

INFORMATION NOTE:

**CLARIFICATION
DEVELOPMENT OF LOT 7**

Aéroports de Montréal (ADM) wishes to issue a clarification in response to allegations made by the **Sierra Club**.

Lot 7 will be used for airport development; in no way is this a commercial development. This lot is part of federal airport territory, and **its zoning provides for airport use**. The ultimate purpose of this space has always been recognized publicly, including in the Master Plans for Montréal–Trudeau airport.

The various stakeholders have been consulted and informed on numerous occasions since 2002 about ADM's intentions regarding development of this lot. In 2006, ADM and the City of Dorval announced jointly at a news conference that the lease on Lot 7 would end in 2014.

At the Corporation's Annual Public Meeting in May 2015, as well as in numerous media interviews, ADM had stated clearly that the lot would be taken back when the lease ended, on December 31, 2015, and that its use was required for airport purposes, in particular for a **security checkpoint for vehicle screening**.

The forest inventory conducted by an outside engineering firm confirms that the trees on the site are **between 5 and 75 years old**. As part of the project, deforestation work will be undertaken. ADM's Tree Policy, aimed primarily at protecting areas of high ecological value on airport grounds as well as at mitigating the environmental impact of projects, will be applied in the development of Lot 7. It is worth noting that a 25-metre band of wooded area more than 500 metres long will be preserved in the residential area of Thorncrest Avenue and that this green space will be developed for use by citizens.

As regards concerns over noise impacts, ADM has considered these aspects since the start of planning. A noise barrier will be built in accordance with the results of sound studies now under way. Residents in the area will be informed of the sound mitigation measures planned in connection with the project.

With respect to air quality, measures have been taken to ensure that there will be no increase in road traffic in the residential area.

ADM has always complied with all of its obligations under the terms of its lease with regard to consultations required for its development plans. **The various stakeholders have been consulted on the development of Lot 7 since 2002.**

In 2014, Transport Canada adopted airport security regulatory measures to meet ICAO standards for the establishment of checkpoints where vehicles enter restricted areas at Canadian airports (non-passenger screening vehicles, or NPSV). Analyses show that four NPSV are required at Montréal–Trudeau, including one in the airport’s southwest sector. **These new Transport Canada requirements oblige ADM to move ahead quickly.**

It is also important to specify that the development of Lot 7 does not include an aircraft refuelling station or a water treatment plant. These facilities exist already in the north part of the airport land and have been in operation since 2001 and 2003 respectively.

With the lease on Lot 7 having ended on December 31, 2015, the members of the former golf club cannot apply for accreditation to receive Audubon Society certification.

Not only is the Sierra Club intervening in airport development on Lot 7, but it is also requesting **a moratorium on all development projects on the Island of Montréal for the next 10 years!**