



FILIPINO GOLDEN AGERS ASSOCIATION OF MONTREAL AND SUBURBS (FILGA)

January 12, 2019

To: Commissions@ville.montreal.qc.ca

My name is Lilia Esguerra and I am the President of the Filipino Golden Agers Of Montreal. We are best known as FILGA and as

our name implies we represent seniors whose origins is in the Philippines. Our membership is comprised of more than 100 members who reside mostly in the Boroughs of cote des Neiges- Notre Dame de Grace and St. Laurent. Our members are concerned that the proposed Royalmount project will affect their quality of life and certainly affect their mobility.

We have already appeared at the Cote des Neiges- Notre Dame de Grace Borough council to tell the elected officials that we

Oppose the project and we profit tonight from your hearing in the neighborhood to share our concerns with you.

We see this project as just too large. It would be one of the largest developments in Quebec and it would be in a sector where the

Infrastructure is inadequate and where even with public investments in roads, the are would absolutely be saturated with traffic.

I invite the Commission members to drive along Decarie service road during rush hours. Northbound between Vezina and Jean Talon in the afternoon can take 10 to 15 minutes for this one block stretch. The intersection of Decarie and Jean Talon is problematic much of the day. Northbound traffic exiting the Autoroute to proceed east on Jean Talon must cut across 3 traffic lanes to turn right. Meanwhile northbound traffic wishing to access the Wal-Mart and shopping areas to the West of Decarie must do opposite, cutting across 3 lanes to turn left.

Further North the situation to enter the auto route Northbound just north of Pare is almost always backed up. The Southbound exit at Pare is a little bit better but these observations reflect the current reality. The Decarie-Metropolitan Interchange- highways 15 and 40- is the busiest roadway in Quebec with 360,000 vehicles a day.

The promoter states that the project despite an anticipated 25 to 35 million visitors will have little traffic impact and that many visitors will come by public transport. Rather we note that the project intends to have 8000 parking spots which will make it one of the largest parking places in Canada. Evidently the promoter is building this parking lot because it anticipates that people will come by car. We have taken note of the media reports that travel time on highways 15 and 40 will significantly increase at various times of the day. But that will also be the case for the service road. We risk gridlock. Southbound traffic wishing to access neighboring communities such as Hampstead and Cote Saint Luc already overflows onto residential streets and even bigger streets that provide an east west link to these communities such as Van Horne is already jammed at rush hour. We anticipate the number of cars attracted to the new project won't simply affect north of Jean Talon but also broad areas south of Jean Talon.

The Mayors of Cote Saint Luc and Hampstead and the Montreal Councillor for Snowdon have already made the same point. The Commission Needs to brush aside the promoter's claims as to the number of cars that this development will generate and understand that quality of life of large parts of west end of Montreal and its suburban neighbors will suffer should the development proceed.

Here is what we would like to see:

-that the urban plan for Montreal island be changed so that the Town of Mount Royal industrial park be redeveloped that only residential and office functions be allowed.

- that to reduce automobile traffic, lower emissions and prevent heat islands, that the Agglomeration of Montreal use whatever legal powers it may have to limit the number of parking places allowed in the redeveloped site so that no more than 1500 spaces be permitted.

-that regardless of whether the development proceeds or not the Commission recommend that the City of Montreal and the Minister of Transport work together to make Jean Talon- Decarie intersection functional.

Closing the exit on Highway 15 northbound at Jean Talon Street might be a potential solution. At least the traffic conflicts caused by vehicles crossing three lanes in 100 meters to head east or west must be solved.

-that the STM boost bus service in the area. We say there are too few buses on the 1612 route along Van Horne. Improving service on this line will be beneficial to Cote Saint Luc residents and cut car traffic. The STM should create a short line-a 161 x bus that shuttles those from west of Decarie to the Plamondon metro.

- we note that the 92 bus runs on the half hour and support an addition of service so that it operates every 20 minutes. The bus now crosses over Decarie to serve areas near the former Hippodrome. It could be extended a few blocks to provide a service to whatever replaces the industrial park.

-the number 17 bus runs as much as 37 minutes apart on weekdays and some 43 minutes intervals on Saturdays and Sundays. This route needs more service even in the current service. There is a number 17 stop at the corner of Decarie and Royalmount.

-while we do not see a large number of visitors coming to the mall be metro, we do not object to the promoter's proposed pedestrian walkway over the autoroute. We ask that the promoter pay the entire cost and that the Minister of Transport sign off assuring the safety of the walkway.

- There are other projects proposed for the area. The Westbury in Snowdon and a redevelopment of the Décor Decarie Mall in Cote Saint Luc. There needs to be coordination between the communities. We propose an inter municipal committee to assure that projects are build harmoniously and do not overwhelm this sector which is already struggling with too much traffic.
- -we support the rapid completion of the Cavendish – Cavendish link. There is no reason for Cote Saint Luc residents to have to drive to Snowdon and Cote des Neiges to head north and west. It adds to the

traffic congestion. It can relieve the situation in the sector and promote harmonious development.

- We do not feel that Town of Mount royal, the industrial park of which is enclaved by other cities should have the unilateral right to make the urban plan changes that affect everyone. If the Agglomeration Council cannot prevent this with its current powers, we recommend that it seek legislative changes that would permit it to impose conditions.
- Finally, should the project proceed in some form or other, we recommend a local hiring policy favoring persons from the affecting Boroughs of cote des Neiges- Notre Dame de Grace and St. Laurent to be considered in priority for employment.
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I thank you for this opportunity to address us.