

# Falaise Arc Report - July 2021

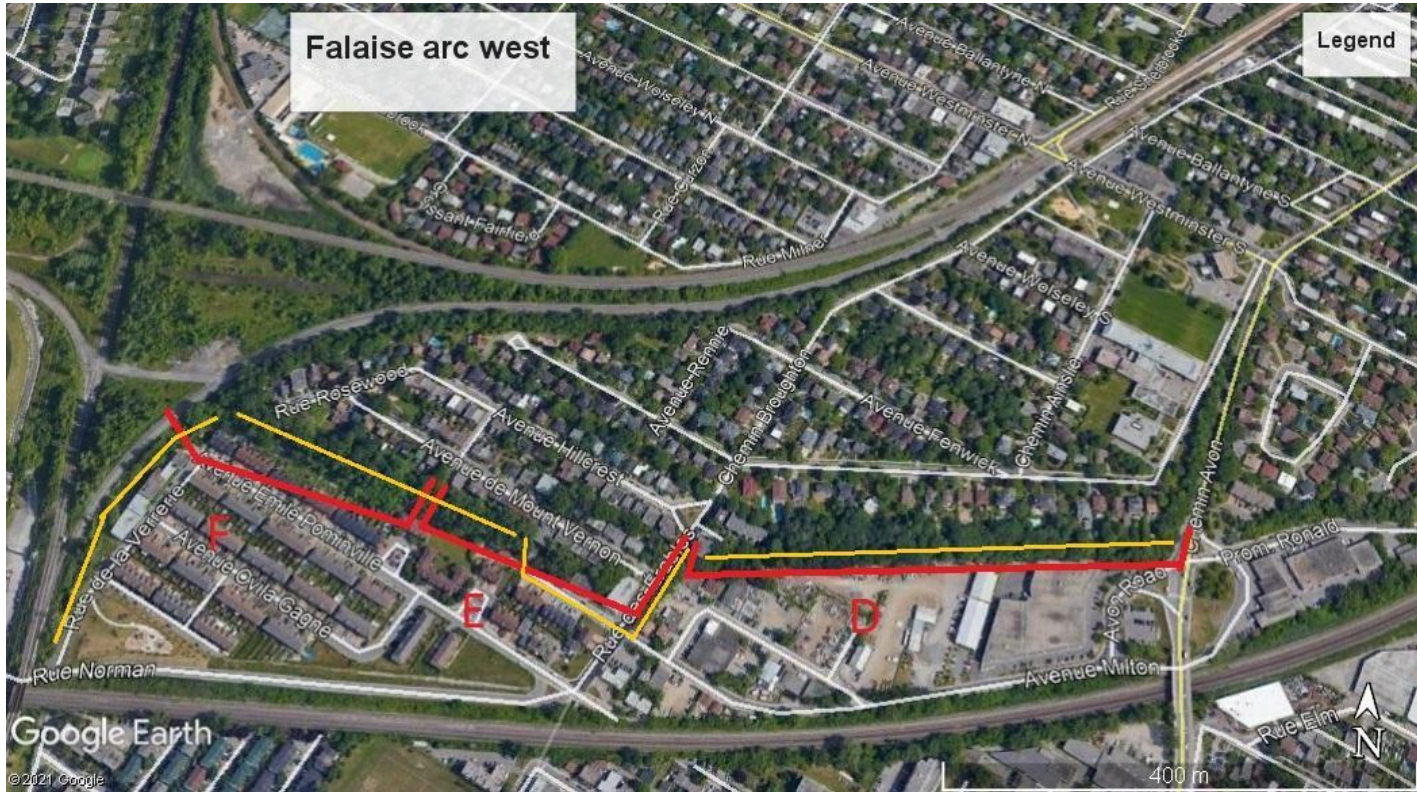
## Notes from the 1<sup>st</sup> Tour:

1] It was great to have a very good 'kick off' tour of the Falaise Arc that runs from the St Jacques Falaise to a possible jumping off point for a land / active transport bridge over the railroad lines to Meadowbrook. What follows is a working paper derived from that July 10<sup>th</sup> tour.

2] Dan reported later in the tour that a very good door-to-door 'pro-connecting-bridge' publication had been produced and distributed to the new neighborhood of townhouses near Norman street. He was quite involved with the effort. He said he was quite surprised that it produced no interest in the idea at all. He said that maybe the reason for that lack of response was that the new neighborhood was mostly immigrant and they tend not to make waves with local politics. Roger mentioned that the hope is that the Dalle Parc land bridge will be a paradigm shift in how to design nature into cities and that in the near future, based on the success of the Dalle Parc, that a land bridge connecting to Meadowbrook across the railroad lines will be seen as necessary infrastructure.



Eastern part of the Falaise Arc showing sections in red and possible pathways in mustard

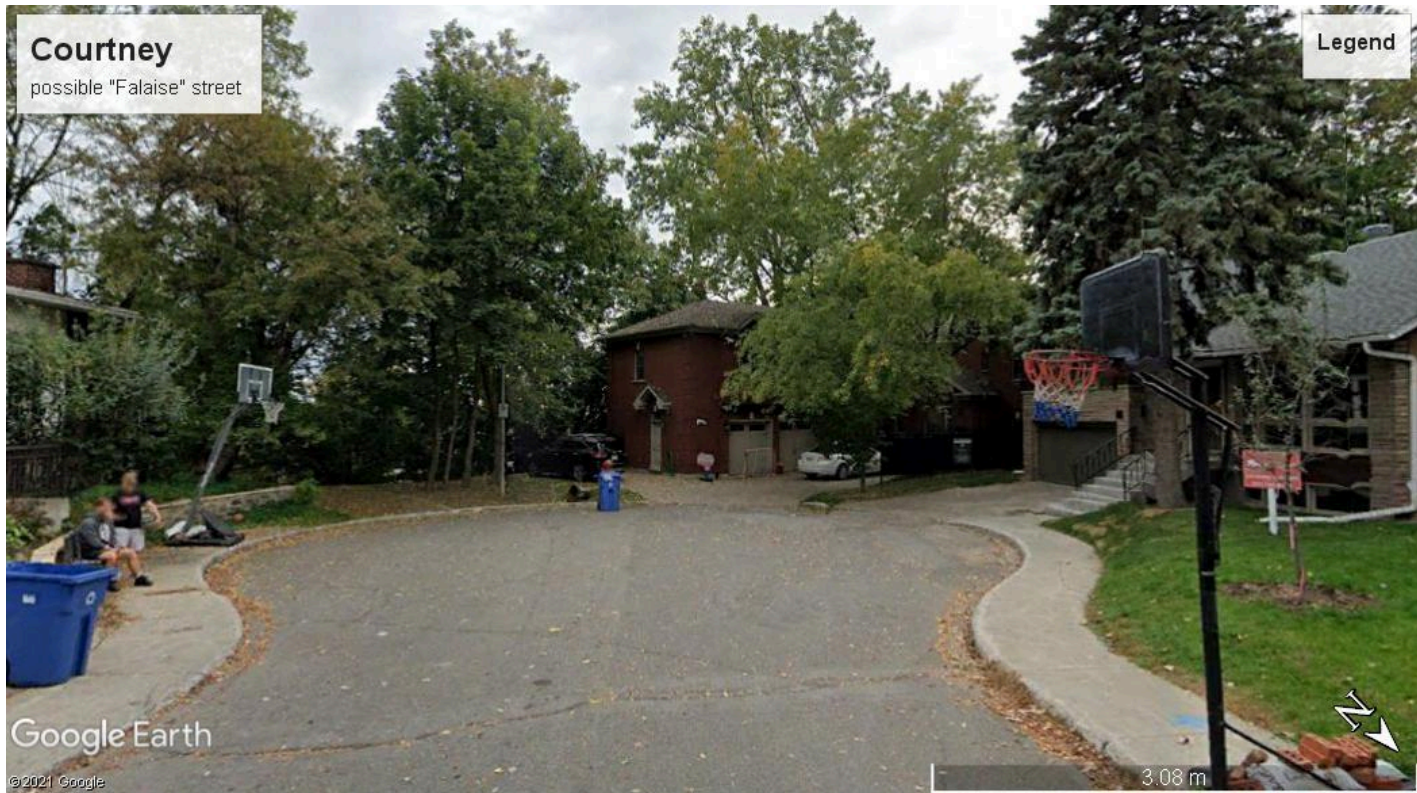


**Western part of the Falaise Arc showing sections in red and possible pathways in mustard**

3] Where is the Falaise Arc still in its original geological state? In response to this question that we posed to ourselves before our 1<sup>st</sup> tour we must say that it is not possible at this point to tell. There are sections of the Falaise Arc (that stretch of the Falaise from the western end of the Falaise St Jacques to the railroad lines before Meadowbrook) that are undeveloped and heavily wooded. We did not see any obvious evidence of ‘garbage dumping’ in our two hour survey.

4] Will it ever be possible to have a walking path connection run along the entire Falaise Arc? We must again say that it is difficult to tell at this point to tell. Certainly where there are residences built into the Falaise Arc it would make it extremely difficult in the short term. The sections where residences were built have slopes that are less severe than the other sections. Those sections are “B” and “E” (see above). The other sections, “A”, “C”, “D”, “F” are steep sections of the Falaise Arc. Even though heavily wooded it would be probably difficult to cut a walking path into those slopes. The walking path would probably require many stretches of supported wooden walkways. This would be somewhat difficult but

certainly not impossible. It would be quite wonderful if done with an eye to nature and to proper design.



**End of Courtney street which might be a "falaise" green connecting street**



### End of Milton street which might be a “falaise” green connecting street

5] If certain sections of the Falaise Arc could not have walking paths is it possible that they might have small streets designated as “falaise streets”. Such a street might be designated to only allow resident vehicles at 10 kph and would have special efforts made to have them as green as possible. These “falaise steets” would fill in gaps between walking paths on the Falaise Arc. For section “B” of the Falaise Arc the dead end street of Courtney might serve such a purpose. Of course ownership of the land parcels at the end of Courtney might be a problem in reconnecting to the Falaise Arc. Section “E” of the Falaise Arc might have the dead end of Milton street designated as a “falaise street”. Reconnecting to the Falaise at its end would be difficult because of private ownership of the land where such a connection could happen.



**Possible land bridge location from near the end of Rosewood to the 3<sup>rd</sup> green of Meadowbrook shown as a double yellow line with possible pathways shown in mustard**

6] Another initial question that we had put to ourselves: When connecting Meadowbrook across the railroad lines by a land bridge similar to the Dalle Parc where would the 'jumping off' point be at the western end of the the Falaise Arc?

**Elevations and Distance (from Google Maps)**

At the corner of Sheraton and Roxton	46 meters elevation
At the end of Rosewood	43 meters elevation
At the end of Pominville	29 meters elevation
On Norman at the railroad tunnel	26 meters elevation

Distance from the end of Rosewood to the golf green at the end of Meadowbrook is 340 meters

From the above elevations it seems at first glance that the best jumping off point for a land bridge would be near the end of the Falaise Arc at the end of Rosewood. A falaise pathway could connect to this jumping off point from near the railroad tunnel of Norman going parallel to the street Verrerie, passing behind the abandoned industrial building on that street. Another pathway might be built into the Falaise Arc that parallels Pominville behind residences.



**Back of abandoned industrial building on Verrerie street near the corner of Pominville**

7] If we were to engage a drone pilot to fly over the Falaise Arc from Falaise St Jacques to Meadowbrook can we describe where to fly?

The consensus to this question is that probably a drone would be of little use, that on foot inspection tells much more. The one exception might be to fly from near the end of Rosewood in a north westerly direction to over the 3<sup>rd</sup> green of Meadowbrook golf course, a distance of approximately 350 meters.

### Specific Notes for “A” “B” “C” “D” Sectons:



The beginning of the “A” section of the Falaise Arc at Ste. Anne de Bellevue boulevard with sign for future condos



The “A” section of the Falaise Arc behind recently built condos near Ste. Anne de Bellevue boulevard



**The “A” section of the Falaise Arc where it meets Brock with a faded sign for future condos**

8] The “A” section

For the “A” section it might be possible to preserve the wooded Falaise Arc and have a walking path from Ste. Anne de Bellevue to Brock but it would be difficult.

-There are signs for a soon to be constructed condo development at the corner of Ste. Anne de Bellevue boulevard

-There are recently built condos built right to the bottom edge of the wooded Falaise Arc.

-There is an old faded sign for future condos where the Falaise Arc meets Brock.

#### 9] The "B" section

For the "B" section it is difficult to determine what might be done. The Falaise Arc exists in this section and is wooded but it was impossible to inspect because of housing on Ronald and Courtney streets. There is a remote possibility that a pathway could be set along this section of the Falaise Arc. More than likely, as mentioned above, either Ronald or Courtney streets might be made into falaise streets.



### The “C” section steel retaining wall along Ronald

#### 10] The “C” section

For the “C” section of the Falaise Arc 1/4 of its length has a long and high steel retaining wall along the northern edge of Ronald street. It seems a pathway could be built into the Falaise Arc above this retaining wall, then continuing to the end of “C” section where Avon cuts through the Falaise Arc.



**The beginning of “D” section near Avon showing office building built right to the base of the Falaise Arc**



**The end of “D” section with image taken from the corner of Union and Mount Vernon**

#### 11] The “D” section

The “D” section of the Falaise Arc is a wooded escarpment along its complete length. We did no actual hiking on this part of the Falaise Arc. Where it begins at Avon the students from Royal West have made a path down the wooded escarpment at that point. Near there an office building has been constructed right up to the foot of the slope. Along most of the rest of length there are equipment marshaling yards and construction materials depots at its base. There are even a couple of private homes built there at its western end.

## Summary

### 14] Overview

This paper should be seen as a basic working document. It has described the Falaise Arc as a series of sections so that on-going development of ideas can relate in specific ways to specific sections of the Falaise Arc.

As an overview there are outstanding challenges in connecting the Falaise St Jacques to Meadowbrook by the Falaise Arc. Four major ones come immediately to mind.

The first challenge is to secure support for the concept of 'greenways' or 'ecological corridors' as an island-wide preferred urban planning concept for Montreal. This support should find expression both in the media and in the urban agglomeration councils. It is a new urban planning concept and its use in existing cities is just beginning. See the link to the 'Projet Darlington' of the of the Université de Montréal below in this paper.

The second challenge is to get the local citizenry and local politicians on board with the idea of 'greenways' or 'ecological corridors'. Preferably it would be best if the local politicians led in this acceptance drive. There is a large measure of education involved.

The third concerns the ownership of the existing parts of the Falaise Arc, the wooded escarpment slopes of that arc. At least 2/3 of the Falaise Arc are wooded escarpment slopes, maybe as high as 3/4. But where are the property lines? (Louise offered to enquire with an acquaintance of hers who lives on Mont Vernon)

The fourth challenge is actually building a pathway into the wooded escarpment slope. It was observed that the slope is quite steep but we did no actual hiking

along any stretch during our 1<sup>st</sup> tour. Are there excellent examples of wooden walkways on wooded slopes to be found on the internet? (Dan offered to do some investigation of what might be possible by returning to that part of the wooded escarpment slope that begins from Devil's Hill and heads towards Avon later in the summer. There did appear to be a path as viewed from above.)

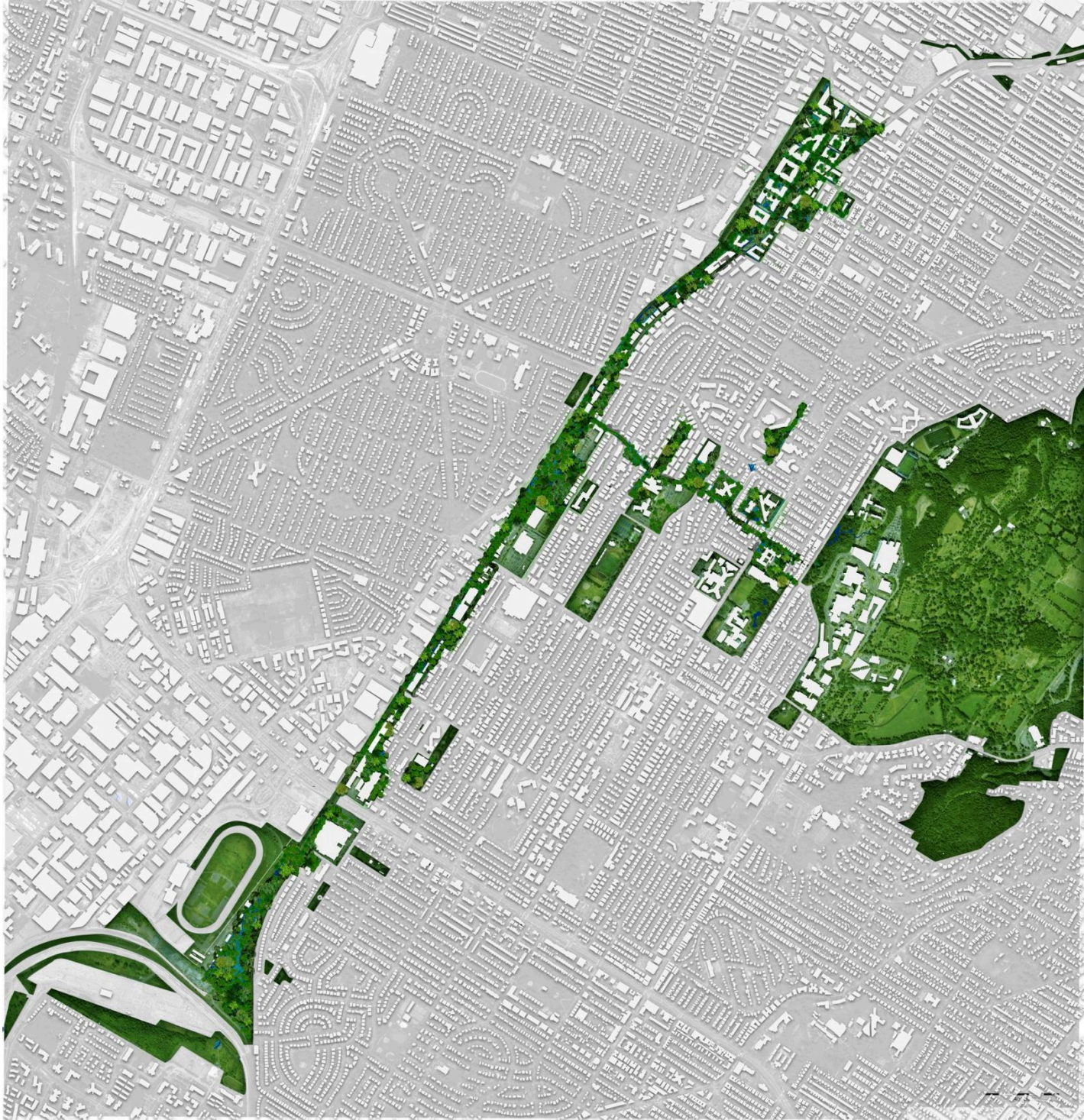
#### 15] Next Steps?

It is not evident as to where we should put our efforts in going forward. We need more information.

We need to know where the different municipal boundary lines are.

We need to know who owns the long stretches of wooded escarpment.

We need to know if there is an on-going initiative to connect parks, whether nature parks or recreational parks, by way of 'greenways' or 'ecological corridors' in Montreal. And what do these terms mean?



**Projet Darlington green linking the UdeM to its new campus and the new Blue Bonnets neighborhood**

What can be learnt from the 'Projet Darlington' of the Université de Montréal which, if realized, will connect the UdeM to its new campus and westwards to the Blue Bonnets new development? Voir

<https://durable.umontreal.ca/biodiversite/milieux-de-vie/httpswwwcorridorecologiquedarlingtonorgfbclidiwar0kx8v1tgaqm8-qox1pdx4dh8kwstgu-5liyoosmvs1ml7ajw9rvfjbs-m/>