

Statement of Interest and request for consideration of important issues which will be encountered with the adoption of the Pierrefond West Project.

The following statement of interest and request has been submitted as a Kirkland citizen living in the area of influence of the Pierrefond West project and after review of many submitted documents, attendance at information sessions, as well as discussions with many responsible Montreal citizens. As such these issues are being submitted along with a brief rationale as a basis of consideration in protecting Kirkland residents as well as Montreal citizens in general.

Points of Interest

1. The proposal is mainly a residential development designed on former agriculture lands and forests to allow the development of approximately 5500 new family residences.
2. The proposal presents a development with the cancelling of a planned major arterial route (AutoRoute 440) with a portion of this route now designated an urban boulevard extending from Chemin Sainte Marie North to Blvd Gouin West. There is strong indication that the AutoRoute 440 project will be eliminated from any arterial highway planning in the Montreal area.
3. Based on Quebec Transport statistics the average number of automobiles per domestic residence is 2.2 automobiles per residence. These would be equal to approximately 12100 more cars within the core West Island areas of Pierrefond West, Kirkland and Sainte Anne de Bellevue. Of this amount it is acknowledged that 75 – 80 percent would be used on a daily basis which would equate to about 9500 more cars per day in our living environment.

Notwithstanding the major issues with the encroachments upon natural environments and the eliminations of a wetland biodiversity sensitive areas, the Pierrefond West projects will be very negative for Kirkland's societal environment. The negative impacts being mostly incurred due to excessive vehicular traffic and associated air and noise pollution caused by the traffic. As well there clearly will be a greater issue with traffic safety for all citizens.

Points of Interest and Rationale

- A. The proposed urban boulevard links at the northern end must continue, as the Greater Montreal Urban plan once noted, unto the extension of Highway 440

from Laval across Ile Bizard and down to Highway 40.

This would provide vehicular access to traffic flows to Laval and across the Laval area to access feeder routes further East such as Highway 13 and 19, Pix IX etc. Many of the new home owners may take this as an alternative to Highway 40.

Also it will offer an alternative route for traffic travelling across the greater Montreal area.

In addition the need to maintain an East West arterial highway is and will be greatly needed in the development of the Montreal highway systems. The 440 route will be an integral part of allowing reconstruction of the elevated Highway 40 through the center of Montreal since it is clear the rebuild will be needed within ten years.

The planned 440 link is the last accessible point where East /West traffic can be directed since all other options of an East West corridor would not be feasible on any other on island or Laval route.

B Greatly diminish the issue being incurred and to be exasperated with any new development in terms of high decibel levels of noise and air pollution to Kirkland residents.

In terms of the greatly expanding levels of noise and air pollution to be incurred with the completion of the 440 route plus the Pierrefond West project it is imperative that as part of any planned construction of highway and urban road planning that sound barriers be a part of the construction both in the Pierrefond West area as well as the construction of a sound pollution barrier wall along Highway 40 from approximately Blvd Jean Yves (Highway 2440 interchange) to the Mountain Sights. These barrier to be installed on both the North and South sides of Highway 40.

Greatly diminish the issue being incurred and to be exasperated with any new development in terms of high decibel levels of noise and air pollution to Kirkland residents.

Richard Masterton