

**ANNEXE ICONOGRAPHIQUE AU  
MÉMOIRE DE DAVID HANNA SUR  
LE QUARTIER BONAVENTURE**

Autoroute Bonaventure et viaduc du CN aujourd'hui. Noter le grand complexe New City Gas dans la courbe du viaduc



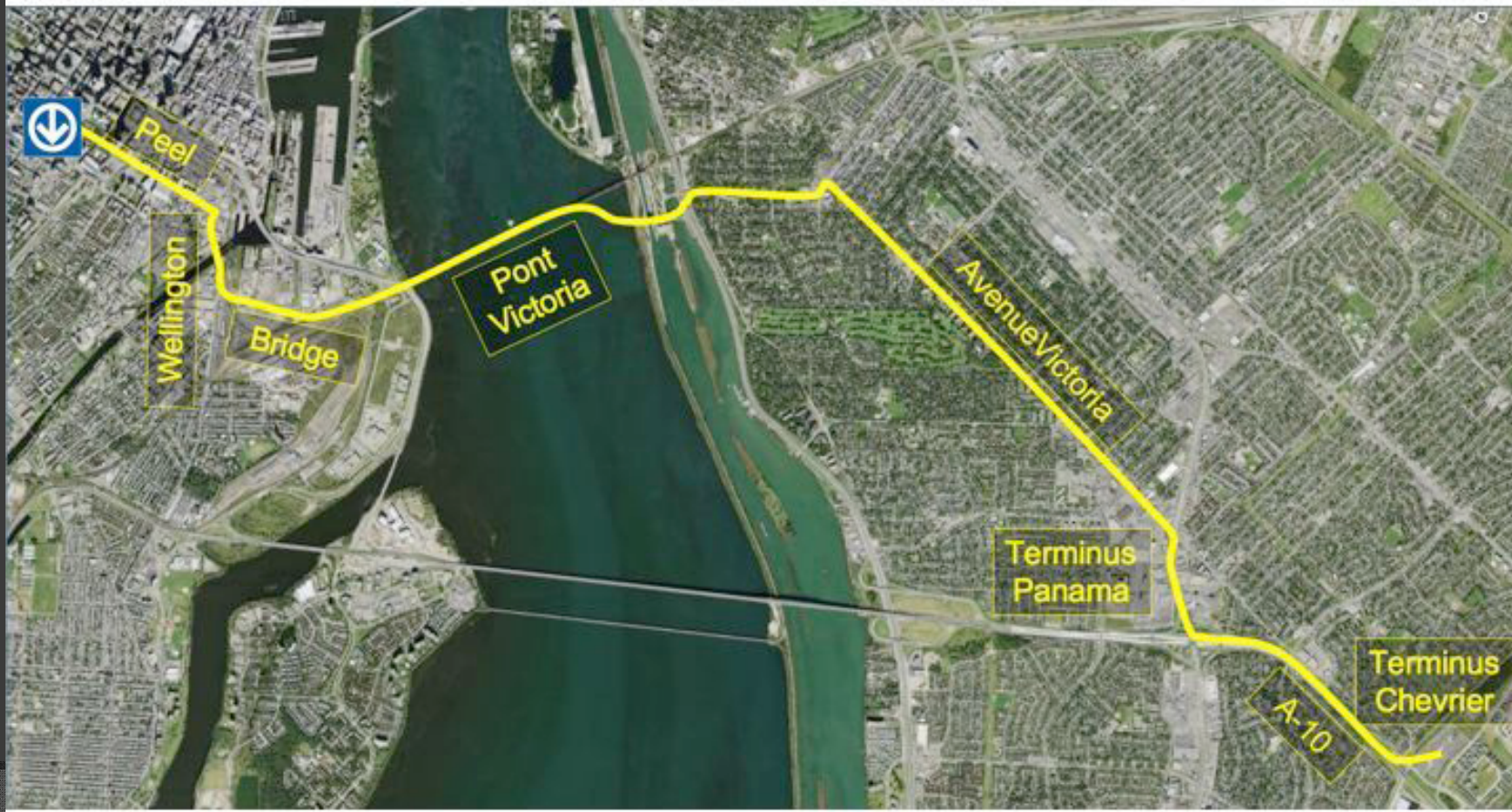
Le quartier Bonaventure tel qu'imaginé. Noter la troublante disparition du plus ancien bâtiment du New City Gas



Circuit proposé pour un SLR allant du centre-ville vers la Rive-Sud via le Pont Victoria et le stationnement Chevrier: le circuit le plus court et le moins couteux avec bretelles déjà en place autour de l'écluse St-Lambert

Une solution transport collectif réellement d'avenir pour la Rive-Sud

**Une ligne Tramway / Tram-Train longue de 14 km liant la station de  
Métro Peel au terminus Chevrier, via le pont Victoria**



Tramway M&SC embarquant sur le porte-à-faux du Pont Victoria allant vers la Rive-Sud dans les années 1950

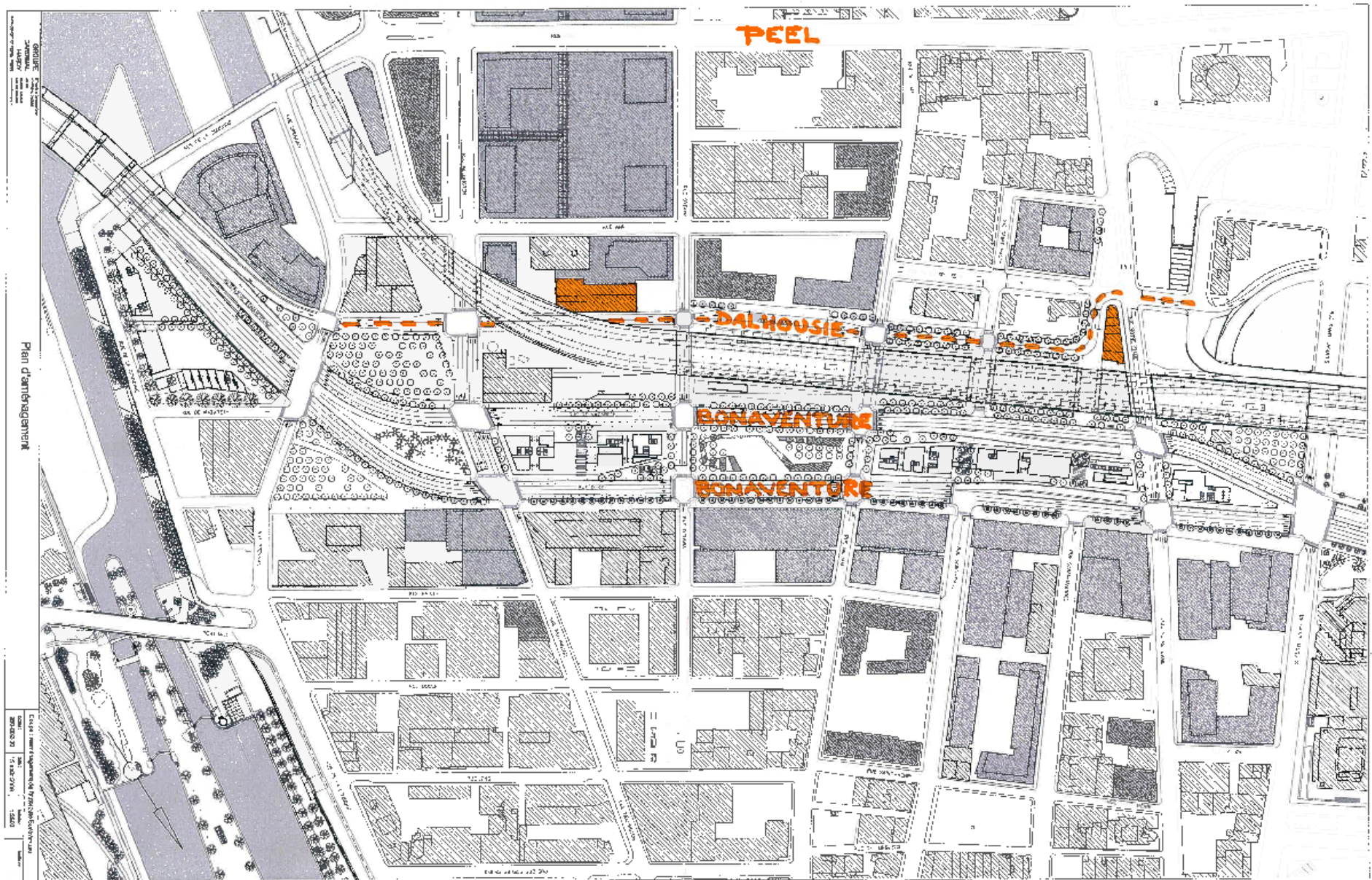


California  
State Museum

Détail du porte-à-faux sous les passages routiers du Pont Victoria:  
les SLR passeraient seulement sur la partie solide à gauche.



# Plan du Corridor d'autobus Dalhousie avec le New City Gas et l'édifice Rodier identifiés en orange

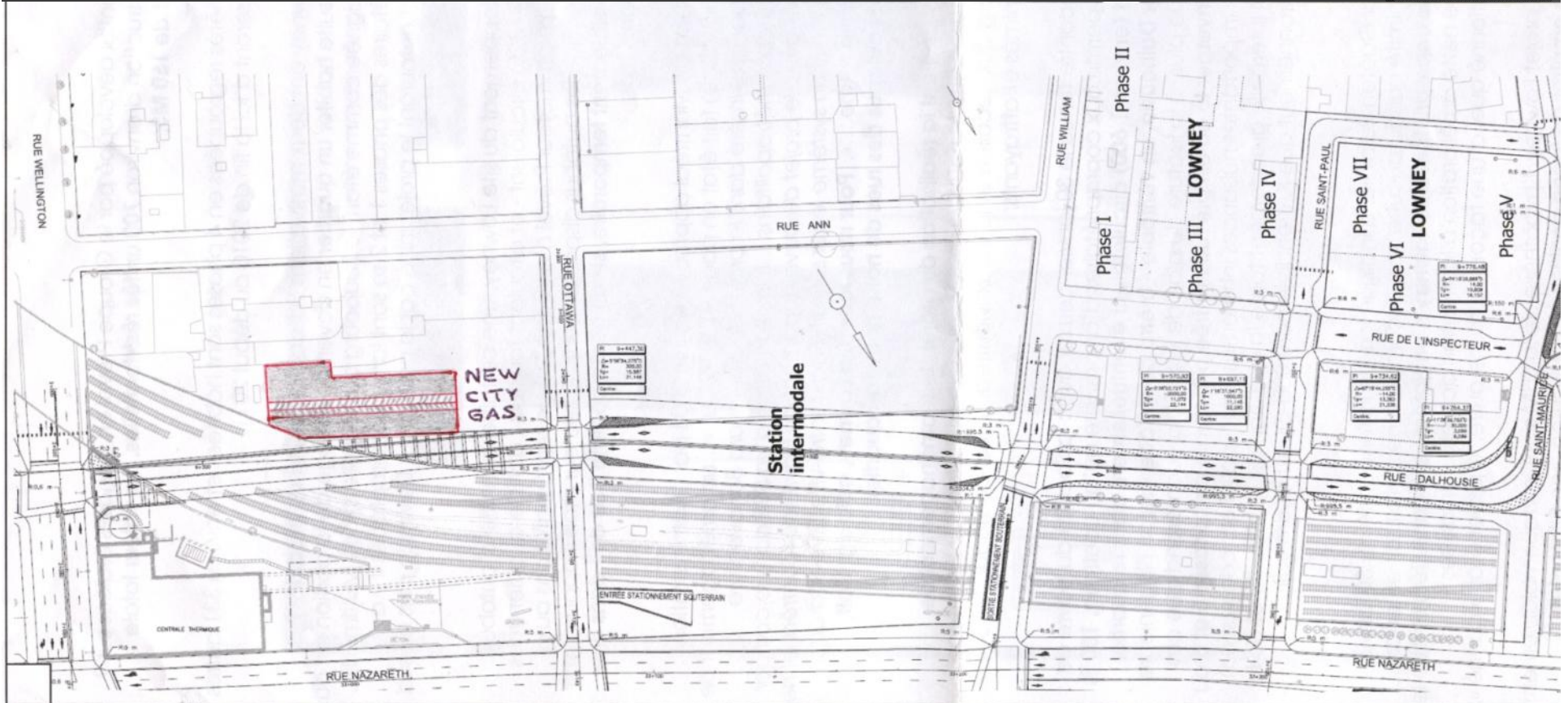


Usine New City Gas de 1848 exhaussée d'un nouveau toit avec clairevoïe en 1861;  
le tunnel Dalhousie serait percé ici





# Plan de la structure en béton du tunnel Dalhousie plaquée devant la façade du New City Gas de 1848



Façade néo-grecque en pierre de taille du New City Gas, contre laquelle on apposerait les immenses pieux et poutres du tunnel



Édifice Rodier (1875): édifice signature à l'entrée traditionnelle du centre-ville de Montréal sur la rue Notre-Dame (à droite)



Gooderham Building (1892): édifice signature à l'entrée traditionnelle du centre-ville de Toronto sur la rue Front



L'alignement d'autobus actuelle sur le circuit secondaire de la rue Inspecteur (environ 350 bus par jour); devinez l'image quand il y en aura 1600 ici. Le Lowney's est à gauche et l'édifice Rodier à droite



La dernière maison de l'historique Faubourg des Récollets (807-809 rue St-Paul), une authentique maison néo-grecque unifamiliale construite en pierre de taille en 1842 pour la classe moyenne émergente, en face du Square Haymarket. Démolie durant l'été 2009 par la Ville pour la SHM



# Autobus circulant sur le futur boulevard Bonaventure, tel que prévu dans les plans d'origine



# Déclaration de la SHM du 9 janvier 2010 à savoir que le projet du corridor d'autobus Dalhousie est coulé dans le béton !

## Bus corridor is route of conflict

GAZETTE 9 JAN 2010

The Société du Havre de Montréal is open to "realistic changes" to its plan, but André Bouthillier, a spokesman for the harbourfront development agency, said some of it is set in stone, including its most controversial component, the new Dalhousie St. bus corridor, to be used by about 1,400 buses per day.

The SHM says 700 buses now drive through the area daily.

Six other routes for transit were studied, all of which were ruled out.

Some would have interfered with other projects in the works (like a proposed Peel St. tramway). Other routes – including putting reserved lanes on the boulevards (Duke and Nazareth) to replace the highway – would have caused traffic bottlenecks, Bouthillier said.

Also, the other routes studied would have increased travel times for South Shore commuters, he said.

The SHM estimates the corridor

would shave one minute from the travel times of South Shore commuters, saving \$1 million for transit agencies.

Neighbourhood residents, the most vocal being owners of condos in the Lowney's complex, oppose the corridor.

It will increase traffic and pollution in the area, make it difficult for pedestrians, and endanger 19th-century heritage buildings, said resident Jeff Dungen, spokesperson for the Committee for the Sustainable Redevelopment of Griffintown, made up of local residents and property owners.

Currently, the elevated Bonaventure Expressway keeps cars off residential streets. Once the highway is removed, some of those cars will end up driving through residential streets, exacerbating the bus problem, Dungen said.

Yesterday, the Southwest borough council, controlled by the opposition Vision Montreal, came out against the cor-

ridor, saying it's far too expensive. Citing city figures, the council said it would cost only \$30 million simply to add reserved bus lanes on Duke and Nazareth Sts., which are to be widened to four lanes.

Critics point to several other logical transit alternatives that would cost the same (or less) and be just as effective or more so (see map above).

The SHM says if its plan is put in place, 3,800 fewer cars would reach downtown per day during the morning rush hour. About 2,800 of those motorists would switch to buses; the other 1,000 are motorists from the Champlain Bridge who would use the Turcot Interchange, then take the Ville Marie Expressway instead of the Bonaventure to reach points east or elsewhere.

But David Hanna, a UQÀM urban studies professor, said the plan would increase car traffic because it would add to the overall number of lanes.