

**BRIEF ON THE PROPOSED SECOND ENTRANCE TO THE VENDÔME STATION**

SUBMITTED TO THE COMMISSION FOR THE PUBLIC CONSULTATION REGARDING THE VENDÔME PROJECT BY THE VENDÔME VILLAGE ASSOCIATION ON BEHALF OF THE UNDERSIGNED RESIDENTS

5 March 2017

To the Commission Members,

There is no doubt that public transportation is key to the future of major cities like Montreal. The number of people using public transportation will continue to grow and the STM predicts that by 2021 the number of customers using the Vendôme intermodal transit hub will grow to 18 million annually. In this context, a multi-modal station like the Vendôme Station is of great importance to the city.

However, public transportation is more than the subway and the train and it is vital to keep in mind all the many different ways that people come and go in and out of the station. On this point, the proposed project falls short as it fails to consider the following points:

- **Kiss ‘n ride:** A multimodal transportation hub means that people are constantly being dropped off and picked up from the station. Most train stations have drop off and pick up zones (a.k.a Kiss ‘n ride). The Vendôme station does not have a zone dedicated for the drop off and pick up of passengers and this is a problem which will only get worse in the future as the ridership increases. Currently, cars dropping off and picking up riders are using the residential streets, in particular Vendôme and Marlowe, for this purpose. Residents are regularly unable to enter their own private driveway as there is always someone blocking the entry with an idling car, waiting to pick someone up from the station. The new Vendôme Station must reserve space for the drop-off and pick-up of passengers.
- **Taxis:** Neither the current nor the future station includes a taxi stand. This is a problem and in 2015 the borough installed a taxi stand on Vendôme near De Maisonneuve in front of a number of homes. This was quickly terminated following strong protests from the residents who complained about the noise and pollution from the taxis idling in front of their homes all day and all night. It is important that the project include space for a taxi stand on De Maisonneuve.
- **Car-sharing:** Increasingly, we are seeing car-sharing programs such as “car-2-go” and “communauto” pop-up as urban living makes private car ownership unnecessary. In these programs cars are parked near main transportation sites where users pick them up and drop them off at their convenience. When organized properly, they seamlessly link trains, subways and buses with automobile transportation. Currently, there are many cars from these companies already parked in Vendôme Village. These cars are not allowed to park in Westmount and therefore

the bordering streets in NDG such as Grey and Vendôme are popular sites for these cars. They have a universal parking sticker and take up parking space, which is reserved for residents. As these cars become increasingly popular and the ridership at the Vendôme station increases, it is important that there be dedicated parking for these vehicles (including electrical vehicles) at the station.

- Cyclists: Located along the De Maisonneuve bike path, the Vendôme Station is an important station for *bixi* bicycles. However, the proposed changes will reduce the amount of space available in front of the station where the bicycles are currently located. In addition, when deciding where to locate the bixis, one has to think about cyclist safety at this hub that brings together buses, cars, pedestrians, and cyclists.
- Pedestrian safety: The addition of the second entry will reduce the amount of space available in front of the station. The new entry is located very close to the sidewalk; much closer than the existing station. The argument for this is that the MUHC wishes to have access to 5100 De Maisonneuve, however, this is a privately owned building and while it is currently rented by the MUHC, it is not part of the hospital. One has to think about pedestrian safety at this hub that brings together buses, cars, pedestrians, and cyclists. Priority should be given to pedestrian safety and there should be sufficient space in order to absorb the 18 million riders that are expected to use the station by 2021.

Based on the above, it is important that the proposed project ensure that it has sufficient space in order to function safely and effectively. This means that it must be low in density.

When building a structure of this importance for the city, it must also be aesthetically pleasing. While the proposed project is light and bright, it is not in harmony with the existing metro station. These two buildings will be side-by-side and can be viewed all the way from Sherbrooke Street. There is no reason why the new building cannot complement the existing structure and create a station that is not only functional but beautiful as well.

It is our sincere hope that you will take our concerns into consideration.

Sincerely,

Residents of Vendôme Village

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Philip LeMaistre

2030 Marlowe

Elaine Roy  
+ James Roy

2035 Marlowe

2045 Marlowe

Susan Friel

2051 Marlowe

2051 Marlowe

Beverly King

2049 Marlowe

2039 Marlowe

2119 Marlowe

Marian Ellen King  
Mario Melillo

Mark Brown

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JAMES LUCK	P.P. <i>[Signature]</i>	2078 VENDÔME
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LARRY KARASS	P.P. <i>[Signature]</i>	2045 GRAY.
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