

LA PRÉSIDENTE :

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Vous n'aurez pas de difficulté à sortir, les portes s'ouvrent.

Mme PATRICIA CLERMONT :

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Je vous remercie beaucoup.

LA PRÉSIDENTE :

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Merci. Et je demanderais donc à monsieur Robert Hajaly de venir.

M. ROBERT HAJALY
citoyen

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M. ROBERT HAJALY :

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It's to... some of the themes that I broached in this little... will be O.K., I just... I'll just be presenting them more or less in the order in which I found them in the booklet. So the first thing, I want to talk about development as the first item and the question of land, the availability of land. Incidentally, if there is something not... I'm talking too fast or something not clear, just stop me, you know...

LA PRÉSIDENTE :

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It's O.K.

M. ROBERT HAJALY :

2950 O.K., I want to talk about the... First, my first topic, the availability of land for development, O.K.? And one of the... one of the points made in this little document which I read, is that there isn't too much land left in... on the Island of Montreal for development.

2955 But actually, I think that's false. I think there is quite a lot of land that is available for development. But most of it, of course, is contaminated. We have, of course, the formal oil fields in the East End, we have the industrial facilities in East Lachine, we have the hippodrome, right? Not industrial, but I mean, it's ready for development.

2960 We have the Bridge-Bonaventure area. I'm sure you probably know about that. It's a desolate waste land right now, but there was actually... there was residences there, who was called the Goose village at one time.

2965 And also, I think, but, of course, what is lacking, is the will to develop these things because it's going to cost money. Right? It's going to cost money to, first of all, to decontaminate it and then, of course, to develop it. And what is required in my view, is some initiative to make agreements between, on the one hand, a provincial government, the city government, and private developers to share the cost of this, you know, rehabilitation, so that... You know, if they're industrial sites, so that they can be made proper for development and then, of course, to plan the development.

2970 And I'd also like to point out that for example, in certain boroughs in Montreal, like LaSalle and Ville Saint-Laurent, there actually is still quite a bit of land that is free for development that has not been developed. I know, just passing through that, that's true. And it may also be coincidentally in places like Anjou, Pointe-aux-Trembles or Rivière-des-Prairies.

2975 But I am not too familiar with the East End, I am more familiar with the West End.

2980 OK, so the next thing I want to talk about, what is the type of development? Supposing there is the will to develop these sites, what is the type of development that should occur there and here, I want to support the notion of what I might call "complete neighbourhoods". Complete neighbourhoods.

2985 And by that, I mean that the neighbourhood should be developed in such a way that they have a combination of residences, on the one hand, commercial stores or whatever it is, public facilities and sources of employment. So that as much as possible, people do not have to travel very far to buy things, to go to a community centre, to go to their job, to minimize as much as possible the need for the use of cars, for example, which is an ecological imperative, I think this emphasizes throughout this thing about the desire to reduce the amount of cars, which is, of course, a very great source of emissions.

2990 And what this requires to make this possible, is, of course, an element of planning. I mean, think about Griffintown, for example. So Griffintown was an example of an industrial site that has been redeveloped, but the complaint there, is that there is a lack of planning for things like public facilities, community centres, schools and so on. And that's... and that has to be avoided in the future.

2995 So you want to develop these sites that I mentioned, which are available, but you want to do it with a plan. OK, that's the issue that... which provides for all these different things as much as possible. You may have heard the expression "15-Minute City". I think in Paris they're attempting that notion, a notion that you don't have to spend more than 15 minutes to get to some place either on foot or by the bike. That's a little unrealistic, but as much as possible, Montreal should aim at it, put it that way.

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3005 There is just one other point, related to point: In general, I think people should work, should live as close to their work as possible. Maybe they have it quite around, but it's often easier to change your home than to change your work and so, in this respect, I do support

3010 development downtown. I live downtown myself, very close to here because a lot of people work downtown. I think about 300,000 people work downtown although, now, there is the telework thing, but forget about that just for a minute. They are there some time. So as much as possible, leave people who work downtown to live downtown and that means, I would encourage promoting even more development downtown and in highrises obviously.

3015 O.K., so my next issue is public transport and so there are two ways, really, to diminish the use of cars. So one is, of course, the notion of complete neighbourhoods and people living close to where they work or the other way around; working where they live.

3020 The other one, of course, is through the improvement of public transport and again here, it is a little bit like the lack of investment in rehabilitating areas, there is also lack of investment in my view in public transport. I mean, if you compare Montreal with, let's say, other cities, I mean; I lived in London for a while in England.

3025 Of course, London is a bigger city, but in there, there are about 16 subway lines and 16 commuter train lines. You can imagine that, all bringing people into the centre of the city from everywhere in the whole metropolitan area.

3030 Anyhow, there's... it's obvious what needs to be done, everyone says it, so what I'm going to say is not at all original. I mean, obviously... the one thing I would say is that so far is Pointe-aux-Trembles a ghost, the obvious thing is just to extend the green line because it already exists. Why create a new REM line? I mean that's just a foolish, foolish waste of money.

3030 You could either extend the green line or you know, have a surface train coming... extending it from it to Pointe-aux-Trembles. And then, of course, there is the blue line to Anjou. There is the orange line which should be extended up to connect with the REM.

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And let me say here also that there is an issue of better use of the trains. The trains were developed to some extent independently of the rest of the transport system and that's bad. There should be better integration. I'll give you a few illustrations: The train de l'Est, right, should better serve the northeast of Montreal. So for example, I'll give you two examples: There could be stops In Rivière-des-Prairies, for example, at Rodolphe-Forget Street, which is right in the middle of Rivière-des-Prairies and a stop at Papineau to serve that area.

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Right now, there are no stops between the outer suburbs and the terminus. I mean, that's ridiculous. You want to serve all parts of Montreal, you've got a train there, you've got the... you've spent all the money, use it to better serve the northeast of Montreal and similarly, there is the train du Nord, you know the one that comes from Saint-Jérôme, it's not connected with anything, right?

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It could be connected with the REM, when the REM is built at Canora, so instead of people who want to go straight downtown, could transfer from the train du Nord to the REM and go straight downtown. It could be connected with the orange line at Namur, because it passes where... the metro stop is, but there is no exchange now.

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LE COMMISSAIRE :

I think it connected with the blue line at Jean... and Park.

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M. ROBERT HAJALY :

Sorry?

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LE COMMISSAIRE :

It's connected with the blue line at Park.

LA PRÉSIDENTE :

3065 Oui.

M. ROBERT HAJALY :

3070 With the blue line?

LE COMMISSAIRE :

Hum, hum.

3075 **LA PRÉSIDENTE:**

Yeah.

M. ROBERT HAJALY:

3080 Now, if you...

LE COMMISSAIRE:

3085 And goes to Lucien-L'Allier at Windsor Station. So it's connected at orange and blue lines.

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M. ROBERT HAJALY :

3095 I'm not aware that it's connected with the orange line. It crosses... O.K., it comes down like this and then, it goes like that, right along Jean-Talon more or less. Just below. I am talking about the train du Nord, right?

3100 And it passes the orange line, more or less at where the Namur stop is on the orange line, but there is no stop on the train du Nord at that point. There is no connection at that point with the orange line, you see? Let's say somebody wants to go to some place on the orange line, but they're coming from somewhere north, there is no stop there.

LE COMMISSAIRE :

3105 At Lucien-L'Allier, actually. I'm a train user, so. At Lucien-L'Allier, there is a connection with the Saint-Jérôme line and the orange line.

M. ROBERT HAJALY :

3110 Yes, at Lucien-L'Allier, that's right.

LE COMMISSAIRE :

3115 Yeah.

M. ROBERT HAJALY :

3120 You're right. At Lucien-L'Allier, but let's say, for example, someone wants to get on the orange line because they want to go to some place...

LE COMMISSAIRE :

In the... yes.

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M. ROBERT HAJALY :

... In the North or either immediately north or immediately south of the Namur stop...

LE COMMISSAIRE :

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They have to get out at Park and transfer blue line to Jean-Talon at... on the orange line. But anyway, it's details.

M. ROBERT HAJALY :

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The... well, how could they get off the train at that point? There is no stop.

LE COMMISSAIRE :

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There is a... Yes.

M. ROBERT HAJALY :

There is no stop...

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LE COMMISSAIRE :

There's a stop at Park.

3150 **M. ROBERT HAJALY :**

There is no stop on the train du Nord. Unless I'm mistaken, there is no stop on the train du Nord at Namur. Am I wrong to think that?

3155 **LA PRÉSIDENTE :**

Not Namur.

3160 **LE COMMISSAIRE :**

It's at Park.

3165 **LA PRÉSIDENTE :**

It's Park.

3170 **LE COMMISSAIRE :**

Park Avenue.

3175 **LA PRÉSIDENTE :**

Park Avenue.

3175 **LE COMMISSAIRE :**

Avenue du Parc.

M. ROBERT HAJALY :

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Avenue du Parc.

LA PRÉSIDENTE :

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And Jean-Talon.

LE COMMISSAIRE :

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And Jean-Talon, yeah.

M. ROBERT HAJALY :

O.K. But that's not the orange line.

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LE COMMISSAIRE :

It's the blue one, yeah.

LA PRÉSIDENTE :

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That's the blue one.

LE COMMISSAIRE :

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Yeah.

M. ROBERT HAJALY :

3210 Blue line.

LE COMMISSAIRE :

3215 They have to transfer to the orange line.

M. ROBERT HAJALY :

To the blue line, to the orange line, O.K.

3220 **LE COMMISSAIRE :**

Yes.

M. ROBERT HAJALY :

3225 O.K. Well, in my view, there should be a direct transfer at, as an example, at Namur.

LE COMMISSAIRE :

3230 O.K.

M. ROBERT HAJALY :

3235 And there could also be a stop, for example, at Côte-Saint-Luc for the train du Nord because it goes right through Côte-Saint-Luc without stopping at all, you know. So it basically boils down to saying, what is my thesis here, that the train should be better integrated with the

other rest... with the rest of the transport system and should better serve the neighbourhoods through which they go by having appropriate – not everywhere – but having appropriate stops whether it's a northeast or at metro Côte-Saint-Luc, whatever it is.

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Also, I want to emphasize...

LA PRÉSIDENTE :

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Two minutes.

M. ROBERT HAJALY :

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... the need for better use of buses because, I mean, for many people, buses are, you know, the local means of transport. The image of buses now is low status. Do you ever see a businessman in a suit on the bus? Hardly ever, right? There is a number of things you can do to improve the status of buses and the service they provide. They're very obvious, but they're not done enough.

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So one is: increasing the frequency of buses that are used a lot, increasing their reliability to the extent that that's possible, reliability. They should come as much as possible when they're supposed to come and there should be some indication, some sign, which will tell you when they're going to come.

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They should be cleaner, both inside and outside. Right? Often in the winter, they're very dirty. People don't want to go on a dirty vehicle; it's a very simple thing. Many people don't like going on a dirty vehicle.

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There should be air conditioning in the summer, right. They should be as much as possible powered by electricity. Not just for ecological reasons, but because diesel smells.

Right? It's dirty. It's smells and dirty. Lots of people don't like that. They like things that are clean. Right?

3270 And, so the idea here, I think, is as much as possible not just to improve the service, that's obvious, but to improve the status in the eyes of the public. A bus service, so that a greater number of... greater section of society would use it. O.K. O.K. So that's the next thing.

3275 I want to talk next about promoting a quality because that's one of the themes, "Equity", one of the themes here of the report. And here, my idea is pretty straight forward. There are certain neighbourhoods in Montreal, first of all, my own, which is Western downtown. It's called Peter-McGill electoral district, but also Montreal North that I know of. Maybe others as well, which are relatively deprived of urban facilities, libraries, community centres, recreational sports facilities, green spaces and low-cost housing. Right? And they need it. They actually need it more than other places because often these places that are deprived are poor places.

3280 If you think of my area, Western downtown, you may think a lot of rich people live there. That's true. But a lot of poor people live here too. Roughly 41 % of the people who live in my area, Western downtown... We did a survey, I belong to a Peter-McGill community council. It's a community group.

3285 We commissioned a survey by experts using a 2016 census. 41 % of the people are below the federally defined low-income line, they're poor, in other words, just in simple terms. And that's one of the highest, I think it's higher than the rest of Ville-Marie and in Montreal as a whole, it's 20 %. We're 41 % and yet, we have very few facilities, very few.

3290 I believe that's also true in Montreal North. (Inaudible) For example, they don't have a sports centre there. They've been wanting it for many years and the one high school they have is very, very poor condition and again, people have been promising they will improve it, but they don't improve it.

3295 So, the one thing I would recommend for a quality, well, is two things: First of all, a better transport system obviously is... promotes a quality because it's something that people without a car can use. Better service.

3300 I just... I forgot to mention one thing incidentally about the transport. Not just better integration, but related to it, there should be one governance for all the modes of transport in the metropolitan area, including the REM. They should all come under the ARTM, right? Everything... so everything can be coordinated, all the forms of transport.

3305 I believe they have coordinated fairs, that's good, but they also have to coordinate networks and for that to be effective, you need one authority which controls everything, in my view. So that's a small... but I forgot to mention it. O.K., so promoting the quality, basically very simple point. People have probably made it before...

LA PRÉSIDENTE :

3310 O.K. Votre temps est passé, Monsieur.

M. ROBERT HAJALY :

3315 Oh, sorry.

LE COMMISSAIRE :

3320 You have ten minutes.

M. ROBERT HAJALY :

O.K.

LE COMMISSAIRE :

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It's over.

M. ROBERT HAJALY :

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Am I done?

LA PRÉSIDENTE:

It's over.

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LE COMMISSAIRE :

You're done, yes.

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M. ROBERT HAJALY :

O.K., O.K. Well, that's enough. I mean, I think I've covered a few things. Anyhow, I covered enough.

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LA PRÉSIDENTE :

Merci. Des questions, des...

LE COMMISSAIRE :

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I think much of what you covered, is well referred in the City vision that you have in front of you...

M. ROBERT HAJALY :

3355 Oh, yeah. Some of it is, but... yeah.

LE COMMISSAIRE :

3360 Speaking of the areas deprived of public services as you... where you live actually, what do you propose? Do you have any proposals to make to us?

M. ROBERT HAJALY :

3365 Well, I... yes, of course. I mean, I've got to be honest with you. I go to the meetings of the borough council, and I've been going there since 2004 and making proposals. So it's pretty obvious, we need...

3370 First of all, they're building a community centre, but it doesn't, for example, provide for... it doesn't have a gymnasium or indoor pool. It's more a cultural centre. So we do have that in the YMCA, which is right... which is more central. Actually, the... the centre they're planning is right at the western end, near Westmount.

3375 We do have the YMCA, which does have a pool and a gymnasium and a weight room and so on, but it's not functioning because they don't have money. And I've asked the city to help to subsidize that, because the only other... the only centre we have that, you know. That's one thing.

3380 There is an area between Guy and Atwater Street, Guy and Atwater Street, and between Sainte-Catherine and Sherbrooke.

LE COMMISSAIRE :

O.K.

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M. ROBERT HAJALY :

Which is very densely populated, it's the most densely populated area in Montreal, maybe in Canada and has about 15 to 20,000 people in that area. They don't have... no green space, no recreational parks, nothing.

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And we've been asking for many years for the city to do it. They haven't done it. We have no place to play hockey, for example, no ice rings, I've been... I've asked for that. Simple request, they don't want to do it.

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LE COMMISSAIRE :

Because you live close to the Bell Centre.

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M. ROBERT HAJALY :

No, the place I have in mind...

LE COMMISSAIRE :

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I say... it was just a joke because the...

M. ROBERT HAJALY :

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Oh, I see, I see.

LE COMMISSAIRE :

... where the Canadians are.

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M. ROBERT HAJALY :

Bell Centre. Well, that's professional hockey. I'm talking about hockey for just ordinary people. No, it would be on the Rutherford Park, which is a park on top of the water reservoir, which is a perfect big place for it. But they don't want to do it.

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We once had an outdoor pool, we have no more outdoor pool. I asked them to fix the pool that we once had. They don't want to do it. They say, you know, we'll think about it. Right?

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Low-cost housing, in our area, there is very little social housing for people who are poor or people who are homeless. We have a lot of homeless people, including indigenous people, but not only them.

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We have about 200 units of social housing, whereas in my view, we need a minimum, a minimum, of 2,000 units and especially for families. The only ones they have are for old people, which is good for old people, nothing for families, O.K., families with children.

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So we should have a minimum of 2,000, but it's not being built at all. Not being built at all. We... nothing has been built for many years. We keep on asking, they keep on being sympathetic and they say, "Yes, we understand the need", but they don't do anything, O.K. So, that's it.

And actually, this leads me to one... just one, if you permit me, the city has a ten-year plan for investments, you know. They just actually planned, they passed that in Ville-Marie, they had a ten-year plan for what they're going to put money in. O.K. But they have no public

3440 consultations on that. There should be a public consultation on that, so the people can make clear what they need and that could enter into where the investments are going to be. For ten years, right, it's a long-term thing. So, there are many things that are lacking in our area. I mean, almost everything, really.

3445 **LA PRÉSIDENTE :**

Avez-vous un budget participatif dans votre arrondissement?

M. ROBERT HAJALY :

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No, we don't. No, not like the Plateau. No, we don't.

LA PRÉSIDENTE :

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O.K.

M. ROBERT HAJALY :

3460 But, one good form of it would be if there could be a public consultation on this ten-year plan of investments because that, really... We're talking large sums of money and that will determine where the city would put investments for the next ten years in our area.

3465 Actually in Ville-Marie borough as a whole, I mean, but my area is part of Ville-Marie borough, it's the Western District, Peter-McGill District. So I think we should have an input into that, but we don't, and it was just presented to us just like that and the council passed, end of story. We never had any say in what they do put the money in.

LE COMMISSAIRE :

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You make presentations to the Ville-Marie borough.

M. ROBERT HAJALY :

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Sorry?

LE COMMISSAIRE :

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To the Ville-Marie borough.

M. ROBERT HAJALY :

Yes, in this case, here, it was a ten-year plan for the Ville-Marie borough.

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LE COMMISSAIRE :

Hum, hum, O.K.

M. ROBERT HAJALY :

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I don't know what the other boroughs do. So yes, in this case, we should have a chance to present our needs to that... before they present the ten-year plan for investments, I think, but that's very important.

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And I'm going to raise it at the next council meeting... But I'm just telling you now since you asked, but almost everything is missing in our area actually in terms of public facilities,

green spaces. The facilities I mentioned like a gym... indoor swimming pool, outdoor swimming pool. We have no school, that's also another thing, we have no local school.

3500 **LE COMMISSAIRE :**

Are there any facilities that could be shared with, let's say, Concordia University? Do they have gyms and pools at the...

3505 **M. ROBERT HAJALY :**

Yeah.

LE COMMISSAIRE :

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... Ville-Marie could share with...

M. ROBERT HAJALY :

3515 They may, they may. I think McGill does. Concordia does what I believe they're... those facilities are at Loyola...

LE COMMISSAIRE :

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And McGill does.

M. ROBERT HAJALY :

... the Loyola Park.

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LA PRÉSIDENTE :

Loyola.

3530 **M. ROBERT HAJALY :**

That's way, way in the West. But I think they're not keen to share.

LE COMMISSAIRE :

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O.K.

M. ROBERT HAJALY :

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You know. And in any case, we would like facilities that are more or less available all the time to the public. And we, even if they were willing to share, obviously, they're going to give priority to their own students, right?

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So at McGill, there are 35,000 students, right? I mean, that's a lot of students. So they're going to have a lot of needs for those facilities. So, I don't think that would be very, very good for us, very effective in terms of the needs we have.

LA PRÉSIDENTE :

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On a terminé.

LE COMMISSAIRE :

We're finished now.

3555 **M. ROBERT HAJALY :**

O.K.

3560 **LA PRÉSIDENTE :**

O.K.

3565 **M. ROBERT HAJALY :**

Well, thank you for this opportunity and...

LE COMMISSAIRE :

Thank you very much.

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LA PRÉSIDENTE :

Bonsoir.

3575 **M. ROBERT HAJALY :**

... all the best.

3580 **LA PRÉSIDENTE:**

Bon retour à la maison.

M. ROBERT HAJALY :

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When... just... when do you think your report will be published? Do you have an idea?
Any idea?

LE COMMISSAIRE :

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In February or March.

M. ROBERT HAJALY :

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February, March, yeah. O.K, thanks, thank you very much.

LA PRÉSIDENTE :

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Thank you.

LE COMMISSAIRE :

You're welcome.

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M. ROBERT HAJALY :

And have a good evening.

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