

**BUREAU D'AUDIENCES PUBLIQUES
SUR L'ENVIRONNEMENT**

ÉTAIENT PRÉSENTS: M. QUSSAÏ SAMAK, président
 Mme JUDY GOLD, commissaire

**AUDIENCE PUBLIQUE
SUR LE PROJET D'AMÉLIORATION
DES INFRASTRUCTURES DE TRANSPORT TERRESTRE
PRÈS DE L'AÉROPORT MONTRÉAL-TRUDEAU**

DEUXIÈME PARTIE

VOLUME 2

Séance tenue le 25 octobre 2005, 14 h
Office de consultation publique de Montréal
1550, rue Metcalfe, 14^e étage
Montréal

TABLE DES MATIÈRES

SÉANCE DU 25 OCTOBRE 2005..... 1
MOT DU PRÉSIDENT 1
LE PRÉSIDENT: 1

PRÉSENTATION DES MÉMOIRES :

PARKN'FLY

CHRISTINE DUCHAINE, RON BRESLER 2

RON GOES..... 25

DROIT DE RECTIFICATION :

HENRI GILBERT, MTQ 39

MOT DU PRÉSIDENT

LE PRÉSIDENT :

5 La commission vous souhaite la bienvenue à la deuxième et dernière séance de la deuxième partie de l'audience sur le projet d'amélioration de réseau routier de l'Aéroport Montréal-Trudeau.

10 Comme vous le savez, on a planifié cette séance pour faire des accommodements raisonnables envers des participants et, en l'occurrence, un requérant de la tenue de l'audience publique. Alors, cette séance, elle fait suite à cette décision.

15 Nous avons avec nous aujourd'hui à ma droite madame Judy Gold, la deuxième commissaire de cette commission; en arrière, madame Monique Gélinas.

Et nous avons également l'appui et l'aide technique de monsieur Moisan du ministère des Services gouvernementaux. Et, comme d'habitude, tout ce qu'on dit ici est consigné à des transcriptions à l'aide de madame Maisonneuve avec nous aujourd'hui.

20 Compte tenu des particularités de cette séance et comme la Commission a choisi de ne pas fournir un service de traduction simultanée, la commission se chargera de répondre et d'entretenir des questions avec les participants dans la langue de leur choix.

25 Et pour des considérations d'économie de temps, j'aimerais aussi faire une petite mise au point avant qu'on commence et ça concerne la lettre que la commission a reçue de la part de l'avocat de monsieur Bresler. Alors, je vais dire ça en anglais.

In that letter, there was a sentence that read as follows:

30 *Il nous semble donc opportun de permettre la participation des personnes intéressées, des requérants de surcroît, dans le respect des droits fondamentaux de ceux-ci à pratiquer leur religion.*

35 The Commission would like to clarify this. There is nothing that the Commission could have done or would have done that would have intervened with that right short of using its powers to force people to appear before it, which commissions and BAPE never had to do that.

40 That said, Shana Tova, Mr. Bresler, retroactively. And now I'm going to ask you to proceed as the first participant in this hearing.

Mr. RON BRESLER :

45 Thank you. Thanks for holding this hearing today, I appreciate it. The reason that I'm here is just to let you know how concerned I am about the planned new road network at Trudeau Airport.

50 I'm concerned about its impact on competition and result on employment, reduced taxation to the federal and provincial ministries, the impact on municipal taxes and the potential to cost many millions of dollars more than are currently budgeted for the program.

55 We have had a long and difficult past with respect to our lands at Dorval Airport and with respect to the business there. It was stated to me explicitly by a past executive of Transport Canada who was in charge of the Montreal Airport in the 1980s and 1990s that he would do whatever he could to keep Park'N Fly out of Montreal. That man is now President of the Ottawa Airport authority.

60 It was also stated to me they would never be able to operate Park'N Fly Mile End in Montreal, and this time by Mr. Yeomans. He told me he didn't care about the impacts on employment or increased taxation revenues. In fact, he even tried to have the land expropriated for use as a snow dump.

65 And then he changed the zoning by-laws to prohibit parking anywhere in Dorval. We challenged that in the courts and we were successful. The courts demanded that building permit be issued to us and we really had to ... not me, but the lawyer had to deal with a threat of potential jail time before getting us the permit. So, we had a stormy past. Hopefully we can have a smoother future.

70 Now that we've established our business and we've given consumers a competitive choice, the concern is that if this proposal goes forward, we're faced with a de facto expropriation of our business interests and of some of our land values.

75 You know, in the past hearings, past sessions, it became obvious to me that the MTQ has discussed the proposal with other business owners, but they didn't do with us. In fact, the MTQ never contacted us in any ways. And this is in spite of our attempts to obtain information about the planned roads, road network changes.

80 We've heard about these over the years. We tried to get information from the City and the City didn't provide us – the City of Dorval, that is – with any information.

And in fact, when we look at the documents, Park'N Fly is really nowhere in the documents. We're not even showing on the maps dealing with existing businesses. The future unbuilt ADM parking is on the map.

85 And, you know, the last hearing that I attended, it became clear to me that the MTQ doesn't even consider that it's their responsibility to ensure that there is some maintenance of traffic by my property. I'm willing to deal with any compensation for the impacts on the value of the business and the property, and I'm not looking for a compensation, I'm looking to find a solution that can work for everybody in the overall environmental scheme.

90 Brief history of Park'N Fly's. We've been in business since 1966 opened in Toronto. We operate in Vancouver, Calgary, Edmonton, Halifax, Ottawa, Toronto and Montreal now.

95 We bought the land, the first property in 1989 and, after protracted battles, we finally opened for business in 2003 in Montreal. We offer self-parking and valet services for consumers using Dorval Airport in similar manner to what we offer across Canada.

100 We have three properties in Dorval and, you know, I think we've been good neighbors in the short period that we've actually been in business.

Christine Duchaine, my lawyer, is showing some photos of the properties and they're sort of on the screen behind you. And that's the valet lot.

105 The main thing to understand here is we are in the service business and we provide customers with a choice when they go to the airport. We have approximately 2,500 parking spaces. We drive the customers back and forth between the airport and our property. In fact, we provide a form of infrastructure support to ADM. If we didn't exist, there would be greater traffic on the roads leading into the airport and perhaps even greater confusion around the airport itself. For sure, there would have to be another 2,000 or so parking spaces built to replace ours.

115 We employ 39 people, operate five shuttle busses and operate 24 hours a day, 7 days a week. We've invested in this business and in the land close to \$10,000,000. That includes decontamination of lands; all three properties were contaminated. We've substantially decontaminated all of them. There's one small little corner left which is relatively trivial in comparison to the rest that was there.

120 People use our service versus ADM's because of the service we provide, the safety that we provide to our customers, to their cars, their contents and so on because of pricing. But it's critical that we have not just visibility to our lots, but the actual accessibility to the properties. With no ease of access, we would have no business.

125 And ADM who is, I believe, one of the partners in this plan and for sure one of the beneficiaries of the improved road network, would also be a beneficiary as they would get all the car parking customers who wouldn't be able to find us.

Christine, if you want to just sort of discuss the impacts.

130 **Mrs. CHRISTINE DUCHAINE :**

Thank you. You're going to have an interactive presentation today. Listen, the pictures I wanted to show are pictures of the lot, because I think it's important to understand that it's not only a parking lot where you go and park your car and just walk to the airport.

135

You actually have services that are not provided in the usual parking lots. You have a building where you stand. You have a shuttle; I'm going to show pictures of the shuttle a little bit later on.

140

But basically what you have to understand is that the infrastructures, the way they are proposed right now, are going to have a huge impact on the access to the three properties where those services are offered.

145

In Annex 1 of the brief, we provided you with a map that we took from all the maps that were provided to us by the MTQ. And we identified on the maps the location of the three lots. So, for your understanding, when we're talking about the Michel-Jasmin site, it's the one that is located right next to the Budget lot that is actually there on Michel-Jasmin. And when we're talking about the Côte-de-Liesse and the Marshall site, both lots are adjacent one to another.

150

The one on Michel-Jasmin is offering self-park service. The one on Côte-de-Liesse is the one with the valet service that we are showing on the picture. So, people are getting on Marshall which is not exactly the way it's pictured on the map that you have there. Marshall is actually doing like a U shape, inverse U shape all around the lot. And the entrance is on the eastern or northern part of the lot, the one near Côte-de-Liesse. So, you get into the valet service. The other lot, it's either for the employees of the valet service to go and park the cars on the lot on Marshall or it's also for the self-park service where the shuttles are going to get the customers.

155

160

So, basically the access to these three properties are very important. I can show you the way it's done now so that you can understand the impact of the new infrastructure. I'm going to move a little bit because, unfortunately, I have to go there.

165

So, the pictures you see right now are the inside of the building when you're on the Côte-de-Liesse site. And this is the shuttle that takes you directly from the building going to the airport and then from the airport going back to the building.

This is the sign that you can see... We were on the Côte-de-Liesse lot when we took the sign. It's a sign that you can see from the Côte-de-Liesse highway and a little bit from

170 Michel-Jasmin on the other side of Côte-de-Liesse.

This is the entrance to the Marshall site from the Côte-de-Liesse site. So, it's the entrance to the self-service parking lot. And right behind that are the runways from the airport. So, we're directly adjacent to the airport facility.

175

And this is the entrance to the lot when you're on Côte-de-Liesse. I'm sorry, we don't have any screen. So, it's a little bit fussy because of the blue wall, but that's the best we can do. So, when you're on Côte-de-Liesse, right before turning on Marshall, this is the sign you see. You have a big, big sign that you had on the previous pictures and then you see this one that is indicating the entrance. And it's also indicating to you that if you want a self-service parking lot, you have to continue, because the lot is right behind.

180

This is what you see ... the pictures were taken this morning actually. So, this was taken from the highway 20 going to the airport. So, it's the first sign you see indicating the exit to the airport. You get to the exit. Unfortunately, you cannot see, but it's «Autoroute Côte-de-Liesse» and «Airport Dorval». And you get to the circle, the famous circle that needs to be changed.

185

When you get to that circle, you have an indication to get to the Pierre-Elliot Trudeau Airport right on the right-hand part of the picture. Then you get under the tunnel. So, we're just following the signs to go to the airport. And once you get out of the tunnel, you get onto Michel-Jasmin, you turn left to get to the airport and that's what you see.

190

So, the important part of it, it's to see that once you turn, you have the occasion to turn left to go to the airport, but you really see the sign of Park'N Fly. The first lot is right there. It's a few feet after the entrance. So, it's very easy to go. Everybody from the east of the west part of highway 20 go through there before getting to the airport. So, it's easy to make a choice to go to the Park'N Fly facility.

195

And once you are there, you have the overpass that allows you to go on the other side if you want to use the valet parking lot. And the big sign that I showed you on the picture is visible from Michel-Jasmin.

200

This is when you're coming from Côte-de-Liesse, so in the direction of Airport Dorval. I'm right next to the exit. So, a little bit before, you already see the sign. So, if you want to exit on Côte-de-Liesse, it's quite easy to do that.

205

Once you've exited, you see the sign. The first one is for the Econo park from ... I guess it's Dorval that is running it. So, you keep on going on Côte-de-Liesse and you get close to the Marshall. And where we are not, we are at the corner of Côte-de-Liesse and Marshall Street.

210

215 And this is the portion of Marshall Street that is going to be closed down by the new project. So, presently, you're turning right and then you have the entrance right at your left.

So, basically, what we're trying to explain to you is that right now, notwithstanding which direction you're coming from, it's quite easy to see and to get to either one of these lots and then after to take the shuttle and go directly to the airport.

220 If you take the drawings that we gave you as Annex 1, you're going to see that once the infrastructure is going to be put in place, the situation is going to be very different. You're going to have the people coming from, let's say, 20, from downtown Montreal. They're going to have the exit indicating the access to Airport Dorval. So, you're going to take the exit and there will be no way of getting out. You know, you're going to get into what
225 the people called «the spaghetti» in the previous portion. So, you're going to get directly to the airport without any occasion to exit, to go onto Michel-Jasmin or even the Côte-de-Liesse highway.

230 So, the only way for people to get to Michel-Jasmin is going to be to keep on going on the 20, get out at the exit to get to the local street of Dorval. Then you're going to have a street light and you're going to turn right. You're going to have another light. You're going to go around the Best Western and then turn left in order to be on Michel-Jasmin.

235 If you're coming from the other side, from the West Island, it's going to be the opposite. You're going to have to exit before the exit of Airport Dorval in order to get to the local street and then do the same thing.

240 And where the exits are located right now, it's going to be impossible for people to see the Park'N Fly lots in any way. They're going to be far away. So, unless a sign is indicating which exit to take in order to get there, it's not going to be possible, because once the clients, that are going to the airport, are going to get into the exit in order to get to the airport, it's going to be too late. There will be no turning back.

245 With respect to the highway Côte-de-Liesse, we cannot see exactly where the exit is going to be. It doesn't show on any map. So, it seems to be even before the map starts. But instead of being able to exit right before ... a little bit like «sortie Fénélon» right now, so instead of being able to exit and then turn directly on Marshall in order to get to the entrance, the exit is going to be a little bit more to the north part of Côte-de-Liesse, we don't know exactly where. So, people will have to know well in advance that they have to exit in order
250 to get to either the Côte-de-Liesse or the Marshall site. Otherwise, they're just going to pass in front without any possibility for them to exit or to go back, unless they get directly to the airport and then they drive all the way back.

255 So, basically the access with the new infrastructure is going to be almost null with respect to the clients that are going to the airport. So, basically the people that are going to be driving in front of those lots are going to be local residents, people that are driving around, but they are not clients of Park'N Fly business in any case.

260 The other modification that is of importance is that you have to understand that in order to have the building you saw, you plan ahead the implementation of the parking lot in itself. So, there is one entrance where all the clients are getting in. They can park their cars, all the spaces are provided for. You have the building that is located right after the entrance, in the middle of the lot. And then the valet employees are going to park the cars themselves.

265 And when you get out, you get out, there is one specific exit with a code that you have to enter. It's the same thing with the Marshall site that is right on the other side. There's a connection between the two parking lots. So, if you close a portion of the Marshall Street where the entrance is presently located, it's not going to be feasible for Park'N Fly to simply modify the entrance of its facility for the customers to get in. You know, you really have to figure out that the building is already built in a certain way. So, by closing this portion of Marshall Street that goes onto Côte-de-Liesse, you're creating a lot of problems on the actual business.

275 **Mr. RON BRESLER :**

You know, the short-term impact on existing customers will be kind of, you know, obvious. They're going to be confused and frustrated and, at the end of the day, they're going to be parking their cars at the airport terminal.

280 The long-term impact on the future needs of the clients of the airport would be ultimately increased cost and decreased competition. You know, we wouldn't be able to survive without having the business come to us. And if we can't survive, nobody else will be able to survive in this business either.

285 And, you know, it really begs the question, if the Airport is planning on putting more parking to the east of us along the 520, how will those customers be able to find that lot themselves? The Airport have to build more parking on its own prime lands over here – I'm pointing over here, you can't see over here – but where the existing parking is, and it looks like there's not enough land there to handle it.

290 So, this would be an impact that would decrease competition overall and would not work in the favor of the Airport in terms of meeting their long-term growth projections to the extent that we've seen any. All we've seen from the Airport are the growth in passenger traffic, but we don't know what the growth in vehicular traffic is going to be.

295

300 The other impact on our business, on Park'N Fly specifically, would be difficulty for us to market a national brand across Canada. We sell our services to corporations who operate across Canada, to operators, airlines and so on. And if we didn't have a business operational in Montreal, it would have an impact on us and, and by being smaller, wouldn't get the same opportunities for our clients, wouldn't have the same size to be able to deliver better services and marketing opportunities, you know.

305 And this would have a substantial financial impact on us which would ultimately ... you know, we would be putting a claim to the Ministry for compensation. And the value of our business is in many millions of dollars. The value of the property is in many millions of dollars. There would be decrease, as I said earlier, in federal and provincial taxation. No business profitable is no taxes.

310 The municipal taxes, we pay over \$400,000 a year in realty taxes right now. If we couldn't operate there, and theoretically we're the highest in best use of the land, there's other lands that are available, are vacant for lease, for sale, and so on, that aren't being purchased, if we couldn't operate there, I'm not sure who would be able to operate there. We sure wouldn't be able to pay the taxes without having the revenue opportunity and, of course, there would be loss of jobs. But that's just for us.

320 If it's going to impact our land, it's going to impact other people's land as well. These properties, unlike the car dealership and the McDonald's, for the most part lands around the airport are there to support airport uses, whether it's cargo or passenger, whatever it is.

325 These lands are basically rendered local lands based on the new road network, the new proposed road infrastructure. And in fact, the people who would be using these properties or the services that these properties would provide, whether it's ours or our neighbors, are people from the Greater Montreal area who are accessing Trudeau Airport. And if they couldn't get to these properties, they wouldn't be able to use them. If they can't use them, the users can't generate any value from them.

330 So, it's not just an issue for us, but it's an issue for the general proposal. I think that there has to be a recognition that the lands around the airport are really there for the greater community and not just to support the local Dorval business.

Mrs. CHRISTINE DUCHAINE :

335 Unlike my client, it's not the first time that I'm sitting before the BAPE and making some representations. So, I know that one of the interests that a commission like yours is looking for is to make sure that the project that is offered has the least negative impact on

the environment, in its broader sense, including social, economic and all other impacts of that nature.

340 And having said that, we do not doubt the fact that improving the Dorval circle can be an interesting goal. We do not deny that there are some accidents and it's probably very complicated to get to the airport for somebody who doesn't know how this works.

345 But having said that, I think they are trying to solve one problem by creating another one which is what we call «collateral damages», because by making sure that nobody will access the lands where Park'N Fly is located, but also the other lands around, they're going to have a huge impact on the possibility to develop those lands as well.

350 If you go around and you look at the use of these properties actually, they are all parking lots. You have the Hilton that is there, that is offering a parking lot with shuttle services. You have the Park'N Fly. And right next to it, that's what we were seeing in the pictures, you have the Econo park, I guess it's ADM that is running it.

355 But in any case, those are the lands that are right adjacent to the runway. So, it's almost impossible to construct things in height because of the regulation that is going there. It's so close to the planes that are landing and coming in that, unless you really like watching planes getting off, I mean there is nothing you can do there. There are no people staying there.

360 So, we really have to make sure that these lands are going to be available for servicing the uses of the airport now and in the future. And when you take into consideration that the projections are to the effect that the clientele of the airport will grow in the future, in the next ten years, those needs will be growing too. So, we have to ensure that these lands are going to be accessible for the clientele of the airport right now and the future needs,
365 whatever they are, because these are really the lands that are located nearby.

370 So, by closing all the exits going into all this area of Dorval, I think we are going to be creating a problem for us, maybe not today, but at least in the future. Today, on the existing business for sure, but we're going to prevent any improvement in the future for servicing the people of the airport.

Mr. RON BRESLER :

375 I think the Bureau, it's not clearly your place to try and put a competitor out of business or put somebody out of business. It's your place to look after the greater good of ... the greater economic good and environment good. And I know you're going to be careful in recommending any project which will advantage seriously one competitor over another.

380 In this case, it's a little bit more tricky, because one of the competitors that's going to be advantaged here is actually a proponent of this plan. Anyway, I think it's very important to maintain a competitive marketplace.

385 The impact of this realignment, as I said before, will be that all traffic will naturally end up on ADM's properties, in their lots. And that will ultimately result in less competition and less opportunity for the consumer to have choice. And I think we all understand what that can result in.

Mrs. CHRISTINE DUCHAINE :

390 I think that the Mayor made a presentation at the end of the last hearing saying that they had some views as to how the lands surrounding the airport should be developed in the future. So, in order to be able to achieve those goals, I think we have to maintain an access to this area. And this is one of the things that your Commission should be looking into from our standpoint.

395 And the other additional impact, which is not a small impact to our standpoint, is also that the proposed infrastructure will not allow the people coming from the 20, from the downtown area to access the Côte-de-Liesse highway easily or vice versa, because right now the access is by Michel-Jasmin onto this small bretelle just before taking the viaduc. This is not going to be accessible for the people that want to go to the Côte-de-Liesse highway. The same way, Michel-Jasmin is not going to be accessible for the people wanting to access Michel-Jasmin as well.

400 So, I think that the access that has to be planned or should be planned would allow eventually people to access those lands and access also Côte-de-Liesse. It's very, very strange to our standpoint to see that you're going to have to exit one highway, get into the local street of a city and then get onto another highway. We understand that from one way to another, it's going to be easy. But from Côte-de-Liesse to highway 20 in the direction of downtown Montreal, in either direction it's going to be very hard.

410

THE CHAIRMAN :

From downtown Montreal, your mean?

415 **Mrs. CHRISTINE DUCHAINE :**

From downtown to Côte-de-Liesse or from Côte-de-Liesse to the 20 East basically, it's going to be very hard.

420 **Mr. RON BRESLER :**

In order to do this, I understand why the circle has been problematic. There's been lots of accidents, it's been well-documented. But in fact, in front of each one of our properties, there's been no accidents. There's been no impact on the fluidity of traffic flow to plan an exit or an entrance.

425 So, from our perspective solely and selfishly, there is no benefit to doing this from a traffic standpoint. There's plenty of land available to make exits, and entrances, and signage, and so on. In trying to solve the problem at Dorval circle, it will create problems in other parts of the city where there are no problems.

430 I'm concerned about the economic viability of our lands, of our neighbors' lands. Other than just as a business owner, but now as a land owner, I'm not sure how the value ... how much it will deteriorate by being able to serve the local community. There's lots of access land available in Dorval community right now, whether some industrial or commercial, that's just not being utilized.

435 And rather than dealing with these environmental issues created by the proposal and not to mention the millions of dollars that are not contemplated by the Ministry as a claim that we would put in for loss of business and diminished land value, there is what we believe is a fairly simple solution.

440 First, it would be to put an exit onto Michel-Jasmin from the 20 in both directions. Secondly, to maintain the access onto ... Show them exactly where we're talking.

445 **Mrs. CHRISTINE DUCHAINE :**

If we look at the map that we provided you as Annex 1 with respect to the proposed infrastructure, if you're on highway 20 from the downtown area and you get on the exit going to the airport, you see that there is a sign where the Budget facility was located or is currently located, but would be taken down for the purpose of these infrastructures. You see that Michel-Jasmin is right next to it. So, the land is there and it would be very easy from this bretelle to provide for an exit directly onto Michel-Jasmin, which would be right before this other bretelle that gets onto Côte-de-Liesse.

455 It would be a little bit like what we have now. I mean people would access Michel-Jasmin a little bit where ... probably at the same location where you access Michel-Jasmin right now when you exist the circle.

460 I mean you see other exits that are passing over the train railway right beside Hotel Best Western. So, we don't see why we couldn't allow an exit over there. And this exit

would allow people to access all this area of the City of Dorval and also Côte-de-Liesse and a lot much more easily than by going through all the local streets of Dorval. This is one thing.

465 From highway Côte-de-Liesse, there's no reason or no justification for obliging people to exit a long time ago. I mean right now the street is going directly on Côte-de-Liesse. There is no proof that there has been any accident whatsoever for the people to turn there. So, we don't see why this would be closed down, this would be shut down. I mean it should remain the same thing as it is right now.

470 And with respect to the access from the 20, from the West Island, it's a little bit more complicated obviously. But we don't see the utility of the ... I'm going to use the term «bretelle». You have a bretelle that gets right after the Best Western. Between like the circle, there's one circle and then you have the Michel-Jasmin Street. You have one little bretelle
475 that allows the people to get from the airport directly onto Côte-de-Liesse instead of using the bretelle that is already existing right now, that is there. Do you see where I'm talking about?

480 You see the existing bretelle from Michel-Jasmin onto Côte-de-Liesse? There's an additional one that has been planned right beside it. We don't see why this one is there, except that it doesn't allow people to get onto Michel-Jasmin or directly on Côte-de-Liesse.

485 So, if you're getting from the 20, it would probably be possible to allow an access on this bretelle and then this bretelle could access Michel-Jasmin instead of passing in between the one that is already there. So, this one is more complicated than the other ones.

490 The other solutions are very, very simple. One is just maintaining what is already in existence and the other one is adding an exit which obviously you have a lot of land. This one is more complicated, but by doing so, you would allow a better transportation or a better transfer from one portion of the City to another.

Mr. RON BRESLER :

495 And, of course, putting some ahead signage would assist matters as well. Signage is always the easiest thing to do and the simplest thing to avoid confusion and improve circulation fluidity. And there could be other solutions as well. This is just what's obvious to us. It doesn't seem like there's anything there that's that difficult to achieve if there is a will to achieve it.

500 **Mrs. CHRISTINE DUCHAINE :**

I was there when Maître Alain-Claude Desforges made his presentation concerning

505 the impact on the three businesses, McDonald, Petro-Canada and the car dealership. We do agree with everything that Maître Desforges said that evening and I think that all these comments apply to the Park'N Fly operations as well.

510 I think that in addition to what Maître Desforges said, you can add the fact that the clients that we are servicing are clients that are also using the airport facility and that, having said that, it's impossible for us to relocate elsewhere. I mean the only place where we can provide these services are where we are right now. It's not possible to just move out.

515 So, it's a nuance that you have to implement, but all those mentions that Maître Desforges said about the impacts and the right of the people to stay in business and not to be asphyxiated with the project, if the modification is justified, this is one thing, but I think it's possible for the Ministry of Transport to modify the problems at Dorval circle without having those impacts a little bit later on. So, that's the reason why we are proposing these solutions.

520 The other comments I'd like to make is with respect to the comments made by the representatives of the City. They were three making comments that evening. We saw that they were concerned about the impact on McDonald, Petro-Canada and the car dealership. So, obviously those concerns should also apply to the other businesses that are located on the other side of the circle, but yet that will suffer the same kind of problems.

525 We do not agree with the MTQ when they say that they don't have any responsibility towards the number of cars flowing before a property once they have provided access. So, from their standpoint, that's what they were saying when they were here during the presentation, the first phase of the hearing, saying that once they have provided for an access and there is an access through the local streets of Dorval, obviously their job was done.

535 I think that the reason why they are before you is exactly the opposite. I think that they have to ensure that what they are proposing has the least negative impact on people and also the businesses that are there. So, for that reason, I think that this is something you should have in mind.

540 We know that the definition of environment is a very broad one. We know that the definition of environment use by your Commission also contains sustainable development as it's now fashionable to talk about, but sustainable development includes the needs as they are existing now as well as the needs as they will exist in five or ten years from now. And we have to keep that in mind when we look at that proposed infrastructure.

545 It also includes maintaining the possibility for an area to provide for the future needs of the growing clientele. We know that the clientele is going to be growing and the needs are going to be changing as for everybody else.

550 The BAPE should be concerned about the impacts on the existing needs that will no longer be fulfilled, because you have to take that into consideration. What we presented you are services that are offered right now, that are not offered by ADM and that will not be offered in the future.

555 So, if you're shutting down a business ... not you, but I mean if by doing the infrastructure, the consequence is to shut down existing businesses that are offering services that are not offered actually by ADM, you are taking away services for the actual clientele as well as the possibility to improve services in the future.

560 The BAPE should also be concerned about the possibility for ADM to fulfill the needs of the growing clientele in the future, because if you're not allowing access to this portion of the City of Dorval, how will the other needs be fulfilled? It's going to have to be on the land of ADM, because these lands are not going to be accessible. So, does ADM have enough land available for parking spaces, hotels, restaurants, whatever are going to be the needs in the future. Car dealership probably. Not car rental. Car rentalship?

565 So, the BAPE should be concerned that there are no viable alternatives for these lands if they are shut down from the access and that there is no specific justification for not allowing the access to this part of the city.

Mr. RON BRESLER :

570 In conclusion, again I want to thank you for letting us make a presentation. I have no doubt that the road networks need to be improved to some degree, but it seems to me like our properties and our business are getting caught in a net which was not intended to catch us.

575 It's hard for me not to look at things with a certain jaded eye based on our past history here. You know, we established a business here. We bought the land and established a business to fulfill our business objectives across Canada. But from a land owner standpoint, I'd be concerned if my land, which had value, has value, in its taxes having value, as land adjacent to an airport, having commercial opportunities, would be turned into a land which is really just local market land.

580 And there's nothing wrong with that, but that's not what it's being taxed as, and that is not why it was purchased, and that's not what its proximity dictates. In fact, one of our properties borders right on Dorval Airport.

585 We spent many millions of dollars on this business, on the land, and we have no reason to want to see it go away. We think there's a simple solution here which can meet

everybody's needs and objectives. And we encourage you, implore you to please consider them.

590

LE PRÉSIDENT :

Merci Madame, merci Monsieur. Avant que je passe la parole à madame Gold, I would like you to submit to the Commission as much information as you can on the decontamination work that you already did ...

595

Mr. RON BRESLER :

Okay.

600

THE CHAIRMAN :

... on these lots in terms of investment effort and the nature of the contamination that you had to deal with.

605

And the second point, I would like you to submit to us on a map a detailed routing of the proposal on 20 eastbound, in other words going towards Montreal, because it's a bit tricky and I have to admit that I had difficulty following the tracking of it.

610

Madam Gold.

Mrs. JUDY GOLD, Commissioner :

Yes. I have a number of questions. Mr. Bresler, do you know what percentage of your clientele stops spontaneously due to the visibility and subsequent easy accessibility of your enterprise, and what percentage knows about your service prior to coming to the airport, are loyal customers so to speak? Would you have these figures?

615

Mr. RON BRESLER :

I like to think they're all loyal. The reality is that we've been in business for a short period of time. So, we're building a business. We're trying to market through radio, through couponing, and Internet, and so on, to promote our business to the consumers.

620

I don't have the details as to what percentage of customers know about it in advance versus those that don't. I do know that roughly half of our customers though pay retail rates which would indicate they don't have coupons either from the Internet or from travel agents. So, my gut feel would be that that would be somewhat representative.

625

630 Also I would believe though that a number of customers come looking for us. And, you know, like a lot of people who go by airports, they get a little confused and a little stressed when they are close to the airport, and they miss our lot and end up in the ADM's lots already. But the opposite holds true, I'm sure, as well. So, there is some benefit to both sides.

635

Mrs. JUDY GOLD, Commissioner :

Mr. Bresler, when did you first learn that the ministère des Transports was considering revamping the infrastructure of the roads in the vicinity of the airport?

640

Mr. RON BRESLER :

645

I can't remember exactly. It was a number of years ago, but I didn't know it was a ministry. I was told directly or indirectly actually by somebody in Montreal who had heard or seen something, with some quote from Mayor Yeomans at the time. And subsequent to that, we haven't heard anything. So, we've continually tried to find out from City Hall in Dorval, which was then City Hall in Dorval, information and we got no information, «We don't know. We don't know. We don't know.»

650

So, I wasn't aware that it was through the ministry to be honest with you.

Mrs. JUDY GOLD, Commissioner :

And so there has never been an attempt to contact the ministère des Transports ...

655

Mr. RON BRESLER :

Never.

660

Mrs. JUDY GOLD, Commissioner :

... regarding this project in order to express your point of view.

Mr. RON BRESLER :

665

No. I wasn't aware it was them.

Mrs. JUDY GOLD, Commissioner :

670

In your opinion, Mr. Bresler, what motivated the authorities of Dorval to change their attitude regarding your business projects from 1989, from the purchase and then ...

Mr. RON BRESLER :

675 I'd rather not speculate. There's a lawsuit pending on that. So, I'd rather not speculate. I've just been told by a number of people that I would never operate in Dorval, but I have no facts.

THE CHAIRMAN :

680 A lawsuit involving who exactly?

Mr. RON BRESLER :

685 City of Dorval or City of Montreal, we're suing them ...

THE CHAIRMAN :

690 I see. Thank you.

Mr. RON BRESLER :

695 ... for, I think, abusive ... And by the way, we're not suing ADM. We're suing the City and the mayor of Dorval for their behavior.

Mrs. JUDY GOLD, Commissioner :

700 Mr. Bresler, you had mentioned the future site of the ADM parking lot. I think you had mentioned it was east of your lots, your Côte-de-Liesse lots.

Mr. RON BRESLER :

705 Again we're speculating there. All we do is we see that the land on one of the drawings seems to show parking.

Mme CHRISTINE DUCHAINE :

710 Vous l'avez à l'annexe 8 du rapport.

Mr. RON BRESLER :

And there is clearly a parking lot drawn there. If you look at it, it says, «Stationnement» for 3,000 spaces and that is to the east of our property.

715 **Mrs. JUDY GOLD, Commissioner :**

In your opinion, would the future ADM parking site be situated in a more advantageous location than ... would their accesses be more advantageous than the accesses to your property is?

720

Mr. RON BRESLER :

Well, perhaps only marginally with respect to ... and that would be with respect to the customers coming in westbound of the 520. I believe that they would still be as inaccessible as we are from all the other directions. But then again, it's ADM and they can control traffic flows for signage and road networks internally in a way that I can't. So, I'm not saying that they're going to do that. I'm just saying that they have powers to do that that I don't have.

725

Mrs. JUDY GOLD, Commissioner :

730

Mr. Bresler, the Plan d'urbanisme de Montreal notes the intention to renovate, so to speak, Côte-de-Liesse into an urban boulevard. Are you aware of this or have you heard any ...

735

Mr. RON BRESLER :

No, no. But again, you know, just going back to sort of one piece of fact that I will share, we have not received any kind of communication from the City Dorval outside of what the letter of the law requires.

740

The first site we purchased was on Michel-Jasmin and we purchased that site in 1989. It was zoned for our intended use. It was occupied by Texaco. And prior to closing on the transaction, firming up on the transaction, we met with Mayor Yeomans and he welcomed the use.

745

Some three years later when I met with ... I had a meeting with Paul Benoît who is now head of the Ottawa Airport authority and he was then working for Transport Canada, he told me that the zoning had been changed. And I said, «What are you talking about?» Subsequent to that, I found out that the zoning in fact had been changed. We were not informed, because Texaco had decommissioned the site, there was no mail box on the site and there's no obligation to inform us other than putting a notice on the fence.

750

The City could find us for taxation, to tell us that the weeds were growing too high, but they couldn't find us to tell us about the rezoning. It's this kind of thing that we have experienced. So, we're not getting any kind of voluntary communication.

755

Mrs. JUDY GOLD, Commissioner :

I have two more questions. One is regarding your shuttle service.

760

Mr. RON BRESLER :

Yes.

765

Mrs. JUDY GOLD, Commissioner :

If the project were to go ahead as proposed, what route would your airport shuttle have to take from your Michel-Jasmin's site to get to the airport, as well as your Côte-de-Liesse's site? I don't know if there is a shuttle from the Côte-de-Liesse's site.

770

Mr. RON BRESLER :

There is from every site.

775

Mrs. JUDY GOLD, Commissioner :

There is? And can you evaluate the difference in time compared to currently?

Mr. RON BRESLER :

780

It's difficult to know. You know, the drawing we have is this drawing here. And even with, you know, a magnifying glass, it's kind of difficult to know where we would be able to go back and forth between the properties.

785

We've requested more information, haven't really received it. So, I really don't have an answer as to how the busses would be able to go from Michel-Jasmin to the airport or from Côte-de-Liesse to the airport. I don't know if we would have to cross over the 520 and then go west and back into the airport, because I don't know if that's even accessible or not.

790

I also don't know how the busses will get back from the terminals to the lots. That's sort of a secondary consideration. Our primary consideration is how we get the customers there. If we can get the customers there, I've got to believe there's a way of getting the busses back and forth, but we don't have that data.

795

Mme CHRISTINE DUCHAINE :

Si je peux me permettre?

Mme JUDY GOLD, commissaire :

800

Oui.

Mme CHRISTINE DUCHAINE :

805

On a fait une analyse des plans comme on nous les a déposés et c'est difficile à plusieurs endroits de savoir dans quelle direction les véhicules vont devoir être conduits. Donc, on a plusieurs questions.

810

Pour pouvoir bien répondre à votre question, il faudrait qu'on sache exactement dans quelle direction les véhicules vont rouler sur les routes.

815

Comme par exemple, si on prend la rue Marshall qui va continuer, qui va passer à côté du Hilton maintenant, quand va venir le temps de tourner pour se rendre ... la voie qui semble longer la voie ferrée, est-ce que ça va être une voie qui va être accessible dans les deux sens ou dans une direction seulement? C'est difficile pour nous de le savoir. Et dépendamment de la réponse à cette question-là, il va y avoir ou non possibilité ... on a essayé de faire l'exercice comme vous ne le suggérez, puis on a des réponses, mais c'est tentatif pour l'instant. On a aucune certitude dépendamment de la direction finale des voitures.

820

LE PRÉSIDENT :

825

Madame Duchaine, vous n'avez pas jugé opportun de poser la question au ministère par rapport à l'écoulement des trafics, le sens des trafics proposés auprès du ...

Mme CHRISTINE DUCHAINE :

830

Je vous dirais qu'on a procédé à l'analyse ... si je peux me permettre ... You don't mind if I speak in French?

Mr. RON BRESLER :

Go ahead.

835

Mme CHRISTINE DUCHAINE :

840

Au départ, quand on a été avisés du projet, on a pris l'ensemble des informations. Nous, on a pris la portion des informations qu'on était en mesure de trouver, notamment en anglais, pour l'envoyer à nos clients. On a regardé également la documentation qui existait. Mais il y avait peu de plans détaillés concernant l'infrastructure. Ils étaient très petits. C'était difficile pour nous de voir s'il allait avoir un impact sur l'accès.

845 On n'a jamais présumé que de refaire le rond-point Dorval allait avoir éventuellement un impact sur l'accès sur Michel-Jasmin ou Marshall. Je vous dirais qu'on a découvert l'ampleur de cet impact-là quand on est venus lors de la première soirée d'information. On a pris le temps de regarder les documents et on a fait cette analyse-là de façon plus approfondie par la suite. Malheureusement, je veux dire, on n'était plus en position de poser le genre de questions pour obtenir ces détails-là.

850 Je vous dirais qu'on est rentrés dans ce processus-là de façon très candide. L'objectif initial n'était pas nécessairement d'avoir à faire une présentation devant vous à cette portion-là des audiences, mais bien d'obtenir les informations qu'on n'avait pas été capables d'obtenir au départ.

855 Si vous regardez la lettre qu'on avait envoyée demandant les audiences, c'était dans le but d'obtenir les informations en question. Donc, effectivement, si on avait eu une deuxième chance de poser des questions, on serait probablement arrivés avec des questions beaucoup plus pointues, ce qui n'a pas été possible le soir où on a eu cette occasion-là.

860 **LE PRÉSIDENT :**

Il est certainement vrai qu'on est là pour ça aussi comme commission.

865 **Mme CHRISTINE DUCHAINE :**

870 Oui, c'est ça. Mais je vous dirais que ce n'est pas parce qu'on a voulu bâcler le travail mais, je veux dire, de la façon dont ça s'est produit, on s'est trouvés devant les plans plus détaillés ce soir-là. On les regardait, puis on avait les mêmes questions que vous, mais il était un petit peu trop tard dans le processus pour commencer à s'impliquer.

875 Donc, on vous a posé des questions plus générales, on a obtenu certaines informations, mais il nous en reste encore à obtenir pour être capables de répondre à des questions aussi précises que celles de madame Gold.

LE PRÉSIDENT :

Il me reste une question, je vais la poser en anglais in the interest of clarity.

880 **Mrs. CHRISTINE DUCHAINE :**

Thank you.

THE CHAIRMAN :

885

You probably read the letter that was submitted to the Commission by the Ministry of Transport regarding the laws governing signage and the posting of signs on the road.

Mrs. CHRISTINE DUCHAINE :

890

Yes.

THE CHAIRMAN :

895

Without asking you to produce a legal opinion billed to Mr. Bresler on the spot, I would like to know whether that's your reading of the laws in question and whether in fact ... well, in other words, what do you think the laws as they exist would allow for proper signage in favor of promoting Mr. Bresler's business if the project is to go ahead as proposed? That's my question.

900

Mrs. CHRISTINE DUCHAINE :

905

I didn't make a strong analysis, a very details analysis of the exclusions that are referred to in the letter. I was a little bit surprised when I read that the blue signs, that we are used to see almost everywhere, are excluded from the Montreal territory, because we see them everywhere.

910

I mean I take highway Bonaventure every evening to go back home and I see those signage to announce the Casino de Montreal and a lot of other businesses and services on the territory of Montreal. So, it doesn't seem to be a problem.

915

But based on this letter, the territory of Montreal nearby a highway would be excluded. So, this was my first surprise, because I can just see that this is not the case. So, I would need to make a very detailed analysis to find out why that kind of signage would not be possible.

920

Just for the show Cavalia that lasted about two months and a half, they put on signage to announce where to exit in order to get there. So, I have a little bit of problem when I see that it would not be feasible.

925

Besides that, I mean you read that there are some lands owned by the Ministry of Transport where you can put on signage. There are also lands owned by ADM right next to all those services where you're allowed to put on signage.

My understanding is that ADM and the Ministry of Transport are both promoters of this project as well as the City of Dorval that also owns some lands. So, even though you

930 have those laws, you have a lot of lands surrounding the area where it would be possible to implement signage that would be in compliance with these laws and announce in advance where the people should exit in order to easily access this portion of the city.

I don't think that the laws as they exist now could amount to a total impossibility.

THE CHAIRMAN :

935 In order to provide maximum information to the citizens concerned with this project, the Commission would be grateful if you can inform the Commission of areas and situations that contradict the content, in practice that contradict the content of that letter. We would appreciate receiving that information and making it public.

940 **Mrs. CHRISTINE DUCHAINE :**

945 It's going to be fine with me to provide you with those. Not only that, but I mean if you review the judgment you're going to find in one of the annexes of the brief, you're going to see that one of the arguments of the City of Dorval with respect to the request for permits was that the signage was not possible, because the by-laws of the City of Dorval limited the size of the signs based on the size of a building, and on two lots, there are no buildings. So, they were using that argument to say that you might be able to put on a parking lot, but you're not allowed to put any signage announcing it.

950 And the judgment you're going to have, which has been upheld by the Court of Appeal by the way, is to the effect that this is against the Charter of Rights, that everybody has the right to announce their business in an efficient way.

THE CHAIRMAN :

955 Yes, to the extent it doesn't endanger public safety.

Mrs. CHRISTINE DUCHAINE :

960 Of course.

THE CHAIRMAN :

965 Yes.

Mrs. CHRISTINE DUCHAINE :

Of course.

970 **THE CHAIRMAN :**

Fine.

975 **Mrs. CHRISTINE DUCHAINE :**

So, you have to keep those rights in mind when you read those laws in order to give a complete answer to the question you just asked. So, you have to keep that in mind when you're reading all those, but I'm convinced that it cannot amount to an impossibility to announce in advance.

980 **THE CHAIRMAN :**

Thank you, sir.

985 **Mr. RON BRESLER :**

Thank you.

990 **LE PRÉSIDENT :**

Merci, Madame.

995 **Mme CHRISTINE DUCHAINE :**

Merci beaucoup pour votre attention.

1000 **LE PRÉSIDENT :**

Merci.

1005 **Mme CHRISTINE DUCHAINE :**

Pour répondre au commentaire que vous avez passé au tout début de l'audience, monsieur Samak, la réponse que j'ai eue de la part des gens du Bureau a été très, très, très compréhensive et très affable. Alors, ma lettre n'avait absolument pas l'objet de critiquer qui que ce soit ou de mettre des mauvaises intentions dans la tête de personne; au contraire.

1010 **LE PRÉSIDENT :**

Merci.

Mme CHRISTINE DUCHAINE :

1015 Au contraire, je n'ai vu qu'ouverture quand j'ai parlé aux gens.

LE PRÉSIDENT :

1020 Très bien. Merci, Madame.

 J'invite monsieur Goes. Est-ce qu'il est présent? Et j'espère que je le prononce correctement votre nom.

M. RON GOES :

1025 C'est ça, oui.

LE PRÉSIDENT :

1030 Très bien.

Mr. RON GOES :

1035 Okay. Before I start, I'd just like to introduce myself. My name is Ron Goes. I would like to thank the Commission for this opportunity to present this brief on behalf of myself, a Dorval resident for twelve years.

1040 I have been in the aviation and airline industry as a pilot for 25 years up to 1999 and am currently working freelance in IT for the telemarketing industry in database and stuff like that.

1045 My motivation for writing this brief is to try to bring better ideas for a project that we, as Dorval residents, are going to have to live with during the construction and for a long time after. So, we better get it right before we turn one shovelful of earth, get it right in the planning stage and so that we don't make errors that will compound the congestion at this very busy node and that could have negative effects on the environment.

1050 I claim no special expertise in this regard, but I have extensive exercise with airports having landed at over 200 of them in my working career. I flew corporate. So, we didn't go to the same airport all the time like I did when I flew the airline.

 And I have done marketing studies on this local airline market. I do some consulting on the side for airlines. There were some errors that were made in their presentation about southern Ontario.

1055

My feelings on first seeing the plan was to accept most of the concept north of the tracks and leave the current circle relatively unchanged. On further examination, I have changed my mind about the north side and I also feel that the rail plan is seriously flawed.

1060

This brief sets out the problems with the plan, explains those problems and suggests corrective measures and alternatives.

1065

The circle and mitigation. It is clear that whatever plan is adopted that we're in for a hell of a mess at this transport node during the construction period, which brings me to the mitigation of the project.

1070

It is obvious that the circle will need to operate during the first phase of construction. Yet, there appears to be no plan to mitigate the resulting congestion. In my observations, the circle has never been properly managed to begin with and surely be operated like a true traffic circle. I have seen the lights not operating in two modes during the evening rush hour, 1) in standby mode with the interior of the circle flashing amber and the exterior flashing red, and 2) with no lights operating, so that meant full stops at every light. And the circle operated without congestion whatsoever when this was going on. People seem to be able to organize themselves very easily.

1075

In each case, the traffic flowed smoothly with no queues at any entry point to the circle. So, we conclude that the traffic lights are the cause of the congestion.

1080

From the plan, there is very poor pedestrian access to the multi-modal station, as opposed to now, there is a very good pedestrian access. Currently this transit passenger is almost completely segregated from traffic via the Jardins Dorval crossing and protected from splashing by a concrete retaining wall. Then he passes underneath the western roadway directly to the multi-modal station.

1085

Instead of being able to walk most times through the comforter, winter and summer, of the mall, then a short way directly into the multi-modal station, he'll have to make his way to Dorval Avenue and walking along the roadway, he will be subjected to a multitude of insults and dangers from the traffic alongside, splashing salt, that kind of stuff.

1090

Granted, the pedestrian traffic from east of Dorval Avenue is poorly served, but the plan puts him in more danger. A tunnel directly from the empty lot next to the Esso station directly to the actual station would do the pedestrian a lot better than crossing to the current VIA station, then crossing over to the multi-modal station as in the plan.

1095

If it is perceived by the driving public during construction that the interchange is impassable, then the pressure on Cardinal will be unmanageable. So, if people are not going to be able to get to the circle during the construction phase, well, they're going to

head over to Cardinal and try to enter the airport from Cardinal and...

1100 **THE CHAIRMAN :**

When you say «he», you mean motorists.

1105 **Mr. RON GOES :**

Motorists, yes, sorry.

1110 On the north side construction. One person has characterized this as trading one kind of spaghetti for another. This was part of the plan I had the most trouble with. The plan does nothing for the local to airport driver, except send him all over the place. I understand that traffic is crossing from Autoroute 520 to Cardinal, but this is not an issue for the Autoroute 520 driver to the airport. He goes directly into the airport unimpeded. And it can be worked out for the Autoroute 20 driver to the airport using the plan as it is with the ramps I understand, because there has been a change since the original plan.

1115 Also one engineer has projected the cost to be well over \$250 million for this project. One engineer, I remember, he said he added up the work and he said it's way, way up there above the estimates.

1120 The stand-alone rail link and negative effects on VIA Rail. One transport expert has characterized this as not viable. We live in North America and the transit and train market penetration is not as deep as in Europe. This part of the plan has no transit value, because it will drain money from the current needs and will not serve the vast majority of existing and potential users that simply want to go downtown from the West Island. It's the stand-alone rail link.

1125 The projected train station is in the wrong place, because the passengers will not want to lug their bags across a parking lot. And also the distance from the terminal, it's just a sheer distance to get passengers from there to the train station.

1130 The grade level change that we have been informed about recently will create problems for both CN and CP freight operations as pathway will need to be provided for on both tracks.

1135 Now, you know, if you're not going underneath or over the railway, you have to cross the railway, the CP tracks. So, this is going to cause interference with CP freight operations.

1140 Will the mainstay of VIA operations, Montreal to Toronto downtown to downtown, suffer because of the increase in travel time above their goal of four hours? They want to be

under four hours for marketing reasons.

1145 Removing stops along the route will negate the possibility of connections from the smaller cities and those connections might not exist as they exist for Ottawa as proved by the connecting bus services provided by KLM, Swiss and formerly Air France. If the airport wants those connections, then they should run their own bus service to prove this market and then they can come to us, the taxpayers, for that.

1150 What about VIA's current customers at the circle? Will they pay for parking at the airport? Will VIA make do without that revenue? What about the customers connecting from the bus network at Dorval? Will they take a connecting bus rather than the short walk from the multi-modal station as it exists now?

1155 Is it a good trade for VIA to forego high revenue O & D, that's origin and destination passengers, passengers for low value for VIA Rail connecting passengers? So, that's something that they're going to have to come up.

1160 The plan as constituted, including the changes dated September 7th, 2005, is severely deficient in transit value, traffic flow and construction sequencing and the mitigation aspects. There is no recommendation on the management of traffic and sequencing during the construction period.

1165 The rail connection is not thought out as to its viability and its impact on non-airport users.

So, here are my recommendations. On the circle. The clue to the solution is in the mitigation. My guess is that the direct Autoroute 20 to the airport link will be the first thing happening.

1170 The circle should remain, but should be managed like a true traffic circle. There might be more accidents, but the trade off is that they will be less fatal as opposed to the 90 degree controlled intersections, which is why Europe is going to these traffic circles, because even with a traffic light, people still go through the traffic lights and they cause fatal collisions. Eighty percent are head-on collisions fatalities and then the rest are these perpendicular collisions.

1180 This is the case in Europe where secondary highway intersections are having traffic circles installed in them. The traffic lights would remain, but they would normally be flashing red to the outside with flashing amber to the inside, and demand pedestrian control, and smart visual control for the buses, and if queues entering the circle develop.

A pedestrian tunnel should be built from the east side of Dorval avenue directly to the multi-modal station and the multi-modal station should continue unchanged. The railway

1185 underpass should be widened, but only by one bus lane each way. Closure of the Fenelon west exit will create problems for Dorval west residents as the accident risk has been overstated.

1190 On the north side construction. The road tunnel into the airport and the overpass out should be reinstated as previously planned. I think that's a little more elegant design. I don't understand why they changed that, but it's there.

1195 The rest should remain as presently exists, save a connecting road should be made from the current 204, that's the north rush hour only, bus bay toward the Best Western Hotel, that's like right adjacent to the north platform, parallel to the AMT north platform. The tunnel from the Autoroute 20 to the airport should be reinstated and the overpass to the Autoroute 20 should remain as was before. They changed it recently to make it all overpass according to the letter I received recently.

1200 Mitigation. As stated before, the circle should be operated as a circle, with the lights operating on demand according to where the queues are, with priority going to buses coming out of the multi-modal station. A rail shuttle link should operate as described below and the Rigaud-Vaudreuil line should have hourly frequency. That's the commuter trains. That way, you're bringing people by foot to the airport using the train from both directions.

1205 The alternative rail link. As was demonstrated during a major closure of Autoroute 20 due to a truck accident, traffic on A-20 is very vulnerable to disruption. I did a time study that demonstrated that a rail shuttle could be done using present AMT equipment on an ad hoc basis with ten minutes headways as the equipment became available after their one and only run into the city.

1210 If AMT had been prepared for this traffic nightmare, they could have demonstrated the efficacy of the CP line. The shuttle should be operational before any work is done, any work is started. This can be done with minimal infrastructure improvement.

1215 Some of these improvements are being done right now like the welding and replacement of rail on the Westmount sub of the CP line, that's between Montreal West and Lucien-L'Allier.

1220 Six RDC type cars, as used in Texas by the Dallas-Fort Worth Airport shuttle, should be acquired. These are readily available from the Moncton rail shops with reduced horse power and EPA compliant for noise and emissions. These would be operated in three two-car units operating as the commuter trains operate now to Dorval, but returning directly from the north platform, switching back to the east track. All that would be required is a switch light for the existing west to east switch and the rehabilitation of Quais 1 and 2 at Lucien-L'Allier.

1225

ADM could provide a bus shuttle to the Dorval AMT north Quai charging what they charge now for the hotel bus service that they use, the local passengers paying Zone 2 fares from Dorval AMT as is now the case.

1230

Such a train would do all the stops from Dorval and would be better accessible because of the shallowness of the Vendome Metro station making it easier for airline passengers and their bags to access the service. Air Canada is also at Vendome and they could have a check-in behind their own building. This service would have twenty minutes headways during the day and thirty minutes during the evening and week-ends.

1235

The regular train service should be run on hourly off-peak times. Stage two would require building from the west track of CP, a spur from the Fenelon, east of Albert-de-Niverville, crossing the same at the Transport Canada office and going into the void area where the hotel is proposed to be built between the international arrival hall and the transborder wing. This would require two branches in the new station and moving Canadian Pacific's centralized traffic control area out to Valois station to accommodate the more trains.

1240

Intercity rail service. It is my belief that moving the Toronto trains into the terminal would be a mistake. Retain the present VIA station at Dorval and extend the VIA passenger tunnel to the CP north quai. Bring the Ottawa trains on the CP line from St. Clet, you'd have to improve the connection there, and then into the new station, reversing in the station using control cabs and push-pull trains. Trains from Ottawa that are not likely to have any connections would simply bypass Trudeau on the CP line stopping at Dorval. This would include the need for a connection from the CP to the CN somewhere between Dorval and the rail yards.

1245

1250

Long range plans. ADM has to look at where the international extensions would go. I would propose a modification to the master plan placing a new international terminal where the wide-body hanger is currently at the Air Canada Base.

1255

Our new spur track would burrow underneath the current terminal and tarmac, underneath runway 10-28 and the deice bay to that location. A new link would come in from the CN Mount-Royal tunnel and the Deux-Montagnes line to the Doney-Spur and south through the Technoparc, under the threshold of runway 24 Right to the new terminal.

1260

Eventually, I imagine that the transborder and the domestic terminal would migrate there as was the case in Charlotte, North Carolina, where the whole terminal moved from the south side of the airport to the north side.

1265

Shuttle trains might operate in a looping fashion between Central station and Lucien-L'Allier while some Ottawa trains might use the Mount-Royal tunnels. They would simply continue through the airport in the long-term.

1270 I would like to thank you for your time and patience. I forgot one thing when I was writing this and just a basic summary of what would need to be done.

The overpass or tunnel direct link should remain as planned.

1275 The current VIA Rail station should remain.

The current circle with free flow and demand lighting should be the plan for that part of the infrastructure.

1280 A shuttle rail link from Dorval AMT to Lucien-L'Allier on the CP tracks should be instituted before construction, using RDC diesels as per the Dallas-DFW trains.

Vaudreuil-Rigaud trains should have hourly frequency.

1285 Eventually, the shuttle station should be in the area between the departures down ramp and the transborder finger that's underneath the airport control tower.

A spur should connect the west track of the CP line from abeam the Fenelon overpass to the new projected train station.

1290 The Fenelon exit should remain open.

And the passenger tunnel under the Dorval VIA Rail station should be extended to the Dorval north quai with Ottawa trains stopping there.

1295 A connection from the VIA Ottawa track to the CP tracks should be made at St. Clet.

And long-term, the international and domestic terminals should be moved to the airport infield area near and in the Air Canada base.

1300 I would like to thank you for having me here and to have, you know, the opportunity to speak on this. I fell that over time airports in Canada have become a mess. They haven't really kept up. And things are improving. A lot of those improvements are being made at a very high cost though to the industry.

1305 So, do you have any questions?

THE CHAIRMAN :

1310 Yes, indeed. And before I pass on le micro à madame Gold, I just would like to know, did you participate in all the... this project was the subject of extensive and protracted

consultations with the citizens of the region, of the area over a long period of time. Have you participated in these consultations or have you apprized anybody of the detailed plan that you have which...

1315

Mr. RON GOES :

This is actually the first time I've come up with the plan.

1320

THE CHAIRMAN :

Yes.

Mr. RON GOES :

1325

I have gone to the hearings. I have asked questions. I know that things that were fluid at the time. So, I wasn't prepared to come up, because I didn't know what the plan exactly would be or was, or anything like that.

1330

I just looked at it from a piecemeal basis, you know. And of course at that time, the consultations were more presentation consultations than participatory consultations. And I had to walk out of one, because I was ill. So, I couldn't speak at one. So...

THE CHAIRMAN :

1335

Sorry. Could you explain a little bit what you mean by presentations, all of them participatory sessions? Could you elaborate on that?

Mr. RON GOES :

1340

There were two, as I recall, in Sarto-Desnoyers and they were simply presenting the project as planned, as they had planned. And, you know, people did make criticisms on the fly, but of course they couldn't analyze the plan, because that's when it was presented to the public, how it would work.

1345

There was a modification, I remember, from day one of that consultation the day two where, in fact, the roadway – they call «bretelle» in the province – the ramp between highway 20 and the airport was widened in case somebody broke down, you know, to provide for a breakdown lane.

1350

But basically this was the plan. This is what we're going with. And from my point of view and, you know, I had to do... you know, I had to look at all the documents and go through all the stuff to come up with an alternate plan or to come up with modifications to the plan, you know.

1355

And even then, at the very last minute, they changed it with a letter that came to me that said, «We're not making any tunnels and we're connecting the CN on grade or at a level, at the same level. So, well, all your trains have to come off CN and cross CP if they're going to be at level grade» which interferes with the freight, and the commuter service, and all that stuff. So, these considerations were made.

1360

THE CHAIRMAN :

For the sake of clarity, we have not received any submissions or presentations of CP pointing to possible negative interference so far...

1365

Mr. RON GOES :

Yes.

1370

THE CHAIRMAN :

... but the Commission will naturally take what you're saying into account just as much as it does with every other presentation.

1375

Mr. RON GOES :

Yes, all right.

1380

THE CHAIRMAN :

Mary Gold?

Mrs. JUDY GOLD, Commissioner :

1385

Mr. Goes, I have just one question...

Mr. RON GOES :

1390

Right.

Mrs. JUDY GOLD, Commissioner :

... regarding your mention of the need to improve pedestrian travel from the eastern sector of Dorval.

1395

Mr. RON GOES :

Right, yes.

1400

Mrs. JUDY GOLD, Commissioner :

In your brief, you suggested a tunnel, pedestrian tunnel linking the inter-modal station...

1405

Mr. RON GOES :

Right.

1410

Mrs. JUDY GOLD, Commissioner :

... to a vacant lot near the Esso station.

Mr. RON GOES :

1415

Right, yes.

Mrs. JUDY GOLD, Commissioner :

1420

Where is this vacant lot near the Esso station situated?

Mr. RON GOES :

It's between...

1425

Mrs. JUDY GOLD, Commissioner :

Is it on the south-east corner of Heron and Dorval?

1430

Mr. RON GOES :

All I can say is the Esso...

1435

Mrs. JUDY GOLD, Commissioner :

The exact location of the Esso station...

Mr. RON GOES :

1440 Yes.

Mrs. JUDY GOLD, Commissioner :

1445 ... where you suggest the departure.

Mr. RON GOES :

1450 It's east of Dorval Avenue and north of the Esso station. There's a small... I don't know whether it's owned by the station, who owns it or anything like that, I have no idea, but that's where you would cross normally actually to get on the eastern part of the circle, and then you go on a sidewalk there, and then cross over where the Montreal cars come in into the circle. And then you'd have to cross over again across so many lanes of traffic.

1455 I don't know how people do that. I've never seen anybody actually use it. And I tried to use it once on a bike just because they have a flashing red light with the demand switch and the traffic lights never changed. I never got the crossing signal to go across. So, somebody is not taking care of that infrastructure.

Mrs. JUDY GOLD, Commissioner :

1460 Do you have an idea of the approximate length of the tunnel that you're suggesting?

Mr. RON GOES :

1465 I would hazard a guess about 300 meters, something like that.

Mrs. JUDY GOLD, Commissioner :

1470 Thank you very much.

Mr. RON GOES :

1475 Three football fields, 300 meters, yes, maybe some 250 just eyeballing.

THE CHAIRMAN :

1480 In the first part of the hearings, we heard presentations from the City of Montreal and the City of Dorval pointing to difficulties in ensuring safe conditions in tunnels, whether it is for cyclists or pedestrian traffic, and when it comes to a tunnel, that is almost a third of a kilometer long.

Mr. RON GOES :

Yes.

1485 **THE CHAIRMAN :**

What do you think of that consideration, that concern?

Mr. RON GOES :

1490

I don't feel it's that much of a... like I live in the Pine Beach area. We have problems with our tunnel, the Pine Beach tunnel, okay? And there's graffiti. But I'm kind of astonished at how little graffiti there is in the Dorval station. Like it is really clean. It's kept nice, there are plants in it and stuff like that.

1495

I think it's a question of design. I also think it's a question of utilization. The station is far more utilized than Pine Beach station. So, there is less opportunity for people to hang out, break bottles, you know, the kinds of things that we have at Pine Beach station. It's like night and day. You know, we have to deal with it all the time and again it's a question of enforcement and stuff like that. I prefer that than to having a collision with a car.

1500

THE CHAIRMAN :

Yes.

1505

Mr. RON GOES :

Or to have my suit... like speaking as a transit customer, a guy going in a suit downtown and getting splashed by a car as its going through the circle. And if somebody has to walk next to a busy... he's less likely to walk and he's going to, you know, take his car, whatever.

1510

THE CHAIRMAN :

Two more questions.

1515

Mr. RON GOES :

Okay.

1520

THE CHAIRMAN :

If the link, the rail link proposed to the airport is not a stand-alone link, but is

1525 integrated somehow into the regional rail network around the metropolitan area and if
somehow it manages to secure an arrival time within 30 minutes, would your objections to it
remain?

Mr. RON GOES :

1530 I don't see how it can be integrated.

THE CHAIRMAN :

Yes.

1535

Mr. RON GOES :

1540 There are no stops between Dorval, for one thing, and Central station. Another
thing is that if somehow those trains were to go beyond Dorval, well, they would add maybe
five or ten minutes to the transit time for people that are using the train presently beyond
Dorval. So, no, I don't see how it could be integrated.

1545 Another problem is the location of the rail station. I mean if you go to Amsterdam
Schiphol or any of those airports, it's right there in the terminal. You go outside from the
baggage claim into a plaza, and you go downstairs, and you're in the rail station.

1550 Here, you have to go through a whole parking lot to get to the train. You could bring
the train right next to the arrivals area. Obviously, somebody is very easily going to take that
train given that there's a bus, the hotel bus. There's the city bus. There's all kinds of
alternatives and taxis. So, «Oh! There's a train station, I'll go to take that.» And he might
just, you know, pay the \$10 to get on it, like you would do in Amsterdam or other airports.

THE CHAIRMAN :

1555 So, if the project is changed and you have the same access as you have in Schiphol
or in Frankfurt, you would approve of it.

Mr. RON GOES :

1560 That's right, yes.

THE CHAIRMAN :

Thank you.

1565

Mr. RON GOES :

Yes, okay.

1570 **THE CHAIRMAN :**

One last thing. Do you think there is enough ridership and demand to make an hourly Rigaud-Vaudreuil line...

1575 **Mr. RON GOES :**

It's currently the case right now for the Two-Mountains line. Another thing is that demand seems to be infinitely elastic on the 211 bus line. And every 211 bus that operates even on the weekends operates full, every one of them, you know?

1580

And at some point, you know, when you're in a bus with a whole pile of students – right? – you're going to wonder, «Should I take my car downtown?» thinking from that point of view, right? You know, all the trains are full, all the current... the eight trains that we have going downtown in the morning, all of them are full, except for maybe the last two.

1585

And so there is sufficient demand. And if they provided busses, for example, every six minutes, they'd be even fuller, because obviously the frequency generates the demand. So, I think, given the alternatives, some people would take the... even with the added expense take the train. And they would have a lot more of this incidental ridership where, you know, they're going to pay the \$4.00 for his own two-ticket or his own three-ticket, so which is what pays the gas, as they say.

1590

THE CHAIRMAN :

1595

Thank you.

Mr. RON GOES :

Any other questions?

1600

THE CHAIRMAN :

Thank you, sir.

1605

Maintenant, comme vous le savez, les participants, le promoteur ont le droit d'apporter des corrections, des corrections des faits s'il y a lieu. Alors, c'est le moment de se prévaloir de ce droit.

1610 Sur ma liste, il y a monsieur Gilbert du ministère des Transports qui nous a présenté d'ailleurs un document écrit qui contient les corrections que le ministère juge opportun d'apporter à l'attention de la commission. Le document, évidemment, est disponible.

Alors, j'invite maintenant monsieur Gilbert de prendre la parole.

1615 **M. HENRI GILBERT :**

1620 Merci monsieur le président. Bonjour, madame! Si vous me permettez d'abord, monsieur le président, j'aimerais vous dire que, aujourd'hui, on dépose la Politique vélo du ministère des Transports et ainsi que, comme vous l'avez mentionné, le document de rectification relatif à l'ensemble des mémoires déposés, sauf, bien entendu, les deux mémoires qui ont été déposés aujourd'hui.

1625 De plus, je vous informe que nous ferons parvenir, d'ici jeudi, les réponses aux questions complémentaires que la commission nous a fait parvenir le 19 octobre dernier.

En plus, si vous me permettez, j'aimerais faire un rectificatif verbal, si vous permettez, sur quelques points. Ça ne sera pas trop long. Encore là, ça ne comprend pas les deux dépôts d'aujourd'hui.

1630 Premièrement, sur le réseau cyclable, quelques interventions ont mentionné que l'intégration du volet cyclable avait été faite à la dernière minute et que celui-ci était complètement absent lors des activités de consultation réalisées préalablement, de même que dans l'étude d'impact.

1635 J'aimerais tout de suite dire qu'il ne s'agit pas d'une intégration de dernière minute. Lors des soirées de consultation, le ministère et des partenaires ont présenté les principes de conception du projet, ainsi que les objectifs opérationnels retenus pour le réseau cyclable et piétonnier, de même dans l'étude d'impact.

1640 Les déplacements des piétons et cyclistes ont été pris en compte. C'est sous la désignation «usagers vulnérables» que l'on y réfère dans les objectifs opérationnels prioritaires.

1645 Lors des consultations avec la population, il y a eu plusieurs questions concernant le réseau piétonnier, mais aucune préoccupation spécifique au réseau cyclable n'a été soulevée.

1650 Enfin, rappelons que le choix des tracés, bien que préliminaire, a été adopté par l'ensemble des partenaires dont l'arrondissement, la Ville et ADM. De plus, pour compléter cet aspect, l'optimisation du réseau cyclable se fera en concertation avec l'arrondissement,

la Ville et les organismes spécialisés en vélo.

1655 C'est peut-être une autre rectification. Il y a eu des commentaires faits sur la visibilité des commerces en bordure du boulevard Montréal-Toronto. Il a été affirmé que les commerces, situés en bordure du boulevard Montréal-Toronto, près de la sortie Fénélon, allaient subir une perte de visibilité préjudiciable.

1660 Simplement pour dire que le projet ne limitera pas la visibilité des commerces, puisque des murets de 42 pouces et non des murs sépareront les différents mouvements. En fait, le ministère des Transports maintient la visibilité, ainsi que l'accès aux commerces qui sera simplement déplacé vers l'est.

1665 Aussi une autre rectification au niveau du coût du projet. Contrairement à ce qui a été entendu, les coûts du projet ne sont pas évalués à 200 M\$, mais bien à 150 M\$.

1670 Et, ensuite, le rôle du ministère des Transports en matière de transport en commun. En référence à une de nos réponses lors de la première partie des audiences, il a été reproché au MTQ de ne pas intervenir en matière de transport en commun et de ne se préoccuper que du transport routier.

1675 Il importe de rectifier le rôle du ministère des Transports. D'abord, on aura compris que notre intervention, lorsque nous avons mentionné être responsables de l'échangeur et non du volet ferroviaire, concernait strictement le projet à l'étude ici et non le rôle du MTQ en matière de planification et de financement du transport collectif au sens large.

Notre réponse voulait préciser que le ministère des Transports n'est pas responsable du financement de l'exploitation du volet ferroviaire et qu'il n'en est pas le maître d'oeuvre.

1680 En fait, dans ce projet, le ministère des Transports a joué son rôle de planificateur et d'intégrateur des différents projets à l'étude dans le secteur. Au contraire, le ministère des Transports a pour mission d'assurer sur tout le territoire la mobilité des personnes et des marchandises par des systèmes de transport efficaces et sécuritaires qui contribuent au développement durable du Québec, ce qui comprend les systèmes de transport en commun.

1685 Le ministère des Transports finance, par le biais de son programme d'aide gouvernementale au transport collectif des personnes, les dépenses des organismes en transport. Les questions d'intégrer le transport en commun ont été étudiées avec la STM et l'AMT. Et la STM approuve le projet qui permet d'améliorer les services d'autobus dans le secteur.

1690 Vous me permettez la conclusion, monsieur le président? En conclusion, j'aimerais rappeler qu'il s'agit d'un projet conjoint qui fait consensus parmi les partenaires du ministère

1695 des Transports, soit la Ville de Montréal, l'arrondissement de Dorval, Île Dorval, et
l'Aéroport de Montréal, en collaboration avec la Société de transport de Montréal et de
l'Agence métropolitaine de transport.

1700 Que tous les partenaires, en accord avec la volonté exprimée par le milieu, ont opté
pour une solution globale qui permet de résoudre à la fois les questions de circulation et de
transit, c'est-à-dire les échanges autoroute à autoroute, accès à l'aéroport en provenance
de toutes les directions, la circulation locale en tenant compte des besoins des cyclistes et
des piétons, et en favorisant le transport en commun.

1705 En fait, plusieurs solutions partielles ont été étudiées et aucune ne répond à
l'ensemble des besoins identifiés.

1710 Enfin, j'aimerais vous remercier personnellement, ainsi que le commission et tous
les gens qui travaillent avec vous, pour l'écoute que vous avez eue tout au long des
audiences. Merci beaucoup.

LE PRÉSIDENT :

Merci, monsieur Gilbert.

1715 Cela clôt la deuxième et dernière séance de la deuxième partie de l'audience et, par
le fait même, met terme à la phase audiences des travaux de cette commission. La
commission continue jusqu'à la fin de son mandat en mode d'enquête et je vous invite de
transmettre à la commission toute information que vous jugerez pertinente afin d'éclairer ses
travaux par rapport au projet.

1720 Comme vous le savez, la commission soumettra son rapport au ministre du
Développement durable, de l'Environnement et des Parcs le 12 janvier. Par la loi, le
ministre est tenu de rendre le rapport public dans un délai de 60 jours à partir de cette date.
Alors, ajustez vos calendriers en fonction de ça si notre prose vous intéressera.

1725 Il me reste maintenant à remercier monsieur Moisan et madame Maisonneuve pour
leur contribution aux travaux de la commission et à vous remercier pour votre contribution
sans laquelle le travail de la commission aurait été beaucoup plus difficile qu'il ne l'est déjà.

1730 Merci beaucoup et à la prochaine peut-être.

1735

Je, soussignée, **LISE MAISONNEUVE**, sténographe judiciaire, certifie sous mon serment d'office que les pages ci-dessus sont et contiennent la transcription exacte et fidèle des notes sténographiques prises par moi au moyen du sténomasque, le tout conformément à la Loi.

1740

ET J'AI SIGNÉ:

LISE MAISONNEUVE, s.o.

1745