

1565 cyclistes d'entraînement. Et je pense que ça a été très populaire. Je pense que c'est le genre de chose, c'est le genre d'initiative que j'aimerais voir continuer.

LA PRÉSIDENTE :

1570 Alors je vous remercie beaucoup, Monsieur Trudeau, de votre intervention. C'est intéressant de vous entendre compte tenu de votre expérience personnelle. Merci beaucoup.

M. LOUIS ÉRIC TRUDEAU :

1575 Merci, au revoir.

LA COMMISSAIRE :

1580 Merci beaucoup. Alors, on s'arrêterait pour une pause de 15 minutes et on reprendra par la suite. Merci beaucoup.

PAUSE ET REPRISE

LA PRÉSIDENTE :

1585 Alors, on reprend et j'inviterais madame Anastasia Kostopoulos, s'il vous plaît.

Mme ANASTASIA KOSTOPOULOS :

1590 Bonsoir à tous.

LA PRÉSIDENTE :

Bonsoir, Madame.

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Mme ANASTASIA KOSTOPOULOS :

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Madame la présidente, les commissaires. Si on peut baisser les lumières, j'ai un Powerpoint. Je me présente, mon nom c'est Anastasia Kostopoulos. J'ai une maîtrise en urbanisme de l'Université de Montréal, et je vous présente juste une opinion comme urbaniste.

Je vais m'exprimer en anglais parce que c'est plus facile pour moi.

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LA PRÉSIDENTE :

It's fine.

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Mme ANASTASIA KOSTOPOULOS :

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So, we have an unfortunate incident that killed competitive cyclist Clément Ouimet on October the fourth, and this has triggered much debate as to the kind of accessibility to Mount Royal park. The young man lost his life because a tourist vehicle driver did not respect the law and made a U-Turn in a reckless maneuver.

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This of course being of serious manner, the Plante administration with good intentions acted responsibly and blocked through traffic on the mountain in order to conduct a study. The study however falls short in providing an holistic examination taken into account the purpose and identity of Mount Royal mountain, the park and the cemeteries.

Furthermore, the interpretation of the study misconstrues the purpose and identity of Mount Royal. Therefore, we must start with a purpose, the identity of the mountain and how it

1625 is associated to this unfortunate incident. And if this identity is still relevant in our time with our needs in 2018.

1630 So, very briefly, Mount Royal is a small mountain of a height of 750 - oups, with had an image here that's gone. 750 feet that is adjacent to Mount Royal down town core. The mountain has three peaks and houses the park, the cemeteries, and several adjacent parks and institutions that have been combined into the Mount Royal Natural Historical District by the provincial government in order to protect the cultural and natural heritage of the region.

1635 So it has historical relevance dating from the 1500's when Jacques Cartier was guided there by the people of Hochelaga. Only later as the City started growing and changing rapidly in the late 1800's, a vision of the mountain was created. In 1874, the city of Montréal commissioned Frederick Law Olmstead to create a public park space. Amongst other titles, he was also a prominent landscape architect who has recently designed Central Park in New York City.

1640 Being a man of intrinsic of artistic inclination, he saw immediately the unique value and full potential of the mountain. And this was his vision: to design it into a space of relaxation that would be psychologically beneficial to the user.

1645 At that time, its rugged topography and blunt vegetation offered simply a basis for this transformation. There was much human activity though, imposed to achieve what we have now. And that required a succession of dramatic artistic and engineering interventions in order to achieve naturalism. It was a work of art and the purpose was one; to offer Montrealers regardless of their age, their physical capacity, their social status or race, an escape landscape close to the city. It was a note of poetry in the daily noise of urban life trough features of green space.

1650 So, what do we have to this date? We have that purpose that is even more relevant than before. In 2018, this purpose is still prevalent and fundamental.

1655 Olmstead believed that the value of any landscape is not in any one element, but in the whole. He used the psychological power of natural scenery to design landscape needed to create spaces that would enrich and fulfill this purpose.

1660 The mountain character of the space was accentuated through vegetation designs, pathways and look out points. All in an effort to fulfill a vision of a public natural landscape for restorative enjoyment of scenery.

1665 Access to the landscape was very important and his intent was this icon to be accessible to all people, in all weathers and seasons. He took into consideration the harsh and long winter conditions of Montréal. The park was not intended only for pedestrians but other vehicles as well.

1670 The circulation system geared for carriages in the original plan is still relevant to the needs of today's vehicles. We have a gradual, curved drive, enough to permit steady and rapid movement along it that doesn't exceed an inclination of 5 % grade and it focuses and heightens the pleasure of anyone's visit.

1675 To this date, that is the purpose of Camillien-Houde and Remembrance roads. They have been designed not to simply dissect the park, but to embrace and compliment it. And today, they act as peripheral roads. The park is on one side, the cemeteries on the other.

Aside from Camillien-Houde and Remembrance roads that are used by automobiles, vehicles, cyclists and pedestrians, there are many more systems of pathways already in the park that host other users, except vehicles.

1680 The main path of Camillien-Houde/Remembrance road is beautifully curved giving access to both the park and the cemeteries and provides an essential pathway to any visitor who will cross the mountain in an automobile, other vehicles, or bicycle. The design of the road has the capacity for even an increased circulation on the mountain to reflect today's population.

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That being said, it doesn't mean that the vehicle will act as a strange variable to the mountain. We have to find design principals where we can incorporate the vehicle to adhere to the identity of the mountain. But that is a different topic.

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The environmental impact of the vehicles to pass right now is no threat to the mountain or park because it is so intricately sustained by many other variables. Scientific microclimatic studies can prove that. One can even argue that there is more of an unseen danger to the visitor and the environment from the antennas that are already existing there, rather than the vehicles.

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Therefore, we can see here the core of Mount Royal. What choices do we have? The choices we have right now, we choose to walk to or through Mount Royal and that is a tribute to its design. We choose to drive to or even through Mount Royal and it's an acknowledgment of its scenic values and precious ability we have as Montrealers.

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We choose to walk, or even through Mount Royal and that is an honor to its pathways. Blocking or taking away these abilities is an insult to the design of Mount Royal.

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Limiting access to only certain visitors to Mount Royal is discriminatory and complicating or taking measures that add to unsafe manoeuvres is criminal.

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The Plante study has concluded that during the summer blockage there was a considerable decrease in the number of visitors to Mount Royal. In urban planning terms, we mean that there was less usage. In planning terms, that means the identity of Mount Royal has been shadowed.

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Therefore, the action required, because of this fatal incident, in order to associate it to the identity of Mount Royal mountain is: The improvement of safety and accessibility to Mount Royal park and mountain.

So, we need to update and ameliorate the existing design to 2018 standards so we can coexist for cyclists, for automobile drivers, for vehicles, for pedestrians and for disabled persons.

1720 The essence of Mount Royal is in its usage. In 2018, in a city of tolerance, diversity, rich and poor, climate change, stress, traffic and construction everywhere, such a positive experience that we have still available at our doorstep, is the most profound and effective antidote to daily Montréal life.

1725 Clément Ouimet's death is a call to adjust and improve the design elements to 2018 standards. We need to use design principles that will improve the safety and accessibility to Mount Royal. We need to ask ourselves why we are not focusing on real concerns. And what difficulties did this tourist driver experienced that made him maneuver a U-Turn and why no charges were ever laid because of this fatal accident.

1730 Our call is not to alleviate the purpose and identity of the mountain, but to respect this young man and others. Let's not forget there have been others who have passed away or injured themselves on Mount Royal, by providing all Montrealers and all citizens and visitors a safe haven to visit. Thank you very much for your attention.

1735 **LA PRÉSIDENTE :**

Merci, Madame Kostopoulos.

1740 **Mme ANASTASIA KOSTOPOULOS :**

Je vous en prie.

1745 **LA PRÉSIDENTE :**

J'aimerais vous poser une première question en relation avec ce que vous dites qu'il faut faire, qu'on a à faire pour respecter l'idée initiale de la montagne telle que dessinée par monsieur Olmsted.

1750 Quand vous dites : « the improvement of safety and accessibility » Avez-vous quelques idées sur ce qui devrait être fait en termes de sécurité puis d'accessibilité?

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Mme ANASTASIA KOSTOPOULOS :

1760 Oui, bien sûr. The first thing however as a professional, we need to make a professional assessment of the situation. And there are a lot of urban planners in the city of Montréal that can do that. We need to assess with statistics. What is the usage right now, what are the needs, and we can improve a situation.

1765 In urban planning, we might have a lot that is a hundred square feet and we want to build on one level a 300 square foot building. That is not possible. So we need to assess our needs and our capacities. That is the first thing that has to be done. Generally speaking, I don't have an assessment and I don't have statistics, but generally speaking, there are plenty of very simple things that can be done.

1770 For example, we do know that there is a movement and I wish our weather was better in Montréal, but it isn't and it's a factor. And I wish everybody were 20 and 30 years old of great physical shape, but that's not the case either. We can, however, not block the throughway passage with the vehicles, but incorporate them by creating a cobalt stone pavement that will reduce the speed of the vehicles. We can include a very safe passage for cyclists and also have mediums in between north and south directions to be able to modernise the accessibility to greener standards.

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1780 There are many, many design principles that can be used here to enable the
cyclists and the vehicles to coexist. And in my opinion, in simplicity. We don't need to do high
budgeted construction works. But very simple things that can be done that can improve the
coexistence of all users to Mount Royal. There's a lot of risk factors involved here. So there has
to be an assessment done as to where those risk factors are.

1785 From my user's point of view, I can see the first lookout point entering from Park
Avenue where it's very dangerous and we're not allowed to make a left turn there, but people
have no other accessibility. They have to go further down, make a U-Turn and then return. That
simply complicates the matter. There are other ways we can have accessibility to that lookout
point by making a left turn. As long as it's done securely and there are ways to do that.

1790 And there are many other risk factors, but we need to first of all have a
professional assessment. And then we can have other solutions. It doesn't have to be
complicated. But restricting access to vehicles simply because they are vehicles is discriminatory
in the sense that, that was the whole purpose of designing such a mountain. You want to pass
through it. But of course it's not a boulevard, without high speed and with respect to the mountain.
This a peripheral road. There are other pathways in the mountain right now where vehicles are
1795 not allowed, and only cyclists are allowed. We have to assess the situation.

LA COMMISSAIRE :

1800 Just to step back a little bit, you talk about the purpose in the identity of Mount
Royal. If I understand, the purpose as you see it is very similar to that of what Olmstead
proposed?

Mme ANASTASIA KOSTOPOULOS :

1805 I believe so.

LA COMMISSAIRE :

How would you describe the identity? What do you mean by Identity?

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Mme ANASTASIA KOSTOPOULOS :

First of all, identity has to do with character and Montrealers, our name is derived from the mountain itself: Mont Royal. That is where our roots are. It's also a mountain that is right next to our city core. So, everywhere you turn, you can identify yourself as a Montrealer because of the mountain.

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If you walk downtown and you need to locate yourself, all you have to do is take a look at where your mountain is to see where you are. So it's a big part of our identity as Montrealers and it's also one of our major iconic focal points as a visitor as well. So it's a very important landmark.

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You cannot limit access to the mountain. Not the way it has been designed. And you have to simplify and make the access safe. But you also needless today, in changing times, you have to change. But the identity and the purpose of it is still there. It's for recreational and therapeutic purposes. You have to respect the griever that goes to the cemetery as well. Why should the griever needing to pass have to take a bus or a bicycle to enter the cemetery?

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LA COMMISSAIRE :

Thank you.

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Mme ANASTASIA KOSTOPOULOS :

Your welcome.

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LE COMMISSAIRE :

1840 On parle beaucoup de redonner au chemin Camillien-Houde/Remembrance une allure de chemin de parc. J'ai cru comprendre ça aussi à travers votre exposé. C'est quoi pour vous un chemin de parc? Parce que là, il y a toutes sortes d'interprétations sur ce que devrait être un chemin de parc.

1845 Vous en tant que spécialiste, vous avez certainement des idées, une fusion de ce que devrait être un chemin de parc dans le cas du mont Royal précisément?

Mme ANASTASIA KOSTOPOULOS :

1850 Well, right now, it's acting as a peripheral road. Camillien-Houde and Remembrance roads are not, they are on the sideline of the park. So they are a peripheral road acting as a transversal road as well as a - I can't seem to find the word - an access road. This road does not impose an environmental threat to the park nor does it impose any severe entrance to the cemeteries. It acts as an access road.

1855 The fact that it starts from end of the city and it ends at the other end of the city, can also be a positive aspect. It doesn't necessarily have to be negative. However, you have to keep the design of this peripheral road in conjunction to the identity of the mountain. Meaning it cannot be linear, it cannot have a high speed. It has to have elements that attire to the green landscape architecture of the space itself. So by adding medians, or changing the pavement or
1860 reducing the speed, or the inclination, or even the material used for the road, will enhance this ability. So this road is first of all an access road, it has many roles that it plays. They're all advantages though. We can't look at it negatively.

1865 It's an access road, it's a peripheral road and it's also a transit road as well. How do you keep those variables in place by not imposing a negative impact on the mountain is the

question. And it's like an algorithm. Like any problem, you have to assess the situation, use an algorithm, and find a solution.

LE COMMISSAIRE :

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Merci. J'ajouterai quand on compare aussi avec d'autres grands parcs dans le monde, avec d'autres chemins de parcs, on ne peut pas ne pas tenir compte que le mont Royal est une pente, est une montagne justement.

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Mme ANASTASIA KOSTOPOULOS :

Oui, bien sûr.

LE COMMISSAIRE :

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Qui est sa richesse, mais qui impose certaines contraintes aussi.

Mme ANASTASIA KOSTOPOULOS :

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Oui, mais monsieur Olmsted l'a désigné comme ça. He graded the vegetation in order to accentuate the height. He even said: It's not Central Park. And let me remind you; every situation in life or construction, is unique. You have to look at everything from a unique fashion. So you have to assess your needs, your capacity. Everything is unique.

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LE COMMISSAIRE :

Tout à fait. Merci.

LA PRÉSIDENTE :

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Alors, merci beaucoup, Madame. Merci pour les distinctions que vous avez apportées qui sont très riches et très utiles pour nous. Merci beaucoup.

Mme ANASTASIA KOSTOPOULOS :

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Je vous en prie.

LA PRÉSIDENTE :

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Alors, j'inviterais maintenant, monsieur Luc Gervais, s'il vous plaît.

M. LUC GERVAIS :

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Madame la présidente.

LA PRÉSIDENTE :

Bonsoir, Monsieur.

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M. LUC GERVAIS :

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Madame la commissaire, Monsieur le commissaire. J'aurai un propos qui sera très court, quelques remarques quasiment périphériques. D'entrée de jeu, je vous dirai évidemment que je suis pour le principe du statu quo avec toutes les modifications qui s'imposeraient pour obtenir les correctifs qu'on souhaite.

Ma première remarque sera sur l'achalandage du chemin Édouard-Montpetit et le boulevard Mont-Royal. Lors d'une réunion en mai 2018 à l'Église Côte-des-Neiges avec les gens