

Charles-E. Frosst Site Development Task Force

Highlights – Meeting No. 3

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| Date | July 8, 2020 – 6:30 to 9 p.m. |
| Location | Microsoft Teams |
| Present | Representing the Town : K. Parent, J. Sanalidro Representing the owner of the site : R. Plamondon, L. Vincent Representing the neighbourhood : V. Beaudet, M. Boghdady, S. Dabrowski, L. Francis, R. Lan, V. Pietrantonio, P. Salihou, N. Schulman Facilitators : J. Bénard and S. Kraemer (H+K Stratégies) |

1. J. Bénard presents the objective of the meeting which is to discuss the criteria for the site's urban planning and development.
2. K. Parent reports on the progress of the traffic study including the Charles-E. Frosst site currently conducted by the City of Pointe-Claire in collaboration with the Town of Kirkland. Kirkland will follow up with Pointe-Claire to ensure that the methodology takes into account the context of the pandemic, particularly with regard to traffic counts. Given the elimination of the incentive parking facility at the Pointe-Claire REM station, K. Parent will follow up with Pointe-Claire as to Cadillac-Fairview's intentions concerning the use of their parking lot for such purpose. He also indicated that the STM bus terminal is expected to be relocated next to the future REM station.
3. Task Force members approved the highlights of Meeting No. 2 with a correction to item 3c, to read "Any new project worth more than \$756,000 located within a 1 km radius from the future REM station is subject to a density tax per m²." At the next meeting, K. Parent will follow up on the meeting that did not take place with the MTQ (item 3d).
4. K. Parent presents preliminary development parameters for the Charles-E. Frosst site including the proposed location of new streets and green spaces on the site, as well as a suggested approach for the distribution of heights and densities:
 - a. Addition of an east-west central road, potentially one-way, connecting to Charles-E. Frosst Street; of a direct link to A-40 to avoid going through Brunswick Boulevard, as well as of secondary streets to improve traffic flow. The proposed street patterns will be validated against the results of the traffic study;
 - b. Development of a public green space in the middle section of the site and of a buffer zone between the residential sector and the industrial sector;
 - c. Creation of active transportation links, including a pedestrian and bicycle path leading to the REM station;
 - d. Gradation of building heights from west to east, beginning with single-family dwellings (2 stories) on the west, row houses (2 to 4 stories) in the central part and higher multi-family buildings in the western part up to the Pointe-Claire limit.
5. Task Force members approve of the street pattern as long as measures are put in place to prevent additional traffic on De Salaberry Street, to limit traffic congestion at the intersection of Charles-E. Frosst Street and the new east-west road and in general, to eliminate transit traffic on the site. The extension of Jacques-Bizard Boulevard to connect to A-40 remains a priority to relieve traffic pressure throughout the area.
6. Task Force members are satisfied with the parameters applicable to the distribution of heights and densities throughout the site, and to the development of green spaces, which in their view, reflect the concerns and expectations expressed by residents.
7. L. Vincent presents a preliminary sketch of the proposed development of the site based on parameters established by the Town of Kirkland. The proposal was favorably received by all members who agreed that it can serve as basic concept for work continuance. It is understood that the concept plan requires further development before it can be shared with the public.
8. Task Force members will be surveyed on their availabilities for a subsequent meeting in mid-August.