An aerial map of the West Pierrefonds area in Montreal. The map shows various geographical features and labels. A red outline highlights a specific area in the center. The labels include: 'Lac des Deux Montagnes' (top left), 'Cap-Saint-Jacques nature park' (top center), 'Rivières des Prairies' (top right), 'Morgan Arboretum' (middle left), 'Bois de la Roche' (middle left), 'PIERREFONDS-OUEST' (center), 'l'Anse-à-l'Orme nature park' (center), 'Sainte-Anne-de-Bellevue' (bottom center), 'Kirkland' (bottom right), and 'Pierrefonds-Roxboro' (right). A blue and red highway shield with the number '40' is visible in the bottom left. A red line labeled 'MTMDET right-of-way' runs vertically through the center-right area.

OCPM -- AVENIR DU SECTEUR PIERREFONDS-OUEST

Future of West Pierrefonds
Comments James Bond

Summary

- Infrastructure and Cost
 - Timing
 - Who pays
- Road layout to favor accessibility and alternate transport
 - Capacity
 - Grid Pattern
- Planning and Aesthetics
 - Mixed Use
 - Set aside a portion of the lands for industrial development along the 440 ROW (*emprise*)
 - Creates local jobs
- Planning, Environment and Aesthetics
 - Waterfront views
 - Preserving natural species
 - Soils
 - Flooding
 - Natural landscape
 - Heritage

Context

- While leaving West Pierrefonds entirely as green space would engender the highest level of environmental protection, the following comments have been given in the context of the planned development proposed by the city of Montreal, borough of Pierrefonds.
- The concept in this case would consist of assuring that development preserves as much as possible the integrity of the ecosystem related to adjoining dedicated green-space parks and provides for an aesthetic livable space.

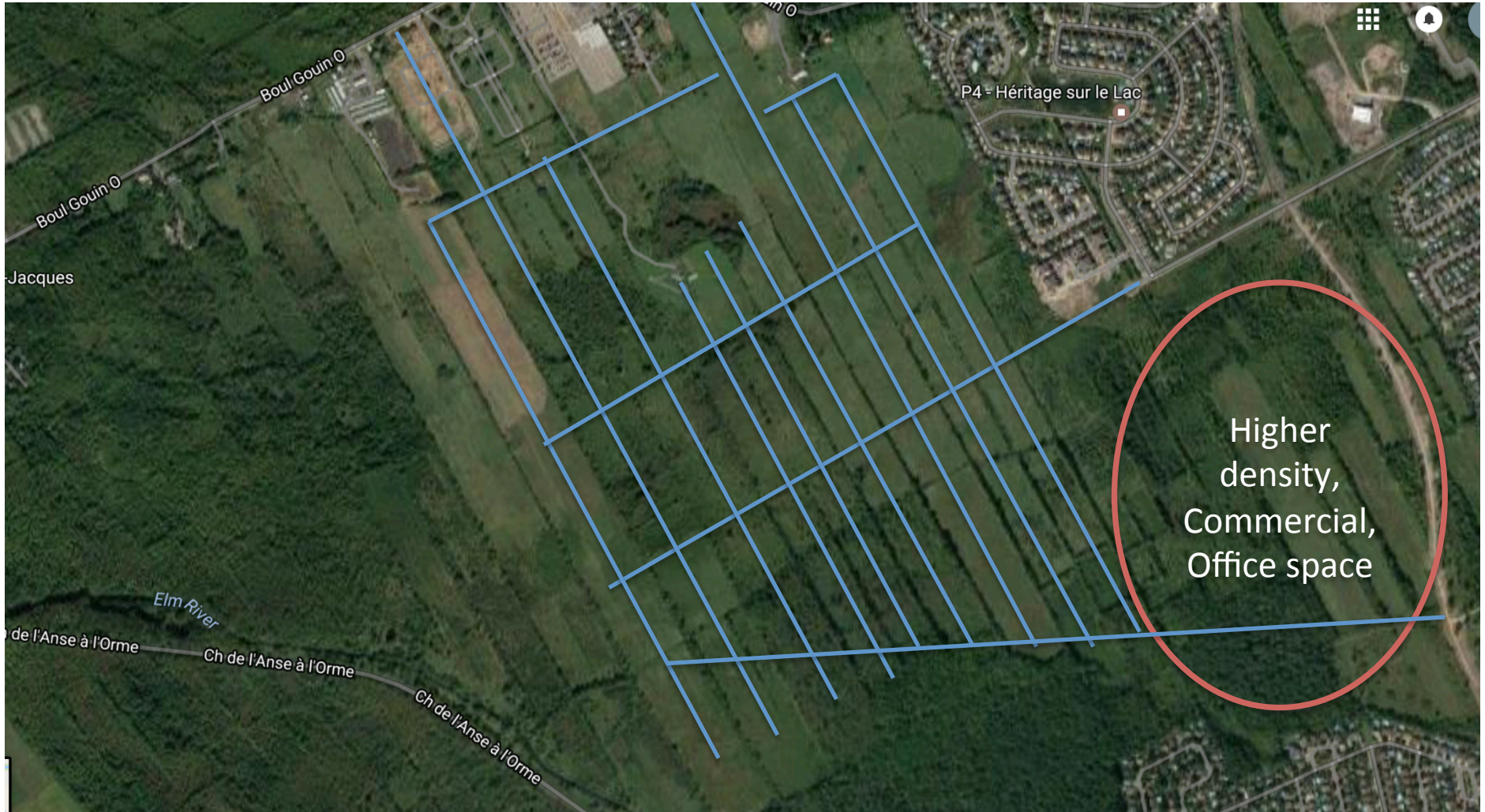
Infrastructure and Cost

- Ensure that infrastructure precedes development
 - Most notably arterial roads to the autoroute 40
- Ensure that the development interests carry a significant portion of the infrastructure cost
 - The costs should be largely amortized across the new construction

Road layout to favor accessibility and alternate transport

- Capacity
 - Ensure boulevards and streets have enough capacity ROW width to carry bikes, use and automobile at rush-hour volumes
 - dedicated bike paths and transit lanes **in addition to** traffic lanes
- Grid pattern (see following figure1)
 - Favours a grid pattern coherent with the existing farm lots will improve through access across the area
 - as opposed to the common labyrinth subdivision style of the last 50 years.
 - Supports environmental goals (swales, green-space connectivity, etc.)

Road layout figure 1 (schematic example)



Planning and Aesthetics

- Mixed Use
 - Set aside a portion of the lands for industrial development along the 440 ROW (*emprise*)
 - Creates local jobs
- Waterfront views
 - No high-rise building near the waterfront. Mixed high-rise and office space along the 440 ROW
- Preserving natural species
 - Ensure interconnection between all natural lands
- Soils
 - Ensure preservation of top soils
 - When excavating, stockpile and reuse

Planning and Aesthetics II

- Flooding
 - ensure built land elevations above flood elevations (100-yr recurrence)
 - No building in flood plain
 - Swale system for drainage and water filtering
- Natural landscape
 - Retain existing natural landscapes between housing sectors, swales, fence rows, stone walls, trees
- Heritage
 - Preserve heritage houses
 - No demolition