

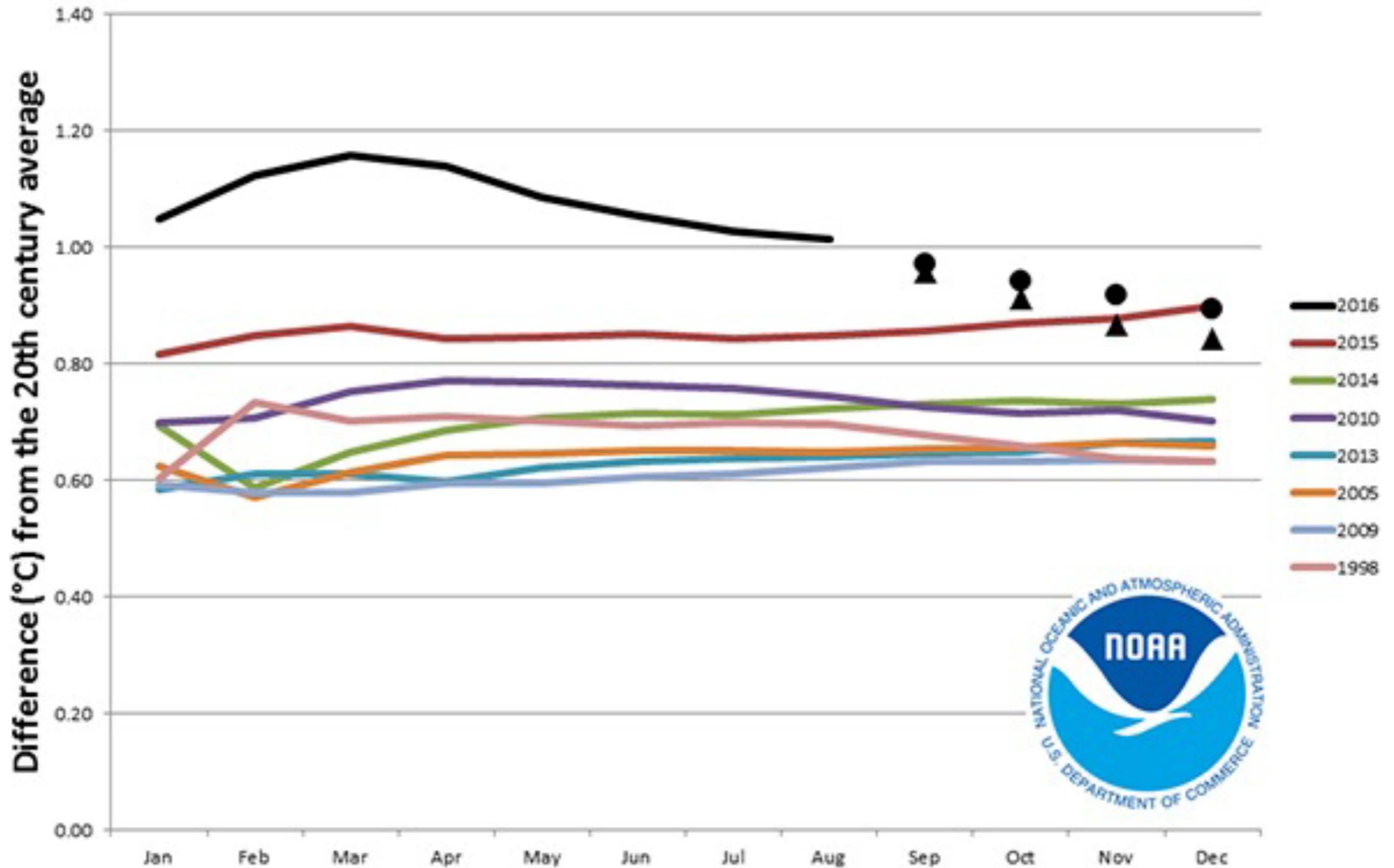
Think Global, Act Local

Les décisions prises à Montréal ne peuvent pas être divorcées
de leurs conséquences globales

Shaen Johnston & Matthew Chapman
28 septembre, 2016

Year-to-Date Global Temperatures

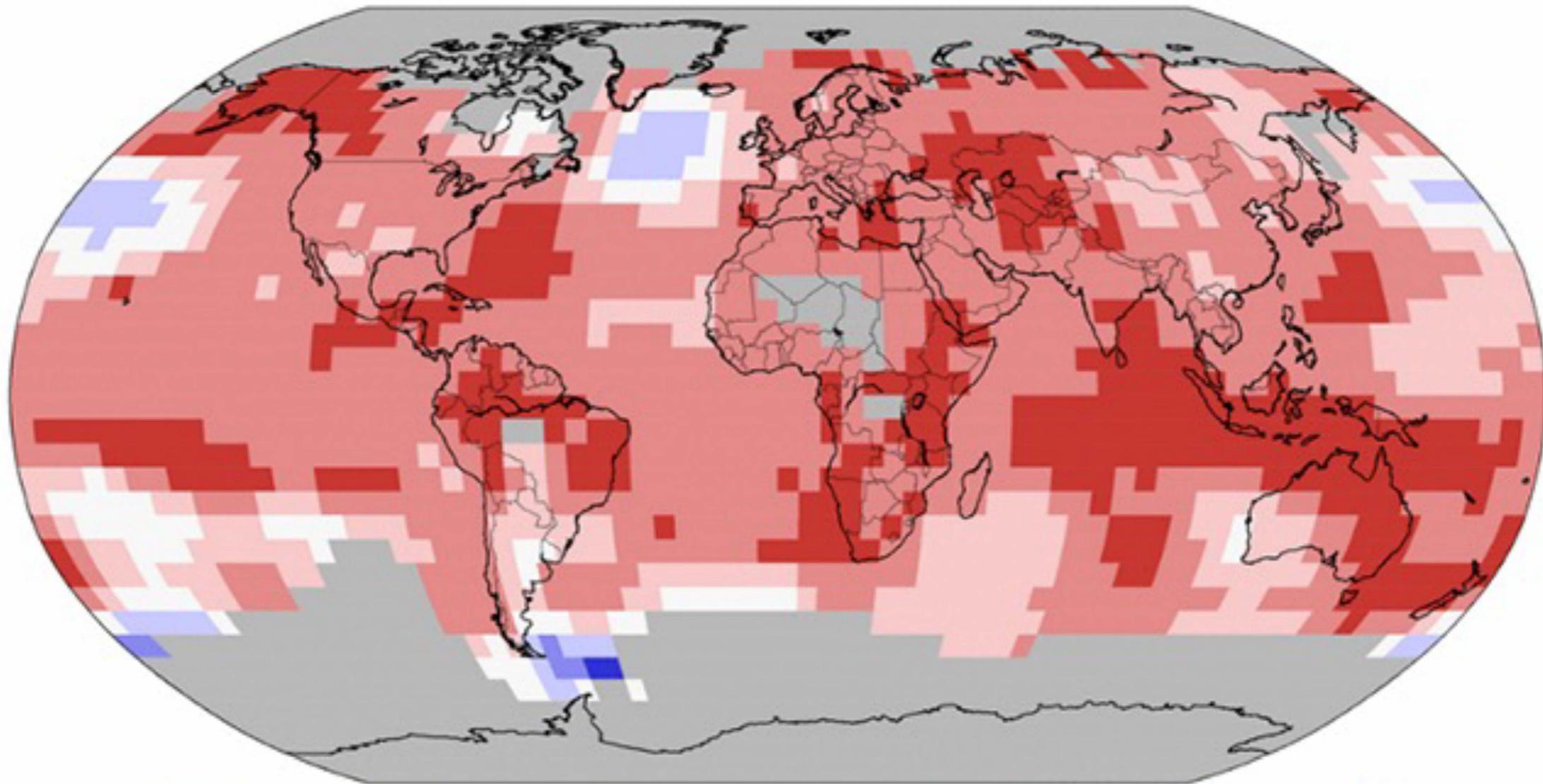
for 2016 and the other seven warmest years on record



Land & Ocean Temperature Percentiles Jan–Aug 2016

NOAA's National Centers for Environmental Information

Data Source: GHCN–M version 3.3.0 & ERSST version 4.0.0




Record
Coldest


Much
Cooler than
Average


Cooler than
Average


Near
Average

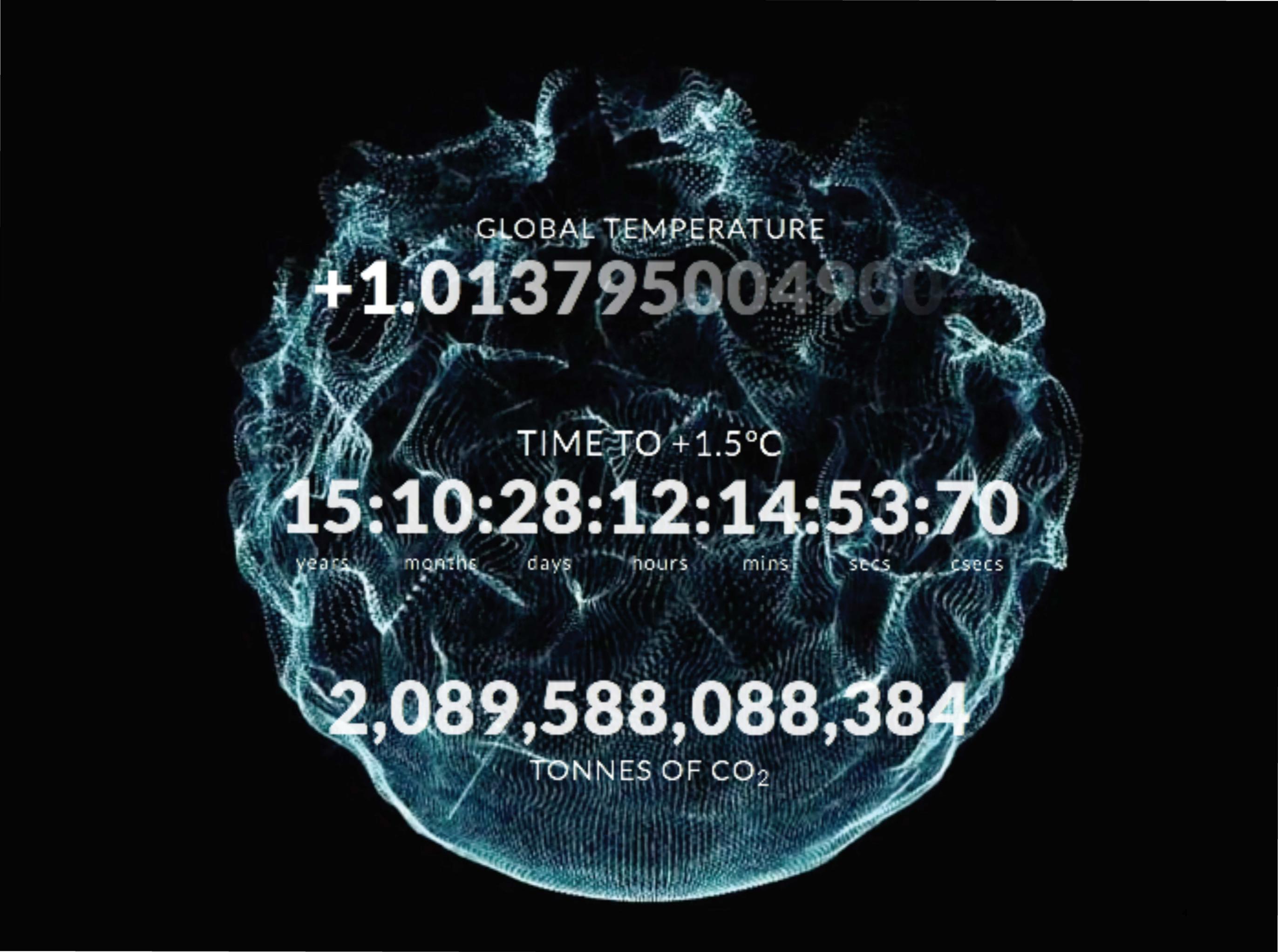

Warmer than
Average


Much
Warmer than
Average


Record
Warmest



Fri Sep 16 09:45:33 EDT 2016



GLOBAL TEMPERATURE

+1.013795004900

TIME TO +1.5°C

15:10:28:12:14:53:70

years months days hours mins secs csecs

2,089,588,088,384

TONNES OF CO₂

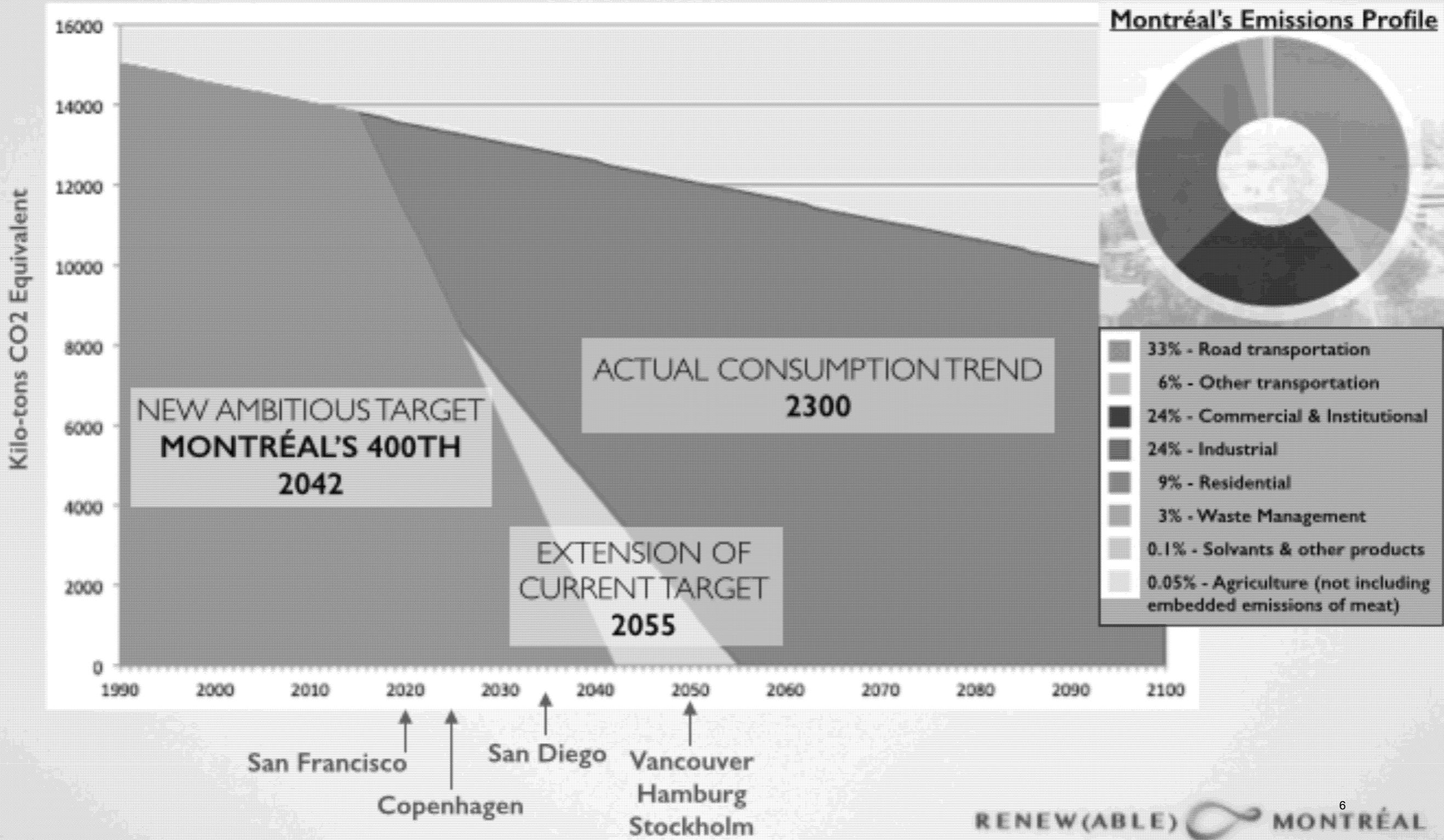
Carboneutre
pour le **4000^e**

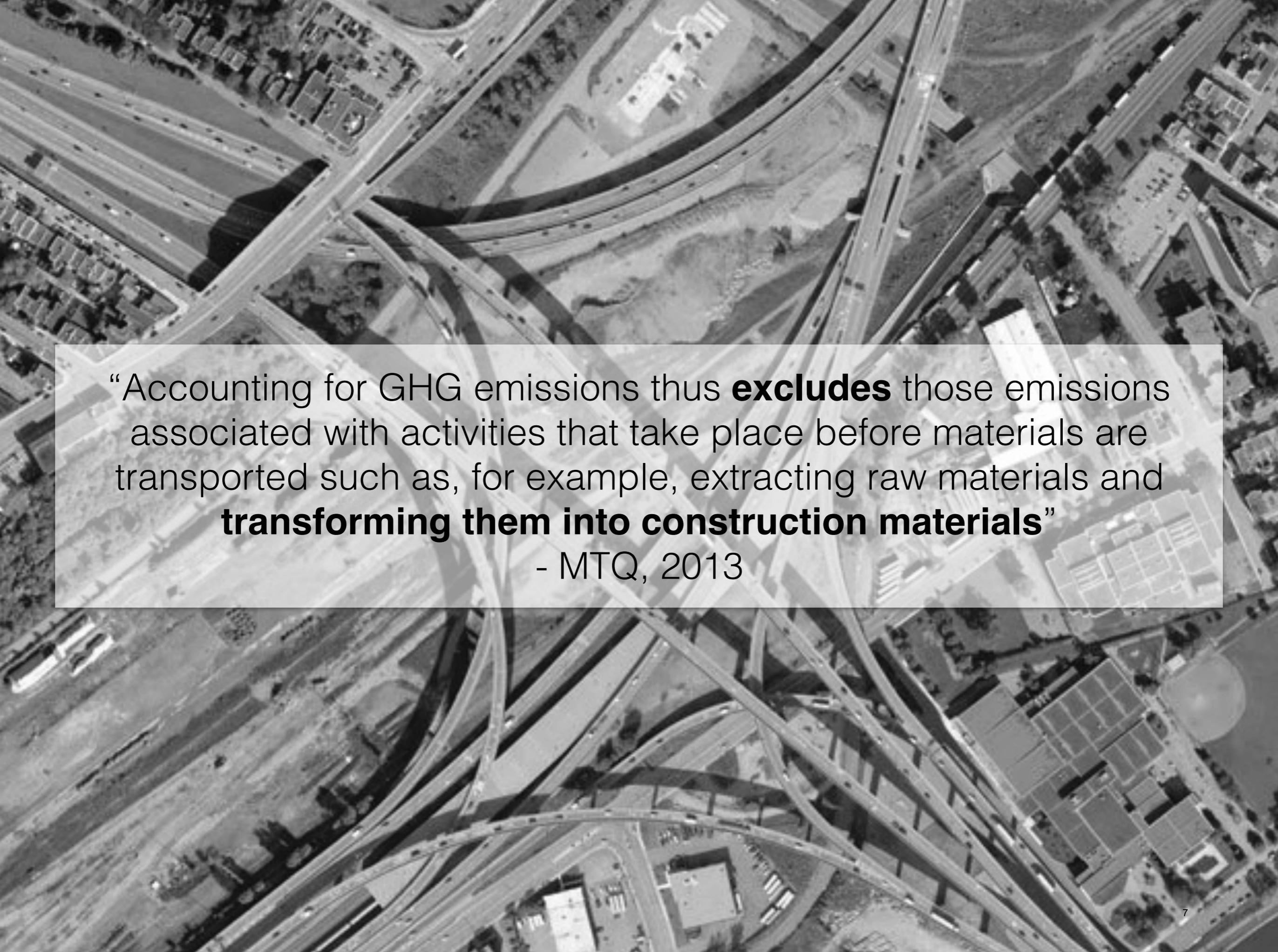


DEMAND
BETTER
OF OUR CITY

CARBON NEUTRAL TARGETS

Other cities have set ambitious goals and taken significant steps to achieve them. **It's time for Montréal to do the same.**
Take part in VERTMTL, the discussion being facilitated by the OCPM!





“Accounting for GHG emissions thus **excludes** those emissions associated with activities that take place before materials are transported such as, for example, extracting raw materials and **transforming them into construction materials**”

- MTQ, 2013



Citizens in Action



COALITION CLIMAT MONTRÉAL CLIMATE COALITION



SIGNEZ VOTRE DÉCLARATION

CARBONEUTRE POUR LE 400^e

SIGN YOUR DECLARATION

CARBON NEUTRAL FOR THE 400th



ARCHITECTES & URBANISTES



BUDDHISTS



ENTREPRISES



CHRÉTIENS



CITIZENS' GROUPS



CLIMATE SCIENTISTS



COMMUNITY ASSOCIATIONS



CYCLISTES



ÉCOLOGISTES



INGÉNIEURS



GROUPES ENVIRONNEMENTAUX



FINANCE



SANTÉ



JEWISH



ÉCO-TECH



NEUROSCIENTISTS



JURISTES



LOCAL FOOD SYSTEMS



MUSLIMS



PARENTS



AINÉS



VILLE INTELLIGENTE



ENTREPRENEURS SOCIAUX



STUDENTS



ENSEIGNANTS



TRANSIT RIDERS



MEILLEURES PRATIQUES DE VANCOUVER



MATIÈRES RÉSIDUELLES



WEST ISLANDERS



FEMMES



SYSTEMS THINKING



CÉGÉPIENS



RESIDENTS OF POINTE-ST-CHARLES



ÉCONOMIE DU PARTAGE



ZÉRO DÉCHET



RESPONSIBLE CORPORATIONS

+ de **3 500**
participants

Près de
50 événements

20 000 visionnements
de la vidéo de promotion

+ de **1 million** de personnes ont
vu les publications Facebook
(en utilisateurs uniques /jour)

77 % des utilisateurs de **vertmtl.org**
participaient pour la première fois à
une consultation de l'OCPM

Taux de satisfaction de
vertmtl.org de **88%**

Recommandation 1

La commission recommande que la Ville de Montréal développe une culture de transparence, de collecte de données et d'information, notamment :

- en produisant régulièrement des suivis et des bilans de ses nombreux plans et politiques;
- en développant des indicateurs faciles à comprendre pour les citoyens, les élus et les fonctionnaires;
- en y consacrant les ressources professionnelles, techniques et financières nécessaires.

MONTRÉAL DURABLE 2016-2020

Ensemble pour une métropole durable

COALITION
CLIMAT
MONTRÉAL

Montréal 

1 MONTRÉAL SOBRE EN CARBONE

Réduire de 80 % les GES d'ici 2050
Réduire et s'adapter

2 MONTRÉAL ÉQUITABLE

Améliorer l'accès aux services et aux infrastructures
Inclure et lutter contre les inégalités

3 MONTRÉAL EXEMPLAIRE

Adopter des pratiques exemplaires de développement durable
Tracer la voie et mobiliser

1

MONTRÉAL SOBRE EN CARBONE

Réduire de 80 % les GES d'ici 2050
Réduire et s'adapter

1. Fixer un budget carbone

2. Mesurer les émissions annuellement

3. Test climat compréhensif

Test climat compréhensif?



Béton? Étalement urbain?

La Caisse de dépôt prend le contrôle de Ciment McInnis

PUBLIÉ LE JEUDI 11 AOÛT 2016 À 16 H 32 | Mis à jour le 11 août 2016 à 17 h 47



Chantier de la cimenterie Ciment McInnis à Port-Daniel-Gascons, en Gaspésie PHOTO : RADIO-CANADA/PIERRE COTTON

Quand le transport collectif carbure à la valeur foncière

Par François Normand

Édition du 20 Juin 2015



La Caisse de dépôt et placement du Québec prévoit réaliser d'ici 2020 deux projets de transport collectif majeurs à Montréal : un système léger sur rail (SLR) sur le nouveau pont Champlain et un train qui reliera le centre-ville de Montréal à l'aéroport Montréal-Trudeau.

« Pour financer ces projets, elle compte faire appel en partie à la captation de la plus-value foncière »

SUBURBAN SPRAWL

NOT AS CHEAP AS YOU THINK.

The hidden costs of sprawling development are paid by all Canadians

SPRAWL DWELLERS PAY ONLY HALF THE COST OF ROADS,

HIDING THE REAL COST OF THE SUBURBS

HIDDEN COSTS

THE INDIRECT COSTS OF AUTOMOBILE USE



THESE COSTS ARE ESTIMATED AT MORE THAN **\$27 BILLION PER YEAR.**

GOVERNMENTS (FEDERAL + PROVINCIAL/ TERRITORIAL + LOCAL COMBINED) **SPEND \$29 BILLION ON ROADS IN CANADA IN 2010-2017.**

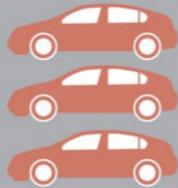
Fuel taxes, vehicle permits, licenses and other fees pay **\$15.5 BILLION** leaving **\$13.5 BILLION** paid from general taxes.

SUBURBS ARE GROWING 160% FASTER THAN CITY CENTRES

81% of Canadians live in CITIES
HALF OF THOSE 81% Live in the SUBURBS

Suburban residents drive

3X



As much as urban drivers.

LEADING TO MORE VEHICLE COLLISIONS;

RISING OBESITY, DIABETES, CHRONIC ILLNESSES, INACTIVITY, AND MENTAL HEALTH IMPACTS.

New Suburbs Cost Cities More Than Denser Urban Developments

But Most Cities Charge Developers a Flat Rate Regardless.

HALIFAX'S POTENTIAL SAVINGS, 2009-2031

% NEW HOMES BUILT IN URBAN CORE	SAVINGS (net)
16% (Current levels)	\$0
25%	\$456 MILLION
40%	\$1,379 MILLION
50%	\$1,760 MILLION

ROADS, TRANSIT, PIPES, WASTE PICKUP, POLICING, FIRE LIBRARIES, DEPT., COST MORE IN THE BURBS

\$5,542
Single detached

Higher fuel taxes reduce sprawl and pay for more of the real costs of roads

\$9,662
Townhouse

1% increase in gasoline price



=1.28% decrease in suburban housing units.

\$6,673
Apartments

=0.32% growth in the urban core population



CITIES + TAXPAYERS COULD SAVE MILLIONS WITH HIGHER DENSITY DEVELOPMENT

MAKING NEW DEVELOPMENTS PAY THEIR REAL COSTS CAN BALANCE MUNICIPAL FINANCES AND CREATE MORE LIVEABLE COMMUNITIES. >>> KITCHENER DOES THIS.

Kitchener residential development charge rates

\$3,140
Apartments

\$1,661
Lodging house

\$2,898
Suburban Area

\$5,475
Central Neighbourhoods

\$2,898
Suburban Area

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Performance des options : émissions de gaz à effet de serre (CO₂)

	Réseau électrique métropolitain	Grand virage
Émissions directes évitées par le remplacement des autobus	18 600 t / an	356 000 t / an 19 fois plus que le REM
Émissions liées au béton requis dans la construction	Entre 700 000 et 960 000 t (cela annule de 37 à 51 années de la baisse des émissions directes annuelles)	Environ 10 fois moins que le REM (cela représente 3 mois de la baisse des émissions directes annuelles)
Émissions liées à l'aménagement du territoire (horizon 2025)	Étalement urbain = Hausse de 60 000 t / an	Concentration urbaine = Baisse de 45 000 t / an
Effets à long terme des hausses d'achalandage	Dans un contexte d'étalement, pour chaque passager supplémentaire du REM, il y a 5 usagers d'automobiles = augmentation des émissions	Dans un contexte de concentration urbaine, chaque passager supplémentaire réduit la dépendance à l'auto = baisse des émissions

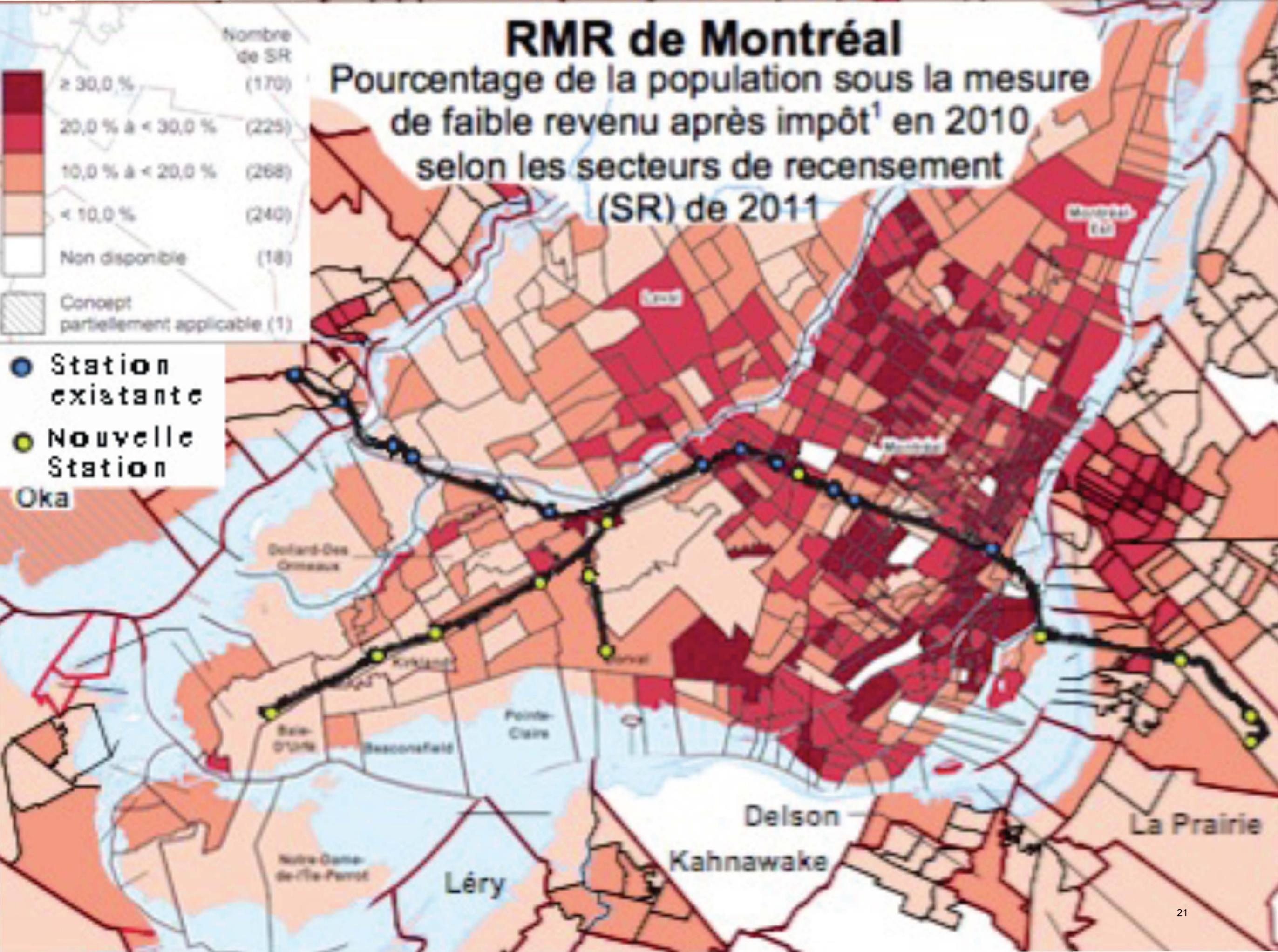
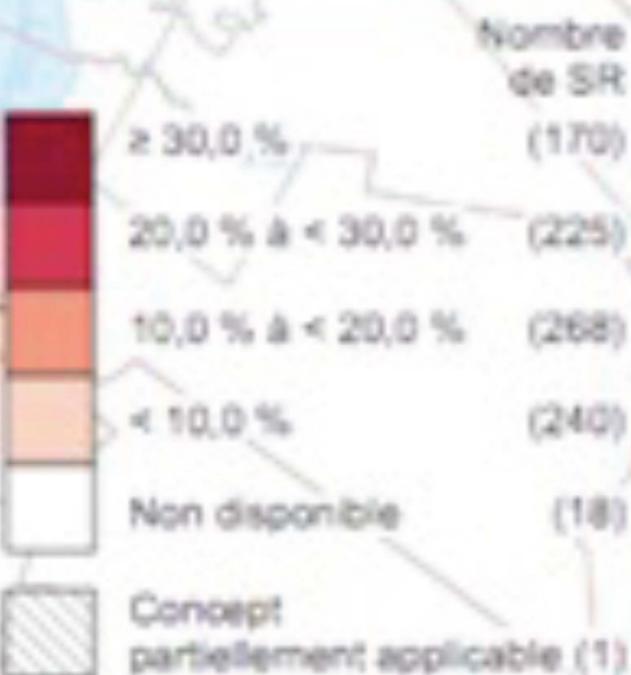
2 MONTREAL ÉQUITABLE

**Améliorer l'accès aux services et aux infrastructures
Inclure et lutter contre les inégalités**

Le REM favorisera-t-il une ville plus équitable?

RMR de Montréal

Pourcentage de la population sous la mesure de faible revenu après impôt¹ en 2010 selon les secteurs de recensement (SR) de 2011



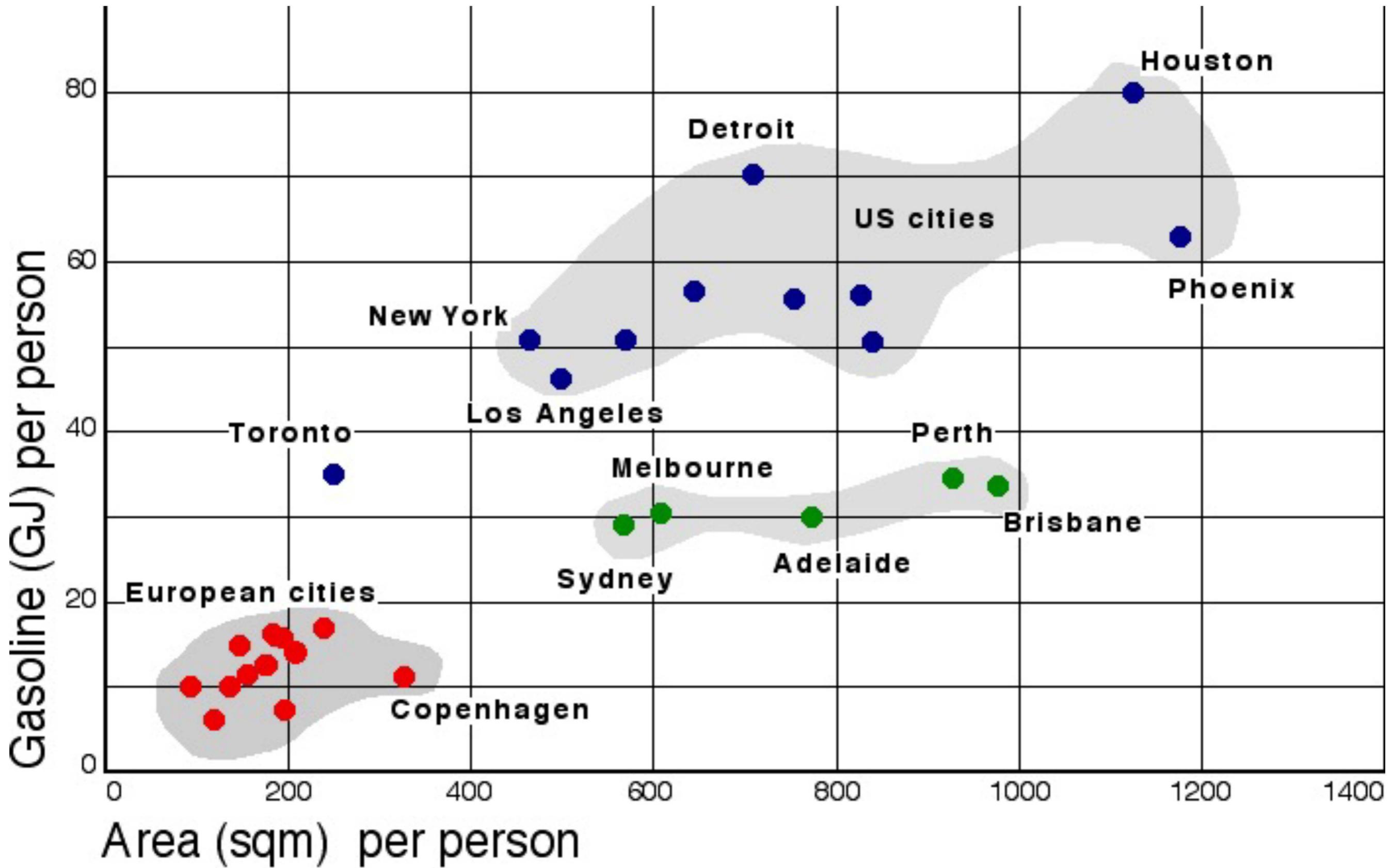
3 MONTRÉAL EXEMPLAIRE

Adopter des pratiques exemplaires de développement durable
Tracer la voie et mobiliser

Quelle avenir pour notre ville et ses citoyens?

DUBAI

Skytrain semblable au REM



Le REM va-t-il répondre à nos objectifs de développement durable?

1 MONTRÉAL SOBRE EN CARBONE

Réduire de 80 % les GES d'ici 2050
Réduire et s'adapter

2 MONTRÉAL ÉQUITABLE

Améliorer l'accès aux services et aux infrastructures
Inclure et lutter contre les inégalités

3 MONTRÉAL EXEMPLAIRE

Adopter des pratiques exemplaires de développement durable
Tracer la voie et mobiliser

Légitimité des procédures pour le choix du projet