

THE FUTURE OF MOBILITY IN THE GREATER SECTOR OF NAMUR-DE LA SAVANE

**Memorandum on the Draft Strategic
Development Plan of the ARTM 2021 - 2030**

Submitted by the City of Côte Saint-Luc
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INTRODUCTION

In 2016, the *Communauté métropolitaine de Montréal* (CMM) created the *Autorité régionale de transport métropolitain* (ARTM), with a mandate to plan, organize and promote public transit in the Greater Montreal area. In 2018, the CMM adopted a document entitled *Orientations et attentes de la CMM à l'égard du plan stratégique de développement du transport collectif de l'Autorité régionale de transport métropolitain*, which was based on the 2011 *Plan métropolitain d'aménagement et de développement* (PMAD), and which outlined the major orientations that the ARTM was to include in their strategic plan. The overarching goal was to sustainably integrate land use with transportation in preparation for the estimated 530,000 expected new arrivals to the region before 2031.

The major objectives for the CMM and therefore the ARTM include:

- Ensuring that at least 40% of future developments be Transit-Oriented Development (TOD), that is, within one (1) km of a metro station, train station, light rail station, or BRT station.
- Increasing the percentage of public transit modal share from 25% to 35% by 2031.
- Reducing GHG emissions from the transport sector by 30% by 2030.

The ARTM formally launched the public consultation process for its first *Plan stratégique de développement du transport collectif 2021 – 2030* (PSD) on October 27, 2020, which outlines its priorities and projects for the region's transit corridors. It cited these challenges, among others:

- Lack of sustainable mobility options to ease traffic congestion in certain sectors of the region.
- Increases in financial resources required for more regular public transit and paratransit services.
- Need for services that support land intensification in the major economic hubs, the creation of complete communities, and the rise of active transportation.

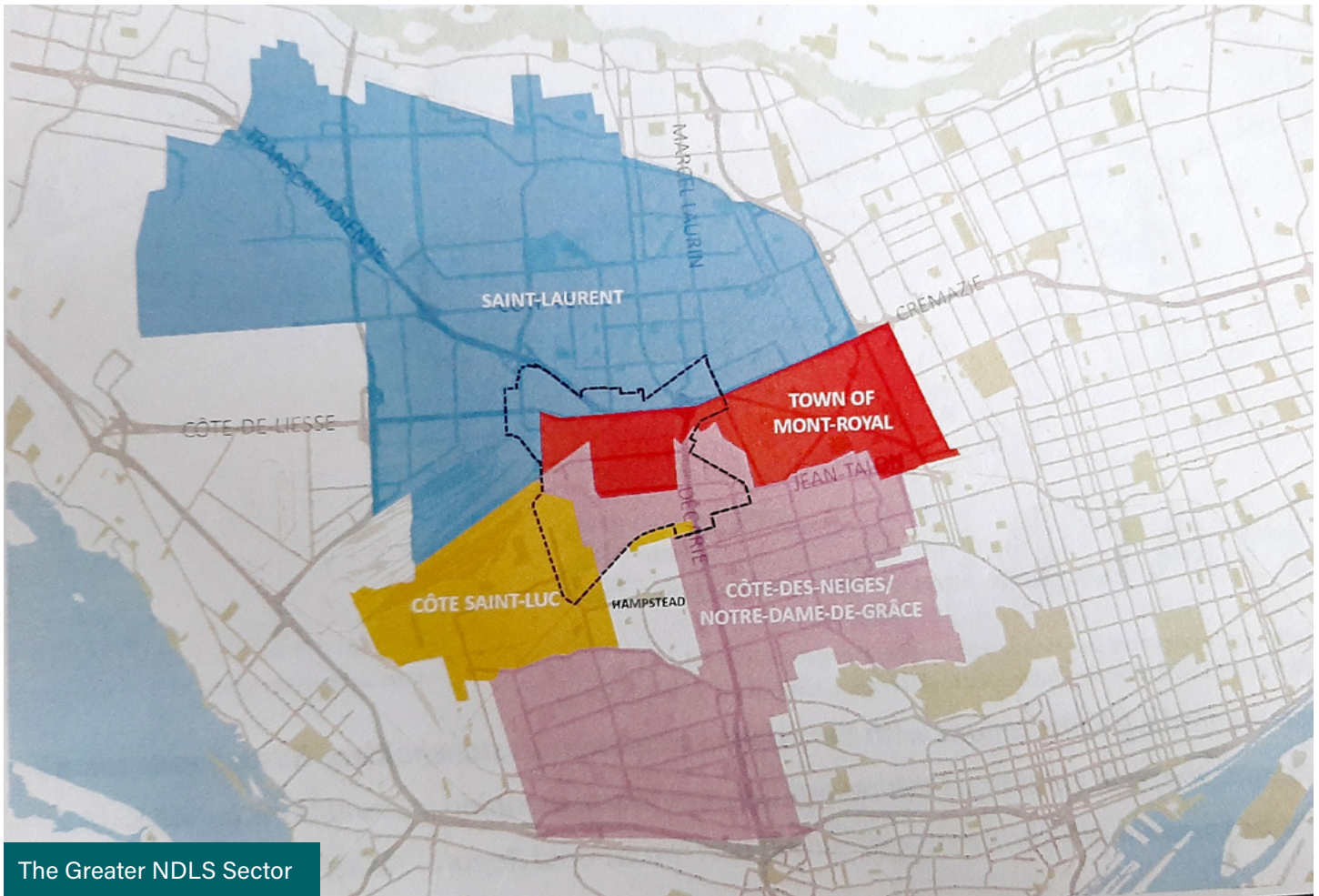
The PSD also outlines six major strategies, of which the following are the first two:

1. Organize mobility around a structural public transit network.
2. Align public transit with land use and development, which includes “enhancing and developing transit corridors along activity centres and living environments,” and “designing the network around functional and attractive intermodal hubs.”¹

The Agglomeration of Montreal—the economic, demographic, and cultural engine of the metropolitan region—also reflected the orientations of the CMM and the PMAD in its *Schéma d'aménagement et de développement de l'agglomération de Montréal* (Schéma) from 2015. The Namur-De la Savane (NDLS) district is designated one of the six sectors of strategic importance in the *Schéma* due to the significance of the stakes involved in its transformation, the size of the land to be consolidated or transformed, and the road or public transit infrastructure projects with which it is associated, in this case the Décarie Corridor. It is also the geographic heart of the island of Montreal, which includes the Boroughs of Saint-Laurent and Côte-Des-Neiges-Nôtre-Dame-de-Grâce, the City of Côte Saint-Luc, and the Town of Mount Royal. In addition to the thousands of jobs in the commercial and industrial sectors already within and adjacent to its boundaries, the area has attracted hundreds of millions of dollars of private investment for the dozen major projects already in development or to be developed within the next 10-15 years. This concentration of highly dense mixed-use TOD projects includes the Triangle and Westbury in CDN-NDG, Royalmount in TMR, Décarie Square and the Cavendish Mall in Côte Saint-Luc, and Cité Midtown in Saint-Laurent. At the centre of the NDLS is the future Hippodrome development, with its projected 5,000 homes, many of which will be affordable and social housing for families. **In total, an estimated 21,000 new units will be built in the NDLS sector, which will lodge approximately 48,000 new residents by 2035**.²

¹ *Plan stratégique de développement du transport collectif 2021 – 2030* (page 14)

² *Rapport du groupe de travail Namur-De la Savane* (page 25)



At the present time, the Décarie Corridor is among the most congested Metropolitan region. More than 360,000 cars ³ pass through it every day on their way south to downtown or the South Shore, north to Laval, east along the Metropolitan, and west to the Côte-de-Liesse employment pole. The situation is already untenable even before most of the development described above has been built. With only two metro stations serving an area cleaved by not only one but two active transit-hostile highways (the 15 and 40) as well as train tracks, it is hard to see how people will get in, out, and around the sector. The mobility options available now do not serve the current configuration, so they will certainly not be able to fulfill future needs. If there are to be Transit-Oriented Developments then the transit must come first, and mobility options must be designed, approved and funded before the development proceeds.

The success of these projects in large part rests on the ability of the ARTM and other public authorities to recognize the opportunity to improve the connectivity of the sector, capitalize on the massive investment in the area, and transition to a sustainable mobility culture. The area is presently car-centric and can transition out of that culture as residents move in *if* there are viable mobility options in place beforehand. The type of dense infill development that the NDLS sector will undergo is an antidote to sprawl and thus more sustainable than the greenfield developments that will eat up land in the periphery of the CMM, even if the latter are served by transit. Furthermore, this area is among the hottest on a heat map of the island of Montreal, due to current industry, a sea of paved surfaces, and extreme congestion. All three of the CMM's major objectives related to land use, the environment and transport can be satisfied in the NDLS sector if it is properly planned and serviced.

³ *ibid* (page 16)

STUDYING THE NDLS SECTOR

In March 2019, a working group chaired by Professor Florence Junca-Adenot was created by Mayor Valérie Plante and the Ministre déléguée aux transports et ministre responsable de la Métropole et de la région de Montréal, Chantal Rouleau to propose solutions that would improve traffic conditions in the greater NDLS sector and on its adjacent highways, while being based on a vision of the sector's sustainable development. The main issue for the sector is traffic congestion and the NDLS Working Group concluded that in order to improve the situation, it is necessary to:

- Open up the sector with the extension of Cavendish Boulevard, which would be reserved primarily for public transit;
- Add public and active transit crossings to the north and south across the railroad tracks and across Décarie;
- Extend the orange line of the metro to Bois Franc, to link to the REM;
- Vigorously strengthen the public transit offer, assessing the advisability of adding two stations for the train from Saint-Jérôme to Clanranald and chemin de la Côte Saint-Luc;
- Create a multimodal station serving all means of rapid and active transportation;
- Develop an integrated planning and mobility reference framework for the entire sector (*NDLS Task Force Report May 2019*).

The ARTM participated directly in this NDLS Working Group as members of both the Steering Committee and of the supporting Technical Committee. It not only contributed directly to the 13 recommendations and 35 proposed actions in its report, but is also identified as the lead for the majority of the actions (see list of recommendations and proposed actions of the NDLS Working Group). Despite these recommendations and the ensuing political support to carry them out, the ARTM has not followed through on the majority of them, excepting to study the extension of the orange line of the metro to the Bois-Franc REM station. It is of great concern that the ARTM Public Transit Strategic Development Plan for 2021-2030 does not include this extremely important corridor on its priority list, despite its centrality, importance, and evident need. The ARTM has the responsibility and the obligation to address mobility in this vital sector, and it is reasonable to expect that the Greater NDLS Sector be included in the list of the structural public transit network for the next ten years.

These conclusions were also corroborated in the recent report from the Office de consultation publique de Montréal (OCPM), which conducted extensive public consultations for the Namur-Hippodrome area, including information sessions, round tables, workshops, citizen forums, and online surveys, all taking place before COVID-19 hit. As the ARTM is seeking public input for their strategic plan, especially during this difficult period, this report should be regarded by the transit authority as an incredible resource to be studied carefully. In the OCPM's estimation, the ARTM holds the keys to the success of the sector, having the power to turn Namur metro station into a multi-modal hub and create a cocktail of transit options to serve the island's centre. (*Please see Annex 2 for the OCPM recommendations.*)

THE CÔTE SAINT-LUC CONTEXT

The City of Côte Saint-Luc has three separate, unconnected territories which border Lachine, Montreal West and NDG in the south-west, Hampstead, Town of Mount Royal and Côte-des-Neiges in the east, and Saint-Laurent in the North. It is also home to one of the country's largest rail yards. Côte Saint-Luc is part of the NDLS sector in two places, at Décarie Square and at Cavendish.

The City is also experiencing a major redevelopment boom on its territory, with potential mixed use TOD projects on three greyfield sites—at Décarie Square (in the north-east), Côte Saint-Luc Shopping Centre (in the south-west), and Quartier Cavendish (in the centre). Each of the three developers of these sites is committed to transit-oriented, sustainable development and have submitted briefs or letters in support of our recommendations (see Annexes 2, 3). This is in addition to the more than ten residential towers that have been recently constructed or are in the process of being planned or built. (See map on page 7.)

The municipality would like to densify along the key corridors of Décarie Boulevard, Cavendish Boulevard, and Chemin de la Côte Saint-Luc, all of which are great strategic locations for the development of transit nodes that can simultaneously connect several sectors of the Hydro Quebec-Agglomeration active transit and green corridor and ultimately, the north and south shores. Such nodes would also reduce congestion, increase public transit use, and decrease greenhouse gas emissions as per stated PSD targets. At the Quartier Cavendish for example, in the heart of Côte Saint-Luc, the City would like to create a town centre, with shops providing local services, inviting public places, the CLSC, and new, denser residential buildings, which would tie in with the City Hall and Library across the street. This centre would serve as a mini-transit hub as well, where just buses, rapid transit on Cavendish, and the Réseau Express Vélo (REV) bike path would merge.

Côte Saint-Luc is the geographic centre for the recently announced *Corridor Vert* project, which is a 27 km long Agglomeration active transit and green corridor that will run from the Parc-nature du Bois-de-Saraguay in the borough of Ahunatic-Cartierville all the way through to Parc Angrignon in the Borough of LaSalle. The proposed Côte Saint-Luc Shopping Centre development is at the mid-point of this corridor.

The City of Côte Saint-Luc would like to align land use and redevelopment around transportation and seeks to reduce car use and increase active and public transit significantly over the next ten years. Solo automobile use constitutes approximately 73% of trips taken by our residents. This



high instance of car use can be at least in part attributed to its being enclaved and surrounded by train tracks, but is also due to the current transit offering, which relies on a few buses, some of which pass infrequently and all of which take a relatively long time to get to the metro because they, too, get stuck in traffic.

With a senior population of 30%, Côte Saint-Luc is a useful city in which to analyze how transit can properly support “aging in community”. We have among the highest proportion of seniors relative to population in the country, and where we are demographically, many other communities will be in 10-20 years’ time. The City was a finalist in the Infrastructure Canada Smart Cities Challenge, and our project involved helping older adults age in place. We have done extensive public consultations related to the needs of seniors, and what we have found is not adequately reflected in the PSD (See Recommendation 5).

Redevelopment in Côte Saint-Luc

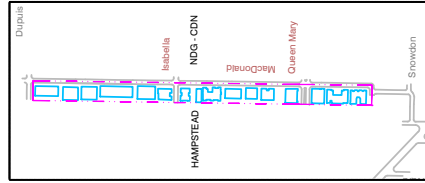
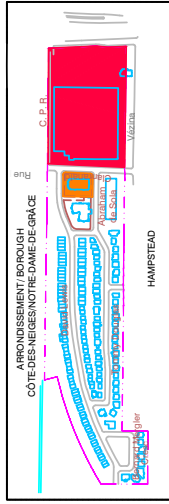
LEGEND:

- Future Development that Requires a Zoning change
- Recently completed multi family building redevelopment
- Development currently in Progress

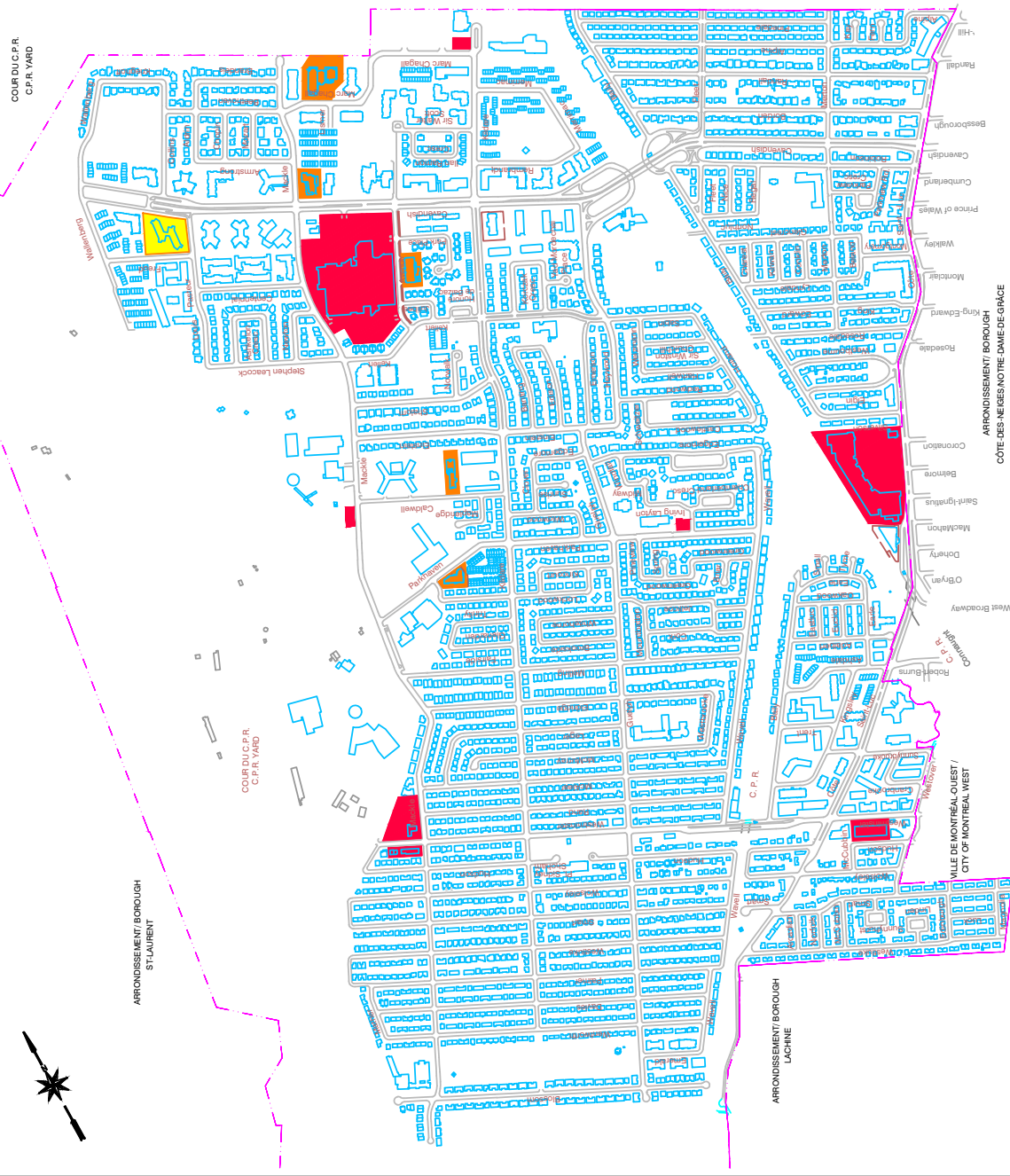
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C.P.R. YARD

ARRONDISSEMENT BOROUGH
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COUP DU C.P.R.
C.P.R. YARD



VILLE DE HAMPSTEAD /
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North arrow



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RECOMMENDATIONS

The City of Côte Saint-Luc is asking for the following recommendations to be included in the ARTM strategic plan 2020 – 2031.

1 Incorporate the action plan of the Groupe de Travail Namur-De la Savane

The ARTM is the lead actor for a significant portion of the recommendations and actions outlined in the May 2019 Junca-Adenot Report. The implementation of those recommendations is essential, and includes:

- Creating a coordinated NDLS transportation plan;
- The extension of the orange line of the metro to Bois Franc and the REM;
- Creating active and public transit connections that cross anthropogenic barriers such as highways and railways;
- Rapid transit service through Cavendish.

Transit must precede the planned developments, all of which are slated to be built within a 10-15 year range. The concentration of TOD projects and intensification of land use makes the NDLS a good public transit investment, especially if it is introduced in the early phases of developments. The goal is to capture transit ridership before people in the new development areas get into the habit of using their car. Once car use habits are formed, it is harder to convince people to give them up and use public transit. We have seen this phenomenon in other areas of Montreal and it should be avoided.

Relates PSD Strategy 2

2 Create a coordinated master transit plan for the NDLS district, which offers a comprehensive mix of mobility solutions, and which culminates at an intermodal hub at Namur-Hippodrome.

The heart of the NDLS sector is Namur metro station, currently one of the least-used metro stops in the system. The territory surrounding the station is extremely inhospitable to pedestrians and cyclists, as are most routes to it, especially those from south of the nearby rail lines and west of the Décarie Expressway. On paper, it appears that such developments as Décarie Square and The Westbury are close to the metro station, approximately 500m as the crow flies, but the reality on the ground makes it inhospitable for most users and virtually inaccessible for others, especially the elderly, people with young children, and those with mobility issues.

The entire area surrounding Namur needs to be reconceived and redesigned, with a variety of mobility options explored to make alternatives to the car more attractive and to increase connectivity both inside the NDLS sector and to and from it. These could include: an EXO train station between the Hippodrome and Décarie Square (see Recommendation 3), a tramway that extends from Jean-Talon, through Namur, passing the Royalmount development, extending south down Cavendish Boulevard all the way to St. Jacques, with another branch westward, through the Côte-de-Liesse corridor (see Recommendation 4). The *Réseau Express Vélo* (REV) would also pass through the Namur area and extend all the way to the planned north-south Cavendish axis. Namur station would require extensive and safe bicycle parking.

Relates to PSD Strategy 1, Strategy 2, Strategy 3, Strategy 4, Strategy 5

3 Add two train stations along the existing EXO Saint-Jérôme line 1) between the Hippodrome and Décarie Square developments, and 2) at Côte Saint-Luc Shopping Centre.

The EXO Saint-Jérôme line already passes between the future Hippodrome development and Décarie Square, and behind the Côte Saint-Luc Shopping Centre, before it stops at Montreal West, then Vendôme, before finally terminating downtown. To add two stations to the already existing infrastructure would therefore be a most cost-effective way of increasing service, especially with planned TOD developments in each of the locations. There is no stop between the Parc station and Montreal West, and perhaps there was no reason to have any when the line opened in 2007. With hundreds of residential units being added and potential investment in the stations coming from developers in these two areas, adding them not only makes sense, but becomes an attractive option. There are multiple other reasons to plan for them, including:

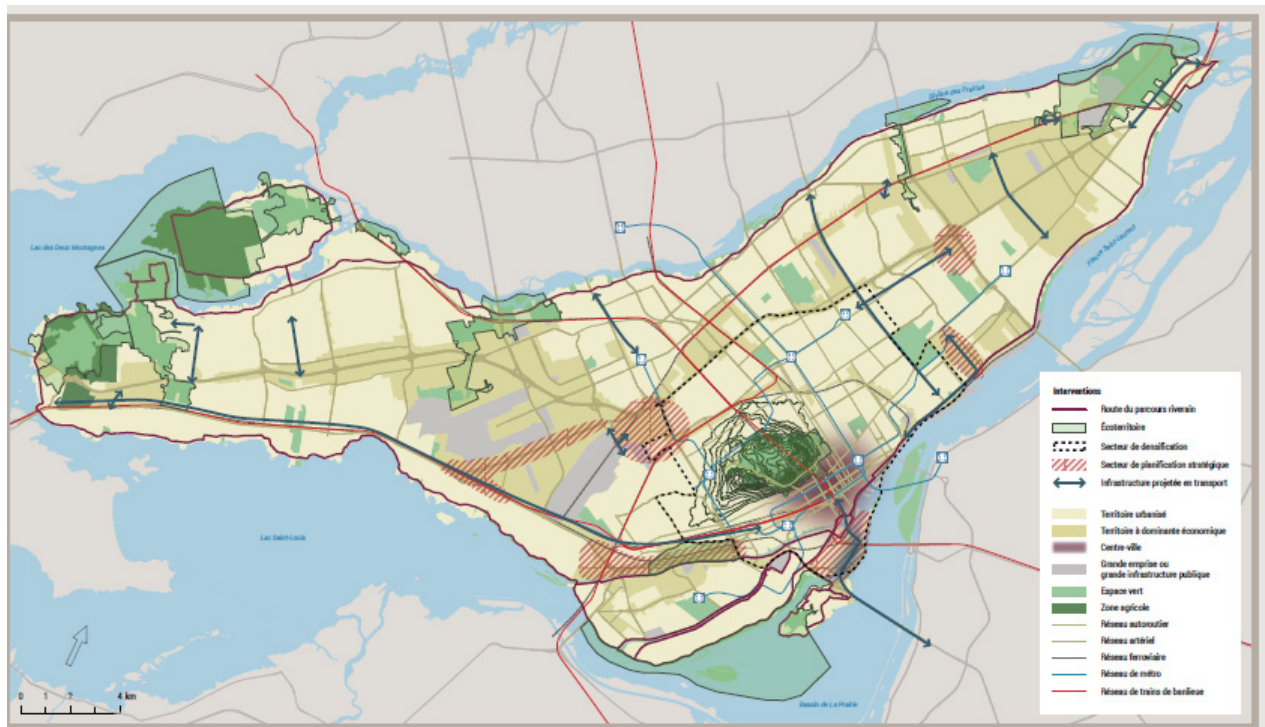
- Commuters in the NDLS would have a rapid route to not only the two English high schools and Loyola campus of Concordia at the Montreal West station, but also the Glen hospital, which is located at the Vendôme station, in addition to downtown. This access would cut down on congestion at Décarie and Côte Saint-Luc Road.
- The area surrounding the Côte Saint-Luc Shopping Centre is currently dense on both the Côte Saint-Luc and NDG sides. With a new projected TOD development, a station would be well-used in both directions. As there are already plans to add a reserve bus lane to Chemin de la Côte Saint-Luc, the station would become a mini-transit node, with the Corridor Vert bike path, bus access, and pedestrian access in a pleasant mixed-use environment.

- The train stop would be the midpoint of the Corridor Vert.
- Commuters from the Côte Saint-Luc Shopping Centre station would be able to access a train that takes them northbound to the NDLS and its destination sites like Royalmount, to the orange and blue lines of the metro, Jarry Park, Jean-Talon Market and the Chabanel commercial district.
- In order to realize the full potential of the “super urban” TOD neighbourhoods, the location of stations in both locations is essential. The densification of the sectors will in turn allow the development of traffic on the EXO Saint-Jérôme line and the optimization of its use.

4 Create a new north-south transit corridor through Cavendish, connecting three strategic interest sectors of Namur-De la Savane, the Côte-de-Liesse corridor, and Turcot-Lachine East.

The extension of Cavendish Boulevard has long been deemed crucial towards decongesting and opening up the entire NDLS area. It makes the Namur-Hippodrome development possible and affords the opportunity to create a proper TOD at Quarter Cavendish. These, however, are not the only reasons to build the extension, which should instead be conceived as an active and electric transit corridor, a new spine west of Décarie that unites three of the areas of strategic interest designated in the Schéma: Namur-De la Savane, the Côte-de-Liesse corridor, and Turcot-Lachine East.

Relates to PSD Strategy 1, Strategy 2, Strategy 5, Strategy 6



Six Sectors of Strategic Value

Source : Schéma d'aménagement et de développement de l'agglomération de Montréal

An electric tramway could begin at the Canora REM station and follow Jean-Talon to the multi-modal transit hub at Namur, through the Hippodrome development, up to the Royalmount project and then branch off in two directions:

Southbound, through Cavendish

The tramway should not only be built into the Cavendish extension, but become an integral part of it. The transit solution would go along Cavendish Boulevard in a straight line southbound, all the way to St-Jacques Boulevard. The terminus for the line would be a station on the western branch of a 'pink line,' thus connecting to the south-western part of the island as indicated in action 1.2.1.5 of the PSD. The NDLS and Turcot-Lachine poles would therefore be connected in a sustainable way. The terminating station could also connect to the planned Falaise St. Jacques nature park

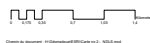
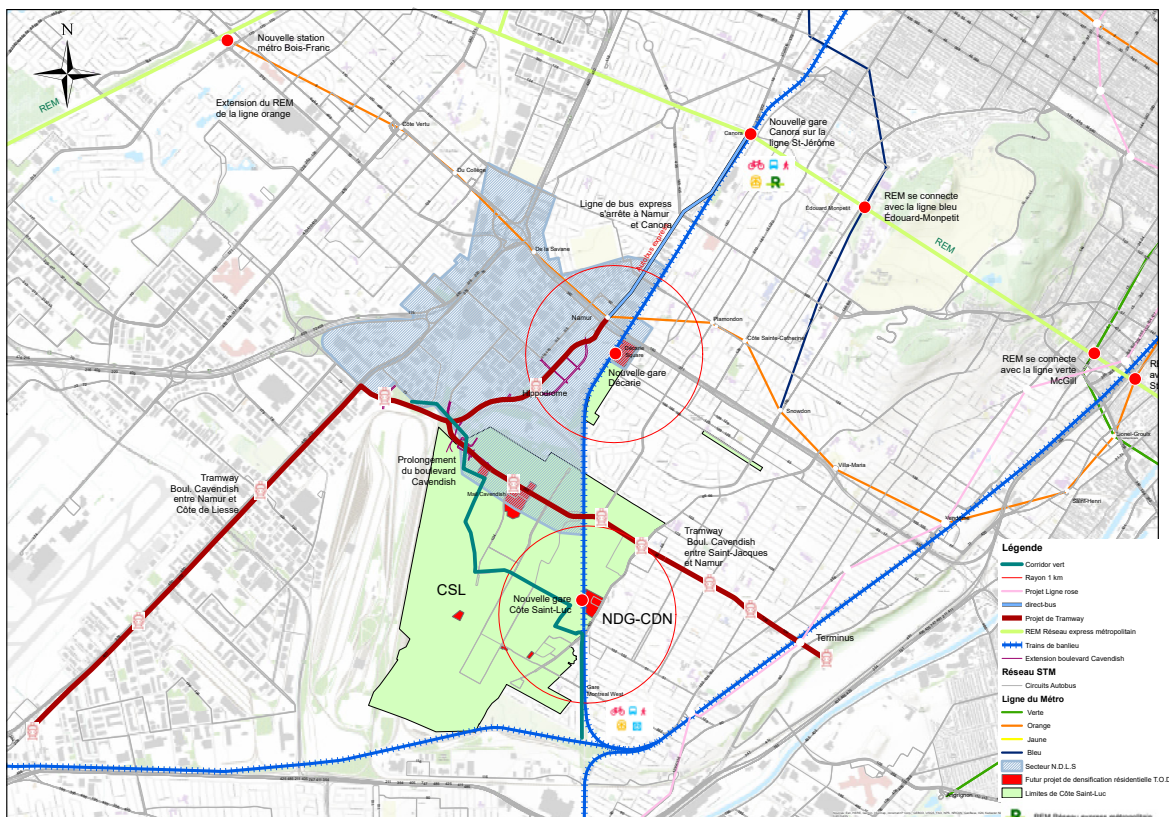
Westbound, through the Côte-de-Liesse corridor

The REM does not access this incredibly important employment pole, located in the Borough of Saint-Laurent. The rapid transit solution would ideally go to the airport but should go at least as far as Highway 13.

It is important to note that several active transit corridors, namely the REV, are planned to run through not only the length of Cavendish from Henri-Bourassa in the north to De Maisonneuve in the south, crossed by the Hippodrome REV which directly links to the East-West axis that runs through the central part of the island of Montreal.

While the Cavendish extension was not in the *Plan québécois des infrastructures 2020 – 2030* (PQI), this structural project meets all the criteria listed in the PSD on page 77 – 78. As is stated in the text : « L'évaluation des axes structurants et des voies réservées sera ainsi faite dans une perspective globale, à l'échelle métropolitaine, afin de déterminer les interventions et les projets les plus à même de contribuer aux cibles de la hausse de l'offre de services et de l'achalandage du transport collectif, tenant compte également des milieux d'insertion et des coûts. »⁴

Relates to PSD Strategy 1, Strategy 2, Strategy 4, Strategy 5, Strategy 6



Projects to improve the public transportation network—NDLS

- Corridor vert
- Rayon 1 km
- Projet Ligne rose
- direct-bus
- Projet de Tramway
- REM Réseau express métropolitain
- Trains de banlieue
- Extension boulevard Cavendish
- Réseau STM
- Circuits Autibus
- Ligne du Métro
- Verte
- Orange
- Jaune
- Bleu
- Secteur N.D.L.S
- Futur projet de densification résidentielle T.O.D.
- Limites de Côte Saint-Luc
- REM Réseau express métropolitain
- Réseau de Métro
- Train de banlieue
- Réseau d'autobus
- Accès par vélo
- Réseau de tramway projeté
- Accès aux piétons

⁴ Plan stratégique de développement du transport collectif 2021 – 2030 (pages 77 – 78)



Residents interested in learning more about new technologies

5 Recognize the transportation needs of older adults and incorporate them into the strategy.

We take issue with the assumptions of the PSD regarding the mobility needs of seniors. The PSD states that « *L'offre en transport collectif devra intégrer les besoins spécifiques d'une population vieillissante qui tend à se déplacer en dehors des heures de pointes et dans les secteurs à faible densité d'activité.* »⁵

The notion that older adults move towards to lower-density sectors for their activities is simply untrue for the most part. There is much literature to support the notion that seniors tend to move to denser areas when they leave their homes. We have seen a great rise in demand for rentals and condos in multi-family dwellings for this reason. Older adults want to be able to get around easily on their own, without having to burden family members. They hold onto their drivers' licenses longer than they should in many cases because they want to retain their freedom of movement.

Part of this freedom could be satisfied with proper, age-friendly development, where amenities are within walking distance, which is responsibility of the municipality. The rest can be greatly helped by viable transit options, the domain of the ARTM.

The needs of the Baby Boomers of the Greater Montreal area, who will all soon reach 65+ years of age, will not be adequately fulfilled by off-peak, limited-service options. Older adults want to participate in community activities such as classes and lectures at various set times of the day.

They need to have quick and safe ways to get to doctors' appointments and go for medical tests. They want to see their families and be able to help with grandchildren. They want to go to shopping, visit recreational and cultural facilities and meet friends. Adapted transport is wonderful for frail and infirm transit users or those with limited mobility, but most older adults just want to have the same frequent, reliable service that everyone else has that gets them to where they want to go, when they want to go. We urge the ARTM to consult experts in the field of aging to get a clearer understanding this age cohort's needs.

The ARTM will have to develop programs to increase the readiness of the older adult population to receive the new technology and mobility apps that are an integral part of the transit experience of the future. There is a great opportunity for partnership between cities and transit authorities, not just in terms of land use but in terms of integrating services. Public libraries, for example, are ubiquitous in Quebec municipalities, and many offer technology workshops and tutoring to seniors so that they can actively participate in the modern world. There is no reason why they could not include mobility apps among their tech sessions.

Relates to PSD Strategy 3 and Strategy 4.

⁵ Plan stratégique de développement du transport collectif 2021 – 2030 (page 35)

6 The ARTM should acknowledge municipalities as partners and leverage the close relationship they have with their residents to better understand local context and needs.

In the PSD, the ARTM assures integrated planning at a regional scale, and yet does not include municipalities as a resource for their reflection, instead only considering civil society, institutional and private partners, and citizens.⁶ Municipalities are the closest level of government to the people, and they should be key partners for the ARTM, especially given the orientation towards aligning transportation with land use.

Relates to PSD Strategy 2.

7 Introduce and implement rules, guidelines and programs to incentivize developers to provide and finance transportation solutions along major transport corridors such as Décarie.

The ARTM, in conjunction with Agglomeration, should require developers to contribute to transit solutions that support and enhance their projects. Such a scenario would be win-win-win-win, for the ARTM who would defray some of the costs of adding transit, for the developers, who would be able to build more densely and increase the attractiveness of their projects, to municipalities who would have better transit on their territories, and the residents, who would be able to access it. In other regions such as Cambridge, Massachusetts, this program works and should serve as a model. See the *Parking and Transportation Demand Management (PTDM) Ordinance and the Vehicle Trip Reduction (VTRO) Ordinance from the city of Cambridge, Massachusetts.*⁷

Relates to PSD Strategy 2, Strategy 5, Strategy 6.

8 Follow global best practices by including large bike parking lots at multi-modal hubs and ensure that train cars and train stations are bike-friendly.

The 'last mile' is extremely important for transit users and can be a deciding factor in whether or not a person chooses to take public transit. Bicycle parking needs to be plentiful at transit hubs, secure and brightly lit, with a network of protected paths leading up to it. Train cars should be available for cyclists to bring their bikes on board. Finally, there should be bicycle stair access ramps to enable cyclists to roll their bikes along as they walk up the stairs.



⁶ *Plan stratégique de développement du transport collectif 2021 – 2030* (page 8)

⁷ www.cambridgema.gov/CDD/Transportation/fordevelopers/ptdm.aspx

CONCLUSION

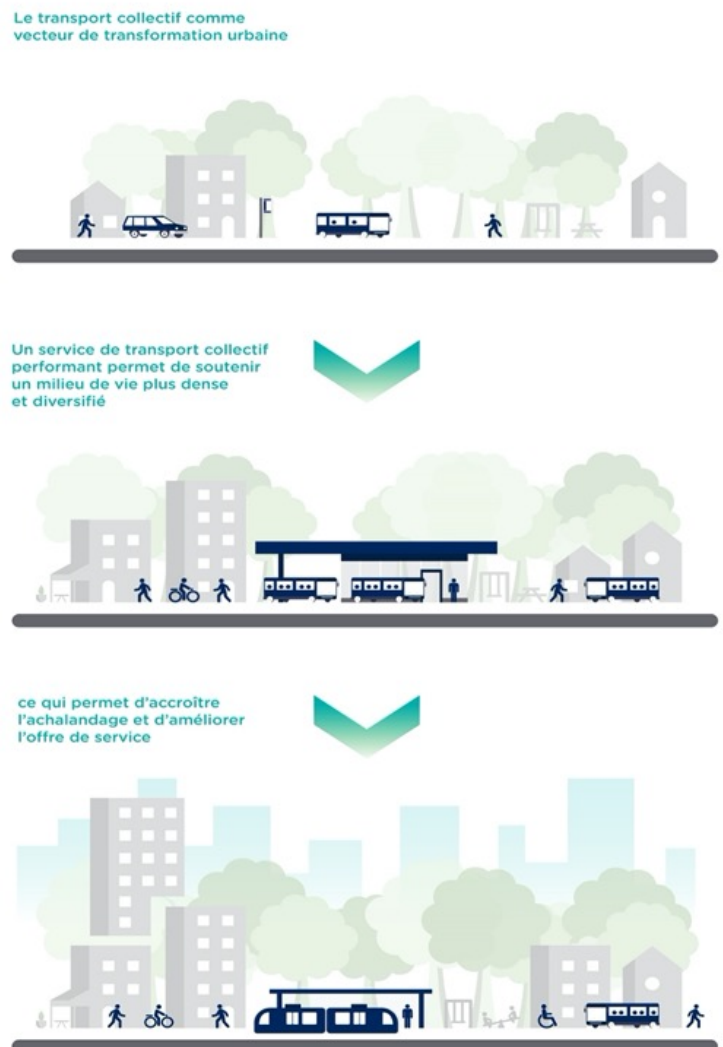
The ARTM *Plan stratégique de développement du transport collectif* describes public transit as a vector for urban transformation, which affords cities the chance to densify, thus increasing the ridership and the mobility options available. With this brief, we are asking the ARTM to understand that **the NDLS is already experiencing massive urban transformation, and now requires the public transit to support it.**

The type of dense infill development that the NDLS sector is undergoing is exactly what the CMM is advocating in the PMAD, and what the ARTM is trying to create with transit. Coordinating land use should begin with infill first, not the sprawl on the outskirts of the metropolitan region that eats up natural and agricultural land. It is more cost effective, serves a greater number of users, and has a larger positive environmental impact.

Billions of dollars are being invested in the NDLS area, but without public transit, it will fail, increase congestion, and have the opposite result of everything that is being espoused. The ARTM holds the keys to its success.

The structural public transit projects described in this brief fit every single one of the criteria listed in the PSD, and thus should be not only on the list of studies and projects for 2021 – 2030, but near the top of that list. We recognize that the needs of the entire region must be considered, but this area is the geographic heart of not only the island of Montreal, but the entire metropolitan area. The ARTM should take this opportunity to make the NDLS area a showcase for modern, equitable, sustainable transit, connected to the greater inter-regional network.

Figure 18 : Le transport collectif comme vecteur de transformation urbaine ⁸



⁸ *Plan stratégique de développement du transport collectif 2021 – 2030* (page 62)

RECOMMENDATION		CORRESPONDING PSD STRATEGY
1	Incorporate the action plan of the Groupe de Travail Namur-De la Savane	Strategy 1 Strategy 2
2	Create a coordinated master transit plan for the NDLS district, which offers a comprehensive mix of mobility solutions, and which culminates at an intermodal hub at Namur-Hippodrome.	Strategy 1 —Action 1.2 Strategy 2 —Actions 2.1, 2.2 Strategy 3 —Actions 3.1, 3.2 Strategy 4 —Action 4.2 Strategy 5 —Action 5.1
3	Add two train stations along the existing EXO Saint-Jérôme line 1) between the Hippodrome and Decarie Square developments, and 2) at Côte Saint-Luc Shopping Centre.	Strategy 1 —Action 1.2 Strategy 2 —Actions 2.1, 2.2 Strategy 5 —Action 5.1 Strategy 6 —Actions 6.1, 6.2
4	Create a new north-south transit corridor through Cavendish, connecting three strategic interest sectors of Namur-De la Savane, the Côte-de-Liesse corridor, and Turcot-Lachine East.	Strategy 1 —Action 1.2 Strategy 2 —Actions 2.1, 2.2 Strategy 4 —Actions 4.2, 4.3 Strategy 5 —Action 5.1 Strategy 6 —Actions 6.1, 6.2
5	Recognize the transportation needs of older adults and incorporate them into the strategy.	Strategy 3 —Actions 3.1, 3.2, 3.3 Strategy 4 —Actions 4.2, 4.3
6	The ARTM should acknowledge municipalities as partners and leverage the close relationship they have with their residents to better understand local context and needs.	Strategy 2
7	Introduce and implement rules, guidelines and programs to incentivize developers to provide and finance transportation solutions along major transport corridors such as Décarie.	Strategy 2 —Action 2.2 Strategy 5 —Actions 5.1, 5.2, 5.3 Strategy 6 —Actions 6.1, 6.2
8	Follow global best practices by including large bike parking lots at multi-modal hubs and ensure that train cars and train stations are bike-friendly.	Strategy 4 —Actions 4.2, 4.3 Strategy 5 —Actions 5.1, 5.2

Les recommandations de l'OCPM qui identifient les solutions de transport et l'ARTM comme intervenante de premier plan méritent d'être soulignées :

Recommandation #19

La commission recommande à la Ville de poursuivre toutes démarches auprès de tous les partenaires visés afin qu'ils contribuent à réduire de façon significative la congestion routière endémique qui affecte le secteur Namur-De la Savane, et que l'ajout estimé de 200 000 nouveaux déplacements quotidiens pourrait encore aggraver. La mise en place de mesures incitant à privilégier l'usage des transports actif et collectif, ainsi que l'allègement des temps de transport pour les entreprises et les commerces du secteur, doivent figurer au premier plan des préoccupations de tous.

Recommandation #20

La commission recommande à la Ville d'aménager le raccord du boulevard Cavendish à la rue Jean-Talon Ouest en adoptant des mesures d'apaisement pour évacuer tout transit menaçant la sécurité de ses résidents, la quiétude du quartier et l'intégrité des milieux naturels.

Recommandation #24

La commission recommande à la Ville de poursuivre ses démarches auprès des instances concernées afin de mettre en place un plan de transport collectif interconnecté répondant aux besoins des résidents et usagers du secteur Namur-De la Savane. La commission recommande de mettre à jour les éléments de son plan de transport ayant trait au lien entre le centre-ville et Côte-des-Neiges, notamment l'implantation d'une desserte de tramway jusqu'à la station de métro Namur.

Recommandation #26

La commission recommande à la Ville de poursuivre ses représentations auprès de l'ARTM afin qu'elle prenne en compte l'augmentation des déplacements dans le secteur Namur-De la Savane pour évaluer la faisabilité d'implanter une gare de train à l'intersection de la ligne du CP et de la rue Clanranald.

Recommandation #27

La commission recommande à la Ville d'établir, avec l'ensemble des acteurs concernés, un réseau de mobilité active intégré et structurant pour tout le secteur entourant le quartier Namur-Hippodrome, afin d'assurer sa connectivité avec les divers points d'intérêt, les services et les lieux d'emplois. Ce réseau de mobilité active devra s'arrimer à la création d'un quartier inscrit dans la nature et privilégiant les circulations douces.

Recommandation #30

La commission recommande à la Ville de réclamer auprès des autorités responsables de la planification des déplacements en transport en commun et actif, la mise en place d'une formule intégrée de cocktail transport et d'en faire la promotion.



PAR COURRIEL (tabramovitch@cotesaintluc.org)

Montréal, le 9 décembre 2020

Ville de Côte St-Luc

A/S Madame Tanya Abramovitch
Directrice générale
Hôtel de ville
5801, boul. Cavendish
Côte Saint-Luc (QC)
H4W 3C3

Objet: Implantation d'une nouvelle gare EXO2 (Ligne Saint-Jérôme) sur le site du Centre commercial Côte St-Luc

Madame,

En tant que propriétaire du Centre commercial Côte St-Luc, nous travaillons depuis quelques années à la planification d'un redéveloppement majeur de notre propriété. Ce redéveloppement passe nécessairement par la création d'un nouveau pôle mixte de haute densité, résidentielle et commerciale, desservi par les infrastructures de transport en commun. Par-delà les différentes composantes d'un cocktail transport disponibles (autobus, auto-partage, réseaux vélos et piétons), il nous apparaît essentiel de prévoir l'ajout d'une station de la ligne de train de banlieue Saint-Jérôme aux limites du site.

Comme nous vous l'avons démontré lors de la présentation de notre projet, celui-ci est centré sur l'implantation de cette nouvelle gare, du développement d'un réseau de rues publiques et de transport actif et de l'ajout d'espace verts et communautaires. Ces aménagements bénéficieront, comme pour la gare, aux résidents du projet, mais aussi à la population de Côte-St-Luc (notamment la partie nord via un nouveau réseau de transport actif) et à celle de la partie nord de Notre-Dame-de-Grâce.

En support à cette nouvelle station, notre projet prévoit notamment :

- L'addition de l'usage résidentiel sur le site, et de typologies résidentielles variés, ce qui augmentera la population dans le rayon de marche de la nouvelle gare;
- Une connexion piétonne et vélo vers le secteur nord de Côte St-Luc, permettant un plus grand nombre de résidents d'avoir accès au site et à la gare;
- L'intégration d'un stationnement incitatif en usage partagé sur le site pour desservir les utilisateurs de la ligne EXO2;



- La bonification des espaces verts (publique et privées) sur le terrain, incluant une extension du parc Silverson, en ligne avec le corridor vert proposé par Hydro-Québec entre LaSalle et Saint-Laurent;
- La création d'un nouveau pôle civique avec des espaces de rassemblement et communautaires adjacents à la nouvelle gare;
- Un réaménagement des rues internes afin de promouvoir les liens intermodaux entre les lignes de bus rapides sur la rue Côte St-Luc et la nouvelle gare;
- Les services de proximité desservant à la fois les résidents du quartier et les utilisateurs de la ligne EXO2.

La vision de First Capital est de créer des quartiers « super urbains », mixtes et durables, centrés autour des services de transport public. Cette vision est pleinement alignée avec les objectifs de la Communauté métropolitaine de Montréal (CCM) et le Plan métropolitain d'aménagement et de développement (PMAD) d'orienter 60% la croissance démographique autour des aires TOD (Transit-Oriented Development) d'ici 2031.

Dans le but de réaliser le plein potentiel du site, d'en faire un quartier « super urbain » et TOD, l'implantation d'une gare au Centre commercial Côte St-Luc est essentielle. La densification du secteur et le développement des réseaux actifs autour et à destination de la gare permettront en retour le développement de l'achalandage de la ligne EXO2 et l'optimisation de son utilisation.

Nous demeurons disponibles pour collaborer avec la Ville de Côte St-Luc, l'ARTM et EXO afin de développer une vision de redéveloppement du site plus détaillée qui favorisera l'implantation d'une gare à Côte-St-Luc.

Soyez assurés que nous appuyons aussi toutes les démarches entreprises par la Ville pour soutenir l'implantation de cette nouvelle gare.

Veuillez agréer, Madame, mes salutations distinguées.

CORPORATION FIRST CAPITAL (CÔTE ST-LUC) INC.

A handwritten signature in black ink, appearing to read "Luc Fortin".

Luc Fortin
Vice-président Développement

cc. : Charles Senekal, Ville de Côte St-Luc

Please consult the memorandum presented by Decarie Square