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GETS Reference No. - N° de référence de SEAG PW-$MTC-775-12934	
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EE010-151057: EARTH OBSERVATION

AMENDMENT No. 002

THE FOLLOWING ANNEXES ARE ADDED AND THEY ARE AN INTEGRAL PART OF THE REQUEST FOR PROPOSAL:

ANNEX C: Use of Earth Observation Technology for Acquiring Data on the Use of Access Points to the St. Lawrence River .

ANNEX D : Map of sites that offer access to the St. Lawrence

- All other terms and conditions remain unchanged -

Travaux publics et Services gouvernementaux Canada
Public Works and Government Services Canada

Canada

Use of Earth Observation Technology for Acquiring Data on the Use of Access Points to the St. Lawrence River

Prepared by: **Environmental Services**
Public Works and Government Services Canada
Quebec Region

For: **Canadian Space Agency**

May 2014

1.0 BACKGROUND

Various recreational activities are carried out on the St. Lawrence River and along its shores, including walking, nature watching, swimming, pleasure boating and fishing. The Shoreline Access Coordination Committee (CCAR), which was established under the St. Lawrence Plan (Phase IV) and dissolved in 2010, conducted an inventory of St. Lawrence River public access points and their uses in collaboration with various stakeholders. The inventory revealed a number of limitations associated with the acquisition of data on access points through field visits relating to accessibility, travel costs, etc. In order to develop a precise, detailed inventory of the various access sites (e.g., monitored beaches, docks, marinas, boat launches, ice fishing sites or marine mammal watching sites) and locations (namely cities, open or remote areas), a number of difficulties must be overcome.

In 2011, the Professional and Technical Services group of Public Works and Government Services Canada (PWGSC) developed, in collaboration with CCAR, a public access database based on the inventory conducted by CCAR. Wherever possible, the information was also validated and updated by various local stakeholders. Although CCAR is no longer active, shoreline accessibility continues to be a priority of the St. Lawrence Plan's Comité de suivi de la pérennité des ouvrages.

Some of the inventory data was published on the website of the St. Lawrence Global Observatory (SLGO) on October 2013. Some data could not be posted for reasons associated with accuracy. The main issue is the correspondence between the geodetic points provided by local stakeholders and the actual location of the access points. The inaccuracies could be due to GPS user errors or data entry errors.

One of the methods for acquiring data on access to the St. Lawrence River is the use of satellite images, which unquestionably have the potential to determine the location of public access points and their uses.

The Canadian Space Agency (CSA) coordinates all civil, space-related activities on behalf of the Government of Canada. In support of this role, it established the Government Related Initiatives Program (GRIP), which focuses on Earth observation (EO) systems for land, ocean, and the atmosphere to enhance government services.

Within the framework of GRIP, PWGSC developed a project aimed at showing the potential of EO technology to identify and help inventory data on access to the St. Lawrence.

The EO technology project is being implemented in phases over three fiscal years, namely 2013-2014, 2014-2015 and 2015-2016:

A) Prioritization of needs in the area of validation of data on public access points to the St. Lawrence River and their uses (including ice fishing and marine mammal watching sites) and development of the methods and protocols required for interpretation of satellite images.	• A.1 Identify the types of access points for which additional information is required (13-14). • A.2 Prioritize the access points identified on the basis of their observation potential using EO technology (13-14/ 14-15). • A.3 Identify the necessary methods and protocols for interpreting the satellite images on the basis of information needs associated with prioritized access points (14-15).
B) Validation of the method and protocols developed	• Implement the methods and protocols within the framework of the pilot exercises (14-15). • In collaboration with local partners, validate, enhance and refine the methods and protocols on the basis of the results of the pilot projects (14-15).

C) Implementation of the demonstration project	• Conduct the observation of priority access points to the St. Lawrence River (15-16). • Acquire, interpret and compare the satellite data, and enter the results into the St. Lawrence Plan database on access points (15-16).

This document presents the results of steps A.1 and A.2, namely:

- A.1 Identify the types of access points for which additional information is required;
- A.2 Prioritize the access points identified on the basis of the potential for their observation using EO technology.

2.0 APPROACH

The 2011 inventory of public access points to the St. Lawrence River (hereafter referred to as "the inventory") identifies the St. Lawrence River itself and 11 of its tributaries considered priorities under the St. Lawrence Action Plan, namely the L'Assomption, Batiscan, Bonaventure, Chaudière, Jacques-Cartier, Ottawa, Richelieu, Saguenay, Saint-François, Saint-Maurice and Yamaska rivers.

The public access points are divided into 10 categories: riverbanks and beaches, docks, boats launches, marinas, safe harbours, waterfront parks, lookouts, ports, rest stops and water aerodromes. There are six types of use—boating, swimming, nature watching, recreational fishing, cycling, and hiking—and two types of facilities, namely rest areas and recreational sites.

With respect to ice fishing, there is no information on the river access points used. Although a number of associations exist along the St. Lawrence River, specific usage patterns are unknown.

Marine mammal watching is regulated and the watching sites are documented and well-defined on the internet sites of various non-profit organizations, such as GREMM.

2.1 Access to riverbanks

In order to be able to carry out Phase B of the project (Validation of the methods and protocols developed), it must be possible to compare the use of EO technology in various types of environments and for various types of access.

To facilitate the process, the types of access points that may be observed using EO technology will be validated, documented, and standardized using uniform terminology. One of the difficulties anticipated is the validation of the uses which, at first glance, would require identification of human presence at the time the satellite sensor passes over the area in question. This activity must take account of temporal and seasonal variables (winter versus summer, weekday versus weekend), which can complicate data acquisition and analysis.

The various environments in which the access points are located can also have an impact on the degree of visibility on the satellite images:

- Tributaries (restricted spaces) versus the vast shorelines of the St. Lawrence River (larger spaces)
- Denser urban environments versus isolated but more open sites.

In this context, various environments will be used for validating the suitability of using satellite images and determining the optimal parameters for their use. All definitions of access points will be adjusted for the photo-interpretation of the tributaries and stretches of the St. Lawrence River.

2.2 Ice fishing

Ice fishing is of particular interest with respect to EO technology. Little information is available on the usage of ice fishing sites and the activity is normally carried out over vast areas. The fate of the facilities at the time of spring thaw is also largely undocumented. The use of satellite images could contribute to documenting ice fishing activities over a large area with limited field visits.

We anticipate that thermal emission from heated huts in the middle of a cold environment is a parameter that may enable detection of the huts. This situation would therefore include a temporal variable that will be validated during the development of the methodology.

2.3 Marine mammal watching

Tourist interest in whale watching must be reconciled with the regulations aimed at protecting large marine mammals. In 2007, Fisheries and Oceans Canada (DFO) released the *Guidelines for Best Practices for Watching Marine Mammals in Quebec*. The guidelines are intended for the general public and are designed to minimize the risk of disturbance. In 2002, the Saguenay–St. Lawrence Marine Park, in consultation with scientists and boat operators, introduced the *Marine Activities in the Saguenay–St. Lawrence Marine Park Regulations*. They include a moratorium on the growth of the industry, provisions for the issuance of permits, and rules for approaching marine mammals. An alliance was also formed between marine tour businesses, the co-managers of the marine park, and the Groupe de recherche et d'éducation sur les mammifères marins (GREMM) to ensure responsible practices and the sustainable development of whale watching activities. EO technology could potentially be used to acquire data on the visitation rates of whale watching sites and on whale watching practices.

The monitoring of marine mammal watching businesses is the responsibility of stakeholders charged with ensuring compliance with the regulations. To ensure the relevance of the data potentially acquired using EO technology, stakeholder interest will be verified before pursuing this aspect any further.

3.0 IDENTIFICATION OF SECTORS

3.1 Access to riverbanks

During the analysis of the CCAR database, it was observed that most access points identified along the tributaries are associated with visible infrastructure accessible from the road. This was also true of the St. Lawrence River access points, most of which were identified near cities and towns.

The geology of the area along the St. Lawrence River and its tributaries appears to influence the types of access points and their locations. The St. Lawrence lowlands sector, with its flat terrain punctuated by the occasional hill, allows for easier access to the St. Lawrence for all types of use. The majority of the area has an elevation of less than 100 m, and largely corresponds to the geological province of the St. Lawrence Platform. On the south shore, it also incorporates the least rugged part of the Appalachian geological province.

By contrast, the Canadian Shield—a vast expanse of bedrock punctuated by hills separated by incised, rectilinear valleys and overlooked by huge massifs—and the rugged part of the Appalachians (Gaspé Peninsula), which consists of hills and mountains, restrict access to the St. Lawrence. Historically, access points in these sectors were urbanized by fishermen who settled in the area in the days of colonization. As a result, the access points are generally associated with fishing activity.

3.1.1 Tributaries

The Richelieu, St-Maurice, and Saguenay rivers and, to a lesser extent, the Chaudière River, are the tributaries that have a high degree of diversity in terms of the categories of access points. These rivers were historically used as key commercial waterways. In the case of the Saguenay and St-Maurice rivers, virtually all of the access points are located in cities or towns with access to the river. This is understandable given the geographic location of the rivers, which are contained within a mountain

corridor of the Canadian Shield. Along the Richelieu and Chaudière rivers in the St. Lawrence lowlands, a number of access points, such as boat launches, appear to be historical roadside access points that are not necessarily associated with a city or town.

The access points to the Batiscan, St-François and Yamaska rivers are primarily associated with accommodation facilities and marinas. Although they are not cut off by geological features and although road access is available over virtually their entire length, most of the inventoried access points to those rivers are in or near population centres.

The Nicolet, Jacques Cartier, L'Assomption, Bonaventure and Ottawa rivers (Abitibi sector) are the tributaries with the lowest number of inventoried access points. In contrast to the rivers mentioned above, these tributaries were not historically used as commercial waterways (except for the Ottawa River, for which the small number of access points could be explained by the remoteness of the large urban centres). With the exception of the Ottawa River, which is a branch of the St. Lawrence, the majority of access points are located at the mouth of the rivers at their confluence with the St. Lawrence (or Baie des Chaleurs in the case of the Bonaventure River). The Jacques-Cartier and Bonaventure rivers do not have road access. They are located for the most part in natural environments, namely the Canadian Shield and the Appalachians, respectively. In contrast, there are roads along almost the entire length of the Nicolet and L'Assomption rivers, as well as the portion of the Ottawa River in Abitibi (in the St. Lawrence Lowlands).

3.1.2 St. Lawrence River

Côte-Nord is the administrative region that has the largest number of inventoried access points (626 points, all activities combined), followed by Gaspésie–Iles-de-la-Madeleine, with 544 access points. For the reasons described above, essentially all of the points are associated with the presence of cities and towns. Given that these access points are associated with a number of uses, there are more entries for these regions. Abitibi-Témiscamingue is the administrative region with the fewest number of inventoried access points. In this region, all points are located along the Ottawa River (8 points, almost all of them ports).

The St. Lawrence River can be divided according to the predominant type of access points. The region west of Montreal (excluding Lac des Deux Montagnes) is characterized primarily by marinas and boat ramps. The Montreal region, including the North Shore (Laval) and the South Shore (Montérégie), is characterized by riverfront parks. From the eastern tip of the Island of Montreal to the Batiscan River, the main access points, on both the north and south shores of the St. Lawrence River, are boat launches associated with docks and marinas. From the Batiscan River to the eastern tip of Île d'Orléans, riverfront parks and shoreline access points (or beaches) are predominant. In the administrative regions of Chaudières–Appalaches and Bas-Saint-Laurent, the main access points are associated with rest areas (e.g., campgrounds). Physical access points (marinas, riverfront parks, shorelines) are restricted almost exclusively to cities and towns. A similar situation exists on the North Shore and along the Gaspé Peninsula.

3.2 Ice fishing

According to the Quebec Department of Tourism, the most heavily used access points are the open sectors of the St. Lawrence River that have an accessible shoreline and shallow waterfront, such as Lac des Deux Montagnes, Lake Champlain, Lake Saint-Pierre and Lake Saint-Louis. With respect to the tributaries, the Saguenay Fjord and Sainte-Anne River, near Trois-Rivières, are popular ice fishing sites.

3.3 Marine mammal watching

The North Shore of the St. Lawrence, between the Saguenay River and Baie-Comeau, is recognized as a critical marine mammal feeding area.

4.0 PRIORITIZATION OF SECTORS

4.1. Access to riverbanks

As mentioned above, different types of environment must be assessed in order to be able to determine the effectiveness of the use of satellite images. Sites must be selected in such a way as to include all types of access points present. If the satellite geographic coverage is limited, it may be necessary to select a specific area in each sector.

4.1.1 Tributaries

The types of access points primarily found along the tributaries are associated with marinas, boat ramps, docks, and to a lesser extent, waterfront rest stops and shore access.

In order to be able to validate the potential of EO technology to identify access points, a pilot tributary will be used by photo-interpretation specialists. The sites found via photo-interpretation will then be validated by means of field observations. The tributary must therefore be accessible and must have a number of access points. The Richelieu River, from the St. Lawrence River to Lake Champlain, would be selected as the pilot tributary because of its large variety of access points and its accessibility via Route 133.

Once the identification methodology has been developed, one or more test tributaries must be selected to validate the method. The tributary selected must have some degree of diversity in terms of types of access points.

The presence of a road access is a valuable financial and technical criterion for the identification of the test-tributary. However, this aspect should not be a requisite condition. Rivers can also be accessed by other means (bike paths, walking paths) that are often not visible on conventional maps. Given the distance between the tributaries analyzed (particularly those located in different administrative regions), the collaboration of stakeholders who may have an interest in the project will be sought. As a result, upstream consultation with stakeholders will be important to confirm the prioritization of our choices.

The L'Assomption River between the St. Lawrence River and Saint-Félix-de-Valois or the Chaudière River between the St. Lawrence River and Sainte-Marie would be our first two choices due to the presence of cities and towns alternating with natural environments along the rivers. The characteristics of these rivers in near-urban areas suggest that there may be non-documented access points at a number of locations.

If road access turns out to be an important parameter from a technical and financial viewpoint, the Nicolet River, from the St. Lawrence River to the points where it crosses Highway 20, or the Saint-Maurice River, from its mouth at its confluence with the St. Lawrence River to Parc de la Mauricie, would be excellent choices. Their degree of accessibility and their location in a relatively natural environment along part of the shore are significant advantages. Located in areas of relatively high population density, these tributaries would be particularly valuable for validating access points characterized by minimal human infrastructure (riverfront park, beach, etc.).

If financial and technical resources are available, the portion of the Ottawa River in Abitibi would be particularly attractive for validating access points that are known only locally, in an area of lower population density. Most of the inventoried access points for this region are ports. It should be relatively easy to confirm these access points, which are visible structures along the river's edge. The large distance between the structures and the proximity of a section of Route 101 to the river suggests that there could also be undocumented boat ramps at various locations.

4.1.2 St. Lawrence River

As with the tributaries, a pilot sector of the St. Lawrence River will be selected to enable photo-interpretation specialists to validate the potential for identifying access points. The majority of the access points to the St. Lawrence River (primarily marinas, shore access, riverfront parks and docks) are associated with the presence of cities and towns. In order of priority, the cities of Métis, Kamouraska or Lévis are characterized by a diversity of access points associated with a moderate urban concentration and partial shoreline development and are easy to access for purposes of validation in the field. Owing to its size, the entire area of the selected city could be targeted by the project.

Once the identification methodology is developed using the same approach and under the same conditions as those used for the tributaries, a number of test sectors will be selected for validation.

The first potential area would be the area between Port Lewis and Dundee, which is located at the southwesternmost point of the St. Lawrence River in Quebec. Various types of access points are identified in this portion of the river, which is occupied by small urban hamlets. The many access channels to the St. Lawrence associated with these hamlets offer a high level of potential for validation of the method in a semi-open environment.

The second choice would be the Lac des Deux Montagnes sector, between Kanesetake and Saint-André-D'Argenteuil. There are very few access points identified in the inventory for this sector. As with the section of the Ottawa River in Abitibi-Témiscamingue, these access points are primarily associated with urban ports. The small number of urban concentrations along this part of the lake, the proximity of Route 344 to the lake and the lake's popularity with Quebecers suggest that there are also undocumented boat ramps in some locations.

Most of the shorelines of areas with high urban concentrations, such as Montreal, Longueuil, Trois-Rivières and Quebec City, have been developed. Although the concern regarding shore access within their territories is recognized, the main type of access identified for these sections of river in the inventory is riverfront park. This type of access is under municipal or provincial jurisdiction and is well documented. It would be more valuable to identify access points in sectors located at greater distances from large centres, such as the eastern tip of the Island of Montreal, the area west of the Port of Quebec or the sector between the outlet of Lake Saint-Pierre and downtown Trois-Rivières, where the potential of finding private boat ramps is higher.

If the financial and technical resources are available, the Côte-Nord and Gaspésie sectors could also be analyzed. However, most of the identified access points in these areas are related to harbours or marinas that are primarily associated with fishing or pleasure boating. The identification of preferred areas could be done in consultation with local organizations.

4.2 Ice fishing

As with the preceding aspect, a pilot area will be selected to enable the photo-interpretation specialists to establish the identification method. The preferred sector is that of Lake Saint Pierre, where various ice fishing associations exist. Owing to the small size of the associations, it would be possible to effectively identify a known use area without having any "background noise" associated with the cumulative effect of heat emitted by the huts. Lake Saint-Louis is the preferred test area because of the small number of ice fishing associations and because it is an area where the accessibility of the lake would increase the potential of finding independent huts.

4.3 Marine mammal watching

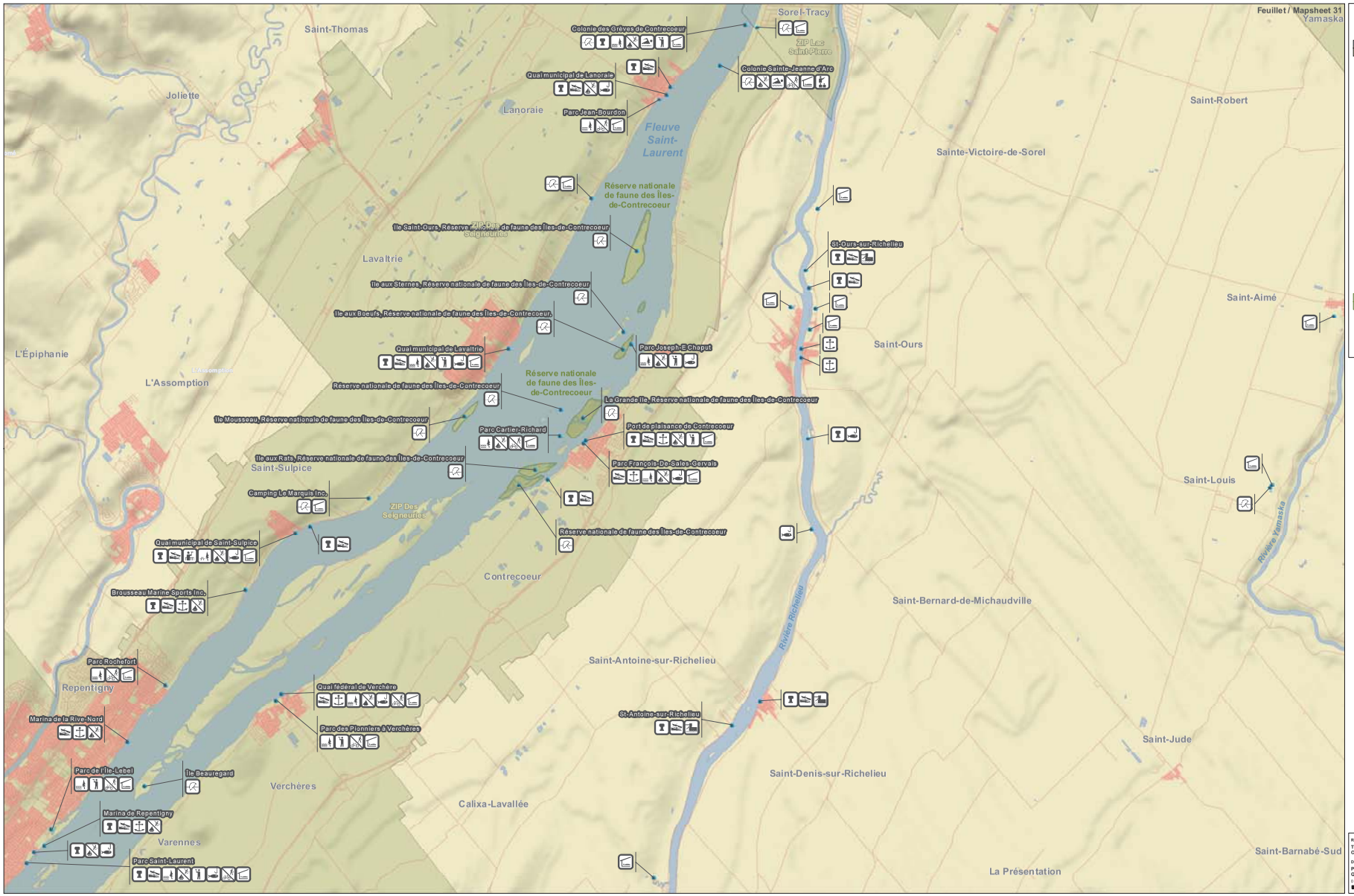
According to the maps of GREMM and the Quebec Department of Tourism, the sector slightly east of the mouth of the Saguenay River is a popular marine mammal watching site. It is also the site with the highest concentration of tour boats. It is therefore the sector that will be selected.

5.0 NEXT STEPS

The next step will involve the assessment of the sensor already identified in Phase I, along with other new sensors with potential in terms of the study objectives. The availability of radar sensors will be verified and their potential to be used in the project will be validated.

During the step consisting of the development of the methodology and validation protocols, dialogue and coordination meetings will be held with the various stakeholders already involved in developing the inventory. They include the Quebec Department of Municipal Affairs, Regions and Land Occupancy (MAMROT) and various St. Lawrence ZIP committees. Coordination will be essential for taking into account their interest in the development of the project, validating the data to be acquired on a priority basis and discussing a possible collaboration at the in-situ satellite data validation phase.

Accès au Saint-Laurent / Access to the St. Lawrence



Feuillet / Mapsheet 31

Région de Lajemmerais / Lajemmerais Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
- Parc riverain / Waterfront Park
- Belvédère / Lookout
- Halte routière / Rest Stop
- Port / Port
- Hydrobase / Water aerodrome

Usages / Uses

- Nautisme / Boating
- Baignade / Swimming
- Observation de la nature / Wildlife Observation
- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

- Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

Août / August 2013

Réalisé par
Travaux publics et Services gouvernementaux Canada - Région du Québec

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Public Works and Government Services Canada - Quebec region

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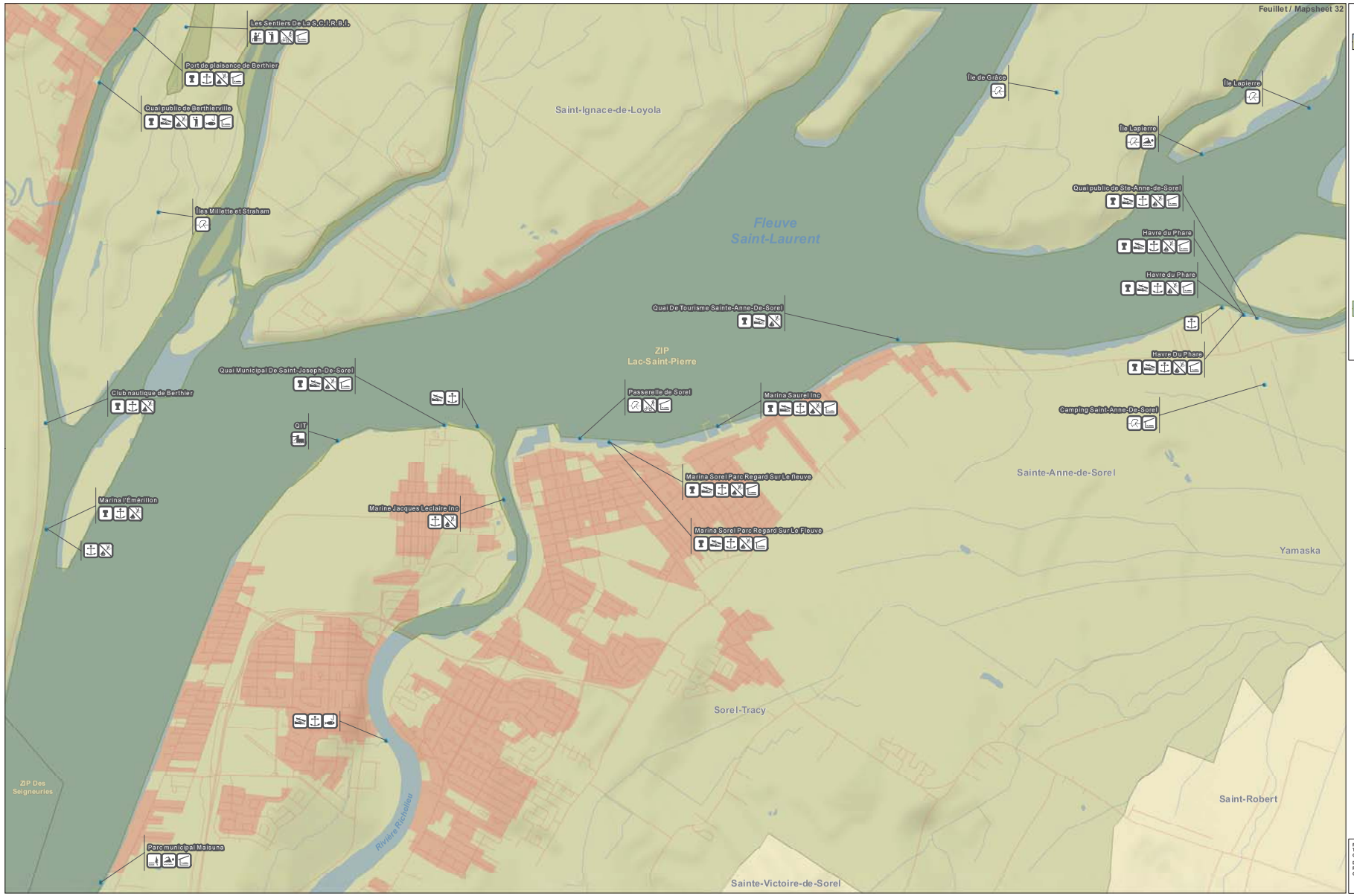
Canada

Québec

Accès au Saint-Laurent / Access to the St. Lawrence



Région du Bas-Richelieu
Bas-Richelieu Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
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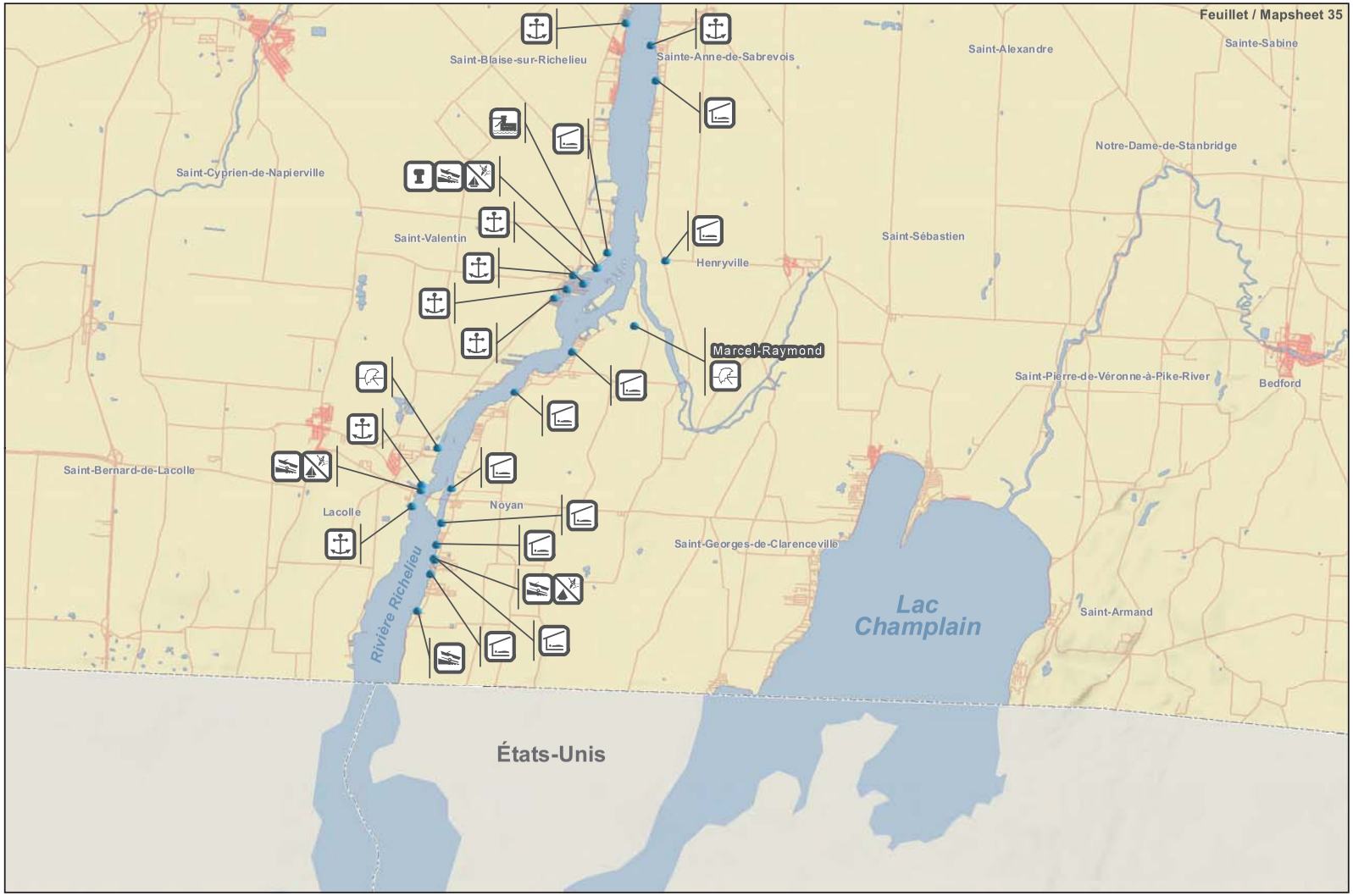
Accès au Saint-Laurent / Access to the St. Lawrence



Région du Haut-Richelieu
Haut-Richelieu Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
- Parc riverain / Waterfront Park
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Août / August 2013

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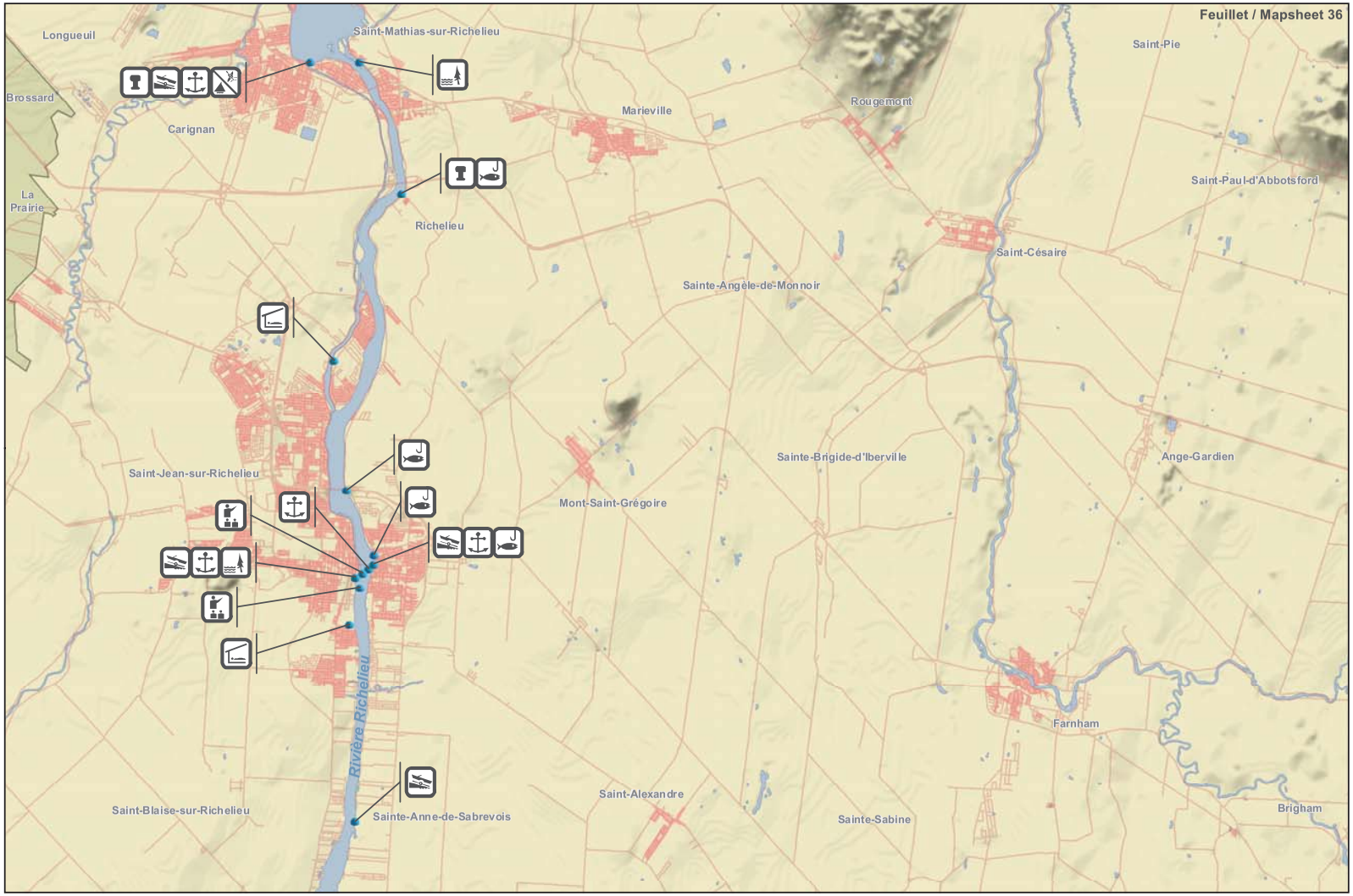

Région du Haut-Richelieu
Haut-Richelieu Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
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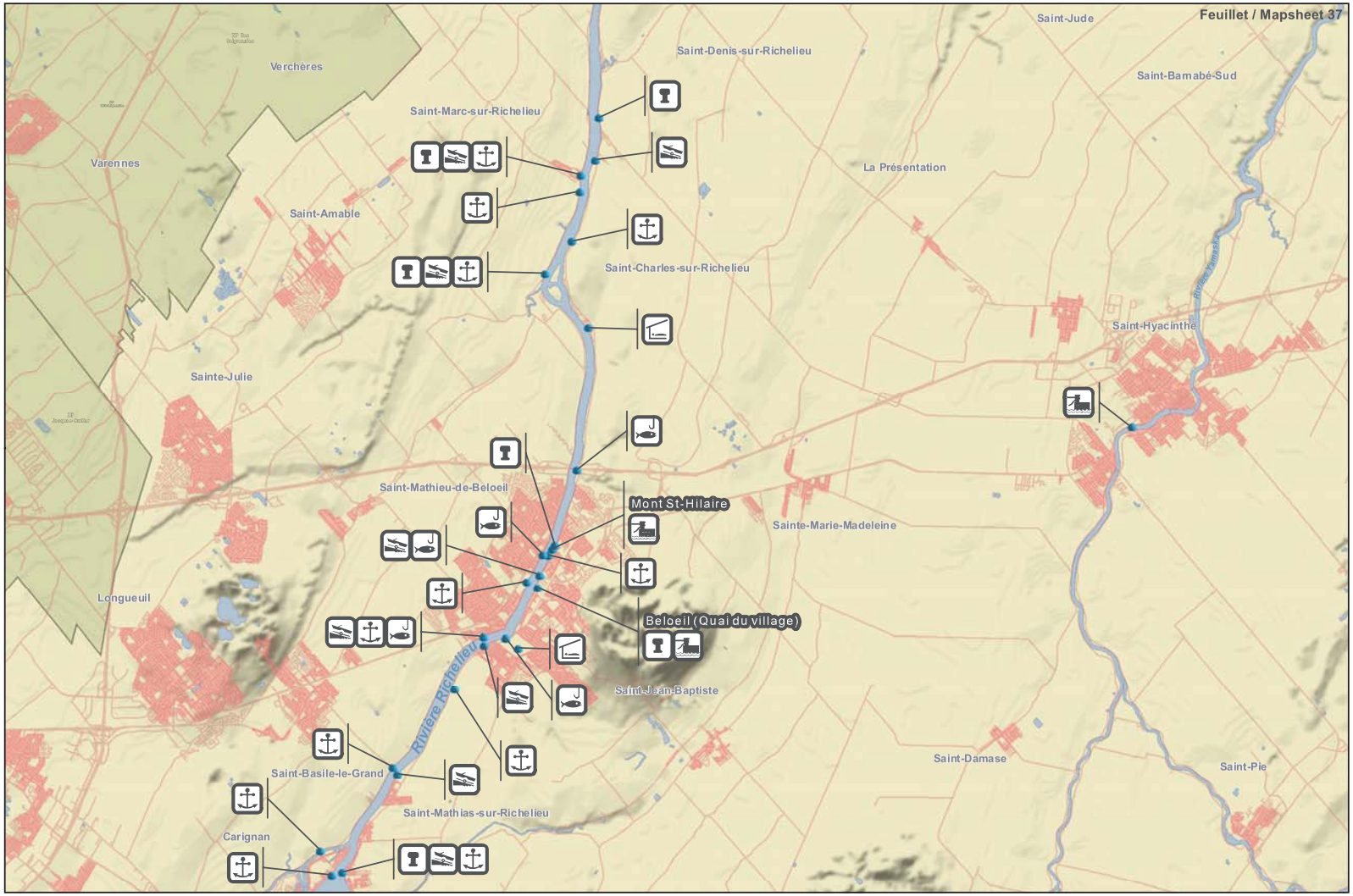


Région de La Vallée-du-Richelieu
La Vallee-du-Richelieu région

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
- Parc riverain / Waterfront Park
- Belvédère / Lookout
- Halte routière / Rest Stop
- Port / Port
- Hydrobase / Water aerodrome

Usages / Uses

- Nautisme / Boating
- Baignade / Swimming
- Observation de la nature / Wildlife Observation
- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

- Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

Août / August 2013

Conception et réalisation
Travaux publics et Services gouvernementaux Canada - Région du Québec
Design and production
Public Works and Government Services Canada - Quebec region

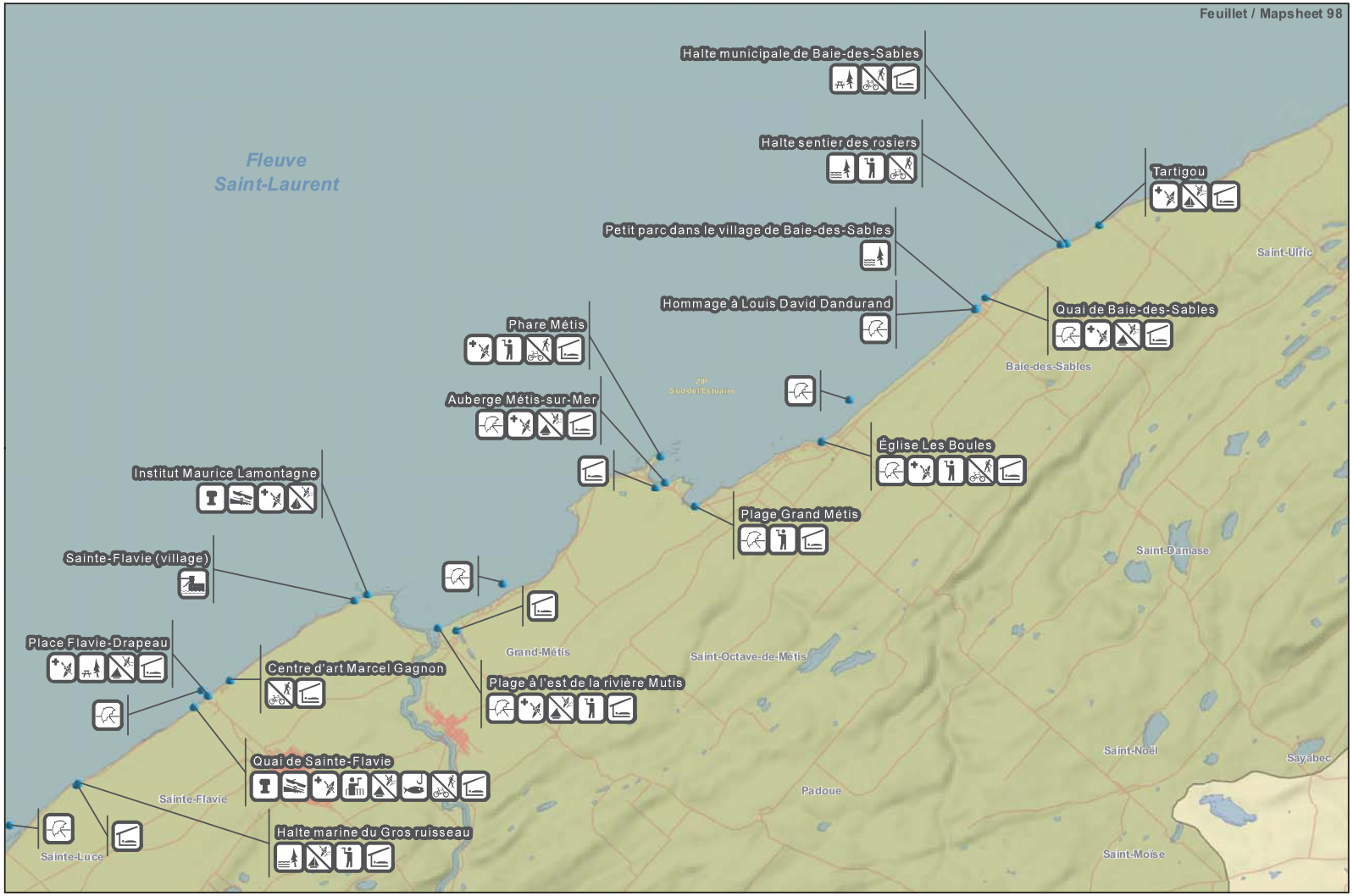
0 0.75 1.5 3 4.5 6 km

Canada

Québec

Accès au Saint-Laurent / Access to the St. Lawrence

Feuillet / Mapsheet 98



Région La Mitis
La Mitis Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
- Parc riverain / Waterfront Park
- Belvédère / Lookout
- Halte routière / Rest Stop
- Port / Port
- Hydrobase / Water aerodrome

Usages / Uses

- Nautisme / Boating
- Baignade / Swimming
- Observation de la nature / Wildlife Observation
- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

- Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

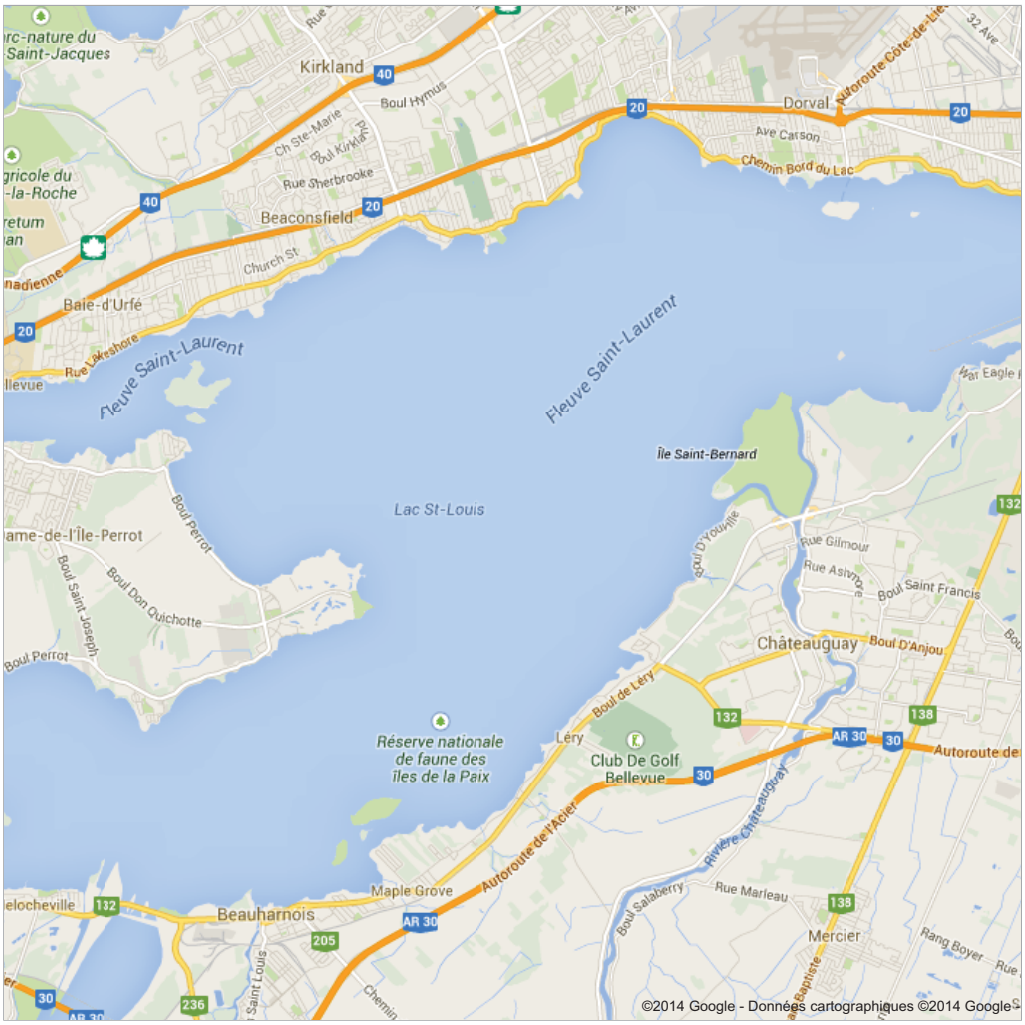
Août / August 2013

Conception et réalisation
Travaux publics et Services gouvernementaux Canada - Région du Québec
Design and production
Public Works and Government Services Canada - Quebec region

0 0.75 1.5 3 4.5 6 km

Canada

Québec


Kirkland
Dorval
Beaconsfield
Baie-d'Urfé
Fleuve Saint-Laurent
Fleuve Saint-Laurent
Île Saint-Bernard
Lac St-Louis
Châteauguay
Réserve nationale de faune des îles de la Paix
Club De Golf Bellevue
Léry
Maple Grove
Beauharnois
Mercier
Autoroute de l'Acier
Boul Perrot
Boul Don Quichotte
Boul Saint Joseph
Boul Saint Francis
Boul D'Anjou
Boul de Léry
Rue Marleau
Boul Salaberry
Rivière Châteauguay
Ave Carson
Chemin Bord du Lac
Rue Sherbrooke
Church St
Rue Gilmour
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Rang Saint Charles
Rue Principale
Rang Philibert
Rang Fontarable
Rang Barthelémy
Rang Beaupré
Rang Lamy
Chemin des Acadiens
Rang Saint-Nicolas
6e Rang
Pointe-du-Lac
Rue Notre-Dame O
Yamachiche
Avenue Royale N
Louiseville
Route Gérin
Rang des Soixante
Maskinongé
Nicolet
Rang du Boulevard O
Nicolet Bird Sanctuary
Route Marie Victorin
Route Pépin
Chemin des Huit
Baie-du-Febvre
Rang du Pont Bois
Rang Saint Louis
Rang du Chenal Tardif
Rang de l'Île
Chemin du Pays Brûlé
Rang de la Grande Plaine
Rang Saint Joseph
Pierreville
Rang Saint Jacques
Rang Saint-Antoine
Rang Picoui
Route de l'Église
Chemin du Chenal du Moine
Rang du Grand Chenal
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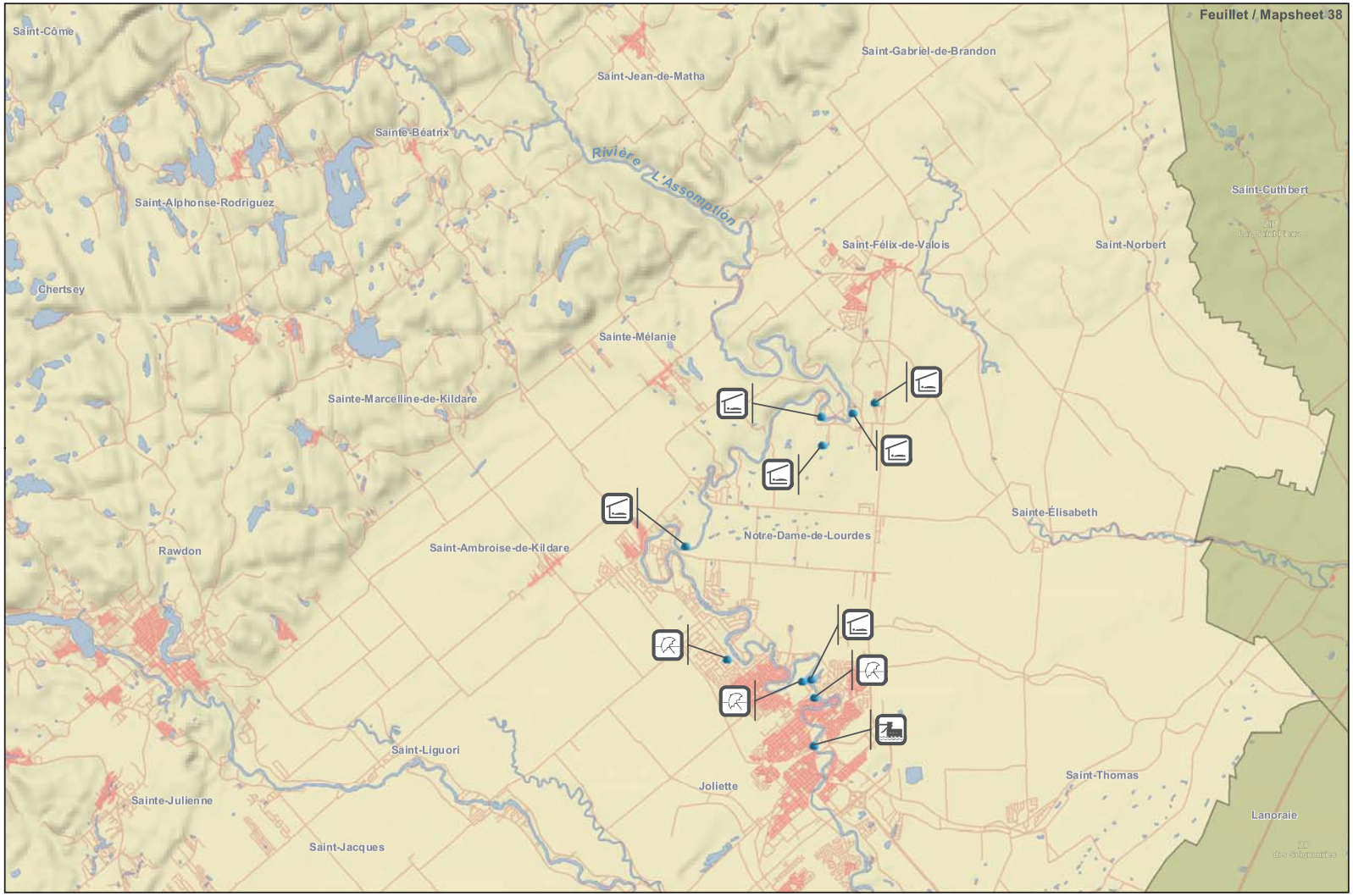
Accès au Saint-Laurent / Access to the St. Lawrence



Région de Joliette
Joliette Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
- Parc riverain / Waterfront Park
- Belvédère / Lookout
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- Port / Port
- Hydrobase / Water aerodrome

Usages / Uses

- Nautisme / Boating
- Baignade / Swimming
- Observation de la nature / Wildlife Observation
- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

Août / August 2013

Conception et réalisation
Travaux publics et Services gouvernementaux Canada - Région du Québec
Design and production
Public Works and Government Services Canada - Quebec region

0 0.75 1.5 3 4.5 6 km

Canada

Québec

Accès au Saint-Laurent / Access to the St. Lawrence

Région de Lévis
Levis Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
- Parc riverain / Waterfront Park
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- Port / Port
- Hydrobase / Water aerodrome

Usages / Uses

- Nautisme / Boating
- Baignade / Swimming
- Observation de la nature / Wildlife Observation
- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

Août / August 2013

Réalisé par
Travaux publics et Services gouvernementaux Canada - Région du Québec

Design and production
Public Works and Government Services Canada - Quebec region

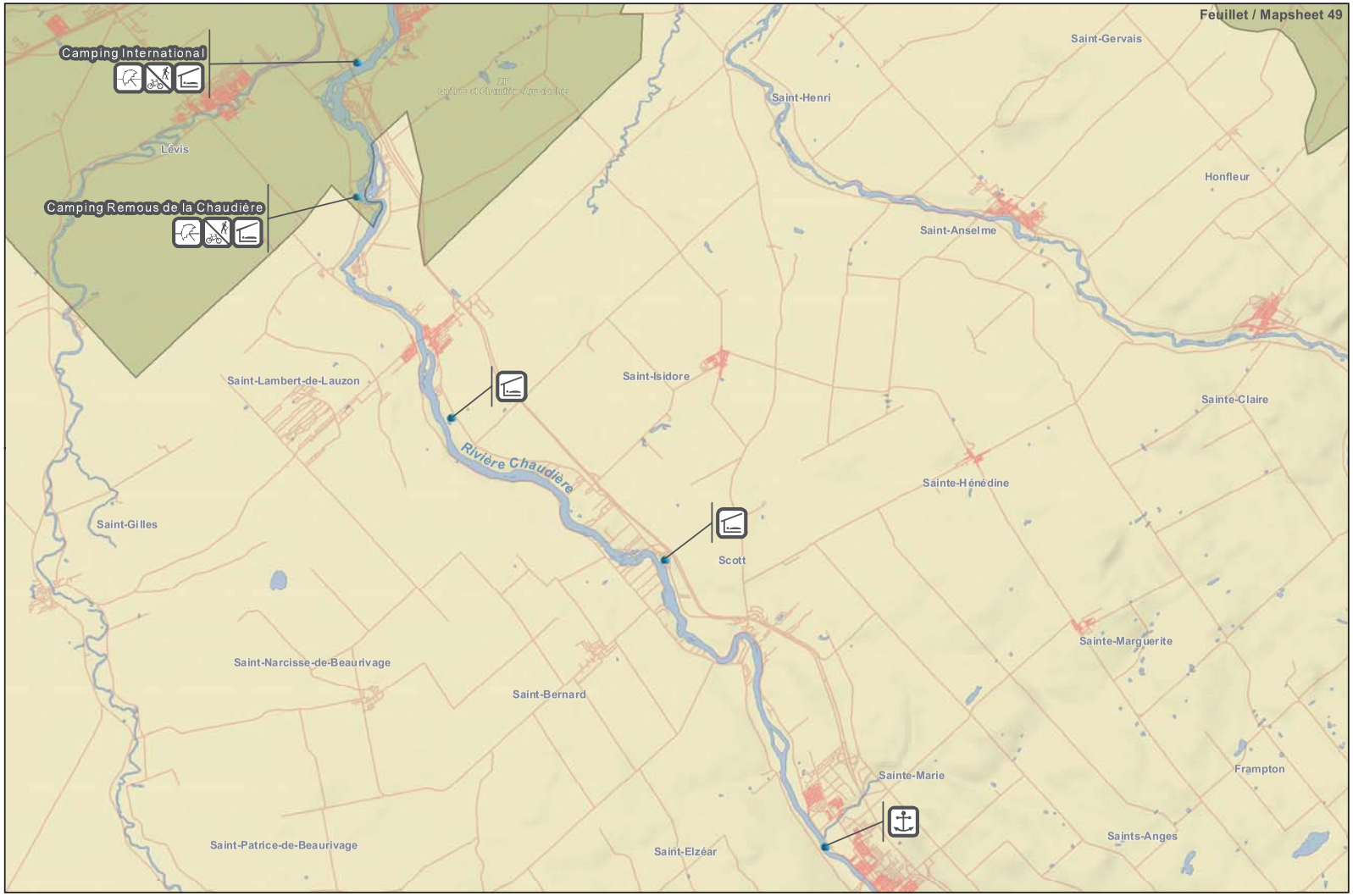
0 0.125 0.25 0.5 0.75 1 km

Canada

Québec

Accès au Saint-Laurent / Access to the St. Lawrence

Feuillet / Mapsheet 49



Région de La Nouvelle-Beauce
La Nouvelle-Beauce Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
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- Hydrobase / Water aerodrome

Usages / Uses

- Nautisme / Boating
- Baignade / Swimming
- Observation de la nature / Wildlife Observation
- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

- Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

Août / August 2013

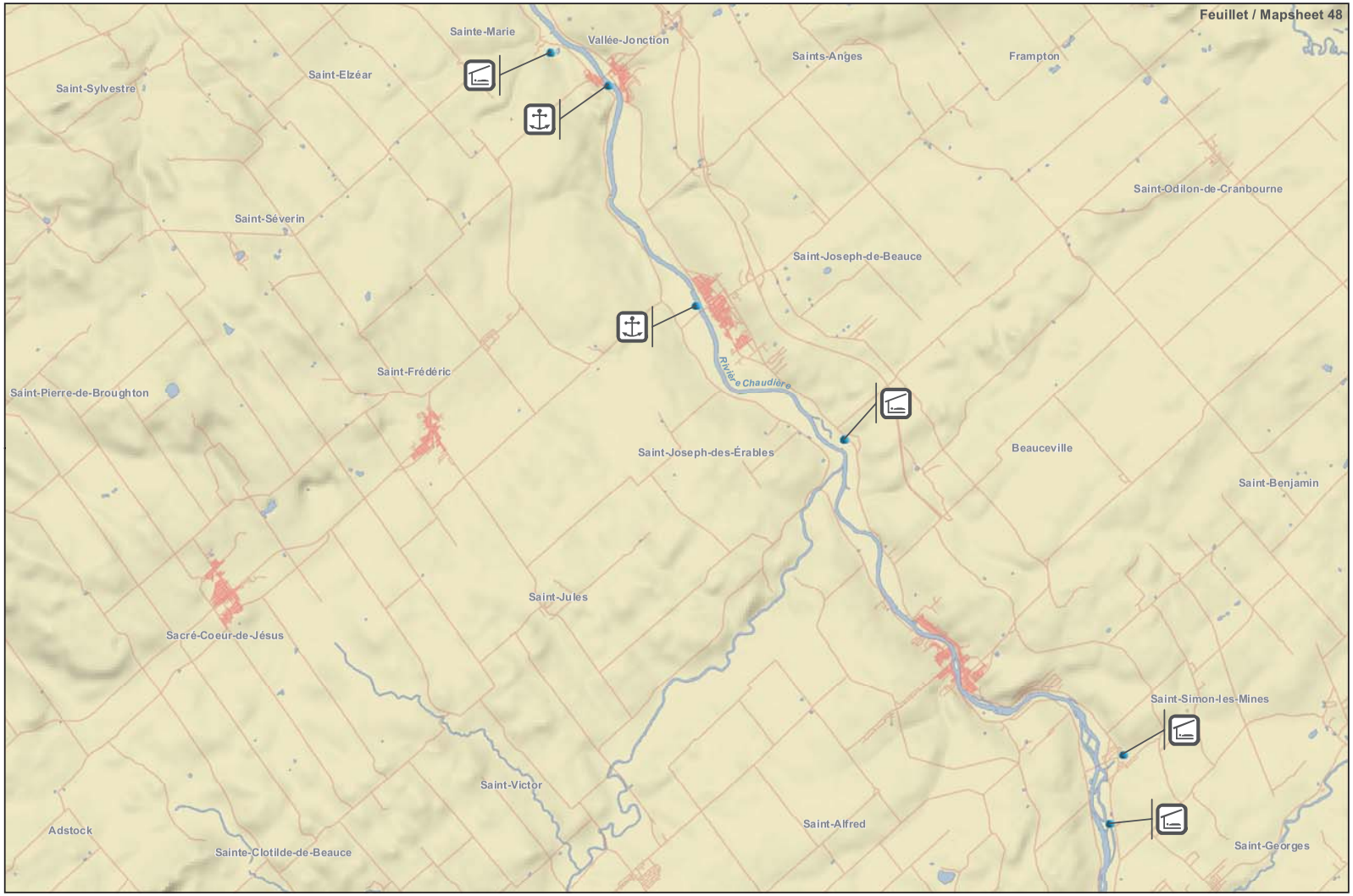
Conception et réalisation
Travaux publics et Services gouvernementaux Canada - Région du Québec
Design and production
Public Works and Government Services Canada - Quebec region

0 0.75 1.5 3 4.5 6 km

Canada

Québec

Accès au Saint-Laurent / Access to the St. Lawrence



Région de Robert-Cliche
Robert-Cliche Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
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- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

- Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

Août / August 2013

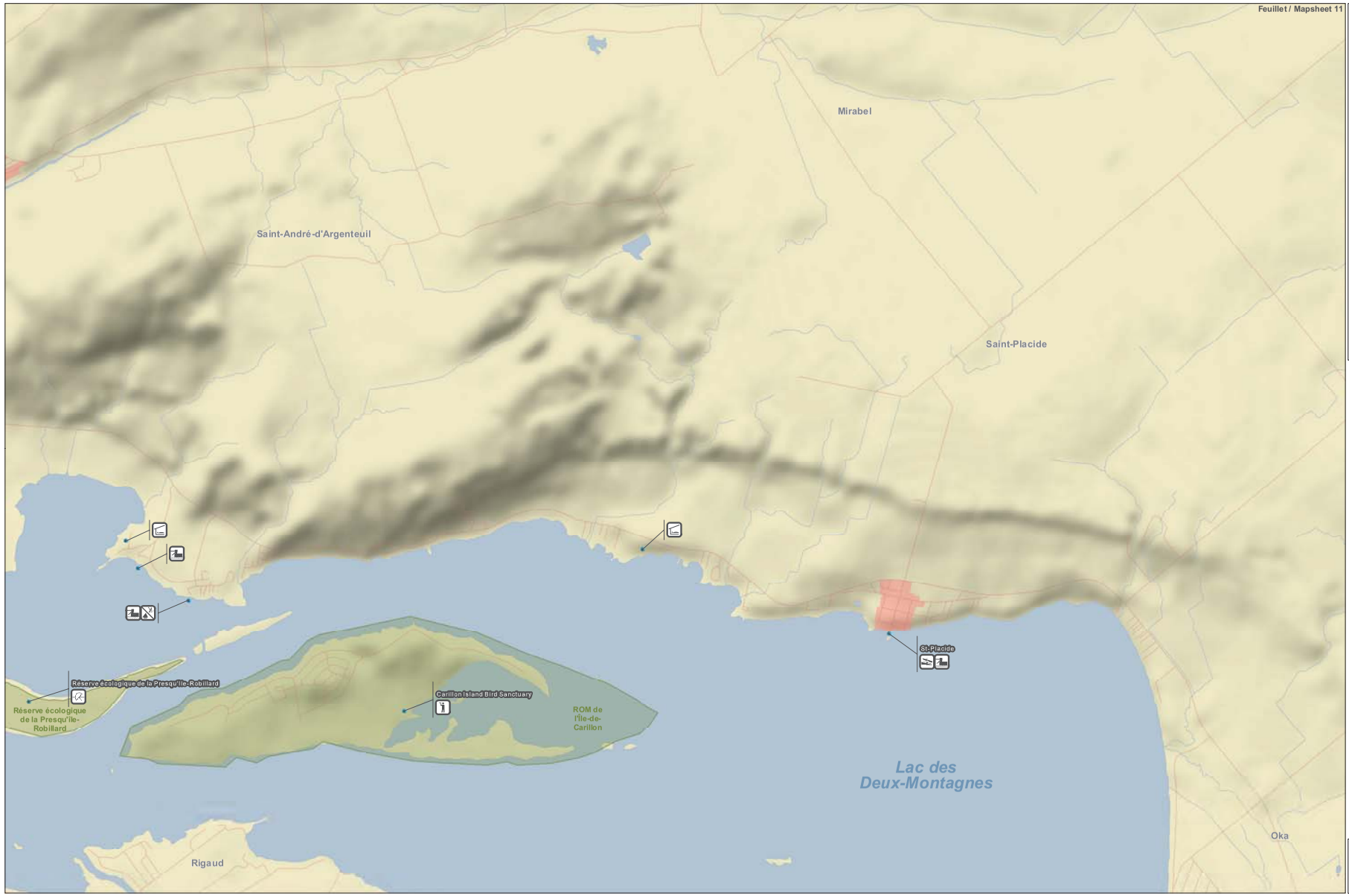
Conception et réalisation
Travaux publics et Services gouvernementaux Canada - Région du Québec
Design and production
Public Works and Government Services Canada - Quebec region

0 0.75 1.5 3 4.5 6 km

Canada

Québec

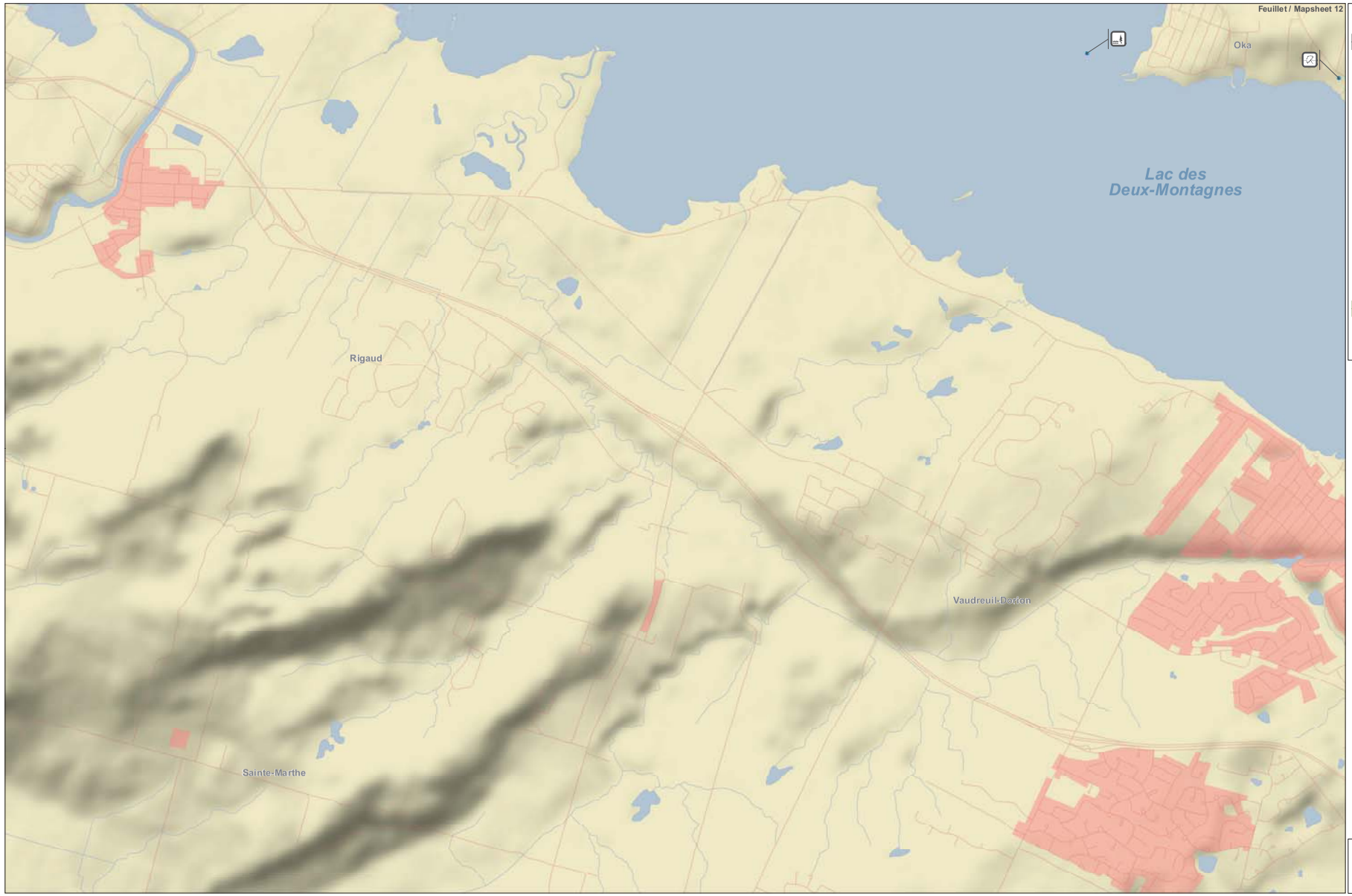
Accès au Saint-Laurent / Access to the St. Lawrence



Canada

Québec

Accès au Saint-Laurent / Access to the St. Lawrence



Région de Vaudreuil-Soulanges
Vaudreuil-Soulanges Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
- Parc riverain / Waterfront Park
- Belvédère / Lookout
- Halte routière / Rest Stop
- Port / Port
- Hydrobase / Water aerodrome

Usages / Uses

- Nautisme / Boating
- Baignade / Swimming
- Observation de la nature / Wildlife Observation
- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

- Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

Août / August 2013

Réalisé par
Travaux publics et Services gouvernementaux Canada - Région du Québec
Design and production
Public Works and Government Services Canada - Quebec region

0 0.125 0.25 0.5 0.75 1 km

Canada

Québec

Accès au Saint-Laurent / Access to the St. Lawrence

Région des Deux-Montagnes
Deux-Montagnes Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
- Parc riverain / Waterfront Park
- Belvédère / Lookout
- Halte routière / Rest Stop
- Port / Port
- Hydrobase / Water aerodrome

Usages / Uses

- Nautisme / Boating
- Baignade / Swimming
- Observation de la nature / Wildlife Observation
- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

- Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

Août / August 2013

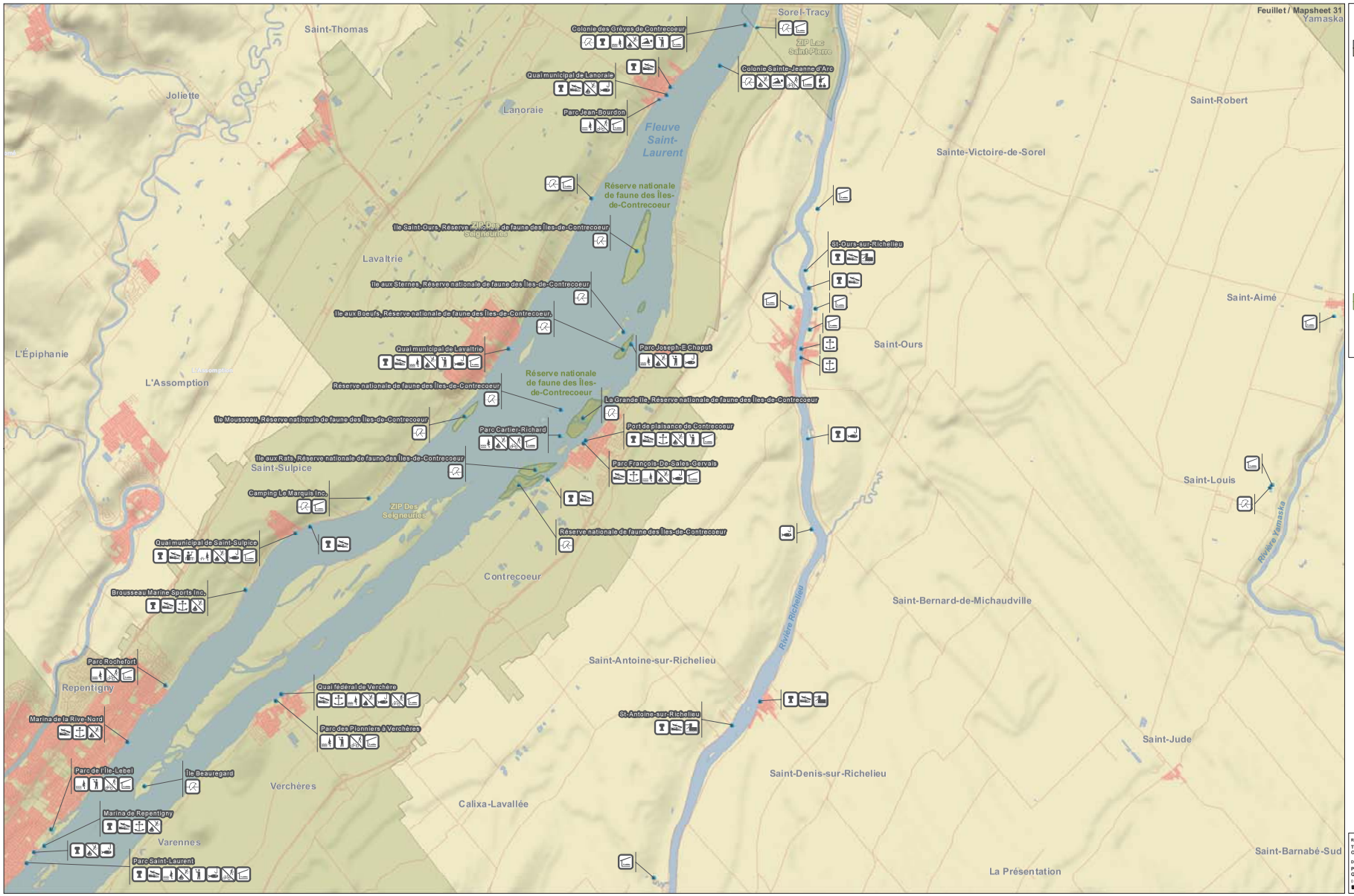
Réalisé par
Travaux publics et Services gouvernementaux Canada - Région du Québec
Design and production
Public Works and Government Services Canada - Quebec region

0 0.125 0.25 0.5 0.75 1 km

Canada

Québec

Accès au Saint-Laurent / Access to the St. Lawrence



Feuillet / Mapsheet 31

Région de Lajemmerais / Lajemmerais Region

Accès riverain / Waterfront Access

Zone d'intervention prioritaire (ZIP) / Areas of Prime Concern (ZIP)

Types d'accès / Access Types

- Rive - Plage / Shore - Beach
- Quai / Wharf
- Rampe de mise à l'eau / Boat launch
- Marina / Marina
- Havre de sécurité nautique - arrêt d'urgence / Safety harbour facility - emergency stop
- Parc riverain / Waterfront Park
- Belvédère / Lookout
- Halte routière / Rest Stop
- Port / Port
- Hydrobase / Water aerodrome

Usages / Uses

- Nautisme / Boating
- Baignade / Swimming
- Observation de la nature / Wildlife Observation
- Pêche sportive / Sports fishing
- Cyclisme et randonnées / Cycling and Hiking

Intérêts / Interests

- Territoire protégé / Protected Area

Installations / Facilities

- Aire de repos - Hébergement / Rest Area - Lodging
- Récréatif / Recreational

Août / August 2013

Réalisé par
Travaux publics et Services gouvernementaux Canada - Région du Québec

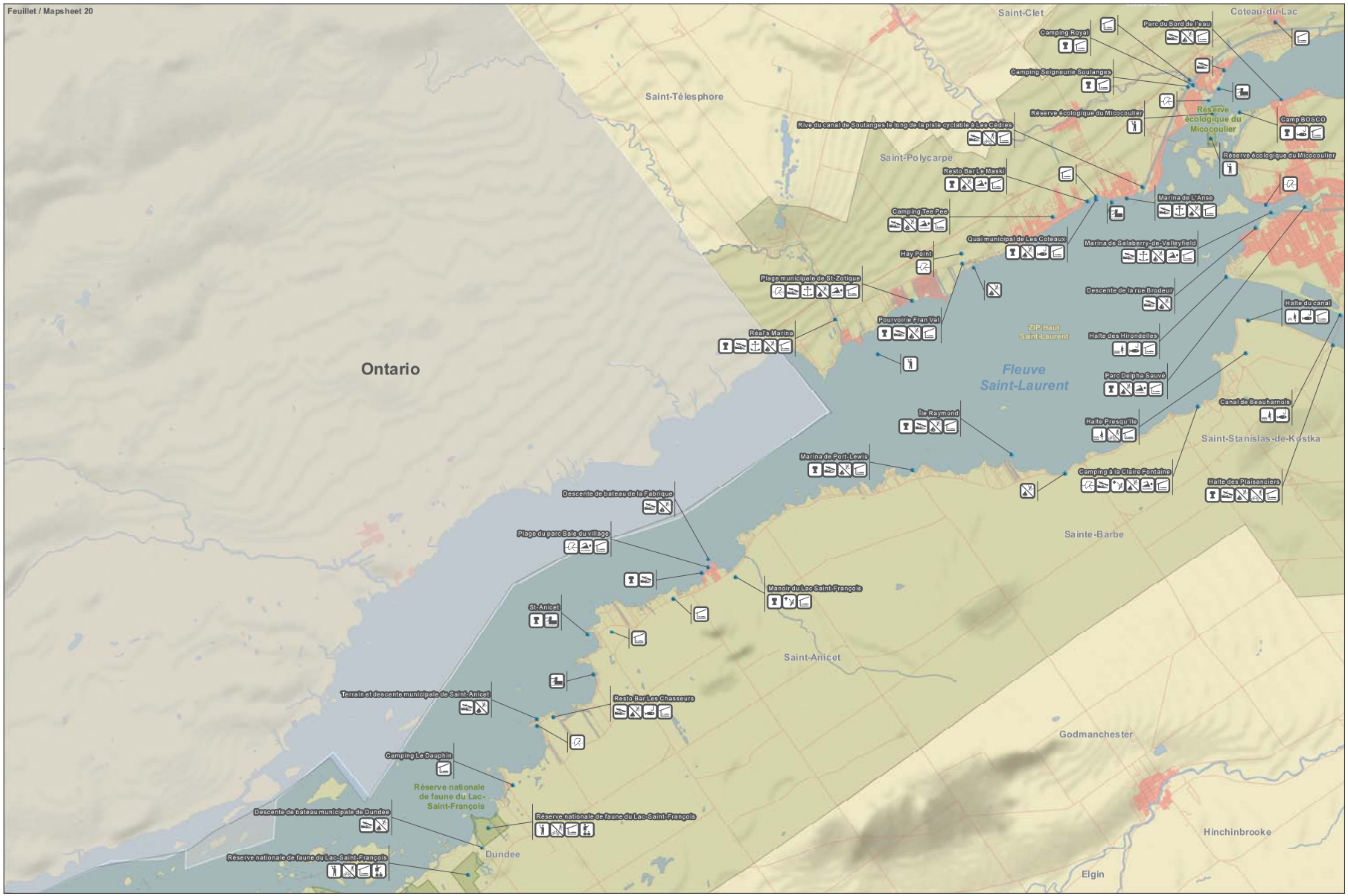
Design and production
Public Works and Government Services Canada - Quebec region

0 0.4 0.8 1.6 2.4 3.2 km

Canada

Québec

Accès au Saint-Laurent / Access to the St. Lawrence



Canada

Québec