

# ***Left Out of the Triangle***

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***The Impact of the Namur—  
Jean-Talon Development on  
Mountain Sights Residents***



*This document was written in 2016-2017 by the Namur–Jean-Talon Committee of the CDC Côte-des-Neiges Social Housing Table.*

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# Table of Contents

<b>1 Introduction and Context.....</b>	<b>4</b>
<b>2: Housing.....</b>	<b>9</b>
2.1 New Private Housing Units: Inaccessible to Mountain Sights Residents.....	11
2.2 The Inclusion Strategy and the Development of Social Housing .....	15
2.3 Social Housing: Too Expensive, Too Few, and Too Often Off-Site .....	19
2.4 The Inclusion Strategy: an Ineffective Policy.....	20
2.5 The Impacts of Speculation: Rent Increases and Land That Is Too Expensive for Social Housing Projects.....	22
<b>3. Other themes in the Triangle development.....</b>	<b>26</b>
3.1 Getting Around .....	26
3.1.1 Public Transit .....	27
3.1.2 Pedestrian Safety.....	28
3.1.3 Parking.....	30
3.2 Green Spaces and Public Spaces.....	31
3.3 Services.....	34
3.4 Cohabitation Between Older and More Recent Residents: Distance and a Sense of Exclusion.....	36
<b>4. Conclusion .....</b>	<b>39</b>
<b>5. Annexes .....</b>	<b>41</b>
Annex 1: Statistics Mountain Sights Avenue.....	42
Annex 2: Table of Developments.....	43
Annex 3: Table of Property Values on Mountain Sights Avenue, 2009 versus 2017.....	44
<b>6. References.....</b>	<b>45</b>

# ***1 Introduction and Context***

Large-scale developments in our neighbourhoods, whether the Turcot Interchange in Saint-Henri, the redevelopment of Griffintown or the condo towers in the Triangle in Côte-des-Neiges, have a huge impact on the daily lives of residents who live there, especially those who were there before the changes and who experience the many repercussions, both positive and negative, of these developments.

It is important to evaluate the impact of these major projects on residents who are already living in these neighbourhoods. But official evaluations of these projects are rare, despite the fact that these decisions shape and determine our city. In this document we will evaluate the development of the Triangle area in Côte-des-Neiges. We aim to respond to the following questions: Did the development provide a response to residents' needs? Did residents who were already living in the area benefit from the development, or were there negative impacts?



More broadly, we hope this document will shed light on how residents, particularly those living on low incomes, are affected by these kinds of large-scale projects in Côte-des-Neiges and in other neighbourhoods.

### **The area**

The Namur–Jean-Talon sector is a 40-hectare area situated in the western part of Côte-des-Neiges, to the northeast of Namur metro. Before 2009, the vast majority of people living in the area lived on Mountain Sights Avenue<sup>1</sup>. Aside from this street, nearly the entire sector was commercial and industrial: auto repair shops, car dealers, textile factories and others.

In 2006 on Mountain Sights there were 570 households with a total of 1520 people, 65% of whom were born in another country and a quarter of whom had arrived in Canada within the last five years. The average income of people aged 15 and older was \$16 400 and 57% of the population lived under the low-income cut-off. Almost half of the households (290 of 570) were families with children<sup>1</sup>.

*Founded in 1992, the Mountain Sights Community Centre offers a range of services to the low-income residents of this multiethnic sector that is geographically isolated from the rest of Côte-des-Neiges. Since 1998 many of its members have become involved in the Centre's residents' committee, which mobilizes on issues of collective concern, such as poor housing conditions. Residents have initiated many concrete projects, such as the community garden in De la Savane Park and a space for activities for youth and their families (the De la Savane Pavilion).*

### **The development and the public consultation process**

The development of the Triangle, also known as the Namur–Jean-Talon sector, began in 2008 with a condo project on De la Savane Street. In

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<sup>1</sup> Christian Paquin, CSSS de la Montagne. Powerpoint presentation, *Principales statistiques tirées du recensement de 2006 : Portrait de la population de Mountain Sights*. May 11, 2009. The low-income cut-off is before tax.

2009, a major development project for the area was announced and the public consultation office (*Office de consultation publique de Montréal*, or OCPM) held a consultation on the future of the site. Many organizations participated in this consultation.

**In the context of the Triangle development, the borough aimed to increase the residential density in the area through the creation of 3 200 housing units over a 15-year period.** Five additional objectives were presented:<sup>ii</sup>

- *the inclusion of new local services adapted to needs;*
- *the maximization of the development potential created by the proximity of the metro;*
- *the improvement of security and conviviality within the area;*
- *the improved quality of the urban environment;*
- *the creation of a distinctive identity [for the sector].*

In preparation for the public consultation, the Mountain Sights residents' committee developed its own urban development plan for the area that presented residents' priorities and needs.<sup>iii</sup> The final OCPM report dedicated a specific section to Mountain Sights and almost all of the residents' recommendations were retained by the commission.

### **Our project**

Almost a decade later, we find it important to take stock of the situation and to analyze the impacts of the development on Mountain Sights residents. This analysis is based on different research methods, as well as statistical information.

Over the course of this project we:

- held four focus groups with residents and community workers from Mountain Sights who have witnessed the changes that have taken place since the OCPM public consultation. Discussions were held regarding their observations, their experiences and their needs.
- held individual meetings and collected residents' accounts of their experiences;
- analyzed the OCPM report;

- analyzed statistics from the 2006 and 2011 censuses;
- analyzed data on the development from the City of Montreal.

The Triangle development, like other so-called “innovative” projects initiated by the City of Montreal, was beneficial for some. But we will show that for residents who lived in the area before the arrival of all the condos, the evaluation is far from positive.

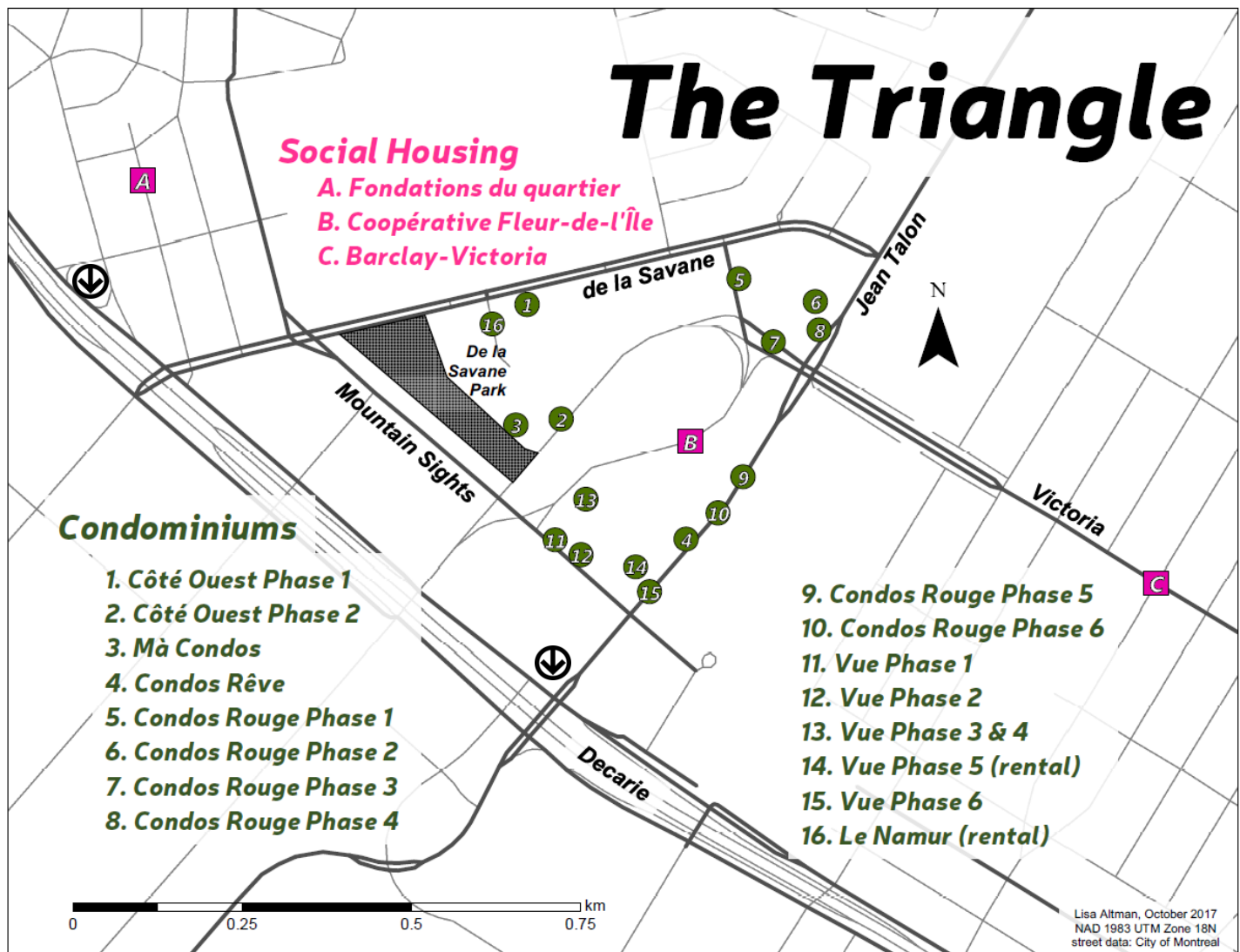
It is important to note that the development of the Namur–Jean-Talon sector will continue for many years. The portrait we are presenting is therefore in evolution and we can only evaluate a part of the development’s impact on residents.

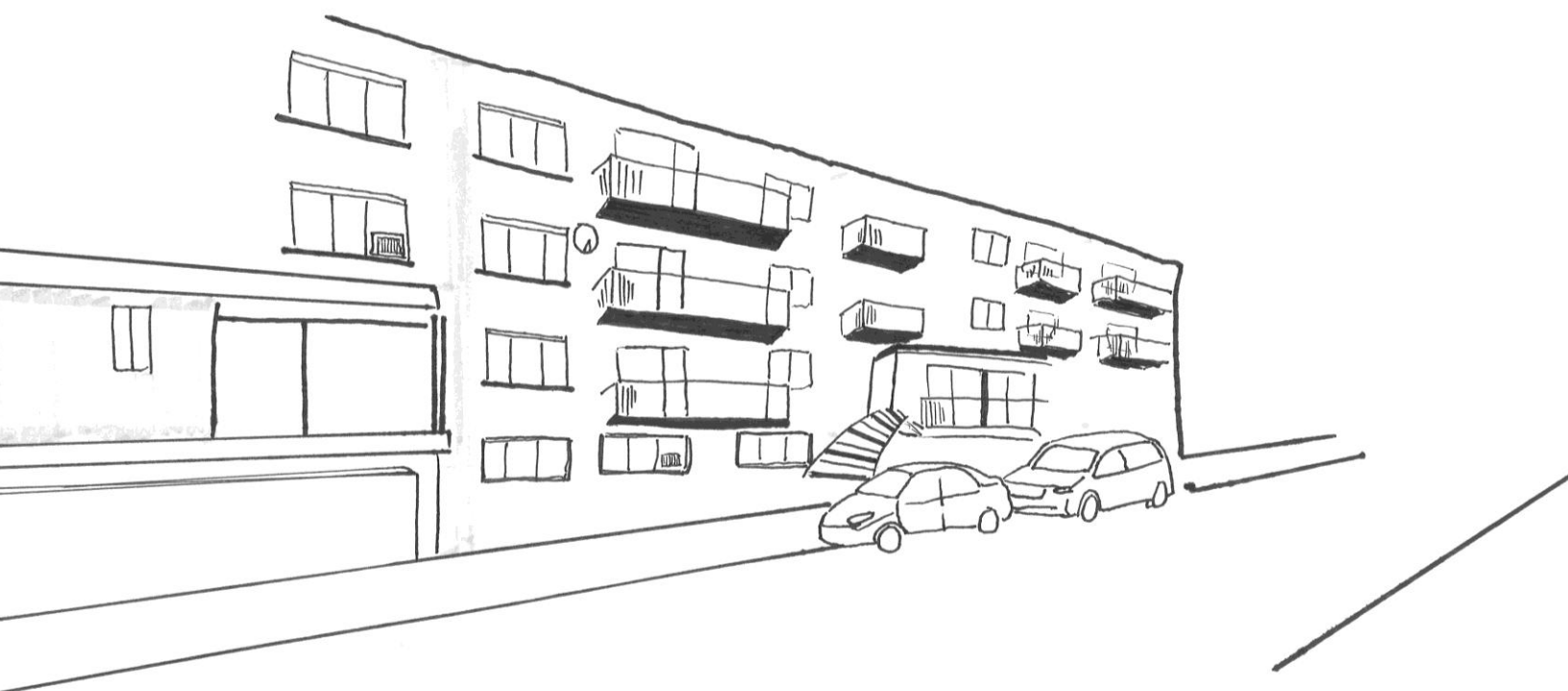
***Excerpts from the OCPM’S Final Report:***

*“The commission is of the opinion that current residents of Mountain Sights Avenue should not suffer any prejudice caused by the development project and the resulting speculation process. The commission is of the opinion that the development of the sector should instead serve to improve their quality of life, particularly their housing conditions.”<sup>iv</sup>*

***Residents are aware of the profound impacts of this revitalization project on their lives. Their sense of belonging to their community is at the heart of their involvement in a collective process to create a common vision of the urban development of their neighbourhood.’***

***- Brief by the Mountain Sights Community Centre***





## ***2: Housing***

In this section, we will describe the types of housing developed in the Triangle in more detail and analyze access to this housing. **Between 2007 and 2017, this area of 570 households saw the arrival of 2 767 units of private housing, the vast majority of which were condominiums.<sup>vi</sup>**

In 2006, 98% of the people living on Mountain Sights Avenue were tenants. Of these households, 42% spent 30% or more of their income on housing. The number of people living on low incomes was 865 or 57% of the population. In our experience low-income households must regularly choose between the affordability and the quality of their housing. As a result, in order to ensure a roof over their families' heads, people are forced to accept overcrowding or poor quality housing conditions. In 2006 on Mountain Sights Avenue, 28% of homes were in

need of major repairs and 19% required minor repairs.<sup>vii</sup> Many residents spoke of poor housing conditions such vermin infestations, which are not included in census statistics regarding major and minor repairs.

Before the new development of the sector, Mountain Sights residents were highly mobilized to improve their housing situations; they were very concerned about both the quality and the affordability of housing available to them. In 2005-2006, a major housing intervention coordinated cockroach exterminations in 22 buildings on Mountain Sights Avenue.<sup>viii</sup> For many years residents have also called for the development of social housing in their neighbourhood through media interventions,<sup>ix</sup> interventions at borough council meetings and meetings with local elected officials.

Social housing figured prominently in the brief the Mountain Sights Community Centre presented to the OCPM: <sup>x</sup> residents demanded that social housing represent 30% to 50% of all new development in the sector. These proportions take into consideration the high rates of poverty in the area and were chosen because the community and the milieu wanted all new development to respond, above all, to the needs of residents who were already living there.

### **Overview of the Triangle development from 2008 to 2017<sup>xi</sup>**

- 5 condo projects totalling 2 438 units (82%)
- 2 rental housing projects totalling 329 units (11%)
- 3 social housing projects totalling 209 units (7%)

The 2 438 condominiums include 292 “affordable” condo units. The 2439 condos also include 536 condo units that are currently being built.

### **Highlights of Focus Groups— Housing**

- ***Participants feel that the vast majority of private housing units developed in the Triangle are out of reach of Mountain Sights residents.***
- ***Several tenants have experienced rent increases. Some perceive a link to the development. Others are worried their rent will increase in the coming years.***
- ***Many tenants still have significant problems with unhealthy housing and with poor quality housing in general.***
- ***It is very difficult for residents to access the social housing projects and many feel it is impossible to get a social housing unit.***

## ***2.1 New Private Housing Units: Inaccessible to Mountain Sights Residents***

Within the private housing developed, several issues make the new units inaccessible to Mountain Sights residents: the size of the units, the cost and the tenure type (ownership vs rental).

### **The size of housing units**

The private housing already built includes 1 902 condo units and 329 rental units for a total of 2 231 units. Of these:

- 40% are studios or 3 ½ units;
- 47% are 4 ½ units;
- 12.5% are 5 ½ units;
- 0.4 % are 6 ½ units or larger.<sup>xii</sup>

During the planning of the development the borough emphasized the goal of retaining families and bringing families back to Montreal<sup>xiii</sup>. The lack of housing for families had already been identified as a major problem in Côte-des-Neiges: according to the 2011 National Household Survey, 22% of households in the neighbourhood lived in housing units

that were too small.<sup>2</sup> For recently-immigrated households (who had arrived in the last 5 years) the percentage rose to 39%. Although there are many 4 ½ dwellings within the Triangle, large units for families are rare: only 13% of units developed have 3 or more bedrooms. However in 2006, families with 2 or more children represented 38% of the Mountain Sights population.<sup>xiv</sup> It is striking that despite all of the City's rhetoric on the importance of families there are so few large units with two or more bedrooms. As the next section will demonstrate, the family units developed are not financially accessible to Mountain Sights residents. We can only conclude that the City is not seeking to retain all families in Montreal, but rather a certain type of family.

### **The cost of housing units**

According to the Canada Mortgage and Housing Corporation (CMHC), a household should not spend more than 30% of its income on housing.<sup>3</sup> By using this threshold we can calculate the income a household would need to be able to access different types of housing in the new Triangle development. For our calculations we have used examples of monthly costs for a 4 ½ in three categories: condo, affordable condo and rental housing.

- **Condo:** At Rouge Condominiums, a 4 ½ from the 4<sup>th</sup> phase cost at least \$400 000 in January 2017.<sup>xv</sup> According to the CMHC's mortgage payment calculator,<sup>xvi</sup> **the monthly payments would be \$2 241.**<sup>4</sup> In order to spend a maximum of 30% of its income, a

<sup>2</sup> Front d'action populaire en réaménagement urbain. *Dossier noir : Logement et Pauvreté dans Côte-des-Neiges*. Special order to Statistics Canada (2006 Census and 2011 National Household Survey) available at [http://www.ledevoir.com/documents/pdf/logement\\_cdn.pdf](http://www.ledevoir.com/documents/pdf/logement_cdn.pdf). They indicate that 5 830 Côte-des-Neiges households are lacking one bedroom, 1 460 are lacking two bedrooms, 435 are lacking three bedrooms.

<sup>3</sup> The income used for this calculation is before tax. For more information, see the definition of core housing need available on the CMHC website at [https://www.cmhc-schl.gc.ca/fr/clfihaclin/observateur/observateur\\_044.cfm](https://www.cmhc-schl.gc.ca/fr/clfihaclin/observateur/observateur_044.cfm).

<sup>4</sup> Sheetal Pathak. Calculation made with 10% down payment, 3% interest rate, amortization period of 25 years, condo fees of \$200/month, municipal taxes at a rate of 0.8336/\$100 and school taxes at a rate of 0.17832/\$100. Based on the *Tableau des taux de taxes 2017 pour CDN-NDG* on the City of Montreal website.

([http://ville.montreal.qc.ca/pls/portal/docs/PAGE/SERVICE\\_FIN\\_FR/MEDIA/DOCUMENTS/2017\\_CDN\\_NDG\\_FR.PDF](http://ville.montreal.qc.ca/pls/portal/docs/PAGE/SERVICE_FIN_FR/MEDIA/DOCUMENTS/2017_CDN_NDG_FR.PDF)) and the *Taux de taxe scolaire pour 2017-2018* on the Comité de gestion de la taxe scolaire de l'Île de Montréal web site (<http://www.cgtsim.qc.ca/en/documents-site-web/317-taux-taxe-scolaire-2017-2018/file>).



household purchasing this unit would need to have a **minimum annual income of \$89 640**. Note that this calculation does not take into account other fees such as the welcome tax, which can represent several thousand dollars.

- **Affordable condo:** A City of Montreal regulation stipulates maximum prices for “affordable” condos in the AccèsCondo program.<sup>5</sup> For a family with at least one child the maximum price is \$280 000. In this case the family would need to contribute a down payment of \$1000, would receive a loan of \$28 000 and would then have a mortgage of \$251 000. According to the CMHC mortgage calculator, **the monthly payments would be \$1 624**.<sup>6</sup> This household would need a **minimal annual income of \$64 957** to be able to meet its monthly budget.

***An “affordable” condo requires monthly payments of \$1 626 for a 4 ½.***

It is important to note that there is no limit on the resale price of condos bought through the program; the condos do not

remain affordable and can be very expensive when resold. For example, at Côté-Ouest, the “affordable” condos developed through the AccèsCondo program, the asking price for a 4 ½ being resold on the DuProprio website in June 2017 was \$308 999.<sup>xvii</sup> According to the same calculations, the monthly payment for this unit would be \$1 777 and the household purchasing the units would need to have a minimum annual income of \$71 063.

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<sup>5</sup> These maximums are \$200 000 for a single person, \$280 000 for an individual or a couple with at least one child, \$250 000 for a couple without children and \$360 000 for a family unit (with at least 3 bedrooms). Règlement sur la subvention municipale pour l’acquisition d’une propriété.

Source: Ville de Montréal, *Présentation des modifications apportées en décembre 2015 à la Stratégie d’inclusion de logements abordables dans les nouveaux projets résidentiels*. p. 10.

<sup>6</sup> Sheetal Pathak. Calculation made with 10% down payment, 3% interest rate, amortization period of 25 years, condo fees of \$200/month, municipal taxes at a rate of 0.8336/\$100 and school taxes at a rate of 0.17832/\$100. Based on the *Tableau des taux de taxes 2017 pour CDN-NDG* on the City of Montreal web site.

([http://ville.montreal.qc.ca/pls/portal/docs/PAGE/SERVICE\\_FIN\\_FR/MEDIA/DOCUMENTS/2017\\_CDN\\_NDG\\_FR.PDF](http://ville.montreal.qc.ca/pls/portal/docs/PAGE/SERVICE_FIN_FR/MEDIA/DOCUMENTS/2017_CDN_NDG_FR.PDF)) and the *Taux de taxe scolaire pour 2017-2018* on the Comité de gestion de la taxe scolaire de l’Île de Montréal web site (<http://www.cgtsim.qc.ca/en/documents-site-web/317-taux-taxe-scolaire-2017-2018/file>).

- **Rental housing:** In the Le Namur rental building, a 4 ½ starts at \$1200 per month.<sup>xviii</sup> To avoid spending more than 30% of its income on rent, a household would have to have a minimum annual income of \$48 000.

### **By way of comparison**

- **In 2017, the annual income of a person on welfare (before tax): \$7 476<sup>xix</sup>**
- **In 2017, the annual income of a person working 40 hours per week at a minimum wage job (before tax): \$23 400<sup>xx</sup>**
- **In 2006, the average rent on Mountain Sights Avenue: \$528/month**
- **In 2006, the proportion of Mountain Sights households with annual income of less than \$50 000: 83%<sup>7</sup>**

It is clear, then, that these housing units—whether condos, affordable condos or rental units—are barely accessible to Mountain Sights households, if they are at all. The concept of “affordable” needs to be re-examined, since it begs the question: affordable for whom? Clearly, even the “affordable” units are not financially accessible and therefore are not truly available to Mountain Sights residents.

Given that condos, affordable condos and high-scale rental units represent 93% of the Triangle development,<sup>8</sup> we can conclude that the majority of the development in their neighbourhood was not financially accessible to the majority of households living on Mountain Sights in 2006. The rest of the development (7%), the part that’s accessible to the majority of these households, is composed exclusively of social housing.

### **The tenure of housing units**

Home ownership is an option for a minority of the population of the city

<sup>7</sup> Sheetal Pathak. Calculation based on public 2006 census data by dissemination area.

<sup>8</sup> See breakdown of new housing units by type of project on page 6.

of Montreal. In 2006, on the Island of Montreal, 62% of households were tenants and on Mountain Sights Avenue this percentage was 98%.<sup>xxi</sup> Saving money towards a down payment is impossible for the majority of households who are struggling to meet their basic needs. And yet 82% of the new development consists of condos and targets homeowners, and is therefore out of reach of the vast majority of Mountain Sights residents and even Côte-des-Neiges residents. This clearly indicates that the development was not built for Mountain Sights residents.

## ***2.2 The Inclusion Strategy and the Development of Social Housing***

*“As well as contributing to the quality of life of households, the inclusion of affordable housing in new residential projects will reinforce the connection to the community and will allow Montreal to preserve the social diversity that is its trademark.”<sup>xxii</sup>*

- Gerald Tremblay, Mayor of Montreal, 2005

The importance of developing social housing was raised in the early stages of the Triangle development by a wide number of actors, including Mountain Sights residents and neighbourhood community organizations. The OCPM’s final report includes many recommendations on the subject.

In 2005, the City of Montreal adopted the Inclusion Strategy for affordable housing in new residential projects. This non-mandatory policy allows for the inclusion of 15% social housing and 15% affordable housing when new residential projects are constructed. In 2015, the minimum number of units necessary for a project to qualify for the Strategy was reduced from 200 to 100 units. The Strategy also allows a developer to give a financial contribution rather than develop social

housing units. The amount of this contribution is calculated using a formula that was revised in 2015.<sup>xxiii</sup> **The Inclusion Strategy was the only tool that municipal authorities used to build social housing in the Triangle.**

**Excerpt from the OCPM's Final Report**

*"The means used should go beyond the simple application of the Inclusion Strategy for social and affordable housing on the site. In order to respond to local needs we must quickly and simultaneously seek out a wide variety of solutions."<sup>xxiv</sup>*

**The application of the Inclusion Strategy in the Triangle**

We have decided to focus on analyzing the social housing component of the Inclusion Strategy, since social housing is the only real solution to the housing needs of low-income households.

To date, for the 2 231 new private-market residences, only 209 social housing units have been developed in the sector, or 9.4%. About \$1 350 000 has been acquired in the contribution fund.

**Of the six private-market housing developments built or approved at October 2017:**

- **3 projects were not subject to the Inclusion Strategy** because they were projects of less than 200 units and were approved before December 2015 (Ma, Condos Rêve, Le Namur, for a total of 502 units).
- **2 projects were subject to the Inclusion Strategy:**
  - **Rouge phases 1-4** (397 units): 98 social housing units were built, representing 25% of the development. The project is called *Les Fondations du quartier*.
  - **Rouge phases 5-6** (275 units): 67 social housing units were built. These units represent 24% of the development. The project is called *Victoria-Barclay*.
  - **Vue phases 1-8** (901 units): 44 social housing units were built, representing 15% of the first three phases. The project is called *Coop Fleur de l'île*. In 2014, an

agreement<sup>xxv</sup> was signed that stipulated that either a 91-unit social housing project must be built, or a contribution to the fund. In 2017, a contribution of \$858 000 was deposited.

- **Côte-Ouest:** a project of 292 “affordable” condos.

### **Description of social housing projects**<sup>xxvi</sup>

**1) Les Fondations du quartier (8355 Labarre Street):**<sup>xxvii</sup> Initiated in 2010 and opened in 2012, this 98-unit non-profit housing initiative is situated north of De La Savane Street, therefore outside of the Triangle but close to its perimeter. Managed by the group *Les Fondations du quartier*, half of the building’s units have rent subsidies, which allow tenants to pay 25% of their income towards their rent.

**2) Victoria-Barclay:**<sup>xxviii</sup> Across from Plamondon metro station and far from the Triangle site, this project was initiated in 2011 and opened in 2014. The building contains 67 units, half of which (33 units) receive rent subsidies. The rent of the other units is set at 95% of the median market rate, a price that is much too expensive for many Côte-des-Neiges tenants. In 2016, the Montreal median for a 4 ½ was \$901, which means that a non-subsidized two-bedroom unit cost \$856. The building is managed by the *Office municipal d’habitation de Montreal*.

**3) Coopérative Fleur de l’île:**<sup>xxix</sup> Initiated in 2011 and built in 2015, this cooperative on Buchan Street is the only social housing project that was built within the perimeter of the sector. Half of the 44 units receive rent supplements.

### **The Contribution Fund**

Within the Namur—Jean-Talon development, the developers of three projects (Rêve, Ma and Le Namur) planned projects that were less than 200 units (the minimum for the Strategy at the time) but contributed a total of \$492 000. An additional \$858 000 contribution was made by Vue developers in 2017.



## ***2.3 Social Housing: Too Expensive, Too Few and Too Often Off-Site<sup>xxx</sup>***

### **Below the criteria and falls short of needs**

In total, then, 209 social housing units have been built as part of the Triangle development, or 7% of the 2 976 housing units constructed or anticipated. Only 50% of these social housing units receive rent subsidies, or **104 units – 3.5% of the total number of units developed in the Triangle**. This figure is completely out of proportion with the needs of Côte-des-Neiges tenants. In 2011, 5 060 Côte-des-Neiges households devoted more than 80% of their income towards their housing.<sup>xxxi</sup>

### **Housing units without subsidies are too expensive**

The social housing units that don't have rent subsidies are too expensive for low- and medium-income households. These units are rented at between 90% and 95% of the median rent price on the private market, a calculation that is averaged out over the entire island of Montreal. A non-rent subsidized apartment with two bedrooms in the Coop Fleur de l'Île, for example, costs \$730 – beyond the means of a low-income person. This rent is also much more expensive than the average rent on Mountain Sights Avenue, which was \$586 in 2011.<sup>9</sup>

### **Off-site**

If we look at all of the social housing projects built as part of the Triangle development, only 21% of units are inside the Namur–Jean-Talon sector. The “social diversity” goals that were championed during the creation of the Inclusion Strategy (as well as during the recent 2015 revision of the Strategy), to “prioritize the inclusion of social housing on-site,”<sup>xxxii</sup> have not been achieved in practice.

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<sup>9</sup> Sheetal Pathak. Calculation made using public figures from the 2011 Census. The rent includes heating and electricity.

***For the 2 231 shiny new private housing units in the Triangle, there were only 22 social housing units with rent subsidies built on site.***

Whatever the reasons for the exclusion of social housing from the site—developers' hesitation to build social housing near condominiums, the high cost of land due to

real-estate speculation, the lack of government funding for social housing projects, poor negotiation by municipal authorities, etc.—this “casting aside” demonstrates societal and systemic prejudices against low-income households. Everyone, regardless of income, has the right to stay in the neighbourhood they've been living in and to benefit from its development. People should not be forced to leave their neighbourhood in order to have access to adequate housing. The little inclusion on site is due to a lack of will, vision and consideration for the needs of low-income residents by the City and by elected officials.

In a sector where industrial sites are being replaced with condo towers, the argument that there isn't enough space to build social housing on-site (an argument which is often used in high-density areas like the Plateau and elsewhere) simply doesn't stand up.

Let us conclude with this grim figure: **for 2 231 shiny new private housing units in the Triangle, only 22 social housing units with rent subsidies have been built on site.**

## ***2.4 The Inclusion Strategy: An Ineffective Policy***

The Inclusion Strategy has not resulted in a mixed development that responds to local needs.

The application of the Inclusion Strategy led to a meager 9.4% social housing (or 7% if we include upcoming projects), in a sector where more than half of residents live below the poverty line. The objective of building 15% social housing can't, in any case, compensate for the transformation of an entire neighbourhood that happens with massive



developments like those of Namur—Jean-Talon or Griffintown. The 15% figure is arbitrary, has no basis and does not correspond to “diversity” in the social composition of a neighbourhood. The inclusion of social housing – with rent subsidies – should at the very least be equivalent to the poverty rate in the area.

Since the Inclusion Strategy applies only to projects of 100 units or more (or 200 units for those projects approved before 2015), a number of projects were excluded. There are a total of 502 units—or 23% of the development already built—that were left out of the Inclusion Strategy, effectively depriving the neighbourhood of 75 social housing units. The three projects that were not applicable for the Strategy were of 156, 170, and 176 units—not far from the 200 units mark. It’s hard not to imagine that this was, at least in part, in order to avoid the Strategy that these projects were conceived with less than 200 units.

To boot, the City’s decision to accept a financial contribution from the Vue developers rather than insisting on a social housing project further deprived the neighbourhood of 91 units. This decision is difficult to understand given the context: the developer needed a change of zoning for their project to be approved, so the City had significant leverage in negotiating a social housing project.

The contributions made to the Inclusion Strategy’s compensation fund are problematic on

***Between the projects that were excluded from the Inclusion Strategy and financial contributions, the City deprived itself of 166 social housing units.***

many levels. Even with the revised formula, the contribution is not substantial enough to allow for the creation of an adequate or equivalent number of social housing units. Also, the money often remains unused for long periods of time. Meanwhile, the price of land continues to increase, due in large part to the speculation created by the new development. The strategy’s social diversity goals are simply not reached. If we want the Inclusion Strategy to lead to more inclusive developments, the developer should only be able to go forward with a condo project once an on-site social housing project has been

simultaneously approved. A financial contribution is not a viable alternative.

Instead of applying the Inclusion Strategy in a piecemeal way, which means that the development of social housing is dependent on the development of condos, a global vision of the Triangle should have preceded the sector's development. As recommended by the OCPM, the city should have established a plan with target numbers for social housing that were based on local needs. There are a limited number of sites in our neighbourhoods that could accommodate residential development. If all the available sites in central neighbourhoods get used for condo construction, there will be none left for social housing.

This analysis of the Inclusion Strategy must be understood within a broader context. In its critical review of the strategy, the *Collectif de Recherche et d'action communautaire de l'habitat (CRACH)* explains that between 2005 and 2015, only 3 500 social and community housing units were constructed via the Inclusion Strategy. "This number may be compared with the nearly 60 000 condos that were built in Montreal during the same period."<sup>xxxiii</sup> The CRACH also recalls that the Inclusion Strategy is the successor of the *Opération solidarité 5000 logements* policy "which led to the construction of nearly as many social housing units in three years than in ten years of the Inclusion Strategy."<sup>xxxiv</sup> It's a shame that the City – both its elected representatives as well as its urban planning departments – isn't bold enough to go well beyond the Inclusion Strategy or to consider other means of funding social housing projects in ways that would meaningfully respond to local needs. For Blue Bonnets, the public site located just beside the Triangle, we need a major shift of course.

## ***2.5 The Impacts of Speculation: Rent Increases and Land that Is Too Expensive for Social Housing Projects***

The development of luxury condos in a sector leads to the phenomenon of speculation: the price of land around the condos goes up. This has consequences for both rental housing and for the development of new

social housing projects.

An analysis of property assessment values shows a significant increase in the land values in the Namur—Jean-Talon sector. This is true both for the new condo developments and also for the buildings on Mountain Sights Avenue.

In a comparison of the property values of 20 buildings on Mountain Sights between 2009

***Property values on Mountain Sights Avenue went up by an average of 144%.***

and the property assessments for 2017-2019, three buildings nearly tripled in value, 13 others more than doubled and 3 others nearly doubled. The average increase of value for these buildings was 144%. By way of comparison, between 2009 and 2015 the average value of a divided co-ownership condo in Montreal increased by 21%.<sup>10</sup> The increase in property values also implies an increase in annual tax revenue for the City of Montreal.

### **Rent increases**

When the property value of a building increases, its taxes go up too. Since landlords can include property tax increases in their rent increase calculations, this speculation can translate into rent increases for many Mountain Sights tenants. Without the 2016 Census data it's difficult to quantify the impact of the development on the price of rent. However we do know that between January 2009 and December 2016 the organization Project Genesis did 142 rent increase interventions with Mountain Sights residents. For the same period before 2009, the seven years prior, the organization did only 9 interventions of this time for Mountain Sights residents.



***“The rent just keeps going up. In the last 4-5 years, the cost of rent doubles and the apartment is still in bad condition – the counters are broken and are falling to pieces.”***

<sup>10</sup> The property assessments reflect the values given for the years 2017 and 2011, available at: [http://ville.montreal.qc.ca/pls/portal/docs/page/evaluation\\_fonciere\\_fr/media/documents/Brochure\\_evaluation\\_Fonciere\\_fr.pdf](http://ville.montreal.qc.ca/pls/portal/docs/page/evaluation_fonciere_fr/media/documents/Brochure_evaluation_Fonciere_fr.pdf) p. 21 (2017) [http://ville.montreal.qc.ca/pls/portal/docs/page/evaluation\\_fonciere\\_fr/media/documents/depot\\_2011Cmprss.pdf](http://ville.montreal.qc.ca/pls/portal/docs/page/evaluation_fonciere_fr/media/documents/depot_2011Cmprss.pdf) p. 17 (2011).

***“Rents are going up”***

***“Rent has become very expensive. Now a 3 ½ costs \$700. When I arrived here that same 3 ½ cost \$300.”***

– Mountain Sights residents

### **The creation of social housing**

While condos projects are being churned out at breakneck speed, the delivery of social housing projects has stagnated. In the meantime, the cost of land increases. Given the financial limits imposed by the AccèsLogis program, it then becomes impossible for social housing projects to acquire land when it would have been possible to do so ten years earlier, at the beginning of the development. Each delay in the delivery of social housing projects endangers their viability and their ability to fit into strict AccèsLogis criteria. During this period, tenants on waiting lists for social housing continue to wait, often in extremely difficult situations.

When developers do not build the number of social housing units required by the Inclusion Strategy, **the borough should automatically refuse all of the developer’s subsequent phases and projects.** For example, the final phases of Vue should have been refused given their failure to deliver the social housing planned in the initial phases of the project.

### ***Excerpts from the OCPM Final Report***

*The commission shares the feeling that a major push is necessary to respond to needs for social and affordable housing in the neighbourhood, and that we cannot miss the opportunity represented by the revitalization of the Namur—Jean-Talon West site. (p.30)*

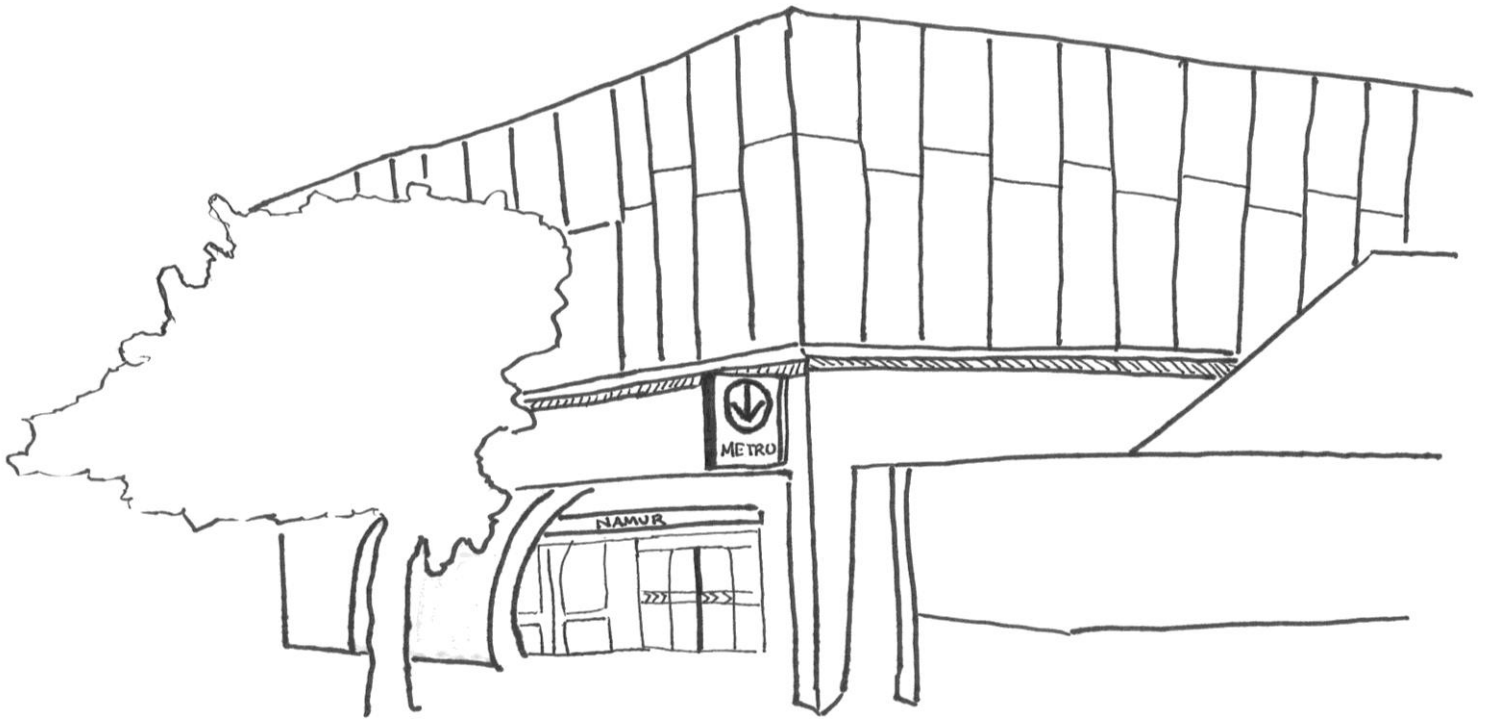
*Recommendations:*

- *The commission recommends that an integrated plan be created in response to the needs for social and community housing in this area of Côte-des-Neiges near Namur-Jean-Talon West with clear quantified objectives. (p.30)*
- *The commission proposes that the response to local needs rely on a*

*pooling of all the construction initiatives of new housing units in the Namur, Blue Bonnets and surrounding areas, including the renovation and major upgrades to buildings. The purchase of land by the CMHC and land trusts are tools that should not be discarded so early in the process. (p.30)*

- *The commission recommends that the borough ensure a good socio-economic mix in the NJT west sector, in the short term, by prioritizing the renovation of Mountain Sights buildings in order to ensure that local residents can stay in their apartments (p.30)*
- *The commission proposes that the borough associate itself with local community partners in a formal committee whose mandate would be to follow the development of the quantified objectives of the development plan. (p.30)*
- *So as to instil a good social mix or social diversity in the new residential zone, the commission is of the opinion that the borough should ensure the integration and good distribution of social housing on the site in the next phases of projects and also ensure that the supply of affordable housing and family-size housing be maintained.(p.30)*
- *In order to maintain the population of Mountain Sights in the neighbourhood and improve their housing conditions, the commission is of the opinion that the City of Montreal should do everything it can in the short-term, as a matter of priority, to convert private buildings on avenue Mountain Sights into social and community housing. (p.39)*

***A single mother, K lived with her four children on Mountain Sights in a one-bedroom apartment. Her situation was extremely difficult and she would cry often. In 2012, she got an apartment in the Fondations de quartier social housing project. “My children have their own bedrooms now. For the last five years I haven’t even had a headache or anything. Now I’m even able to put a bit of money aside. I’m so happy to be part of this project that helps people so much, it’s incredible.”***



## ***3. Other themes in the Triangle development***

### ***3.1 Getting Around***

From the beginning, the development of the Triangle was presented as a “transit-oriented development” (TOD) or a development that aims to create high-density housing close to public transportation with the perspective to increase the use of the Namur metro station and to reduce the use of the car.

In their 2009 brief, Mountain Sights residents brought many issues related to transportation and getting around to the forefront. This

theme is particularly important given the geographic isolation of the area from the rest of the Côte-des-Neiges neighbourhood. **Public transit** services need to be improved for all residents, particularly those with reduced mobility and for families with young children. The 92 bus itinerary needs improvement. **Pedestrian safety** was identified as a major issue and a number of recommendations were put forth, including traffic calming measures and the reorganization of certain intersections. Finally, residents identified a major **parking** issue, which was problematic even prior to the construction of new housing projects.

The TOD approach not only failed with the development of the sector, but through the residential densification of the area, brought additional problems in terms of getting around, pedestrian safety and parking.

### ***3.1.1 Public Transit***

From 2009 to 2016, according to the *Société de transport de Montréal* (STM), the number of people who entered the Namur metro station increased by 14%.<sup>xxxv</sup> Over the same period, the overall number of households in the sector increased by nearly four times.<sup>11</sup> Given that the massive increase in the population of Namur—Jean-Talon did not lead to a great increase in the use of the metro, we can deduce that the TOD objectives were largely a failure.

Just as it was before the arrival of the new condo projects, Mountain Sights Avenue is as isolated as ever from the rest of the neighbourhood. Côte-des-Neiges Road, a major artery often visited by residents, is still extremely difficult to access: the only direct public transit option is via the 92 bus on Jean-Talon. Although the bus itinerary was slightly adapted, the main problem remains: the bus only runs every 30 minutes.<sup>xxxvi</sup> The borough's vision of the development was focused on Namur metro, but in fact the Jean-Talon bus is of much greater importance to Mountain Sights residents. We can only conclude that the City chose not to address the significant issue of connecting the sector to the rest of the neighbourhood.

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<sup>11</sup> With the addition of some 2000 new housing units to the existing 570 households on Mountain Sights.

**Highlights from discussion groups: Public transit**

- ***There is no direct and quick public transit access to Côte-des-Neiges Road and to the neighbourhood's schools and medical clinics.***
- ***Participants observed a certain improvement to the 92 bus itinerary, but other changes are still necessary. The bus doesn't come often enough and it doesn't always run on time, arriving either before or after the time indicated on the schedule.***



***“When we need to go shopping, the metro and the bus are inadequate. There's nothing that takes us to the Côte-des-Neiges medical clinics or to the school École des Nations. You end up walking half of the way because the bus doesn't come.”***

*-A Mountain Sights resident*

### ***3.1.2 Pedestrian Safety<sup>xxxvii</sup>***

Since the area around Namur—Jean-Talon was largely industrial before the arrival of the condo developments, there were few pre-existing amenities for pedestrians. Several recommendations on this subject were made by the OCPM. In 2016, following a campaign organized by Mountain Sights residents, new traffic lights and a pedestrian light were installed at the Paré/Mountain Sights intersection. A pedestrian crosswalk was installed on Mountain Sights at the entrance of the park, which was much appreciated. De la Savane Street, Buchan Road, Paré Street and Victoria Avenue are all scheduled for an overhaul in 2017 and 2018, which will include widened sidewalks, pedestrian crosswalks and additional traffic lights.

Although there have been a certain number of improvements that will improve pedestrians' safety, it's clear that pedestrians in the area continue to feel unsafe. In fact, this insecurity has even worsened in some places, especially following the new changes at the Jean-Talon



and Victoria intersection. The issue of pedestrian safety continues to generate a lot of interest and concern for Mountain Sights residents.

#### ***Excerpts from the OCPM's Final Report***

##### **Recommendations**

- *The commission recommends that the borough re-iterate its position in favor of the pedestrian. (p.35)*
- *The commission considers that pedestrians should be able to cross rue Jean-Talon with ease and safety at several crossings. (p.35)*
- *The commission is of the opinion that the borough should quickly put into place measures to ensure safety at crosswalks that give access to de la Savane park and at those on the way to school. This is even more important because these paths are taken daily by children of the area. (p.40)*

#### **Highlights from discussion groups: Pedestrian safety**

- ***Residents observe that pedestrian safety has improved at two intersections. Residents are very satisfied with the new pedestrian light at Mountain Sights and Paré following their local campaign.***
- ***Residents remain very concerned regarding the safety of pedestrians and do not feel safe when crossing a number of local intersections.***
- ***The Jean-Talon/Victoria intersection is particularly problematic and was described as “terrible,” “extremely difficult to cross” and “much worse than it used to be.”***



***“That intersection (at De la Savane and Mountain Sights) is a serious problem, there’s a serious risk to your safety when you have to cross the street. When someone can’t walk quickly, the cars have no patience, they really increase their speed.”***

***“My children go to Lavoie school. They take the metro from Namur***

***to Plamondon and then take the bus. It would be better for them to walk. But the Jean-Talon and Victoria intersection needs to be structured for that, so that it's clearly indicated and you can see how long you have to cross. When the light changes sometimes you're in the middle of the street. Honestly it can be scary, especially if you're there with a stroller."***

***"At the corner of Mountain Sights and Paré, the cars often turn without waiting for pedestrians. They should have a light with an arrow so that cars can't make the turn all of the time."***

- Mountain Sights residents

### ***3.1.3 Parking***

The City followed its policy with respect to parking: 1 879 parking spaces were created during the Namur—Jean-Talon development for 2 292 new housing units.<sup>12</sup>

Residents' analysis is that parking, which was already a significant issue before 2009, has become much more difficult since the condo developments. Parking problems evoke deep dissatisfaction among Mountain Sights residents, who are forced to deal with this problem every day.

#### ***Excerpts from the OCPM's Final Report:***

***"The place given to the car is at the heart of these strategic choices. One must find a way to reduce the place taken up by cars while also accommodating business owners, office goers and residents. (...) To date, the borough has not disclosed its strategy to put conditions in place that would permit the residential, commercial and business functions to develop."***<sup>xxxviii</sup>

***"The Commission recommends that (...) the possibility of implementing a system of parking zone stickers for the residents, notably for Mountain Sights residents, be studied."***<sup>xxxix</sup>

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<sup>12</sup> Arrondissement Côte-des-Neiges—Notre-Dame-de-Grâce. *Récapitulatif des dossiers ayant permis la construction de nouveaux bâtiments dans le quartier du Triangle*. Obtained August 31 2017. Note that this figure does not correspond with the figure already obtained from the borough and used throughout the rest of this document.

**Highlights from discussion groups: Parking**

- ***Parking is a major problem for Mountain Sights residents.***
- ***The problem has gotten significantly worse since the beginning of the development.***



***“For the people who are in cars, to find parking my husband has to drive for at least one hour to find a parking spot, and he has to wake up early to take his car and find another parking spot. They put a jungle in there [on rue Paré]. It looks nice, but what are the people with cars going to do? Many people work out of the neighbourhood so they need cars and we don’t have parking.”***

*- A Mountain Sights resident*

### ***3.2 Green Spaces and Public Spaces***

In 2009, Mountain Sights residents noted the lack of green spaces and communal areas in the sector and proposed a number of improvements to be made. For example, they suggested increasing the number of communal areas (parks, plazas, trees and street furniture), ensuring an adequate number of areas for sitting, increasing the area allotted to the community gardens, maximizing residents’ use of alleyways, planting more trees in De la Savane Park, and creating a dog park.

A small new space with grass was created on the corner of Mountain Sights and Paré Street. In 2018, three parks are planned as part of the development in the sector: a new park on the old Volvo site, a linear park, and the redevelopment of the chalet in De la Savane Park.<sup>xl</sup> The renovation and redevelopment of the De la Savane Park chalet is currently in planning stages.

The development of green spaces in the Triangle has fallen short of expectations and does not respond to residents' needs. First of all, these developments are announced for 2018, ten years after the building of the first condos; residents have been waiting far too long for their fruition. Parents of young children, in particular, have seen their children grow up in an inadequate environment in the time it has taken to develop local parks.

To boot, the park that is planned on the Volvo site is only half the size it was initially planned to be, in part because land value has increased so much since the construction of the condo projects. The sale of the site cost the borough 8 million dollars, which didn't leave enough left over to purchase the entire area planned.<sup>xli</sup> This speaks to, among other things, the importance of a development process that is not fragmented, and that prioritizes the development not only of condos, but also infrastructure and public spaces.

The lack of effort put into developing new green spaces has led to the overuse and overcrowding of De la Savane park – not surprising given the arrival of thousands of new households. To boot, the playground equipment is old and the lighting is poor.

Mountain Sights residents have few options other than using De la Savane park if they want access to green space. But Condo Rouge residents have the choice of using a green space that the developer created in the middle of the development, essentially creating a private green space for condo owners. The development of private green space reduces opportunities for exchange between residents, compromising any “social diversity” goals the City may have had. Also, a number of condo projects have in-house pools, gyms or private common areas, which increases the near-segregation of newly arrived and older residents. These services also mean that the City feels less pressure from the new residents for new public facilities for the community.

In sum, the de-prioritization of the development of parks and public spaces not only had a significant, negative impact on Mountain Sights residents' quality of life, but it also diminished the few potential benefits that the Triangle development might have brought to the community.

Families are particularly impacted by the lack of green spaces and public spaces, and so it is ironic that this has been overlooked in spite of the borough's assertion that this development is family-centered and aims to bring families back to Montreal.<sup>13</sup>



***“In the summer here the park and all the basketball courts are full. We need more space for our children, more parks and more activities in the summer.”***

***“The De la Savane Park has become overcrowded – maybe it’s because there are more residents. Especially in the condos. That might be the main reason... in any case, the park is overcrowded.”***

- Mountain Sights residents

#### ***Excerpts from the OCPM’s Final Report: Recommendations***

- *The Commission recommends that the creation of a green neighbourhood become an explicit central objective of the revitalisation of NJT west and become an integral part of the neighbourhood identity (p.31)*
- *The Commission recommends ( ...) that the needs of families constitute an important focus in the greening efforts for the neighbourhood. (p.31)*
- *The Commission recommends to the borough to systematically coordinate its public space greening efforts and to regularly include green conditions for land given to private promoters so that private green spaces be included within a network of green space for the public.(p.33)*
- *The commission is of the opinion that the entrance to De la Savane park by avenue Mountain Sights should be accorded priority attention to make its function clear and to integrate it to the park and the rest of the green spaces on the site. (p.41)*

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<sup>13</sup> Example of a statement to this effect: <http://journalmetro.com/local/cote-des-neiges-ndg/actualites/1119962/le-secteur-le-triangle-fait-peau-neuve/>.

**Highlights from discussion groups: Green spaces**

- ***Residents appreciate the new green space on Mountain Sights (at Paré).***
- ***Residents find that the development of green spaces is taking too long. They remember parks being proposed at the very beginning of the project and wonder why, eight years later, there are still no new parks in the sector.***
- ***Concerns about De la Savane Park are raised, including the uncleanliness and the lack of adequate lighting which creates feelings of lack of safety.***
- ***Residents would like more activities and sporting equipment in the park (for example, a soccer field, a volleyball court, a skateboarding park).***
- ***There's a need for more spaces in the community garden.***
- ***There are a lot of concerns about problems in the alleyway (feeling unsafe, lack of cleanliness).***

### **3.3 Services**

Residents noted that very few local services have been developed, with the exception of a grocery store that is perceived as being upscale. Residents feel that there are few services and stores developed that respond to their basic needs. While there have been a few new daycares, there is still no pharmacy, post office, CLSC, etc. At the beginning of the development, the argument was that the high density development would appeal to a wide range of stores and services. Eight years later, this is not what we observe. Many Mountain Sights residents have reduced mobility and the lack of services is particularly difficult when combined with both this and the isolated nature of the sector.

The lack of spaces in the primary school was particularly troubling for Mountain Sights residents. The *École des Nations* is the closest primary school in the sector, but in summer 2017 a number of Mountain Sights

parents were told that their child's place at the school was not guaranteed – even for children who had already started at the school. The responsibility for the development of a new school belongs primarily to the school board. But in a context where the City planned on adding 3000 households and giving a particular priority to families, the addition of a new school should have been taken into consideration during the planning of the sector. The OCPM brought this issue to the fore in 2009.

***Excerpts from the OCPM's Final Report:***

*"Representatives of the school board and of École des Nations have said repeatedly that the educational infrastructures in the surrounding area are already used beyond capacity. A number of actors also questioned the presence of public facilities, community centres, parks and sporting facilities, which are so important in the life of a neighbourhood community. The space for implementing these facilities must be integrated into the initial planning stages of the development." (p. 28)*

**Recommendation :**

- *The Commission recommends **that the borough evaluate**, in partnership with the Montreal school board and other eventual partners, **the needs for collective equipment to service a new community of more than 6 000 residents**, with a significant representation of families, and the options to respond to these needs. (p.28)*



***"They asked me to wait until the second day of school. I know there were at least six kids in the same class who were refused. For the second year. There were a number of other students in preschool, too. My daughter has been going to that school for the last two years, and now they're telling her that she'll have to go somewhere else!"***

*- A Mountain Sights resident*

### ***3.4 Cohabitation between Older and More Recent Residents: Distance and a Sense of Exclusion***

The condo development has totally transformed the Namur—Jean-Talon sector on a physical level. The vast majority of the older buildings on Mountain Sights Avenue are three stories high, and the only social housing project in the sector is also three stories. The contrast between the height of these buildings and the condo high-rises is striking.

How have relations developed between Mountain Sights residents and new condo dwellers? Focus group discussions indicate that Mountain Sights residents have had little contact with condo residents. A number of participants shared that they felt separated or excluded, while others said they perceived a disparity in the housing conditions experienced.

The issue of the social integration of new residents was raised in the OCPM's final report. But in spite of the vast scale of the Triangle's physical and social transformation, there seems to have been very little planning to address this issue and very few efforts towards creating a sense of social cohesion or a feeling of community.

The development of public spaces, public facilities, sports and leisure equipment and schools are all key elements that can contribute to positive exchanges between residents. But as we've already shown these public facilities are a long time coming. These aspects of the development should have been integrated into the beginning stages of the development. The development of private infrastructures also complicates things, since not all residents are equally invested in the need to develop public infrastructures. In the coming months, a collective planning process that involves all of the residents of the sector should be done to ensure both that there are adequate resources to respond to local needs and also to foster contact and the creation of a sense of belonging.

Finally, we can't help but wonder whether things would have been different had more social housing been built in close proximity to the condo developments, and if the new development had been more accessible to residents who were already living in the sector. A more



significant attempt at creating an inclusive development, with many more on-site units accessible to Mountain Sights residents, could have had a major effect on the dynamic.

***Excerpts from the OCPM Final Report :***

*“To encourage the social integration of the residents of the future development, the commission believes that, from the beginning of the planning process, a particular attention be accorded to the placement and the development of public and green spaces as a way to favor exchanges between residents of the whole site.” (p.41)*

***Recommendation:***

- *The commission is of the opinion that the borough favours the integration of Mountain Sights residents by ensuring a social mix through the inclusion of social and community housing in the new development and through the geographic spread of these units on the site. (p.41)*

**Highlights from discussion groups**

- ***Many people shared the feeling that the high-rises around them were extremely invasive, especially around De la Savane park.***
- ***One participant mentioned that it's now condo residents who have a view of the mountain.***
- ***A number of Mountain Sights residents shared feelings of exclusion, or a sense that there is a disparity that was created following the condo developments.***
- ***Some residents expressed feelings of separation between newer and older residents and there being little contact between the two. Others shared a sense of unfamiliarity between the two groups.***



***“We don’t see them, they don’t see us.”***

***“I feel currents of exclusion coming from the condos. I’ve been living here for 15 years and I’ve never had this feeling before. I don’t see a lot of contact between Mountain Sights people and the condos, but we all use the park. The two groups co-exist but there isn’t very much communication.”***

***“I used to feel like I belonged, but now it’s a bit mixed up. We don’t know exactly where we are.”***

***One resident who also works at the community centre explained: “I tried to recruit more elderly people for my activity. I saw an elderly person and I mentioned that I lived on Mountain Sights. The woman asked me what part of the street I lived on. You should have seen the expression on her face. In my opinion, over the years there will be a clear segregation between the groups. People ask me “What type of people come to your centre” and I tell them “there are people like you and me.”***

***“I haven’t been living here for a very long time, but I’ve noticed that when you’re in the street, as soon as you pass to the other side where there are condos, it’s nicer. It’s more beautiful on the condo side. It’s really a contrast even within just a few steps.”***

- Mountain Sights residents



## ***4. Conclusion: When Will We Prioritize the Needs of People with Low Incomes?***

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*“It’s so hard for us here. I don’t know what they’re doing with Mountain Sights. I don’t think they care about us.”*

*-A Mountain Sights resident*

The arrival of some 3000 households in a sector that had previously been made up of 500 households necessarily implies the transformation of a neighbourhood, a transformation that has a deep impact on the residents who were already living there.

From the start, Mountain Sights residents were conscious of this impact. They proposed a visionary development with concrete solutions to their needs: a significant proportion of social housing and truly affordable rental housing, quality green spaces, local services, safety measures for pedestrians and public transit that helps open up the area to the rest of Côte-des-Neiges.

We had hoped that the City would share this vision, but eight years later, our analysis of the Namur—Jean-Talon development demonstrates that the decision-makers—elected officials, the City, the urban planning department—never intended to try to respond to the needs of the population, especially the needs of the low-income population. This has led, as we’ve demonstrated, to a development that has had negative impacts for Mountain Sights residents.

Elected officials have not only ignored the needs and demands of residents but also the recommendation of the *Office de consultation publique de Montréal*. The OCPM had recognized the impact the development would have on Mountain Sights residents, and had taken their concerns and demands seriously. The OCPM had also identified future issues to avoid—such as the overcrowding of the *École des Nations* school—that we are now seeing today because of the lack of attention the City paid to these recommendations.

Residents, community groups and institutions participated in the consultation process because we thought we could influence the development of our neighbourhood. We invested a lot of energy into identifying needs and proposing concrete solutions. The disrespect of the vast majority of the recommendations that came out of this work is unacceptable and demonstrates that municipal authorities don’t use public consultations to orient their decisions.

All of this raises the question: who are the developments of Montreal for? Who benefits from these developments, if not the local population? There are some clear winners here: real-estate developers, property buyers, the City’s bank accounts. But when will we prioritize people with low incomes?

The Triangle is an eloquent example of the problem of development in Montreal. It illustrates the extent to which the City turns its back on its primary responsibility: to act in the interests of Montrealers.

The development of our neighbourhoods must respond to local needs. In a city where 64% of households are tenants and where almost half of these households lives under the poverty line<sup>xlii</sup>, it is appalling that our government is essentially giving our city away to the more wealthy.

The question of how to fight poverty is often raised, like a big mystery that has no answer, even though very concrete solutions are right under our noses. Incremental changes to the Inclusion Strategy will not eliminate poverty. We need a government that protects the accessibility of our neighbourhoods and that's accountable to the population, especially to the population that most vulnerable. It's not rocket science.

We can do better. If, to date, the development of the Triangle has been a failure for people with low incomes, all is not said and done. The City and the borough must centre the concerns of Mountain Sights residents in all future development of the site.

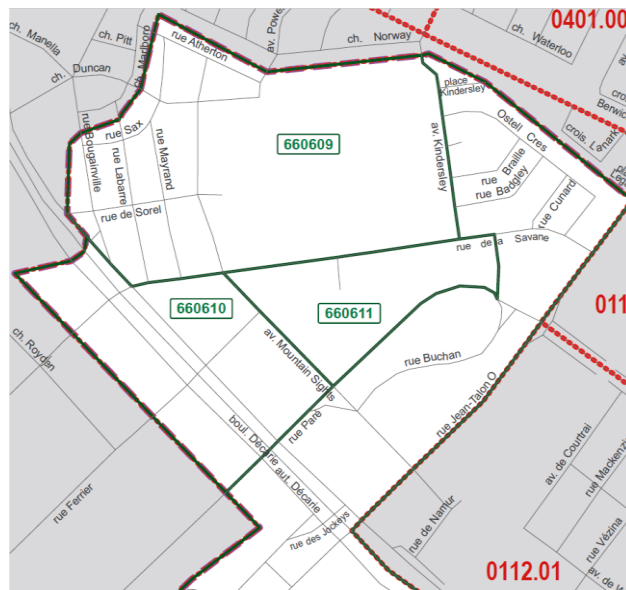
We also have to do better on the adjacent Blue Bonnets site. We have an opportunity to adopt a development approach that is guided by a global and inclusive vision; a vision of a development that responds to local needs and that puts the priorities of the people of Côte-des-Neiges before private interests.

We will accept nothing less.

# Annexes

### ***Annex 1: Statistics Mountain Sights Avenue***

The statistics used to illustrate the living conditions of Mountain Sights residents in this document have been calculated from public data from the 2006 Census, the 2011 Census and the 2011 National Household Survey. However, the boundaries of census areas do not correspond geographically with avenue Mountain Sights. The map below shows a portion of the census tract that includes the Triangle and Mountain Sights. This census tract was called 4620120 in 2006 and 4620120.01 in 2011 by Statistics Canada. A census tract is divided into dissemination areas. In the map below, we can see dissemination areas 660609, 660610 and 660611. By compiling data for the 660610 and 660611, we can create a portrait of the situation of Mountain Sights residents. It should be noted that in 2006, the rental buildings on Mountain Sights constituted the vast majority of housing in this region since the remainder was commercial or industrial. In 2011, the buildings on Mountain Sights still constituted the vast majority of rental housing in these dissemination areas and so some data, for example average rent, are still representative of the situation of Mountain Sights tenants. These data remain unaffected by the arrival of new condominiums.



## Annex 2: Table of developments

Residential Projects in the Triangle (January 2017)						
Phases ou Specific Projects within the Development	Address	Total # of units	Studios	1 bedroom	2 bedrooms	3 bedrooms
<b>CONDOS (BUILT OR UNDER CONSTRUCTION)</b>						
Ma	5077 Paré	156	16	40	87	13
Condos Rêve	4975 Jean-Talon Ouest	170	10	68	82	10
Rouge - Phase 1	7361 Victoria	102	2	44	39	17
Rouge - Phase 2	4239 Jean-Talon Ouest	145	2	56	59	24
Rouge - Phase 3	7317 Victoria	77	4	22	44	7
Rouge - Phase 4	4293 Jean-Talon Ouest	73	0	7	29	33
Rouge - Phase 5	4919 Jean-Talon Ouest	87	1	24	40	22
Rouge - Phase 6	4961 Jean-Talon Ouest	188	15	89	54	26
Vue - Phase 1	7525 Mountain Sights	99	1	37	58	3
Vue - Phase 2	7501 Mountain Sights	94	0	31	59	4
Vue - Phase 3	5150 Buchan	99	0	40	59	0
Vue - Phase 4	5150 Buchan	104	1	34	69	0
Vue - Phase 6	5081-5085 Jean-Talon Ouest	216	0	89	89	38
<i>Total condos</i>		1610	52	581	768	197
<b>AFFORDABLE CONDOS</b>						
Côté Ouest - Phases 1 and 2	4950 de la Savane, 5025 Paré	292	0	70	146	76
<i>Total affordable condos</i>		292	0	70	146	76
<b>CONDOS IN DEVELOPMENT</b>						
Vue - Phase 7	Not attributed	136				
Vue - Phase 8	Not attributed					
À préciser	5200 de la Savane	400				
<i>Total condos in development</i>		536				
<b>PRIVATE RENTAL HOUSING</b>						
Vue - Phase 5	5075 Jean-Talon Ouest	153	0	70	77	6
Le Namur	4974 Place de la Savane	176	23	102	51	0
<i>Total private rental housing</i>		329	23	172	128	6
<b>TOTAL RENTAL AND CONDOS</b>		<b>2767</b>	<b>75</b>	<b>823</b>	<b>1042</b>	<b>279</b>
<b>SOCIAL HOUSING</b>						
Immeuble Victoria-Barclay (2)	6610 Victoria	67	0	36	25	3
Coopérative Les Fondations du quartier (2)	8355 Labarre	98	0	49	26	16
Coopérative d'habitation Fleur de L'île	4955 Buchan	44	0	23	12	5
<b>TOTAL SOCIAL HOUSING</b>		<b>209</b>	<b>0</b>	<b>108</b>	<b>63</b>	<b>24</b>
Source: Compilation interne, Direction de l'habitation et DAUSE de CDN-NDG.						
(1) The data also includes projects in development in the De la Savane sector, between the train tracks to the south, De la Savane Street to the Decarie highway to the west and Mountain Sights Avenue to the east.						
(2) The cooperative <i>Les Fondations du quartier</i> as well as the Victoria-Barclay building are located outside of the perimeter but are associated with Triangle's inclusion projects; Rouge (inclusion outside the sector)						
<i>Indicates an estimation</i>						

### ***Annex 3: Table of Property Values on Mountain Sights Avenue, 2009 versus 2017<sup>14</sup>***

<b><i>Address on Mountain Sights</i></b>	<b><i>Adjusted taxed value, 2009, in dollars</i></b>	<b><i>Value indicated in property assessment role, 2017-2019, in dollars</i></b>
7715	891 325	2 059 800
7740	856 525	3 084 100
7745	918 400	1 739 900
7777	918 400	1 800 000
7780	1 060 200	2 560 000
7795	648 800	2 208 000
7800	982 275	1 800 100
7805	648 800	2 404 300
7810	969 525	1 800 000
7815	580 925	1 284 500
7825	542 750	1 201 200
7830	887 800	2 157 700
7835	633 000	1 541 300
7840	842 350	2 150 000
7845	633 000	1 541 300
7855	510 275	1 233 000
7860	804 675	1 879 700
7875	621 500	1 473 500
7905	760 150	1 617 600
8005	843 750	1 952 300
<b><i>Total</i></b>	<b>15 554 425</b>	<b>37 488 300</b>

<sup>14</sup> Source: City of Montreal Property Assessment Role, compilation and calculation CDC CDN.



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<sup>iii</sup> Centre communautaire Mountain Sights. *Plan intégré de revitalisation urbaine avenue – vision du quartier selon les résidents locaux*. Brief presented to the Office de consultation publique de Montréal for the hearings on the urban development of the Namur—Jean-Talon sector. December 2009. Available at <http://ocpm.qc.ca/sites/ocpm.qc.ca/files/pdf/P41/7a12.pdf>.

<sup>iv</sup> Excerpts and recommendations from the Office de consultation publique de Montréal can be found in the final report of the consultation on Namur-Jean-Talon : Office de consultation publique de Montréal. *Projet de requalification du secteur Namur--Jean-Talon Ouest : Rapport de consultation publique*. (Our translation). February 19, 2010. Page 38. Available at [http://ocpm.qc.ca/sites/ocpm.qc.ca/files/pdf/P41/Rapport\\_Secteur\\_Namur.pdf](http://ocpm.qc.ca/sites/ocpm.qc.ca/files/pdf/P41/Rapport_Secteur_Namur.pdf).

<sup>v</sup> Mountain Sights Community Centre. *Plan intégré de revitalisation urbaine avenue – vision du quartier selon les résidents locaux*. Brief presented to the Office de consultation publique de Montréal on the urban development of the Namur—Jean-Talon sector. December 2009. Page 1. (Our translation). Available at <http://ocpm.qc.ca/sites/ocpm.qc.ca/files/pdf/P41/7a12.pdf>.

<sup>vi</sup> Direction de l'habitation et Direction de l'aménagement urbain et des services aux entreprises de Côte-Des-Neiges—Notre-Dame-de-Grâce. *Tableau de compilation interne, en date du janvier 2017*. Obtained in May 2017.

<sup>vii</sup> Christian Paquin, CSSS de la Montagne. Powerpoint presentation, *Principales statistiques tirées du recensement de 2006 : Portrait de la population de Mountain Sights*. May 11, 2009.

<sup>viii</sup> Mountain Sights Community Centre. *Rapport final du projet pilote de l'opération en salubrité sur l'avenue Mountain Sights*. Presented to the Comité d'arrondissement sur le logement de Côte-des-Neiges – Notre-Dame-de Grâce in November 2007. Available at <http://ocpm.qc.ca/sites/ocpm.qc.ca/files/pdf/P41/7a12c.pdf>.

<sup>ix</sup> An example is available at: <http://www.pressreader.com/canada/montreal-gazette/20090307/281621006246599>.

<sup>x</sup> Centre communautaire Mountain Sights. *Plan intégré de revitalisation urbaine avenue – vision du quartier selon les résidents locaux*. Mémoire présenté à l'Office de consultation publique de Montréal sur le développement urbain du secteur Namur—Jean-Talon. Décembre 2009. Page 1. Disponible au <http://ocpm.qc.ca/sites/ocpm.qc.ca/files/pdf/P41/7a12.pdf>.

<sup>xi</sup> Direction de l'habitation et Direction de l'aménagement urbain et des services aux entreprises de Côte-Des-Neiges-Notre-Dame-de-Grâce. *Tableau de compilation interne, en date du janvier 2017*. Obtained in May 2017. »

<sup>xii</sup> Direction de l'habitation et Direction de l'aménagement urbain et des services aux entreprises de Côte-Des-Neiges-Notre-Dame-de-Grâce. *Tableau de compilation interne, en date du janvier 2017*. Obtained in May 2017.

<sup>xiii</sup> Here are two examples of ads: <http://www.newswire.ca/fr/news-releases/le-projet-de-revitalisation-du-secteur-namur-jean-talon-est-salue-parloffic-de-consultation-publique-de-montreal-539576521.html> et <http://journalmetro.com/local/cote-des-neiges-ndg/actualites/1119962/le-secteur-le-triangle-fait-peau-neuve/>.

<sup>xiv</sup> Claire Abraham. Calculations based on public data from the 2006 Statistics Canada Census.

<sup>xv</sup> According to the project website consulted on January 26, 2017 available at <http://www.rougecondominiums.com:80/en/available-units/rouge-4>.

<sup>xvi</sup> Available at [https://www.cmhc-schl.gc.ca/fr/co/aclo/aclo\\_021.cfm](https://www.cmhc-schl.gc.ca/fr/co/aclo/aclo_021.cfm).

<sup>xvii</sup> According to an ad seen on June 22, 2017 at <https://duproprio.com/en/montreal/cote-des-neiges-notre-dame-de-grace/condo-for-sale/hab-405-4950-rue-de-la-savane-607234#description>

<sup>xviii</sup> According to the web site of the Vue promoter on June 22, 2017: <http://habitationstrigone.com/appartements-a-louer/montreal/le-namur>.

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- <sup>xx</sup> Calculation based on minimum wage in effect since May 2017: \$11,25/h.
- <sup>xxi</sup> Christian Paquin, CSSS de la Montagne. Powerpoint Presentation. *Principales statistiques tirées du recensement de 2006 : Portrait de la population de Mountain Sights*. May 11, 2009.
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- <sup>xxv</sup> This agreement was obtained via an access to information request.
- <sup>xxvi</sup> Unless indicated, the information provided here comes from different sources and was compiled by the *Table de concertation sur le logement social* at the *Corporation de développement communautaire de Côte-des-Neiges*.
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- <sup>xxxiv</sup> Ibid.
- <sup>xxxv</sup> Société de transport de Montréal, data obtained via an access to information request, spring 2017.
- <sup>xxxvi</sup> The 92 bus schedule is available at <http://www.stm.info/fr/infos/reseaux/bus/reseau-local/ligne-92-est>.
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