

95 Comme il est de coutume en matière de consultation publique, si pour une raison ou une autre des inexactitudes se glissaient dans les propos tenus ce soir, les représentants de la Ville pourraient user d'un droit de rectification. Je leur accorderai cette possibilité à la fin de la séance. Il s'agira bien entendu de rectifier seulement un fait et non pas d'émettre un commentaire ou un avis.

100 Alors j'invite immédiatement madame Susan. Weaver à venir ici à l'avant.

**LA PRÉSIDENTE :**

Bonsoir Madame. Good evening.

105 **Mme SUSAN WEAVER :**

Bonsoir. Je vais lire en anglais. O.K.?

**LA PRÉSIDENTE :**

110 Fine.

**Mme SUSAN WEAVER :**

115 Opposition to the development of 5 500 plus housing units in Pierrefonds West at l'Anse-à-l'Orme.

120 I am participating in this public consultation because I support the "common vision". I absolutely oppose the destruction of Montreal Island's last natural spaces. This area of 185 hectares of wetland meadows and the whole area of l'Anse à l'Orme must be protected for now and future generations.

125 I feel it is important to express my opinion, to validate my signature which I put on the  
petition against the development and I feel that I can offer another insight as an artist. My hope is  
that the OCPM is truly independent and that this consultation will be fair and really take into  
consideration all those who will be presenting a brief.

130 There have been impact studies done by various organizations such as the David Suzuki  
Foundation which recommends preserving the area and halting the project. As a citizen who has  
lived my whole life on the island of Montreal, I remember when highway 40 was being built. After  
taking a few buses from the city, walking through fields, we were able to cross the unfinished  
highway to get to the riding stables on the other side. This is vivid in my memory. Today, I do not  
recognize the place. It seemed like green spaces were dispensable, well that was not true then,  
and even less so now. We should all feel the desperate need to preserve and grow our natural  
135 spaces so that future generations will be able to appreciate and experience nature.

140 I attended the consultations for the PMAD in 2011 and again in 2014 for the Land Use  
and Development Plan of the Agglomeration of Montreal. If the l'Anse-à-l'Orme Corridor is not  
entirely preserved, the City of Montreal will not be complying with its own conservation  
commitment that they had made back then.

145 I have tried to inform myself as best as possible about the timeline of this project. When I  
read the planning part of this project in 2005, I could not help but notice that those at the table  
were the municipal and government stakeholders and the land owners, no mention of citizens.  
2005 to 2008, a technical committee for the planning was formed, again no citizens (and this is  
from November 2016, Pierrefonds-Ouest sector, Information Document, that I read this). Why  
were citizens not involved?

150 Building more huge homes with no regard to the environmental footprint, as it now seems  
to be "fashionable" in many West Island municipalities, will only lead to more cars on the road  
and more pollution. There are many existing industrial and commercial areas that should be  
redeveloped and some even closer to the core of the city with access to public transit. Rather  
than spending taxpayers money to build new roads and infrastructure to accommodate a monster

155 development, please put the effort and our taxes towards improving our existing infrastructure which is in need of attention. Any “possible” economic benefits stemming from the development or financial benefit to the city through taxes would be wiped out by the cost of infrastructures, maintenance and the delivery of public services to the area.

160 As for attracting very many families, that is not likely. They will not be able to afford the costs; even if there is affordable housing, transportation will be difficult and expensive. Young families will continue to move off island in search of less expensive homes and greener pastures. By building a new city while other areas crumble is not a solution.

165 Again for the profit of a few, we are losing our green spaces to developers and corporations. Changes are happening so fast. Do developers and corporations have an unfair influence over governments? I think so, but the times are changing, more people are plugged into what is happening to green spaces in the face of climate change. The developers know that. That is why they published a plea or an opinion in the West Island Suburban of April 19<sup>th</sup>, 2017. They want to push it through quickly before more citizens get on board. Grilli, of Gridev Inc. needs land to build on. I agree with David Cliché’s (a spokesperson for the development) his grandfather told him as quoted in the Montreal Gazette in 2015. “My grandfather one told me that the most difficult thing to do is to change the way people think.” It is about time that developers, local governments and urban planner think about that. They now have to be innovative, creative and change their ways. Times are changing and people care about the environment and their surroundings. An emotional connection to nature is needed and not just numbers. If not, you are robbing the future.

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**LA PRÉSIDENTE :**

Merci. And thank you for the participation also.

**Mme SUSAN WEAVER :**

J’ai envoyé une autre en français.

185 **LA PRÉSIDENTE :**

Yes, and I thank you for that.

190 **Mme SUSAN WEAVER :**

O.K. well, thank you.

**LA PRÉSIDENTE :**

195 You stay there, we have a few questions on your brief.

**Mme SUSAN WEAVER :**

O.K.

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**Mme NADJA RAPHAËL, commissaire:**

Est-ce que je peux poser la question en français?

205 **Mme SUSAN WEAVER :**

Oui. Et si je ne comprends pas, je vais vous demander des questions.

**Mme NADJA RAPHAËL, commissaire:**

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Je comprends que vous déplorez la construction de grosses maisons sans égard à l'environnement. J'aimerais avoir votre point de vue sur les 12 principes énoncés par la Ville de Montréal.

215 **Mme SUSAN WEAVER :**

Oui. Les grosses maisons ici?

220 **Mme NADJA RAPHAËL, commissaire:**

Les 12 principes de la Ville, les propositions qui ont été faites pour la construction du...

**Mme SUSAN WEAVER :**

225 Je ne comprends pas bien. Excusez-moi.

**M. JOSHUA WOLFE, commissaire:**

230 The document of the City, the information document talks about 12 principles of development.

**Mme SUSAN WEAVER :**

Yes.

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**M. JOSHUA WOLFE, commissaire:**

One of them includes – I have the French version – and one of them talks about the diversity of different kinds of housing and different densities.

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**Mme SUSAN WEAVER :**

I read that too. I read that.

245 **M. JOSHUA WOLFE, commissaire:**

So the question was, you were complaining over large houses and what is your response to the principle that talks about having a variety of different size housing built in this project?

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**Mme SUSAN WEAVER :**

Well, first of all, I don't think that land should develop. They can put that development some place else. They really can. Even if they have to take this brown space here, and this brown space there, they can make it, and the transit would be... and closer to transit too.

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I know it's not good, they are talking about not big houses, they are talking about lower income, is it really going to be like that? You know, these houses that they are going to do? Are they really... like, is this... the government is... is our government building these houses as social housing to make it more affordable? Am I getting the point?

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**LA PRÉSIDENTE :**

30%

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**M. JOSHUA WOLFE, commissaire:**

Yes, well the principle talks about the City has a policy of a strategy of inclusion of affordable housing which requires...

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**Mme SUSAN WEAVER :**

Yeah, I know.

275 **M. JOSHUA WOLFE, commissaire:**

... 30% in this project be affordable and social housing.

280 **Mme SUSAN WEAVER :**

And who's building these affordable, social housing?

**M. JOSHUA WOLFE, commissaire:**

285 The way it works is that developer agrees to build 30% of it. That's a reserve – 30% of the houses that he builds for at a certain fixed rate, of a lower market rate.

**Mme SUSAN WEAVER :**

290 Hum, hum... and who's going to be able to afford this, you think?

**M. JOSHUA WOLFE, commissaire:**

Well, it's less expensive than market housing.

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**Mme SUSAN WEAVER :**

Yeah.

300 **M. JOSHUA WOLFE, commissaire:**

So they don't cost as much as the house next door.

**Mme SUSAN WEAVER :**

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Well, I'm not too sure this is going to ever happen, you know. We have it downtown too and people are being pushed out on the street too. My first point was: we should not be taking our green spaces to build on. We should be preserving them. Because there's going to be nothing left afterwards. We just take a little bit more here, a little bit more here, and there will be

310 nothing. And if we don't need it, you can have it 10 years, 20 years down, if you decide you don't need it, it will always be there to build on. But I don't think the way people have jobs nowadays, and younger people, they can afford to get into them. Even, I don't... you know, it's just so expensive that I couldn't afford... I'm lucky that I bought my house when we did, because I would not be able to afford to live in a house now.

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**LA PRÉSIDENTE :**

Do you have another question?

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**M. JOSHUA WOLFE, commissaire:**

Yes. At the bottom of your first page, you say even if there is affordable housing, transportation will be difficult and expensive.

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**Mme SUSAN WEAVER :**

Yes.

**M. JOSHUA WOLFE, commissaire:**

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Could you explain what you mean. Why? What do you mean by saying that transportation...



**Mme SUSAN WEAVER :**

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Well, I know that... I know that... I've been reading in *Le Journal* and the papers and things like that, they have the new electric train and somehow there are these people that are working together so that they can get these two things go, that people... the train is for people going in the city to work, that's basically, it's not for transportation on the West Island. And somehow, they are figuring that transportation will be easier with the development. They're trying to connect it together. And right now, without the train, it's hard to get around the West Island.

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It takes two hours or so to just go by bus. And some busses, you have to wait a half an hour. And they... you know, people feel they need a car with this poor transportation we have right now. And the expenses of a car, and if you're on low income... if you are on a low income budget, if you're an artist, you know, or less than an artist, at least you have a little hope as an artist, they can't afford it. You know... we get from Walmart, their job at Walmart to their job at Home Depot, maybe a third job they need to try and afford that low cost housing out there. It's typical, I mean, it's really not thought out for the community.

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**LA PRÉSIDENTE :**

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O.K.

**Mme SUSAN WEAVER :**

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And I think there's a lot of things to be prepared closer to downtown. You know, there's a lot of things they can do to spend our taxpayers money than just developing a new city. And everybody knows that developers need land and that why they're getting it. They rather develop on green spaces because they figure they can sell their houses better there than next to highway 40, where maybe there's an old industrial area.

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**LA PRÉSIDENTE :**

Ça va?