

**LE COMMISSAIRE WOLFE :**

O.K. Merci.

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**LA PRÉSIDENTE :**

Bien alors je vous remercie beaucoup Madame Roy.

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**MME MARIE-ÈVE ROY :**

Merci.

**LA PRÉSIDENTE :**

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J'inviterais maintenant madame Alison Hackney s'il vous plaît. Est-ce que Madame, oui, vous êtes là?

**MME ALISON HACKNEY :**

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Oui, je suis là.

**LA PRÉSIDENTE :**

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Je vous en prie. Bonjour Madame.

**MME ALISON HACKNEY :**

Bonjour.

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**LA PRÉSIDENTE :**

Bienvenue.

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**MME ALISON HACKNEY :**

J'aimerais ajouter quelques remarques au sujet des champs. J'aimerais ajouter quelques remarques à ce que Madame Roy a dit. Les champs ont une très grande valeur écologique comme zone tampon. En effet, beaucoup d'espèces fauniques et floristiques peuvent être dérangées par la proximité des humains, les animaux domestiques, les espèces végétales envahissantes et pour

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cela, les champs ont une grande valeur écologique.

1085 Aussi nous avons vu que sur la photo la zone a une allure un peu rayée, c'est que les  
bandes et hedgerows entre les champs sont aussi un milieu naturel et même des corridors pour  
des espèces fauniques.

1090 So, I'm going to show you photographs of the area taken. I have provided geo location points  
for some of them and I can provide the coordinates for others.

**LE COMMISSAIRE WOLFE :**

1095 Could you tell us since we don't have the... right away, can you tell us which ones are taken  
in the zone that is like for development and which ones are taken in the conservation area?

**MME ALISON HACKNEY :**

1100 Yes. This is the zone of development, zone D, also zone D. L'arrondissement de l'Île-Bizard  
a adopté une résolution qui demande de mandater l'OCPM de prendre en considération la création  
d'une réserve de biodiversité sur la zone, les 385 hectares de Pierrefonds-Ouest.

1105 So that's in the zone of development, zone D, this is zone D and Marie-Ève Roy has, I think,  
given you the copy and referred to the letter by Mr. Braulio De Dias, the Chair of the Convention on  
Biodiversity.

1110 This is in the development zone, zone D. We would like to know, there are a lot of things that  
we don't know about the project as Michelle Lahaie mentioned, we would like more transparency.  
Mayor Beis referred to meetings that he had with the developers, he was quoted in The Gazette  
article of June 9<sup>th</sup>, 2015. We would like details about those meetings. We think that's pertinent.

1115 And I have asked Madame Wells to put on the OCPM's site the article from The Gazette,  
"*Developer intent on blocking access to studies*" because we think that the environmental impact  
study done for Héritage sur le Lac, would be very pertinent to this whole consultation and  
somebody in 2015 Martine Offed made another demande d'accès à l'information and did not get  
access to that study.

Héritage sur le Lac is, do you know where it is?

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**LE COMMISSAIRE WOLFE :**

Yes.

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**MME ALISON HACKNEY :**

Yes, Okay. We also are concerned about the fact that the company for which David Cliche works, SMI, was in charge of at least two of the studies for the Ville de Montréal and at the same time, he was a registered lobbyist for the developers.

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So I think, you know, I think maybe scientific impartiality could be compromised but how do we know?

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We also know that the Grilli Company has links with the Giguère Family who has been disqualified from contracting for the Ville de Montréal for fraud and so we would like to have the links clarified and be aware because if there, you know, if the project goes ahead we suppose that they would be interested in building the streets and the infrastructure. We should just be aware of that.

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This huge new development, it's not in a vase close and it will affect all of us. Here we see this is not in the zone de développement. This is rue Lauzon which is near the mouth of the Anse-à-l'Orme River and it was taken around May, between May 9<sup>th</sup>, and May 20<sup>th</sup> and the two people you see walking are wearing hip waders so I carefully read the modeling studies which I also submitted to the commission and the fourth north-south artery that they propose to build in order to relieve traffic, well the engineers wrote: In 15 years will be back to the same place.

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For a \$50,000,000 investment, I think it's very jubious.

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The photograph here is looking south on Chemin de L'Anse-à-l'Orme from Senneville Road and Gouin Boulevard, so not in the zone de développement.

Rue Lauzon, once again that same modeling study predicts that the capacity of the new North/South artery which is supposed to make things better for motorists will actually be exceeded before they finish building all those homes and those people have moved in and started no, driving to work and so on.

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I hope this is evident to everyone that and not of course in the zone de développement but you can see that there's over a foot of water in this house in the basement. I have not seen any or heard of any provision for compensating for the water retaining capacity of the land to be

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developed. I have not seen ideas or anything from Montreal or Pierrefonds or even Quebec about how to compensate for the land absorbing capacity, what will the increase risk of flooding be because as we heard from madame Roy, the Anse-à-l'Orme River has a limited capacity and if it floods again the way it did this spring where will all that water go.

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Finally, according to a document that I also sent to madame Wells and asked her to put it on the site, the land in the development zone was acquired for \$25,000,000 compared to the cost of lighting up the Jacques Cartier Bridge, it's relatively little.

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This photograph is in the field just East of the zone de développement but this is, it's on private land but I believe this is land that the developer has proposed to cede in exchange for being allowed to build. And I went a bit further South my kayak is heading, is pointing South towards woods number 3 and I couldn't go that much further but I couldn't walk there either.

Thank you.

**LA PRÉSIDENTE :**

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C'est fini. Merci. Can I ask my questions in French?

**MME ALISON HACKNEY :**

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Of course.

**LA PRÉSIDENTE :**

Oui.

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**MME ALISON HACKNEY :**

Bien sûr.

**LA PRÉSIDENTE :**

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You could answer in English.

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Dans votre mémoire, votre mémoire porte beaucoup sur les transports, entre autres, et à la page 10 et notamment, c'est ça c'est dans vos recommandations, la troisième, vous recommandez entre autres un plan pour « a comprehensive plan to ease traffic congestion which does not involve

building more roads must be implemented » est-ce que vous pourriez développer un peu sur ce que vous avez en tête sous cette recommandation?

1205 Qu'est-ce qu'il faudrait faire pour décongestionner le boulevard Gouin entre autres puis le Chemin de L'Anse-à-l'Orme?

**MME ALISON HACKNEY :**

1210 C'est une très bonne question et c'est certainement très complexe, mais je pense que la première chose à faire, ça serait de ne pas construire d'autres maisons là où il est difficile d'avoir un choix pour le transport.

1215 Donc, je pense qu'il serait bien de suivre les recommandations du Conseil régional de l'environnement qui ont proposé de construire, de développer dans les secteurs de Pierrefonds où il y a déjà accès facile au train. Par exemple, la rue du centre commercial qui a plusieurs petits centres d'achat un peu tristes et qui ont l'air à ne pas trop bien fonctionner, je crois que ce serait une place où nous pourrions développer davantageusement.

1220 Mais il faut vraiment changer de cap et ne plus construire là où il n'y a pas d'infrastructure, il faut faire une règle et dire on va faire tout ce qu'il faut pour pouvoir se conformer à l'idée que nous ne devons plus manger les espaces naturels.

1225 C'est de construire là où il y a déjà de l'infrastructure et déjà des choix en transport en commun.

1230 Je ne... ce n'est vraiment pas ma spécialité même si j'y ai songé beaucoup et entre autres, mais je pense qu'on pourrait avoir des incitatifs aux gens d'utiliser le transport public comme par exemple il y a une dizaine d'années, la Ville de Montréal a eu des audiences publiques sur la politique des transports je pense.

1235 Et j'ai présenté une proposition pour un autobus express, une ligne expresse sur l'autoroute 40 qui pourrait faire une boucle en-dessous du pont de l'Île-aux-Tourtes à Senneville et sûrement qu'il serait possible d'inciter les automobilistes même si je sais que les gens aiment beaucoup mieux prendre leur voiture mais est-ce qu'on peut rendre le stationnement beaucoup plus cher.

1240 Je ne veux pas punir ces gens-là, mais si les transports sont toujours développés en fonction de l'automobile, ça élimine les choix pour tout le monde.

**LA PRÉSIDENTE :**

Ça va?

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**LE COMMISSAIRE WOLFE :**

You mentioned that you had requested, I'm referring to the environmental studies for Héritage sur le Lac, were these studies done before or after the project was built?

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**MME ALISON HACKNEY :**

As far as I know they were done before and I think in the newspaper article it says that the Town insisted on them. I'm not sure if I'm quoting it correctly or if I heard that somewhere else but my understanding is that they were done before and the Town has them and Suzan Caprien who went to court twice could not see them.

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**LE COMMISSAIRE WOLFE :**

Okay. That was just a preamble question because in your written brief you talk about the quote "dead wetland" in the middle of a housing development, you're referring to the one in the lake in Héritage sur le Lac, it is our understanding from information we were given is that that was not planned to be a wetland.

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Do you have reason to believe that it was announced that that would be a functional wetland, a functional marsh?

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**MME ALISON HACKNEY :**

I've heard it referred to as a lake that residents enjoyed very much. As far as I know the definition of a lake is an ecosystem which includes life and you know plants, animals, food chains. I don't know what the intent was, I guess retention basement but I think it certainly makes me think about Madame Brodeur's question about examples of developments in harmony with nature and ecosystems because I would say that one is not and the pound, whatever you call it basin, to me is very depressing and dead looking. So I don't know what they intended for that but I don't think it turned out all that nicely.

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**LE COMMISSAIRE WOLFE :**

On your second page of your brief, you have quotes in French about traffic « la capacité

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routière de l'étape 0 ne pourra supporter le développement de Pierrefonds ouest au-delà de 40 % ». I infer but I wanted to make sure that the source of these quotes is the modélisation report that you refer to on the previous page?

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**MME ALISON HACKNEY :**

Yes.

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**LE COMMISSAIRE WOLFE :**

Okay.

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**MME ALISON HACKNEY :**

Yes.

**LE COMMISSAIRE WOLFE :**

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And that's the report that was placed on the OCPM web site at your request?

**MME ALISON HACKNEY :**

Yes.

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**LE COMMISSAIRE WOLFE :**

Right and this was a modélisation that you used access to information to get to be able to see a copy?

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**MME ALISON HACKNEY :**

Well, it was actually Sue Stacho who managed to obtain a copy with some effort.

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**LE COMMISSAIRE WOLFE :**

Right. Okay. Because the City has responded to say that that was a modelization of a previous version of the urban artery.

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I don't know if you had a chance to see that or do you have any comment in reaction to that?

**MME ALISON HACKNEY :**

1325 I sure do. My comment is, like we could do all kinds of models. They could do very many  
models and they could model how many what a four-lane or a fine-lane boulevard would do to  
correct traffic and maybe it would. But I think it's, the thing is that you could always make more  
lanes for more traffic and that's why I didn't go on look at, I didn't bother going looking through  
more, I'm sure they've done other modelisations because the idea they had in mind was to say:  
1330 how can we make it possible for the cars to go smoothly and fast at morning rush hour in this kind  
of development where everybody uses a car and that's the way people get around.

1335 And as I tried to explain in my answer to Madame Brodeur's previous question, if we don't  
make a different model of development then we're always going to have more cars, there will be  
less choice, there will be more cars and more cars and as many planners have pointed out and  
notably Jeff Speck, he was in Montreal, he's a planner, I think he's a planner but anyway. More  
boulevards, the traffic goes a bit smoother for a while and then there are more cars and so on, it's  
kind of a vicious circle and I think I may have quoted that in my paper when I, I think that idea kind  
of comes up, I referred to the boulevard Saint-Jean being relieved but it makes a domino effect  
1340 cause the Boulevard Saint-Jean goes a bit, the traffic goes more easily and it's because it's gotten  
worse on the furthest West Boulevard.

1345 It's a domino effect, they refer to that in the Étude de modélisation. So I would really like it if  
the Ville de Montréal and all other planners would really accept the idea that to have a liveable city,  
a liveable Communauté Métropolitaine de Montréal, we really have to stop having more cars and  
more roads and more asphalt because doing more études de modélisation about how to get the  
cars to move faster in the morning rush hour, it's a solution that makes the problem worst  
eventually.

**LE COMMISSAIRE WOLFE :**

1350 Thank you. One last question from one bilingual to another, you've used the term hedgerows  
several times and do you know the French equivalent because I don't think I've come across that  
the importance of hedgerows in any of the studies that anybody has done and perhaps I don't  
know the word in French. Do you know the word in French?

**MME ALISON HACKNEY :**

1360 Hedgerows. I did look it up and I can't dredge it out of my memory.



**LE COMMISSAIRE WOLFE :**

But the hedgerows and correct me...

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**MME ALISON HACKNEY :**

C'est comme une bande d'arbres.

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**LE COMMISSAIRE WOLFE :**

But a hedgerow is quite important to this term of conservatory areas in Europe, it's perhaps it is along the new but a hedgerow is a long line of small trees that are habitats for certain kinds of species.

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But this has not been discussed and perhaps one of the biologists who will be speaking later can answer that question.

**LA PRÉSIDENTE :**

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C'est peut-être une réponse...

**M. DAVID FLETCHER :**

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Hedgerows in Europe, particularly in Great Britain, are managed. They're put into place, they're kept in a certain height and they secure animals, but it's not the same animals that we've got here in Canada, in the Western Pierrefonds. What we have are fields dividers that are composed of trees that act as windbreaks. So maybe windbreaks would be more of a term, but I don't think the word hedgerow... I don't think there's an equivalent word that we have...

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**LE COMMISSAIRE WOLFE :**

Because it does not exist.

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**LA PRÉSIDENTE :**

Yes, we're looking for a translation of the word.

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**MME ALISON HACKNEY :**

Yes. There is a word I'll try to find it.

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**M. PIERRE LEGENDRE :**

Si je peux me permettre, je pense qu'un des termes en français qui pourrait être équivalent, serait des haies et en Europe on vous donne des haies brise-vent donc c'est des alignements d'arbres qui sont là pour éviter l'érosion éolienne par les vents. Mais des haies, c'est du travail fait de main d'hommes, ce n'est pas nécessairement là de façon naturelle.

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**MME ALISON HACKNEY :**

It's not exactly what I had in mind. I mean I think they may be, because there's stone fences too and as you probably saw when you went there, you know, even some very big and very fine white oak trees have grown up along those stone fences. I think maybe they were more to divide the fields maybe in those days they weren't so worried about wind erosion. I think there is a French term but I think they are important corridors for animals and then other component of the mosaïque which is what makes that area so rich.

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**LA PRÉSIDENTE :**

Peut-être une dernière question?

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**LA COMMISSAIRE RAPHAËL :**

Oui. Au niveau de la densité dans votre mémoire écrit, vous mentionnez l'importance d'une densité élevée que ce soit pour les projets TOD, pour une offre de transport intéressante ou pour les services municipaux, qu'est-ce que vous avez en tête comme densité?

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**MME ALISON HACKNEY :**

Je n'ai pas de chiffre, mais je crois que la Ville de Montréal préconise quelque chose comme 40 logements, je ne sais pas. C'est vraiment pas mon domaine mais je pense que c'est, je me réfère aux documents de planification de la Ville.

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**LA COMMISSAIRE RAPHAËL :**

Parfait. Merci.

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**LA PRÉSIDENTE :**

1445 Ça va. Pas d'autres questions? Merci beaucoup Madame d'avoir présenté le document. J'appellerais maintenant Monsieur Caldwell s'il vous plaît.

Bon est-ce que Monsieur Dupras accepterait de passer tout de suite s'il est ici? Oui.

1450 On s'excuse de vous prendre au vol. Bonjour, Monsieur.

**M. JERÔME DUPRAS :**

Bonjour.

1455 **LA PRÉSIDENTE :**

On vous écoute.

**M. JERÔME DUPRAS :**

1460 Bonjour. Merci de me donner la parole. Alors je suis Jérôme Dupras, professeur aux Départements des sciences naturelles de l'Université du Québec en Outaouais et chercheur à l'Institut des sciences de la forêt tempérée.

1465 Et je voulais donner ici un éclairage sur l'aménagement du territoire avec ce qu'on travaille dans mon laboratoire, laboratoire d'économie écologique, donc en termes de valeur économique de la nature, de la biodiversité et ce qui pourrait être disons appliqué ou réfléchi dans le cas particulier du Projet Cap-Nature.

1470 Donc, je vous présente certaines études que moi ou d'autres ont conduit sur cette thématique. Donc, on a regardé le grand territoire de la ceinture verte de la région de Montréal, une étude publiée en 2015 qui montre que plusieurs bénéfices rendus par la nature mais qui ne sont pas échangés sur des marchés économiques ont une valeur de plus de deux milliards de dollars. Donc on parle de la pollinisation qui a un effet sur des marchés agricoles, la prévention  
1475 d'inondation, le traitement de polluant, la qualité de l'air.

De la même façon, la Banque TD a évalué la valeur des forêts urbaines du Canada et en estimant la valeur de la forêt urbaine du Grand Montréal à 4.5 milliards de dollars dans une étude qu'on a publiée il y a quelques mois où on se penchait sur le territoire de la Capitale Nationale, là  
1480 ici c'est pour donner un exemple sur les milieux humides bien on montre qu'un hectare d'un milieu