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Association des municipalités de banlieue
Association of Suburban Municipalities

Namur – De la Savane Working Group

ASM approves transportation measures but opposes a new administrative structure

Montreal West, May 28, 2019 – The Association of Suburban Municipalities (ASM) endorses the recommendations of the Namur – De la Savane Working Group regarding necessary improvements to road transportation and to transit to reduce congestion in the study sector, but opposes the creation of new administrative structures to manage the island of Montreal.

This was the reaction of Beny Masella, president of the Association of Suburban Municipalities and mayor of Montreal West, to today's release of the report from the Namur - De la Savane Working Group, chaired by University professor Florence Junca-Adenot.

The Working Group was mandated last March to rethink travel around the Décarie interchange by determining mobility needs and proposing short- and medium-term solutions with regard to development projects in this central hub on the island of Montreal.

“Traffic issues transcend the metropolitan region,” noted Mr. Masella. “All measures helping improve traffic flow, including completing Cavendish Boulevard, and transit and active transportation projects must be prioritized since their impacts have consequences throughout the road network.”

These improvements are essential to support sustainable development, urban densification, redevelopment of outmoded industrial areas and the creation of quality neighbourhoods.

The ASM echoed the reminder by the Working Group that the Namur – De la Savane sector is one of the six priority development hubs on the island of Montreal.

“The report mentions the need to open up the sector, improve access to transit and obtain contributions from developers to finance mobility services and infrastructure,” noted Côte-Saint-Luc mayor, Mitchell Brownstein. “We are in favour of all of this.”

Philippe Roy, the mayor of Mount Royal, mentioned that his administration has been collaborating since 2014 with that of Montreal and adjacent cities and boroughs on the

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Royalmount file. “This project is part of, and respects, Montreal’s urban planning and development master plan (schéma d’aménagement), as well as the Metropolitan Land Use and Development Plan (PMAD),” he noted.

“Décarie Interchange mobility issues have been known for a long time, as are the remedies to solve them,” said the president of the ASM. “The challenges we face from the development projects in the sector, including Royalmount, are neither new nor surprising. But they require public authorities to act. That is what we, the elected officials for the suburban cities, have been requesting for years.”

No new structure

The Working Group justifiably mentioned all the existing legislative, regulations and municipal bylaws that govern management and development in the area. “There is no need to add a new ‘supralocal’ structure,” stated Mr. Masella.

The president of the ASM also noted that the autonomy of local governments has been recognized and must be respected. “In that respect, the Working Group confirms that the file has been well managed by Mount Royal’s authorities. Municipal elected officials have always assumed their responsibility to manage their territory in the name of their citizens. Local governance has been accepted and must be upheld.”

The mayors of the suburban cities reiterate that the Royalmount project constitutes a necessary development, not only for the area where it is located, but also for the collective benefit of the entire Montreal agglomeration.

“This project has regional impact,” concluded Mr. Masella. “Issues related to urban integration, mobility and accessibility of the site are necessary and are being taken into account by the existing political structures. The project’s success will also be a positive signal to the business community that it is possible to complete major projects on the island of Montreal.”

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