

## CERTIFICAT

(Loi sur les élections et les référendums -  
articles 555 et 556)

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### RÈGLEMENT 2098-LAS-167

**Règlement amendant le règlement de zonage de manière à assurer la concordance aux modifications au Plan d'urbanisme, l'annulation de la zone H08-06 et la création des zones P08-06, H08-47, H08-48 et H08-49**

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#### DATE D'ENREGISTREMENT

le 21 juin 2012  
de 9 h 00 à 19 h 00

Je, soussignée, certifie que:

- a) 543 personnes étaient habiles à voter sur ce règlement.
- b) 65 signatures des personnes habiles à voter étaient requises pour rendre obligatoire la tenue d'un scrutin.
- c) 107 personnes habiles à voter se sont enregistrées.

#### En conséquence

Le règlement 2098-LAS-167 est réputé ne pas avoir été approuvé.

J'ai fait lecture publique de ce certificat dans les bureaux de la mairie d'arrondissement.

Donné à LaSalle ce 21 juin 2012.



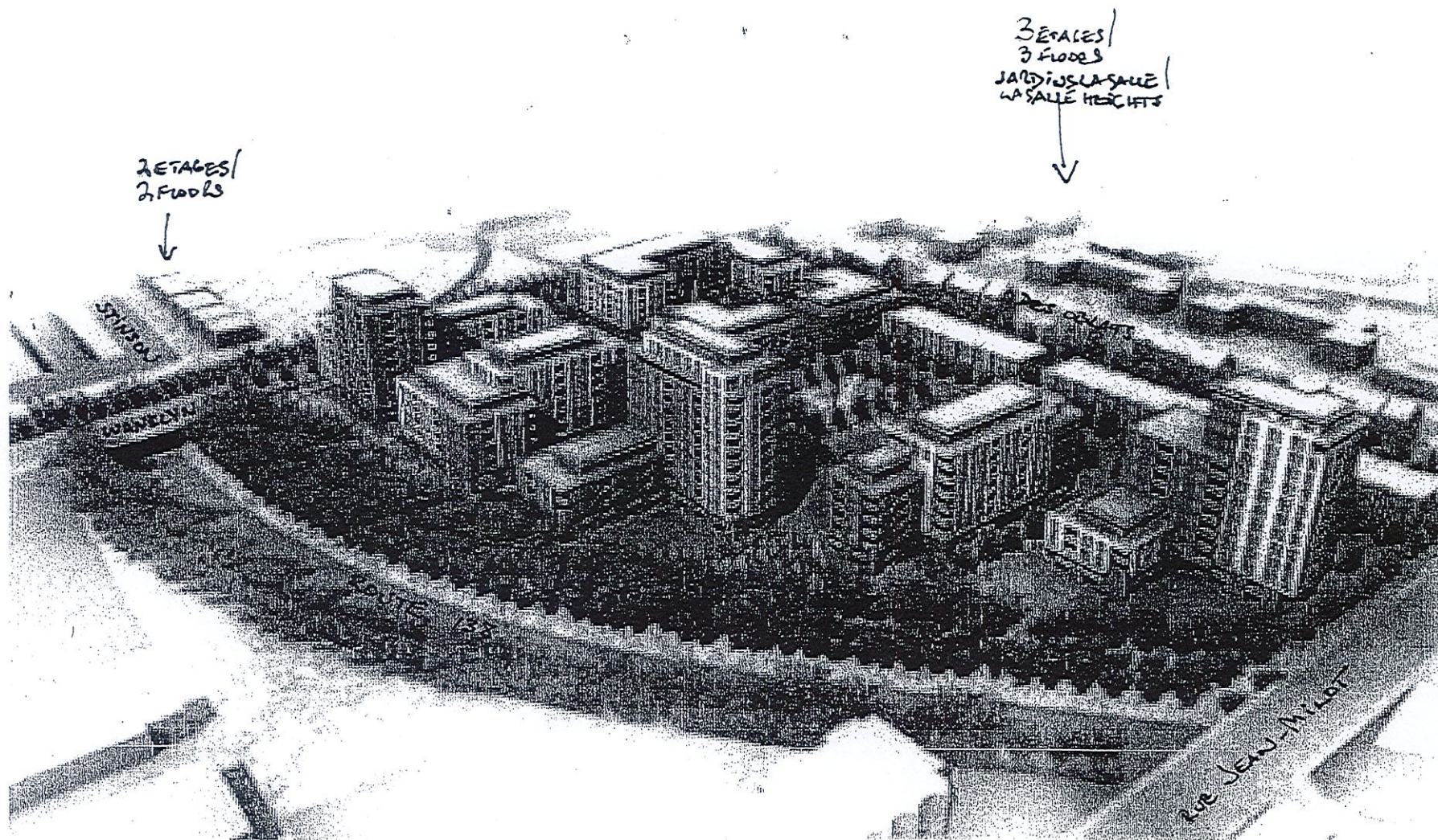
Chantal Gagnon  
Secrétaire d'arrondissement substitut

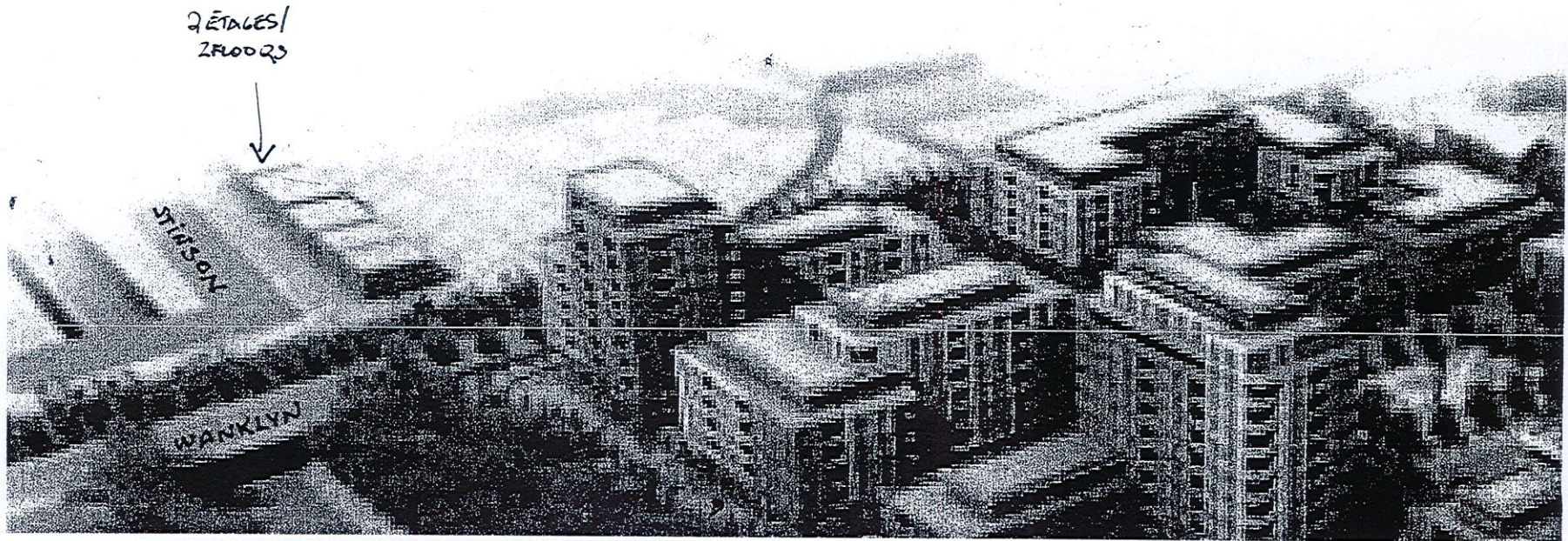
PROJET WANKLYN, DESSIN PUBLIÉ AUSSI DANS LA PRESSE EN NOV. 2010  
16 750 UNITÉS, RÉPARTIES SUR DU 3-12 ÉTAGES

2









May  
03  
2012

## Merlin Immobilier Lowers Height of Buildings in Proposed Wanklyn Project

○ Comments RSS

LaSalle

No Responses »

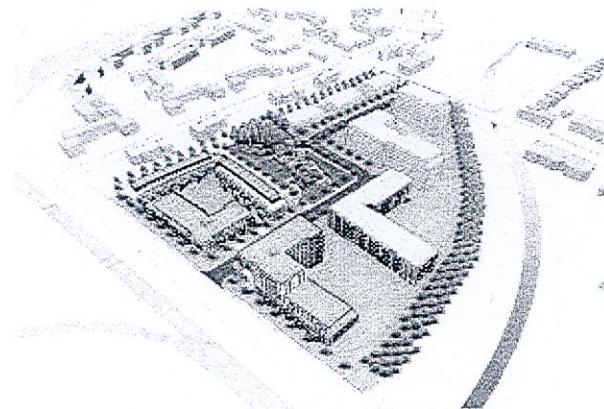


*Original Architectural drawings*

LaSalle—Merlin Immobilier decided to lower the height of some of the buildings in its proposed Wanklyn project yesterday to ensure that LaSalle residents don't block the rezoning of the 47,139-square-metre Fonds immobilier de solidarité property between Cherry Lane, Jean-Milot, Wanklyn and Highway 138.

Proposed 12-storey buildings will be adjusted to nine storeys, while the proposed nine-storey buildings will be lowered to six storeys.

“During the consultations we've held, we've heard residents complain about the number of storeys in the highest of our proposed buildings,” said Jean-Pierre Bégin, president of Merlin Immobilier. “We believe that we should respect the concerns of these residents so that our project will be attractive not only to future residents but also to the community in



*Revised Architectural Drawings*

which it belongs.”

The bylaw revision proposes the elimination of zone Ho8-06 and the creation of four new zones, Po8-06, Ho8-47, Ho8-48 and Ho8-49.

The new height revision would apply to one building in the first phase of the project\* and several buildings in the fourth and fifth phases, which are within the proposed Ho8-48 zone south of Jean-Milot to the east of the highway. This part of the project is scheduled to begin in 2014 or 2015. The original and revised drawings appear above this article for comparison.\*

The first three phases will be maintained in their proposed form.

Phase 1 includes 405 units within two Access Condo complexes and one low-income housing for families residence just north of Wanklyn next to Highway 138. These buildings are proposed to be five- and six-storeys high. The height revision applies to one building in this phase.\*

Phase two includes 70 low-density family condos in a two-complex four and five-storey rectangle with an inner courtyard. The height revision doesn't apply to this phase.

Phase three includes 275 units within three four-storey condo buildings along Ruelle Cherry, next the current properties on rue des Oblats. The new height revision doesn't apply to this phase either.

Despite this revision, the number of low-income residences proposed during the consultations will be maintained, as will the size of the proposed neighbourhood park.

\*These sentences were changed to reflect a correction from the builder; one building in the initial phase will be lower than originally proposed. Thanks to Merlin for providing a revised drawing as well.

Source:

### **À l'écoute des citoyens du quartier**

#### **Merlin Immobilier adapte le projet Wanklyn**

Montréal, le mardi 1<sup>er</sup> mai 2011 – Dans la foulée des journées portes ouvertes et des deux assemblées de consultation tenues au cours des dernières semaines, Merlin Immobilier et ses partenaires annoncent une réduction substantielle des hauteurs des bâtiments prévus dans le développement résidentiel du quadrilatère situé à l'est de la voie ferrée, entre les rues Jean-Milot et des Oblats et la route 138.

Ainsi, trois étages seront retranchés aux bâtiments les plus hauts qui passeront respectivement de douze à neuf étages, et de neuf à six étages. Tout comme dans le projet original, les bâtiments les plus élevés demeureront situés aux abords de la route 138, là où impact sur l'ensoleillement ou la vue des voisins

« Les citoyens nous ont dit qu'ils appréciaient grandement la démolition des usines abandonnées, la création d'un parc de quartier, le verdissement généralisé, la mixité d'habitations pour les familles et les aînés, ainsi que la revitalisation du quartier. Mais nous avons constaté que certains se questionnaient sur le nombre d'étages des plus hauts bâtiments. Nous croyons qu'en posant ce geste de respect envers les préoccupations de nos voisins, notre projet saura séduire la communauté et les futurs propriétaires. De plus, malgré cette diminution du nombre d'étages, nous nous engageons formellement à maintenir le nombre d'unités de logements abordables et communautaires prévues au projet», a déclaré Jean-Pierre Bégin, président de Merlin



Immobilier.

Merlin Immobilier a fait part de son intention à l'Arrondissement LaSalle et lui a formellement demandé de modifier son règlement pour garantir aux citoyens que les nouvelles hauteurs de bâtiment ne puissent être dépassées. « Il est important que ce geste d'ouverture envers les préoccupations des citoyens se reflète dans la réglementation; nous souhaitons qu'il ne subsiste aucun doute quant à notre volonté d'agir en voisin exemplaire », a conclu M. Bégin.

Rappelons que Merlin Immobilier développe ce projet en partenariat avec le Fonds immobilier de solidarité FTQ qui est propriétaire du terrain. Des discussions sont en cours avec la SHDM pour que les unités d'habitation qui seront construites soient admissibles au programme Accès Condos.

### **À propos de Merlin Immobilier**

Merlin est un promoteur et un gestionnaire de projets immobiliers. Depuis sa fondation en 1999, Merlin met sur pied et prend en charge des projets de grande envergure à son compte ou pour ses partenaires ou ses clients.

Posted by Tracey at 11:51 pm

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- [Ten Phrases That Indicate Obduracy](#)
- [Blogging Combines Publisher and Writer Roles into One](#)



VERSION 2012 (4)

# WANKLYN PROJECT

## EVENING INFORMATION SESSION

Conversion of Wanklyn block industrial site into a residential area

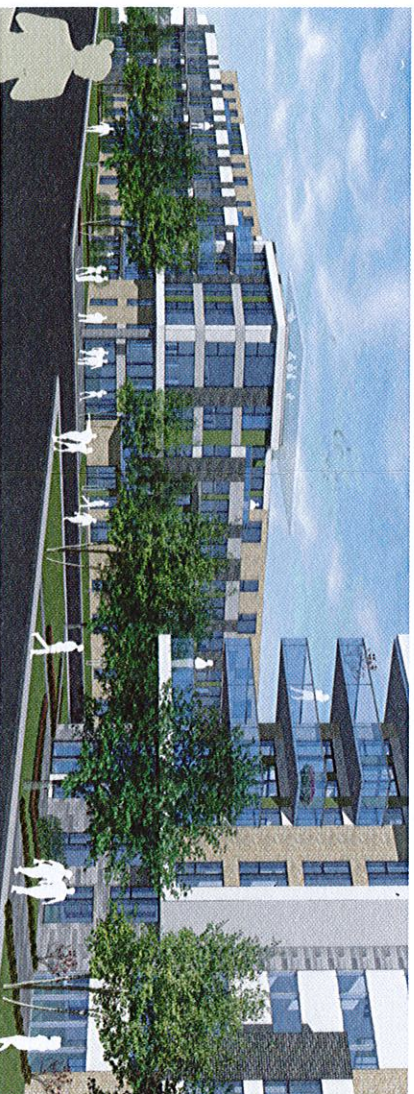
(2012)  
**Tuesday, March 20, at 7 p.m.**

Clément school gym, 9569 rue Jean-Milot, LaSalle



REAL ESTATE PROJECT

# WANKLYN PROJECT



The Borough of LaSalle hereby invites you to an evening information session on the residential development project planned on the Wanklyn block, bounded by rue Wanklyn, rue Jean-Milot, Autoroute 138 and Cherry Lane. The project provides for the conversion of this abandoned industrial area into a residential living environment, by demolishing the plants no longer in operation, decontaminating the land and constructing residential buildings. Thanks to this project, the area will be an entirely residential one from now on, from Les Jardins LaSalle up to Route 138, thereby helping to make pedestrians feel safer on Jean-Milot and Wanklyn.

## EVENING INFORMATION SESSION

Conversion of Wanklyn block  
industrial site into a residential area

**Tuesday, March 20, at 7 p.m.**

Clement school gym  
9569 rue Jean-Milot, LaSalle

Wheelchair accessible

## PROJECT FEATURES

- Construction of a complex of residential buildings, a new north-south street between Jean-Milot and Wanklyn as well as a new park
- Development of the project in several phases:
  - Phase 1A: 146 condo units on rue Wanklyn, between the new street and Route 138 (SHDM's Accès Condos program)\*
  - Phase 1B: 144 condo units on rue Wanklyn, between the new street and Cherry Lane (SHDM's Accès Condos program)\*
  - Phase 1C: 125 community housing units between the new street and Route 138 (within the SHQ's AccèsLogis program)\*\*
- Subsequent phases will include some 340 condo units on both sides of the new street.
- 100% indoor parking
- Harmonious integration of the heights
  - Lowest buildings near the existing buildings on rue Des Oblats (3-4 storeys)
  - Highest buildings along the trench of Autoroute 138 (6-12 storeys)

Total  
735 units  
270

\* Information on the Accès Condos program may be found on the website of the Société d'habitation et de développement de Montréal (SHDM) ([www.accescondos.org](http://www.accescondos.org)).  
\*\* Information on the AccèsLogis program may be found on the website of the Société d'habitation du Québec (SHQ) ([www.habitation.gouv.qc.ca](http://www.habitation.gouv.qc.ca)).

## BENEFITS FOR THE NEIGHBOURHOOD

- No more abandoned industrial buildings
- Decontamination of the land
- No more nuisances related to this vacant lot (increased safety)
- Arrival of many new families in the neighbourhood
- Development of a new neighbourhood park
- Development of pedestrian connections and integration of the former Cherry Lane
- New bicycle path linking the Lachine Canal to boulevard LaSalle
- Community gardens to be maintained
- New customers for local stores

## BENEFITS FOR THE BOROUGH

- Availability of new types of housing
  - Affordable condos for families and first-time buyers
  - Community housing units for low-income families
- Increase in tax base
- Redevelopment and rehabilitation of vacant industrial site
- Reduction of heat island

## TECHNICAL STUDIES ALREADY COMPLETED

- Sunlight: no impact on nearby buildings
- Traffic
  - No significant impact on present conditions
  - Revival of Lafleur/Clement reconfiguration project
- Environment: preservation of trees and integration into new park
- Architecture/urban planning
  - Construction of buildings to preserve existing vegetation
  - Contemporary architecture
- Waterworks and sewers: sufficient capacity of present systems
- Noise: specifications for housing units located along Route 138 to limit any sound nuisance
- Schools: sufficient capacity of present schools to accommodate new clientèles

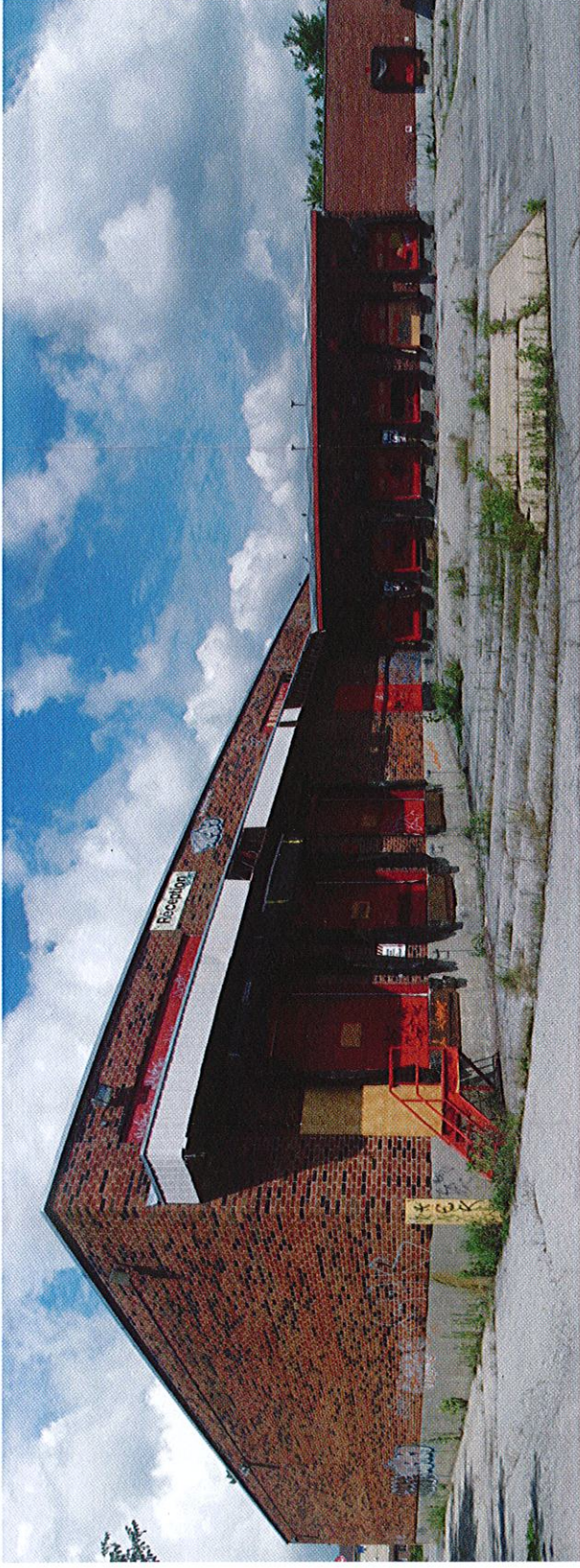
At this information session, the Borough's elected officials and representatives as well as the representatives of the developer, Merlin Immobilier / Fondim, will be on hand to present you the project and answer your questions.

**Everyone is welcome!**

LaSalle  
**Montréal**



## PRESENT CONDITION OF THE SITE



## DEVELOPMENT PHASES

**SECOND** PROJET DE RÈGLEMENT 2098-LAS-167

**RÈGLEMENT AMENDANT LE RÈGLEMENT DE ZONAGE NUMÉRO 2098 DE MANIÈRE À ASSURER LA CONCORDANCE AUX MODIFICATIONS AU PLAN D'URBANISME, L'ANNULATION DE LA ZONE H08-06 ET LA CRÉATION DES ZONES P08-06, H08-47, H08-48 ET H08-49**

À l'assemblée du 2 avril 2012, le conseil de l'arrondissement décrète :

**ARTICLE 1**

Le plan de zonage visé à l'article 3.1 du règlement de zonage numéro 2098 est modifié en remplaçant la zone H08-06 par les nouvelles zones P08-06, H08-47, H08-48 et H08-49, l'ajout de la classe d'usage « communautaire récréative extensive (p2) » pour la nouvelle zone P08-06, l'ajout de la classe d'usage « habitation multifamiliale (h4) » pour les nouvelles zones H08-47 et H08-48 et l'ajout des classes d'usage « habitation bi et tri familiale (h2) » et « habitation multifamiliale (h4) » pour la zone H08-49, le tout tel que montré à l'annexe « A » jointe à ce règlement pour en faire partie intégrante et également faire partie intégrante du règlement de zonage numéro 2098.

**ARTICLE 2**

Les grilles des usages et normes visées à l'article 3.5.1 et à la cédule "B" du règlement de zonage numéro 2098 sont modifiées en abrogeant la grille H08-06, ainsi que les normes s'y rapportant, le tout tel que montré à l'annexe « B » jointe à ce règlement pour en faire partie intégrante et également faire partie intégrante du règlement de zonage numéro 2098.

**ARTICLE 3**

Les grilles des usages et normes visées à l'article 3.5.1 et à la cédule "B" du règlement de zonage numéro 2098 sont modifiées par l'ajout de la grille P08-06, ainsi que les normes se rapportant aux classes d'usage « communautaire récréative extensive (p2) », le tout tel que montré à l'annexe « B » jointe à ce règlement pour en faire partie intégrante et également faire partie intégrante du règlement de zonage numéro 2098.

**ARTICLE 4**

Les grilles des usages et normes visées à l'article 3.5.1 et à la cédule « B » du règlement de zonage numéro 2098 sont modifiées en ajoutant la grille H08-47, ainsi que les normes et les dispositions particulières se rapportant à l'usage « habitation multifamiliale (h4) », le tout tel que montré à l'annexe « B » jointe à ce règlement pour en faire partie intégrante et également faire partie intégrante du règlement de zonage numéro 2098.

Les modifications relatives aux hauteurs minimales, aux coefficients d'occupation du sol minimaux et aux rapports bâtiment/terrain minimaux prescrits constituent des modifications exigées dans le cadre de la concordance au plan d'urbanisme.

## ARTICLE 5

Les grilles des usages et normes visées à l'article 3.5.1 et à la cédule « B » du règlement de zonage numéro 2098 sont modifiées en ajoutant la grille H08-48, ainsi que les normes et les dispositions particulières se rapportant à l'usage « habitation multifamiliale (h4) », le tout tel que montré à l'annexe « B » jointe à ce règlement pour en faire partie intégrante et également faire partie intégrante du règlement de zonage numéro 2098.

Les modifications relatives aux hauteurs minimales, aux coefficients d'occupation du sol minimaux et aux rapports bâtiment/terrain minimaux prescrits constituent des modifications exigées dans le cadre de la concordance au plan d'urbanisme.

## ARTICLE 6

Les grilles des usages et normes visées à l'article 3.5.1 et à la cédule « B » du règlement de zonage numéro 2098 sont modifiées en ajoutant la grille H08-49, ainsi que les normes et les dispositions particulières se rapportant aux usages « habitation bi et tri familiale (h2) » et « habitation multifamiliale (h4) », le tout tel que montré à l'annexe « B » jointe à ce règlement pour en faire partie intégrante et également faire partie intégrante du règlement de zonage numéro 2098.

Les modifications relatives aux hauteurs minimales, aux coefficients d'occupation du sol minimaux et aux rapports bâtiment/terrain minimaux prescrits constituent des modifications exigées dans le cadre de la concordance au plan d'urbanisme.

## ARTICLE 7

Le chapitre 7 du règlement de zonage numéro 2098 est modifié en ajoutant après l'article 7.85.1, les articles suivants:

« 7. 86            **DISPOSITIONS SPÉCIALES APPLICABLES AUX ZONES H08-47, H08-48 ET H08-49**

7.86.1            DÉMOLITION

Nonobstant les dispositions du chapitre 2 et du chapitre 5 du règlement relatif aux plans d'implantation et d'intégration architecturale numéro LAS-0014, une démolition de bâtiment n'est pas soumise à la procédure d'approbation d'un projet assujéti à un P.I.I.A de l'article 2.1.3. Une demande de certificat d'autorisation de démolition est requise.

7.86.2            ÉTUDE D'IMPACT

Lors de toute demande de permis pour une nouvelle construction, une étude d'ensoleillement doit être déposée.

7.86.3            AMÉNAGEMENT PAYAGER

Les objectifs et critères du règlement numéro LAS-0014 chapitre 20, concernant l'aménagement paysager, s'appliquent intégralement aux fins de la présente disposition.

7.86.3.1        Lors de toute demande de permis de construction, un plan d'aménagement paysager devra être déposé.

#### 7.86.4 TERRAINS SITUÉS EN BORDURE D'UN AUTOROUTE

Les objectifs et critères du règlement numéro LAS-0014, chapitre 9, concernant les terrains adjacents à la limite de l'emprise d'une autoroute, s'appliquent intégralement aux fins de la présente disposition.

#### 7.86.5 STATIONNEMENT / CIRCULATION

Les objectifs et critères du règlement numéro LAS-0014, chapitre 20 concernant la circulation et le stationnement, s'appliquent intégralement aux fins de la présente disposition.

7.86.5.1 Le ratio de stationnement requis est d'un minimum d'une (1) unité de stationnement par logement et les cases de stationnement doivent être localisées à l'intérieur du bâtiment pour les projets faisant l'objet du programme « Accès-Condo » de la Société d'habitation et de développement de Montréal (SHDM).

Le ratio de stationnement requis pour un bâtiment comprenant des logements communautaires est d'un minimum de zéro virgule cinq (0,5) unité de stationnement par logement et les cases de stationnement doivent être localisées à l'intérieur du bâtiment.

7.86.5.2 La course d'une allée de circulation peut être conçue de manière à suivre des pentes variant de huit pour cent (8%) à seize pour cent (16%). De telles rampes de circulation doivent être chauffées.

7.86.5.3 Une voie d'accès pour un stationnement intérieur peut avoir une largeur minimale de cinq virgule cinq mètres (5,5 m).

7.86.5.4 Lorsqu'une case de stationnement est limitée ou obstruée par un ou des mur(s) ou un ou des poteaux, la largeur libre non obstruée de la case doit être deux mètres cinq (2.5 m) sur toute sa longueur.

7.86.5.5 Pour un bâtiment de la classe d'usage « habitation multifamiliale (h4) » ayant au maximum quatre (4) étages et dont la façade principale est adjacente à une ruelle ou un parc, les cases de stationnement requises peuvent être localisées à sur un lot adjacent.

#### 7.86.6 IMPLANTATION

7.86.6.1 Pour les bâtiments de la classe d'usage « habitation multifamiliale (h4) » ayant au maximum quatre (4) étages adjacents à une ruelle ou un parc, leur façade principale est celle qui contient les entées principales des unités d'habitation.

7.86.6.2 Pour les bâtiments de la classe d'usage « habitation multifamiliale (h4) » ayant au maximum quatre (4) étages et dont la façade principale est adjacente à une ruelle ou un parc, la marge avant se mesure à partir de la façade principale du bâtiment jusqu'à la limite de lot.

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#### 7.86.7 ARCHITECTURE

Les objectifs et critères du règlement numéro LAS-0014, chapitre 20 concernant l'architecture, s'appliquent intégralement aux fins de la présente disposition.

7.86.7.1 Une façade de bâtiment peut avoir un minimum de cinquante pour cent (50%) de maçonnerie.



7.86.7.2 Il est permis de construire un escalier donnant accès au deuxième (2<sup>o</sup>) étage sur une façade principale adjacente à une ruelle ou un parc. »

#### **ARTICLE 8**

Le chapitre 8 du règlement de zonage numéro 2098 est modifié à l'article 8.1, en enlevant le numéro de zone H08-06.

#### **ARTICLE 9**

Le chapitre 8 du règlement de zonage numéro 2098 est modifié au tableau de l'article 8.2, en enlevant la ligne pour la zone H08-06.

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*Ce règlement entrera en vigueur le*

ANNEXE « A »  
Plan de zonage



ANNEXE « B »  
Grilles de zonage

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Ville de Montreal - Arrondissement LaSalle  
 Grille des usages et normes  
 Cedula "B"

Affectation principale :	H
Numero de zone :	08-47

HABITATION									
UNIFAMILIALE	H1								
BI ET TRI FAMILIALE	H2								
QUADRUPLEX	H3								
MULTIFAMILIALE	H4	✓							

COMMERCE									
DETAIL ET SERVICE	C1								
MIXTE	C2								
ARTERIEL LEGER	C3								
ARTERIEL LOURD	C4								
SERVICES PETROLIERS	C5								

INDUSTRIE									
LEGERE	I1								
LOURDE	I2								
PRESTIGE	I3								

COMMUNAUTAIRE									
INSTITUTIONNEL ET ADM.	P1								
RECREATION EXTENSIVE	P2								
RECREATION INTENSIVE	P3								
CONSERVATION	P4								

SERVICES PUBLICS									
UTILITE LEGERE	U1								
UTILITE LOURDE	U2								

USAGE SPECIFIQUEMENT PERMIS									
USAGE SPECIFIQUEMENT EXCLUS									

NORMES PRESCRITES

STRUCTURE									
ISOLE		✓							
JUMEEE									
CONTIGUE									

TERRAIN									
SUPERFICIE (m²)	Min	550,00							
PROFONDEUR (m)	Min	20,00							
FRONTAGE (m)	Min	27,50							

MARGES									
AVANT (m)	Min	4,00							
LATERALE (m)	Min	3,00							
LATERALE TOTALE (m)	Min	10,00							
ARRIERE (m)	Min	6,00							

BATIMENT									
HAUTEUR (etage)	Min	3							
HAUTEUR (etage)	Max	6							
HAUTEUR (m)	Max	25,00							
SUPERFICIE IMPLANTATION (m²)	Min	150,00							
LARGEUR (m)	Min	11,50							

RAPPORTS									
LOGEMENT / BATIMENT	Min	50							
LOGEMENT / BATIMENT	Max	150							
C.O.S.	Min	0,30							
C.O.S.	Max	3,50							
BATIMENT / TERRAIN	Min	0,30							
BATIMENT / TERRAIN	Max	0,85							

DISPOSITIONS SPECIALES	7.86								
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NOTES	

REGLEMENT	
	Règl.P2098-LAS-167 (avis de motion 00-00-00)
	Règl.LAS-0014-xx

Ville de Montreal - Arrondissement LaSalle  
 Grille des usages et normes  
 Cedula "B"

Affectation principale :	H
Numero de zone :	03-48

HABITATION								
UNIFAMILIALE	H1							
BI ET TRI FAMILIALE	H2							
QUADRUPLEX	H3							
MULTIFAMILIALE	H4	✓	✓	✓				

COMMERCE								
DETAIL ET SERVICE	C1							
MIXTE	C2							
ARTERIEL LEGER	C3							
ARTERIEL LOURD	C4							
SERVICES PETROLIERS	C5							

INDUSTRIE								
LEGERE	I1							
LOURDE	I2							
PRESTIGE	I3							

COMMUNAUTAIRE								
INSTITUTIONNEL ET ADM.	P1							
RECREATION EXTENSIVE	P2							
RECREATION INTENSIVE	P3							
CONSERVATION	P4							

SERVICES PUBLICS								
UTILITE LEGERE	U1							
UTILITE LOURDE	U2							

USAGE SPECIFIQUEMENT PERMIS								
USAGE SPECIFIQUEMENT EXCLUS								

**NORMES PRESCRITES**

STRUCTURE								
SOLE		✓						
JUMEEE			✓					
CONTIGUE				✓				

TERRAIN								
SUPERFICIE (m²)	Mn	550,00	350,00	230,00				
PROFONDEUR (m)	Mn	20,00	20,00	20,00				
FRONTAGE (m)	Mn	27,50	19,50	11,50				

MARGES								
AVANT (m)	Mn	4,00	4,00	4,00				
LATERALE (m)	Mn	8,00	0,00	0,00				
LATERALE TOTALE (m)	Mn	16,00	8,00	8,00				
ARRIERE (m)	Mn	6,00	6,00	6,00				

BATIMENT								
HAUTEUR (etage)	Mn	3	3	3				
HAUTEUR (etage)	Max	9	9	9				
HAUTEUR (m)	Max	35,00	35,00	35,00				
SUPERFICIE IMPLANTATION (m²)	Mn	150,00	150,00	150,00				
LARGEUR (m)	Mn	11,50	11,50	11,50				

RAPPORTS								
LOGEMENT / BATIMENT	Mn	50	50	50				
LOGEMENT / BATIMENT	Max	250	250	250				
C.O.S.	Mn	0,30	0,30	0,30				
C.O.S.	Max	4,50	4,50	4,50				
BATIMENT / TERRAIN	Mn	0,30	0,30	0,30				
BATIMENT / TERRAIN	Max	0,85	0,85	0,85				

DISPOSITIONS SPECIALES	7.85	7.86	7.86					
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NOTES	
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REGLEMENT	Règl.P2088-LA8-187 (avis de motion 00-00-00) Règl.LA8-0014-xx
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Ville de Montreal - Arrondissement LaSalle  
Grille des usages et normes  
Cedule "B"

Affectation principale :	H
Numero de zone :	08-49

HABITATION									
UNIFAMILIALE	H1								
BI ET TRI FAMILIALE	H2	✓	✓						
QUADRUPLEX	H3								
MULTIFAMILIALE	H4			✓					

COMMERCE									
DETAIL ET SERVICE	C1								
MIXTE	C2								
ARTERIEL LEGER	C3								
ARTERIEL LOURD	C4								
SERVICES PETROLIERS	C5								

INDUSTRIE									
LEGERE	I1								
LOURDE	I2								
PRESTIGE	I3								

COMMUNAUTAIRE									
INSTITUTIONNEL ET ADM.	P1								
RECREATION EXTENSIVE	P2								
RECREATION INTENSIVE	P3								
CONSERVATION	P4								

SERVICES PUBLICS									
UTILITE LEGERE	U1								
UTILITE LOURDE	U2								

USAGE SPECIFIQUEMENT PERMIS									
USAGE SPECIFIQUEMENT EXCLUS									

**NORMES PRESCRITES**

STRUCTURE									
ISOLE				✓					
JUMEELE		✓							
CONTIGUE			✓						

TERRAIN									
SUPERFICIE (m²)	Min	190,00	190,00	320,00					
PROFONDEUR (m)	Min	12,00	12,00	30,00					
FRONTAGE (m)	Min	6,00	6,00	30,00					

MARGES									
AVANT (m)	Min	4,00	4,00	4,00					
LATERALE (m)	Min	0	0	4,00					
LATERALE TOTALE (m)	Min	4,00	4,00	8,00					
ARRIERE (m)	Min	6,00	6,00	6,00					

BATIMENT									
HAUTEUR (etage)	Min	3	3	3					
HAUTEUR (etage)	Max	4	4	4					
HAUTEUR (m)	Max	18,00	18,00	18,00					
SUPERFICIE IMPLANTATION (m²)	Min	58,00	58,00	200,00					
LARGEUR (m)	Min	6,00	6,00	10,00					

RAPPORTS									
LOGEMENT / BATIMENT	Min	2	2	6					
LOGEMENT / BATIMENT	Max	3	3	50					
C.O.S.	Min	0,30	0,30	0,30					
C.O.S.	Max	2,00	2,00	3,50					
BATIMENT / TERRAIN	Min	0,30	0,30	0,30					
BATIMENT / TERRAIN	Max	0,75	0,75	0,75					

DISPOSITIONS SPECIALES		7.86	7.86	7.86					
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NOTES									
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REGLEMENT		Règl.P2098-LAS-167 (avis de motion 00-00-00) Règl.LAS-0014-xx							
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Ville de Montreal - Arrondissement LaSalle  
 Grille des usages et normes  
 Cedule "B"

Affectation principale :	P
Numero de zone :	08-06

HABITATION									
UNIFAMILIALE	H1								
BI ET TRI FAMILIALE	H2								
QUADRUPLIX	H3								
MULTIFAMILIALE	H4								

COMMERCE									
DETAIL ET SERVICE	C1								
MIXTE	C2								
ARTERIEL LEGER	C3								
ARTERIEL LOURD	C4								
SERVICES PETROLIERS	C5								

INDUSTRIE									
LEGERE	I1								
LOURDE	I2								
PRESTIGE	I3								

COMMUNAUTAIRE									
INSTITUTIONNEL ET ADM.	P1								
RECREATION EXTENSIVE	P2	✓							
RECREATION INTENSIVE	P3								
CONSERVATION	P4								

SERVICES PUBLICS									
UTILITE LEGERE	U1								
UTILITE LOURDE	U2								

USAGE SPECIFIQUEMENT PERMIS									
USAGE SPECIFIQUEMENT EXCLUS									

NORMES PRESCRITES

STRUCTURE									
ISOLE		✓							
JUMEELE									
CONTIGUE									

TERRAIN									
SUPERFICIE (m²)	Min	0,00							
PROFONDEUR (m)	Min	0,00							
FRONTAGE (m)	Min	0,00							

MARGES									
AVANT (m)	Min	0,00							
LATERALE (m)	Min	0,00							
LATERALE TOTALE (m)	Min	0,00							
ARRIERE (m)	Min	0,00							

BATIMENT									
HAUTEUR (etage)	Min	0,00							
HAUTEUR (etage)	Max	0,00							
HAUTEUR (m)	Max	0,00							
SUPERFICIE IMPLANTATION (m²)	Min	0,00							
LARGEUR (m)	Min	0,00							

RAPPORTS									
LOGEMENT / BATIMENT	Min	0,00							
LOGEMENT / BATIMENT	Max	0,00							
C.O.S.	Min	0,00							
C.O.S.	Max	0,00							
BATIMENT / TERRAIN	Min	0,00							
BATIMENT / TERRAIN	Max	0,00							

DISPOSITIONS SPECIALES									
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NOTES	
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REGLEMENT	Règl.P2098-LAS-167 (avis de motion 00-00-00)
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### Direction MONTRÉAL (Lucien-L'Allier) – Embarquement sur le quai 1

*our 2015 '6*

Zones / Gares	80	70	82	84	86	72	88	74	90
Bicyclettes	✕	✕	✕	✕	✕	✕	🚲 <sup>1</sup>	🚲 <sup>1</sup>	🚲 <sup>1</sup>
5 Candiac	06:00	06:35	07:00	07:35	08:00	08:25	08:50	10:30	13:20
5 Delson	06:05	06:40	07:05	07:40	08:05	08:30	08:55	10:35	13:25
5 Saint-Constant	06:08	06:43	07:08	07:43	08:08	08:33	08:58	10:38	13:28
5 Sainte-Catherine	06:12	06:47	07:12	07:47	08:12	08:37	09:02	10:42	13:32
1 LaSalle	06:21	06:56	07:21	07:56	08:21	08:46	09:11	10:51	13:41
1 Montréal-Ouest	06:28	07:03	07:28	08:05	08:28	08:53	09:18	10:58	13:48
1 Vendôme	06:33	07:08	07:33	08:10	08:33	08:58	09:23	11:03	13:53
1 Lucien-L'Allier	06:40	07:15	07:40	08:17	08:40	09:05	09:30	11:10	14:00

### Direction CANDIAC – Embarquement sur le quai 2

Embarquement sur le quai opposé pour les départs en **gris**

Zones / Gares	73	85	87	75	89	91	93	77	95
Bicyclettes	🚲 <sup>1</sup>	🚲 <sup>1</sup>	✕	✕	✕	✕	✕	✕	🚲 <sup>1</sup>
1 Lucien-L'Allier	09:35	12:20	15:40	15:55	16:15	16:45	17:15	17:55	18:20
1 Vendôme	09:41	12:26	15:46	16:01	16:21	16:51	17:21	18:01	18:26
1 Montréal-Ouest	09:46	12:31	15:51	16:06	16:26	16:56	17:26	18:06	18:31
1 LaSalle	09:52	12:37	15:57	16:12	16:32	17:02	17:32	18:12	18:37
5 Sainte-Catherine	10:00	12:45	16:05	16:20	16:40	17:10	17:40	18:20	18:45
5 Saint-Constant	10:04	12:49	16:09	16:24	16:44	17:14	17:44	18:24	18:49
5 Delson	10:08	12:53	16:13	16:28	16:48	17:18	17:48	18:28	18:53
5 Candiac	10:15	13:00	16:20	16:35	16:55	17:25	17:55	18:35	19:00

### AUCUN SERVICE OFFERT LES JOURS FÉRIÉS

Jour de l'An, lendemain du jour de l'An, Vendredi saint, Journée nationale des patriotes, fête nationale du Québec, fête du Canada, fête du Travail, Action de grâces, jour de Noël et lendemain de Noël.

<sup>1</sup> Bicyclettes autorisées, sauf à la gare Candiac  
Maximum de 12 bicyclettes par train

7



# THE MACDONALD-LAURIER INSTITUTE



## COMMENTARY/COMMENTAIRE

# Mobility and Prosperity in the City of the Future

By Wendell Cox

*Any discussion of mobility and prosperity in the city should begin with the fundamentals: Understanding what the city is and declaring its purpose.*

## What is the City?

BELIEVE IT OR NOT, "CITY" IS AN AMBIGUOUS WORD. A city may be a municipality, such as the ville de Laval or the city of Abbotsford. It can be an urban area, an area of continuous urbanization, such as the Calgary population center (Statistics Canada's new term for an urban area). It can be the metropolitan area, which includes the population centre and the labor market surrounding it, much of it rural territory. Finally, the city can be a region or a prefecture, principally in China or Vietnam. Whenever there is a mention of cities in China, be aware that they are nothing like what would be perceived as a city in Canada. They are far larger. The "city" of Chongqing, for example, covers more land area than New Brunswick (and has a smaller share of its population in rural areas).

For this discussion, the city is the urban form, of which there are two.

There is the physical form (or the urban footprint), which is defined by the lights one might see in an area from an airplane or satellite flying high overhead. This organism is not defined by political boundaries, not even provincial boundaries. It is the physical expansion of urbanization within a labor market (metropolitan area). A good example of this is Ottawa - Gatineau, which stretches across the river from Ontario into Québec and like many other major urban areas of the world, is in more than one province or state (though urban areas and metropolitan areas can cross international boundaries only if there is free movement of labor, such as between the continental nations of the European Union or by special treaties, such as in the Geneva area, between France and Switzerland).

There is also the functional form of the city, or the metropolitan area. This is the economic manifestation of the city, which includes the physical expanse of urbanization as well as areas beyond from which the population centre attracts workers.

There are those who would like to believe that the city is for example, the city of Vancouver, not the Vancouver urban area or the Vancouver metropolitan area; or that the city is the ville de Montréal when in fact it stretches many kilometers to the north, south, east, and a few to the west. This is a typical view of many urban planners,

who disparage the lower density suburbs as a lower form of urbanism. In fact, however, the majority of people in most first world urban areas now live in suburbs and the suburbs are just as much a part of the city as the Burrard Peninsula, Yonge and Bloor, or McGill University.

Anyone interested in more information on urban areas can consult our Demographia World Urban Areas<sup>1</sup>, which is the only regularly produced compendium of population, land area, and density data for the approximately 850 world urban areas with more than 500,000 population.

## Cities Through History

MASSIVE URBANIZATION IS NEW TO THE WORLD. As late as 1800 less than 5 percent of the world lived in urban areas. The other 95 percent lived in the countryside, or what called rural areas (any area that is not urban is rural). In the intervening 200 years, billions of people have moved to cities and their share of the world's population now exceeds 50 percent. The number is substantially higher in the high-income world, where urbanization tends to be approximately 80 percent or more of the population, such as in Canada. City growth is continuing. By 2050, urban areas are likely to comprise nearly 70 percent of the world's population.

Large cities are relatively new phenomenon. There are varying reports of cities reaching 1 million population or more in ancient times. Some reports suggest that Rome reached that level. Constantinople and Baghdad are reported to have reached 1 million and in China, Beijing, Keifang, and Xi'an, terminus of the Silk Road, all reached 1 million population. Perhaps the largest pre-modern city was the Southern Song capital of Hangzhou, in China, which, when Marco Polo was posted there by Kublai Khan, boasted a population of more than 1.1 million people. There were others as well. All of these million plus cities of the past have this in common: They lost much or virtually all population before they became, at least in some cases, the large cities that they are today.

In 1800, there was one city with more than 1 million population in the world: Beijing, which fell below that population for most of the 19th century. During the 1820s, London became the first city of more than 1 million to hold its population, at least to the present. By 1900, the world's largest city, London, had 7 million people. New York was the largest in 1950, at 12 million and Tokyo is the largest today at more than 35 million.

## The Purpose of Cities

WHAT IS THE PURPOSE OF CITIES? I have heard urban planners claim that the purpose of cities is for people to gather together, or for them to be better citizens. Any such notion betrays a fundamental misunderstanding of the reason cities arose and why they grew.

Large cities have a single reason for existence: Economics. Cities were established, grew and were sustained because people moved there to obtain a better life. Modern affluence is strongly associated with the city, which was where the economic and technical advances of the 18th century occurred, with the Industrial Revolution and political systems that permitted people to seek their own advantage with less constraint.

As former principal planner Alain Bertaud of the World Bank put it, "large labor markets are the only *raison d'être* of large cities." The fundamental conditions that propelled the growth of cities are of recent vintage. Without improved urban transport, the modern large city and its attendant affluence could not have occurred. Transportation fuels were crucial in this, as the limits of animal power had constrained the growth of cities for millennia before 1800.

The late Angus Maddison of the OECD compiled gross domestic product data for most of the world's nations from AD 1500. On an inflation-adjusted basis, the richest nation between AD 1500 and 1800 never reached a GDP per capita of more than approximately \$3500.

Things were to change markedly in the 1800s, with income shooting up from the second decade. By 1900, the richest country in the world had a gross domestic product per capita of approximately \$7000, double the peak in the previous three centuries. These gains had much to do with urban transport advances, as such horse cars, cable cars, and electrified streetcars. These made it possible for people to access job opportunities throughout a much larger geographical area than had been possible in the previous centuries, when walking was the exclusive means of transport for virtually all but the very rich.

The advances of the 1800s were but a minor bump compared to the affluence that occurred in the 1900s. The motor car expanded mobility to a much greater degree and put even larger areas within reach of people not only for employment, but also for seeking the lowest commercial prices and adding materially to the ability to efficiently use leisure time. By the end of the century, in 2000, the highest GDP per capita in the world was over \$40,000 (2000\$). It would have been inconceivable for this to happen without cars and trucks. At the same time, this greater affluence permitted people to live how they preferred, with more room, often in detached suburban housing.

Of course, transport advances are necessarily related to energy. It is fair to suggest that modern urbanization is the result of energy advances. At the same time, however, there are powerful interests that understand neither the importance of continuing to improve affluence nor the necessary relationship of sustained affluence to urban mobility.

## **Destructive Metropolitan Transport and Land Use Policies**

THE AUTOMOBILE ORIENTED, SUBURBAN LIFESTYLE THAT IS THE NORM ACROSS THE NATION IS AN OFFENSE TO MUCH OF THE URBAN PLANNING PROFESSION, which has been successful in convincing policy makers in a number of metropolitan areas to implement destructive policies.

This is not just a Canadian phenomenon. Around the world, there are attempts to reshape urban areas in ways that are likely to reduce economic growth,<sup>2</sup> constrain the growth of discretionary incomes, and result in poverty levels that are higher than they need be. The philosophy goes by a number of names, including compact city policy, smart growth, livability, growth management, and others. The philosophy may be best labeled as "radical densification," because it is intended to materially increase urban densities not just within urban growth boundaries, but at favored places that have been anointed in the plans.

Among the two most basic underlying philosophies are an interest in reducing travel by automobile and an intent to force people into more dense living conditions, at least in part by not allowing further expansion of the urban area. The planners have been successful in characterizing "urban sprawl" as a cardinal sin, making it almost impossible to objectively discuss the natural growth patterns of cities.

The desire for draconian interventions into the lives of people and cities is not new among urban theorists. For more than one half-century, much of this has been the principal planning philosophy of the United Kingdom, while the philosophy was exported in the 1960s and 1970s to places like Vancouver and Portland, Oregon. In the 1970s, planners indicated that it would be necessary for people to live in high densities and to abandon their cars and use transit to solve what was a very serious air pollution problem. In fact, technology solved the problem far better than could have been anticipated and both suburbanization and the use of cars continued to increase, while air pollution literally "dropped like a rock."

But now, planners have the ultimate justification to herd people into the cores of cities and force them out of their cars. The concern about climate change and the policy imperatives to reduce greenhouse gas emissions are

being used as the rationale for radical urban planning policies from Sydney to California to Toronto and Vancouver.

Radical densification has gone well beyond the urban growth boundary. This is illustrated, for example, by a proposal to build a 26 story multiunit residential building in low-density Newmarket, a northern suburb of Toronto. In Toronto,<sup>3</sup> Vancouver, and Montréal,<sup>4</sup> at a minimum, regional plans call for not only forcing all development within urban growth boundaries, but also centralizing it near transit stations. This means, that new development in much of the area inside the urban growth boundary will be just about as impossible as outside the urban growth. This more intensive picking of winners, once limited to areas outside the urban form, would now become routine within the urban form. It is likely to become virtually impossible to build the attached or semi-attached housing that most Canadians prefer.

Behind in this attempt to concentrate new housing near transit stops throughout the urban area is an illusion that by forcing people into higher densities, they will use cars less. There is little hope of this. A recent Statistics Canada report indicates that once the distance from downtown exceeds 10 kilometres, the travel behavior of residents is virtually the same, whether they live in low-density housing or high-rise housing.

Obviously, this can lead to malicious incentives. As land owners compete for the scarce right to develop their parcels, there can be incentives to inappropriately influence decisions on which land can and cannot be developed. In some areas, such as US municipalities with a tradition of political corruption, public officials are not always above having their decisions being influenced by the politics of money.

Further, planners seek to stop building roadway capacity, and indeed, would prefer to take some away, as the ill conceived and continuing campaign to dismantle the Gardiner Expressway in Toronto illustrates.

The problem is that no metropolitan area can afford to provide a transit system that can compete with the automobile, except to downtown. We have completed research that shows that a truly automobile competitive transit system would require such an intensity of infrastructure and service that its annual operating and debt service expenditures could exceed the gross domestic product of any urban area that tried to implement such a system.<sup>5</sup>

## Prosperity in the City of the Future

MOBILITY AND ACCESS ARE CRUCIAL TO THE PROSPERITY OF CITIES. The planners would have us believe that transit is an alternative for travel throughout the urban area. However, as the gridlocked traffic along the Don Valley Parkway in Toronto indicates, with high capacity GO Transit trains crossing above, transit does not go everywhere that people need to go. More importantly, where it does go, it usually takes much longer than by car. For the most part, it is not possible to make the vast majority of work trips or other trips to areas outside of downtown in an amount of time that is competitive with the automobile.

The old cliché about time and money is true in urban areas. Research indicates that the larger the area people can access in a particular period of time, such as 30 minutes, the greater the labor market efficiency, its job creation, and economic growth. Further, there are studies that indicate that low-income households who do not have access to cars have particularly higher unemployment rates than those who do, because most of the jobs in the modern urban area could not be reached by transit, walking, or bicycles.

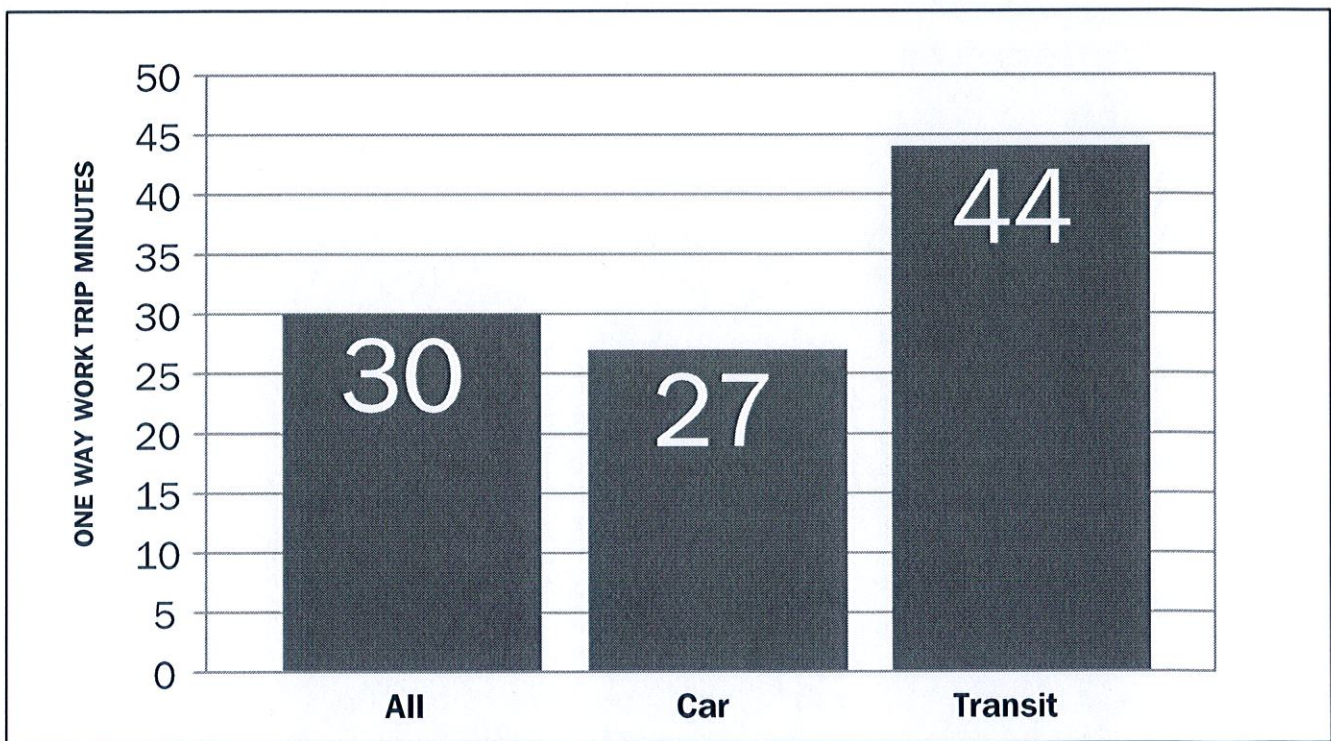
Various organizations, such as the Toronto Board of Trade, the Canadian Urban Transit Association (CUTA), and the Federation of Canadian Mayors (FCM) have noted that the competitiveness of metropolitan areas is being substantially diminished by the comparatively long work trip travel times in the major metropolitan areas. The latest data indicates that, generally, Canadian metropolitan areas have longer travel times than those of similarly

sized metropolitan areas elsewhere in the high-income world. The comparison is particularly stark with respect to the United States.

Perhaps not surprisingly, organizations such as CUTA and FCN think that the answer is more transit<sup>6</sup> and in their publications imply that the comparatively long work trip travel times that make Canadian metropolitan areas more congested and less competitive can be shortened by adding more times and services.

Nothing could be further from the truth. In fact, among the six major metropolitan areas (those over 1,000,000 population: Toronto, Montreal, Vancouver, Ottawa-Gatineau, Calgary, and Edmonton), transit work trips are more than 50 percent longer than automobile trips (Figure 1). Forcing more people onto transit will not reduce work trip travel times, it will lengthen them and it will not make Canadian metropolitan areas more competitive.

**Figure 1. Transit times in six major metropolitan areas**



The same dynamic is at work in Western European metropolitan areas that have a reputation for superior transit systems. For example, few would argue with the proposition that Paris has the best transit system in the Western world. Yet people who live near suburban stations of the Paris RER regional rail system (a far larger, more comprehensive, and well patronized system than what operates in Toronto, Montréal, or Vancouver) can reach only 40 percent of metropolitan area jobs within one hour by transit. The same people can reach 80 percent of the jobs in the metropolitan area by car in one hour.

A Brookings Institution study in the United States found that, on average, only 6 percent of the jobs in metropolitan areas with more than 2 million population are accessible by transit to the average resident in 45 minutes (one way).<sup>7</sup> No similar data is available for Canada. Of course, US transit systems are less comprehensive than those in Canada. But, given the hundreds of billions of dollars that have been spent to operate an expanded transit in recent decades, it might be thought that it would be more readily available than that. By comparison, the average work trip travel time in the United States is considerably shorter, at 25 minutes.

And things are getting more challenging for Canada's metropolitan areas. Between 2001 and 2006, Statistics Canada data indicates that 94 percent of the Toronto metropolitan area's job creation occurred outside the central municipality, 70 percent occurred outside the ville de Montréal, and more than 75 percent were created outside the city of Vancouver.

The attempt to increase densities in metropolitan areas has another consequence often denied by planners. Yet the data is clear. Around the world, as population densities increase, traffic congestion also increases. Thus, in Hong Kong, where more than 80 percent of travel is on transit and where the urban population density is the highest in the first world (nearly 10 times that of Toronto), traffic congestion is worse than in Los Angeles. Yet, in Los Angeles barely 2 percent of travel is on transit and the population density is one-10th that of Hong Kong.

Transit is about downtown. That is the destination for the most frequent and rapid services, and is also the destination for transit riders who also have a car. Today's metropolitan areas are no longer dominated by downtowns. In all of the six major metropolitan areas (over 1,000,000 population) of Canada, transit provides good access to downtown. However, downtown is not so important as a travel destination as the skyscrapers would lead you to believe. Overall, approximately 14 percent of the employment is downtown, and 86 percent is located elsewhere. Downtown is the only place where there is a large concentration of employment, which is a prerequisite to efficient transit services.

The lack of dominance by downtown areas could not be better illustrated than in Toronto, which has the largest downtown area in all of Canada. Yet, downtown Toronto is not the largest employment center in the metropolitan area. That honour goes to the Pearson airport employment center, which stretches over 120 square kilometers and contains more than 350,000 jobs. By contrast, downtown Toronto has approximately 325,000 employees who are crowded together in 6 square kilometers, all within walking distance of transit. In fact, more than 95 percent of trips on the GO Transit commuter rail system start or end at Union Station. In Montréal, there is also a very large and spread out employment center in and around Dorval airport.

The bottom line on mobility is that transit is incapable of replicating the metropolitan area access of the automobile. Any attempt to intensify densities will lead to greater traffic congestion, and slower travel with likely less economic growth. And as always happens when the economic growth lags, low-income households pay the greatest price.

## **Discretionary Income in the City of the Future**

PEOPLE HAVE BEEN MOVING TO LOWER DENSITY FOR DECADES. Since the 1960s, the overwhelming majority of population growth in the major metropolitan areas of Australia the United States, Western Europe, Japan and Canada has been in suburban areas. Between 2006 and 2011 census data indicated the same continuing trend.<sup>8</sup> Approximately 90 percent of the growth in the Toronto metropolitan area was outside the former city of Toronto, 95 percent of Montréal's growth was outside the 1951 boundaries of the ville de Montréal, and 87 percent of Vancouver's growth was outside the city of Vancouver.

Of course this continuing growth means that urban areas continue to expand physically, if permitted to by public policy. As was indicated above, a principal strategy of urban planning policy is the urban growth boundary, drawing a line around the urban area and not permitting development to occur on the outside. Vancouver has one of the strictest urban growth boundaries in the world, with Toronto following closely, and even land wealthy Calgary has an urban growth boundary.

The fundamental problem with urban growth boundaries (and with designating only some areas within them for development) is that they ration land. This, of course, raises land prices and housing prices. Urban planners

routinely deny this association. To believe this, it is necessary to assume that OPEC decisions on production have nothing to do with the price of oil. Basic economics says otherwise.

As former governor of the Reserve Bank of New Zealand Donald Brash indicates, "the affordability of housing is overwhelmingly a function of just one thing, the extent to which governments placed artificial restrictions on the supply of residential land."<sup>9</sup>

Hugh Pavletich of Christchurch, New Zealand and I have been producing the Demographia International Housing Affordability Survey<sup>10</sup> for eight years. Each year we rate housing affordability based upon the median multiple, which is calculated by dividing the median house price by the median household income. Our latest issue covers metropolitan markets in Canada, the United States, the United Kingdom, Australia, Ireland, and New Zealand, as well as Hong Kong.

For most of the post-world war period, the median multiple has been 3.0 or below. However, over the past two decades, house prices have nearly doubled (or more) relative to household incomes in the United Kingdom, Australia and New Zealand (and Vancouver<sup>11</sup>).

Considerable concern has been expressed about rising house prices in Canada. There are good reasons for this, since Vancouver has emerged as the most unaffordable major market outside of Hong Kong in our annual survey. House prices in Vancouver are more than three times the level that would be expected based upon incomes.

But other metropolitan areas are also experiencing large increases in house prices. In particular, Toronto and Montréal have house prices that are at least 60 percent higher than the 3.0 median multiple standard, while Calgary reached nearly as high in 2008. The Bank of Canada has expressed reservations about rising house prices. However, the Bank of Canada, renowned for its adult conduct compared to the US Federal Reserve Board, has no power to control the rising house prices in places like Toronto, Montréal, Calgary, Vancouver, and other metropolitan areas implementing the strategies of land rationing. The Bank's focus on monetary supply misses the crucial role of land supply.

Toronto now forces all development to be inside a green belt, despite the fact that there is plenty of land available for development inside the Niagara escarpment, which could provide a competitive safety valve on the land price increases that are making it increasingly difficult for households to make ends meet. In Montréal, the now obsolete agricultural limit is interfering with the ability of the urban area to expand and pushing prices higher. In Vancouver, a combination of factors has driven prices even higher. The strength of the urban growth boundary has, of course, driven house prices up. However, the strong demand in the 1990s from Hong Kong and the current strong demand from mainland Chinese are exacerbated an already overheated housing market. In fact, with the limits it has placed on development, Vancouver might as well hang a sign from the Lyons Gate Bridge saying "Welcome Speculators."

Research by the New York Federal Reserve Bank found that speculative activity was particularly intense in the highly destructive California housing bubble as a source of house price increases. California's underlying housing demand was less than in areas of the nation where prices barely increased at all, but which did not have the overly restrictive land-use policies that are now creating difficulties in Vancouver, Toronto, Montréal and elsewhere.

Strong land-use policies have been identified with hampering economic growth in studies in the Amsterdam-Rotterdam-The Hague (Randstad) conurbation of the Netherlands, and in the United Kingdom. Raven Saks, an economist with the Federal Reserve Board, documented a similar outcome in the United States.

Thus, in addition to increasing traffic congestion and hampering economic growth, radical densification policies raise the price of housing and reduce the discretionary income of residents.



# Sustainability in the City of the Future

THE UNFORTUNATE THING ABOUT THESE POLICIES IS THAT THEY ARE NOT NECESSARY TO SUFFICIENTLY REDUCE GREENHOUSE GAS (GHG) EMISSIONS. It is not necessary to force people out of cars. Nor is it necessary to force them into densified urban cores. Even in Europe, with its strong commitment to GHG emission reductions, the European Conference of Ministers of Transport has noted that policies seeking to move people from cars to transit are much less effective than policies to improve the fuel efficiency of cars.

A report by the McKinsey Company and the Conference Board in the United States, cosponsored by the National Resources Defense Council and the Environmental Defense Fund, found that sufficient opportunities were available to cost-effectively reduce GHG emissions without downsizing cars, driving less, or forcing people into denser housing. In fact, it is clear that technological advances in automobiles have the potential to reduce GHG emissions from automobiles many times more than any potential that the promoters of radical densification claim is possible.

A report by the US National Academy of Sciences found that smart growth policies would have only marginal impacts on GHG emissions over the next 40 years. A report by Transport Canada showed that as traffic speeds slow down and become more congested, fuel efficiency is seriously retarded. The net effect can be to cancel out part or all of the greenhouse gas emission reduction as a result from less driving.

There are also health consequences to radical densification. As traffic congestion increases, traffic slows down and there is more stop and go traffic. Air pollution along congested corridors intensifies with negative health impacts on those living nearby. US data indicates that air pollution levels are strongly correlated with higher densities.

## Radical Densification: Hopeless Outcomes

RADICAL DENSIFICATION POLICIES CAN BE CHARACTERIZED AS HOPELESS. This is illustrated by regional planning in San Diego. There, officials have adopted a plan through 2050. The plan uses more than one half of all of the transportation money on transit. Yet little gain would be achieved for this huge expenditure. Today, under 2 percent of all travel in the San Diego metropolitan area is on transit, while the planning authorities project that transit share will remain under 4 percent in 2050. Thus, transit will receive 10 times or more its proportionate share of funding based upon its usage. At the same time, San Diego and other California metropolitan areas are taking steps to force most new houses to be built at 20 to 40 to the acre (see commentary in *The Wall Street Journal*, "California Declares War on the Suburbs"<sup>12</sup>).

### Comparing Urban Outcomes in Toronto and Dallas-Fort Worth

The conventional assumptions on urban planning favor higher urban densities, greater use of transit, and geographic constraints on development. The outcomes of these policies can be illustrated by comparing the Toronto urban area and the Dallas-Fort Worth urban area. The 2011 population of Toronto was 0.2 percent more than the population of Dallas-Fort Worth. Toronto was much more compact, with a developed land area 62 percent less than that of Dallas-Fort Worth. The result was that Toronto's density was 164 percent above that of Dallas-Fort Worth. Further, only 2 percent of travel to work in Dallas-Fort Worth was by transit, compared to 21 percent, in Toronto – more than 10 times as much.

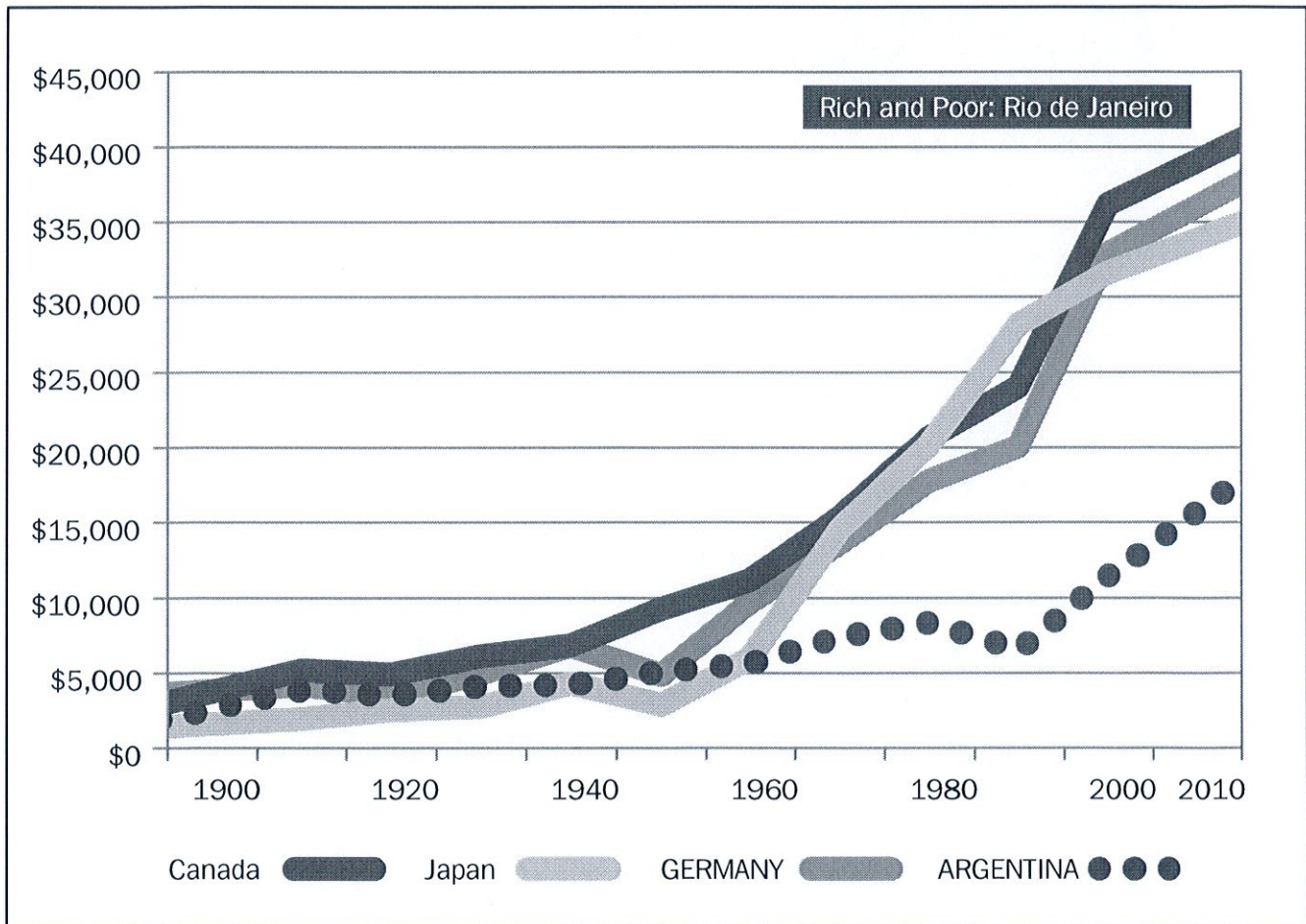
With all of these positive attributes, at least according to radical densification theory, it would be expected that commuters would get to work up more quickly in Toronto. Yet, the opposite is true. The average one-way work for travel time in Toronto was 33 minutes in 2010, while it was only 26 minutes in Dallas-Fort Worth. This illustrates the value of dispersed job locations, adequate freeway and arterial systems, and low-density living for keeping a metropolitan area fluid and mobile.

Further, Toronto has an urban growth boundary, while Dallas-Fort Worth does not. The median house price in Toronto is 5.5 times the median household income, or nearly double that of the 3.0 standard. Housing costs are significantly less in Dallas-Fort Worth, where the median house price is 2.9 times the median household income.

## The Importance of Economic Growth

ECONOMIC GROWTH IS IMPERATIVE FOR BOTH PROSPERITY AND SUSTAINABILITY. There may be a tendency to presume that the continuing economic prosperity of Canadian urban areas is inevitable. However, there are a number of examples indicating that poor public policy can lead to economic stagnation. During the 1930s, Argentina was one of the world's most affluent nations. However, within just a few decades after the coming of Peronism, Argentina had become a third world nation, where it remains today (Figure 2). One can readily observe shantytowns in Argentina. Parts of the European Union could be headed in the same direction, where economic growth could well become a thing of the past in Greece, Spain, Portugal, and Italy. Things are not so positive in the United States, where a long list of unfunded liabilities (such as government employee pensions) are beyond the ability of the electorate to pay and beyond the ability of the political system to cope.

**Figure 2. Gross domestic product/capita (PPP): 2010\$**



Further, people have choices. In the United States, for example, there was a migration of more than 3 million people from the metropolitan areas with more restrictive land-use regulation during the 2000 to 2010 decade to less expensive areas. Housing affordability is the most important element in cost of living differences between

metropolitan areas. Metropolitan areas that pursue policies to avoid the destructive policies of radical densification are likely to be rewarded with lower house prices, less traffic congestion, more healthful air, and more residents seeking refuge from metropolitan areas where the conventional wisdom hampers economic growth.

Indeed, this is the key to achieving the purpose of cities. A well-governed metropolitan area will have policies that seek to minimize the cost of living, maximize discretionary incomes, minimize traffic congestion, and thereby improve economic growth. In so doing, a metropolitan area best serves its citizens. Cities that do not perform their purpose will do less well in the future than those that do.

The Golden Horseshoe, from Niagara to Hamilton, Kitchener, Barrie, Toronto, and Oshawa accounts for nearly 25 percent of the nation's population. This is a comparatively large share of the population. Only Japan among G8 nations has a larger share of its population living in a single urban extent. By comparison, the largest urban area in the United States, New York, contains only 7 percent of the population. This is important because radical densification policy can retard economic growth. This means that the land-use and transportation policies of the Golden Horseshoe are far more important to the Canada economy than the policies of New York are to the United States economy or the policies of the Rhine-Ruhr are to Germany.

Happily, it is not all a sad story, as Florida has recently repealed its radical land-use planning laws.<sup>13</sup> More jurisdictions need to follow. There is an important need for education and advocacy with respect to land use and transportation. There is also a need for greater understanding of the critical role of transportation fuels, which so efficiently move the city and without which the city of today could not have produced the unparalleled affluence that we enjoy.

## ABOUT THE AUTHOR

Wendell Cox is the principal of Wendell Cox Consultancy (Demographia), an international public policy firm that specializes in urban policy, transport, and demographics. He has provided consulting assistance to the United States Department of Transportation and was certified by the Urban Mass Transportation Administration as an "expert" for the duration of its Public-Private Transportation Network program (1986-1993). He has consulted for public authorities in the United States, Canada, Australia, and New Zealand and for public policy organizations and lectured widely. He serves as visiting professor at the Conservatoire National des Arts et Metiers (a national university) in Paris, where he lectures on transport and demographics.

## Endnotes

- 1 Available at <http://www.demographia.com/db-worldua.pdf>.
- 2 See <http://www.newgeography.com/content/002324-the-costs-smart-growth-revisited-a-40-year-perspective>.
- 3 For more information, see <http://www.demographia.com/db-ryerson201110.pdf>.
- 4 For more information, see <http://www.montrealgazette.com/business/Land+plan+will+make+Montreal+expensive+congested/6338370/story.html>.
- 5 See: <http://www.publicpurpose.com/ut-wctrs2007.pdf>
- 6 See <http://www.torontosun.com/2011/06/14/money-for-public-transit-wont-help-traffic-congestion>.
- 7 For more information, see <http://www.newgeography.com/content/002251-transit-the-4-percent-solution>.
- 8 Available at <http://www.newgeography.com/content/002672-special-report-census-2011-urban-dispersion-canada>.
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- 11 For more information, see <http://www.newgeography.com/content/001415-unlivable-vancouver>.
- 12 Available at [http://online.wsj.com/article/SB10001424052702303302504577323353434618474.html?mod=rss\\_com\\_mostcommentart](http://online.wsj.com/article/SB10001424052702303302504577323353434618474.html?mod=rss_com_mostcommentart).
- 13 See <http://www.newgeography.com/content/002471-florida-repeals-smart-growth-law>.



# Condo conundrum

## HIGH-RISES are going where they shouldn't, affecting life and soul of city



HENRY AUBIN

High-rise condo projects are popping up not just in downtown Montreal but in areas where tall buildings until now have been unknown.

In Côte des Neige's Namur-Jean Talon sector, for example, 12-storey buildings are sprouting near the SPCA. LaSalle is getting a 15-storey tower close to Carrefour Angrignon. A 16-storey project is in the works in Ahuntsic. And Griffintown is getting towers of up to 19 storeys.

No one questions the wisdom of building residential towers in downtown Montreal that are even bigger than these, seeing how downtown is already Manhattanized. But is the scattering of high-rises across other parts of Montreal Island the best way to go?

Certainly, tall buildings make sense for developers: The more housing units you can stack on top of a given piece of land, the more the profit.

Certainly, too, the spreading of high-rises across the island or off of it (Boisbriand on the North Shore is getting a 16-storey condo tower) conforms to the metropolitan region's new development strategy. The Quebec government this week approved this plan, which the Communauté métropolitaine de Montréal had composed.

If that 184-page strategy can be summed up in a single word, it would be "densify." That means each municipality should concentrate its own development near public-transit routes instead of spreading it thinly. The projects I've mentioned tend to qualify.

But the development strategy fails to explore whether or not high-rises are the best way to densify. Nowhere does it reflect the idea that more human-scale projects might make for more pleasant communities.

Many experts question the growing trend of building high-rises away from the urban core.



VINCENZO D'ALTO THE GAZETTE

In Griffintown, towers will reach up to 19 storeys. UQAM professor David Hanna says the ideal height limit for areas like Griffintown should be eight floors.

■ Myke Hodgins, past president of the Canadian Society of Landscape Architects, says, "The most beautiful, livable neighbourhoods are made up of buildings of up to five storeys." He opposes a zoning change that would allow a 14-storey condo on the Lachine Canal.

■ Steven Cohlmeier, president of Cohlmeier Architects, which has designed residential and office buildings in several countries, observes that the empty spaces around big buildings often produce a "coldness of the street environment." The exception is when big buildings are set back from the street and smaller buildings that have ground-floor stores fill the intervening space. Vancouver's "needle" condo towers employ this method with success, he notes, but there's almost nothing like that here.

He cites Outremont, the Plateau, Point St. Charles and Westmount as "wonderful examples of how to build." Their larger residential buildings, some of them about a century old, tend to have from four to six storeys. Developers today could use those communities as models, he says, but too often they don't.

■ His son, Daniel Cohlmeier, also with the firm, points to Paris, where a traditional height limit of seven floors has made for famous esthetics and a high quality of life. Barcelona is another example. His preferred height: five to seven floors. He notes such buildings

wind than larger structures.

■ Richard Bergeron, the Projet Montréal leader who once taught urban planning, says that if he becomes Montreal's mayor he'd stress construction of residential buildings of from three to eight storeys.

■ David Hanna, the UQAM professor who would be overseeing Montreal's urban planning today if he and Vision Montreal's Louise Harel had won their respective elections for councillor and mayor in 2009, is on the same wavelength. He says "eight (floors) is considered an absolute limit in urban planning where old neighbourhoods with narrow streets (such as Griffintown) are concerned."

■ Peter Trent, the Westmount mayor who recently scaled down a proposed luxury condo building on Greene Ave. to six floors, says: "The myth is that you have to build upwards to have density, but it's not true." Paris, he says, punctures this myth forcefully.

■ Indeed, Daniel Cohlmeier points out that a clustering of several low-rise buildings near metro stations could provide almost as many dwellings as high-rises that are surrounded by empty space, and could occupy little more land.

It is excellent that Montreal region's new strategy will encourage a new era of density. But politicians with power over zoning and design also need to prioritize street life and soul.

**D2014-08-009**

6 février 2015

## **Plaignant**

M. Yves Daoust

## **Mis en cause**

M. Pierre Boulanger, journaliste, M. Serge Labrosse, directeur de l'information, TC Media et l'hebdomadaire *Le Messenger LaSalle*

## **Résumé de la plainte**

M. Yves Daoust dépose une plainte le 4 août 2014 contre le journaliste Pierre Boulanger et l'hebdomadaire *Le Messenger LaSalle* concernant une série d'articles publiés les 4 février, 6 mars, 18 avril, 7 mai et 4 juin 2014, intitulée « Échos du conseil d'arrondissement » et relatant les réunions du conseil d'arrondissement de LaSalle. Le plaignant accuse le journaliste de traitement journalistique incomplet, d'absence d'identification des sources, de signature injustifiée des textes et d'apparence de conflit d'intérêts.

La partie de la plainte en lien avec les articles ayant été déposée après le délai de prescription de six mois n'a pas été traitée par le Conseil de presse.

## **Analyse**

### **Grief 1 : traitement journalistique incomplet**

M. Yves Daoust reproche au journaliste Pierre Boulanger de n'avoir présenté que la version du conseil d'arrondissement de LaSalle dans ses chroniques « Échos du conseil d'arrondissement ». M. Daoust souligne qu'à l'époque, le conseil était composé de 7 élus/es, appartenant tous au parti Union Montréal, ce qui ne laissait donc aucune place à l'expression d'une quelconque forme d'opposition. De plus, comme le journaliste ne couvrait plus les réunions, s'en remettant uniquement aux procès-verbaux des séances du conseil, les interventions citoyennes n'étaient plus rapportées, privant ainsi les citoyens de LaSalle d'informations importantes. Finalement, le plaignant allègue que le journaliste n'aurait tiré son information que de documents transmis par la Ville.

M. Serge Labrosse, directeur de l'information chez TC Media souligne que le journaliste a assuré une couverture journalistique rigoureuse et professionnelle, exempte de partisanerie. Il explique que le journaliste recevait et reçoit encore chaque mois, du greffe de la Ville, l'ordre du jour et les procès-verbaux des assemblées du conseil, et bien que la couverture de la période de questions soit une bonne source d'information pour les médias, elle n'est cependant pas la seule source permettant une couverture de l'information municipale. Il ajoute que les citoyens qui désirent faire part de leur opinion, dans le journal, sont invités à le faire et que si les commentaires sont jugés d'intérêt public et répondent aux normes de qualité requise, ils peuvent être publiés.

Concernant l'invitation que M. Labrosse lance aux citoyens, à savoir de transmettre leurs commentaires au journal, M. Daoust souligne que de nombreuses personnes se sont vues refuser la publication de leur lettre.

Dans son guide, le Conseil précise que : « *Quel que soit l'angle de traitement retenu pour une nouvelle ou un reportage, les médias et les journalistes doivent transmettre une information qui reflète l'ensemble d'une situation et le faire avec honnêteté, exactitude et impartialité.* » (DERP, p. 26)

Après étude des textes soumis à son attention, le Conseil note qu'à l'époque dénoncée par le plaignant, le conseil d'arrondissement de LaSalle n'était constitué que d'élus du même parti, et qu'une forme d'opposition ne s'exprimait que durant la période de questions de l'assemblée. Considérant que le journaliste n'assistait pas à ces réunions publiques, que les articles qu'il rédigeait pour en traiter se basaient uniquement sur des informations fournies par la Ville – soit l'ordre du jour et les procès verbaux préliminaires – et que ceux-ci ne rapportaient pas le contenu des commentaires des citoyens, le Conseil est d'avis que le média a manqué à son obligation de fournir aux citoyens une information complète, puisqu'il a omis de présenter également les points de vue des personnes qui questionnaient les conseillers élus ou qui présentaient des positions opposées. Une telle omission constitue, aux yeux du Conseil, une atteinte au droit légitime d'être informé de ces questions.

Le grief de traitement de l'information incomplet est retenu.

### **Grief 2 : absence d'identification des sources**

Le plaignant reproche au journaliste d'induire le public en erreur, en n'identifiant pas sa véritable source d'information et en omettant de dire qu'il n'était pas présent aux réunions du conseil. Selon lui, il y aurait une entente entre *Le Messager LaSalle* et le conseil d'arrondissement, en vertu de laquelle celui-ci soumettrait, sous forme de « communiqué », un résumé des quelques décisions prises lors du conseil d'arrondissement, mais en faisant abstraction des interventions citoyennes. Le journal publierait ce « communiqué » tel quel dans son édition papier.

Le mis en cause réfute les allégations du plaignant voulant qu'il existe une entente entre *Le Messager LaSalle* et le conseil d'arrondissement voulant qu'il produise un « communiqué » que ce dernier publierait tel quel. M. Labrosse précise que M. Boulanger, alors qu'il participait aux réunions du conseil d'arrondissement, avant mai 2013, recevait et reçoit encore chaque mois, du greffe de la Ville, l'ordre du jour et les procès-verbaux des assemblées du conseil. Il n'a jamais cessé de s'en inspirer, choisissant lui-même les sujets qu'il juge d'intérêt public, et qu'il contacte le service des communications de l'arrondissement lorsqu'il a besoin d'éclaircissements.

Le plaignant soumet que les ordres du jour sont la plupart du temps incomplets, qu'ils ne reflètent pas le déroulement des réunions et que les procès verbaux ne sont officiels qu'après avoir été adoptés au conseil d'arrondissement le mois suivant. Il se dit donc étonné que le journaliste puisse se servir d'un document non adopté.

Le guide de déontologie du Conseil de presse, *Droits et responsabilités de la presse (DERP)*, mentionne : « *Les professionnels de l'information doivent identifier leurs sources d'information afin de permettre au public d'évaluer la crédibilité et l'importance des informations que celles-ci transmettent.* » (DERP, p. 32)

Le Conseil considère que le fait que le journaliste n'était plus présent aux réunions du conseil d'arrondissement, lors de la période visée par la plainte, et qu'il ne tirait son information que des documents provenant de l'arrondissement, ne représente pas une faute déontologique en soi. Bien qu'il eût été préférable que le journaliste participe aux réunions, les principes déontologiques n'imposent pas une seule méthode de cueillette d'information. Cependant, le Conseil rappelle que les médias ont l'obligation de citer leurs sources et que dans le présent cas, si le journaliste n'a consulté que des documents provenant du conseil d'arrondissement, il se devait de l'indiquer pour permettre au public d'évaluer l'information qu'il recevait.

Le grief d'absence d'identification des sources est retenu.

### **Grief 3 : signature injustifiée des textes**

M. Daoust souligne que depuis juin 2013, le journaliste, n'étant pas présent aux réunions du conseil

d'arrondissement, induisait le public en erreur en signant les articles relatifs à ces réunions.

Le mis en cause ajoute que les journalistes sont requis d'assurer et assurent dans les faits une couverture journalistique rigoureuse et professionnelle.

Après étude des textes soumis, le Conseil constate que, pour produire ses textes, le journaliste réalise un traitement journalistique réel bien que minimal : sélection de sujets à partir de l'ordre du jour et du procès-verbal, réécriture de plusieurs extraits et, selon son patron, recherche occasionnelle d'information supplémentaire auprès de la Ville.

Le grief de signature injustifiée des textes est rejeté.

#### **Grief 4 : apparence de conflit d'intérêts**

Le plaignant prétend que le journal se trouverait en situation de conflit d'intérêts, car l'arrondissement achèterait de l'espace publicitaire amenant ainsi le journal à accorder un traitement journalistique favorable au conseil d'arrondissement.

M. Labrosse réfute les allégations du plaignant voulant qu'il puisse exister un lien entre le traitement de l'information que reçoit l'arrondissement et le fait que cet arrondissement achète beaucoup d'espace publicitaire dans le journal local. M. Labrosse assure que l'information diffusée est à l'abri de pressions publicitaires ou politiques.

Dans son guide de déontologie, le Conseil mentionne : « *Les entreprises de presse et les journalistes doivent éviter les conflits d'intérêts. Ils doivent, au surplus, éviter toute situation qui risque de les faire paraître en conflit d'intérêts, ou donner l'impression qu'ils ont partie liée avec des intérêts particuliers ou quelque pouvoir politique, financier ou autre. [...] Tout laxisme à cet égard met en péril la crédibilité des organes de presse et des journalistes, tout autant que l'information qu'ils transmettent au public.* » (DERP, p. 24)

Le Conseil ne considère pas que l'achat d'espace publicitaire par un arrondissement puisse créer un conflit d'intérêts, si la frontière étanche qui doit protéger la rédaction est respectée. Dans le cas présent, le plaignant ne fait pas la démonstration que *Le Messager LaSalle* aurait favorisé ce type de traitement de l'information, à la suite de pression exercée par l'arrondissement.

Le grief de conflit d'intérêts est rejeté sur ce point.

#### **Décision**

Au vu de ce qui précède, le Conseil de presse du Québec retient la plainte de M. Yves Daoust contre le journaliste Pierre Boulanger et *Le Messager LaSalle* pour les griefs de traitement journalistique incomplet et absence d'identification des sources. Cependant, il rejette les griefs de signature injustifiée des textes et apparence de conflit d'intérêts.

Le Conseil de presse du Québec rappelle que : « *Lorsqu'une plainte est retenue, l'entreprise de presse visée par la décision a l'obligation morale de la publier ou de la diffuser. Les entreprises de presse membre s'engagent pour leur part à respecter cette obligation, et à faire parvenir au secrétariat du Conseil une preuve de cette diffusion au maximum 30 jours suivant la date de la décision.* » (Règlement No 2, article 8.2)

La composition du comité des plaintes lors de la prise de décision :

#### **Représentants du public :**

Mme Micheline Bélanger

M. Adélar Guillemette



Mme Jackie Tremblay

**Représentants des journalistes :**

Mme Katerine Belley-Murray

M. Marc-André Sabourin

**Représentant des entreprises de presse :**

M. Raymond Tardif

**Analyse de la décision**

- Co8C Délai de publication
  - C12A Manque d'équilibre
  - C21E Subordonner l'information à des intérêts commerciaux
  - C22C Intérêts financiers
- 

- Plan du site
- Politique de confidentialité
- Politique de modération

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ensure our future mobility,

involve warned. Irwin-Gibson acknowledged the challenges are daunting but said she is ready to think outside the box to keep the Anglican Church relevant, even if the model of a traditional church and full-time priest in every parish is no longer possible.

“How do we do ministry in a meaningful way without the model of some old guy (who) lives in the house next door?” she asked.

“My goal is to encourage the clergy, to build up their sense of

chemical engineer, worked in the oil industry. She switched to English school in fourth grade, when the family moved to Boucherville, but kept up her French while working at part-time jobs like babysitting.

Raised in a religiously observant family, she had a conversion experience at 16 after reading the memoir *The Cross and the Switchblade* by evangelical pastor David Wilkerson.

“I thought I was going to be a social worker but that didn’t feel

rural Quebec, but also enjoys Montreal’s ethnic diversity and vibrant cultural scene.

Her new responsibilities include juggling the needs of urban and rural parishes. “I think the urban ones tend to have larger buildings, so that tends to be a bigger challenge,” she said. “The rural ones tend to have smaller populations so they’re depopulated,” she said.

“There are some really neat, pretty little churches out there in the Townships. The question is, can we find a way to make those thrive

but prefers to focus on the values Anglicans share rather than their differences.

She shies away from taking a stand on same-sex marriage, an issue the Anglican Church of Canada will vote on at its next Synod in 2016.

Irwin-Gibson said she personally doesn’t have a problem with same-sex marriage but “I’m not going to be a militant for it either. I’ve inherited a diocese where we have some partnered gay clergy and where some parishes perform

aren’t ready to do that,” she said. “I don’t think it’s an important issue to fight about. I think the important issues are about sharing the Gospel and helping people to become disciples of Jesus Christ. And I think the other stuff is somewhat along the roadside, sticking sticks in our spokes,” she said.

“The church is having the conversation. As to how I engage personally, it’s not where I’m going to spend my energy.”

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# Highway 20 access from N.D.G. to be reduced for 5 years

## From four lanes to one starting this week — and continuing until 2020

**JASON MAGDER**  
MONTREAL GAZETTE

More traffic headaches lie ahead for residents of Montreal West and Notre-Dame-de-Grâce: a main access route to LaSalle and Highway 20 westbound will be reduced from four lanes to one starting this week until the year 2020.

Starting Thursday, Ste-Anne-Bellevue Blvd., which links St-Jacques St. to the highway, will be reduced to just one lane to access Highway 20 West and Angrignon Blvd. The eastbound direction will be reduced to two lanes and then down to one lane starting in mid-November.

The road links N.D.G. to LaSalle and Lachine, Highway 20 east to get downtown, the Mercier Bridge, the West Island and the airport.

Crews are beginning the process of rebuilding what’s called the Mon-

2020 for the work to be completed. Until that time, it will remain one lane in each direction on Ste-Anne-Bellevue Blvd., said Transport Quebec spokesperson Sarah Bensadoun.

The Angrignon Blvd. overpass above Highway 20 will also be closed for four weeks starting Oct. 20, so the new ramps already in place can be connected to the road network.

Once Angrignon is rebuilt, it will be used as part of a circuitous detour to get to and from Highway 20 along with Pullman and Notre-Dame Sts. That detour will be in place for four years, until 2019.

Plans call for the exit off Highway 20 in that interchange to be rebuilt, as well as the access ramp for Highway 138 and Highway 20. A CN rail tunnel will be dismantled, a rail corridor will be built and a retaining wall will be erected



Crews are beginning the process of rebuilding what’s called the Montreal West interchange, and Transport Quebec says it will take until 2020 for the work to be completed. *MARIE-FRANCE COALLIER/MONTREAL GAZETTE FILES*

in place to try to ease congestion on the road network, but could not specify what they are, saying they have not yet been finalized with the firm managing the project, KPH-Turcot.

Peter McQueen, a councillor for Côte-des-Neiges-Notre-Dame-de-Grâce, said Transport Quebec has given the borough very little information about the long-term lane closures. “We have been asking questions for months, ever since we were presented this in July”

left onto Angrignon often cause a bottleneck for cars going straight to access Highway 20. Without at least two lanes there, he predicts there will be traffic chaos.

The lane closure could result in more traffic at the Girouard Ave. and Côte-St-Luc Rd. entrances to the Décarie Expressway, McQueen added.

This is the second major long-term traffic issue for west end commuters this year. In March, Transport Quebec closed St-Jacques St. at

Décarie Expressway. The closure cut access to the eastbound Ville-Marie expressway, and forced motorists to find another way to get downtown.

Last week, a citizens group called on the ministry of transport to make investments to encourage people to leave their cars at home while the Turcot project is underway.

McQueen echoed their concerns and said more needs to be done to ensure the area is well served by public transit.

Current zoning for Lot Wondelwyn

11

Ville de Montreal - Arrondissement LaSalle  
Grille des usages et normes  
Cedule "B"

Affectation principale : H  
Numero de zone : 08-06

HABITATION							
UNIFAMILIALE	H1						
BI ET TRI FAMILIALE	H2						
QUADRUPLEX	H3						
MULTIFAMILIALE	H4	✓					

COMMERCE							
DETAIL ET SERVICE	C1						
MIXTE	C2						
ARTERIEL LEGER	C3						
ARTERIEL LOURD	C4						
SERVICES PETROLIERS	C5						

INDUSTRIE							
LEGERE	I1						
LOURDE	I2						
PRESTIGE	I3						

COMMUNAUTAIRE							
INSTITUTIONNEL ET ADM.	P1						
RECREATION EXTENSIVE	P2						
RECREATION INTENSIVE	P3						
CONSERVATION	P4						

SERVICES PUBLICS							
UTILITE LEGERE	U1						
UTILITE LOURDE	U2						

USAGE SPECIFIQUEMENT EXCLUS							
USAGE SPECIFIQUEMENT PERMIS							

NORMES PRESCRITES

STRUCTURE							
ISOLE		✓					
JUMEELEE							
CONTIGUE							

TERRAIN							
SUPERFICIE (m²)	Min	3800,00					
PROFONDEUR (m)	Min	50,00					
FRONTAGE (m)	Min	70,00					

MARGES							
AVANT (m)	Min	7,00					
LATERALE (m)	Min	15,00					
LATERALE TOTALE (m)	Min	30,00					
ARRIERE (m)	Min	15,00					

BATIMENT							
HAUTEUR (etage)	Min	2,00					
HAUTEUR (etage)	Max	2,00					
HAUTEUR (m)	Max	10,00					
SUPERFICIE IMPLANTATION (m²)	Min	300					
LARGEUR (m)	Min	12,00					

RAPPORTS							
LOGEMENT / BATIMENT	Min	12,00					
LOGEMENT / BATIMENT	Max	12,00					
C.O.S.	Min	0,25					
C.O.S.	Max	0,70					
BATIMENT / TERRAIN	Min						
BATIMENT / TERRAIN	Max	0,30					

DISPOSITIONS SPECIALES							
		(1)					

NOTES							
		(1)	Zone pouvant faire l'objet d'un plan d'aménagement d'ensemble				

REGLEMENT							
		Règl. 2098 / 2098-3, 29 juin 1990					

# LaSalle invokes clause to bypass register

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MONTREAL GAZETTE

In LaSalle, a showdown is brewing between a neighbourhood's concerns with parking and height restrictions and a borough's long-term vision for residential construction and transit-oriented development.

It has been three years since residents living near a block that once housed industries between Wanklyn and Oblats Sts., and between Highway 138 and Jean-Milot St., defeated a developer's proposal to build a nine-storey, 755-unit residential complex in a public register.

But the project is back, this time at eight storeys and 786 units. And this time, LaSalle borough council has invoked a clause in Montreal's city charter that allows it to bypass the register process by sending the project to the Office de consultation publique de Montréal (OCPM) for citywide public hearings and a decision by city council instead. It's the first time LaSalle has invoked Section 89, which allows the project to go to the OCPM because it covers more than 25,000 square metres and includes social housing and double the city's norm for affordable housing.

"The borough moved the goalpost," resident Sonja Susnjar said of the borough's detour around the register requirement for the latest incarnation of the project.

However, borough mayor Manon Barbe says the move was about "depoliticizing" the decision because the OCPM is a neutral and independent body:

The Îlot Wanklyn project fits with LaSalle's long-term vision to repurpose vacant industrial sites for residential development, she said. The borough also touts the project as an example of transit-oriented development, or TOD.

The shortcoming of a register is that it gives the immediate neighbours the right to block something that affects the whole borough, she said.

"We're talking about maybe 100 or 150 residents who can come and sign a document and defeat a project," Barbe said. "So people who are in favour don't have the right (to decide)."

The Jacques Viger committee, an independent advisory body, described the new Îlot Wanklyn project as ambitious and offering a big improvement over the first version from a design perspective, Barbe noted.

However, Susnjar says the maximum height and number of units in the new version show "it doesn't take into account any of the preoccupations expressed by residents the last time around" about parking, traffic and the project's height.

The OCPM is to hold information meetings on Îlot Wanklyn in mid-September.

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gris = 80 logements/ha  
détail de la case 31 du schéma.