;

La commission recommande au conseil d'agglomération :

Données du Bilan

R-1

Qu'un mandat soit donné à la Direction des grands parcs et de la nature en ville de préciser certains renseignements quantitatifs et factuels du Bilan 2007-2008 de la Politique de protection et de mise en valeur des milieux naturels, nommément :

- qu'une distinction soit faite entre les milieux protégés et ceux en voie de l'être au 31 décembre 2008;
- que soient consignés pour chaque écoterritoire les montants consacrés à leur acquisition, leur aménagement et leur protection pérenne;
- que les limites précises des terrains acquis et protégés de même que le pourcentage du territoire de l'agglomération qu'ils représentent soient clairement indiqués.

Que tous ces renseignements se retrouvent dans un seul document.

Objectifs de la Politique

R-2

Qu'un mandat soit donné à la Direction des grands parcs et de la nature en ville de poursuivre ses efforts pour atteindre l'objectif de protection de 6 % du territoire, notamment par l'identification et l'intégration de nouveaux sites de protection dans le réseau des grands parcs comme, par exemple, au parc des Rapides.

Perspectives à moyen et long terme

R-3

Que des mandats soient donnés à la Direction des grands parcs et de la nature en ville

- de développer davantage d'initiatives dans les secteurs très densément peuplés de l'île de Montréal de façon à contribuer à l'augmentation de la biodiversité globale sur le territoire;
- de considérer des interventions pour assurer la protection de petits milieux naturels de moins de 15 ha;
- * de mener des démarches visant la création d'un réseau avec quatre grandes trames vertes sur le territoire, dans l'Est, l'Ouest, le grand Sud-Ouest et le Centre et le Nord de l'île de Montréal;
- * de développer des scénarios visant la protection du site du golf de Meadowbrook et sa transformation en parc nature, en grand parc urbain ou en écoterritoire dans la perspective d'une trame verte reliant ce site à la falaise Saint-Jacques.

Considérations budgétaires et financières

R-4

Qu'un mandat soit donné aux services municipaux appropriés d'étudier les moyens de hausser progressivement au cours des prochaines années les sommes dédiées à la protection et à la mise en valeur des milieux naturels.

R-5

Qu'un mandat soit donné aux services municipaux appropriés d'entreprendre les représentations nécessaires auprès des gouvernements pour que soient développés des programmes financiers répondant aux priorités de protection et de mise en valeur des milieux naturels définis dans la Politique.

Protection des écoterritoires existants

R-6

* Qu'un mandat soit donné aux services municipaux appropriés de faire des représentations et de poser des gestes conséquents pour que les enjeux liés à la protection de l'écoterritoire de la falaise Saint-Jacques soient considérés dans le cadre de la reconstruction du complexe Turcot.

Direction de l'Île-de-Montréal

Le 23 septembre 2008

Monsieur Avrom Shtern
Membre du Conseil d'administration
Coalition verte
18, av. Alliance
Montréal (Québec)
H4K 2C6

OBJET : Commentaires transmis et intérêt porté au projet
Projet de reconstruction du complexe Turcot
N/ : A2-01-01

Monsieur,

Tout d'abord, nous tenons à remercier votre coalition pour les commentaires transmis et pour l'intérêt que vous portez à l'égard de la reconstruction du complexe Turcot. Nous voulons vous assurer que le ministère des Transports du Québec (MTQ) déploie tous les efforts nécessaires pour tenir compte des multiples facettes du projet.

Aussi, nous constatons que nous sommes en accord avec la majorité de vos suggestions. Le projet est continuellement en évolution et à l'heure actuelle, il inclut plusieurs éléments que vous avez proposés. Par exemple, les points suivants rejoignent vos préoccupations en matière d'amélioration de l'environnement :

- Nous sommes actuellement en discussion avec les répondants municipaux concernant le traitement des remblais. Par cette démarche, nous souhaitons minimiser la quantité de murs de béton afin de réduire les zones où s'emmagine la chaleur en intégrant plus de reliefs et d'espaces verts pour y planter arbres et végétation.
- Deux accès à la falaise St-Jacques, un à chaque extrémité, ont été discutés avec les répondants municipaux. Présentement, deux liens sont prévus : le premier donnera accès au sentier du canal Lachine près du boulevard Ste-Anne-de-Bellevue; le deuxième donnera accès à l'Allée des Tanneries via les boulevards St-Rémi et Pullman, près de Décarie. D'autres accès pourraient être aménagés ultérieurement.
- Une piste multifonctionnelle est prévue au pied de la falaise St-Jacques. Si la navette aéroportuaire ne s'implante pas dans la cour Turcot, l'espace réservé pour la navette serait utilisé comme une zone verte tampon entre les rails et la piste multifonctionnelle.

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- Par rapport au concept présenté l'an dernier, les voies rapides et ferroviaires ont été déplacées de 20 mètres vers le sud afin de réduire les impacts sur la faune et la flore de la falaise St-Jacques. Dans cet espace, nous prévoyons favoriser l'implantation de milieu favorable aux espèces indigènes (faune et flore).

Soulignons en passant que la chaleur et la qualité de l'air ne sont pas les seuls facteurs qui affectent la santé publique. Par exemple, une réduction de la capacité du réseau autoroutier et le transfert de circulation ailleurs dans le réseau urbain auraient pour effet d'augmenter les accidents impliquant les piétons et les cyclistes.

Si vous avez d'autres éléments de solution ou des précisions supplémentaires que vous aimeriez porter à notre attention, nous vous invitons à le faire. Nous vous assurons qu'ils seront pris en considération au même titre que tous les autres commentaires contribuant au développement du complexe Turcot.

Veuillez agréer, Monsieur, l'expression de nos sentiments les meilleurs.



Anne Pelletier, ing., M.Sc.
Directrice adjointe
Bureau de projet du complexe Turcot

AP/ld

POLITIQUE DE PROTECTION ET DE MISE EN VALEUR DES MILIEUX NATURELS LA COMMISSION DE L'OFFICE DE CONSULTATION PUBLIQUE DE MONTRÉAL CONSTATE UNE ADHÉSION GÉNÉRALE DE LA PART DES PARTICIPANTS

Montréal, le 11 juin 2004 – L'Office de consultation publique de Montréal rend public, aujourd'hui, le rapport de la commission qui a siégé en avril et mai pour entendre les citoyens et les groupes sur l'avant-projet de *Politique de protection et de mise en valeurs des milieux naturels*. Cette commission était présidée par M. Yves G. Archambault, assisté de M^e Hélène Lauzon.

À l'occasion des six séances tenues, la commission a constaté à quel point l'avant-projet de politique était attendu et suscitait une adhésion générale pour ce qui a trait aux grands principes qui y sont énoncés. Les interrogations des citoyens ont cependant porté principalement sur la mise en œuvre de cet avant-projet et sur sa pérennité.

Pour la commission, une des façons de rassurer les citoyens quant à la mise en œuvre serait d'assurer l'arrimage du document avec le plan d'urbanisme et avec d'autres grandes politiques à venir comme celles sur l'arbre, sur le patrimoine ou encore sur les espaces verts et bleus. La commission estime d'ailleurs qu'une véritable politique cohérente sur l'ensemble de la problématique des espaces verts et bleus s'avère nécessaire en complémentarité de la présente politique.

Les groupes et citoyens ont soulevé des interrogations sur l'un ou l'autre des écoterritoires ou sur des secteurs particuliers à couvrir par la politique. On demande notamment que le golf Meadowbrook, le ruisseau Petit-Saint-Pierre qui serpente à travers le golf ainsi que toutes les îles entourant l'île de Montréal soient aussi considérés comme des écoterritoires. Elle partage également le souci des organismes voués à la défense du boisé Angell et considère l'urgence d'agir dans ce dossier.

Par ailleurs, pour diminuer la pression qui s'exerce actuellement sur certains secteurs visés par la politique, la commission reconnaît la nécessité d'imposer un moratoire sur tout projet immobilier dans les milieux naturels des écoterritoires et dans les zones tampons.

La commission constate la volonté de tous les participants aux audiences à collaborer au projet comme ils l'ont amplement démontré en audiences par leur participation active et positive. La commission souhaite donc que la Ville donne suite dans les meilleurs délais à cet avant-projet de politique qui est largement attendu par la population.

Rappelons que l'Office de consultation publique de Montréal a pour mission de tenir, sur tout projet désigné par le conseil municipal ou le comité exécutif, et à la demande de l'un ou de l'autre, des audiences publiques sur le territoire de la ville de Montréal. L'Office s'est doté de mécanismes de consultations crédibles, transparents et efficaces aux termes desquels il rend compte, dans un rapport, des opinions exprimées par les citoyens présents aux audiences.

– 30 –

Source : Jean-François Viau
Président de l'Office de consultation publique de Montréal
Tél; (514) 872-3568
Cell. : (514) 886-1515

----- Forwarded message -----

From: **avrom shtern** <adirondacksub@gmail.com>

Date: Nov 14, 2007 5:21 PM

Subject: Audience publique sur le Projet Turcot/Public Hearings on Turcot Interchange: Projet de reconstruction du complexe Turcot, à Montréal/Turcot Complex Reconstruction Project/Written Submission

To: hgilbert@mtq.gouv.qc.ca, denise.gosselin@mtq.gouv.qc.ca, jacques.dumas@cima.ca

Cc: Abram Shtern <adirondacksub@gmail.com>, avrom shtern <adirondacksub@hotmail.com>



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greencoalitionverte@yahoo.ca

www.greencoalitionverte.ca

Audience publique sur le Projet Turcot/Public Hearings on Turcot Interchange: Projet de reconstruction du complexe Turcot, à Montréal/Turcot Complex Reconstruction Project/Written Submission:

Dear Sirs and Madam,

Transport Quebec's Turcot Project will worsen the access problems to the St. Jacques Escarpment Eco-Territory. The highway/railway corridor should be left at the current location. If relocated adjacent to the escarpment, noise pollution and vehicle emissions would overwhelm a very fragile re-naturalized space. This greenbelt has the potential of serving a vast area in Southwest and West End Montreal. Imagine bicycle, jogging and walking paths linking the Lachine Rapids area with the St. Jacques Escarpment. Héritage Laurentien has proposed such a network. The final placement of the transportation corridor is key in deciding the future of such a project. Montreal has so few open natural spaces. This area serves as a habitat for the Red Fox, Coyote, and Garter Snake to name but a few.

Also, the Otter Lake Society has proposed reducing the number of railway tracks to two from four. This runs counter to the potential of future High-Speed-Rail between Toronto and Montreal, etc. Trains require about 1/3 of the energy per passenger as cars. Steel Wheel High-Speed-Rail uses 1200 British Thermal Units per passenger mile and emits .48 pounds of CO2 per passenger mile. For automobiles, the energy used per passenger mile is 3445 BTU and CO2 emissions are equal to .77 pounds per passenger mile. For planes: 3264 BTU and 1.06 pounds of CO2. ("Fast Track; With Airports And Highways More Congested Than Ever, New Train Technologies Have The Potential To Resurrect The Age Of Rail", John Quain, **Popular Mechanics**, Dec. 2007, P.91).

Please see the enclosed letter to **the Concordian** decrying the need for long term planning and environmentally friendly development, a news article about the Green Coalition's vision of the St. Jacques Escarpment Eco-Territory and attached, the Green Coalition's Transport Brief to the City of Montreal, (Commission de Transport, [Aug 29, 2007](#)). In it there are comments made about the Turcot Project.

Yours Sincerely,

Avrom David Shtern,
Green Coalition Verte,
Transportation Issues
adirondacksub@gmail.com
adirondacksub@hotmail.com
514-482-4882

Original Letter

Re: "Turcot Interchange paves way for possible green space" and unforeseen consequences! -- Letter To The Editor -- Avrom Shtern -- Green Coalition



18, avenue Alliance Montréal, Qc H4K 2C6

greencoalitionverte@yahoo.ca

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Re: "Turcot Interchange paves way for possible green space", Veronica Islas, **the Concordian**, Tuesday, September 25, 2007, P.8.

Letters To The Editor

concordianopinions@hotmail.com

www.theconcordian.com

Unforeseen Consequences.

Dear Editor,

The characterization of trains as dusty, noisy and dangerous to the population is unfortunate to say the least. Yes trains pollute and railways are not places of tranquility and hushed tones. But surely Highway 20 contributes more to noise and air pollution, creates a larger ecological footprint and is as dangerous, if not more, than the railway.

The Quebec government should be encouraging more freight on trains given the consequences of global climate change and peak-oil.

The provision for a four track railway makes sense. Leaving only two tracks would cripple any efforts to expand. Downtown to downtown passenger service by rail is one of the conveniences that airlines do not provide. Today the **Eurostar** takes about two hours to travel between London, England [St. Pancras] to Paris, France [Gare du Nord]. High Speed Rail in the Quebec-Windsor Corridor is only a matter of time and will require this right-of-way to access Central Station.

The idea of pushing railways further west has consequences: Canadian Pacific Railway is planning to build a sprawling intermodal container facility in Les Cèdres off the western tip of the Montreal Island. This means the loss of fertile farmland and more trucks on our already overburdened highways. Furthermore, placing Highway 20 and the CN mainline closer to the St. Jacques Escarpment Eco-Territory further isolates this jewel. Presently it is very difficult to visit the area. Imagine the din of constant highway traffic amplified ten fold!

Also monies dedicated to an artificial Otter Lake could be used to conserve existing natural spaces such as Rivière-à-l'Orme Eco-Territory and Angell Woods, greenfields such as Meadowbrook or the three beaver lodges at the headwaters of the Bertrand Creek in the St. Laurent Technoparc.

Recreating Otter Lake is a grand idea. But its phoenix like resurrection should not be at the expense of existing natural and ecologically sensitive areas or more environmentally friendly and energy efficient forms of transportation.

Yours Sincerely,

Avrom David Shtern,
Transportation Issues,
Green Coalition Verte, Montreal.
adirondacksub@gmail.com
adirondacksub@hotmail.com
514-482-4882

Published Letter

Date: Nov 6, 2007

Subject: Letter To The Editor -- Published In The Concordian -- Regarding Otter Lake, Environmental And Transportation Policy -- Avrom Shtern -- Green Coalition



Tuesday, November 6, 2007

Article Emailed by Avrom Shtern

Dear Editor,

The characterization of trains as dusty, noisy and dangerous to the population is unfortunate to say the least. Yes trains pollute and railways are not places of tranquility and hushed tones. Surely Highway 20

contributes more to noise and air pollution and creates a larger ecological footprint .

[Continued...](#)

Page 1 of 2 [next >](#)

[The Concordian](#)

Tuesday, November 6, 2007

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Letters to the Editor

Issue date: 11/6/07 Section: [Editorial](#)

- [< prev](#) Page 2 of 2

Dear Editor,

The characterization of trains as dusty, noisy and dangerous to the population is unfortunate to say the least. Yes trains pollute and railways are not places of tranquility and hushed tones. Surely Highway 20 contributes more to noise and air pollution and creates a larger ecological footprint.

The Quebec government should be encouraging more freight on trains given the consequences of global climate change and peak-oil.

The provision for a four track railway makes sense. Leaving only two tracks would cripple any efforts to expand. Downtown to downtown passenger service by rail is one of the conveniences that airlines do not provide. Today the Eurostar takes about two hours to travel between London, England to Paris, France. High Speed Rail in the Quebec-Windsor Corridor is only a matter of time and will require this right-of-way to access Central Station.

The idea of pushing railways further west has consequences: Canadian Pacific Railway is planning to build a sprawling intermodal container facility in Les Cèdres off the western tip of Montreal Island. This means the loss of fertile farmland and more trucks on our already overburdened highways. Furthermore, placing Highway 20 and the CN mainline closer to the St. Jacques Escarpment Eco-Territory further isolates this jewel. Also, monies dedicated to an artificial Otter Lake could be used to conserve existing natural spaces.

Recreating Otter Lake is a grand idea. But its resurrection should not be at the expense of existing natural and ecologically sensitive areas or more environmentally friendly and energy efficient forms of transportation.

Avrom David Shtern,
Transportation Issues,
Green Coalition Verte
Montreal.

[The Chronicle West End Edition > Local news > Little-known Falaise St. Jacques threatened by expressway, says eco-group](#)

Little-known Falaise St. Jacques threatened by expressway, says eco-group [by Martin C. Barry](#)


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Article online since September 19th 2007, 0:00

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Most motorists passing on the Turcot interchange just south of NDG have no idea of the densely forested St. Jacques Escarpment that lies just below.

 [View all pictures](#)

Little-known Falaise St. Jacques threatened by expressway, says eco-group

A Montreal environmental group fears that the Falaise St. Jacques — which is a densely-wooded linear green space hanging down a cliff on the south side of St. Jacques Street in NDG — could be endangered when a plan to restructure the Turcot Interchange is implemented a few years from now.

The parkland, which was created by the City of Montreal during the 1980s to rejuvenate a site that for decades had been a notorious dumping ground for everything from wrecked cars to junked refrigerators and old building materials, is also referred to as the St. Jacques Escarpment Ecoterritory.

Montreal, which purchased the land to create the space, carefully replanted the once barren slope with a wide assortment of trees and bushes in an effort to stabilize the earth under the cliff. Plans were initially to allow public access. That subsequently changed when it was discovered in more recent years that parts of the slope remained unstable and a potential danger to anyone who might pass through.

According to a brief submitted by the Green Coalition to a recent hearing of the Montreal Agglomeration's transportation and infrastructure commission, Transport Quebec has proposed placing the Ville Marie Expressway and Canadian National's rail line up next to the little-known Falaise.

"Presently this green area is almost inaccessible and is bombarded by the din of turbulent automotive traffic 24/7," stated the coalition's members. "If Highway 20 and the CNR are moved even closer, how do we square transportation policy with the public's right to access a natural space?"

"There is no clear policy regarding the Falaise and the surrounding area," says Avrom Shtern, a coalition member. "On the one hand, you have Transport Quebec announcing the highways and the railways being moved up close to it, and on the other hand you have Montreal announcing last year or the year before that this is a jewel that has to be protected and integrated."

While Shtern claims the Falaise's ecoterritory status, which was decreed by Montreal, means little, CDN-NDG borough mayor Michael Applebaum insists it is protected from development and from being defoliated. At the same time, however, he acknowledged that because of its isolation and other factors, the area is dangerous. As a result, there has been no effort to encourage access.

Former city councillor Sam Boskey, who served until 1998, recalls trying to sell the former Bourque administration on the idea of a useful green space that could be fully developed into a park.

"Once a year there was the mayor and there would be a tour of the neighbourhood, and for two years running I brought them to the Falaise," he said. "I hoped that this would kick start it, but it never seemed to do so. Most of the land assembly had been done. A good part of the paths along the side had been built. So it was a question of finishing it."



Plan de transport 2007

Mémoire de la Coalition Verte

ORIENTATION

We at the Green Coalition support a truly integrated transport system and an improved public transit network. As a society we must encourage motorists out of their cars and into subways, trains and light rail vehicles. But that cannot happen without massive investments in Montreal's mass transit infrastructure. The crack at the McGill metro station speaks volumes. As such we are calling for a moratorium on new road/highway construction until the current network is fixed. Exceptions are the Cavendish extension and the conversion of the Highway 440 servitude into an urban boulevard. The Cavendish Link is necessary in order to improve egress in the secluded sections of Cote Saint Luc. But this project must provide enough space for a future LRT [like the South Shore's proposed [Système léger sur rail](#)/train léger sur rail]. The designation of the 440 as a restricted access urban boulevard must be enshrined in perpetuity. It must not be used as a tool for further development. Also, Morgan Road should never connect with Pierrefonds Boulevard. The integrity of the l'Anse à l'Orme and Ile Bizard ecoterritories is paramount. Laval Mayor **Gilles Vaillancourt** has called for a 440 autoroute which is contrary to the requisite needs of Montreal. This has to cease.

We congratulate the Tremblay Administration for finally extending the Downtown bike path along de Maisonneuve Boulevard: It is great news that it is finally becoming a reality: "Le nouveau tronçon de la piste cyclable permettra de traverser le centre-ville [...] entre la rue Berri et..." NDG/Montreal Ouest. (Journal de Montreal, Mardi 1er Mai, 2007, p.5.) We hope that it continues notwithstanding the damaged tunnel at McGill metro.

Bicycling, walking and the concept of electronic telecommuting are very important. Transit Oriented Development, [TOD], should be emphasized and car oriented urban sprawl de-emphasized. Alexis Nihon Plaza is a great example of TOD. However, all too often regional transport policy is up against the excesses of local zoning.

As such, our recommendations include:

1. A focus on rail transit versus buses on the trunk lines:
There is ostensible evidence that rail outperforms busways in attracting ridership. BRTs with exclusive rights-of-way – 'Rapibus' – attract only 1/3 of the ridership as established by US Federal Transit Administration modeling.
2. Inclusion of the Doney Spur as a future Light Rapid Surface Metro.
3. Conservation of strategic rail corridors for future transit use such as the Doney Spur, Lasalle Loop, Montreal&Lachine Railway, Old Port of Montreal Railway, and the South Shore's CSX line.

4. Designation of the CPR line, or something paralleling that line, (as suggested by Mr. David Seto), as the route for the airport shuttle. The CP line is shorter, and would be less costly to build. It would also integrate the local commuter train, and have a stop at the future McGill Hospital at Vendome.
5. Electrify existing diesel operated commuter rail lines and increase their frequency.
6. Encourage more freight on the railways. Build a circumferential railway in concert with Highway 30.
7. Establish proximity rules and regulations between railways and rail yards and sensitive residential areas, as outlined by the Railway Association of Canada [L'**Association ferroviaire** canadienne] and Federation of Canadian Municipalities [**Fédération canadienne des municipalités**] and enshrine it as the law of the land.

Thank You,

Avrom David Shtern, and Maxime Jalbert,
Green Coalition Verte.

www.greencoalitionverte.ca

08-29-2007

Introduction

La Coalition Verte appuie un système de transport très intégré, avec l'emphase sur un réseau public amélioré. Comme société nous devons encourager les automobilistes à utiliser le métro, les trains de banlieue, les tram-trains et les véhicules légers sur rail à la place de leurs voitures. Mais ceci ne peut être possible sans des investissements massifs dans l'infrastructure. Comme tels, nous réclamons un moratoire sur la nouvelle construction des routes/autoroutes jusqu'à ce que le réseau courant soit fixe. Les exceptions possibles sont la prolongation de Cavendish et la conversion de la route 440 en un boulevard urbain. Le projet de Cavendish doit fournir assez d'espace pour un Système Léger sur Rail [SLR]. L'emprise de la 440 comme un boulevard urbain d'accès restreint doit être enchâssée dans la perpétuation. Le chemin Morgan ne devrait jamais se relier au Boul. Pierrefonds. L'intégrité des écoterritoires de l'Anse l'Orme et de l'Île Bizard est très importante. Le Maire de Laval, Gilles Vaillancourt, veut construire une autoroute malgré le disaccord de Montréal et les besoins de la ville. Donc, ceci doit cesser.

Nous félicitons l'administration de Tremblay pour la prolongation tant attendue de la véloroute longeant Maisonneuve: C'est une grande nouvelle que le projet est finalement devenu une réalité: "Le nouveau tronçon de la piste cyclable permettra de traverser le centre-ville [...] entre la rue Berri et..." NDG/Montréal Ouest. (Journal de Montréal, Mardi 1er Mai 2007, p.5.)

La marche, le vélo et le concept du transport

Le développement urbain centre sur le transport en commun [TOD en Anglais], devrait être encouragé et le développement qui favorise seulement le transport en voiture doit être abandonné: Place Alexis Nihon est un bon exemple décrivant la bonne utilisation du transport en commun. Cependant, la politique régionale de transport est souvent en conflit avec l'excès du zonage local.

Nos recommandations incluent:

1. L'attention centre sur le transport sur rail versus les autobus: Les nombres de voyageurs démontrent l'évidence qu'ils préfèrent utiliser le train qu'à l'autobus. Le

'Rapibus' attire seulement 1/3 du nombre de voyageurs avec leur droit de passage exclusif, ce qui a été établi par le Federal Transit Administration aux Etats Unis.

2. L'inclusion de l'Antenne Doney comme future metro rapide léger de surface.
3. La conservation des couloirs de chemin de fer stratégiques pour l'usage futur comme l'Antenne Doney, la Boucle de Lasalle, le chemin de fer de Montreal&Lachine, le chemin de fer de Vieux-Port et la ligne de la rive sud du CSX.
4. La désignation de la ligne de CP, ou de quelque chose parallèle a cette ligne comme M. David Seto l'a suggere, pour la navette d'aéroport. La ligne de CP est plus courte, et sera beaucoup moins coûteuse a construire. Elle intégrerait également le train local de banlieu et aurait un arrêt a la futur hôpital de McGill, (Vendome).
5. Électrifier toutes les lignes des trains de banlieu et augmenter leur fréquence.
6. Encourager plus de fret sur les chemins de fer. Construire un chemin de fer circulaire en accord avec l'Autoroute 30.
7. Établir les règlements de proximité entre les chemins de fer et les gares de triages et les secteurs résidentiels sensibles, comme décrit par l'Association ferroviaire canadienne et la Fédération des municipalités canadiennes, et faites-en une loi.

Merci.

Avrom David Shtern et Maxime Jalbert,
Green Coalition Verte.
greencoalitionverte.ca

29-08-2007

AREAS OF CONCERN:

1. Rail Bias and BRTs (Bus Rapid Transitways)

Some planners have advocated running buses in exclusive rights-of-way.

They claim that it is cheaper than LRTs. (See:

www.lightrailnow.org/facts/fa_brt_2006-089.htm)

There is ostensible evidence that rail outperforms busways in attracting ridership. “RAIL BIAS” of the riding public is a key factor often ignored by the town planning/transport community.

BRTs draw only 1/3 of the estimated ridership established by modeling approved by the US Federal Transit Administration, (FTA). According to a study titled **“Impact on Transit Patronage of Cessation or Inauguration of Rail Service”**, Transportation Research Board, 1989 (Transportation Research Record 1221) [6], Edson L. Tennyson, PE...” rail attracts between 34-43% more riders than an equivalent bus service.

Possible Reasons:

- (1) “RAIL BIAS” by the travelling public. That is, people favour trains over buses because of perception. And, perception becomes reality...
- (2) Clearly identifiable railway routes
- (3) More stable and comfortable rides
- (4) Freedom of fumes if the railway system is electrified
- (5) Freedom from excessive noise
- (6) More room. (**“Impact on Transit Patronage of Cessation or Inauguration of Rail Service...” op. cit.**)

Two Examples When Rail Was Supplanted by Bus or Busways Were Established:

- (1) The 1967 conversion of the Ardmore electric trolley (legacy LRT) to a busway in suburban Philadelphia resulted in an immediate drop in ridership (15%). There were also increased operations (more drivers were needed) and maintenance costs increased. Result: A downward spiral... The line today carries only a few hundred daily passengers. (ibid.)

(2) In the Washington, DC area: The Route 18 Shirley Busway opened in the 1970s. Ridership peaked in 1980-1981 (The Second Energy Crisis). This line has since suffered sharp declines in patronage (over 67%). Compare this with ballooning ridership on DC's MetroRail from 135 million annual riders to the current 270 million. (ibid.)

One just has to look across the Ottawa River and see that the City of Ottawa and surrounding municipalities are seriously considering the LRT alternative because OC Transpo's busways are in decline and too many of its buses congest the downtown core.

An emphasis on rail may be politically difficult but it is the only rational way to attract motorists. Please see the following article:

NEAL PEIRCE COLUMN For Release Sunday, August 26, 2007

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SUNBELT TRANSIT STORY:
LEAD -- AT YOUR OWN PERIL

By Neal Peirce

Daring leadership can be a dangerous to your political health. Just ask Pat McCrory, the energetic, non-stop Republican mayor of Charlotte, N.C.

Seven years ago, McCrory convinced voters to approve a sales tax increase to finance an ambitious new regional transit system. The first light rail line is scheduled to open this autumn -- a big milestone for a Sunbelt town that's grown up, and sprawled far and wide, on private auto use.

But the late November ribbon-cutting for the shiny new South Corridor line may be a dreary affair. Conservative activists have launched a referendum campaign to repeal the sales tax increase. The cut-off measure is on the November 6 ballot and is believed to have a good chance of passing. McCrory's in some danger of losing his own re-election bid to a Democratic opponent that day; he might even be upset by an opponent in the Republican primary.

So what's this mayor's problem? The short answer: cost overruns. Original cost estimate for the initial, South Corridor rail line was \$227

million; the latest figure is \$462 million. Why? Some mismanagement by contractors for the transit agency, which McCrory admits he should have discovered earlier. But mostly inflation -- especially ferocious nationwide run-ups in cement, metal and other construction costs.

Opponents had detested the idea of rail and the half-penny sales tax increase from the start; now, alleging gross mismanagement and waste of taxpayer dollars, they found a golden opportunity to challenge it. A conservative Republican businessman put up significant cash to hire professional petition gatherers, who gathered signatures in front of Wal*Marts and post offices.

McCrory complains of a pincer movement -- the right wing, fuelled by talk-radio support, fighting the tax and claiming Charlotte's too small for a light rail system, and sceptics on the left, ready to axe the tax because the first rail service isn't serving their various parts of the city.

So why did McCrory become his region's lead advocate for public transit at all? One reason was purely pragmatic. While the exciting idea of rail service got the most attention in the 1998 sales tax referendum, McCrory had another, bigger worry. The city had a dilapidated, poorly-run bus system, supported by the city property tax. McCrory explains: "I thought a region wide sales tax would be better--people driving in from outside sharing the burden."

In fact, 65 percent of the proceeds from the expanded sales tax that opponents are attacking actually finance an expanded, successful new bus system. If the sales tax gets repealed, notes McCrory, "the entire bus system cost gets transferred back to Charlotte property taxpayers. I'm a conservative; I want to protect them."

Economically, the repeal would make zero sense. The city has wisely zoned and insisted on higher density, both business and residential, at the South Corridor stops; one result, say backers, is over \$1 billion in new development, or redevelopment of blighted areas, along the line. The experience isn't unique. Just one example: some \$8 billion in increased tax revenue and economic activity is claimed for Dallas's new 45-mile DART light rail system and its planned 48-mile extensions.

Indeed, while doubters nationwide carp about high rail system costs, evidence of big-time net benefits -- in property values, tax receipts, and transportation alternatives in ever-more carbon-conscious times -- continue to roll in.

But why should an elected official take all the grief for pushing a new concept? Public transportation and land use planning were nowhere on the agenda, McCrory acknowledges, when he ran in 1995. But a few weeks into office, he read a prior mayor's neglected "Committee of 100" report on public transportation. The report's thrust: The fast-growing Sunbelt city would choke on its expansion without quality bus and rail transit lines.

Then McCrory noticed for himself - "When I took my nephews out on strollers, we couldn't get to the street because there were no damned sidewalks. We had no connectivity or pedestrian access--just total reliance on the car." He began to see alternative futures: Charlotte could have tree-lined streets with bikeways and sidewalks, or "traffic lights every 15 feet, strip malls and unlimited pavement."

But could a Republican mayor sell public transit and its big up-front costs? McCrory took the Committee of 100 report to his mentor, retired Duke Power Chair Bill Lee, who was dying of heart disease. With analogy to his disease, Lee suggested: "You can wait until pain is great, but it's likely too late. Or you can act in anticipation. It will cost less; you'll have more chance for success. But it's a hard sell."

Says McCrory: "Some 12 years later, I never imagined how long and how hard the sell would be." When I announced the transit plan, "my own party thought I was nuts."

Indeed, the politics remain perilous. But why be mayor -- for indefinite terms, or for the legacy of a better city?

2. The Doney Spur as a Light Rail Surface Metro

The Doney Spur as a rail transit corridor is not a priority in the Montreal Transport Plan. It should be. This omission needs to be corrected. We need to use and reuse reserved railway lines such as the Doney Spur for fast, frequent light rail Surface Metros. Tram-Train service akin to Ottawa's O-Train or New Jersey Transit's RiverLine can be put into service on lightly used railway lines in the Montreal area. Electrification can follow at a later date.

As then Pointe Claire borough chairman Bill McMurchie said:
"It would be an excellent idea; [...] It would be absolutely top-rate to have rapid transit downtown available. The location is great. It's not only the geographic

centre for Pointe Claire, but for all of the West Island.” (“The Mid-Island Line? New rail link eyes disused spur”, Jason Magder, The West Island Suburban, Wed., Sept. 4, 2002, p.A-8.) Imagine a line with metro-like headways linked to an extended metro Orange Line #2 at Bois Franc Station.

Regarding Tramways on Streets:

Light rail lines, including smaller tramways, should be placed in reserved lanes or corridors as much as possible. This will sidestep the problems of interference with vehicular traffic and increase the energy efficiency of the LRVs, (Light Rail Vehicles). It also makes it possible for the LRV to travel faster. Quicker rides attract more ridership.

(For further information on the innovative Tram-Train technology please consult the following article: “Moving on up... Local rail travel could be revolutionised if proposed trials of continental-style ‘tram-trains’ in the North are a success. MARK FORSTER talks to one of the men behind the plan -- and a company that believes it’s already found the solution.” Mark Forster, RAIL, #567, June 6-June 19, P.49.)

3. Conservation of Strategic Rail Corridors and Rail Banking

The Quebec Transport Ministry (MTQ) or a related body should purchase the Doney Spur, Lasalle Loop, Lachine Canal South Bank Line, Montreal and Lachine Railway, Old Port of Montreal Line and South Shore CSX line and protect them from future obstructions like the new Home Depot at the Terrarium Shopping Centre in Pointe Claire.

Since the late 1980's the Green Coalition has advocated a rapid light rail surface metro on CNR's, (Canadian National Railway's), Doney Spur through the heart of the West Island and paralleling HWY 40, (the Trans-Canada) -- one of the most congested and CO₂ and pollution creating arteries in Canada.

The new Home Depot may not end the dream of a light rail line taking single occupancy vehicles off the road, but it makes it much more difficult. Decisions such as granting permits adjacent to and on strategic assets like rail lines should not be deemed irreversible.

We are talking about a legacy. Do we encourage the use of energy efficient and more environmentally friendly rail transit, or do we do nothing and let nature take its course?

Rail lines should not end up at local councils being subdivided piecemeal. Like roads, rail lines are a regional if not national asset and should not be treated with such apathy and indifference.

As the recent Supreme Court of Canada decision put it: The City of Vancouver is well within its rights to tell CPR, (Canadian Pacific Railway), that it can't build condos on its industrial lead.

Yes it can run trains if it wishes, but Vancouver has the right to rezone the Arbutus Corridor as a greenbelt and for future rail transit.
See, Arbutus Corridor Plan:

http://www.city.vancouver.bc.ca/ctyclerk/newsreleases2006/NRarbutus_uphold.html

As such, we the Green Coalition would like to see a new rail banking policy implemented whereby railway corridors could be used for green belts and bikeways, etc. until such time a railway is rebuilt and revived. The presence of urban green belts has increased property values in such centres such as Boulder, CO. Such a program would require proximity guidelines and measures to prevent building on the servitude.

Please see the following photographic image clearly showing the Doney Spur obstruction, (New Home Depot in the background; Avrom Shtern and Andrew Dawson in the Foreground; picture by David Fletcher, June 2007.):



4. Regarding Proximity Issues and a Circumferential Railway

Jim Wrinn, editor of *Trains* magazine talking about the new Transportation Security Administration and the transportation of hazardous materials, (usually in tank cars or covered hoppers), says: "Most routes through non-urbanized areas disappeared years ago, we have fewer but busier mainlines and housing is built up to the edge of the right-of-way." (April 2007).

We as a society have to improve the situation in existing neighbourhoods with rail facilities. Improvements like: Noise/sound barriers, berms, improved and safer rail, welded rail and the possible reactivation of out-of-service moribund lines such as Montreal's South Shore CSX line (Montreal Secondary/now called St. Lawrence Subdivision), to divert some freight and intermodal container and trailer traffic off Montreal Island. Create a circumferential railway akin to the planned ring road "Highway 30". The Montreal Maine and Atlantic Railway is interested in purchasing and improving this line and this shows promise for the future.

“The next step in intermodal transportation...” should be CPR’s Expressway roll on/roll off service of un-reinforced highway trailers. CP’s innovative Expressway train currently serves the Montreal-Toronto-Windsor Corridor. It should be extended to other city pairs and used by all major railways thereby establishing and propagating “... an environmentally-friendly technology that reduces emissions and fuel consumption [...] and reducing highway congestion and general wear and tear on equipment and the nation’s infrastructure.” (**The Next Step In Intermodal Transportation; Vision drives progress. In the pursuit of that vision, a new high performance intermodal transport system is emerging: Iron Highway** [now Expressway], CSX Intermodal, CP Rail System, 1994.)

There must also be a "give and take" between railways and affected communities. Communications between city authorities, concerned citizens and grass roots groups and railway representatives must always be open. This is essential for safe operations and a safer community. A dialogue is always better and less energy intensive than a shouting match.

But for future sensitive residential areas adjacent to rail yards and main lines or natural spaces and green zones like Meadowbrook Golf Course that must be conserved, the new Federation of Canadian Municipalities' and Railway Association of Canada Proximity guidelines must become the law of the land to avoid development on such precious buffer zones such as Meadowbrook and to mitigate calamities such as chemical spills, derailments near residential neighbourhoods... These setbacks guidelines would also reduce noise, vibrations etc which can affect the health of individuals.

[From the Railway Association of Canada and the Federation of Canadian Municipalities joint research report entitled 'Proximity Guidelines and Best Practices' in Nov. 2006:

"- The recommended minimum vibration influence area is 75 meters from a railway

corridor or railway yard.

- Development review of residential or other sensitive land uses proposed within these influence areas should include noise and vibration studies to assess the suitability of the proposed use to recommend mitigation requirements.
- For a rail freight yard, there is a 300 meter setback for residential uses (and) for a mainline, a 30 meter minimum setback from the property line.
- Other recommendations include a three meter minimum height acoustical fence and a 2.5 meter earth berm, as well as foundation isolation for residential structures."]

If this were law, Meadowbrook could not be developed!

[For further information please see:

www.proximityissues.ca

Proximity Guidelines at:

http://www.proximityissues.ca/english/MaterialsContent/2006_Guidelines_eng.pdf]

According to CN, this is a "... multi-jurisdictional challenge."

[Canadian National Railway Submission: See Pp.19-21:

http://www.tc.gc.ca/tcss/RSA_Review-Examen_LSF/Submissions-Soumissions/CN-4.pdf]

Only the Province of Ontario has similar guidelines in force and even those should be updated

to follow the RAC-FCM report. (Ontario's original setbacks' guidelines only dealt with rail yards.)

However, the Federal Government should show the way. CNR believes that Canada has the power to regulate lands adjacent to railway corridors. For example, when Mirabel Airport was being planned, the Federal Government expropriated vast lands

in order to create effective buffer zones to surrounding and future communities. This created a lot of tension:

Federal action would step on many Provincial toes and may not be the best way to advance these sound policies. But, we at the Green Coalition Verte believe that the Federal Government should at least come out with a strong statement endorsing these guidelines and encouraging all provinces and municipalities in Canada to adopt them.

5. Airport Rail Shuttle

The Canadian Pacific Railway route, (Westmount/Vaudreuil Subdivisions), or the line suggested by Mr. David Seto should be selected since they would serve a larger catchment area. The CPR line is shorter than the CNR route and would be less costly to build. It has a dedicated passenger railway east of Ballantyne in Lachine. A third track could easily be placed from Vendome to Montreal West Station.

Vendome, (metro/rail), is an ideal intermediate point as it is shallow and easy to access. It will also serve the future McGill and Shriners Hospitals.

The integration of the Dorion-Rigaud commuter line would make this service more viable in the longer term as it will generate a lot more local traffic. An intermodal passenger terminal combining rail, bus, taxi and future light rail service should be created at PET, (Pierre Elliot-Trudeau), Airport. Pedestrian and bicycle traffic should be made easier as well...

6. Electrify Existing and Future Diesel Operated Commuter Rail Lines

Although costlier in the shorter term, electric service brings efficiencies and increased frequencies as witnessed by the Two Mountains line. There would be less Greenhouse Gas Emissions as well as a reduction in toxic diesel fumes.

Some planners suggest that commuter trains may cause or increase sprawl. The Suroit, (Vaudreuil-Soulanges), is one of the fastest growing areas in Canada. Highways 20 and 40 and the promise of the future Autoroute 30 have made it so,

not railways. In 1974-1975, there were four daily local trains to Rigaud and five to Hudson. (Town Train service le Train-de-ville timetable, CP Rail, 1974-1975, October 27th to April 26th/du 27 octobre au 26 avril.) Now there is one lonely train to both destinations.

As such, all commuter lines should have increased headways and hours of operation. A new commuter line to Chateauguy on the out-of-service CSX line should be considered.

Regarding the Blainville-St. Jerome line's connection with the Mt. Royal Tunnel:

Should the AMT proceed with this link, commuter rail service in Cote Des Neiges, (ideally Canora), Namur, and Cote Saint Luc as project in the Montreal Urban Plan would be very much in doubt. Montreal's West End is deserving of rail transit service, (either commuter rail or the extension of metro line #5 [blue] from Snowdon/Clanranald to Montreal West Station/Elmhurst.)

Also, the costly and ill-conceived Train de l'Est east of Lachenaie must be reconsidered. Rail service to Terrebonne/Mascouche makes more sense on the QGRY, (Quebec-Gatineau Railway), line via Laval. It would be a lot faster and would be able to compete with the ill-advised Highway 25 extension.

7. Assure the Future Viability of Central Station as a Transportation Hub

Canadian National Railway has sold Central Station to another company. The AMT has proposed an alternate Downtown terminal for its CN commuter trains: McGill metro. On Friday, August 26, 2007, a major crack was discovered in a concrete slab adjacent to that metro. What would have happened had the AMT's plan been a reality? Would have it been possible to use Central Station as a temporary terminal?

The McGill College commuter rail station is a novel concept. It would attract many new riders to commuter rail. However, why terminate the trains there? Central Station is a primary gateway to Montreal and should remain as such. VIA Rail uses it and has every intention of staying there. There is also the prospect of future high-speed rail. The South Shore Transit is nearby.

Do not repeat the same sad mistake with Central as Montreal planners and Federal authorities did with Windsor, Bonaventure or Viger Railway Stations. Ideally, the Forum should be resurrected at the magical nexus of Ste. Catherine Street West and Atwater Ave. allowing for the rebirth of Windsor as a railway hub.

8. The Future of Morgan Road and Pierrefonds Blvd.

On page 102 of the proposed Montreal Transport document it is implied that Pierrefonds Blvd. will cross the 440 servitude to the west to link up with a future Morgan Road extension. Should that occur, the l'Anse a l'Orme ecoterritory would be severely compromised. The Green Coalition is against such a proposal because Montreal has very few natural spaces left. This natural space is one of the most pristine examples of the Maple/Hickory forest in south-western Quebec.

9. Turcot Interchange/St. Jacques Escarpment

Transport Quebec has proposed placing the Ville Marie Expressway, (Highway 20), and CNR's rail line adjacent to the St. Jacques Escarpment Ecoterritory. Presently this green area is almost inaccessible and is bombarded by the din of turbulent automotive traffic 24/7. If Highway 20 and the CNR are moved even closer, how do we square transportation policy with the public's right to access a natural space?

Also, several years ago the AMT, (Agence metropolitaine de transport), had planned to build a new commuter rail yard and locomotive repair facility in the former Turcot Yard. It would have been connected to Canadian Pacific Railway's Westmount Subdivision via the derelict Imperial Tobacco Industrial Lead. New plans call for such a facility at CP's Sortin Yard in Lachine. The Borough of Lachine has expressed its opposition against the new plan because it would create too much noise. Perhaps it is time to reconsider and make revisions to the Turcot plan

10. The Concept of User Pay, PPP and the Tax Burden on Railways.

An even playing field must be established between railways and highways. In general, railways pay for their own infrastructure. Highways are bought and paid for by the taxpayer. As such, former Quebec Transport Minister Sam Elkas in cooperation with Revenu Quebec and the Quebec Municipal Affairs Ministry introduced a fairer tax rebate system for energy efficient and environmentally friendly railways in June 1993. It "... considerably

eased the municipal tax burden for both CN and CP -- legislation which both railways greatly appreciated.” (Letter by former Quebec Transport Minister Sam Elkas to Avrom David Shtern, Transport Quebec, Montreal, Nov. 5, 1993, p.1).
Please see following page:

Le ministre des Transports

Montreal, November 5, 1993

Mr. Aaron David Shtern

Montréal (Québec)

Dear Mr. Shtern,

It was with considerable interest that I read your letter of October 15th last in which you raise several questions regarding rail and commuter train issues affecting Quebec.

Allow me to begin by stating that the 278 M \$ modernization project involving the Two-Mountain-Montreal line is on schedule and should be completed by September 1995. This capital investment was completely funded by my ministry and the Government of Quebec. Our expectation is that following the modernization, ridership on that line will increase from 4,100 commuters to 10,800 users during morning rush hours.

To answer your second question, the VIA route between Sherbrooke and St-John, New Brunswick is under the jurisdiction of the federal government which announced last month that a delay of six months will be granted to study alternatives to abandonment. Our position has always been that rail line abandonments should not be authorized pending the articulation of a basic national rail network which all parties adhere to and which will be safeguarded. Upon my insistence, my ministry has a basic rail network for Quebec. Unfortunately, our partners across Canada have yet to follow Quebec's lead in this area.

Thirdly, the question of municipal taxation was dealt with last June, when our government adopted legislation which considerably eased the municipal tax burden for both CN and CP -legislation which both railways greatly appreciated.

Fourthly, the Government, upon my request, did authorize the purchase of the abandoned rail corridor between St-Jerôme and Mount-Laurier. This 200 km. corridor will be converted into a recreation and tourism project which will generate considerable economic spin-offs for that region while at the same time ensuring that the Government has a right to use the corridor in the event that a future public need is identified.

Finally, as regards the expansion of the commuter train network, I am confident that our plan to expand beyond the existing two lines will materialize very shortly. A number of financial considerations have still to be refined but I expect to announce our plan publicly in the very near future.

Thanking you for having shared your interest in these important issues, I am,

Yours sincerely,

The Minister

A handwritten signature in cursive script, appearing to read "Sam Elkas".

SAM L. ELKAS

Highway Congestion Charges, (User Pay):

Highway Congestion Charges on automotive traffic can help pay to repair Quebec's and Montreal's existing road and transit infrastructure. Part of the monies could be set aside for new rail transit projects as well. Wireless and electronically monitored technology makes this proposed policy possible.

Public/Private Partnerships:

PPPs should be just that. There must be shared responsibility between the public and private sector with clear-cut targets indicating who pays for what. Many PPPs are glorified subsidies covered by a fig leaf of privatization. For example, Toronto's Highway 407 was sold off for 3 cents on the dollar leaving taxpayers 97% of the bill.

Wednesday, August 29, 2007.