

**MEMOIR REGARDING THE PROGRAMME PARTICULIER D'URBANISME (PPU)
SECTEUR DE PLANIFICATION DÉTAILLÉE GRIFFINTOWN**

Submitted to l'Office de consultation publique de Montréal

Submitted by:

Anika Quicquaro

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Members of the Committee,

My name is Anika Quicquaro and I am a potential Griffintown resident. As a prospective buyer, I am concerned with how the neighbourhood will evolve throughout the course of its development. I believe that there is nothing more important to live in an environment that is animated, lively and accessible among other things.

Upon review of the proposed PPU, and comparison with the existing PPU for the Peel-Wellington sector, I was pleased and surprised with some of the projected modifications. As a whole, I was enthused to see that a larger sector has been delimited in comparison to the existing PPU. Griffintown has been identified as a neighbourhood with an enormous potential for development, which has been proven already with the current and future developments of District Griffin, Les Basins du Nouveau Havre and other smaller scale residential and commercial projects.

ACCESSIBILITY

As a former industrial district that incorporated multiple large city blocks as a result of the building typologies, the neighbourhood was somewhat cut off from the Lachine canal. Access to the canal for pedestrians and automobiles alike is very limited west of de la Montagne Street, due in part to the former Canada Post facility. The modifications proposed in regards to accessibility are one of the highlights. With an influx of residents about to descend upon Griffintown, accessibility within the neighbourhood, as well as to the Lachine canal will be paramount.

PUBLIC AND COLLECTIVE SPACES

The idea of creating a network of collective spaces whereby the pedestrian becomes the focal point can be seen as both a positive and negative feature. The scale of development that is proposed for Griffintown will undoubtedly call for a pedestrian and cyclist friendly environment, however, with almost every street being highlighted for such improvement as larger sidewalks and narrower roads, the question must be asked to as whether or not these "indented" modifications will cause negative impacts.

Despite the positive nature of creating a pedestrian friendly environment (increased safety, accessibility, etc), several negative impacts have the potential to arise. Due to the nature of the existing environment, multiplied with an increase in populations to the area and narrower streets, there exists the potential for congested streets. This issue only worsens during rush hour periods when an increased volume of traffic attempts to navigate the already congested main arteries on their way to the various highways and bridges.

Regardless of the intention to reduce the use of the automobile within the neighbourhood, more and more people own vehicles, and a need good circulation and ample parking will always remain.

PARKING

As stated within the PPU, 2000 on street parking stalls currently exist, with 120 of the stalls being reserved for residents of the neighbourhood. To this we add approximately 4000 off street parking stalls for a total of 6000 parking stalls.

With roughly 38 percent of on street parking stalls to be eliminated, and a proposal to restrict additional on street parking due the creation of reserved areas for pedestrians and cyclists, there remains a risk of an undersupply of on street parking, despite the current trend.

It must be noted that the minimum number of parking stalls required per residential unit will be reduced, further limiting the number of stalls available. In addition, as with any residential condominium project, parking stalls are available at a premium and not always affordable for everyone. Also, as these parking stalls are offered at a first come first served basis, not all residences who own a vehicle will have the option to purchase a parking stall. It is virtually impossible for a potential client a resident without private parking to find easily a parking stall.

Speaking for all residents and clients alike, the city should take the initiative of finding a solution to the problem they are creating by eliminating parking stalls and reducing the number of stalls required for a new project. Citizens should not be responsible to have to find a solution themselves, whether that be parking at a distance or having to park in an expensive lot. As a citizen, I do not want to have to directly deal with the negative consequences that arise as a result of poor planning on the part of the city.

DENSITY, LOT COVERAGE AND BUILDING HEIGHTS

In regards to lot coverage, the suggested modifications significantly reduce the buildable area of each landsite. A reduction in the allowable lot coverage from 100% to 70% as to allow the creation of "street gardens", further limits the possible buildable floor area. Although the idea of creating street gardens is an attractive idea, it does not come without its issues. Intended as supplementary green or public space, these street gardens will be utilised and overrun by non residence, homeless who will squat the place, in the case of a residential building.

As a result of the reduction in lot coverage, measures should be implemented to compensate for the loss of potential density. With an area such as Griffintown being deemed as a prime location for increased densities, it would be wise to increase both the allowable building height as well as density.

In conclusion, there are many elements proposed in the new PPU that will help make Griffintown a thriving neighbourhood. Such elements as public and collective spaces, an increased pedestrian network, and improved accessibility throughout Griffintown and to the Lachine canal, will all lend to its success.

However, the very tools and proposals that are intended to help the neighbourhood succeed may hinder it from reaching its full potential. By improving safety and accessibility for pedestrians and cyclists, the effects of widening sidewalks and narrowing streets will be felt by motorists through reduced

accessibility and increased traffic. Additionally, by implementing provisions to increase green space and sunlight within a development project, we are in term limiting its density.

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