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À l'Office de consultation publique de Montréal (OCPM) / To the OCPM :

I wish to present both an oral and written submission before the OCPM in favour of:

- 1) The new **Parc Nature cour Turcot / Turcot Nature Park** ;
- 2) The proposed **Dalle-parc** or bridge over the Turcot project, and;
- 3) The inclusion of the green space known as the **Falaise St-Jacques / St-Jacques Escarpment** as part of this project.

I am a resident of the City of Montreal, and I live in Notre-Dame-de-Grace. I do not own a vehicle, but I have a valid driver's licence. I am a cyclist and bike fan. I cycled across Canada when I was a student, and I have completed the Montreal "Tour de L'île" and "Tour de Nuit." I use bike paths in the Montreal area and surrounding regions very often. I am asthmatic and so I understand the link between personal health and a healthy natural environment.

I wish to speak to the following points in my oral presentation scheduled for **Tuesday, November 20<sup>th</sup>, 2018 at 21h45:**

- 1) I fully **support** the creation of a **Parc Nature cour Turcot / Turcot Nature Park** to be included in the reconstruction of the Turcot Interchange and rail yards:
  - a) The Turcot Nature Park should be a **green** project, and should reflect those elements as they would be found in a natural setting, including **ungroomed grassy or prairie areas, forest of trees native to Québec, and water features including potential swamp areas.**
  - b) The Turcot Nature Park should optimize hospitability for **wildlife**, particularly with respect to **birds.**
  - c) The project should include sufficient **trees** to act as a **sound barrier** from traffic within the Turcot Interchange.
  - d) Any **trails** within the Nature Park should be discrete, and accommodate mostly pedestrians, including cross-country skiing in winter. Mountain biking in hilly areas should be banned.

- e) **Bike paths** should be created, but create minimal invasion of the Nature Park.
- f) There could be “**interpretive guides**” along pedestrian trails in the form of signs to explain the different green spaces, species of trees, nature features, etc.
- g) There should **not be any arenas** or entertainment areas contained within the Turcot Nature Park
- h) The Turcot Nature Park should become part of a “**Green Belt**” along with the Dalle-parc bridge and Falaise St-Jacques Escarpment. These three elements together should provide a **north-south link between NDG, the Lachine Bike Path, Lasalle, Verdun, Angrignon Park, and the Bike Path on the Verdun waterfront.**
- i) The creation of this “Green belt” will fit well with Quebec’s unique system of bike paths known as the “**Route Verte**” and first proposed by **Vélo-Québec**.
- j) The creation of this “Green belt” will fit well with Montreal’s unique system of bike sharing known as **Bixi**.

2) I wish to see that the area north of the former Turcot Interchange and rail yards, known also as **the ecoterritory of the Falaise Saint-Jacques Escarpment**, be included in the creation of the proposed Turcot Nature Park.

- a) **The Falaise Saint-Jacques Escarpment** portion should be a **green** project, and should reflect those elements as they would be found in a natural setting, including forests of trees native to Québec.
- b) The Falaise Saint-Jacques Escarpment, as part of the Turcot Nature Park, should maximize **hospitality for wildlife**, particularly with respect to **birds**.
- c) The project should also include sufficient trees to act as a **sound barrier** from traffic within the Turcot Interchange.
- d) There should be a discrete **pedestrian and bike path through the Falaise Saint-Jacques Escarpment to access the Dalle-parc bridge to access the new Turcot Nature Park to the south.**
- e) The Falaise Saint-Jacques Escarpment, along with the Turcot Nature Park, and the Dalle-parc bridge, together should become part of a “**Green Belt**.” These three elements together should provide a **north-south link between NDG, the Lachine Bike Path, Lasalle, Verdun, Angrignon Park, and the Bike Path on the Verdun waterfront.**
- f) The creation of this “**Green Belt**” will fit well with Quebec’s unique system of bike paths known as the “**Route Verte**” and first proposed by **Vélo-Québec**.
- g) The creation of this “**Green Belt**” will fit **well** with Montreal’s unique system of bike sharing known as Bixi.

- 3) I also wish to see included in the creation of the Turcot Nature Park a north-south link for pedestrians and cyclists, also known as the **"Dalle-parc" project**.
- a) The **"Dalle-parc"** project is a great opportunity for the city of Montreal to create an inviting and exciting **"green" entry way into the downtown of Montreal**.
  - b) The **'Dalle-parc'** itself should be accessible to **pedestrians and cyclists**, and ideally have separate pathways for each. It could potentially also accommodate **cross-country skiers** in winter.
  - c) The **"Dalle-parc"** should be as **"green"** as possible, and perhaps include grassy elements. Lessons may be taken from **New York City's "HighLine" linear pedestrian park**.
  - d) The **Falaise Saint-Jacques Escarpment, along with the Turcot Nature Park, and the Dalle-parc bridge, together should become part of a "green belt."** These three elements together should provide a north-south link between NDG, the Lachine Bike Path, Lasalle, Verdun, Angrignon Park, and the Bike Path on the Verdun waterfront.
  - e) Again, the creation of this **"Green Belt"** will fit well with Quebec's unique system of bike paths known as the **"Route Verte"** and first proposed by Vélo-Québec.
  - f) The creation of this **"Green Belt"** will fit well with Montreal's unique system of bike sharing known as **Bixi**.
  - g) Note that a **"Dalle-parc" was successfully built over the Ville-Marie expressway near the Champ-de-mars Métro station, and is a great example of a "green" pedestrian passageway linking the CHUM with Old Montreal.**

I also wish to underline that these three aspects discussed above will add enormously to the following:

- 1) **Quality of life** of all Montreal residents
- 2) Montreal's contribution to **reducing carbon emissions** and **reducing environmentally damaging foot print**
- 3) **Encourage health** of residents by encouraging them to walk and bicycle to work, shopping, and play
- 4) Create a **beautiful entry to Montreal** by the new Turcot Interchange toward Montreal
- 5) **Inspire** other cities to create similar green spaces
- 6) Any **investment will be more than compensated by improvement in property values and assessments;**
- 7) **Increase tourism**, which as Minister of Heritage Joly has recently indicated that one in ten jobs depends on tourism, and that tourism employs more citizens than the oil and gas, mining, agriculture, auto manufacturing, and aerospace industries combined.

For all these above reasons, I strongly urge the city of Montreal to move forward with the creation of the Turcot Nature Park, the addition of the Falaise St-Jacques eco-territory, and the Dalle-parc pedestrian and Bike Bridge. Together, these elements will increase

the green space available to wildlife, to Montrealers, for Quebecers, as well as to visitors to this city.

Sincerely,

**-Anthony Mandl**