

Ecological Development of Falaise Saint-Jacques Park

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Parc-nature de l'Écoterritoire de la Falaise: Development and Ecological Overview

Introduction

Parc-nature de l'Écoterritoire de la falaise is a new ecological park project in Montréal aiming to convert a former highway interchange and neglected escarpment into a 60-hectare urban nature reserve (Source: montreal.ca). Announced as a "grand parc" by the city in 2018, this initiative seeks to protect biodiversity and provide public access to nature in the densely built southwest sector of the island (Source: infodemontreal.ca)(Source: montreal.ca). The site – often called the **Saint-Jacques Escarpment** or *Falaise Saint-Jacques* – holds both ecological and urban significance. It was once a dumping ground but is now poised for transformation into a forested park with wetlands, trails, and a pedestrian bridge,

offering environmental benefits and new recreation opportunities within the city (Source: montreal.ca) (Source: globalnews.ca). This report provides a comprehensive overview of the project, covering its location, history, development plans, stakeholders, ecological value, urban planning objectives, community involvement, expected benefits, governance framework, and key challenges (including environmental concerns, funding, and [gentrification considerations](#)).

Geographic Location and Urban Significance

The planned park is situated in southwestern Montréal on the border between the Côte-des-Neiges–Notre-Dame-de-Grâce (CDN–NDG) borough and [Le Sud-Ouest borough](#) (Source: montreal.ca). Geographically, it centers on the **Saint-Jacques Escarpment** – a steep wooded cliff (or *falaise*) running about 3–4 km east-west – and the lands at its base, which include the former Turcot rail yards. The escarpment rises along the south edge of NDG and overlooks the Turcot Interchange (Highway 20/15) and the Lachine Canal corridor below. *Figure 1* illustrates the city's conceptual plan for the park, showing the linear forested cliff (top) and the reclaimed Turcot yard area (bottom) with new wetlands and meadows, as well as a proposed [pedestrian/cyclist bridge](#) linking the top of the escarpment to the Lachine Canal vicinity. This location is strategically important in Montreal's green infrastructure: the Falaise forms a natural buffer along a [major transport corridor](#) and serves as a connective green link between several districts. Despite the escarpment forest itself being only ~20–30 hectares, its position makes it a *“significant target in the effort to save and link green spaces”* across the southwest of the island (Source: thelinknewspaper.ca). Indeed, the Falaise is part of a corridor that **links green spaces in Westmount, NDG, Montreal West, Lachine, Le Sud-Ouest, and LaSalle** (Source: thelinknewspaper.ca). By preserving and enhancing this swath of land, the project will create an ecological bridge between these areas, which today are separated by highways and rail lines. The city also envisions the park as a *“new verdant gateway”* to Montreal: drivers entering the downtown area from the west will see woodlands and wetlands in the Falaise park, rather than concrete infrastructure (Source: infodemontreal.ca). In sum, the park's location is at the nexus of important urban districts and ecological zones, giving it outsized importance in Montreal's urban fabric relative to its size.

Historical Land Use and Site Transformation

The Saint-Jacques Escarpment and adjacent lands have undergone dramatic transformations over the past century. **Originally a Natural Escarpment:** The cliff itself is a glacial era formation – the former shoreline of an ancient post-glacial lake (Lac à la Loutre) that once occupied what became the Turcot yards basin (Source: urbanature.org). As the waters receded in the 19th century (a process accelerated by the [construction of the Lachine Canal](#) in the 1820s), the lake turned into a swampy lowland (Source: urbanature.org). **Early 20th Century:** By the mid-20th century, with the swamp mostly drained, the flat

land at the foot of the escarpment was repurposed for transportation infrastructure. The **Turcot Yard**, a major railway freight yard, was established there in the 1960s (Source: urbanature.org)(Source: urbanature.org). Around the same time, the elevated Turcot highway interchange was built just east of the yards (completed 1966), and fill from the highway construction was dumped along parts of the escarpment (Source: urbanature.org). These developments left a legacy of disturbed soils and fragmentation of the natural landscape. The neighborhoods above and below the cliff (NDG vs. St-Henri/Ville-Émard) became divided by this transportation corridor.

Decades of Neglect: With industry and infrastructure dominating the area, the Falaise was long treated as a forgotten backlot. For years, local residents and the city itself **used the escarpment as an informal dump** – for garbage, snow, construction debris, etc. (Source: thelinknewspaper.ca)(Source: thelinknewspaper.ca). *“It’s hard to believe this area was once a garbage dump,”* noted one report (Source: thelinknewspaper.ca). Residents of NDG would toss **snow, tires, furniture, and other refuse** over the cliff, taking advantage of the isolation provided by the adjacent highway (Source: thelinknewspaper.ca). This abuse, along with invasive vegetation growth, degraded the hillside environment. There were periodic clean-up and stabilization efforts: for example, in the early 1980s Mayor Jean Drapeau proposed turning the Falaise into a park and workers planted saplings and installed fences (Source: lesamisdemeadowbrook.org). But each time, the area was soon “forgotten” and fell back into neglect or misuse (Source: lesamisdemeadowbrook.org). Even up to the early 2010s, the escarpment remained largely off-limits, fenced off with chain-link, yet still accumulated trash (hundreds of discarded tires were removed by volunteers in later years) (Source: urbanature.org)(Source: urbanature.org).

Catalyst – The Turcot Interchange Reconstruction: The turning point for the Falaise came with the 2015–2020 reconstruction of the Turcot Interchange. This massive provincial highway project involved demolishing the old elevated highway structures and rebuilding them at ground level, which **freed up significant land** in the former rail yard and interchange area (Source: montreal.ca). In June 2018 – recognizing a rare opportunity – Montréal’s municipal administration announced plans for a new “grand parc” on the land vacated by the Turcot project, explicitly including the Saint-Jacques Escarpment in the vision (Source: infodemontreal.ca)(Source: ocpm.qc.ca). The envisioned park would stretch from the top of the Falaise down to Rue Notre-Dame, incorporating the escarpment’s forest and the reclaimed Turcot yard as a continuous green space (Source: infodemontreal.ca)(Source: montreal.ca).

Recent Cleanup and Restoration: As the Turcot project progressed, efforts were made to restore the Falaise. In 2015, early in Turcot construction, concerned residents noticed sections of the Falaise being clear-cut and bulldozed (about 2 hectares were cleared at the west end) (Source: urbanature.org) (Source: lesamisdemeadowbrook.org). This spurred the formation of the group *Sauvons la Falaise!* (Save the Falaise) to advocate for protecting what remained. By 2019, Montreal’s public consultation office had held hearings and recommended integrating the escarpment and a pedestrian crossing into the Turcot reconstruction plans (Source: globalnews.ca). In response, Quebec’s Transport Ministry (MTQ) took

mitigation steps: a **“green corridor”** was created along the base of the Falaise in 2021, with MTQ workers planting 2,800 trees and over 60,000 shrubs and grasses on 13 hectares of land to expand the forested area (Source: urbanature.org)(Source: urbanature.org). This effectively “nearly doubled” the size of the escarpment’s urban forest (Source: urbanature.org). Additionally, MTQ completed a paved multipurpose **greenway path at the foot of the Falaise** (parallel to Highway 20 and the railroad) in 2022, providing a safe bike/pedestrian route along the escarpment’s base (Source: thelinknewspaper.ca). With the highway construction ending, the city and community groups turned their focus to formally establishing the nature park.

Current Development Plans and Project Phases

The Parc-nature de la Falaise is being developed as an amalgamation of **three zones: (1)** the former Turcot yards (to be ecologically restored as plains and wetlands), **(2)** the “ridge” or plateau between Saint-Jacques Street and the edge of the escarpment (which includes some derelict lots and light industrial sites to be converted), and **(3)** the Saint-Jacques Escarpment itself (the wooded slope and its toe, including the new greenway) (Source: montreal.ca). Together these contiguous zones will form a roughly 60 ha park – a major addition of natural area accessible to the public (Source: montreal.ca). Key elements of the development plan include: rehabilitating native vegetation on the slope, creating **wetlands and a basin** for stormwater in the old yard, installing trails and viewpoints, and building a pedestrian/cyclist **bridge over the highway** to link NDG with the Lachine Canal area (Source: globalnews.ca)(Source: montreal.ca). The city released a detailed “*Stratégie de mise en valeur*” (development strategy) in June 2025 to guide these interventions (Source: montreal.ca). The strategy lays out a phased approach and design criteria to ensure the park is created in a coherent, sustainable way (Source: montreal.ca).

Project Timeline and Milestones: Planning and implementation are underway, with several milestones already achieved and others upcoming (see **Table 1**).

YEAR	MILESTONE / ACTION	DETAILS & REFERENCES
2004	<i>Eco-territory designated</i>	City identifies the Falaise Saint-Jacques as one of ten priority <i>“eco-territoires”</i> (natural heritage sites) in Montréal's Nature Conservation Policy (Source: lesamisdemeadowbrook.org)(Source: globalnews.ca). No concrete protection plan at that time.
2015	<i>Community mobilization</i>	Sighting of bulldozers on the Falaise (for Turcot works) triggers activism. Sauvons la Falaise citizens' group is founded by Lisa Mintz to halt further destruction (Source: urbanature.org)(Source: urbanature.org). Volunteers begin organizing clean-ups and advocacy.
2018	<i>Grand Parc announced</i>	City of Montreal (Mayor Valérie Plante) officially announces a new grand parc on the Turcot interchange lands, including the Saint-Jacques Escarpment (June 2018) (Source: infodemontreal.ca)(Source: ocpm.qc.ca). The province (MTQ) had initially omitted the Falaise from Turcot plans, but public pressure grows to include it (Source: ocpm.qc.ca).
2019	<i>Public consultations</i>	The OCPM (Office de Consultation Publique) holds hearings on the Turcot Nature Park project. In June 2019 , the commission issues a report strongly supporting the Falaise park and recommending an iconic pedestrian bridge over the highway (Source: globalnews.ca). Public support is confirmed (Source: globalnews.ca).
2020	<i>Land reserve & planning</i>	The city places a reserve on a 1.8 km stretch of land between the escarpment and Notre-Dame St. to secure it for the park (Source: globalnews.ca). It officially grants the area provisional park status and begins negotiating land acquisition with private owners (Source: globalnews.ca). Mayor Plante emphasizes that moving forward during the pandemic underscores the city's 10% land protection goal and UN <i>Decade of Ecosystem Restoration</i> commitment (Source: globalnews.ca).
2021	<i>Base greenway completed</i>	MTQ finishes constructing a bike/pedestrian path (“band” verte) at the foot of the Falaise in mid-2021 (Source: thelinknewspaper.ca). MTQ also undertakes ecological restoration, planting ~2,800 trees and 60,000 shrubs in the yards and along the escarpment, expanding forest cover by ~13 ha (Source: urbanature.org).
2022	<i>Land acquisition starts</i>	Montreal acquires its first access point: an empty lot at 6360 St-Jacques Street is bought to secure a safe entrance to the future park (announced April 2022) (Source: infodemontreal.ca)(Source: infodemontreal.ca). The city's capital works

YEAR	MILESTONE / ACTION	DETAILS & REFERENCES
		program earmarks C\$62 million (2022–2031) for the Falaise park realization (Source: infodemontreal.ca). Montreal’s Executive Committee also approves an \$8M loan for initial works (trails, picnic areas) and to purchase additional buildings for park expansion (Source: urbanature.org)(Source: globalnews.ca).
2023	<i>Further land purchases</i>	Two more lots (occupied by auto garages on St-Jacques) are targeted for purchase, with \$8.1M allocated, to create the main park entrance and the foot of the future bridge on the NDG side (Source: globalnews.ca)(Source: globalnews.ca). In Feb 2023, officials hail this as a “concrete step” ensuring an entrance from St-Jacques (Source: globalnews.ca)(Source: globalnews.ca). The City confirms it will invest ~\$100M over 10 years in the Falaise park’s development (Source: globalnews.ca)(Source: globalnews.ca).
2023	<i>Recognition & research</i>	The City formally declares the Falaise as a nature park in principle. Community efforts continue: In June 2023, a rare native plant (fragrant sumac) is discovered on the escarpment – a sign of ecological recovery (Source: globalnews.ca). Students from Concordia University partner with UrbaNature to catalog species and monitor biodiversity now that highway construction has ceased (Source: globalnews.ca).
2024	<i>Safety incident</i>	In August 2024, a heavy rainstorm triggers a landslide on the escarpment. In response, the City temporarily prohibits public access to the Falaise (except the base greenway) pending a risk analysis and stabilization measures (Source: montreal.ca). This underscores the need for careful geotechnical management as the park is developed.
2025	<i>Development strategy</i>	Montreal publishes the official Park Development Strategy (June 2025) (Source: montreal.ca). Priority actions for 2025 include demolishing select buildings on St-Jacques to enlarge green space, launching the conceptual design of the pedestrian/cyclist bridge , conducting updated ecological surveys for a conservation plan, and building partnerships with stakeholders (Source: montreal.ca). Park construction and habitat restoration will proceed in phases following this strategy.

Table 1: Key milestones in the Parc-nature de la Falaise project development.

Current Project Phase: As of 2025, the Falaise project is in a planning and preliminary works phase. With the strategy in hand, the City is now moving on land clearance and detailed design. Demolition of the acquired structures along St-Jacques Street (the former garages) is commencing to create a broad public entrance and viewpoint on the cliff’s edge (Source: montreal.ca). Simultaneously, engineers and

architects are studying the **pedestrian bridge** that will span the highway and rail tracks, enabling active transportation between NDG (atop the Falaise) and the Sud-Ouest (near the Lachine Canal) (Source: montreal.ca). This bridge – sometimes referred to as the “*dalle-parc*” – is a centerpiece of the plan, conceived as a **unique and emblematic overpass** integrating greenery and user-friendly design (Source: globalnews.ca). The City has indicated this link is “absolutely on the table” as a next step (Source: globalnews.ca), and local officials stress it is “*much needed and long awaited*” by residents on both sides (Source: globalnews.ca). However, as discussed later, its implementation depends on coordination with the Quebec government.

Future Phases: After initial preparation in 2025, the subsequent phases (2026 onward) will likely focus on major landscaping and ecological restoration in the Turcot yard sector – e.g. soil remediation, creating the wetland basin, planting meadows and forests – and installing park infrastructure (trails, observation platforms, signage). The escarpment’s forest will be preserved and enhanced but largely kept in a natural state for conservation. Public access will be improved via new trails connecting the base path up the slope to the Saint-Jacques street level (once safety is assured). The final phase would be the construction of the **bridge and connecting trail networks** linking into the existing bike path systems (the Saint-Jacques Greenway, Lachine Canal trail, etc.). While a precise completion date is not yet fixed, the allocated budget through 2031 suggests a long-term timeline over this decade (Source: infodemontreal.ca)(Source: globalnews.ca). Montreal’s objective is to realize a high-quality nature park that balances public use with ecological integrity – a vision repeatedly affirmed in official statements (Source: montreal.ca).

Key Stakeholders and Governance

Developing an urban nature park of this scale requires coordination among multiple stakeholders and governance frameworks:

- **City of Montréal (Municipal Government):** The City is the lead proponent, responsible for land acquisition, planning, and development of the park. The project falls under the purview of the **Service des grands parcs, du Mont-Royal et des sports** (the city department managing large parks) headed by the Executive Committee member for parks (Caroline Bourgeois, as of 2022) (Source: infodemontreal.ca). Mayor Valérie Plante’s administration has made this a flagship project, dedicating significant funds in the 10-year capital works budget (over \$60–100M) (Source: infodemontreal.ca)(Source: globalnews.ca). Two boroughs are directly involved: CDN–NDG and Le Sud-Ouest, whose mayors (e.g. Gracia Kasoki Katahwa of NDG) advocate strongly for the park as it will benefit their residents (Source: infodemontreal.ca). The City’s role includes securing all necessary lots (through purchase or expropriation), conducting public consultations, and ensuring the design aligns with broader urban plans and bylaws. In 2020, the City gave the land a preliminary

park status and negotiated with remaining private owners to acquire outstanding parcels (Source: globalnews.ca). Montreal's Agglomeration Council formally integrated the park into its land-use plans, consistent with the **Schéma d'aménagement et de développement** (the metropolitan land-use master plan) (Source: infodemontreal.ca). The **2025 development strategy** adopted by the City now serves as the "compass" for all decisions, ensuring each action contributes to a coherent vision (Source: montreal.ca).

- **Government of Quebec:** The province, through the **Ministère des Transports du Québec (MTQ)**, is a critical partner. Much of the land and alterations stem from the Turcot highway project, which MTQ oversaw. The MTQ has already contributed by constructing the base greenway and performing the 2021 planting program as environmental compensation (Source: urbanature.org). However, the most notable provincial involvement is the proposed **pedestrian bridge (dalle-parc)**. Initially, this bridge was part of early Turcot plans circa 2010, then "*left out of the final plans*" during the Turcot rebuild, causing disappointment (Source: globalnews.ca). In 2018, the outgoing provincial government (Liberal) made a surprise announcement that the bridge would indeed be built after all (Source: globalnews.ca). The succeeding government (Coalition Avenir Québec) did not cancel the idea, but as of 2025 it remains in limbo – "*discussions with the city are ongoing*" according to Quebec's transport ministry (Source: globalnews.ca). Montreal politicians are actively lobbying Quebec to honor its promise and finance the bridge, emphasizing that the City has "done its part" by securing land and money on its side (Source: globalnews.ca). Beyond Transport, other provincial agencies (e.g. environment ministry for any required environmental assessment, or regional land-use bodies) may also have roles. Governance-wise, the project exemplifies city-province collaboration: Montreal cannot build a span over MTQ highways and CN rail tracks without provincial approval and likely funding. This has been acknowledged at the executive level, and negotiations continue. In the interim, the City is moving ahead with bridge design studies so that the plan is shovel-ready once an agreement is reached (Source: montreal.ca).
- **Community and Environmental Groups:** Grassroots stakeholders have been instrumental from the start. The group **Sauvons la Falaise!** (now part of UrbaNature Education) represents local residents and environmental advocates who have long fought for the escarpment's preservation. Founded in 2015, the group organized letter-writing campaigns, media outreach, petitions, and volunteer cleanup drives (Source: urbanature.org)(Source: urbanature.org). They helped turn the Falaise into a cause célèbre, framing it as "*the backyard of the people of NDG*" that deserved care (Source: projetmontreal.org)(Source: projetmontreal.org). Organizations such as **Les Amis du Parc Meadowbrook**, **Green Coalition**, **Sierra Club Quebec**, and the **Conseil régional de l'environnement (CRE-Montréal)** also joined forces in advocating for the park and the bridge, forming a coalition in 2016 to pressure authorities (Source: lesamisdemeadowbrook.org). These groups provided expertise (e.g. species inventories), mobilized public opinion, and even carried out interim improvements (volunteers cut paths and installed bird feeders in the escarpment before it

was officially open) (Source: urbanature.org)(Source: urbanature.org). Community input has been formally integrated via public consultations (see below) and ongoing dialogue – for example, UrbaNature now partners with the city to monitor invasive plants and to run nature education activities on the site (Source: thelinknewspaper.ca)(Source: thelinknewspaper.ca). The presence of active citizen stewards will likely continue through the park's development and operation, helping ensure local concerns are heard.

- Public Consultation and Oversight Bodies:** Montreal's **Office de Consultation Publique (OCPM)** played a key role by conducting hearings in 2018–2019, where experts and citizens (including the above groups and individuals) presented briefs. The OCPM report was **highly supportive**, concluding that the park would “*maximize the biodiversity*” of the sector and improve quality of life, and it explicitly urged the City/MTQ to add the pedestrian overpass with a “*unique, innovative and emblematic look*”(Source: globalnews.ca). This public endorsement gave political momentum to the project. In addition, the City's own agencies (Urban Planning, Environmental Services, etc.) have internal stakeholders ensuring the project meets regulatory standards (e.g. biodiversity targets, climate resilience metrics). The project's alignment with higher-level plans – like Montreal's aim to protect **10% of its land area** for nature and its commitment to the **U.N. Decade on Ecosystem Restoration (2021–2030)** – provides a policy framework that justifies and guides decisions (Source: globalnews.ca).
- Landowners and Developers:** As of early 2020s, most of the land needed for the park is publicly owned (City or MTQ). However, a few **private lots** at the periphery were identified (e.g. a small parcel at the north-end entrance). The City placed a reserve on these to block any development and is negotiating purchases (Source: globalnews.ca). Local businesses like the mentioned auto shops have been compensated or relocated as needed. There was no significant opposition from landowners reported, likely due to the limited economic use of these lands post-Turcot. In fact, some development interests had previously considered parts of the Turcot lands for real estate, but the City's reserve and conversion to park use have nullified those prospects (Source: floraurbana.blogspot.com)(Source: floraurbana.blogspot.com). Montreal has made it clear that the Falaise and Turcot site will *not* be a location for housing or industrial redevelopment, but rather conserved for green space – a stance welcomed by residents but also raising questions of “lost” development potential in some circles.

Overall, governance of the Parc-nature de la Falaise is a collaborative, multi-level effort. The project exemplifies a modern urban planning approach where **municipal leadership, provincial partnership, and grassroots participation** intersect. It is guided by formal strategies and policies (conservation plans, master plan orientations) and monitored by the public eye, ensuring that ecological priorities do not slip in favor of other land uses. The City has positioned this park as a signature initiative of its administration, implying high-level accountability for its progress (Source: infodemontreal.ca)(Source: infodemontreal.ca).

Biodiversity and Ecological Value

Despite its urban setting, the Falaise Saint-Jacques harbors significant biodiversity and provides valuable habitat connectivity. The **escarpment's forest** is a mature second-growth woodland dominated by maple, ash, poplar, and other hardy species (Source: lesamisdemeadowbrook.org). Its steep, relatively inaccessible slopes allowed it to survive as a rare strip of wild green in the city for decades. Surveys have documented **around 65 species of birds** using the escarpment, many of them migratory songbirds that stop in this greenspace during seasonal migrations (Source: thelinknewspaper.ca). Notably, the Falaise is known to host species at risk such as the **Chimney Swift** and **Wood Thrush** (both listed as threatened by COSEWIC) that forage or shelter there (Source: ocpm.qc.ca). Birds of prey like hawks and kestrels have also been observed hunting at the foot of the cliff where open meadow (formerly the rail yard) provides feeding grounds (Source: flaururbana.blogspot.com). The forest and meadow mosaic thus supports a diverse avian community.

The escarpment is also a quiet refuge for small urban fauna. Local residents and biologists have observed **red foxes, squirrels**, and an unusually large population of **brown snakes** (*Storeria dekayi*) living on the forested slope (Source: thelinknewspaper.ca). The **brown snake** is regionally uncommon and has been identified as a species of interest; construction crews during Turcot works were instructed to relocate any encountered brown snakes to safe habitat within the Falaise, indicating its role as a sanctuary for this species (Source: urbanature.org). There is anecdotal evidence that even **white-tailed deer** occasionally venture into the area – droppings consistent with deer were found, suggesting that larger fauna may sporadically use the corridor (Source: ocpm.qc.ca)(Source: ocpm.qc.ca) (likely moving at night along rail lines or highway margins). Amphibians and reptiles are expected to colonize new wetland features once created; already, toads and garter snakes have been seen in nearby yards, hinting at their potential presence. Community naturalists have been cataloguing wild **plant species** as well, and the inventory is surprisingly rich for an urban locale. In summer 2023, a group of volunteers made a remarkable discovery: a patch of **Fragrant Sumac** (*Rhus aromatica*) – a deciduous shrub *endangered in Quebec* – growing on the Falaise (Source: globalnews.ca). This plant had previously been documented in only 11 locations in the province (mostly west of Gatineau), and its appearance in Montreal was wholly unexpected (Source: globalnews.ca)(Source: globalnews.ca). Botanists speculate its seeds may have been carried by birds, demonstrating how restoring a habitat can invite the return of regionally rare flora (Source: globalnews.ca)(Source: globalnews.ca). The sumac discovery “*tickled pink*” local environmentalists and served as “*proof that nature can heal itself if left alone,*” as one report put it (Source: globalnews.ca).

Other notable flora include **ostridge fern** (*Matteuccia struthiopteris*) and **hackberry trees** (*Celtis occidentalis*), both identified as rare plants that grow on the escarpment (Source: globalnews.ca). A detailed flora survey by volunteers is ongoing; initial results show a mix of native pioneering species and some hardy exotics. The varied topography – dry upper slope, moist toe of slope, and open yard – allows

for a variety of plant communities, from upland forest to wet meadow. This habitat diversity in turn supports pollinators and insects (e.g. monarch butterflies have been sighted during migration along the Falaise corridor).

Importantly, the Falaise acts as an **ecological corridor** facilitating movement of species. It is essentially a green bridge between larger green areas. To the west, it connects toward the proposed future Meadowbrook Park (57 ha of green space in neighboring Montreal West/Côte-Saint-Luc) and the Angrignon Park / St. Lawrence river shore green spaces to the south (Source: lesamisdemeadowbrook.org). To the east, it is linked (via the Lachine Canal greens and some small parks) toward Mount Royal's foothills. Without the Falaise's strip of habitat, many of these green patches would be isolated "islands" in the city. For example, bird movement between Meadowbrook and the Lachine waterfront would be far more difficult if the treed escarpment were replaced by open city blocks (Source: lesamisdemeadowbrook.org) (Source: lesamisdemeadowbrook.org). Recognizing this, the City in 2004 explicitly named the Saint-Jacques Escarpment as one of ten eco-territories on the island deserving protection for biodiversity connectivity (Source: globalnews.ca). The park project will solidify this function by enlarging and legally protecting the habitat. The planned pedestrian bridge will incidentally also serve as a **wildlife passage** (albeit mainly for birds and insects, possibly bats) across the highway, especially if landscaped with vegetation.

Another ecological aspect is the potential for the site to offer **ecosystem services** in the urban environment. The new wetlands and basin will act as a natural stormwater management system – collecting runoff from the Turcot area and filtering water, while providing habitat for frogs, aquatic plants, and waterfowl. The forest, once fully restored, will function as a **carbon sink and air filter**, sequestering CO₂ and capturing particulate pollution from the adjacent highways. During summer, the park's greenery will mitigate urban heat island effects in a sector previously dominated by concrete and asphalt. The escarpment's soil and root systems also stabilize what is essentially a large slope above residential areas; maintaining healthy vegetation cover is crucial to prevent erosion (as highlighted by the 2024 rain-induced landslide) (Source: montreal.ca).

However, the ecological value is contingent on active stewardship. **Invasive species** pose an ongoing challenge – for example, fast-growing intruders like *buckthorn* and *Japanese knotweed* proliferated after past re-greening, outcompeting natives (Source: thelinknewspaper.ca). "*There are a lot of invasive species here. When the Falaise was re-greened, several invasive plants threatened its biodiversity,*" noted Lisa Mintz (Source: thelinknewspaper.ca). Her group and city horticulturalists have been working to detect and remove these invasives (many have no predators here and even alter soil chemistry, hampering indigenous flora) (Source: thelinknewspaper.ca). By controlling such species and planting a variety of native trees, shrubs, and wildflowers, the park's ecological resilience will be bolstered.

In summary, the Falaise's biodiversity is significant for an urban core location – providing habitat to dozens of bird species (including at-risk ones), sheltering urban wildlife like snakes and foxes, and now even nurturing rare plants. Its role as a stepping-stone in a broader ecological network enhances regional connectivity for fauna and flora. Protection and careful management of this eco-territory will not only conserve the existing biodiversity but also allow degraded parts (e.g. the ex-rail yard) to *recover into rich habitat*, expanding the ecological value in years to come. The park is thus often described as a **"sanctuary for birds and other wildlife right in NDG"**, a living laboratory of urban nature that underscores the importance of wild spaces in cities (Source: urbanature.org).

Urban Planning and Sustainability Objectives

The Parc-nature de la Falaise project aligns closely with Montreal's broader urban planning and sustainability goals. At its core, the project is about **reclaiming a derelict brownfield and restoring natural environments** to improve the city's livability and resilience. Key objectives include:

- **Conservation of Natural Habitats:** The primary goal is to protect and enhance the Falaise's ecosystems as the city continues to urbanize. By converting 60 ha of former infrastructure land into a park, Montreal moves closer to its target of protecting 10% of its local territory for natural spaces (Source: globalnews.ca). This reflects Montreal's Nature Conservation Action Plan and supports international goals like the UN's Decade on Ecosystem Restoration (Source: globalnews.ca). The development strategy emphasizes that biodiversity is prioritized in this park – forests and wetlands will be preserved or created specifically to maximize habitat value (Source: montreal.ca). Unlike a manicured city park, a "parc-nature" is managed for ecological integrity first. The Falaise park will thus contribute to Montreal's biodiversity index and act as an in-city node of the regional green network (sometimes envisioned as a future "Montreal Greenbelt") (Source: ocpm.qc.ca)(Source: ocpm.qc.ca).
- **Urban Rewilding and Carbon Sinks:** Restoring vegetation on what were once paved surfaces (rail yards, parking lots) turns a heat-trapping expanse into a cooling green landscape. Thousands of new trees and extensive meadows will function as **carbon sinks**, sequestering carbon dioxide and mitigating climate change at the local scale. The city has noted that "*greening the city*" via projects like this improves air quality and reduces heat islands, thereby improving public health (Source: montreal.ca). The Falaise park, with its forested escarpment and new plantings, will absorb noise and air pollution from the busy Turcot interchange as well. This aligns with Montreal's Climate Action Plan which calls for nature-based solutions (like urban forests and wetlands) to bolster climate adaptation and cut GHGs. Additionally, the **basin and wetlands** in the design are explicitly intended as sustainable **stormwater infrastructure**(Source: montreal.ca)(Source: montreal.ca). They will capture runoff from the highways and surrounding slopes, reducing the load on the city's sewer

system (important during heavy rains, to prevent sewer overflows) and providing natural water filtration. This nature-based approach to drainage exemplifies how the project marries ecology with infrastructure needs.

- **Active Mobility and Urban Connectivity:** A major planning objective is to overcome the barrier effect of the highway/rail corridor by providing an **active transit link** between neighborhoods. The planned pedestrian/cyclist bridge is not only a biodiversity corridor but also an urban design intervention to reconnect NDG (a traditionally car-dependent area perched above a highway trench) with the Sud-Ouest and downtown beyond. Once built, residents of NDG and adjoining suburbs will be able to **walk or bike directly to the Lachine Canal** and beyond, and vice versa, without detouring through congested roads or using a car (Source: projetmontreal.org). This is expected to encourage sustainable transportation and healthier lifestyles. The city explicitly lists *“enhanced active mobility (biking and walking) with a bridge linking CDN–NDG and Sud-Ouest boroughs”* as one of the “real benefits” of the project (Source: montreal.ca). The Falaise park’s internal trail network will also tie into existing bike paths (such as the **Saint-Jacques Street cycle path** and the **Lachine Canal trail**), improving the overall connectivity of greenway routes in Montreal. This supports the city’s Vision Zero and active transit policies by providing safe, pleasant off-road routes for commuters and recreational users. It is noteworthy that early Turcot plans had omitted any pedestrian crossing, but urban planners now see the *dalle-parc* as essential infrastructure for knitting the urban fabric back together (Source: lesamisdemeadowbrook.org).
- **Stormwater Management and Resilience:** As mentioned, the inclusion of a retention basin and wetlands will serve as a climate resilience measure. Montreal has faced more frequent heavy downpours (e.g. the 2024 storm that caused the escarpment landslide), so having a large permeable green space in this sector will help absorb rainwater and **reduce flood risk** in adjacent low-lying areas like Ville-Émard. The vegetation on the slope also prevents mudslides by stabilizing soil with root systems – thus, maintaining the Falaise’s tree cover is not just an ecological choice but a safety imperative. The development strategy is likely to include slope management techniques (like bioengineering with deep-rooted plants) to increase the escarpment’s stability against extreme weather. In the face of climate change, which brings intense rain and heat, this park will act as green infrastructure that bolsters the city’s adaptive capacity.
- **Community Health and Recreation:** While ecological preservation is front and center, the project is being planned with community well-being in mind as well. The park will provide thousands of residents in NDG, St-Henri, Saint-Raymond and other nearby neighborhoods with **direct access to nature** – something proven to reduce stress and improve mental and physical health. Currently, NDG is a relatively green district but lacks a large wilderness-like space; Sud-Ouest has the Canal and some parks but nothing of this size in its northwest corner. By creating trails, lookouts, and perhaps interpretive centers, the park will encourage urban dwellers to engage with nature daily. This addresses urban planning objectives around improving quality of life and equitable access to green

space. The City explicitly notes that the project will improve residents' *"quality of life while also supporting biodiversity"*, achieving a balance of human and environmental benefits (Source: montreal.ca). The **social sustainability** aspect – making the city more enjoyable and fostering connection to nature – is a key driver in municipal documents and was reinforced by the pandemic experience (which underscored how vital urban parks are for residents) (Source: infodemontreal.ca) (Source: globalnews.ca).

- **Educational and Cultural Opportunities:** The plan also supports **environmental education and stewardship**, which are subtle but important planning objectives. Community organizations intend to use the Falaise as an "outdoor classroom" for school groups and the public (Source: thelinknewspaper.ca). There is potential to integrate cultural heritage too – for example, acknowledging the Indigenous history (the site was once a portage route and possibly near the historic First Nations village of Hochelaga, as some evidence suggests (Source: urbanature.org)). Interpretation panels or guided walks could weave cultural narratives with ecological learning. This aligns with Montreal's goals of promoting heritage and education in public spaces.
- **Integration with Policy Frameworks:** On a policy level, the project is guided by and contributes to several frameworks: the **Schéma d'aménagement de l'agglomération de Montréal** (which calls for protecting and enhancing natural environments) (Source: infodemontreal.ca); the **Montreal 2030 Strategic Plan** which emphasizes resilience, green space, and decarbonization; the city's **Transportation Plan** (by adding active transit routes); and the **Biodiversity Plan 2030** which aims to connect ecoterritories and increase protected areas. Additionally, Montreal's political leadership (Projets Montréal party) has made green space expansion a hallmark policy – they even launched petitions urging the province to act on the *dalle-parc*, underscoring it as a community priority (Source: projetmontreal.org) (Source: projetmontreal.org).

In summary, the Falaise nature park is a multi-dimensional urban project that advances sustainability goals: environmental (habitat restoration, climate adaptation), social (health, recreation, education), and mobility (walking/cycling connectivity). It is a prime example of **"rewilding" a city space** for mutual benefit – turning grey infrastructure into green infrastructure. As Montreal's executive committee member for parks stated, *"we are investing in the future of Montreal...responding to immediate needs for parks, greenspace, and active living"* (Source: infodemontreal.ca) (Source: infodemontreal.ca). The Falaise park encapsulates that vision of a greener, more resilient city.

Community Involvement and Consultation Processes

From its inception, the Parc-nature de la Falaise project has been characterized by strong **community involvement and public consultation**. In fact, without local citizen action, the Falaise might not have been saved at all. Below are the key facets of community engagement in this project:

- **Grassroots Advocacy:** The preservation of the Falaise was primarily driven by residents and environmental advocates who organized to demand action. In 2015, when part of the woods was unexpectedly cleared for Turcot construction, concerned citizens formed a group that became *Sauvons la Falaise!* (Source: urbanature.org) (Source: urbanature.org). Spearheaded by NDG resident **Lisa Mintz**, this group rallied neighbors, bird-watchers, and green activists. They held neighborhood meetings, created an online presence, and attracted hundreds of supporters who signed petitions and wrote to officials (Source: urbanature.org) (Source: urbanature.org). The group's message was that the Falaise is an irreplaceable urban forest – “*our backyard*” – that needed protection for current and future generations (Source: projetmontreal.org) (Source: projetmontreal.org). Volunteers in *Sauvons la Falaise* became *de facto* stewards: they removed trash by hand (over **hundreds of tires** and lots of debris) (Source: urbanature.org), cut rudimentary trails, and even installed bird feeders to support wildlife (Source: urbanature.org) (Source: urbanature.org). These tangible improvements both rehabilitated the space and kept public attention on it. The activism also extended to awareness campaigns – Mintz wrote op-eds and gave media interviews, while groups like the Green Coalition amplified the issue across Montreal (Source: urbanature.org). As a result, by 2018 the Falaise's fate was a visible public issue, not just an afterthought of the Turcot project. This grassroots pressure was a major factor leading the City to include the Falaise in the new park plan and the MTQ to adjust its Turcot mitigation measures (Source: ocpm.qc.ca) (Source: ocpm.qc.ca).
- **Public Consultation (OCPM 2018–2019):** In late 2018, the Office de Consultation Publique de Montréal held a formal consultation process on the “Turcot yards/Falaise St-Jacques” project. Citizens, experts, and organizations were invited to submit briefs and participate in hearings. Many of the aforementioned groups (*Sauvons la Falaise*, *Les Amis du Meadowbrook*, *CRE-Montréal*, etc.) presented detailed **mémoires**. For example, *Sauvons la Falaise's* brief passionately argued that excluding the escarpment from the park would leave merely “*a reconstructed construction site with no biodiversity*”, and it insisted the Falaise remain in a wild state within the grand parc (Source: ocpm.qc.ca) (Source: ocpm.qc.ca). Another brief by a citizen (Deirdre King) described walks in the Falaise and advocated giving it “*protected status as a nature reserve*”, citing the presence of deer scat, raptors, songbirds, and diverse plants to illustrate its wild character in the middle of the city (Source: ocpm.qc.ca) (Source: ocpm.qc.ca). The **OCPM's final report (June 2019)** reflected the public's overwhelming support. It “*ruled in favour of the project*” and crucially **recommended building the pedestrian bridge** with a distinctive design as part of the park (Source: globalnews.ca). The commission also stressed the importance of expanding the park's boundaries wherever possible and ensuring ecological connectivity. This official public buy-in gave the municipal government a clear mandate to proceed. The City followed up by reserving the land and eventually adopting many OCPM recommendations (e.g. committing to the bridge concept) (Source: globalnews.ca) (Source: globalnews.ca). Thus, the public consultation not only green-lit the project but improved it by adding the community's ideas (like the “*emblematic*” bridge concept came strongly from citizens).

- **Ongoing Community Consultation:** Beyond the OCPM, the City has engaged with local residents through workshops and info sessions. For instance, even earlier in 2015, a **Convercité** workshop was held to gather local input on a preliminary Falaise concept plan (Source: ocpm.qc.ca)(Source: ocpm.qc.ca). In more recent times (2022–2023), borough councils of NDG and Sud-Ouest held public meetings discussing the project's progress, and residents could voice concerns (e.g. about access points or safety). The City's 2025 strategy was crafted with interdisciplinary input and presumably considered feedback from local stakeholders (though it was a technical document). Now that the park is moving to execution, the City has promised continued public participation opportunities. A **"Comité de bon voisinage"** (good-neighbor committee) might be established to liaise with residents during construction, ensuring issues like noise, dust, or security are addressed. The City also uses its online platform to inform and receive comments – the Montreal.ca page asks *"Was this information helpful? Do you have comments to share?"*(Source: montreal.ca), inviting ongoing dialogue.
- **Community Partnerships:** A noteworthy aspect is how community groups have transitioned into partners in implementation. The non-profit **UrbaNature Éducation**, co-founded by Lisa Mintz in 2018, emerged from the Falaise movement to focus on urban environmental education (Source: urbanature.org)(Source: urbanature.org). UrbaNature runs guided nature walks, citizen science projects, and school programs in the Falaise. They work closely with the City's parks department – for example, UrbaNature volunteers are helping conduct wildlife and vegetation surveys to inform the park's conservation plan (Source: globalnews.ca). They also assist in invasive species monitoring as mentioned earlier (Source: thelinknewspaper.ca). This kind of collaboration ensures that local knowledge and passion continue to shape the park's development. The **"friends of the Falaise"** effectively act as stewards who supplement the City's maintenance with volunteer efforts, keeping the spirit of community custodianship alive. Going forward, one can expect volunteer tree-planting days, clean-up events, and cultural activities organized by these groups, all of which strengthen the community's bond with the park.
- **Indigenous Engagement:** While not heavily reported, it's increasingly common for such projects to acknowledge and involve Indigenous perspectives. UrbaNature's website, for instance, gives a territorial acknowledgement recognizing the Kanien'kehá:ka (Mohawk) Nation as custodians of the lands where Montreal is located (Source: urbanature.org)(Source: urbanature.org). This suggests an openness to including Indigenous history and knowledge. Any archeological considerations (in case the site has pre-colonial significance) would be handled under provincial heritage regulations, but so far the emphasis is on natural heritage.
- **Community Concerns and Feedback:** Through these engagements, community members have voiced various concerns which have influenced project decisions. For example, residents pointed out that the initial plan for the base path only had access at the two far ends of the 4 km escarpment,

raising **safety concerns** (lack of mid-point exits could be problematic for users) (Source: lesamisdemeadowbrook.org). This feedback could lead to adding a third access in the middle if feasible. Another community issue is ensuring the park feels safe and welcoming – lighting, signage, and patrols may be topics of local input. The project team must balance keeping the area wild with making people comfortable using it. So far, the City's communications emphasize that public safety is being considered (e.g. closure after the landslide, and presumably mitigation before re-opening) (Source: montreal.ca).

In summary, the Falaise project is deeply rooted in community initiative. The **public consultation process** not only legitimized the project but improved its design (notably by resurrecting the idea of the pedestrian bridge at the community's behest). Ongoing involvement of groups like UrbaNature ensures that local knowledge and volunteer energy are integrated into the park's realization. This strong civic engagement will likely continue through the park's opening and beyond, with community members acting as its protectors and promoters. As a result, the Parc-nature de la Falaise can be seen as a co-creation of the city and its citizens – a model for participatory urban environmental projects.

Anticipated Environmental and Social Benefits

Transforming the Falaise Saint-Jacques into a nature park is expected to yield numerous **environmental and social benefits** for Montreal. Some of the key anticipated benefits include:

- **Urban Biodiversity Conservation:** The primary environmental benefit is the long-term protection of a unique ecological enclave. By officially designating the area as a nature park, the site's forests, meadows and wetlands will be safeguarded from development and actively managed for biodiversity. The project will create "*natural areas where biodiversity is prioritized*" (Source: montreal.ca) – meaning habitats for birds, pollinators, small mammals, reptiles and amphibians will not only be preserved but enhanced. The addition of wetlands, for example, will support frogs, dragonflies, and aquatic plants in a part of the city where such habitat is currently absent. Overall species richness is expected to increase as disturbed sections are restored. The park will also serve as an **outdoor laboratory** for ecologists and students to study urban ecology and monitor species over time, contributing to greater scientific understanding and awareness. In the bigger picture, this park helps Montreal inch closer to its ecological targets (like protecting 10% of the island as natural space) and contributes to regional biodiversity by connecting with other green spaces. Montreal's mayor highlighted that this project directly supports the city's commitment to ecosystem restoration and land protection goals (Source: globalnews.ca). As such, the Falaise park will stand as a flagship of urban conservation, possibly inspiring similar projects elsewhere in the city.

- **Improved Environmental Quality:** The “green return” of 60 hectares to the public realm will have tangible effects on environmental quality. Firstly, **air quality** in the vicinity should improve – trees and vegetation will filter pollutants from vehicle exhaust on the highways below (capturing particulates and absorbing some nitrogen oxides and ozone). The psychological benefit of cleaner, greener scenery is also notable for commuters and residents who will no longer see a wasteland but a living forest. Secondly, the park will help regulate **urban microclimate**. The old Turcot yard was a heat island; in summer it would radiate heat. In contrast, plants and water bodies will cool the area through shade and evapotranspiration. This cooling effect can slightly reduce local temperatures and thus energy demand for cooling nearby buildings. It also makes outdoor activities more pleasant. During heavy rains, the park’s permeable soils and basin will soak up runoff, reducing **stormwater surges**. This lessens the risk of flash flooding on adjacent roads and minimizes the overflow of polluted water into the Saint-Lawrence (a known issue when Montreal’s storm sewers are overwhelmed). In winter, the forest can act as a windbreak and noise buffer for the NDG neighborhood. Additionally, by halting dumping and cleaning up old contaminants (the Turcot soil remediation), the project eliminates sources of soil and water pollution that could have lingered. The end result is a healthier urban environment: *“a greener city, improving quality of life while also supporting biodiversity,”* as the City puts it (Source: montreal.ca).
- **Recreational and Health Benefits:** On the social side, the park will provide substantial **recreational space** in a dense part of the city. Residents of NDG, St-Henri, Côte St-Paul and surrounding areas will gain a large natural park within walking or biking distance. Activities like hiking, bird-watching, cycling, jogging, picnicking, and nature photography will be facilitated. Unlike a small local park or playground, the Falaise nature park offers the experience of being immersed in the woods and meadows – a different and complementary experience to urban squares or sports fields. Studies consistently show that access to nature and green exercise improves mental health (reducing stress, anxiety, depression) and physical health (encouraging exercise, lowering blood pressure, etc.). The timing is apt: *“The pandemic has more than ever demonstrated how important green spaces are to Montrealers,”* Mayor Plante noted (Source: globalnews.ca). This park will directly respond to that need by offering an easily accessible oasis for tens of thousands of people. Moreover, the inclusion of the **multi-use path and bridge** promotes active transportation, which has health benefits via increased cycling and walking. Commuters might choose to bike across the new bridge to downtown instead of drive, getting daily exercise and reducing traffic. Children in the area will have a natural playground to discover, which can nurture better attention spans and creativity as some research suggests. In essence, the park serves as a free, open-air fitness and wellness center for the community.
- **Social Cohesion and Equity:** The project also has an important *social equity* dimension. Many of the nearby districts (Saint-Henri, for instance) include lower-income and historically marginalized communities that have suffered from environmental injustices (like pollution from the Turcot

interchange and fragmentation by infrastructure). The Falaise park can be seen as a reparative investment – bringing nature and its benefits to communities that lacked it. It also physically reconnects neighborhoods that were cut off, which can strengthen **social cohesion**. Residents of NDG (north of the Falaise) and those of the Sud-Ouest (south of it) will literally meet in the middle, on the bridge or trails, rather than being strangers divided by a highway. This inter-neighborhood connection may encourage more interaction and understanding between communities (for example, NDG's population is somewhat more anglophone and affluent, whereas St-Henri's is traditionally francophone and working-class – the park becomes a shared space for all, bridging cultural gaps). The city explicitly notes that it wants to “*open up the sector*” with the north-south link so that NDG residents can enjoy Sud-Ouest green spaces like the Canal, and vice versa (Source: projetmontreal.org)(Source: projetmontreal.org) – a two-way sharing that can enhance urban life for both. By being a public park, it is accessible to everyone at no cost, which is important for equity in recreational opportunities.

- **Educational and Cultural Benefits:** The Falaise is already becoming an **educational hub**. Environmental groups plan to use it for guided nature tours, citizen science projects, and school field trips (Source: thelinknewspaper.ca). Students (from elementary school to university) will be able to study ecology, geology, urban planning, and even history on-site. For example, Concordia University students have started cataloguing flora and fauna to see how biodiversity rebounds post-construction (Source: globalnews.ca). Such hands-on learning is invaluable and can inspire the next generation of environmental stewards. Culturally, the park can host community events like bird-watching mornings, outdoor art installations (if consistent with the natural theme), or indigenous knowledge workshops acknowledging the traditional importance of the area. The sense of local pride is already evident – NDG residents call the Falaise “*their backyard*”(Source: infodemontreal.ca) – and as the project comes to fruition, it's anticipated to become a point of pride for the whole city. A once-neglected dump turning into a flourishing forest park is a powerful narrative of urban renewal that can galvanize community spirit.
- **Economic and City-Building Benefits:** Although not the primary driver, the park may yield economic benefits too. Increased green amenities often boost **property values** in adjacent neighborhoods (this can be a double-edged sword, see discussion on gentrification below). A greener city also attracts talent and tourism – Montreal can market its extensive network of large parks (Mount Royal, Île-de-la-Visitation, Frédéric-Back, and now Falaise, etc.) as part of its quality of life. The *entrée de ville verdoyante* (green gateway) created by this park will improve the aesthetics of a key approach to downtown, perhaps even reducing driver stress as studies show views of greenery have calming effects. Furthermore, by facilitating cycling, the project could indirectly contribute to economic activity along the paths (more cyclists passing through might patronize local businesses). And in terms of city-building, this project sets a **precedent for sustainable**

redevelopment – showcasing how a city can repurpose obsolete infrastructure for green space rather than commercial builds. This could spur similar projects (for instance, advocates might push for the conversion of other disused land to parks, citing the Falaise success).

In sum, the **benefits** of the Parc-nature de la Falaise are multi-fold: an ecological haven for wildlife, a natural carbon sink and flood mitigator, a recreational and health resource for citizens, a connector of communities, an educational living classroom, and an emblem of Montreal's commitment to green, sustainable urban development. As the City's summary succinctly states, "*the future park will help make Montréal a greener city, improving quality of life while also supporting biodiversity*" (Source: montreal.ca). Few projects manage to tick so many boxes in both environmental and social domains – this one is poised to do so, delivering a legacy that residents and nature alike will enjoy for generations.

Policy and Governance Frameworks Guiding the Project

The development of Parc-nature de l'Écoterritoire de la Falaise is guided and supported by a robust framework of policies, plans, and governance instruments at multiple levels of government. These frameworks ensure the project aligns with Montreal's strategic objectives and regulatory requirements:

- **Montreal's Master Plan and Schéma d'Aménagement:** The *Schéma d'aménagement et de développement de l'agglomération de Montréal* (Montreal's urban development schema) sets high-level land-use orientations for the island. The creation of the Falaise park is explicitly "*in line with the orientations of the Schéma*" which call for protecting natural milieus and enhancing green networks (Source: infodemontreal.ca). The schéma identifies the Saint-Jacques Escarpment sector as an area to be greened, and the project fulfills that mandate. Similarly, the City's Master Plan (Plan Directeur) highlights the importance of converting former industrial lands to community uses, including parks, especially in areas lacking green space. The Falaise transformation checks this box by turning the Turcot brownfield into a public nature park. These plans give the city legal and planning justification to zone the land as parkland and to invest public funds into its rehabilitation.
- **Eco-territory Policy (2004) and Montreal's Biodiversity Plan:** In 2004 Montreal adopted a *Policy on the Protection and Enhancement of Natural Habitats*, under which it designated 10 "ecoterritories" of high ecological value (Source: lesamisdemeadowbrook.org). The Saint-Jacques Escarpment is one of these ten priority areas (Source: globalnews.ca). While the designation itself did not confer legal protection, it signaled political intent to conserve these areas. The Falaise project is essentially the realization of that 2004 policy for this site – albeit over a decade later. It will put into practice the policy's goals by legally securing the land as a park and improving its ecological quality. Additionally, Montreal's more recent **Biodiversity Action Plan** (if referenced, e.g. 2017–2027 plan) emphasizes habitat connectivity, invasive species control, and increasing protected area – all of which are core

components of the Falaise project. The fact that the Falaise was highlighted in city policies provided leverage for activists to hold the city accountable (e.g. “you named it an ecoterritory, now follow through”). Now the city is indeed following through, which will be noted in policy progress reports.

- **“Grand Parc” Initiative and Capital Funding:** The Parc-nature de la Falaise is often referred to as Montreal’s *seventh Grand Parc* (Source: urbanature.org), joining the ranks of other large nature parks (like Parc du Mont-Royal, Île-de-la-Visitation, Cap-Saint-Jacques, etc.). The city in recent years has had a **“Grand Parc” initiative** to expand its network of major parks. For instance, it created the Grand Parc de l’Ouest (merging several West Island nature parks) and targeted the East End for another large park. The Falaise fits into this initiative as the first major new nature park in the central/southwestern boroughs. Being classified as a *parc-nature* under the city’s park hierarchy means it will be managed for conservation and passive recreation, as opposed to urban parks which have more sports or intensive uses. This classification is supported by Montreal’s *Politique des grands parcs*. On the financial side, the city earmarked **C\$62 million in its 2022–2031 Ten-Year Capital Works Program (PDI)** specifically for the Falaise park (Source: infodemontreal.ca). By 2023, the city increased its commitment, pledging **C\$100 million over 10 years** towards the project (Source: globalnews.ca). This budgeting was approved by City Council and Agglomeration Council votes, reflecting cross-party and regional support (since Montreal’s agglomeration covers multiple municipalities, the fact that the agglomeration council backed this funding shows broad agreement that the park is a priority). The funding is subject to municipal budget governance – annual capital budgets will allocate portions of that \$100M as the project progresses, and any additional funding (e.g. if the province or federal government chip in) would be integrated into those budgets. The loan bylaw of \$8M passed in 2022 for initial acquisitions is one concrete example of governance in action to secure needed resources (Source: urbanature.org).
- **Provincial Environmental and Land Use Regulations:** While the land is within Montreal’s jurisdiction, any large project may need to comply with provincial laws such as Quebec’s **Environment Quality Act** (for example, if wetlands are created or if soil decontamination exceeds certain thresholds, environmental assessments or certificates could be required). Since this project is largely about improvement rather than new harm, it likely falls below thresholds for a formal BAPE (provincial environmental review board) hearing. In fact, the destructive part (highway rebuild) already underwent BAPE; the park is part of the mitigation. The province’s role is more about the transport aspect (the bridge). The **Quebec Transport Ministry** has to authorize construction over its highway and may cost-share. There was a formal commitment in 2018 at the provincial level to build the *dalle-parc*, which still stands as a moral if not yet contractual obligation (Source: globalnews.ca). The current provincial government has not allocated funding yet, but ongoing **city-province negotiations** are effectively part of the governance framework. Montreal is attempting to solidify this through petitions and public pressure (e.g. Projet Montréal’s petition to remind the province of its

promise) (Source: projetmontreal.org)(Source: projetmontreal.org). Ultimately, if the province fulfills its commitment, it will likely do so via a dedicated envelope in the Quebec Infrastructure Plan and through a partnership agreement with the city.

- **Municipal By-laws and Zoning:** On a micro level, the City will use its regulatory powers to secure the park. This includes **zoning changes** – all the parcels in question will be rezoned as “park/nature” in the urban plan, precluding any other development. This process may have already occurred when the reserve was placed in 2020. The city can also pass specific by-laws for park creation; for example, the executive committee approved a **resolution to acquire and designate lands for the parc-nature** (this is referenced by the deposit of the strategy in agglomeration council in 2025) (Source: ville.montreal.qc.ca). There may also be a **conservation by-law or management plan** adopted that will govern allowable activities in the park (e.g. limiting motorized vehicles, forbidding new structures except those in the plan, etc.). The City’s Statement that public access is currently prohibited for safety (after the landslide) (Source: montreal.ca) shows it is actively managing access via its legal powers as landowner. Once the park officially “opens,” it will fall under the same municipal park regulations as others – for instance, Montreal’s by-law on the protection of natural environments, which could impose fines for damaging vegetation or dumping in the park.
- **Governance and Oversight:** The park’s implementation is monitored by the city’s Executive Committee (politically) and by the relevant committees (e.g. the Commission on Large Parks). Regular updates are likely required. It’s deemed a “*projet phare*” (flagship project) by the administration, meaning the Mayor’s office keeps a close eye on it (Source: infodemontreal.ca). In the Agglomeration Council, which includes suburban municipalities, the project was presented and met with support, since it benefits the region’s ecological network. At the federal level, while there is no direct role, the project aligns with Canada’s goals on urban parks and biodiversity, and it’s possible that federal infrastructure or green funding could be tapped for the pedestrian bridge or habitat restoration if available.
- **Strategic Alignment with Global Initiatives:** Montreal has proudly linked this project to global initiatives such as the **U.N. Decade on Ecosystem Restoration (2021–2030)**(Source: globalnews.ca). By doing so, it places the project within a broader narrative of fighting climate change and biodiversity loss. The city being a signatory of things like the **Cities Biodiversity Accord** and the **C40 Cities** climate leadership means projects like Falaise are counted as part of Montreal’s contributions. In essence, the park is not an isolated local idea but part of a global movement of cities re-naturing themselves, supported by international frameworks. This can be useful for securing grants or simply for knowledge-sharing with other cities undertaking similar projects.

In conclusion, the **policy framework** for Parc-nature de la Falaise is comprehensive: a convergence of municipal plans (conservation policy, master plan), political commitments (grand parc initiative, capital budget priority), regulatory tools (land reserves, zoning), and collaborative governance (city-province

agreements, public consultation outcomes). This framework has provided consistency and legitimacy – for example, the 2004 ecoterritory designation gave weight to activists' demands, and the 2019 OCPM report provided a clear mandate to elected officials. Now with the 2025 Development Strategy formally in place, there is a roadmap ensuring that every step (from land acquisition to design to management) adheres to the project's goals and the city's standards (Source: montreal.ca). The governance continues as an iterative process, but importantly, Montreal's various governing bodies are aligned in recognizing the value of this project. The park's development is being carried out *"in conformity with the orientations"* of higher plans and has dedicated funding and oversight (Source: infodemontreal.ca) – all signs that the policy foundation is solid. This reduces risks of policy reversals and helps the project weather political changes, making it more likely to reach fruition and endure as permanent green infrastructure.

Challenges and Controversies

Like any major urban project, the Parc-nature de la Falaise faces several challenges and has not been without controversy. Stakeholders have identified issues ranging from environmental risks to social impacts that must be managed as the project moves forward:

1. Geotechnical and Environmental Challenges: One immediate challenge is the **stability of the escarpment itself**. The August 2024 landslide, triggered by heavy rain, dramatically underscored the risks of slope erosion (Source: montreal.ca). Fortunately, no one was injured (public access was limited at the time), but it prompted the City to close the area pending safety evaluations. The steep Falaise, in some sections composed of unconsolidated fill from past construction, is prone to such slides especially with climate change bringing more intense downpours. This presents a challenge: how to allow public access on or below the slope without endangering visitors. The park plan will need to include **slope stabilization measures** – possibly terracing, retaining structures in critical spots, extensive planting of deep-rooted vegetation, and monitoring of soil moisture. Some areas of the escarpment may remain off-limits or only have viewing platforms from a safe distance if the risk is too high. The City's risk analysis will dictate what parts can be opened. Additionally, **rockfall or debris fences** might be installed along the base greenway to protect cyclists from any small-scale falling debris. This issue is partly a legacy of how the Turcot interchange was rebuilt (with large excavations on the slope) and decades of dumping. Addressing it is crucial to gaining public confidence in the park's safety.

Another environmental challenge is **contamination** in the former rail yard soil. Turcot yards likely had petroleum hydrocarbons, heavy metals, etc., from its railway days. The MTQ did some remediation when converting parts of it to highway, but further **ecological restoration** could be hampered if soils are poor quality. The creation of wetlands might require excavating contaminated soil and bringing in clean fill – a complex and costly process if contamination is significant. The project team will need to work with

environmental engineers to ensure any toxic legacy is dealt with so that the new wetlands truly support biodiversity (e.g. plants won't survive if soil is too polluted). The budget presumably accounts for this, but unexpected contamination could raise costs or slow the timeline.

Invasive species control is an ongoing ecological challenge as mentioned. The Falaise is already "*dealing with*" invasive plants that threaten its native biodiversity (Source: thelinknewspaper.ca). As the area is disturbed by construction (trail building, etc.), it could create openings for invasives to spread. Continuous management effort (mechanical removal or targeted herbicide use where appropriate) will be needed for years, which requires funding and manpower. If not kept in check, invasives like Japanese knotweed or buckthorn could undermine the ecological goals by outcompeting the very native species the project is trying to foster.

2. Funding and Implementation Hurdles: Although the City has committed up to \$100M, large projects often face budget overruns. Construction costs in 2025 and beyond are uncertain, and specialized elements like the pedestrian bridge could be expensive (estimates in earlier discussions ranged widely, possibly tens of millions just for the bridge due to its span and desired "iconic" design). If the Province does not contribute financially to the bridge, Montreal might face a tough choice: either cover the cost alone (diverting funds from other projects) or scale back the design. As of early 2023, the City was urging the Province to "*do its part*" financially (Source: globalnews.ca). A continuing controversy is the **status of the promised bridge** – residents and city officials remain anxious about Quebec's commitment. The CAQ government has been non-committal, saying only that talks continue (Source: globalnews.ca). If political winds change or if the province prioritizes other projects, the *dalle-parc* could be delayed indefinitely. This would be a major disappointment and a broken promise in the eyes of the community. It could lead to public outcry or mistrust. To mitigate this, Montreal's administration (which campaigned on delivering the bridge) is likely to keep pressure on and even explore alternate funding (federal infrastructure grants or a scaled design) to ensure it happens. The bridge saga is a challenge because it involves intergovernmental negotiation – a process often slow and opaque. Until shovels are in the ground, citizens remain skeptical: they remember the bridge being in plans, then cut, then in plans again, a political ping-pong since 2010 (Source: lesamisdemeadowbrook.org). Ensuring this crucial link is actually built is arguably the biggest "X factor" for the project's full success.

Another implementation challenge is **timeline management**. The park is being developed gradually, and impatience can grow among the public. It's already been seven years since the park was announced in 2018; visible progress (e.g. fully open park areas) might not occur until later in the 2020s. Some critics might seize on this to argue the project is stalled or the city isn't doing enough. Managing public expectations through clear communication (as on the Montreal.ca page listing 2025 steps) (Source: montreal.ca) is important. There is always the risk that a future city administration could deprioritize the

project if it drags on (though having funds allocated in a 10-year plan helps protect it). Additionally, any unforeseen difficulties (like a major landslide requiring extra work, or procurement issues for contractors) could delay phases.

3. Public Access vs. Conservation Balance: There is an inherent tension in designing a park that is both a refuge for wildlife and accessible to people. Some environmentalists may worry that **too much human access could disturb habitats** – for instance, sensitive bird nesting areas on the escarpment might be disrupted if trails or observation decks are placed improperly. Stray dogs or cats brought in by visitors could pose threats to small fauna. On the flip side, community members want to enjoy the space; too many restrictions could diminish the park's usefulness. The project must find the right balance. Likely, the steep middle of the escarpment will remain largely off-trail as a core sanctuary, while the top and bottom areas host trails. This zoning within the park could be contentious if, say, some residents desire a zig-zag trail down the cliff (for a more direct connection) but ecologists veto it to protect a habitat patch. Ongoing **community consultation** and education will be needed to justify any sensitive-area closures. So far, groups like Sauvons la Falaise have advocated leaving much of the Falaise *"in a natural state"* (Source: ocpm.qc.ca), so they align with conservation, but once the park is public, new users might push for amenities (lighting, more access points, etc.) that could conflict with wildlife needs (e.g. lighting can disrupt nocturnal animals). Navigating these internal debates is a challenge for park planners.

4. Safety and Security: As the area opens to the public, issues of safety and policing arise. The Falaise was previously isolated – there have been instances of unsanctioned uses (like homeless encampments or illicit dumping at night). With official access, the city will need to ensure the park is secure. This may involve occasional police or ranger patrols. Some citizens have voiced concern that the long linear park, especially the base path with only end exits initially, could pose personal security issues (few exit points and low visibility in some stretches) (Source: lesamisdemeadowbrook.org). The city will address this by possibly adding more access ramps and ensuring sightlines are clear (by trimming excessive brush along the path) as well as emergency call stations if needed. Lighting is another debate: good lighting improves safety at night but harms the "dark sky" nature experience and wildlife. Likely they will opt for minimal, motion-activated or directional lighting in key spots. The project must also consider winter maintenance – if the path is not cleared of snow (as sometimes bike paths aren't), it could limit year-round use and raise safety (slipping) issues. These operational challenges aren't deal-breakers but require careful planning and budgeting (for example, hiring park wardens, providing multilingual signage about risks like ticks or poison ivy, etc.).

5. Gentrification and Equity Concerns: One of the more subtle controversies is the potential for **"eco-gentrification."** When a new park or green amenity is created, it can raise nearby property values and attract development interest, which in turn can lead to displacement of lower-income residents – the very people who advocacy often aims to benefit with more green space. The Falaise park straddles areas with different socio-economic profiles. NDG's Saint-Jacques Street area has historically been a modest-

income, somewhat industrial strip. With the park coming, one can foresee developers eyeing those lots (aside from what the city bought) for new condos touting “views of the park.” In St-Henri and adjacent Sud-Ouest neighborhoods, gentrification is already advanced (many condos near the Canal). The park might accelerate it by making the area even more attractive. Community groups haven’t loudly opposed the park on these grounds (most welcome it), but they do caution that *green projects should be inclusive*. To address this, the city might need complementary measures: for instance, ensuring that any new development on the periphery includes affordable housing or that property tax increases are mitigated for long-time residents (perhaps through provincial programs). The **Projet Montréal administration** tends to be sensitive to such issues and has policies like inclusionary zoning in place. Still, it’s a challenge outside the direct scope of the park project yet intertwined with its impact. There’s also a flip side concern – that the park could be used as an excuse to up-zone parts of NDG or leverage value from city-owned land. So far, the city has been clear that the land is for a park and even demolished buildings to increase green space (Source: montreal.ca). That said, if a parcel was outside the park scope, pressure to develop it might come. Public vigilance by groups like Les Amis du Meadowbrook (who are keen on green space connectivity) will likely keep an eye on any such moves.

6. Coordination and Long-term Maintenance: A challenge less visible to the public is the coordination among various entities to maintain and program the park long-term. The escarpment runs along a city borough boundary, and near rail lines – cooperation is needed with the **railway company** (likely Canadian Pacific or Canadian National) for any interface issues (e.g. fencing to prevent trespass on tracks, or habitat management that doesn’t interfere with rail operations). There is also the MTQ, which will continue to own the highway right-of-way; if they need to do work on the highway slope, they’ll coordinate with the park authority to minimize damage. Ensuring all these bodies coordinate is an administrative challenge. Moreover, once the park is open, the City must fund its **maintenance and security** annually. Large nature parks often require specialized upkeep (trail repairs after storms, invasive species removal, etc.) which can strain operating budgets. If budgets tighten, there’s a risk of the park being under-maintained, which could lead to deterioration (e.g. paths overgrown or trash accumulation which could discourage users). The City will have to allocate sufficient operating funds and maybe develop volunteer stewardship programs to supplement (UrbaNature can play a role here).

7. Fulfilling Community Expectations: Lastly, having been a community-driven project, there’s pressure to truly fulfill the **vision that activists and residents have**. This includes the iconic design of the *dalle-parc* bridge – the OCPM specifically mentioned it should have a “*unique, innovative and emblematic look*”(Source: globalnews.ca). If what gets built is a very utilitarian overpass, some may feel let down that the landmark potential wasn’t realized. There was once imagery of a green bridge (with landscaping) – achieving that in reality is complex (due to weight of soil, maintenance, etc.), but expectations were set. Similarly, community members expect things like multiple access points, maybe even amenities like a nature center or viewpoints with benches. If the final outcome is too minimal (e.g. just gravel paths and no facilities), some could be disappointed. On the other hand, if the city over-builds (adding too many

paved areas or a parking lot to appease certain constituencies), others would be upset. So managing the **scope creep** vs. minimalism debate is tricky. The development strategy likely addresses these trade-offs, but execution will be judged closely by those who fought for the Falaise. Essentially, the challenge is to **honor the community's hard work** by delivering a park that feels like the wild oasis they envisioned, not an overly sanitized or compromise-ridden result.

In conclusion, while the Parc-nature de la Falaise project enjoys broad support, it must navigate technical, financial, and social challenges. **Environmental threats** like landslides and invasive species need proactive management to ensure a safe, healthy park. **Funding uncertainties** (especially around the pedestrian bridge) and intergovernmental politics could slow or diminish the project if not skillfully handled. **Community concerns** around safety and equitable development will require transparency and mitigation (for example, pairing park creation with housing affordability measures could be something policymakers consider to prevent eco-gentrification). The project's champions remain vigilant: as one local councillor said, *"we have to keep the pressure on"* all partners until the vision is fully realized (Source: globalnews.ca). Despite challenges, the momentum and frameworks in place give confidence that solutions will be found. Careful engineering, sustained political will, and community collaboration should help overcome these hurdles so that the Falaise park can ultimately open and thrive as intended – an asset born from both caution and hope, in equal measure.

Conclusion

The development of the Parc-nature de l'Écoterritoire de la Falaise represents a landmark undertaking in urban ecology and planning for Montreal. It is transforming a long-neglected cliffside and former interchange wasteland into a vibrant green corridor that will serve both nature and the community. Geographically, the park's location at the juncture of major boroughs and infrastructure imbues it with strategic importance for reconnecting neighborhoods and extending Montreal's green network (Source: thelinknewspaper.ca)(Source: globalnews.ca). Historically, the Falaise has come full circle – from natural lakeshore, to industrial yard and dumping ground, and now to a reborn forest sanctuary (Source: thelinknewspaper.ca)(Source: infodemontreal.ca). The project's current trajectory is the culmination of persistent citizen advocacy, enlightened municipal policy, and cross-government collaboration. It aligns with Montreal's policy commitments to biodiversity, climate resilience, and quality of life enhancements, as evidenced by its embedment in city plans and its championing by the administration as a flagship green initiative (Source: infodemontreal.ca)(Source: globalnews.ca).

Professionals in urban planning and environmental management can glean several insights from this project's journey. First, it underscores the value of **integrating ecological goals into large infrastructure projects** – the Turcot interchange reconstruction became not just a transport upgrade but a catalyst for ecological restoration due to forward-looking planning and public pressure (Source:

[montreal.ca](#))(Source: [ocpm.qc.ca](#)). Second, the Falaise story highlights the power of **community engagement and stewardship**. Local volunteers and activists effectively bridged the gap between high-level city policies and on-the-ground action, ensuring that the lofty idea of an eco-territory actually translated into tangible protection measures (Source: [urbanature.org](#))(Source: [globalnews.ca](#)). Their role in maintenance and monitoring going forward will continue to be invaluable.

From a biodiversity standpoint, the Falaise park will significantly bolster urban ecology. It will protect a rare slice of cliff habitat that supports threatened species (like chimney swifts and brown snakes), create new wetlands, and strengthen linkages in the island's wildlife corridor network (Source: [thelinknewspaper.ca](#))(Source: [globalnews.ca](#)). The discovery of the endangered fragrant sumac on-site was a timely reminder that nature can return in surprising ways when given a chance (Source: [globalnews.ca](#)). The park's design balances providing human access with preserving core habitat, a delicate equilibrium that will require adaptive management as usage grows.

In terms of urban sustainability, the project provides a showcase for **nature-based solutions** in the city – mitigating heat islands, managing stormwater, and sequestering carbon, all while offering recreational space (Source: [montreal.ca](#))(Source: [montreal.ca](#)). It demonstrates that environmental restoration need not be at odds with urban development; rather, it can repurpose and heal urban scars, making cities more livable and resilient. The planned pedestrian *dalle-parc* in particular is an emblem of multi-benefit infrastructure – simultaneously an active transport link, an ecological corridor, and a visual landmark symbolizing Montreal's green ambitions (Source: [globalnews.ca](#))(Source: [projetmontreal.org](#)).

Looking ahead, several **recommendations** and considerations emerge. Ensuring the **pedestrian bridge's completion** is paramount – it is the literal and figurative link that will knit the park into Montreal's urban fabric and honor the commitment to sustainable mobility (Source: [globalnews.ca](#)). Continued advocacy and perhaps creativity in funding (federal grants, public-private partnerships for its construction) may be needed if provincial support wavers. Also, developing a strong **park management plan** is crucial, one that addresses maintenance, ecological monitoring, and community programming. This plan should include invasive species control strategies, wildlife management protocols (e.g. protecting nesting sites), and risk mitigation for landslides or other hazards. On the social side, the city should be proactive in addressing **potential gentrification impacts** – for instance, by coordinating with housing agencies to preserve affordability in the area, so that the park's benefits are broadly shared and do not inadvertently displace long-time residents.

In conclusion, Parc-nature de la Falaise stands as an ambitious and inspiring project at the intersection of urban planning, environmental restoration, and community empowerment. Once completed, it will provide Montrealers with a unique opportunity to experience wilderness-like nature in the heart of the city, and it will serve as a green corridor linking people and wildlife across what was once a concrete divide (Source: [lesamisdemeadowbrook.org](#))(Source: [projetmontreal.org](#)). The project exemplifies how cities can turn environmental ideals into reality: through strategic planning, robust public engagement, and persistent

stewardship. While challenges remain, the trajectory is positive – step by step (and tree by tree), a “*forgotten dump*” is being reborn into a **vital urban forest**(Source: thelinknewspaper.ca)(Source: thelinknewspaper.ca). This park will not only honor the natural heritage of the Saint-Jacques Escarpment but also leave a lasting legacy of urban regeneration, resilience, and reconnection for Montreal and its residents.

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Tags: urban ecology, land reclamation, ecological restoration, biodiversity, urban planning, green infrastructure, montreal

About 2727 Coworking

2727 Coworking is a vibrant and thoughtfully designed workspace ideally situated along the picturesque Lachine Canal in Montreal's trendy Griffintown neighborhood. Just steps away from the renowned Atwater Market, members can enjoy scenic canal views and relaxing green-space walks during their breaks.

Accessibility is excellent, boasting an impressive 88 Walk Score, 83 Transit Score, and a perfect 96 Bike Score, making it a "Biker's Paradise". The location is further enhanced by being just 100 meters from the Charlevoix metro station, ensuring a quick, convenient, and weather-proof commute for members and their clients.

The workspace is designed with flexibility and productivity in mind, offering 24/7 secure access—perfect for global teams and night owls. Connectivity is top-tier, with gigabit fibre internet providing fast, low-latency connections ideal for developers, streamers, and virtual meetings. Members can choose from a versatile workspace menu tailored to various budgets, ranging from hot-desks at \$300 to dedicated desks at \$450 and private offices accommodating 1–10 people priced from \$600 to \$3,000+. Day passes are competitively priced at \$40.

2727 Coworking goes beyond standard offerings by including access to a fully-equipped, 9-seat conference room at no additional charge. Privacy needs are met with dedicated phone booths, while ergonomically designed offices featuring floor-to-ceiling windows, natural wood accents, and abundant greenery foster wellness and productivity.

Amenities abound, including a fully-stocked kitchen with unlimited specialty coffee, tea, and filtered water. Cyclists, runners, and fitness enthusiasts benefit from on-site showers and bike racks, encouraging an eco-conscious commute and active lifestyle. The pet-friendly policy warmly welcomes furry companions, adding to the inclusive and vibrant community atmosphere.

Members enjoy additional perks like outdoor terraces and easy access to canal parks, ideal for mindfulness breaks or casual meetings. Dedicated lockers, mailbox services, comprehensive printing and scanning facilities, and a variety of office supplies and AV gear ensure convenience and efficiency. Safety and security are prioritized through barrier-free access, CCTV surveillance, alarm systems, regular disinfection protocols, and after-hours security.

The workspace boasts exceptional customer satisfaction, reflected in its stellar ratings—5.0/5 on Coworker, 4.9/5 on Google, and 4.7/5 on LiquidSpace—alongside glowing testimonials praising its calm environment, immaculate cleanliness, ergonomic furniture, and attentive staff. The bilingual environment further complements Montreal's cosmopolitan business landscape.

Networking is organically encouraged through an open-concept design, regular community events, and informal networking opportunities in shared spaces and a sun-drenched lounge area facing the canal. Additionally, the building hosts a retail café and provides convenient proximity to gourmet eats at Atwater Market and recreational activities such as kayaking along the stunning canal boardwalk.

Flexible month-to-month terms and transparent online booking streamline scalability for growing startups, with suites available for up to 12 desks to accommodate future expansion effortlessly. Recognized as one of Montreal's top coworking spaces, 2727 Coworking enjoys broad visibility across major platforms including Coworker, LiquidSpace, CoworkingCafe, and Office Hub, underscoring its credibility and popularity in the market.



Overall, 2727 Coworking combines convenience, luxury, productivity, community, and flexibility, creating an ideal workspace tailored to modern professionals and innovative teams.

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