

M. DAVID FLETCHER :

1590 Absolutely, yes. And there is room for federal involvement. It's just they seem to be very
chary of getting themselves involved at this point. We would like to see somebody on the island
step up and actually grasp the nettle on this one and do what needs to be done here, and by the
way, at the Technoparc in St-Laurent.

1595 **M. JOSHUA WOLFE, commissaire:**

Thank you.

LA PRÉSIDENTE :

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Fine. Thank you very much. Monsieur Ed Hoyer, please? Welcome.

M. EDWARD HOYER:

1605 Good afternoon. We have come here today to talk about our thoughts on this housing
project called Pierrefonds Ouest, which is a building of 5 500 housing units.

LA PRÉSIDENTE :

1610 Would you mind bringing your microphone a little closer to you, please?

M. EDWARD HOYER:

1615 And to evaluate this project, we have to look at not only the local scene, but also the
wider scene, namely Greater Montreal. This whole project will affect the local and the wider
scene.

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Let me draw a picture of what I see happening. Let's look ahead for the next 20 to 50 years. This project will have a wider effect on all those living within a radius of 100 km from Montreal and beyond.

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With so many housing units, you can expect around 10,000 vehicles, with approximately 2,000 more per day using the Trans-Canada, the 20, the Gouin Blvd, Henri-Bourassa, Côte-de-Liesse and Lakeshore. The existing road structure can hardly handle the present traffic. So, with so many more cars, there will surely be a problem.

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When will you improve the existing structure to handle this traffic? My suggestion is to widen the # 40 – the Trans-Canada – to 8, 10 or 12 lanes right across the island, and Décarie, 8 lanes maybe, or 10, 12. Because they are all parking lots at rush hour. All the bridges need to be widened.

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There will be extra pollution from all these cars (namely exhaust) and extra heat from the motors. This will be a great problem, like the pollution and the heat in all other major cities around the world. Has this been taken into account?

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With so many more cars and trains, there will be more noise, which will disturb the neighbourhood. Every effort must be made to curb the noise from these vehicles. Maybe you can install sound barriers along some of these routes.

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By building 5 500 units, you have to prepare sewers, water mains, electric cables and other needed services. At what expense and who will pay?

And there will also be a need for medical services, day care, local food stores, hardware stores. Another great expense.

And there are many vacant spaces closer to Montreal which could not require a lot... it would be a lot easier to build there if people really wanted to. And it saves lots of money.

1650 Now, for the REM. It seems to me like an unnecessary expense. I don't like the proposition. My suggestion is to improve the existing rail system (CN, CP, AMT, etc.) to accommodate extra passengers. Has a thorough study been made of this transportation system for the next 20 to 50 years? I am not convinced that REM is the best solution to our transportation problem. Maybe it is good for the bank because they are going to make some money off of it. It would be good to... I would love to sit on a committee which would... to check into that because I
1655 am not convinced of it.

How about parking? Especially around train stations. I live close to the Roxboro train station and they love to park on my street. How about the metro station, downtown offices, buildings, shopping centres. With so many more cars, you'll need more parking spaces.

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And then, as we've already heard, I put great value on wildlife, rabbits, flowers, birds, turtles, frogs, fish, trees, shrubs, and eventually the quality of the air and water. There are so many trees cut, the wetlands are destroyed, and the species evicted, as we have just heard. It will have consequences on the surrounding area.

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And last – well not quite last but – the second last: all the flooding that we've had recently in Montreal. I just wonder has there been a study to prevent a flooding of thousands of homes, schools, stores, shopping centres, which could happen again. As you may know, this flooding happens every 10 to 20 years. I don't have the exact dates but... we've lived through in Roxboro with few floods. Each time, it inconveniences those who are flooded, lost business, ruined furniture and other possessions, and the possibility of mold setting into these buildings, which have cost millions to the government, and to individuals and to enterprises.

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One solution would be to build a dike around the island of Montreal, with suitable drainage systems. That's what they did in the Netherlands. I'm from the Netherlands, but I'm sure they could do a good job, a good analysis for you. Another solution is to preserve the existing wetlands, which is already mentioned, like a sponge.

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1680 I read somewhere that the government is planning to make public a map which shows the flood plains around Montreal. Isn't this overdue by about 50 or 100 years? Why would anybody want to build in a place where eventually there's going to be flood?

1685 And just the other day, on May 3rd, there was an article in the *Journal Métro* and also in the *24-heures*, suggestion to turn Pierrefonds-Ouest into a provincial park. Wonderful suggestion.

For the above reasons, I don't think it is wise to build a 5 500 housing units in Pierrefonds-Ouest until the above questions have been thoroughly resolved. Thank you.

LA PRÉSIDENTE :

1690 Thank you very much.

M. JOSHUA WOLFE, commissaire:

1695 Yes. Mr. Hoyer, you mentioned that you live near the Roxboro train station and one of your suggestions is to use existing vacant land spaces, and other people have talked about areas in Roxboro. So, how would you feel if, instead of developing the Pierrefonds-Ouest, the densities were changed around the Roxboro train station and three stairs walk ups or other buildings housing was built?

1700 **M. EDWARD HOYER:**

1705 Well, we have lot of empty lots. They can build houses there. As a matter of fact, right across from us, they just torn down a house and they are going to build two monsters. As long as they don't bother me, that's o.k., you know. Everywhere they are tearing down these little bungalows which were built 50 or 100 years ago and they are putting up these million dollar houses. I mean, that's progress.

1710 But of course, each comes with more cars. So what do you do? I don't mind, as long as I have my 50 X100, I'm happy.

M. JOSHUA WOLFE, commissaire:

1715 And also you talked about 10 000 vehicles that would be generated by the new development. Where is that number from?

M. EDWARD HOYER:

1720 Well, if you have one home, you usually have, mama and papa have a car. And then, sometimes, junior 1 and junior 2 have a car. So, on an average, if there are 5 500 homes, then, you might have roughly 10 000 cars. Of course, they're not all going to go down to Montreal. Some of them might work in Ste-Anne-de-Bellevue, but still, I figure at least 2 000 cars would hit the Trans-Canada and Lakeshore and so on.

1725 **M. JOSHUA WOLFE, commissaire:**

O.K.

LA PRÉSIDENTE :

1730 2 000 more using the 40, where does that number come from, 2 000?

M. EDWARD HOYER:

1735 I figured there would be 2 000 more cars on the roads going to Montreal. Because some of them will just go through their local shops, some will go to their work on the West Island. But 2 000 head towards Montreal.

LA PRÉSIDENTE :

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Among the 10 000?

M. EDWARD HOYER:

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10 000.

LA PRÉSIDENTE :

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Fine. I understand. That's O.K. Thank you very much.

M. JOSHUA WOLFE, commissaire:

Merci.

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M. EDWARD HOYER:

Thank you.

LA PRÉSIDENTE :

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Alors, on va prendre une pause d'une quinzaine de minutes et on va être de retour à moins cinq.

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SÉANCE SUSPENDUE QUELQUES MINUTES

REPRISE DE LA SÉANCE