

## 2005-12-21 : Borough knew floodplain history says Labelle, TheSuburban

The Suburban - Quebec's largest English newspaper

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### Borough knew floodplain history, says Labelle

By Jason Magder, The Suburban

Pierrefonds knew that it had allowed eight homes to be built in the floodzone, says former councillor Michael Labelle.

"You go into that area and you can see that there is a 15-foot drop. It's clear that they've filled that area in," Labelle said.

The Quebec Environment Ministry has sent the file to the province's prosecutors so they can decide whether to lay charges against Pierrefonds.

If that happens, Pierrefonds could be asked to bring the Rivière des Prairies back to its natural state after eight homes in the Domaine des berges project were found to have parts of their back yards built in what is considered to be a wetland. The ministry says the borough violated environmental protection laws when they allowed the owners to build a low wall to protect the backyards.

"It was built to separate the part of their backyards they could use from the part they can't use," Pierrefonds/Roxboro Mayor Monique Worth said.

She added that the environment ministry was advised at every step of the construction process.

"We asked to build that wall," Worth said. "We have an agreement with the ministry of environment. Everything was done according to that agreement."

As for the landfill, Worth said the borough was advised when the project's builders broke the law and paid a fine for leaving excess backfill on the property.

"We got a notice of infraction because when they dug out the foundations, they left the earth in that area," Worth said. "We sent a fine to Quorum and they removed the dirt and transported it somewhere else."

2005-12-21 10:41:44

By **Suburban**.com

## 2005-12-14 : Quebec Pierrefonds clash over landfill, TheSuburban

The Suburban - Quebec's largest English newspaper

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### Quebec, Pierrefonds clash over landfill

By Jason Magder, The Suburban

The Ministry of the Environment is demanding Pierrefonds bring the Rivière des Prairies back to its natural state after a dozen homes in the Domaine des berges project were built on its banks in violation of Quebec's environmental-protection laws.

Pierre Robert, the regional director of environmental controls for Montreal, Laval, the Laurentians and Lanaudière, says the back yards of eight homes built on the shores of the Whitehorse Rapids have altered the riverbed. He says the ministry will order the borough to remove land that has been filled in to prevent flooding.

In some cases only a small portion of the yards are in the restricted zone, while in others, a good part of the yards are affected, Robert added.

"We've turned this dossier over to the province's prosecutors," Robert said.

He added the province could sue Pierrefonds to force them to bring the riverbed back to how it was before the construction.

The ministry says Pierrefonds knowingly allowed the developer to alter the riverbed by dumping the earth excavated during the digging of the foundations of the eight homes in the riverbed.

Pierrefonds/Roxboro Mayor Monique Worth says the earth in question was only put in that area temporarily, but was moved away after the construction was completed.

"We got approval to do this back in 2002," Worth said. "I don't know why they went back on their decision."

Robert, however, said environment officials advised Pierrefonds of the problem early on in the construction of the homes and continually asked the borough to alter the project.

Worth said the borough is seeking advice from its lawyers on what to do.

"We're doing everything we can not to disturb the people there," she said.

The borough of Pierrefonds/Senneville has also been pushing for a 650-unit Florida-style condominium development to be developed just west of that site.

A portion of that land is classified as floodzone, a classification the city argues was made in error.

2005-12-14 11:13:06

By **Suburban**.com

# 2005-11-30 : Pierrefonds floodplain, TheSuburban

The Suburban - Quebec's largest English newspaper

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## Pierrefonds floodplain

*Mulcair may order riverside homes moved*

By Jason Magder, The Suburban

Pierrefonds allowed houses to be built in a floodzone when they saved a portion of greenspace at the shores of the Whitehorse Rapids, says Quebec Environment Minister Thomas Mulcair.

As a result, the borough may be ordered to move 12 houses, with the cost to be borne by the developer.

Originally trumpeted as the start of Montreal Mayor Gérald Tremblay's greenspace plan, the city of Montreal engaged in a land swap to save a portion of greenspace and develop single-family housing on the portion of land that was not as ecologically sensitive.

However, a dozen homes in the Domaine des berges project are situated within the 20-year floodzone, confirms Pierre Robert, the regional director of environmental controls for Montreal, Laval, the Laurentians and Lanaudière.

"They built retaining walls in order to elevate the houses," Robert said. "The minister has asked the province's solicitor general to study whether or not to order Pierrefonds to move the houses."

Robert added that in addition to violating the province's floodzoning, the borough disregarded its own urban plan.

"These are generally ecologically rich areas, and also if you build in the floodzone, you alter the way water flows in the spring and can cause more flooding," he told The Suburban.

That area of Pierrefonds made headlines in the winter of 2004 when there was massive flooding of the Rivière des Prairies. That flooding, and a request from Pierrefonds that the floodplain map be revised to allow more development, prompted Mulcair to order a full review.

"There is no question of any development until that new floodplain map comes out. I've got the best experts in the province of Quebec working on it right now," Mulcair said at the time.

The borough of Pierrefonds/Senneville has been pushing for a 650-unit Florida-style condominium development on the site. A portion of the land is classified as floodzone, a classification the city argues was made in error.

The Suburban received reports last year that basements of several of the houses in the new development had been flooded.

Pierrefonds/Roxboro chairwoman Monique Worth will meet with the environment ministry next week to discuss the issue.

Borough spokeswoman Johanne Paladini said Tuesday the borough believes the houses were built according to the floodzone maps. She said Worth had convinced the environment ministry to hold off on legal challenges until she can meet with Robert.

"According to the map I saw, the homes were built in the right place," said Paladini, adding that the environment ministry had to give permits to any house built in that area. "We think the rules were respected, but there seems to be a disagreement between the ministry of the environment and the federal ministry for Fisheries and Oceans as to what the rules are. That's what we want to get clarified."

2005-11-30 10:34:40



Domaine des berges: Some houses may have to move.

# **2005-11-27 : Le ministère de l'environnement risque de poursuivre Pierrefonds, CiteNouvelles**

## **Dossier vert et bleu**

### **Le ministère de l'Environnement risque de poursuivre Pierrefonds**

Dossier vert et bleu

Le ministère de l'Environnement risque de poursuivre Pierrefonds

Ce texte a été publié le 27 novembre 2005. Il est remis à la disposition de nos lecteurs dans le cadre de notre dossier Vert et bleu.

Rue Debours, à Pierrefonds: une douzaine de maisons s'alignent paisiblement près de la rive depuis 2004. En façade, rien à noter. C'est à l'emplacement actuel de leur cour qu'une saga se déroule depuis 2002 avec, en toile de fond, des démarches judiciaires du ministère de l'Environnement, qui pourraient aboutir à la démolition des cours arrière. Depuis 2002, soit deux ans avant la réalisation du projet domiciliaire Domaine des Berges par le groupe Quorum, nombreux sont les biologistes et inspecteurs à avoir visité le marécage que surplombent les nouveaux cottages. Tous s'entendent pour dire qu'on a remblayé illégalement la plaine inondable et le lit de la rivière des Prairies.

Démolition ou remise en état

«Il s'agit bien d'un cas de destruction de l'habitat du poisson», a affirmé Raynald Gosselin, agent principal régional au ministère des Pêches et Océans (MPO), en entrevue téléphonique le 18 novembre. Selon une série de documents divulgués en vertu de la Loi sur l'accès à l'information et dont Cités Nouvelles a obtenu copie, le ministère de l'Environnement (MENV, maintenant rebaptisé ministère du Développement durable, de l'environnement et des Parcs, MDDEP) avait déjà entamé des procédures judiciaires en juin 2004, contre l'arrondissement et le promoteur.

L'information a été corroborée jeudi dernier par Pierre Robert, directeur régional du Centre de contrôle environnemental de Montréal, Laval, Lanaudière et Laurentides. «La direction des affaires juridiques chez nous a étudié la possibilité d'effectuer des recours et a transféré le dossier le 29 juin 2005 au bureau des plaideurs [ministère de la Justice du Québec], afin que soit initié un recours en application des articles 227 et 227.1 de la Loi sur l'aménagement et l'urbanisme. Ce recours-là permettrait d'ordonner, aux frais du propriétaire, la démolition ou la remise en état du terrain. Ça pourrait aller jusque-là.»

L'avis juridique est attendu dans quelques semaines. Jusqu'à ce jour, aucuns des intervenants, que ce soit l'arrondissement, la Ville, le promoteur ou les propriétaires des terrains, n'ont été avisés.

Depuis 2002

C'est en 2002 que Pêches et Océans Canada a ouvert le dossier. La Direction générale de l'habitat du poisson (DGHP) de Pêches et Océans étaient alors entrés en contact avec Pierre Rochon, urbaniste et directeur aménagement urbain et services aux entreprises de l'arrondissement Pierrefonds-Senneville, pour discuter du projet en devenir.

Au début de l'été 2003, le service de l'environnement de la ville de Montréal a contacté la DGHP pour l'informer que «du remblayage majeur venait d'être fait », toujours selon

les documents du MPO. «Un biologiste du réseau du suivi aquatique de Montréal a signifié l'infraction à ses collègues du MENV, du ministère des Ressources naturelles et de la Faune (MRNF) et du MPO», a confirmé Nathasha Beauchênes, du service des relations médias de Montréal, lors d'un entretien téléphonique mercredi dernier. «Il a signifié qu'il y avait perte de végétation et empiètement dans la bande riveraine.»

Cités Nouvelles avait fait état de cette infraction dans son numéro du 1er juin 2003. Un inspecteur de l'arrondissement avait remis un constat d'infraction — assorti d'une peine de 255 \$ — le 28 mai 2003 au promoteur, en présence de la mairesse Monique Worth. Or une visite sur le site effectuée par quatre employés de la ville de Montréal le 22 juillet 2003 a permis de constater que des travaux avaient toujours lieu dans la plaine inondable.

Selon un résumé de l'historique du dossier rédigé en avril 2004 par François Villeneuve, biologiste au MPO, «l'infraction semble claire et sans équivoque». Lors des échanges entre M. Villeneuve et Pierre Rochon, en 2002, le biologiste aurait expliqué les dispositions de la Loi sur les pêches à l'urbaniste, et lui aurait fait part que tout projet dans l'habitat du poisson nécessitait une autorisation du MPO au préalable. L'article 35 de cette loi stipule qu'il «est interdit d'exploiter des ouvrages ou entreprises entraînant la détérioration ou la perturbation de l'habitat du poisson.»


Dans les échanges de courriels et les comptes rendus de conversations téléphoniques entre les deux hommes, le désaccord est flagrant. «J'aurais aimé qu'il vienne dans mon bureau et me montre exactement qu'est-ce qu'il y avait de problématique. Il n'est jamais venu me voir», a souligné l'urbaniste la semaine dernière. M. Rochon nie catégoriquement que l'arrondissement ait illégalement empiété sur la bande riveraine ou outrepassé la limite de construction établie par le MDDEP. Des certificats d'autorisation ont toutefois été accordés aux propriétaires des maisons par l'arrondissement en 2004, afin qu'ils procèdent à la «stabilisation de la berge» et à des aménagements paysagers dans la bande riveraine.

«On n'a pas besoin de l'autorisation du ministère pour un permis de stabilisation dans la bande riveraine. On fait ça selon notre réglementation, affirme-t-il. Moi, je pense que notre réglementation est conforme. S'il y a eu erreur de notre part, on est prêts à y faire face.»

«Ce recours-là permettrait d'ordonner, aux frais du propriétaire, la démolition ou la remise en état du terrain. Ça pourrait aller jusque-là.»

Pierre Robert, ministère de l'Environnement

## 2005-11-21 : Barker-Greene letter

Québec 

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Cabinet du ministre du Développement durable,  
de l'Environnement et des Parcs  
Leader adjoint du gouvernement  
Ministre responsable de la région des Laurentides et de la région de Lanaudière

Le 21 novembre 2005

Monsieur Marvin Rotarnd  
Conseiller municipal  
Bureau des conseillers municipaux  
5160, Décarie Boulevard, suite 710  
Montréal (Québec) H3K 2H9

Monsieur,

Le ministre du Développement durable, de l'Environnement et des Parcs, M. Thomas J. Mulcair, souhaite la mise en place d'une vaste zone de conservation qui pourrait avoir comme noyau central le lac des Deux-Montagnes. Cependant, compte tenu des caractéristiques propres au statut juridique d'un parc national du Québec, il faut envisager d'autres scénarios pour réaliser cette intention de conservation d'évergure.

Ce qu'envisage le Ministère, c'est de développer un concept de conservation autour de l'idée d'un parc métropolitain de l'archipel de Montréal où serait identifiée la zone sur laquelle pourrait s'appliquer ce concept. À l'intérieur de cette zone, nous désirons voir s'y regrouper plusieurs statuts de conservation : parc national, parc régional, réserve aquatique, réserve de biodiversité, réserve écologique, réserve naturelle, propriétés privées d'organismes de conservation, etc. Ainsi, nous pourrions progressivement mettre en place ce vaste concept de parc métropolitain de l'archipel de Montréal à partir des acquis actuels et des ajouts à venir.

Pour ce faire, nos représentants du ministère sont à convenir avec la Communauté métropolitaine de Montréal, la Ville de Montréal et le ministère des Affaires municipales et des Régions comment mettre de l'avant ce concept et en définir le cadre de sa réalisation.

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## 2005-10-26 : MICU's Pierrefonds election promises

The Suburban - Quebec's largest English newspaper

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### MICU's Pierrefonds election promises

*Nov. 6 municipal elections*

The Montreal Island Citizens' Union says they'll ease congestion issues and improve public transit in Pierrefonds/Roxboro if elected.

The party's platform calls for the development of a train station in the Rapides de Cheval Blanc sector of the borough. A train station has been part of the plans to construct a 650-unit condominium development at the end of Sources Blvd. However, the environment minister has put a freeze on any development in that area, saying he would like his office to study the floodzones first.

The party has also pledged to improve the synchronization of traffic lights on main arteries and to continue to lobby the province for a link to highway 440 in Laval in order to add an extra north-south artery to the area.

The MICU's other plans for the borough are to:

- maintain the drinking water leakage detection program;
- continue the program to rebuild roads with ditches;
- set up a new community centre in the eastern part of Pierrefonds;
- improve the maintenance of soccer fields and other sports facilities;
- help improve swimming pools in the district;
- improve snow removal for main arteries;
- provide better maintenance of parks and green spaces;
- create an eco-centre in the borough;
- expand the recycling program to buildings with eight or more units;
- protect natural habitats and encourage the strategic acquisition of certain green spaces.

2005-10-26 10:53:38



**Pierrefonds chairwoman Monique Worth:  
MICU would improve public transit.**

By **Suburban.com**



ACTUALITÉS

PETITE HISTOIRE D'UN CHANGEMENT DE ZONAGE

Mathalie Villeneuve

Il y a longtemps que l'ancienne ville de Pierrefonds demandait la révision de la carte du risque d'inondation pour les secteurs des Sources et Saraguay. Voici la petite histoire d'un règlement adopté le 6 septembre, au grand dam des défenseurs des espaces verts.

Le règlement 0417-04, modifie la carte du risque d'inondation dessinée conjointement par l'Environnement Canada et l'énergie et Ressources Québec en 1978. La carte définit les secteurs touchés par les inondations selon la fréquence de celles-ci sur une période de 30 ans (zone vingtenaire) ou 100 ans (zone centenaire). Les zones sont établies par des côtes, qui sont des repères topographiques mesurant la hauteur du sol par rapport à l'eau. Sauf exception, tout projet de développement immobilier est interdit en zone vingtenaire.

Il y a trente ans...

Dans deux des trois secteurs touchés par le nouveau règlement, soit le secteur des Sources — aux abords de la rue Riviera, sur le site du projet de développement immobilier du promoteur Mario Grilli — et le secteur Saraguay, l'ancienne ville de Pierrefonds a réclamé des changements à la carte des zones inondables depuis près d'une trentaine d'années. Pierre Rochon, directeur de l'aménagement urbain et des services aux entreprises à l'arrondissement, explique que du remblai effectué dans le secteur des Sources, à la fin des années soixante-dix, rendait la carte obsolète avant même son adoption par la CDM en 1980. « Il y a eu du dépôt de matériaux secs par les Travaux publics de Pierrefonds à l'époque, explique-t-il. Quant au secteur Saraguay, des digues construites après la grande inondation de 1974 protègent le secteur des inondations, selon monsieur Rochon.

Le remblai et les travaux de protection avaient été constatés par le Comité de cartographie du ministère de l'Environnement en 1988. Dans une lettre adressée à la CDM le 26 janvier 1989 et signée par le président de ce comité, on reconnaissait la non pertinence de la zone vingtenaire en retrait de la rive et des zones entourées d'un trait foncé sur les cartes.

En septembre 2001, la Direction régionale de Montréal du ministère de l'Environnement a transmis à l'ancienne ville de Pierrefonds une recommandation favorable à l'égard des deux demandes de correction.

C'est cette recommandation, faite avant son arrivée en poste, qui aurait en quelque sorte convaincu le ministre Muciar — qui a manifesté sa détermi-

nation à protéger les milieux humides à plus d'une reprise au cours de la dernière année. À donner son aval au projet de règlement, selon Bertrand A. Ward, conseiller de Ville pour l'arrondissement, « le ministre voulait revoir toutes les côtes, mais étant donné que les projets étaient déjà avancés (dans les secteurs touchés par la réglementation), il a exclu [ces zones]. »

Une formalité

Parti de cette recommandation, l'ancienne ville de Pierrefonds a alors demandé à la CDM de modifier son schéma d'aménagement. C'est la Grande Ville qui a fait suite à cette demande en effectuant les changements demandés à la carte de la plaine inondable, en décembre 2004.

Entre temps, la commission sur la mise en valeur du territoire et du patrimoine a tenu une consultation publique le 1er septembre 2004. Depuis mars 2005, la nouvelle carte de risque d'inondation de Pierrefonds est en vigueur dans le cadre du schéma d'aménagement de Montréal. D'un strict point de vue légal, le règlement adopté par Pierrefonds-Semelle le 6 septembre n'a pour but que d'assurer la concordance entre la carte de l'arrondissement et celle de la Ville centre, en vertu de la Loi sur l'aménagement et l'urbanisme.

(Voir « Histoire » à la page 13)



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# 2005-09-18 : Echanges acerbes entre Pierrefonds et les Verts, CiteNouvelles

ACTUALITÉS

## ÉCHANGES ACERBES ENTRE PIERREFONDS ET LES VERTS

Pierrefonds-Senneville modifie sa carte des zones inondables

**Nathalie Villeneuve**  
**P**ierrefonds-Senneville a effacé de sa carte du risque d'inondation des pans entiers de la zone interdite à la construction. Pour les nombreux résidents présents à l'hôtel de ville lors de l'adoption du nouveau règlement de zonage le 6 septembre, cela équivaut à condamner les berges de Pierrefonds à la pelle des promoteurs.

Un tract distribué de porte en porte avant l'assemblée par un regroupement créé il y a quelques semaines sous le nom de Vigilance action citoyens (VAC), a suscité des réactions de la part de la mairesse, Monique Worth. «Les gens disent n'importe quoi», a-t-elle réagi en entrevue téléphonique la semaine dernière.

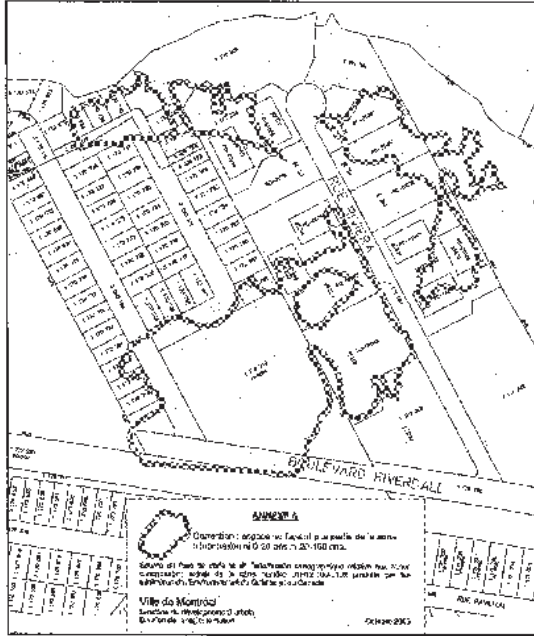
«Une consultation bidon»  
 Selon Suzanne Kieprien, qui milite aux côtés d'une autre résidente de Pierrefonds, Carmen Vrana, le VAC regrouperait quelque 125 résidents, par le biais d'Internet. Les deux initiatives du groupe en ont particulièrement contre le fait que le mot «consultation» ait apparu dans l'avis public publié le 21 août dernier dans les pages de CiteNouvelles, alors que le projet était déjà en partie adopté. «C'est bidon», a qualifié madame

Vrana. Elle échappe le même qualificatif quand on lui parle de la consultation menée par la commission sur la mise en valeur du territoire et du patrimoine, le 1er septembre 2004. «Je n'ai pas reçu l'invitation, affirme cette résidente de la rue Riviera. Ils ont fait des erreurs dans les codes postaux [lors de l'envoi aux résidents]. Quand [Monique Worth, mairesse de Pierrefonds-Senneville] dit qu'on a été consultés, ce n'est pas vrai, on n'a pas eu l'invitation!»

Du côté du greffe de l'arrondissement, on précise que l'adoption d'un règlement tel que le 107-133, qui n'est qu'un règlement de concordance (voir autre texte, en page 7), ne comporte que deux phases au lieu des trois habituellement requises pour un changement de zonage. «On a adopté le premier projet de règlement le 7 juillet 2005. Le 6 septembre, on a procédé à l'adoption du règlement en lui-même», explique Suzanne Rochon, secrétaire du greffe. (Dans le cas d'un règlement de concordance, il y a une deuxième de registre.) Pourquoi alors publier un avis de consultation? «Il faut en publier un, mais c'est plus informatif [que consultatif].»

### Échanges musclés

Dans le tract distribué par le VAC, on pointe directement Monique Worth du doigt. «Votre mairesse, Monique Worth, et la ville de Montréal veulent empiéter près de chez vous dans les marais et les milieux humides (...). Les inquiétudes soulevées concernent le secteur de Savigny, inondé en 2004, la construction prévue dans le secteur de la rue Félix-McFerman — «une zone naturelle de drainage du ruisseau Borland» — et le secteur des rapides



du Cheval Blanc. «650 unités dans un milieu humide avec une riche faune aquatique et terrestre. Ces trois secteurs sont visés par le nouveau changement de zonage.

«La circulaire en question laisse croire aux citoyens que c'est l'intonction du maire Monique Worth de permettre la construction dans des milieux humides et des marais, alors que c'est faux», a répondu madame Worth dans un communiqué. Savigny: Les inondations de janvier 2004 seraient le résultat du bras. Pour éviter tout risque futur, la cartographie des zones inondables est

présentement en révision. «Felix McFerman: Suite au plan de gestion des rives, présenté et signé en août 2004, le gouvernement du Québec a autorisé une dérogation permettant de terminer le projet de construction entiers dans ce secteur.

«Rapides du Cheval Blanc ouest: Qu'il s'agisse de 650 unités ou d'une seule, aucun développement futur ne sera fait s'il ne respecte pas en tout point la réglementation municipale et la nouvelle cartographie des zones inondables. Il est vrai toutefois que ce secteur est appelé à se développer un jour...»

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## 2005-06-19 : Lettre a Monsieur Pierre Bourque, chef de l'opposition et l'équipe de Vision Montréal

----- Original Message -----

**From:** Sylvia Email (golffhawk@securenet.net)  
**To:** Pierre Bourque (pbourque@ville.montreal.qc.ca)  
**Sent:** Sunday, June 19, 2005 1:59 AM  
**Subject:** Votez NON lundi-Coalition Verte

À l'attention de Monsieur Pierre Bourque, chef de l'opposition et de l'équipe de Vision Montréal

Bonjour

### De l'aide s'il vous plaît!

Le chapitre de l'Arrondissement Pierrefonds-Senneville du Plan d'urbanisme ne doit absolument pas être adopté à la réunion du conseil de la Ville de Montréal lundi le 20 juin. Des projets de développement de grande envergure sont prévus pour les deux "ecoterritoires" de l'arrondissement – dans le Corridor écoforestier de la rivière-à-l'Orme et aux Rapides du Cheval blanc. Des quartiers résidentiels étalés ainsi que de grands boulevards représentent un désastre certain au plan écologique et surchargeront le réseau du transport collectif - sans parler de l'augmentation épouvantable du nombre d'automobiles sur la Transcanadienne, la 20, et leur voies d'accès.

Cela va tout à fait à l'encontre de l'assurance «que l'aménagement de Montréal sera fondé sur le développement durable» (Plan d'urbanisme de Montréal, avril 2004 : Mot du maire). Bref, le chapitre Pierrefonds-Senneville n'est pas conforme aux nouvelles politiques de la ville, soit la Politique du développement durable, la Politique de protection des milieux naturels, la Politique du patrimoine, et la Politique de l'arbre. De plus ce chapitre n'est pas conforme à la vision de transport de l'administration Tremblay-Dauphin, favorisant le transport collectif. Il faut à tout prix voter contre l'adoption.

**À noter:** Monsieur George Boutilier, ex-conseiller de Pierrefonds et membre du conseil d'administration de la Coalition Verte, présentera une pétition pour la sauvegarde des écoterritoires de Montréal lors de la période de questions au conseil lundi.

Veillez trouver ci-joint un communiqué de presse de la conseillère Dida Berku et du conseiller Marvin Rotrand et une lettre ouverte au maire Gérald Tremblay de la Coalition Verte. Merci

David Fletcher (514) 683-7864 (cell) 502-5341  
Sylvia Oljemark (514) 332-9146  
Porte-parole pour la Coalition Verte

**COMMUNIQUÉ DE PRESSE**  
**Pour diffusion immédiate**

**La conseillère Dida Berku et le conseiller Marvin Rotrand appuient la démarche du ministre Mulcair pour le parc provincial du Lac des Deux-Montagnes**

Montréal, le 17 juin 2005 - Le conseiller de Snowdon et la conseillère de Côte St-Luc sont heureux que le ministre du Développement durable, de l'Environnement et des Parcs, Thomas J. Mulcair, étudie un projet de création de parc provincial visant à protéger et à mettre en valeur l'archipel du lac des Deux-Montagnes.

«Montréal fait face à un défi de taille dans la protection de ses espaces naturels» selon les conseillers. «Notre territoire ne répond pas aux normes environnementales en termes d'espaces naturels protégés. La création de dix écoterritoires par l'administration municipale est un premier pas dans la bonne direction, mais nous avons besoin de partenaires actifs pour atteindre l'objectif de 8% d'espaces naturels protégés sur notre territoire», précisent les deux conseillers.

Le conseil municipal étudiera lundi le nouveau chapitre du plan d'urbanisme pour l'arrondissement Pierrefonds-Senneville qui propose jusqu'à 6000 nouveaux logements et l'extension des rues Antoine-Faucon et le boulevard Pierrefonds dans l'écoterritoire l'Anse-à-l'Orme.

Ce territoire présente une bio-diversité impressionnante et sert d'habitat à des espèces menacées. Les conseillers ont écrit au ministre Mulcair pour lui demander d'aider la ville à atteindre ses objectifs de protection des espaces naturels et à garder le cap sur des politiques priorisant le développement durable.

info: Dida Berku 514-718-0896, 485-6936

## 2005-06: Evidence of turtle *geographica* found in the Rapide du Cheval Blanc Ecoterritory

Some pictures of the map turtle (tortue géographique), *Graptomys geographica*, taken in Rapide de Cheval Blanc ecoterritory in the spring of 2005. Two other reptiles in decline have also been seen in the area West of Riviera road, as well, on the land projected to be developed: the northern brown snake (couleuvre brun) *Storeria dekayi dekayi*; and the eastern milk snake (couleuvre tacheté) *Lampropeltis triangulum triangulum*.



There is growing pressure to properly manage existing wetlands in order to safeguard the shrinking habitat required for reptiles and amphibians.

2005-05-30 : Document de Presse – lettre Maire Tremblay



**Document de presse** pour  
diffusion immédiate

## Lettre ouverte au Maire Tremblay

le 30 mai, 2005

Monsieur le maire Gérald Tremblay  
Hôtel de ville de Montréal

**RE: Désastre au corridor écoforestier de la rivière à l'Orme - les bulldozers arrivent**

Sept hectares de terrain précieux sur le plan écologique ont été ajoutés au Parc-nature de l'île Bizard. C'est un bon pas à l'avant, mais votre aide est requise à la rivière-à-l'Orme! Il y a plusieurs années en 1989, des groupes membres de la Coalition Verte ont persuadé la Communauté urbaine de Montréal d'adopter son Programme d' Espaces verts de \$200 millions, mais le programme s'est effondré en 1992. La moitié du budget ne fut dépensée et le travail fut accompli à moitié. Depuis ce temps, plus de 1,000 hectares de forêts ont été éliminées sur l'île, et maintenant seulement 3% du territoire est protégé en espace vert naturel. La ville de Montréal planifie d'augmenter ce piètre quote-part à 8% tel que décrit dans la nouvelle *Politique de protection et mise en valeur des milieux naturels*, un objectif admirable. Mais un maigre 0,3% du budget annuel de la ville - et seulement pour 3 années - a été réservé à ces fins. La pression du développement immobilier ne cesse d'augmenter, menaçant plusieurs "écoterritoires". La plus imposante en ce moment est la pression exercée sur le Corridor écoforestier de la rivière-à-l'Orme. Dans quelques semaines, les bulldozers seront à l'oeuvre dans cet écoterritoire.

### **La nouvelle politique ne réussit pas à préserver la forêt de catégorie #1**

Des membres de la Coalition Verte suivent de près et sur une base régulière les réunions du conseil d'arrondissement de Pierrefonds-Senneville. Ils entendent d'une réunion du conseil à l'autre, que le projet domiciliaire "Antoine Faucon" empiètera sur la "forêt centenaire" et ses milieux humides dans l'écoterritoire de la rivière-à-l'Orme. La magnifique forêt mature fait partie de la Forêt l'Anse-à-l'Orme considérée par l'ex-CUM d'être *la meilleure* forêt sur le plan de la qualité écologique sur l'île de Montréal. Les citoyens (électeurs) se sentent doublement consternés et trahis que la ville va contribuer à l'extension du boulevard Antoine Faucon permettant ainsi de la construction dans la forêt *utilisant l'argent des contribuables!* Les estimés du Plan triennal d' Immobilisations de Pierrefonds placent les coûts de cette partie de l'extension à \$2,450,000. Selon les sondages de la ville, les Montréalais sont très majoritairement en faveur de préserver les

milieux naturels, même si cela signifie une hausse des impôts fonciers. L'argent des contribuables ne doit pas servir à défrayer la destruction d'un site naturel unique.

**Des routes qui taillent en pièces l'écoterritoire** Plus tard, le boulevard Antoine Faucon est voué à couper à travers l'écoterritoire du sud vers le nord, se terminant au boulevard Gouin. Et un artère majeur, le boulevard Pierrefonds sera prolongé vers l'ouest à travers le Corridor, à travers la forêt rare, un marais à castors, un ravage de chevreuils, et le lit de la rivière. À cause de la configuration de cet écorridor en forme de 'L' et de la courbure de la route, la route traverserait la ceinture verte non seulement une fois, mais deux. Le coût aux Montréalais pour terminer ces deux boulevards sera de plusieurs millions additionnels: d'autres routes et d'autres développements domiciliaires suivront inexorablement. Le prix à payer de la part de cette zone naturelle exceptionnelle est incommensurable. Ces projets signalent la fin de la survie de cet écoterritoire.

**Projets de construction incompatibles avec les objectifs de la Politique des milieux naturels.** Il reste si peu d'espaces en milieu naturel à Montréal, (pour la plupart la propriété de promoteurs immobiliers) que le pourcentage ne peut être augmentée qu'à 6% si on arrive à préserver tous les derniers espaces verts. Il est déraisonnable et incohérent de la part de la ville, et incompatible avec la nouvelle politique des milieux naturels, de promouvoir la destruction de la forêt centenaire. La ville ne doit pas gaspiller et faire perdre à jamais cet espace naturel de première qualité. Sans la route, le projet Faucon ne peut procéder! Monsieur le maire Tremblay, la Coalition Verte vous demande de refuser les dépenses de la part de contribuables sur des routes ou des projets de construction dans tout écoterritoire et de suivre la recommandation de l'Office de Consultation publique de Montréal, expressément " *....pour diminuer la pression qui s'exerce actuellement sur certains secteurs visés par la politique, la commission reconnaît la nécessité d'imposer un moratoire sur tout projet immobilier dans les milieux naturels des écoterritoires et dans les zones tampon*".

**Espaces verts requis afin de valider les prétentions de Montréal sur le développement durable.** Notez bien que la circulation sur le boulevard Antoine Faucon est déjà lourde. Les nouvelles habitations dans l'écoterritoire ne seront pas situées sur des lignes d'autobus. On peut s'attendre à ce qu'il y ait une auto et plus par habitation - ajoutant entre 6,000 et 16,000 véhicules sur les voies de la banlieue ouest. Rappelez-vous de votre engagement envers l'accord de Kyoto! Rappelez-vous aussi de votre vision de Montréal, la ville du développement durable. Sans espaces verts naturels suffisants pour maintenir une biodiversité indigène, notre ville ne pourra jamais assumer sa place comme ville du développement durable sur la scène internationale. Le standard mondial pour la préservation de milieux naturels n'est plus de 8% mais de 12% et va en augmentant. Les membres de la Coalition Verte se rappellent votre slogan de campagne - "Ce qui est vert restera vert."!

**La ville de Montréal doit presser les gouvernements supérieurs pour de l'aide.** Le 9 mai, la députée Yolande James et le ministre délégué aux Affaires autochtones, Geoffrey Kelley ont été les invités de la Coalition Verte pour une visite de la forêt centenaire. La visite faisait partie d'efforts courants de persuasion politique afin de stimuler la participation des niveaux supérieurs de gouvernement pour la préservation des derniers milieux naturels montréalais. La Coalition continue de presser les deux gouvernements, le Fédéral et Québec pour des fonds additionnels ainsi que leur collaboration sur des



projets de collecte et d'échanges de terrains. Les citoyens s'attendent à des efforts en ce sens de la part de la ville!

**Le parc du ministre pourrait protéger des milieux naturels; retardez la construction.** Thomas J. Mulcair, ministre du Développement durable, de l'Environnement et des Parcs, étudie en ce moment la création du **Parc national du Lac-des-Deux-Montagnes**. Tel que proposé par la Coalition Verte, il engloberait le Parc Paul Sauvé, les milieux riverains d'Oka, de Hudson, de Vaudreuil, de Dorion, de l'Île Perrot et des îlots. Le plan inclurait aussi la protection du lac en soi et, une première pour le Québec, étendrait le statut de parc national à deux milieux naturels sur l'île de Montréal - le Cap Saint-Jacques et le **Corridor écoforestier de la rivière-à-l'Orme**. Une décision sur le parc a été promise pour le mois de septembre. On ne doit permettre au Projet Faucon de faire une tranchée significative et critique dans l'écoterritoire de la rivière-à-l'Orme avant que le Parc national ne puisse mûri et être porté à terme.

Monsieur le maire Tremblay, les gens à la base, vos citoyens trouvent également désolant qu'on planifie de la construction dans plusieurs autres écoterritoires, aux **rapides du Cheval blanc, aux rapides de Lachine, au corridor écoforestier de l'Île Bizard et sur le Mont-Royal**. Et dans l'Est de la ville, si dépourvu en espaces verts, l'autoroute 25 et le pont à Laval menacent la **Coulée verte du ruisseau De Montigny et ses îles riveraines**. S'il vous plaît, convertissez votre rhétorique sur le "développement durable" en une action concertée afin de préserver les derniers milieux naturels sur l'île de Montréal!

Veillez recevoir, monsieur le Maire, nos respectueuses salutations,  
Coalition Verte Inc.  
(traduction)

**West Island**  
**The Suburban**  
QUEBEC'S LARGEST ENGLISH WEEKLY NEWSPAPER  
[www.thesuburban.com](http://www.thesuburban.com)  
VOL. 18 NO. 14 MAY 11, 2005 52 PAGES

# Megacity green plan 'fatally flawed'

By Irene Chwalkowski  
The Suburban



Montreal's new natural spaces policy adopted last December is fatally flawed, says the West Island's largest environmental-protection lobby.

Despite rosy promises that the integrity of the island's few remaining eco-corridors would be protected, it's business as usual within their limits, charges the Green Coalition. The environmentalists cite as an example the Antoine-Faucou project in Pierrefonds, where the megacity proposes to pay \$1.2 million to extend a road to the Rivière-A-l'Orme eco-corridor to provide access to a development project before extending it to Grouin Blvd.

Pierrefonds Blvd. will be extended westward through the corridor, through deer

**See GREEN, page 14**

IRENE CHALKOWSKI/THE SUBURBAN

**Fletcher: Megacity designated protected areas, then failed to protect them.**

ERIC CHALMERS/THE ST.



Fletcher: Mega-rich designated protected areas, then failed to protect them.

Pierrefonds, where the megacity proposes to pay \$1.2 million to extend a road to the Rivière-la-Plume ecorridor to provide access to a development project before extending it to Gouin Blvd. Pierrefonds Blvd. will be extended westward through the corridor, through deer

See GREEN, page 14

## Green

Cont'd from page 1

yards, rare forest, beaver marsh and the river course.

Green coalition founders David Fletcher and Sylvia Olsenmark invited Nelliegun M.A. Yolande James and Geoffrey Kelley, M.L.A. for Jacques-Carrier and Minister for Native Affairs, to take a walk Monday morning in the Forest centenaire in the Rivière-la-Plume corridor.

Fletcher, a retired biology teacher, has been conducting tours explaining the characteristics of the local ecosystems. On Monday he pointed out rare species of trees, plants, and algae in the marsh waters to the assembled crowd, who listened with great interest.

"We have to keep the lungs of the West Island alive," said Kelley, who grew up in Beaconsfield and still calls it home.

James, too, said that one of the reasons her family moved to the West Island was because of its greenspace.

But neither were able to give assurances that the provincial government would give out any concrete aid, aside from assuring that Sustainable Development Minister Thomas Mulcair was interested.

In addition to Anse-a-l'Orme, building plans are underway for the Whitehorse

Rapids, along the Lachine Rapids and in the largest remaining forested areas on the Rivière.

The rising value of the land surrounding the l'Anse-a-l'Orme green corridor makes it difficult to ensure its continued protection and that has Green Coalition people very nervous.

Local green activist Gareth Richardson said that the Heritage-sur-la-Lac luxury residential development in western

Pierrefonds has already encroached on land that was set aside as greenspace, and now the Antoine Faoucon development, totalling 6000 units, will destroy a birch forest unique to the area. But there's a silver lining.

"One thing that is delaying development is the absence of an overpass to Highway 40. There is no issue to the 40 and Transport Canada estimates it would cost \$2.1 million to build one," he said.

There is a general consensus that the way to preserve precious greenspace is by land swapping.

"Mr. Griffin is open to such an arrangement," said Fletcher. "He's done it before."

Kelley said that the ordinary citizen need not feel helpless in front of this onslaught of destruction.

"Don't underestimate the importance of writing one letter to your elected representative," he said. "Remind them." ■



Kelley: keep the lungs of the West Island alive.

**2005-04-08: Green Coalition informs Mayor Worth of Pierrefonds of letter of April 8 2005 sent to Minister Thomas J. Mulcair**

----- Original Message -----

**From:** Sylvia Email

**To:** mworth@pierrefonds-senneville.qc.ca

**Cc:** dhodder@ville.montreal.qc.ca ; reneleblanc@ville.montreal.qc.ca

**Sent:** Friday, April 08, 2005 6:55 PM

**Subject:** Letter to Environment Minister Mulcair-Green Coalition

To the attention of Madame la mairesse Monique Worth:  
Pierrefonds/Senneville Borough

Dear Mayor Worth

Please find attached a copy of a letter to the Minister of Sustainable Development, Environment and Parks re the new Lake of Two Mountains National Park and the Antoine-Faucon Project.

Kindly accept our thanks for having received us so graciously on March 31 and for listening to our concerns for the last natural spaces. Please extend our appreciation to Mr. René Leblanc for having made it possible for us to meet the members of the CCU.

Cordially,  
David Fletcher and Sylvia Oljemark for the Green Coalition

**2005-04-08 : Green Coalition letter to Thomas J. Mulcair, Minister for Sustainable Development, Environment and Parks Government of Québec**



18 Alliance Ave Montreal H4K 2C6

**April 8, 2005**

Thomas J. Mulcair  
Minister for Sustainable Development, Environment and Parks  
Government of Québec

RE: On a collision course; Pierrefonds' building project clashes with vast new  
Lake of Two Mountains National Park

RE: Urgent requests – please contact Pierrefonds officials; consider land freeze

## **Dear Minister**

This letter is an extraordinary appeal. We presume upon the courtesy that you have shown us to ask you to formally communicate with Madame Monique Worth, Mayor of Pierrefonds/Senneville that you are studying the creation of Lake of Two Mountains National Park and that the park could encompass the Rivière-à-l'Orme Ecoforest Corridor. In a private meeting of Pierrefonds officials and Green Coalition members on March 31, Mayor Worth stated that upon receipt of your communication she would consider delaying the Antoine-Faucon project in the Corridor.

On Monday, April 4 at the Public Consultation, it was clear that Pierrefonds will fast-track the Faucon project. Soon bulldozers could breach the ecoterritory identified for protection in Montreal's new Natural Spaces Policy, just adopted in December, and the housing development could carve into the **"forêt centenaire" and its wetlands in the Rivière-à-l'Orme Ecoforest Corridor**. The forêt centenaire is part of the Anse-à-l'Orme Forest considered by the former Montreal Urban Community to be #1 in ecological value on the Island of Montreal. The construction project is incompatible with the Natural



Spaces Policy objectives to “Create a sustainable ecological corridor of great biodiversity in the area surrounding the only inland river on the Island of Montréal” and to “Consolidate the boundaries of Anse-à-l’Orme Nature Park and Bois-de-la-Roche Agricultural Park by conserving natural spaces of significant ecological interest in the adjoining area.”

Equally distressing is the **extension of Antoine-Faucon Boulevard into the ecoterritory**. The City of Montreal is prepared to pick up the \$1.2 million tab to extend the road to provide access to the building project in the forest. Then, the boulevard is slated to cut across the ecoterritory from south to north, ending at Gouin Boulevard. **And a major artery, Pierrefonds Boulevard, is to extend westward through the Corridor**, through rare forest, beaver marsh, deer yards and the river course. Because of the configuration of the L-shaped ecocorridor and the curving road, the highway would traverse the greenbelt not once but twice. More road building and more housing developments will inexorably follow in this exceptional natural area.

**Bravo Minister!** The grassroots applaud your plan to create Lake of Two Mountains National Park in the most ecologically distinct corner of Québec. This southern Québec region, so rich with a diversity of species and habitats, is also the region subject to the most unrelenting urbanization, making your initiative especially courageous. Taking up this challenge to protect natural spaces is particularly meaningful in and around Québec’s Metropolis – Montreal – **here, where people live!** We are grateful to your Cabinet colleague Geoffrey Kelley for nurturing the park plan that grew from discussions on the possibility of creating Québec Parks on the Island of Montreal.

Lake of Two Mountains National Park, as proposed by the Green Coalition, would encompass Paul Sauvé Park, Oka, Hudson, Vaudreuil, Dorion, Île Perrot shoreline parks and the Islets. The plan would also include protection of the Lake itself and, in a first for Québec, extend National Park status to at least two important natural areas on the Island of Montreal – Cap-Saint-Jacques and the **Rivière-à-l’Orme Ecoforest Corridor**. The Lake Park, envisaged as Phase I in a Green Belt Plan to envelop the Montreal Archipelago and waterways, wetlands and forests, has enormous “Récréo-Touristique” potential while preserving natural milieux.

**Decision soon - Freeze land:** A decision on the park plan could come as early as September! It would be tragic if the Faucon project is permitted to cut a significant and critical swath from the ecoterritory before your conservation plans can come to fruition. There are real dangers that other boroughs, following Pierrefonds’ example, will cave in to the unceasing pressures and permit even more developments in the Ecoforest Corridor and other natural spaces. To halt such incursions into the remnant natural spaces, we implore you to impose a freeze on development in areas you are considering for the Lake of Two Mountains National Park. Such spaces are finite in number and disappearing fast! May we have a written reply?

Yours sincerely,

David Fletcher  
Sylvia Oljemark



Porte-parole, Green Coalition Inc.

c.c. Madame Monique Worth  
Mayor Pierrefonds / Senneville

Right Hon. Paul Martin

Jean Charest

Prime Minister

Premier of Québec

Hon. Stéphane Dion  
Environment Minister

Jacques P. Dupuis  
Vice-Premier Ministre

Hon. John Godfrey  
Minister of State (Infrastructure, Communities)

Geoffrey Kelley  
Minister of State for Native Affairs

Francis Scarpaleggia  
MP Lac-Saint-Louis

Yolande James  
MNA for Nelligan

Maire et Membres du Comité exécutif  
Hôtel de ville de Montréal

Harvey L. Mead  
Chairman N.R.T.E.E.

**2005-02-10: Green Coalition Brief, Quebec's Sustainable Development Plan**



## **Consultation on Québec's Sustainable Development Plan**

### **Green Coalition Brief**

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## **INTRODUCTION**

The Green Coalition is a non-profit association of grassroots volunteers. Its member-groups and individual members are dedicated to the conservation, protection and restoration of the environment. Members are actively involved in many issues such as saving Montreal's last natural green spaces, preventing road building through established Nature-Parks and other green spaces, boosting public transit strategies; promoting alternatives to pesticides, pressing for the clean up of waste-water runoff and polluted creeks, and for responsible waste reduction and management. In short, the Green Coalition is working vigorously in Montreal, to shape a sustainable development city.

But, it is the green space issue and its urgency, like no other issue, that has stirred the passions of Montrealers and spurred long-term community participation. The Green Coalition traces its roots back to early conservation efforts in the 1970s. Persistent lobbying through the late 1980s by the volunteer member-groups persuaded the Montreal Urban Community to adopt its \$200 million **Green Space Acquisition and Aménagement Program** in 1989. Nature-Parks were created and augmented, but a Moratorium ended the program in 1992, leaving one-half the budget, \$100 million, unspent and many important sites unprotected. In December 2004, the City of Montreal adopted its **Policy on the Protection and Enhancement of Natural Habitats (Natural Spaces Policy)** long-sought by the Green Coalition.

This brief is presented by Mr. David Fletcher and Mrs. Sylvia Oljemark. Both are porte-parole of the Green Coalition. Mr. Fletcher is Vice-President; Mrs. Oljemark is a member of the Board of Directors and served as the first President of the Green Coalition.

### **Scope of this brief**

While the focus of this brief is the conservation of the remnant pieces of natural green space on the Island of Montreal, the principles embodied in this pursuit apply equally to Greater Montreal, indeed the entirety of Québec. On Saturday, January 29, 2005, the Common Front for the last Natural Spaces in Greater Montreal held its first Forum, building a stronger and broader constituency of support for Québec's Sustainable Development agenda. With groups and individuals from across the region, from the South-Shore to the Lower-Laurentians gearing up to work together in the Common Front, green space conservation efforts have been given an important new impetus and wider horizons. Grassroots initiatives are evolving quickly across the Greater Montreal region and beyond. The Québec Government will have to address the needs and aspirations of the Common Front as these needs crystallize. An overarching land-use strategy for the entire region, structured on sustainable development principles is badly needed.

Efforts to save Montreal's green spaces have been complicated by the constant threat of new road construction through Nature-Parks and other natural areas: the Green Coalition became involved in transportation, an important environmental issue in its own right. This paper deals mainly with concerns about current proposals for new road building.

## **Theme: Conservation of Genetic Biodiversity**

It is to the credit of this present administration that, at long last, Québec's new direction in policy and practice will be brought into conformity with a worldwide consensus derived in "*Our Common Future*", the 1987 report of The World Commission on Environment and Development, also known as the "*Brundtland Report*" after its chairperson, Gro Harlem Brundland. In setting out the broad principles for sustainable practice by the nations of the World, the report states: "*Sustainable development seeks to meet the needs and aspirations of the present without compromising the ability to meet those of the future.*" It is now nearly eighteen years since its objectives were published. In the interim, there have been numerous environmental developments, some hopeful, others more ominous.

In June 1992, at Rio de Janeiro, Canada was among 157 nations that first signed the Convention on Biological Diversity. The principle objectives of this Convention are "... *the conservation and sustainable use of biological diversity, and the fair and equitable sharing of benefits arising from its utilization.*" Further, "*The Convention recognizes that the key to maintaining biological diversity depends on using this diversity in a sustainable manner*" On a darker note, by the time of the Convention's coming into force on December 29, 1993, Canada had declared a moratorium on cod fishing in the Atlantic due to overfishing and the collapse of stocks. We, in Montreal and the surrounding region, are alarmed and dismayed to see the same decimation befalling our local forests and wetlands.

The Montreal region is an ecologically distinct part of Québec, rich with a diversity of species and habitats. The maple-hickory forest of this area represents the northern terminus of the range for many southern species that can be found nowhere else in Québec. Interspersed throughout are marshes, peat bogs and other types of wetland harbouring their own assemblages of plant and animal species unique in Québec. *Québec's Sustainable Development Plan* should give special consideration to the conservation needs of Montreal Island and its region. Here in this ecologically distinct corner of Québec lies the zone of greatest development pressure. Its once contiguous forest ecosystem is now mostly fragmented into small remnant pockets. Unrelenting and uncompromising urbanization has put unique spaces, as well as species unique in Québec, at risk. If there is any place in Québec where development is not sustainable, it is in the Montreal region. The situation on Montreal Island is particularly grave.

"Habitat alteration and species extinction are not the only threat. The planet is also being impoverished by the loss of races and varieties within species. . . . Many species are losing whole populations at a rate that quickly reduces their genetic variability and thus their ability to adapt to climatic change and other forms of environmental adversity. . . . Thus there can be an important difference between loss of species and loss of gene reservoirs." ("*Our Common Future*")

**Genetic biodiversity - overlooked in the Sustainable Development Plan:** The question of genetic biodiversity is not raised in the '*biodiversity action plan*' of the draft Sustainable Development Plan. Diverse gene pools present in unique populations, races

and subspecies also need conserving. The process of constricting or even homogenizing gene pools is insidious and can be driven by ill-considered renaturalization schemes of the sort practiced by the forest industry. The process is likely to be irreversible. Remnant natural spaces in the Montreal region, often containing species and races at risk, represent an archive of genetic information whose value for future evolution - and exploitation - can only be guessed at. It is that interactive archive that drives the natural processes that maintain the healthy functioning of both species and ecosystems. This self-generated and adaptive “handbook” is at the root of the workings of the living environment. We cannot know where those individual specimens exist that harbour those characteristics that will in future secure the species from changing environmental conditions or the threats posed by new pathogens. The precautionary principle does not allow us to presume that these homegrown resources will not be of future value, to the species, to the environment or to our children who may wish to draw on them. Priority must be placed on conserving and corridorizing what fragments remain of local relatively undegraded natural spaces for this reason alone.

**Renaturalization of farmland - precaution needed:** The *biodiversity action plan* has, as one of its objectives, to “By 2005, set up pilot projects for the restoration of natural habitats in agricultural areas.” It is to be hoped that this will be undertaken with the greatest sensitivity. It must be kept in mind that agricultural lands themselves are under development pressure in the Montreal region. In a world struggling to feed itself, these are lands that currently provide an indispensable sustainable development service in their own right. Their renaturalization can be no substitute for the conservation of ecological areas rich with indigenous species and genes. Only where environmental services previously rendered outweigh those from agriculture would such transformation be justified. It does not make sense to attempt the renaturalization of farmland while allowing pristine ecosystems to be denaturalized elsewhere. While restoration of disturbed lands will be warranted in some locations for a variety of reasons, rehabilitation can never be a complete surrogate for ecologically intact living laboratories. On Montreal Island we are building in both farmland and relatively undisturbed natural areas!

**Conserve green zones where people live:** As to the goal to set up 10 ecological reserves this is easy where there is only wilderness to be dealt with. However, the real need for ecological conservation is where it is hard - where people and developers and speculation are. John F. Kennedy in setting a goal to put a man on the moon declared: “We choose to do this not because it is easy, but because it is hard.” The measure of how serious we are about sustainable development is seen in how doggedly and courageously we take on the tough challenges such as conserving a green zone in southwestern Québec. A national park in Nunavik is not half so impressive as one embracing the forests and wetlands of the Montreal Region. Québec voters will be delighted - and so will the world!

Al Gore, in his book “*Earth in the Balance*”, states: “In drawing a circle of value around those things we consider important enough to measure in our economic system, we not only exclude a great deal that is important in the environment, we also discriminate against future generations.” We must ensure that the Québec “circle of value” includes the richness of species and integrity of natural spaces we enjoy now with all their diverse genetic inheritance intact for the benefit of those generations that follow us.

**References<sup>1</sup>**



## **CONTEXT**

### **Développement durable, le choix de Montréal is the city's new slogan.**

But to attain its sustainable development goals and international endorsement, the city must first conserve its natural spaces and ensure the indigenous biodiversity of its territory. Laudably, in December 2004, the city adopted its long-awaited Natural Spaces Policy. The objectives outlined in the new Policy are excellent. The city has pledged to boost protected natural areas from 3% to 8% of Montreal's territory. Achieving the 8% target would satisfy both Québec and International norms and validate the city's sustainable development aspirations. Ten eco-systems or "Écoterritories" across the city, offering a rich biodiversity of flora and fauna, are delineated for protection. Implementing the plan is a tremendous challenge, demanding resources and time. Both are limited. Political will and determination are paramount necessities. The Government can no longer ignore the plight of Montreal – the economic engine of Québec.

### **Urgent: Without green spaces Montreal can never be a Sustainable Development City**

Unchecked, construction has stripped 1,000 hectares of forested lands from the metropolis since the late 1980s - the city has had no green space program for over 12 years. With almost 90% of the territory already developed and with the housing boom, valuable biomass is being torn from the city landscape daily. Montreal's last natural green spaces (1600 hectares) are owned by developers and are zoned for development. Development pressures are so severe that these unprotected green spaces are at risk of disappearing completely in the near future. Even if all 1600 hectares that are left of the natural spaces are protected, green space quotas can be boosted to somewhat over only 6% of the territory, falling well short of the international standard of 8%. With such spaces being finite in number and disappearing fast, the Green Coalition continues to insist that Meadowbrook and its Little Saint-Pierre River be included as an ecoterritory (endorsed by the Office de consultation publique de Montréal).

### **Québec must make sustainable development a reality in Montreal - where people live**

Montreal's efforts to become a bona fide "Sustainable Development City" are worthy of support from the Québec government! Benefits that accrue from a one-time investment in urban natural spaces are permanent and perennial. Vital green space biomass mitigates the effects of urban pollution on air, soil and water - moderates ambient temperatures and global warming; sweeps particulate matter and greenhouse gas emissions; and sequesters carbon, etc. Green spaces provide recreational potential for the physical and mental well-being of urban dwellers, diminishing health care costs. And other economic spin-offs are compelling – the natural attributes of the Island Metropolis are not only "Récro-Touristique" attractions, but green landscapes also enhance the city's quality of life that attracts people, economic investment and enterprise.

## **GREEN COALITION REQUESTS**

**Sustainable Development rhetoric abounds at all levels of government in 2005! Green Coalition calls for action now on the following measures:**

### **Matching Green Space dollars are needed now**

The Green Coalition continues to press the Québec Government for a one-time injection of dedicated funds of at least \$40 million, over 3 years, to match the City of Montreal contribution according to the city's new Natural Spaces Policy. The Coalition seeks an equal contribution from the Federal Government. The \$40 million set aside by the City for the program is insufficient. Mayor Gerald Tremblay has stated that between \$100 and \$200 million will be needed to save the natural heritage of all Montrealers.

The MUC Green Space Program collapsed in 1992 due to the lack of financial support from the superior governments – at the same time that downloading was draining city coffers. Note that the Federal Government has made no contribution to green space spending in Montreal – ever. Between 1979 and 1992, the MUC invested close to \$200 million in the acquisition and management of its Nature-Parks. The total sum contributed by the Québec Government is \$12.5 million - in two installments back in 1979 and 1981. Montrealers deserve better!!

### **Landbanking and swapping - make these proposals a reality now**

The Green Coalition urges the three levels of government to collaborate now to set up a landbank of surplus Federal and Québec properties that can be swapped for natural spaces owned by developers, as well as trading revitalized brownfields for greenfields. Contaminated lands, or brownfields, once rehabilitated through “The National Brownfield Redevelopment Strategy” and Québec's Revi-sols Program, offer exceptional economic opportunities for redevelopment or re-greening to boost the city's depleted biomass. Montreal has no lack of such land – namely 4,800 hectares, threefold the amount of land currently protected.

### **Green Coalition calls for BAPE (Bureau d'audiences publiques sur l'environnement) hearings on Montreal's “ecoterritories”**

BAPE hearings are needed on major projects that could impact heavily on two ecoterritories, identified in Montreal's Natural Spaces Policy. The two ecoterritories are the Cheval Blanc Rapids Ecoterritory and the Rivière-à-l'Orme Ecoforest Corridor, two of the most sensitive and important eco-systems remaining on the Island of Montreal.

**BAPE – re: Cheval Blanc Rapids Ecoterritory:** Controversy swirls over the colossal, Miami Beach style project proposed for the rare shoreline Cheval Blanc Ecoterritory in

Pierrefonds. Twenty substantial structures including five condo towers could loom over Cheval Blanc West. Most of Cheval Blanc East has been lost to development since 2002.

**BAPE – re: Rivière-à-l’Orme Ecoforest Corridor:** A major artery is planned that will cut through the Anse-à-l’Orme Corridor, through rare forest, beaver marsh, deer yards and the river course. Because of the configuration of the L-shaped ecocorridor and the curving road, the highway would carve through the greenbelt not once but twice. Road building is not the only threat to the corridor; many new housing projects are planned within the ecoterritory. *“The forest corridor bordering Rivière-à-l’Orme serves as a strategic link for the fauna and flora of the three neighbouring nature parks (Anse-à-l’Orme, Bois-de-la-Roche, and Cap-Saint-Jacques)”*.<sup>2</sup>

**BAPE – re: Basic premise of conservation strategy for ecoterritories needs scrutiny:** The BAPE must scrutinize the basic premise behind the Montreal’s conservation strategy. The City intends to permit building in the “protected” ecoterritories. Acquisition through outright purchase is to be used to secure desirable parklands only as a last resort, according to the policy. Instead, bargaining with landowners - in most cases real estate developers - is to determine whether lands will be saved or not. The limited funds for the purchase of Montreal’s last green spaces has fuelled fears that this new policy will be weighted in favour of the interests of real estate development and real estate developers – fears that encroachment through building will despoil much of the remaining natural sites. **Montreal’s Master Plan adopted in November 2004 fails to protect even one square metre of these ecoterritories: all these lands are zoned for development** (except for portions in established Nature Parks and small remnants of the farm zone).

A considerable body of opinion exists that development should be kept outside the limits of the ecoterritories; that building in natural spaces is no way to protect them. This opinion, garnered at public hearings in all corners of the city during the months of March, April and May 2004, was summarized in the Office de consultation publique de Montréal report - **“Moreover, to reduce current pressures on certain areas targeted by the policy, the Commission recognizes the necessity of imposing a moratorium on all development projects in the ecoterritories natural spaces and buffer zones.”** (communiqué OCPM).

### **Interim Control Bylaws; Moratorium; Inventories; Protection Policies**

**Interim Control Bylaws:** In 2003, the Communauté Métropolitaine de Montréal (CMM) adopted a number of Interim Control Bylaws, designed to temporarily freeze development in some natural spaces across its territory. The Québec Government blocked the coming into force of the controls. Green Coalition urges the government to unclog this block! Such measures can ward off rampant development until funding and other mechanisms can be secured to acquire or protect desirable parkland. The MUC used Interim Controls very effectively in the 1980s.

**A Moratorium** on construction in wetlands and natural green spaces, like that imposed in Longueuil, in tandem with requirements for exhaustive inventories of wetland attributes – bogs, marshes, floodplains and forested lands, should be extended to Montreal, Montérégie, Laval and the North-Shore. Such inventories of the region’s rich natural biodiversity, coupled with public hearings, can facilitate shaping policies for the conservation of required quotas of natural areas in all communities, towns, boroughs, merged or not. The entrenchment and implementation of such policies must have the force of law and be enforced. To ensure that communities especially endowed with green spaces save their natural areas, a system of “eco-credit” trading with have-not areas in a given region can be promoted. These measures should be carried out in all regions of Québec.

### **Green Coalition Proposal – Lake of Two Mountains National Park- Phase I of Green Belt Plan**

The Green Coalition has proposed that a Lake of Two Mountains National Park be created to encompass Paul Sauvé Park, Oka, Hudson, Vaudreuil, Dorion, Île Perrot shoreline parks and the Islets. In addition, the plan would include protection for the Lake itself and, in a first for Québec, National Park status would be extended to at least two important natural areas on the Island of Montreal – Cap-Saint-Jacques and the Rivière-à-l’Orme Ecoforest Corridor. The Lake Park is envisaged as Phase I in a Green Belt Plan to englobe the Montreal Archipelago and waterways. The scheme has enormous “Récro-Touristique” potential while conserving natural milieux.

The kernel of the idea for this initiative came from MNA Geoff Kelley, during discussion on the possibility of creating Québec Parks on Montreal Island.

More inspiration comes from the Ontario Plan to establish a 720,000 hectare Green Belt. Let’s not be shy to borrow a good idea! Let’s remember that Montreal is woefully deficient in protected natural space. In a study by the National Post in 2002, in a field of fourteen Canadian cities, Montreal was dead last for green space quotas.<sup>3</sup>

### **Guarantees, Guarantors for Natural Spaces Policy**

The Green Coalition requests a guarantee from the Québec Government that Montreal’s Natural Spaces Policy and its funding would survive a municipal administration change and that the Government would stand as a guarantor that the program would continue. The Coalition urges the City of Montreal to help secure such guarantees from the superior governments and to formally entrench these guarantees in the Natural Spaces Policy.

## **COMMENTS, RECOMMENDATIONS**

### **La politique de protection des rives, du littoral et des plaines inondables Tighten up rules: apply forcefully**

For long decades in Québec, there has been a prevalent culture of landfilling and building close to riverfront shores round our urban centres. Consult old and new topography maps to see drastic changes in “before and after” images of shoreline profiles! In 2005, we know that shorelines, floodplains, bogs, marshlands, creeks are aquatic milieux burgeoning with flora and fauna that offer the richest biodiversity of all natural areas.

These waterside milieux are also the most fragile and sensitive. And they are the most vulnerable and coveted by real-estate developers. The construction of “chateaux” and condo towers deluxe command premium waterfront vistas and big profits. In 2005, it appears that it is still far too easy for builders, motivated by the bottom line and assisted by compliant municipal officials, to find loopholes in environmental regulations and to secure permits. The tradition continues – marshlands are drained and filled, streams diverted and capped, floodplain zoning is shuffled off and suburbs bulge. Taxpayers are the losers, paying out substantial yearly sums claimed for flood-damaged properties. And Québec loses wetland habitats, its irreplaceable repositories of biodiversity.

**La politique de protection des rives, du littoral et des plaines inondables** should be legislated into law. The City of Montreal has requested that 10 and 15 meter shoreline setbacks stipulated in the politique be increased to 30 meters. Given climate-change and the probability of severe weather events, the Green Coalition proposes 50 meter setbacks be the rule. Beefing up this politique and the *Politique des debits reserves ecologiques pour la protection du poisson et ses habitats* is desirable. But above all, the Coalition urges that these and other measures that protect Québec’s wetlands and other ecologically valuable spaces be most rigorously and scrupulously applied!

### **Québec Law on Setbacks is needed for Sustainable Development**

**Mr. Avrom Shtern**, of Les Amis de Meadowbrook, a Green Coalition member-group contributes the following comment:

Cities have encroached up to the limits of industrial installations and railway yards, which have had pre-existing rights, without regard for the need of safe distance setbacks. A balance must be struck between the conflicting needs of viable economic activities and healthy residential communities.

Class 3 industries such as railway yards and the recently cancelled Asphalt/Soil Decontamination plants in Lachine must have setbacks of at least 300 meters from future residential developments to avoid/ mitigate technological risk and conflicting land uses.

Such setbacks apply in Ontario under the aegis of the Ministry of the Environment. Technological risks to sensitive lands and ecologically important green spaces are recognized in the *Ontario Municipal Guidelines on Compatibility Between Industrial Facilities and Sensitive Land Uses*. The guideline is “intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another.”

Meadowbrook Golf Course located in Côte-St-Luc-Hampstead, Montreal West and Lachine Boroughs could not be built on or developed if such guidelines were applicable here in Québec.

The Québec Government is urged to adopt setback standards – equivalent to those in force in Ontario – for future industrial and residential development, railway rights-of-way, as well as for green spaces and shorelines.

### **Agricultural land and Québec’s Sustainable Development Plan**

**Ms. Alison Hackney, proprietor of La Ferme du Fort Senneville** and Green Coalition member offers the following comment:

It is absolutely essential for the Québec government to act immediately and decisively to protect farmland particularly in the urban shadow. Protection of agricultural land supports every one of the fourteen principles for sustainable development in the draft plan. Careless use of agricultural land leading to erosion, mineral depletion, or urban sprawl has led to the decline of several civilizations (Wright, 2004) and is a grave threat to sustainable development.

Besides producing food, agricultural land provides many benefits: source water protection, recreation, attractive landscape, air quality, wildlife habitat, buffer between inhabited areas and nature preserves (Peterson in Farmland Preservation Conference: Protecting Farmland for Farmers. June 28-29, 2004, Guelph, Ontario ; Barr 2003).

However, Canadian agriculture is in a crisis: “Towns and cities occupied more than 7% of Canada’s best agricultural land” and “consumed 7,400 square kilometers” between 1951 and 2001; dependable farmland declined by 4% (Statistics Canada 2005). This is drastic when we consider that arable land is less than 3% of Canada’s land mass.

Urban encroachment is especially significant for crops that have a limited ability to grow in Canada, as in the Niagara and Okanagan areas, and in areas such as Montreal, which have very favorable microclimates.

In spite of Québec's Law to Protect Agricultural Land (1978) which was supposed to maintain the "Permanent Agricultural Zone", farmland has decreased yearly since the adoption of the Law. The Commission that administers the Law « doit négocier avec une pression pour le dézonage toujours constante » (Mercier, 2005).

In 1991, at the request of the MUC, the Québec government de-zoned 700 hectares of Montreal's "Permanent" Agricultural Zone – some of the best farmland in Québec. This action reversed a long-standing commitment by the MUC to protect the urban farm zone. In its recently adopted Urban Plan, the City of Montreal stated its intention to maintain the "Permanent Agricultural Zone". However, it is worrisome that in the very next line of section 11.4 of the Plan, it is stated that land *could be excluded* from the farm zone. Ironically, on December 13<sup>th</sup> 2004, the City voted to adopt its *Politique de protection et de mise en valeur des milieux naturels* the very same night it voted to de-zone farmland in its Pierrefonds/Senneville borough.

Unfortunately, the attitude persists that farmland and natural habitat are a reserve of cheap empty space that highway engineers or real estate developers can use for roads or houses when convenient. Sometimes the characteristics that make land good for farming also make it easy and inexpensive to build on. This must never be an excuse for developing agricultural land. The president of the Commission pour la Protection du Territoire Agricole du Québec has said that 30,000 hectares of land are available in the "zone blanche", that is, non-agricultural land, in the Montreal Metropolitan Community. The government must see to it that vacant non-agricultural land is used, and never good farmland. The Québec government must absolutely protect agricultural land.

***Even if a farm business is not viable under current circumstances, the land is still too valuable to the community to allow it to be sold to an industrial or residential user, as noted above. However, farmers in the urban shadow may lose a huge opportunity cost: they should not have to shoulder the financial burden of preserving farmland for the public good. Often their farm is their pension plan. "It may be prudent public policy to compensate even if [the government] can't compensate entirely for that lost cost" (Peterson 2004). Nonetheless, small farms in the urban setting can be viable. Research has proven small diversified farms to be more efficient than large industrialized operations (National Farmers' Union 2003). As well, of course, they are much more desirable neighbours.***

As agricultural land is eaten up by expanding suburbs, food supplies come from farther and farther away. Land also becomes more and more expensive, and farming infrastructure (machinery dealers, equipment suppliers) less dependable: it becomes more difficult for farmers to make a living. As the cost of producing rises, more farms go out of business. The cycle is self-perpetuating. In the context of dwindling supplies of petroleum, this situation is even more acute.



Ultimately this is a great loss for consumers. Although shoppers may not immediately pay more at the cash, there are many hidden costs: food trucked from afar is certainly less fresh and likely to be less nutritious and less appetizing. Much more energy is expended to deliver it, with all the attendant results of greenhouse gases, pollution, and traffic (Barr 2003). As well as providing a buffer between residential and natural spaces, local farms are important reservoirs of wild and domestic biodiversity. Typically farms have at least some natural land on their property. Crops and livestock are likely to be adapted to local conditions, especially if the farm is organic or non-industrial. **References**<sup>4</sup>

### *Stronger Statutes are needed for Montreal's Nature-Parks*

The Green Coalition requests the Government of Québec to entrench rigorous statutes for the protection of Montreal's Nature-Parks. These parks are constantly threatened by development pressures and their statutes are extremely weak. Portions of the nature-parks, if not whole parks, can be leased, sold or rezoned. Only one of the nine nature-parks, Parc-nature du Bois-de-Saraguay has a special level of protection under the aegis of the Ministère des affaires culturelles as an Arrondissement naturel. All the Nature-Parks and the natural areas that will be protected by the new Natural Spaces Policy must have at least equivalent statutes to the Bois-de-Saraguay, where no trees may be cut.

## **TRANSPORTATION AND SUSTAINABLE DEVELOPMENT**

### **Autoroute 25 is incompatible with the Sustainable Development Plan**

The Green Coalition is vehemently opposed to the construction of Autoroute 25 and the bridge to Laval. New roads spawn more cars and greenhouse gases. Upon the very coming into force of the Kyoto Protocol, it is unconscionable for the Québec Government to turn its back on public-transport initiatives. The \$800 million investment for the extension of the Metro to Laval will be undermined by the new autoroute. More automobile drivers will be encouraged to use their vehicles instead of the Metro. This is incoherent planning and inconsistent and incompatible with the notion that sustainable development is the guiding principle of the government.

Autoroute 25 and the Laval Bridge would serve to exacerbate traffic congestion on the Island of Montreal and promote off-island urban sprawl and the loss of more prime farmland. For the eco-disadvantaged East-end, the Autoroute would compromise the sensitive Islands Rochon, Boutin, Lapierre and Gagné and add stresses to the Ruisseau de Montigny Basin.

Discussion of Autoroute 25 has revived talk of building its mirror image in West Island, the 440 Autoroute to Laval. The 440 is equally unacceptable for many of the same reasons. Its construction would be an ecological disaster in idyllic Île-Bizard.

In the City of Montreal's Master Plan (Chapter 2.2) it was stated "*The City believes that it would be appropriate for the Québec government to rethink its priorities and to use grants from the federal government's Canadian Strategic Infrastructure Fund for public transportation instead of road building.*" The Green Coalition concurs!

### **Major new road through Anse-à-l'Orme Ecoterritory - unacceptable**

**"Green Spaces come before roads,"** declared Montreal officials in response to upset citizens. In 2002, a controversial plan for a "spaghetti network" of new roads threatened to destroy nature parks and green spaces in the West Island. As a result of the public outcry, de Salaberry Boulevard planned for decades to slice through the Bois-Franc Forest in the Bois-de-Liesse Nature-Park was erased from the Master Plan adopted in November, 2004. But now, a new road plan threatens the Anse-à-l'Orme Ecoterritory.

**Pierrefonds Boulevard to cut through Ecoterritory:** An ill-conceived plan to extend the major artery through the Anse-à-l'Orme Ecoterritory (also called the Rivière-à-l'Orme Ecoforest Corridor) has been retained in the Master Plan. This high-speed road is designed so that commuters from the 6000 unit housing development planned for Western Pierrefonds may drive *west* to Morgan road and Beaurepaire station in order to take a train *east* into the city. Will commuters really want to make a detour in the opposite direction from their destination in order to take a train?

### **Ecological Impact of Pierrefonds Boulevard<sup>2</sup>**

Extending this artery while preserving the ecological integrity of Anse-à-l'Orme Écoterritory is wishful thinking: it is an attempt to reconcile the irreconcilable. And once the sensitive zone is breached, more development alongside the road will surely follow. The hydrology of sensitive forested areas will be disrupted. The viability of the deer yards and a beaver marsh that provides habitat for migratory water fowl will be rendered impossible. Traffic will disturb the tranquil conditions for wildlife in the corridor as well as for people looking for a rare and peaceful retreat from the noise, smell and bustle of urban life.

The road plan is inconsistent with the City of Montreal's trumpeted commitment to both the Kyoto Protocol and to its sustainable development strategy. It is also incompatible with the City of Montreal's new Natural Spaces Policy: the most sensitive ecoterritory of all could be destroyed.

**There are alternatives:** Significant public transit services are essential for the area. Also, the same commuter traffic that would use the Pierrefonds Boulevard extension could be more easily channeled towards the Trans Canada Highway via the planned access road between Gouin Boulevard and Highway 40 along the servitude reserved for Autoroute

440. Note that the Green Coalition in no way advocates the completion of the 440 to Laval.

### **Integrated mass transit strategies needed to reduce traffic; GHGs**

The Green Coalition continues to press for coherent integrated mass transit strategies to reduce vehicular traffic – car-pooling, dedicated lanes for filled vehicles, stiff fees for downtown parking, express-bus convoys, Park and Ride and shuttle bus services; off-island beltways to eliminate through trucking and light rail systems like Green Coalition’s Doney Spur Proposal for a new Central West-Island/ Downtown service.

The *Doney Spur Light Rail Line* is the keystone piece of the Green Coalition’s integrated mass transit strategies (first proposed by the Coalition in 1989). The old Spur has the potential to become a new Surface Metro for central West Island. Operating on a schedule comparable to existing Metro lines, the Doney Spur service can be linked at Bois-Franc Station to the entire Metro system, once the planned extension of the Orange Line from Côte Vertu to Bois-Franc Station is complete.

### **Kyoto means it’s time to curb conspicuous consumption, waste**

Canada’s Automotive Industry must come on line to meet new stiff exhaust-emission standards, boosting fuel efficiency. Compliance is unavoidable and will be voluntary or, of necessity, obligatory. Loopholes that permit giant personal vehicles to be classed as trucks, thus bypassing standards for passenger cars, must be closed.

Political leaders are urged to curb voluntary consumer excesses! Luxury and consumption taxes on monster personal vehicles are a necessity, coupled with breaks for drivers of fuel efficient vehicles. And, at the pump, gas prices must be permitted to rise. Above all, major investments must be made in efficient, user-friendly public transit – NOT ROAD BUILDING! Let’s encourage people to leave their cars at home.

## **CONCLUSION**

The Green Coalition is proud to make some contribution to shaping Québec’s Sustainable Development. We extend thanks to all who have made our participation possible.

Citizen volunteers in the Green Coalition are gratified that all levels of government are grappling with sustainable development issues. How exciting that the City of Montreal will host the *World Conference on Climate Change* in the fall! The World looks to Canada for ethical leadership. The World will look to Canada for setting the bar high, not just on climate-change goals, but for standards of sustainable development and the protection of environmental integrity and biodiversity. Central and intrinsic to these challenges is the conservation of urban forests and natural milieux.

The World spotlight will shine on Québec’s Metropolis - Montreal. Exceptional efforts will be demanded of political leaders to balance the region’s considerable deficit in

protected natural green space, to boost quotas to accepted international norms. Montrealers, Québécois and Canadians deserve no less!

## **FOOTNOTES:**

### **<sup>1</sup>References**

Vice President Al Gore, “Earth in the Balance, Ecology and the Human Spirit”, p. 190

“OUR COMMON FUTURE”, WORLD COMMISSION ON ENVIRONMENT AND DEVELOPMENT, Oxford New York, OXFORD UNIVERSITY PRESS, 1987, (Chap.6) SPECIES AND ECOSYSTEMS: RESOURCES FOR DEVELOPMENT, p. 148

### **<sup>2</sup>Rivière-à-l’Orme Ecoforest Corridor**

#### **Ecological Profile**

This corridor comprises five distinct natural areas of considerable biodiversity: Angell Woods south of Autoroute 40; Sainte-Anne-de-Bellevue Woods west of Rivière-à-l’Orme; the two mature forest stands at each end of l’Anse-à-l’Orme Nature Park; and, the lowland area at the mouth of Rivière-à-l’Orme. Each of these areas is characterized by a mosaic of vegetation comprising mixed stands of young and mature forest growth, unimproved land, marshland, bogs and waterways. These natural areas are home to a number of rare species of plants and constitute potential habitat for three endangered species of animal life, namely, the red-shouldered hawk, Coopers hawk, and brown snake. The size of the mature wooded areas combined with the proximity of open land favours the presence of populations of birds of prey. *Veronica anagallis-aquatic* or American speedwell, and aquatic plant, particularly rare in Québec, can be found in the vicinity of Rivière-à-l’Orme. This ecoterritory encompasses the entirety of Rivière-à-l’Orme and its principal tributaries. The forest corridor bordering Rivière-à-l’Orme serves (as) a strategic link for the fauna and flora of the three neighbouring nature parks (l’Anse-à-l’Orme, Bois-de-la-Roche, and Cap-St.-Jacques).

#### **excerpt - Policy on the Protection and Enhancement of Natural Habitats**

City of Montreal, December 2004

**<sup>3</sup>“The Intangibles that Define a Community”** by Anne Marie Owens and Mary Vallis, National Post, Thursday October 17, 2002

### **<sup>4</sup>References**

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