

On n'a plus d'endroits où on peut mettre en commun. Et ça quand on est pris avec des difficultés financières, c'est vraiment important d'avoir un réseau avec qui on peut partager des choses.

3305 Donc, moi j'imagine que ce serait possible dans vraiment une innovation complexe de créer un secteur qui peut être assez haut de chaque côté, mais qui fait seulement le pourtour et qui utilise le centre en permaculture. Et la permaculture, en fait, quand on recherche ce concept-là, c'est un concept qui peut s'appliquer aussi à l'habitation qui s'applique aux sociétés. Donc, c'est vraiment un principe dans le fond d'écosystèmes, de comprendre quelle est la part de
3310 chaque intrant dans le système.

LA COMMISSAIRE :

Merci.

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LE PRÉSIDENT :

Bien, je vous remercie beaucoup de votre contribution, madame.

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Mme MAUDE CHANEL :

Merci.

LE COMMISSAIRE :

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Merci.

LE PRÉSIDENT :

La commission appelle M. Ammar Mahimwalla de Oroboro. Bonjour, monsieur.

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M. AMMAR MAHIMWALLA :

3335 Bonjour. Thank you for the opportunity to speak here. This presentation is part of a McGill planning group. There is 9 of us that are masters of urban planning students. And this report in the representation is sort of a brief summary of the work we did under the mandate of the City of Côte-Saint-Luc and the borough of Saint-Laurent as part of our school project the last semester.

3340 So, we really want to talk about expanding the focus to sort of, the Namur-De la Savane sector, which the Namur-Hippodrome sector a subsector. But while this planning initiative is much needed and a good start, we believe that expanding the focus to include a larger region would be able to solve some of the challenges that the Namur-Hippodrome sector currently faces.

3345 So, this is just sort of a brief or review of what I will be talking about. I am going to try and keep it really brief, although we have submitted our detailed report and if you have any questions, I will be happy to take those towards the end.

3350 One of the key challenges of course, is the sort of fragmented political jurisdictions which we all know of. This just symbolizes the different stake holders beyond the municipal governments as well, there is the railway industries, and the highways, MTQ, other stake holders that need to be considered in the planning initiatives.

3355 So, just a current context of the site where, currently it's really low density, primarily industrial land use orientations with the residential population set to expand by approximately 40 000 residents, if all of the 11 development projects that are proposed or currently in planning stages would be executed.

3360 This would also significantly expand the road and trips number of automobile, trips generated within the sector and so we need to carefully plan for this future use to accommodate the new residents, businesses and visitors to the sector in there.

We also just added a sort of a map to actually get a scale of these 11 large scale projects that are going to change the identity and visibility of the sector.

3365 So, some of the key challenges that we have sort of summarized that face the area, the Namur-Hippodrome sector as well within that, is a fragmented by physical and jurisdictional barriers. The current transportation infrastructure including autoroute 40, Décarie, and the CN and CP train tracks, create enclaves that sort of fragment mobility and accessibility between the different residential and employment areas in the area.

3370 Also, there is currently a lack of social and green space infrastructure in the area. Of course, there is low residential density currently, but as you can see, the surrounding areas have a distribution of these services and amenities. However, accessing these is still difficult in the area because of the highways and the other infrastructure barriers that were mentioned. So that is another key challenge if the residential population is going to be expanded in the future.

3375 Also, congestion on the major roadways and road network is currently a significant issue with most of this traffic flowing through the area, not really providing residents or local businesses with strong access.

3380 And along with that congestion and road network saturation comes accidents. So the safety for pedestrians and cyclists and this map sort of highlights the road accidents, incidents over the last five years that we have got from open source data, through the City of Montréal. And you can see particularly around the Namur Metro station, which is in red, shows the highest density of accidents.

3385 So, to address some of these challenges, we came up with a sort of a unified vision and coordinate concept plan that really speaks to addressing these challenges through a connected, livable and future-proof area.

3390 This is sort of a visual rendering of our concept plan that includes key strategies and interventions. And I will go over some of these key interventions just really briefly in detail, but the idea is to sort of connect and integrate this entire area in the future.

3395 So large scale active green network would include a biodiversity corridor and active green spaces that would connect in this enclave each of the developments within the sector. We also propose five new parks and underutilized or vacant land spaces currently in the area.

3400 And these biodiversity corridors would also increase the urban green coverage which would reduce the heat island effect, which the sector is currently facing significantly.

Also, it would connect with the blue bicycle networks because currently, we have noticed that the cycling networks surround the area really well, but within the sector itself, there is actually minimal cycling infrastructure with dedicated bike lane access.

3405 Also, our green network would connect toward other greening initiatives and the borough of Saint-Laurent with their biodiversity corridor as well as the Darlington green corridor in Montréal East. And so these would create wild life corridors and sanctuaries for animal and bird species to move freely across the areas.

3410 Other key intervention is really integrated transport network for the entire area and we think that this should focus on sort of an electrified public transport network. This is sort a preliminary route design that we have done, that would actually provide in hands transport connectivity in the areas that are currently underserved.

3415 The network would also connect to planned and existing lanes in the surrounding areas such as the REM, as well as the future potential Orange line extension.

Some of the new technologies that we have identified for this network are potential electric trams. And currently in China as well as in Coventry, UK, they are testing out very light rail

3420 forms of technology as well as also trackless trams that are actually guided by radar. And so you do not have the catenary wires. These technologies also provide significant cost. Benefits as well, which can be realized at a much more cost efficient scale.

3425 However, with our sort of network alignment, we realize that the current land used density does not justify this level of public transport investment. However, we believe that this would guide the future development of the area with the land use planning to accompany this transportation plan.

3430 Also trams, we realize that through studies a lot of people are hesitant to take the bus, especially older people and trams are much more comfortable where people feel that it's more like a train. And so this provide sort of a hybrid solution to overcoming bus, the downside of buses.

3435 Some of the other interventions that we have designed for the area actually include increasing permeability across the underpass, especially autoroute 40, where this is how it currently is oriented for cars and does not leave much room for pedestrians or cyclists. But this could easily and quickly be transformed to increase sort of public spaced and make it more appealing for pedestrians and cyclists to use. And of course because this is Montréal, we have also thought about winter solutions for the space.

3440 This is currently the Cavendish cul-de-sac, which is the area for the future planned Cavendish extension that of course they have been discussing for decades now. We all know it's coming soon. We actually would focus on prioritizing active and public transportation along Cavendish.

3445 Since this isn't a transportation roadway that currently exists, we believe that prioritizing active and public transportation would not actually make a large difference to vehicular traffic in the area and this would actually take a lot of people, a lot of cars and increase this sort of public realm in the area with future enhancements.

3450 Some of the other strategies we would like to propose also is just underpass solutions. This one could be along Clanranald Avenue that increases access from the Hippodrome site to Décarie Mall, which is just to the south of it. But currently you have to sort of walk around and it takes a significant additional time.

3455 While underpasses are sort of looked at as dark and unsafe places, with sufficient lighting, public space enhancements or public art installations, these can be made attractive and a good solution for everyday use.

3460 This is currently as well the Décarie crossing over from Jean-Talon. And we would actually support decking over this limited section off the expressway to create a public park as well as increase pedestrian and cyclist activities between Namur-Hippodrome which is going to concentrate a lot of family housing and social housing.

3465 So to encourage active transport connections to the Metro station, we believe that it is actually vital to create this green link.

3470 Here is a case study as well that we sort of looked at in Klyde Warren Park in Dallas, Texas, where a large section off the exposed motorway was covered up with a huge public park and social amenities that has actually enhanced the quality of life for the local neighbourhood.

Thank you for this opportunity to speak.

3475 **LE PRÉSIDENT :**

Thank you very much. You have a question?

LE COMMISSAIRE :

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Yes. I have one question. You made a very interesting demonstration of what we could do to improve the access to the Namur-Hippodrome sector. What opinion do you have regarding the development of the sector itself, because you showed us many pictures or drawings of whatever solution you would have for the Metropolitan or Cavendish or any other way to enter the area, but what about the area itself?

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M. AMMAR MAHIMWALLA :

Right. So the underpass actually is along Clanranald Avenue and that would actually come within the sector boundaries itself. So it would sort of connect where currently there is the Wal-Mart, if you can picture that. So it brings direct access across, underneath the train tracks to Décarie Mall. Because Décarie Mall is another site that is slated for redevelopment in the near future. So this would sort of disenclave these two developments.

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LE COMMISSAIRE :

So, your presentation was concentrated to the disenclavement of the area, but you don't have an opinion on the development of the area itself, in terms of housing and the roads and so on?

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M. AMMAR MAHIMWALLA :

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Right. So yes, in terms of sort of the development itself, we have tried to sort of step, take a step back and assumed that all the developments would go forward in their plans as proposed. But in terms of sort of land use patterns as well, we would like to see densification along those public transit corridors and also create new employment opportunities as well.

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So, we believe that there has to be a strong balance of both of those and employment in certain sectors that will be complimentary to residential developments, because if you look at some of the parks currently in the Triangle, there is still some industrial lots that have not been, that are not fully compatible land use with the high density residential neighbourhoods that have been created.

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So those are some of our broad scale recommendations for housing and of course we support more social housing and affordable housing within the area because this area actually represents quite good Metro access to jobs in the surrounding area. So keeping affordable housing within the area would be a good strategy.

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LE COMMISSAIRE :

Thank you.

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LA COMMISSAIRE :

Can you go back to the green network that you... Thank you. That went so fast. Anyway. How would you ensure the viability of the biodiversity because it's not because you put trees and green spaces that biodiversity would be viable. So, how would you ensure that?

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M. AMMAR MAHIMWALLA :

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So, that sort of takes on a lot of different strategies and involving biologists wildlife scientists, but really creating that infrastructure, creating those sort of connections within larger networks would increase that. So it would not be an island of biodiversity but if you connect it to the Saint-Laurent by a diversity corridor as well as Darlington, that would increase the chances

3540 for wildlife to actually sort of move through and repopulate these areas, because they have been industrial for a long, long time. So, it's not going to be an easy strategy, but this would enhance the opportunities.

LA COMMISSAIRE :

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Yes, I am sure. Thank you so much.

LE PRÉSIDENT :

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La commission appelle monsieur John Dohan, s'il vous plaît.

M. JOHN DOHAN :

Bonjour.

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LE PRÉSIDENT :

Bonjour, monsieur.

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M. JOHN DOHAN :

Ça va bien?

LA COMMISSAIRE :

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Oui.

M. DOHAN :

Alors... O.K. vous avez eu l'occasion de je présume, de jeter un coup d'œil là-dessus?