

**Brief presented to the Commission permanente du conseil
d'Agglomération de la Ville de Montréal sur le plan de
transport**

By Dr. Bernard Tonchin
August 30, 2007

Mr. Chairman and Commissioners:

My name is Dr. Bernard Tonchin, residing on the Island of Montreal in the suburb of Cote St. Luc since 1961. I come here this morning as a concerned senior citizen to regarding the extension of Cavendish Blvd. – an ongoing problem since 1961 – 46 years.

After 25 years of study, 6 years of promises and then again 2 years of study by an engineering task force, the City of Montreal has ignored its promises and its time line to build the Cavendish corridor to connect the West Island through Ville St. Laurent and the City of Cote St. Luc to be completed in 2012.

Regardless of all the studies done in 1981, 1988, 1992, 1995, 1996 and 2000, must I remind you that in December 2004 5 million dollars was earmarked by Montreal for an engineering task forced named “Project Bureau on Cavendish Extension”. The Bureau was put in place in August 2005; different studies October 2005 to August 2006; before preliminary project February 2006 – October 2006; study of the environmental impact October 2006 – September 2007; avant – projet definitive July 2007 – December 2007; plans et devis (estimate) 2008 – 2009; tenders 2009; aménagement et construction 2009 – 2012 at which time the extension was to be completed

I have a letter that was sent to me on May 6, 2006 from Marc Blanchet, Le directeur du transport, planification et grands projets of the City of Montreal. A copy of this letter “Projet de raccordement du boulevard Cavendish” was sent M. Yves Provost, directeur general adjoin, SITE.

Dollard des Ormeaux, Town of Mt. Royal, Hampstead, Cote St. Luc and Montreal felt the agreement was in place. Ville St. Laurent was also a partner in this agreement. All but St. Laurent are either going to or have already presented briefs. Conspicuously absent with his remarks is St. Laurent’s Mayor, Mr. Allan De Sousa an executive member of Mayor Tremblay’s team. (St. Laurent voted not to demerge)

As Mr. Applebaum is Chairman of this Commission, Councilor Warren Allmand will present a brief on behalf of CDN/NDG. Others who will be presenting briefs are:

Mayor Steinberg - Hampstead

Mayor Housefather – CSL

Councilor Berku of Cote St. Luc made her presentations on August 22nd and August 29th.

There are many benefits for the opening of Cavendish, as you will see from all the presentations.

In 2005 the City of Montreal agreed that the Cavendish-to-Cavendish link was vital. Maintaining its priority, a schedule was worked out which I mentioned previously and is enclosed with this brief to the Commission (hold up the schedule). In all sincerity and honesty do we really need the return of streetcars in Old Montreal, Park Avenue and Cote Des Neiges? (Ugly wires overhead, streetcars in the middle of the road and tracks to slow traffic). (elaborate) Why not take an example from Ottawa – they have double or tandem buses.

In 1961, the one underpass on Cote St. Luc Road was the sole exit and entrance for the City of Cote St. Luc. Then Cavendish was extended and as the cities of CSL and Hampstead expanded, Fleet Road from Van Horne and the Cavendish underpass was built that opened the city of CSL to the north. The citizens were hoping at this time that there would be a Cavendish extension, which now stops at the train tracks at Cavendish north.

The letter of May 8, 2006 outlining the schedule for the realization of the Cavendish project left many citizens ecstatic. It did not matter to me if it was a direct route or through the Town of Mt. Royal as proposed by Mayor Libman of CSL who was also a member of the Montreal City Council (when merged) and on ^{the} your executive committee (holding a portfolio) ^{of} Mayor Tremblay.

All these studies and staff time spent on the drawing of routes and studies cost taxpayers money. The longer it takes to build the more expensive the cost will be and if the cost goes up, so do municipal taxes.

Cavendish Mall was built because there was hope that the extension would prevail. Today, that mall is dire trouble thanks to false promises. An agreement is a word and your administration reneges on agreements and has no word. The renaming of Park Avenue, proposed by the Mayor, proved to you that citizens do have a say – can protest and they remember when election time comes. If your administration continues to be dishonest, does not honour commitments and does not respect agreements, then it is not worthy of re-election.

The Provincial Minister of Transport and other participants recognized the Cavendish extension as a priority for which the Mayor received praised at the 2002 city summit. It was a priority on the urban master plan of 2001 for many reasons. Three of which are: 1. revitalization of commercial real estate

2. revitalization of real estate in the area the extension would serve
3. promote further real estate, particularly in the future site of the hippodrome, which was recently sold and will be closed shortly.

There are reasons as well, and Cavendish must be opened to make these feasible. Of course this would also give CSL another north south exit that would also benefit St. Laurent and the West Island (we remember how the citizens of CSL were locked in during the flood in the summer of 1987).

As the commission knows and will hear in further briefs there is no reason, logic or justification to delay this expansion any further. I know deep in your hearts you agree as planned and outlined in the letter of May 2006. Why double-cross the municipalities concerned? Mr. De Soussa, a member of the current executive committee and Mayor of St. Laurent which voted to remain merged, is now awfully quiet on this issue although he knows that this project has to be started now.

I, as well as many citizens who are parents and grandparents, would like this extension to be open so that the congestion on Decarie would reduce the time going north and south, also reducing exhaust emission and being more environmentally friendly.

Just to remind the commission, Mr. De Souza and Mayor Tremblay's own brother, Mr. Marcel Tremblay, seconded the resolution supporting the original time frame (which I showed you) as proposed by the CDN/NDG Borough.

Mr. Applebaum, as Mayor of CDN/NDG and Chairman of this committee, I am pleased to submit this brief with its copies for distribution so that when you and your committee discuss this matter sensibly and impartially, and realize the key is to do the will of the citizens and that is to open Cavendish as outlined. All the parties concerned agreed this. Do we really have to suffer further, sitting in more traffic jams, burning more fuel, idling in our vehicle and continue to pollute and ruin the environment? You agreed to open the extension, you submitted a schedule, 5 municipalities and the Provincial Government agreed on the time frame. Stick to the agreement, be honest, open the route, and do not go back on your word.

Service des infrastructures, transport et environnement
Direction du transport, planification et grands projets
700, rue Saint-Antoine Est, bureau 1.104
Montréal (Québec) H2Y 1A6

Le 8 mai 2006

Monsieur Bernard Tonchin
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H4W 1Z7

Objet : Projet de raccordement du boulevard Cavendish

Monsieur,

Tel que demandé lors de l'assemblée du Conseil d'agglomération du 27 avril 2006, nous vous faisons parvenir le calendrier de réalisation du projet Cavendish.

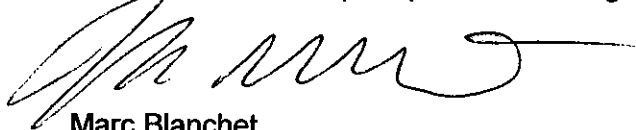
Calendrier de réalisation du projet

Le projet sera réalisé selon le calendrier suivant :

Mise en place du bureau de projet	Août 2005
Étude d'opportunité	Octobre 2005 - Août 2006
Avant-projet préliminaire	Février 2006 – Octobre 2006
Étude d'impacts sur l'environnement	Octobre 2006 – Septembre 2007
Avant-projet définitif	Juillet 2007 – Décembre 2007
Plans et devis	2008-2009
Appel d'offres	2009
Aménagement et construction	2009-2012

Nous vous remercions de l'intérêt que vous manifestez pour le projet et vous prie de recevoir, Monsieur, nos salutations distinguées.

Le directeur du transport, planification et grands projets,



Marc Blanchet

c.c. M. Yves Provost, directeur général adjoint, SITE