

LE COMMISSAIRE WOLFE :

1870 All right thank you.

LA PRÉSIDENTE :

1875 So thank you very much.

MR. IRWIN RAPOPORT

Okay. Thank you.

1880 **LA PRÉSIDENTE :**

J'inviterais maintenant madame Johnston please. Would you help me with your first name.

MME SHAEN JOHNSTON:

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LA PRÉSIDENTE :

1890 Shaen. We were asking ourselves. Thank you. So, welcome.

MME SHAEN JOHNSTON:

1895 Thank you. Good evening Commissioners. From the promoters of the protection of L'Anse-à-l'Orme. I'm with Coalition Climat Montréal. I'm an ecologist and I want to start out with reading briefly the essence of a declaration that we've been circulating amongst our members and at large to which many people have signed.

1900 And then speak about the reference to L'Anse-à-l'Orme and how it's affecting it.

So part of the declaration it's going to be fran-glais my presentation. C'est adopter un budget carbone rigoureux systématique basé sur la science et visant la décarbonisation rapide de l'économie.

1905 Where is that budget?

1910 Over a year ago, Coalition Climat Montréal had a consultation with the OCPM which was how to reduce our dependency, Montreal's dependency on fossil fuel. It was the most well attended consultation you've ever had. Where are we now? How have we moved forward? How does just this part here? Is there anything that is reflected in how the City is managing development so on infrastructure, et cetera that corresponds to that. I do not see it at all.

1915 Deuxième point, optimiser la collecte de données et les rendre ouverts pour pouvoir faire un inventaire des émissions de gaz à effet de serre chaque année de façon à mesurer les progrès accomplis vers l'atteinte de nos cibles.

1920 This is essential, we need benchmarks. We don't have this. How can we claim to be fighting climate change, how could we claim that we're going to be respecting our engagements internationally, nationally, provincially, and municipally, it won't happen.

Troisièmement, Appliquer à tout projet proposé sur le territoire de Montréal, un test climat, évaluons les émissions de gaz à effet de serre de l'ensemble de son cycle de vie, même se produit hors l'Île.

1925 This is a huge problem. Where are these in-depth studies? This is essential, we can't pretend to be fighting climate change, if we don't have this. And we've been asking for it for over a year.

1930 Quatrièmement: Assurer la participation publique dans la planification et la mise en œuvre de la transition énergétique ainsi que dans l'allocation des ressources financières requises pour celui-ci.

1935 So you are deeply involved in public consultations but when it comes to decision making that's not in your round I understand that very well but it needs to be. The only cities that are moving ahead are those that actually are engaged with their public.

1940 Selon l'Alliance des villes carboneutre, la neutralité carbone correspond à une diminution d'au moins 80% des émissions de gaz à effet de serre, pas le report universel au niveau de 1990, plus ou moins, l'Alliance fixe celles-ci pour 2050.

1945 So, does this project fulfil any of those things? Are we going to see what we're at, ever? Are they going to get moving on this? Have all these projects that are coming along, have they passed a carbon test so that we can see, this is the dead line we must be, that this percentage we must be at this percentage at this date, at this time and so on? We have to have a plan and we have to stick to it and we don't work by just going ahead and then finding out what's coming up.

1950 We have to set ourselves objectives that will get us there on time, pass every project by those criteria otherwise we won't make it. And when I say we won't make it, I don't simply mean that we won't make our objectives, we, as humanity won't make it.

And this is according to the majority of scientists worldwide.

1955 So this is a route we must take. Has this project passed a carbon test? What is the carbon test? If it doesn't exist then we can't go ahead with any of these projects because there are taking us down the duster road to hell. Excuse me that sounds very dramatic but it's only too true.

1960 So, looking at those criteria, I don't feel as I said that we can approve any project unless we establish the criteria and they meet the criteria. And to keep saying: well the next project we are going to do that. I've been hearing this, we've all been hearing this for a quite a while. The next project won't cut it because we won't make it.

Going back to the brief that I presented, the reason we're here is because of the REM. If the REM didn't exist, this particular project would not be on-going at this juncture and time.

1965 So, we, once again, come back to the fact that the REM is not actually a public transportation project but a real estate undertaking.

1970 When you have the laws of this province being changed to force, I'm sorry what's the word, the expropriation then for project development that has nothing to do with public transportation then you can start to question why this whole undertaking is taking place.

1975 We can't forget why the REM was rejected because that influences the whole discussion we're having here today. So if the BAPE found that the project was not on solid base financially or environmentally, it involves all of this. This is a spin off from that project.

1980 The project of the REM, as I say, it's tied directly to this development, the fact that we have a project that should be bringing the maximum transportation to the majority of the population at a minimum cost and environmental impact and it's exactly the opposite that we're dealing with and this project feeds into the fact that is exactly the opposite of what should be happening.

There was a good reason that the BAPE refused it and that the fact that it's going forward simply means there are institutions and laws of this province no longer protect the citizens. They are simply brushed aside when they get in the way of developers.

1985 So tied intimately with this project is the fact that, I guess my question to you is surely you OCPM representatives of the OCPM do not believe that Quebecers should be seeing the

1990 destruction of a democratic rights in order for investors to maximize their profits while having the citizens pay for the REM project three times, once in grants to Bombardier and Cimetièrre Port-Daniel, a second time losing the funds that are destined to public transportation to send the tracks where they can develop, sending them into their investments, sending them to a Fairview Shopping Center which they have a large shares in, sending it to Dix-30 and so on. Destroying large tracks of agriculture land which is mentioned earlier destroying, on purpose, specifically to the last green spaces of West Island so they can be developed.

1995 So these tracks do not go where people exists in any numbers that we're talking about and then we're going to be a third time to ensure that we guarantee that they get their 8% return by having 20 to 30% increase in fares, 50% increase in property taxes destined for transportation and 4% in hydro-electric bills. It's all tied in.

2000 I realize that you think I'm way off track but really we wouldn't be having this discussion if this development would not be taking place, if the laws of this province would not be being changed, if it weren't for REM project.

2005 A lot of people are saying this is probably the biggest train robbery in the history of the country and it's the train that is robbing the people.

Much more information is available but it's not being allowed to be heard. Probably the REM is going to do the next Charbonneau Commission.

2010 So you want to stop for proving peaceful plans for cities driven by developers. That we're doing business is exactly why we're experiencing climate change start making cities designed for people.

2015 Si on utilise notre imagination et on prétend que ce développement de Pierrefonds-Ouest n'a rien à faire avec le REM et encore d'autre enjeux qui rentrent en ligne de compte.

2020 On a vu les inondations. Nous avons parlé plusieurs fois de l'effet tampon, très importante ces zones pour les lieux plus secs, plus élevés. On a vu que la Rivière-à-l'Orme à l'ouest des champs, a débordé les rives obligeant la fermeture des chemins L'Anse-à-l'Orme et une section du boulevard Gouin, deux des artères principaux qui serviront les résidences du projet proposé Cap-Nature.

2025 This area is one of the few remaining areas we talked about aiming for 10% of wild spaces. Internationally, the ratio is considered to be 17%. If we let these spaces go, we have not a hope in hell of attaining 10% and we should be aiming for 17%. So we can't let this go. It's not just, we have two things happening at the same time. We have the destruction of these essential green

spaces biodiversity, oxygenation, cleaning of the air, cooling of the air, so many factors that are positive that these give us aside from psychological and physical health and then on the other side, the project brings exactly the opposite. They're going to be bringing much more infrastructure therefore many more cars, therefore more congestion, therefore more gas à effet de serre.

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So, if you're going to talk about anything that the REM is helping us with, we will just start with this wipe-out totally counterproductive because of this whole development. We need to be building, taking our transportation to where the population exists and we're doing the opposite. We create, not only do these destroy something but we increase the negative factors. So we're really debalancing things.

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We already talked about the 270 species which is hugely down played by those people that don't think it's important.

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Et comme on a mentionné, on a au-dessus de 18 000 gens, individus, des Fondations comme David Suzuki, Green Coalition, Les Amis du Parc Meadowbrook, Sierra Club Québec Sauvons la Falaise, Coalition Climat Montréal aussi soutiennent les demandes.

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A very interesting proposition by Projet Montréal, it seems to be what several people, I've just heard are also talking about the promotion of having a urban national park in Montreal by protecting this green space and joining in with, I just mentioned, Morgan Arboretum, Bois de la Roche Agriculture Park, L'Anse-à-l'Orme, Cap Saint-Jacques, the protected areas around L'Anse-à-l'Orme.

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We already realized that the national parks like Oka, Île de Boucherville, Mont-Saint-Bruno are all filled to capacity, there were 1.7 million visits a year. We do not meet the needs. We really need this as green spaces not simply, we shouldn't do this, or we should do that, it's also with respect to the need for green spaces and the maximizing what we thought we could manage with spaces that we already have.

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Le Devoir recently was talking about the flooding. Le groupe politique Vrai changement Montréal, put in a paper it was talking about the fact that the amount of land that is being dedicated to the actual developers on 185 hectares and they give the impression in the way it's presented that we're going to have the equivalent in green space and this is not the case when you finished seeing what's basically under water and so on so forth, you end up with something like 42 hectares or only I think it's 12% of the total area but that's that calculation.

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And I don't think that calculation is even worth looking at one way or the other because we need to keep this as a wild space. It's essential and we will have 100 of visitors, it will be very

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beneficial. It will continue to serve its natural function and we won't be unbalancing the natural systems and creating les îlots de chaleur et ainsi de suite.

LA PRÉSIDENTE :

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Madame Johnston, est-ce qu'on va pouvoir vous poser des questions?

MME SHAEN JOHNSTON:

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Oui, oui. Alors c'était juste pour revenir que la déclaration que j'ai nommée, it's the basis on which we must build. We cannot continue to put through projects willingly and have the world run by the developers.

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As it's been stated by several other participants, we can have economic developments and protect the green spaces and diminish our green house gases there are not mutually exclusive. We can do all of this. But it takes the will and organization and criteria that we stick to, that we honour. Yes.

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Thank you.

LA PRÉSIDENTE :

Merci beaucoup, Madame. Des questions?

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LE COMMISSAIRE WOLFE :

Yes Ms. Johnston, at the beginning you referred to a commission that I was not on, the OCPM did on Climate Change Greenhouse Gases and you read in French a series of recommendations, but you did not say whether that was the Coalition Climat.

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MME SHAEN JOHNSTON:

Sorry. Yes it is. It's the Coalition Climat.

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LE COMMISSAIRE WOLFE :

Those are your recommendations?

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MME SHAEN JOHNSTON:

Those are our recommendations.

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LE COMMISSAIRE WOLFE :

All right because you made it sound like those were the recommendations of the Office.

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MME SHAEN JOHNSTON:

My apologies. They made a lot of good recommendations.

LE COMMISSAIRE WOLFE:

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I'm going to refer to them, yes. Thank you, I just wanted to understand what that coming from.

MME SHAEN JOHNSTON:

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Sorry.

LE COMMISSAIRE WOLFE :

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Okay. Thank you.

LA PRÉSIDENTE :

Alors je vous remercie beaucoup, Madame.

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MME SHAEN JOHNSTON:

Merci.

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LA PRÉSIDENTE :

J'inviterais maintenant monsieur Donald Hobus.

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