

Canora – Mont-Royal neighbourhood committee

Minutes – Meeting 2

Date: October 11, from 6:30 p.m. to 10 p.m.

Location: Annunciation Parish, 71 Roosevelt Avenue, Mount Royal

Committee members	
L. Debout	Resident
N. Tadros	Resident
B. Vallée	Resident
R. Roy	Resident
M. Trudeau	Resident
C. Lacasse	Resident
I. Tardif	City of Mount Royal
J. Leduc	Côte-des-Neiges–Notre-Dame-de-Grâce borough
I. Lebrun	City of Montréal
M. Bisson	Marguerite Bourgeoys school board
M.E. Vlad-Sabie	Mount Royal high school
JP. Pelletier	REM
É. Boivin	REM
M. Vallière	REM
G Cipolla	NouvLR
D. Bérubé	NouvLR
G. Jérémie	NouvLR
P. Hurtubise	Facilitator



Five citizens from the area, other than those on the neighbourhood committee, were present.

Agenda

- 1) Welcome
- 2) Review of rules
- 3) Follow-up on pending questions and complaints
- 4) Governance framework
- 5) Work status
- 6) REM in Operation
- 7) Urban and architectural integration
- 8) Next meeting
- 9) Appendices



1- Welcome

Mr. Hurtubise asked all committee members to take turns introducing themselves and then presented the agenda.

2- Review of rules

Pierre Hurtubise, Committee Chairman

As meeting facilitator, Mr. Hurtubise reminded everyone that the committee was formed based on applications received after a request for applications was made at the public information meeting in June. The first meeting was held on September 12, 2018 to discuss the committee's method of operation. The purpose of this committee is to discuss the work taking place, its impacts, mitigation measures and to follow-up on primary complaints. It will also try to understand and respond to residents' concerns. Presentations will be given by REM and NouvLR representatives at these committee meetings. Other representatives may be called upon as needed to participate in the meetings, depending on the issues at hand.

Mr. Hurtubise specified that there will be a discussion period after the presentation, first with the committee members and then with the public observers. Outstanding questions will be addressed at the next meeting.

3- Governance framework (slides 4 to 8)

Jean-Phillipe Pelletier, REM, Giovanni Cipolla, NouvLR and Myriam Vallière, REM

Jean-Philippe Pelletier presented the REM project governance, REM's and NouvLR's respective responsibilities, as well as the City of Montréal's and GPMM's roles. NouvLR is responsible for REM's design and construction. GPMM will supply the rolling stock and operate the system for 30 years. The City of Montréal coordinates relations with the associated cities and boroughs, in order to discuss the impacts on municipal services, as well as traffic obstructions and management.

Those present were reminded that the project is being developed using the design-build mode, which means certain activities will be carried out at the same time; thus, even though the comprehensive design has not been completed, construction can still move forward when certain significant design milestones have been reached. This technique is often used with major projects to provide better control over schedules.

Giovanni Cipolla presented the major stages of work planning. He explained that the construction sequence will be the same for each station; i.e., foundation work first, then structural work, architectural work, and finally, landscaping.

Myriam Vallière presented the community relations cycle: communication is received through any of the channels, then feedback is collected, and finally a decision is made, if necessary.



4. Environmental framework (slides 9 to 11)

Guy Jérémie and Dominique Bérubé, NouvLR

Guy Jérémie first presented the environmental framework and, more specifically, the general environmental approach. The environmental decree issued by the Government of Québec requires that an environmental management program be implemented. Mr. Jérémie also explained the process for applying for environmental certificates/permits, evaluating noisy work and modelling the noise in the more residential areas, as well as the environmental impact management process.

Noise management (slides 12 to 19)

REM is subject to two standards: fixed site standards, and line site standards (rail line construction), i.e., construction sites that move within the rail right-of-way. In the context of the Canora and Mont-Royal stations, both standards will be applied, first during rail line construction, and then during station construction.

Mr. Jérémie presented the location of noise measurement stations for Canora and Mont-Royal. These stations are always installed near residences, since that's where the impact is. He also presented the noise management mitigation measures, for which the general principle is to reduce noise at the source. Acoustic screens have nevertheless been installed between the construction site and residences on Chambois Street to dampen the noise.

Mr. Jérémie then presented the report on the percentage of compliance for the noise measurements taken in August 2018 at both stations. Occasional overages recorded are primarily explained by equipment issues or work that had to be completed outside of the usual work schedule (in the evening), in order to restore the Deux-Montagnes line for Monday morning train service.

Dust management (slides 20 to 24)

The entire REM route is also subject to MDDELCC standards that apply to total dust and fine dust.

Mr. Jérémie presented the location of the air quality measurement stations, as well as the dust control mitigation measures implemented, such as spraying, cleaning public roadways and the use of tarps on dump trucks and material piles.

Vibration management (slides 25 to 28)

The purpose of the vibration limits established for REM construction is to prevent damage to buildings, according to structure type.

Mr. Jérémie explained that the residences inspected within the soil and residence inspection program were contained within a 40-metre potential impact zone. He indicated the location of each seismograph installed to monitor vibration and ensure limits are met.



Traffic management (slides 29 to 33)

Dominique Bérubé, construction manager for both stations, presented the processes for planning traffic obstructions, for occupying the public domain, and for traffic management. The recommended truck route for Canora and Mont-Royal station construction was also presented, along with the planned mitigation measures to limit traffic-related impacts during work.

5. Complaint follow-up (slides 34-35)

Myriam Vallière, REM

Since the very start of work in May 2018, a total of 13 complaints were registered regarding work on the Canora Station, and 2 complaints regarding work on the Mont-Royal Station.

The complaints primarily related to construction noise, as well as the times when work was performed. Several complaints also addressed traffic obstruction and trucking, as well as the worker behaviour and challenges relating to communication.

6. Work status (slides 36 to 42)

Dominique Bérubé, NouvLR

Dominique Bérubé presented the work status, first re-iterating the work sequence taking place on the Deux-Montagnes line, where work is being carried out in phases, in order to minimize impact on users and delay service interruption as long as possible.

She then explained that the construction phase for the western segment, in progress since June 2018, primarily consisted of preparatory work necessary to transfer the power supply and safely isolate the track, and that such work was performed on the weekends, for the most part. She then specified that the work initially planned to build the retaining wall and foundations for the future station encountered some delays, since a site inspection revealed an issue relating to a buried fibre optic cable.

To continue construction, a new work sequence is in the planning stages for the Canora Station, which involves cutting down trees between the rail right-of-way and the bicycle path, as well as the excavation of a portion of the path in order to temporarily re-locate the fibre optic cable so the retaining wall piles can be driven. This new work method is currently being discussed by the partners and details will be released to the community as soon as possible.

The work sequence for the Mont-Royal Station is also being revised, since new fibre optic location analyses are in progress.



7. REM in operation (slides 43 to 45)

Jean-Philippe Pelletier, REM

While the neighbourhood committee's mandate does not relate to the REM operating phase, (a work group for REM operation will be implemented before the holidays), Jean-Philippe Pelletier gave a brief update of the current status.

He mentioned that NouvLR is currently refining the modelling with the sound measurements taken across the entire network, in order to obtain the data that will help identify mitigation measures to implement.

He explained that GPMM is currently conducting an electromagnetic survey campaign across REM's entire network, in order to gain a better understanding of the various electromagnetic fields in which REM – a system that is sensitive to electromagnetic waves – will be developed.

8. Urban and architectural integration (slides 46 to 53)

Jean-Philippe Pelletier, REM

REM's architectural and urban integration is a concern that several residents near the Canora and Mont-Royal station have expressed. While the architectural renderings are not yet available for these stations, the design steps and architectural signature elements were presented, as well as the footprint for both stations.

The design approach includes a phase to define the various urban, periurban, natural, commercial and industrial environments through which the REM will run, as well as the characteristics of each area to ensure that REM integrates harmoniously with each one, with awareness for the different local environments.

Question(s) from citizens	Answers
NouvLR is a group of several companies. What companies are working on the Deux- Montagnes line?	NouvLR: Five companies came together to form NouvLR. The team working on the Deux- Montagnes line includes employees from all five firms, i.e. SNC-Lavalin, Dragados, AECOM, EBC and Pomerleau.
Do you also hire subcontractors?	NouvLR: Yes.
A citizen clarified the question regarding noise. He specified that for each 5 dBA, the sound is doubled, since sound is measured on a logarithmic scale.	



Why was that location selected for the air quality stations?	NouvLR: For the time being, air quality measurement stations were located in places where electricity was available. We will eventually move them closer to residences. Follow-up : Review the relocation of air quality stations.
What is the nature of the soil where piles will be driven?	NouvLR: We will have excavated most of the soil to approximately 3 metres in depth before reaching the bedrock.
Do your responsibilities regarding street maintenance also include maintaining the protected pedestrian paths? Since the pedestrian path along the logistics zone on Dunkirk Road at the corner of Jean-Talon is very narrow, are you sure that maintenance vehicles will be able to get through?	NouvLR: Yes, NouvLR will maintain the areas for which it is responsible, year-round. We will consult our snow removal team to make sure snow is properly removed. Follow-up: Check with the snow removal contractors to make sure snow will be removed from the protected pedestrian paths.
Do you still expect a two-year service suspension on the Deux-Montagnes line?	REM: Yes, beginning in 2020, the Deux- Montagnes line will be closed from Gare Centrale to Du Ruisseau; public transit alternatives are currently under development for this period.
Who owns the fibre optic cable that needs to be moved?	NouvLR: 360 Networks owns it.
How much fibre optic cable has to be moved?	NouvLR: At Canora, approximately 60 metres of cable has to be relocated, i.e. the length of the retaining wall, in order to allow us to drive the piles for the retaining wall without running the risk of damaging the fibre optic cable. At Mont-Royal, relocating the cable (at Gare Centrale) will ultimately allow us to replace it without risking schedule delays.
Will the piles be driven before Christmas?	NouvLR: Yes, according to the new work sequence for Canora, that should be the case. It is yet to be confirmed for Mont-Royal.
Will the new stations be shorter than the current ones?	NouvLR: Yes. REM stations will be 140 m long, while the current stations are approximately 300 m.



How long are the trains?	REM: 80 metres.
What is the neighbourhood committee's role?	Pierre Hurtubise: The committee's role is to discuss the work, the impact it is having, and what the mitigation measures are. It's goal is to promote co-existence between the construction site and surrounding residents. Representation by citizens from the various areas impacted is essential. Our goal is to create a stimulus for exchanging in order to improve the work process. It is not a public assembly, per se, but meetings are open to the public.
How are you going to ensure that noise level overruns won't recur? Is there a way to remove noisy alarms on vehicles and machinery by having flaggers? Could you apply for a waiver to remove the backup alarms from the vehicles, given the sensitivity of the area?	REM: CDPQ Infra must apply the environmental decree; those requirements were outlined in NouvLR's contract. In this sense, NouvLR must demonstrate that they are implementing every possible measure to limit the impacts. NouvLR: There have, in fact, been many adjustments made during the first weeks of work. Backup alarms are a safety measure installed on our equipment, and we can't silence or remove them. However, we have committed to equipping all of our construction site equipment with white noise alarms to limit the impact of this noise on residents. That being said, some work requires us to use independent truckers (such as for hauling materials or during excavation work). We have very limited control over their equipment. We require white noise alarms for our subcontractors, however sometimes those subcontractors use independent truckers.
Are the compliance percentages for noise measurements taken at the rails or at construction site entrances? Why are there no noise measurement stations at the construction site entrances, since that's where trucks back up?	NouvLR: The noise exceedances observed are not due to trucks' backup alarms, but rather to equipment and the concentration of activities taking place on the construction site. Backup alarms may be an irritating sound, but they do not contribute to any of the non-compliances.
Would it be possible to schedule deliveries to make sure they would not take place during times that are disruptive?	NouvLR: For the preparatory work taking place on the tracks, our goal is to concentrate work between 7 a.m. and 7 p.m. on weekdays and weekends. Co-existence with the railway track



	is currently preventing us from making
	deliveries during the week. As for construction on the stations, work will take place from approximately 7 a.m. to 4 p.m.
The current situation requires you to restore the track to working condition so that the exo train can run, but I don't imagine that you get fined when you disturb citizens?	REM: When the work generates non- compliances and exceedances, there are financial penalties. When non-compliances are observed, NouvLR has to implement corrective measures, otherwise financial penalties are applied. The REM team is responsible for auditing NouvLR to make sure this happens.
What happens when truckers are uncooperative?	NouvLR: NouvLR regularly raises awareness among truckers, most specifically through meetings held prior to each work shift.
Are there any plans to enlarge the current stations? Are there parking lots planned, and if so, where? Will there be cars parked all over the streets?	REM: For now, we don't plan to add any park- and-ride lots at the future Canora and Mont- Royal stations. The idea is not to create a new sea of parking lots, but rather to work with the ARTM to direct users to public transit stations, especially in dense areas such as this one. The ridership study conducted for the REM network is available on our website.
When the REM is commissioned, we've heard that approximately 500 trains will run through the area, rather than 60. Will these trains stop at each station?	REM: Yes, all trains will stop. However, we are talking about trains with two or four cars, depending on peak times, so a smaller capacity for each train, but at a greater frequency.
A committee member mentioned that it would be nice to be able to ask questions in the future more regularly during the presentation, breaking it up into sections, rather than only at the end.	
There is a high school near where trucking will take place, where students use the pedestrian walkways and sidewalks in close vicinity to the truckers. The pedestrian paths set up should be	NouvLR: We have widened the sidewalk to accommodate the school's request for a normal-width sidewalk. Now that we've installed concrete barriers to secure the logistics zone at the intersection of Dunkirk and



as wide as a normal sidewalk in order for them to be safe and to allow proper maintenance.	Jean-Talon, we will make sure it is wide enough. Follow-up: Check whether the pedestrian path outlined with concrete barriers is wide enough
	to allow for proper maintenance.
The area is safer now that the barriers have been installed, but what are you going to do with the bicycles and motorcycles that use this corridor as well?	NouvLR: We will look into this situation. Follow-up: Evaluate the options for ensuring adequate safety and prevent motorized vehicles from using the pedestrian path that has been set up.
The pedestrian path is quite dark because of where the construction site trailers were installed; before people walked on a well-lit sidewalk, and now there is an exhibitionist roaming the area, near Dunkirk park. What can be done about this?	NouvLR: It's true that the area is darker now that our trailers have been set up. We will need to install lighting, and we will make sure the light is directed to improve it in that area. Follow-up: Install and direct lighting for construction site trailers toward the pedestrian path and Dunkirk park for better visibility for pedestrians who walk at night.
The school board representative mentioned that there are discussions in progress with the REM project office and the Mont-Royal high school regarding opportunities to ensure student safety.	
There is a risk of accidents at the Jean-Talon and Dunkirk intersection, since trucks park parallel to Jean-Talon near the entrance to the logistics zone and pedestrian path. Would it be possible to make this area safer or secure the access with a concrete bollard like they have at Édouard-Montpetit?	NouvLR: We will look into this to see how we could improve the situation. Trucks should not be parking in that location. Follow-up: Review the measures implemented to secure the Dunkirk/Jean-Talon intersection and prevent trucks from parking there.
The school board is going to enlarge the Mont- Royal school in the section located between the dog park and current school by installing large pre-fab modules. It will be important to coordinate this work with the REM construction work. We are going to need to use the Dunkirk Road in front of the dog park. We anticipate	REM: Discussions will take place to facilitate managing this work. Follow-up: Provide a report on coordination between the REM's and school's construction sites.



NouvLR: Depending on the nature of the work, such as drilling, the operator has to be able to see the head of the machine at all times, for safety reasons. Acoustic walls were installed to reduce noise from the compressors more so than from the machine itself; the compressors were installed further away but have also been outfitted with internal acoustic panels.
REM: We are committing to you that we will make the data available on our website. We are in the process of figuring out how to integrate it to our current platforms. We can clarify what the time frame will be, and we will touch base once again with each committee. We are subject to the Access to Information Act, but as we mentioned, we will publish the data on our website.
Follow-up: Review how the environmental monitoring data will be made available on our website.
REM: REM, which is actually the client in this case, is a public entity and is therefore subject to the Access to Information Act.
REM: The preferred channel for residents to communicate with us is the community relations office, who submits complaints quickly so that the proper information can be returned to the citizen involved.
NouvLR: Environmental supervisors are also present on the construction site to ensure that our work can be adapted if we observe exceedances during environmental monitoring. Our teams will need to discuss this question to evaluate the possibilities. Follow-up: Review the possibility of having a direct daily channel between the surrounding residents and the construction site teams.



The segment where the Canora Station is located is a very small segment with very few surrounding residences. How can day-to-day problems be handled? Can we speak directly with a construction site foreman?	NouvLR: For safety reasons, you are not permitted to enter a construction site. You can't speak with foremen, since that is not their responsibility. As we mentioned, we will get back to you on the best way to discuss day-to- day situations.
We have experienced some unacceptable situations, like at night when you installed signs using concrete drills. What are you doing to prevent this from happening again?	REM: When this type of event occurs, we discuss amongst ourselves to find out where the breakdown occurred, and how to correct it for the next time. We told you at the time when that occurred, that the situation would be rectified.
There is a black noise wall behind my house, so I see it all day and night. Why did you paint it black? Would it be possible to add some green or white?	REM: The wall was painted at the request of certain citizens. NouvLR: Normally, we don't paint those. Follow-up: Find out if it would be possible to paint the wall a colour other than black for citizens who desire such.
I would like more details on the line of trees that will be cut down to relocate the fibre optic cable. This is a natural buffer zone. Over what distance do trees have to be cut down?	NouvLR: We held meetings with 360 networks, who owns the fibre optic cable, to re-plan our work. There are three scenarios currently being discussed: 1) 360 networks is in the process of moving the entire length of fibre optic cable from Gare Centrale to the future Du Ruisseau Station; they can't guarantee the relocation dates, but they are trying to move the schedule up. 2) There is the option of diverting it locally, but with it brings the constraint of ordering the cable, which would extend the time frame. 3) The third option is the one we presented, where we will move the cable temporarily within the area in order to proceed with our work. While we are moving forward with this third scenario, we are continuing to discuss the situation with 360 networks to push up the process of relocating the entire length of cable. In that scenario, it would not be possible



	to partially excavate the slope without cutting down the trees. We will remove them over the entire length of the future retaining wall, which will be more than ten metres in length.
Do you have a commitment to re-plant the trees?	REM: Replanting trees is, in fact, part of the terms of the contract. NouvLR has obligations when it comes to restoring the sites where work takes place, while REM has tree re-planting commitments with Jour de la Terre, according to the ratio in the various boroughs and cities involved. However, the trees will only be replanted after the work is complete, not while the construction is in progress. We will present these elements in greater detail in a future meeting. Follow-up: Present the obligations and commitments regarding site rehabilitation and re-planting of trees.
When will you excavate the slope to relocate the cable?	NouvLR: Hydroexcavation will take place on weekends, while excavation will primarily be during the week. We must send requests for such to exo, since we need their authorization.



 have several questions, but I propose submitting them to you so you can get back to us with the answers at the next meeting. That way everyone will be able to ask their questions. My questions are: In the question answering process, is there a set time for response? Can we agree on a certain level of service? As for standards pertaining to nano- particles, why are you not complying with the Canadian standard, which is more strict? Regarding the electromagnetic surveys taken in our area, how will the electromagnetic fields created by REM impact the residents' health? Have you performed a comprehensive health impact analysis for the entire REM operating period? 	 Pierre Hurtubise: We will follow-up on these questions at the next meeting. Follow-up: Review the established response time in the question answering process as well as the possibilities of coming to an agreement regarding level of service. Explain the reason for complying with the Québec standards regarding nano-particles, rather than the stricter Canadian standard; Specify the impacts that the electromagnetic fields will have on residents' health; Review the intent to conduct a comprehensive health impact analysis for the REM's operating period.
Work carried out on the weekend of September 15-16 generated a percentage of compliance with noise criteria of 0. There was big machinery with tracks and the noise was unbelievable (110 dBA according to a measurement taken with a cell phone). I went to see the foreman on Sunday morning. He told me that the tracks hadn't been greased and that he was going to rectify the situation. Why aren't the workers sympathetic to our situation and why don't they take the initiative to take action themselves? How are you going to manage your subcontractors?	NouvLR: At the start of every work shift, we hold safety analysis meetings for the tasks and the points that must be covered with employees, in order to present all of the rules that must be followed. We understand your frustration and we are going to adapt our meetings to include these elements to continuously raise awareness. Our subcontractors are also present at these meetings.
The issue with backup alarms is a significant one, and we understand that depending on how the site is configured, trucks can't turn around – they have to back up the entire length of the platform. Is it possible to launch a request for proposal that would require only suppliers with white noise alarms?	NouvLR: As you've stated, the construction site is linear, and we can't completely avoid backup manoeuvres; that's why we are doing our best to equip our sites with trucks that have white noise alarms. When we have contracts with specific suppliers, that would be possible, but when there are other one-time or temporary jobs, it's more difficult. The Ministère des Transports does not yet have any regulations governing backup alarms.



Where will the workers park, and what about all those who park in the street?	NouvLR: For now, we will attempt to limit the amount of parking on the street while there aren't too many employees; that's why we will try to mobilize a logistics zone near the construction site entrance so the workers can park there. We will need to hold discussions with the City of Mount Royal and the Côte-des- Neiges-Notre-Dame-de-Grâce borough to identify where the workers can park. The construction site will have peak periods when we will work more on station construction, so we will need to review these issues with the cities because there is currently very little parking in the area. We will also attempt to work in sequence so the same teams performing work at both Canora and Mont- Royal, in order to limit the number. VMR: The City of Mount Royal's representative mentioned that for workers at the Mont-Royal station, we should be able to work something out to park on Dunkirk. Follow-up : Report on discussions regarding workers' parking.
We've talked about construction site safety, but the fence near the construction site entrance on Glencoe is always open, allowing children to wander in at any time.	NouvLR: Thank you for pointing that out. We will look into it right away. Follow-up: Report on securing the fence near the construction site entrance.
To establish the fixed site baseline status for noise, measurements from which days were considered? The situation in that area is that during the week, trains run on a regular basis, but on weekends, there aren't many. Our baseline status includes quiet times.	NouvLR: We will check and get back to you. Follow-up: Specify from which days the measurements were considered to establish the baseline status for noise in the area.
Would it be possible to have flaggers present during peak school hours, to ensure the safety of students who use the walkways on Montgomery and Jasper?	NouvLR: There will be flaggers at both construction site entrances at all times during the work and when there are deliveries, to ensure trucks and students co-exist safely, but we haven't planned to have any at the Montgomery walkway.



What are the dimensions of the Canora Station?	REM: The station will be approximately 140 m long; the platforms will be about one storey high, and the station will be about two storeys high in all. Follow-up: Confirm the stations' dimensions and present an elevation view.
How many entrances will there be in the entrance shelters at the stations, and will there be an elevator to facilitate access for people with reduced mobility?	NouvLR: There will be two entrances, one on the east side and one on the west side, and all stations will be universally accessible.
Will the permanent catenary be at the same height as the current one?	REM: The catenary will be a little lower than the current height.
Will the Montgomery walkway be accessible?	Yes, it will be universally accessible.
Could the detailed work schedule be made available and updated on REM's website?	NouvLR: Those are internal documents, not available to the public.
Could the number of workers be made available, for example in the form of a histogram?	NouvLR: We will check and get back to you. Follow-up : Report on the number of workers according to the work periods.
The general "works info" distributed in the neighbourhood provided a lot of information and was very much appreciated. However, the work didn't happen.	REM: That's correct; we informed you that the information would be communicated once again by SMS alerts, when the new work sequence has been determined. We encourage citizens to consult our various channels: website, works info, or you can also subscribe for our newsletter and SMS alerts.
How many piles will there be?	NouvLR: The retaining wall will have 27 driven piles on each side of the station; we will drive 5 piles per day, approximately. There will be 54 bored piles on each side of the stations for the foundations.
Will the bicycle path be eliminated?	NouvLR: A portion of the bicycle path will need to be excavated, but it will be restored and the trees will be re-planted.



When will the Jean-Talon Bridge be re-built?	NouvLR: Reconstruction of that bridge will begin in 2020, once train service is suspended. Construction will be in phases and stretch over a 2-year period to allow alternating traffic to be maintained. The Cornwall Bridge will be demolished and re-built in a single step.
Mont-Royal proposed submitting its questions by email to allow the citizens the opportunity to ask questions.	
Since REM is being developed in design-build mode, would it be possible to cover the trench?	REM: The neighbourhood committee is not the proper forum to discuss that question, but another channel will be set up to do so.
How can we ensure that the residents in the Canora area will be represented in that discussion?	REM: Discussions are in progress between Mount Royal and others, but covering the railway is not in the scope of REM's project – that is a municipal project under the City of Mount Royal. However, we will set up a work group to discuss REM in operation. We will get back to you on the representativeness of the applications submitted. Follow-up : Report on the representativeness of applications submitted for the REM in operation work group.

9. Next meeting

The next meeting was scheduled for November 27, 2018 at 6:30 p.m. at Annunciation Parish Church, but will actually be held on November 26. A public statement will be released to announce the meeting to the community.



10. Appendices

List of follow-ups

- Report on the relocation of air quality stations;
- Check with the snow removal contractors to make sure snow will be removed from the protected pedestrian paths.
- Check whether the pedestrian path outlined with concrete barriers is wide enough to make sure it can be properly maintained.
- Evaluate the options for ensuring adequate safety and prevent motorized vehicles from using the pedestrian path that has been set up.
- Install and direct lighting for construction site trailers toward the pedestrian path and Dunkirk park for better visibility for pedestrians who walk at night.
- Review the measures implemented to secure the Dunkirk/Jean-Talon intersection and prevent trucks from parking there.
- Report on coordination between the REM's and school's construction sites.
- Review how the environmental monitoring data will be made available on our website.
- Review the possibility of having a direct daily channel between the surrounding residents and the construction site teams.
- Find out if it would be possible to paint the wall a colour other than black for citizens who desire such.
- Present the obligations and commitments regarding site rehabilitation and re-planting of trees.
- Report on the established response time in the question answering process as well as the possibilities of coming to an agreement regarding level of service.
- Explain the reason for complying with the Québec standards regarding nano-particles, rather than the stricter Canadian standard;
- Specify the impacts that the electromagnetic fields will have on residents' health;
- Review the intent to conduct a comprehensive health impact analysis for the REM's operating period.
- Report on discussions regarding workers' parking.
- Report on securing the fence near the construction site entrance.
- Specify from which days the measurements were considered to establish the baseline status for noise in the area.
- Confirm the stations' dimensions and present an elevation view.
- Report on the number of workers according to the work periods.
- Report on the representativeness of applications submitted for the REM in operation work group.

Presentation – Canora and Mont-Royal neighbourhood committee meeting, October 11, 2018 (see next page)



Canora and Mont-Royal neighbourhood committee

October 11, 2018





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Agenda

- Review of rules
- Governance framework
- Environmental framework
- Traffic management
- Complaints
- Work status
- REM in operation
- Urban and architectural integration
- Next meeting



05/11/2018







REM method of development

Typical contract





Community relations

 Neighbourhood committees
 REM info (questions and complaints)
 Community relations office
 REM is informed
 Assessment by REM / NouvLR / stakeholders
 Decision

Environmental Framework

10

Environmental approach

Environmental approach

- Study on the REM's impact on the environment
- Environmental decree
- Environmental and social management program
- Processes related to requests from board of directors
- Assessment of noisy work and noise modelling
- Installation of monitoring stations (noise and air quality)
- Environmental monitoring







Noise - Global fixed site context (station)

Period	Noise Criterion	Canora	Mont-Royal
Day (7:00 a.m. to 7:00 p.m.)	Ambient noise prior to work Average over a 12-hour period	55 dBA	64 dBA
Evening (7:00 p.m. to 10:00 p.m.)	Ambient noise prior to work Average over a 3-hour period	51 dBA	59 dBA

Criteria set based on MDDELCC recommendations and adapted to each site based on the initial context.

The MDDELCC [Translation] "acknowledges that there are situations where the prime contractor cannot respect these limits when performing the work." We have to show that all reasonable and feasible mitigation measures were implemented.

Noise – Global line site context

	Day (7:00 a.m. to 7:00 p.m.)		Evening (7:00 p.m. to 11:00 p.m.)		Night (11:00 p.m. to 7:00 a.m.)	
	L ₁₀ (30 min.)	L _{AFmax}	L ₁₀ (30 min.)	L _{AFmax}	L ₁₀ (30 min.)	L _{AFmax}
Noise- sensitive zones	75 dBA <u>or</u> ambient noise +5 dBA, whichever is higher	85 dBA <u>or</u> 90 dBA for impact noise	Ambient noise + 5 dBA	85 dBA	Ambient noise +5 dBA (if ambient noise < 70 dBA) <u>or</u> Ambient noise +3 dBA (if ambient noise ≥ 70 dBA)	80 dBA



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.íí **70** dBA 80 dBA **90** dBA 40 50 60 dBA dBA dBA Conversation difficult; Bearable for a Normal Comfortable conversation very loud short period of time

Busy street

Location of noise monitoring stations - Canora



Moderate rain





Soundscape

10

dBA

Barely audible

20

dBA

Strong sense of

calm

30

dBA

A low-voice

conversation

0

dBA

Threshold

of hearing



Starts to

become painful

/// 3-

110 dBA

Jackhammer

100 dBA

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Location of noise monitoring stations -Mont-Royal





Noise mitigation measures

General principle: Reduce noise at the source



Adjustments made to equip machinery and trucks with white noise backup alarms wherever possible



Echo H2 noise barrier



Installation of a noise barrier on the west side



Noise - Line site work - August 2018

Percentage Compliance								
Canora			Mont-Royal					
	Do	ау	Evei	ning	Day		Evening	
Date	L _{10,30 min}	L _{AFmax}	L _{10,30 min}	L _{AFmax}	L _{10,30 min}	L AFmax	L _{10,30 min}	L _{AFmax}
2018-08-04	100%	92%	25%	0%	100%	92%	25%	0%
2018-08-05	92%	79%	88%	100%	92%	79%	88%	100%
2018-08-11	100%	100%			88%	96%	71%	100%
2018-08-12	100%	100%			96%	83%	29%	100%
2018-08-18	96%	87.5%	0%	75%	96%	87.5%	29%	75%
2018-08-19	100%	83%			100%	83%		
2018-08-25	No significant work			No significant work				
2018-08-26	No significant work							
2018-09-01	Holiday		Holiday					
2018-09-02	Holiday			Holiday				
2018-09-08	96%	96%			No significant work			
2018-09-09		No signific	cant work					
	Standarc	l - 55 dBA	Standarc	I - 51 dBA	Standard	- 64 dBA	Standard	l - 59 dBA
2018-09-15	0'	%			100)%		
2018-09-16	0'	%	Noise barrier		100%			
2018-09-22		No significant work		100%				
2018-09-23	No significant work		100%					
2018-09-29	No significant work			100%				
2018-09-30	No significant work		No significant work					

MTMDET standard MDDELCC standard



Environmental Framework - Dust management



Air quality – Global context

- MDDELCC CAR* (REM standards):

Total dust	120 ug/m ³ over 24 hours
PM2.5 dust	30 ug/m ³ over 24 hours

Others:

- City of Montréal Total dust
 150 ug/m³ over 24 hou
- Canada PM2.5 27 ug/m³ over 24 hours
- EPA PM2.5 35 ug/m³ over 24 hours
- EEC PM2.5 25 ug/m³ over 1 year

Main sources of PM2.5 - City of Montréal

- Transportation 45%
- Wood heating 39%

* CAR: Québec Clean Air Regulation





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Location of air quality monitoring stations -Canora





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Location of air quality monitoring stations – Mont-Royal



Air quality – Mitigation measures

- Canora: Install two air quality monitoring stations and one noise monitoring station
- Mont-Royal: Install one air quality monitoring station and one noise monitoring station
- 24/7 monitoring to verify compliance with the criteria
- Monitoring and supervision program during the work
- Dust suppressant (spray)
- Clean up public roads
- Tarps on dump trucks and material piles





Vibration criteria

Vibration Limit in mm/s				
Category: Type of building or land/site		Vibration Threshold		
construction	VdB	PPV (mm/s)		
Reinforced concrete, steel or timber (no plaster)	102	12.7		
Concrete or masonry (no plaster)	98	7.6		
Buildings susceptible to vibration damage	90	3		



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Seismograph installation



Canora



Mont-Royal



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Vibration management – Mitigation measures





Traffic management





05/11/2018

Truck route

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Dunkirk and Jean-Talon logistics zone





General mitigation measures

- Secured work sites
- Flaggers present when trucks are circulating
- Corridors reserved for trucks and for transporting equipment as efficiently as possible;
- Educate workers and independent truckers on the need to respect the highway safety code, on work methods and on the work's proximity to homes
- Spray demolition material
- Detours for cyclists/pedestrians and place flaggers near site access lanes
- Maintenance of Kirkfield and Montgomery Streets, now used for local traffic during the REM construction, will be carried out by NouvLR year round







Complaints

	Canora	Mont-Royal
Total complaints*	13	2

Subject	Canora	Mont-Royal
Noise	11	1
Work hours	7	Х
Traffic obstruction / Trucking	6	Х
Cleanliness	1	Х
Public services	Х	1
Worker behaviour	4	Х
Communication	5	Х

* Several complaints involve more than one topic; these are broken down in the first table.







Reminder of the work sequence on the Deux-Montagnes line

- Work optimized and implemented by phase to minimize impact on users
 - Since June 2018 West segment isolated at Canora and Mont-Royal stations to allow the work to proceed (train running on a single track on the east track)
 - Spring 2019 Segment isolated at Canora and Mont-Royal stations to allow the work to proceed (train will run on a single track on the west track)
 - Early 2020 Total service interruption on the Du Ruisseau section at Gare Centrale
 R. URNOUVLR

Station Canora – work area (West side)





Mont-Royal Station – Work area



General work schedule



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Electromagnetic surveys

- Conducted t



- **Underway:** Electromagnetic survey campaign on the REM route to establish a benchmark upstream of the system installation
- Why: So that monitoring and supervision can be performed to ensure the REM's electromagnetic compatibility with the sector's environment. Regulations define the electromagnetic compatibility required, and GPMM must do what it takes to respect these standards.



Noise level during operations - status

Formation of a specific work group before Christmas

- Fall 2018/Winter 2019: Perform modelling using data on the selected rolling stock
- As of spring 2019: Identify appropriate mitigation measures











Stations



Engineering structures



Urban and architectural signature – 3 components [®]



Follow-up on pending issues

- Concerns of local residents near the station about the design principles used for the stations and their privacy
- Planned dissemination of architectural renderings: 2019
 - Local residents' privacy taken into consideration in the station designs
 - Screen printing will be used to cover glass surfaces
 - Surfaces allowing visual contact between people inside the station and the backyards of local residents will be reduced

Footprint of station Canora



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