

## Annoyances for the citizens of Glenmount

Here is the list of annoyances that had been given to the mayor, to his request, in the days preceding the meeting of the citizens on May 4<sup>th</sup> 2005. Item 21, concerning the trains, was added following the meeting.



<http://www.glenmount.info>

1. Security. Speed limits are superior in the Glenmount neighborhood, in comparison with Mount Royal, for the same arteries. Consequently, motorists accelerate when they go through the sector.
2. Public security. Mount Royal, as everyone knows, is at risk for theft. Consequently, a public security service exists. If Glenmount gets separated for Mount Royal, it will not have access to the service anymore, despite the evident homogeneity with Mount Royal.
3. Investment in security. Certain intersections are obviously dangerous, since accidents there happen regularly. The Jean-Talon – Canora intersection is an example. Côte-des-Neiges has not shown any interest in it because of the remoteness of the sector. However, it is already one of the borough of Mount Royal’s projects.
4. Glenmount streets. Unlike Mount Royal, the streets of Glenmount are in a pitiful state. Something needs to be done.
5. Sidewalks. They are as bad as the streets. Uniformity with Mount Royal is a need.
6. Aqueducts. Mount Royal will soon demonstrate that the Glenmount aqueduct network needs to be changed. No interest had been shown by Côte-des-Neiges on that matter.
7. Street cleaning. During summer, street cleaning is done in Mount Royal. The sector of Glenmount is neglected to this matter.
8. Door numbers. On the same street, the numbers suddenly change because of territorial limits. For visitors or emergency services, it appears that finding a house in Glenmount is consequently a problem.
9. Parking. Parking rules are being much more permissive on the Glenmount side. Therefore people who use the train park their car along the streets of Glenmount making the same impossible for local citizens. Moreover, intersections become so crowded that it gets hard to see cars coming before turning. Côte-des-Neiges has been asked over and over to do something but has never done anything to solve the problem
10. Access to services. Citizens of Glenmount can easily walk to Mount Royal library, swimming pool, tennis, skating rink (etc.) but have to drive to Côte-des-Neiges services. In the latter case, they have to hope that a train will not block the access and that there will be parking space, which is rare.

11. Accesses to the community center and to the youth center. Elderly as well as teenagers make use of Mount Royal community centers for activities as well as for socializing. Obviously, for them, going to Côte-des-Neiges is most often impossible.
12. Access to municipal offices (permits, inspection, etc.). For the same reasons that quoted above, it is much easier for the citizens of Glenmount to walk to the Mount Royal town hall than drive to the Côte-des-Neiges Accès Montréal office, which is rather inaccessible to them.
13. Administrative agreements. Administrative agreements, allowing citizens of Glenmount to use Mount Royal community services have been signed during the 1990's. They were obtained thanks to the pressure of the Glenmount Community Association. Nevertheless, they are far from being perfect. First, they must be renegotiated on a regular basis, making Glenmount vulnerable. Moreover, the Glenmount Community Association, which is a private, not political organism, as to see to its renewal, showing the lack of political representation of the Glenmount sector. Even with the agreements, the citizens must pay a supplement for certain services. Is it acceptable since taxes or so high?
14. Schools. At the end of the 1990's, the provincial government decided that the children of Glenmount had to attend Côte-des-Neiges schools. Therefore, instead of securely walking to a close to home school, they had to go farther, crossing the dangerous railroad. Fortunately, this was corrected thanks to the private and volunteered Glenmount Community Association. It again shows the vulnerability of Glenmount.
15. Côte-des-Neiges interest for Glenmount. While Glenmount was part Côte-des-Neiges, there was a lack of interest for the latter. One can easily expect that with the annexation of Glenmount to Côte-des-Neiges, the political representation will be close to none. Even if Glenmount is relatively small as for its number of inhabitants, it needs a special democratic representation because of its special geographic location.
16. The interest of Glenmount for Côte-des-Neiges. Participation of Glenmount citizens to municipal affairs is much more important in the borough of Mount Royal than what it was in the Côte-des-Neiges area, and what it will be in the Côte-des-Neiges/Notre-Dame-de-Grâce borough. For example, since the merger, the residents of Glenmount have participated in various committees in the borough of Mount Royal, e.g. green spaces and environment, culture, sports, public security, which is not the case while Glenmount was part of Côte-des-Neiges.
17. Snow removal. Is it acceptable that certain streets have snow removal done by two different organisms? It generates additional noises and traffic annoyances that can become dangerous.
18. Garbage removal and recycling. It is logical, on a same street, that garbage is not collected on the same day. In a city that proclaims itself clean, such

as Montreal, how can we explain that garbage is seen on the street several days a week?

19. Tree branches and leaves, as well as voluminous object pick-up. These are collected by Mount Royal directly at the citizens' residences, at different moments of the year, while the citizens of Glenmount have to go to the eco centre, which is not even open during acceptable hours, with the need sometimes to rent a truck. Should we recall once more how high are Glenmount taxes?
20. House sales. Although it seems to get better, if two houses have the same value, in Mount Royal and Glenmount, the former one will be the one that will be sold. Is this really acceptable?
21. The train. Glenmount being located near the Canadian Pacific railroad, the citizens are victims of the multiple annoyances of the trains, including the noise and the potential danger of material transported by them. A solution has to be found.