

370 Merci beaucoup.

MME SOPHIE PARADIS :

375 Merci.

LE PRÉSIDENT :

J'inviterais madame Lisa Mintz, s'il vous plaît à venir.

380 **MME LISA MINTZ :**

Bonsoir, Monsieur le Président, bonsoir Mesdames les Commissaires. Je m'appelle Liza Mintz. Je suis la cofondatrice de Sauvons la falaise et j'ai fait ma présentation en anglais.

385 As you can see from our logo, there is a bird on there. The bird is Scarlet Tanager which is found in the Falaise St-Jacques and it means a shrill warning. So, in April of 2015, I was in the Falaise birdwatching and I saw like straight lines of orange survey ties. This is over by the Canadian Tire on the western edge of Falaise. And I wanted to know why, somebody obviously went to a lot of trouble to go down there and put those in, cause it is very steep there. And I was wondering what they were. So I was, it was suggested to me to go the Bon Voisinage meeting in
390 NDG which was the next night and to ask.

395 So I did and I was told that orange line, you can only see one marker there, but there was a line of them, that orange line was the place, when little brown snakes were found on the Cour-Turcot, they were going to be picked up by the construction workers and put behind this orange line and because I was very busy and I wanted to believe it, I did. And I came back a month later and it looks like that. Now, it doesn't even exist. And this was because, the reason that they did this, was because this hillside was not stable enough and I will come to that later when we discuss what's in here.

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405 Right now, that hill doesn't even exist at all. It's become a, it's a wall. Its right beside, on the fare-western edge of the Falaise, right beside the train lines. When I saw that, I created Sauvons la Falaise and our mission is to ensure the protection of the Falaise Saint-Jacques in connection with other existing green spaces and our vision includes protecting the Falaise St-Jacques against further incursions, promoting connectivity through bike pass and the green belt between NDG, the Southwest, Lachine, Montreal West and Westmount and cleaning up the Falaise.

410 So, when I saw this beautiful picture, I was very, very excited. It looks really beautiful. We have the Dalle-Park there. That's how I felt when I hear the Dalle-Park would be part of this project. Because we have been working very hard, with 60 community partners to make it part. We were very excited about the Turcot yards being added to it. 30 extra hectares to this grand park. We always understood from, because of the June 21st announcement of this Falaise grand park that the Falaise was to be part of grand Parc. But, at this moment, it does not seem that the Falaise itself is part of the grand Parc, which means it has no protection. It's part of the eco-territory, but it's been an eco-territory for 20 years. That's not afforded any protection at all.

420 So, this document here talks about the Falaise St.Jacques, talking about stabilizing it, talking about making new North-South connections in it, landscaping, creating vista points, these are all things that would, you know, incur quite a bit of an incursion into the Falaise, which is obviously what we are watching against. And no consultations have been done. When they did the consultations on the "bande verte" last year, we thought that the Falaise St.Jacques would be part of it. It was not. Now that these consultations are being done, we understood that the Falaise would be part of these consultations, but they aren't either. It isn't either.

430 So, the Falaise St.Jacques has a long history. This is a map from 1702. It's that line near the bottom. And now, this is what the Falaise looks like. That is in Spring, Summer, Winter, Fall. It's beautiful. It's beautiful. We have this beautiful resource. It's like. I take people there and it's like they can even believe it. You have St-Jacques Street at the top and you have the Turcot yards at the bottom. And it's all, in between this connection, you have 63 species of birds there. Two of which are threatened. The one on the top that you see is the Wood Thrush. It's a

COSEWICK threatened status and also the Chimney Swift which is also recently been designated threatened.

435 As well, we have the lovely little brown snake which has been protected in a certain way. But you know, the snake really lived on the Turcot yards. It doesn't really live on the escarpments. Snakes like to bask in open spaces. They don't really like hilly places with trees. And then we have the garbage. And that is just one place. We do cleanups every year and people just dump more garbage. There is just nothing that can be done about it. We were hoping that grand park
440 status would stop this. That there would be a fence put across the top which was put in like many years ago and has big holes in it, that would stop this kind of behaviour.

And, but one thing that, this project itself is a really good project. Its just missing the Falaise. And one of the things that we really like about this, is the connections. Because our
445 vision is to create a green belt for Montreal. And with the Falaise at the centre. And here we have the southern connection which is one of the most difficult ones to get, because it has to cross over the Turcot project.

The next most difficult and the other one that need infrastructure is the Meadowbrook
450 connection, which is the one to the west. It's not very far, but there is a big highway and about three train lines, but since the St-Pierre interchange is being rebuilt, this gives a chance to do something like this. We have a chance now, we probably won't have another change for another 50 years.

455 And then towards the east to get to Mont-Royal, that's just bike pass, I mean that most of those things are already there. This is a beautiful gift from Montreal that really wouldn't cost a lot of money and that most of it already exists.

Our, what we would like to see, what we would like your recommendations to be, would
460 be to have the Falaise St-Jacques be part of the, be a grand parc, be part of this grand Parc, right from the beginning, not sometime down the road. You know, the Falaise is almost become a park for 36 years now. If it's not part of the project while the administration is there, the next

465 administration may not feel the same way. I mean, it's happened. It's already happened twice. Three times already. So it's very likely to happen again and that is one of the reasons we are pushing to have it be part of this project.

470 The second thing is we would like to see consultations done on the Falaise St-Jacques. Consultations were started in 2014 on February, there was an *atelier* done where a lot of people went, and this was supposed to be the first step in consultations on the Falaise but it was never followed up. I have been personally asking for consultations for three years which is why I had done. And we still haven't had them and then this document is saying all these things that are going to happen to the Falaise without any consultation with the public and the citizens who are very interested in it and have a vested interest. So, that's it. Thank you.

475 **LE PRÉSIDENT :**

Thank you very much. So we understand that even it was not in our mandate, that the new Nature Park that's proposed should include the Falaise. We understand that correctly.

480 **MME LISA MINTZ :**

Yes, O.K.

LE PRÉSIDENT :

485 So, thank you. So we have a few other questions. Danielle will start.

MME DANIELLE LANDRY :

490 I will be talking about the park also. I would like to know, because you were part of the process, not the process, but you have been part of the *comité de bon voisinage* for so many years now. I think you started somewhere in 15.

MME LISA MINTZ :

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2015, April.

MME DANIELLE LANDRY :

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You have had a lot of experience. So, we want to know, if looking at the park and the planning of the park in the process, the decision-making process. If this *comité bon voisinage* would be a good model to go and replicate when it comes to have citizens and other take holders taking part into the planning and the process, decision-making process. If it would be a good model and what you have learned yourself that could be used, you know, to create the good conditions for participation for stakeholders?

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MME LISA MINTZ :

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Well, I have been to lots and lots of *bon voisinage* meetings and I brought lots of people there to ask questions and I do believe that this park is a direct result of being able to have a place to discuss this. I also think that, it's kind of like, before this actually happened, I would have said that the *bon voisinage* was just a place where you came, and you make your thing and nobody listened to you. But, obviously, people are listening. Would it be the right way to have a consultation, you are saying on the Falaise?

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MME DANIELLE LANDRY :

The park.

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MME LISA MINTZ :

Park including the Falaise?

MME DANIELLE LANDRY :

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The planning, any kind of decision-making process that should be...

MME LISA MINTZ :

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I kind of like the process that we did here. I mean I thought that this was a really good way of doing things. And I, because there is no vested interest here. You are here to observe and make your recommendations.

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And the *bon voisinage*, everybody there for their own things. You have the committee members, the committee who are all there for whatever it is the bicycle paths or access to seniors or whatever it might be. And then you have the MTQ and the Ville and security and, but everybody is there for a specific reason. Here, it's more, everybody comes together to create something.

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MME DANIELLE LANDRY :

I have a second question. Should I go. So, talking again about the park. You are asking for a park that would be 100% green. We understand that. Am I right?

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MME LISA MINTZ :

Are you talking about the Turcot yards itself or all place?

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MME DANIELLE LANDRY :

The Turcot yard.

MME LISA MINTZ :

555 I believe that, yes. That would be great. If that includes like water, cause we would like to have water there too.

MME DANIELLE LANDRY :

560 So, how would you keep the balance between, keeping it green and also maybe provide some access to the public to the area.

MME LISA MINTZ :

565 I don't think that have it be 100% green, like, look at Park Angrignon for example. Its very green and most of it is left natural, but there are paths through most of it. Even in the forested areas. I don't thing that there should be paths in the Falaise, but I do think that on the Turcot yards, we wanted to be used by people and if, especially, people are going to be, are going to be accessing it probably on bikes or walking and there are going to need someway to get around.

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MME DANIELLE LANDRY :

Thank you.

575 **LE PRÉSIDENT :**

580 When, we heard different kinds of explanations about the Dalle-Park and the linkages on the north side which would be in the Falaise and on the south side. So, if we concentrate on the north side, how do you see Dalle-Park being integrated to the Falaise with the least amount of impacts possible?

MME LISA MINTZ :

585 So, there is already a road that goes down around Cavendish. I will show you. You see where the pointy thing is on the north side. I have a pointer... If I pointed on here, do you see it...

590 How about I show you in here...See that pointy thing there? That's where they are planning to put the Dalle-Park. Right now, there is a road that goes down that was put in in about 1960 for trucks to get down to Pullman avenue. The road is still there. It's perfectly good. There has been some noise by bicycling organizations that it's too steep, but I mean at De Courcelle, for example. It's not steep. I live by De Courcelle. That is also part of the bike path. I mean, I didn't think it was that steep. So the sort of looking at making it kind of like this going down, which there already is a space because there are two high walls, one on each side and then there is the road and then there some of a little more space. And then, at the end of the road, the road doesn't end at the bottom of the Falaise. It ends about middle. There's more underneath it. And that's where I
595 always saw the Dalle-Park starting and it would be, that would be the way to do it in order to make sure that there are ways that you can get down to "bande verte" and also to the cour Turcot.

600 **LE PRÉSIDENT :**

So, it would be possible to do it with a least amount of...

MME LISA MINTZ :

605 Well, if you make it, if you used the road that's already there, this would also be the cheapest way to do it, the road is still very good. And you went to the end of that and then you put the bridge from there, I think that would definitely be with the least amount of invasion into the Falaise.

610 **LE PRÉSIDENT :**

615 Now, you talked about also the linkages between the proposed project, but there is a lot of built environment surrounding this proposed new project including the Falaise. But your connections. How to you see these connections. What is a minimum for you to connect the proposed new park with these other green spaces that you see?

MME LISA MINTZ :

620 Well, from the Dalle-Park itself, you are going to need to have at least one going down to the “bande verte” to the bottom and other one that goes down unto here and then that would, from there you would be able to go on land. There are no, there is a connection east and in the west or proposed that the “bande verte”, there is already, the cycling-pedestrian path is already built on both ends. It doesn’t really go anywhere, but it will eventually go somewhere at some point. That’s the municipality’s responsibility from what I understand. That is still, I mean a lot of
625 people are asking for more connections than that. That would be the absolute minimum that I can see, but I think and certainly, from the south there, from the southwest, there should be more, many more connections to the cour Turcot there.

LE PRÉSIDENT :

630 And how about beyond. How about the connections to Angrignon and Meadowbrook and Mont-Royal, how do you see those linkages being...

MME LISA MINTZ :

635 Right now, the linking to Meadowbrook has been a problem, but, like I said, there are rebuilding the St-Pierre interchange. If they did that in, there are not doing it yet, they haven’t even started. There are thinking about it right now. So now would be the time, if you could put that into the plan that possibly this could be done. I know that it is difficult but is not anymore
640 difficult than putting a bridge over a highway. The linkages to the west are very simple.

645 Actually, there are two different ways it could go. It could, because there is talk in Côte-des-Neiges, NDG about greening up Cavendish and then it would go along Côte-Saint-Luc there, where the, there is like a train line there and then it would go to University of Montreal and all of that and then link up with Mont-Royal or you could go from the east here and use bike lanes, so you could use. But there are already existing bike lanes. I mean, there is de Maisonneuve and then you have Du Parc and all of that. Just make it in such a way that it’s more,

650 maybe accessible, maybe greener, but a little bit of green in there. A little bit at a time, because
that the thing about this green belt, it doesn't need to all be done at once. And biologists have
showed that if you have a little bit of green space that the animals, the birds, the flowers, small
655 animals can move from one place to another. So it doesn't have to all be green right away, but if
we start, if we sketch out the beginning and then add in the green pieces, you know, and the
southern bit, they are already talking about making Park Ignace-Bourget which is right there,
bigger and there is also an old CN rail line there which could be used to go straight to Park
660 Angrignon and then you have the Douglas Hospital Grounds and Park des Rapides right below it
and then there is all that green space around the southern end of the island which goes all the
way to Nuns Island. I mean, that is the most exciting. Beside Meadowbrook, that is the most
exciting part, because we have these resources and we just need to connect them up.

660 **LE PRÉSIDENT :**

And you think that the Ministry of Transportation would be open to this kind of
suggestion?

665 **MME LISA MINTZ :**

You never know. They were not, you know how long I, when I first talked to them about
the Dalle-Park, they said to me there is no Dalle-Park in this project. And then I showed them that
newspaper which Diane over there gave me from 2007 which shows it in the project. And then
670 they said: "You are not getting a Dalle-Park". And then, all of a sudden, it's back in the plans. So,
anything can happen.

LE PRÉSIDENT :

675 Thank you very much.

MME LISA MINTZ :

Thank you.

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LE PRÉSIDENT :

J'inviterais monsieur et madame Oz et Joan Obukuro, s'il vous plaît.

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M. OZ :

Bonsoir mesdames et monsieur. Je remercie l'Office pour l'invitation de présenter mes idées sur le nouveau parc.

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My wife and I are birdwatchers. We don't have any degrees in ornithology. We have some strong feeling about what is going on in the environment in Montreal. As I said, we are birdwatchers and the first two books up there are by birdwatchers and there are just as committed as us to trying to improve the situation for all wildlife and what everybody in birding have noticed is that there is a humongous drop in the number of bird species and the quantity of bird species that is occurring right around the world.

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Before I begin talking about our recommendations, I just want to say, like I have got about nine books with people that are a little minor miracle about their subject, their experts, but they really love what they are doing and talking about, and they, the books I will be talking about, they are like page turner, they are so interesting. They are not dry scientific tomes that you have to slug through and one of the next book I will talk about is the Moth Snowstorm ITS by Michael McCarthy who is a, c'est un auteur britannique qui avait trouvé la même chose que l'environnement, à l'Angleterre, en Grand-Bretagne, est malade. La façon il a trouvé, est quand il était jeune, il avait vu toute sorte de tempêtes de neige, des papillons de nuit. Son père a dû arrêter l'auto plusieurs fois parce qu'ils ont tellement des papillons de nuit. Et il *investigate*, trouvé la même chose partout en Grande-Bretagne, partout l'Europe, partout Asie, O.K. et le livre, là, c'est un livre qui explique tout ça, O.K., que c'était pas juste un problème localisé à Montréal, à Québec et Nord-Amérique, c'est partout.

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