

Canora – Mont-Royal neighbourhood committee

Minutes – Meeting 2

Date: November 26, 2018 from 6:30 p.m. to 9:30 p.m.

Location: Annunciation Parish, 75 Roosevelt Avenue, Mount Royal

Committee members	
M. Trudeau	Citizen
I. Tardif	Town of Mount Royal
J. Leduc	Côte-des-Neiges-Notre-Dame-de-Grâce borough
I. Lebrun	City of Montréal
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. Guillot- Hurtubise	Facilitator

About a hundred citizens from the area, other than those on the neighbourhood committee, were present.

Agenda

- 1) Welcome and presentation of the agenda
- 2) Follow-ups from the last neighbourhood committee meeting
- 3) Community relations
- 4) Status of ongoing and upcoming work
- 5) Completed and upcoming work
- 6) Report on monitoring measures
- 7) Question & answer period
- 8) Conclusion

1- Welcome and presentation of the agenda

Pierre Guillot-Hurtubise, Committee Chairman

As facilitator of the proceedings, Mr. Guillot-Hurtubise reminded those present that this was a meeting of the neighbourhood committee and not a public information session. The purpose of this committee is to discuss the work taking place, its impacts, and mitigation measures, and to follow up on the principal 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.

Mr. Guillot-Hurtubise stated that the meetings would be held in French and that there would be a discussion period after the presentation, first with members of the committee, and then with observers from the public. Outstanding questions will be addressed at the next meeting.

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

2- Follow-ups from the last neighbourhood committee meeting (slide 3 to 13)

Dominique Bérubé and Guy Jérémie, NouvLR; Jean-Philippe Pelletier, REM

Securing the fence near the entrance to the Dunkirk construction site

Closure of one segment of Dunkirk Road allows the site to be permanently secured.

Securing of the Jean-Talon/Dunkirk intersection and truck parking ban

Work has been carried out to make the intersection safer (for example, placing the gates at a 45 degree angle in order to create more space for pedestrians, and the installation of cones to prevent parking).

Preventing motor vehicles from using the pedestrian pathway

Additional signage has been installed to indicate that the pathway is for pedestrians.

Pedestrian pathway and park lighting

The light installed on the construction site trailers is turned off at night so that residents will not be disturbed by noise from the generator. The light will be on all night once connection to the Hydro-Québec network has been established.

Pedestrian pathway widening and maintenance

The pathway has been widened to allow winter maintenance.

Maintenance of Kirkfield Street

Kirkfield is now a dead-end street, which will make maintenance by municipal authorities easier.

Worker parking

No mobilization zone has been set aside for worker parking. Workers will park in authorized locations on municipal property

Number of workers according to the work periods

For the current phase, there are approximately 10 workers per station. At the height of the work, in 2020, there could be up to 50 workers.

Days for which measurements were considered to establish the baseline status for noise in the area

Measurements were taken during the week of May 14, 2018 (May 14-18), day and night – 24 hours/day continuously.

Relocation of air quality monitoring stations

The location of the permanent station is being reviewed and it should be installed in the coming weeks.

Compliance with provincial criteria on fine particles, rather than the Canadian guideline

Mr. Jérémie reminded the meeting that the MELCC standard applied in Québec.

Station dimensions

A preliminary 3D view of Mont-Royal station was presented to the meeting for information purposes. The length of Canora and Mont-Royal is approximately 140 m (station + platforms) and the height is approximately 5.5 m above the embankment.

Access to environmental data

Data are now available on the REM website. A complete IT infrastructure will be set up shortly to simplify access to data.

Obligations and commitments regarding site rehabilitation and tree re-planting

Sites used temporarily during construction of the REM will be restored at the end of the work and, in addition, the number of trees replanted will be increased by 10%. With regard to the replanting of trees, the REM's obligation is to protect special-status species. In addition, the REM has undertaken to plant 250,000 trees during construction.

Impacts of electromagnetic fields on residents' health

Mr. Pelletier set out the precautionary principle regarding electromagnetic fields laid down by the REM, particularly the use of certified technologies recognized for their quality, compliance with standards, and their use in the light rail systems of many major cities on all continents.

Comprehensive health impact analysis for the entire REM operating period

Since the REM has made a commitment to complying with current standards, there are no plans to conduct this type of analysis of the project.

Representativeness of the work group on the REM in operation

A table of applications received by sector was presented to the meeting. A call for applications had been issued at the June public meeting. The work group will be set up over the coming weeks.

Colour of the noise barrier wall (other than black)

The wall has been painted black at the request of De Chambois Street residents.

Established response time in the question answering process, and service level

Questions will be addressed within 2 business days following receipt by the REM project office, and an answer will be given within 10 business days except in the case of complex situations requiring a more lengthy analysis.

Direct daily channel between neighbourhood residents and construction site teams

The Community Relations Office remains the point of contact for any question, complaint or comment.

3- Community relations (slides 14 to 16)

Myriam Vallière, REM

Myriam Vallière has been following up exchanges with the community since the last committee meeting. She explained the actions taken by NouvLR in response to the three complaints received since the last committee meeting.

4- Status of ongoing and upcoming work (slides 17 to 22)

Dominique Bérubé, NouvLR

Mr. Bérubé presented the mobilization of the waiting area set up on Dunkirk Street and the associated detour route. He then presented the current status of work at Canora and Mont-Royal stations, emphasizing work completed since the last committee meeting. Photos of pile boring work were presented to the meeting.

Before the holiday season, NouvLR plans to complete the installation of piles for the retaining wall at both stations.

5- Report on monitoring measures (slides 23 to 29)

Guy Jérémie, NouvLR

Guy Jérémie presented noise monitoring measurement data for November for both stations. He explained that the reference criterion was exceeded, mainly because of the use of jackhammers for demolition of the platforms. The standards are average values over 12 hours. Measurements are not taken at source (on the site), but at sensitive receptors, i.e. residences.

He presented an example of a mitigation measure that has been introduced, namely the installation of a screen around compressors to reduce noise produced by this equipment at source.

Mr. Jérémie then presented air quality measurements. He explained that these were periodic measurements for fine particles. The permanent measuring station will be operating shortly.

6- Question & answer period

Pierre Tessier, Facilitator

Mr. Guillot-Hurtubise took questions from the committee, and then from the floor.

Question(s) from citizens	Answers
A citizen said that he was surprised to note that several committee members were absent.	
Will the minutes of the meeting be made available in English?	REM – The presentation and minutes will be available on our English website.
You spoke of 50 workers at the high point of the work. Where will the workers park, given that street parking is generally limited to 2 or 4 hours?	<p>TMR – Discussions have been held regarding parking and workers will be able to park on Dunkirk Road, starting from the waiting area. This arrangement applies only to workers at Mont-Royal station.</p> <p>CDN-NDG – In our borough, there is no restriction like that at Mont-Royal. The Glenmount area is currently not very busy in terms of street parking. If parking becomes a problem, we will analyze the situation.</p>
There are two site trailers in front of La Pizzaiolle. Could these trailers not be used to allow	REM – While the work is in progress, there will not always be people in the trailers and citizens

citizens to make complaints directly so that problems could be settled quickly?	are not authorized to enter the construction site. It is important that comments should reach the REM project office, because we keep records and this allows us to ask NouvLR to take corrective measures as needed.
With regard to Mont-Royal station, I would like to mention that the Town of Mount Royal is opposed to the plan presented.	REM – We are working closely on the design project with the Town of Mount Royal. There are guidelines for the architectural, landscaping and urban planning integration of the REM. These guidelines are incorporated into contractual requirements. The objective is to have a strong signature over the REM network, but with local integration. As an agent of the government, REM is not subject to municipal regulations, but we take note of the comments of TMR and are continuing to enhance the project that has been put on the table. Our project complies with the development plans of Town of Mount Royal and the CMM.
What explains the difference in fine particle levels recorded at TMR on October 21 and 27?	NouvLR – This difference is due to platform demolition work and transportation of materials. We take occasional readings directly on the work site (on the rails) and not at sensitive receptors (residences). The levels recorded did not exceed standards. Permanent measuring stations will be located outside work areas to measure the impact on residences.
Can you explain the difference in the yellow line on the noise graphs?	NouvLR - The yellow line represents the daytime baseline status in each of the sectors prior to the work. The TMR sector was noisier than the Canora sector, which is more residential. The standard to be observed is based on the ambient noise prior to the work.
The sidewalk is very narrow on Canora Road, and there are signs there, leaving little room for pupils leaving school to walk safely. Is it possible to make changes?	<p>NouvLR – The signs are not connected with our work.</p> <p>CDN-NDG – We will look into it. Indeed, work was being carried out a few weeks ago.</p> <p>Follow-up: Make sure it is possible to walk safely on the Canora Road sidewalk (CDN-NDG)</p>
At the last meeting, you mentioned optical fibre. What is the situation now?	NouvLR – There was an optical fibre preventing the retaining wall from being built. 360

	<p>Networks has been working to reroute the fibre. Once this work is complete, we will be able to carry out the work on the retaining wall.</p>
<p>What is the height of the station in relation to the embankment?</p>	<p>NouvLR – At Canora, the station will be at a height of approximately 5.5 m from the top of the embankment, over a length of approximately 65 m. The platforms will extend further, on a single storey, lower down the embankment.</p>
<p>People park cars on the corner of Kirkfield and Dunkirk and we have to weave through trucks and cars in this area, which is dangerous.</p>	<p>NouvLR – We are asking workers not to park on Kirkfield between Chambois and Dunkirk. Last weekend, people working in the tunnel parked their cars there. We will remind workers not to do this.</p> <p>CDN-NDG – The borough authorized the dead-end street, but requires the street to be clear at all times. Otherwise, vehicles will be towed or fines will be issued by parking agents.</p>
<p>Workers should not park on the streets, especially on Chambois, which is already affected by the construction work.</p>	<p>CDN-NDG – Currently, on Chambois Street, parking is permitted from 9 a.m. to noon, and from 1 p.m. to 4 p.m. We cannot discriminate against workers if they comply with municipal regulations. We shall ask parking agents to make sure that regulations are observed.</p>
<p>Did you submit the design for the station and the dead-end street to the City to obtain permits to go ahead?</p>	<p>REM – We have an agreement with the City of Montréal, including the Town of Mount Royal, covering occupancy of public lands. This agreement defines the construction site limits allowed to us in order to carry out the work. NouvLR can mobilize within these areas. In day-to-day operations, we nevertheless submit applications for changes to public lands to the City and discuss them in order to facilitate cohabitation.</p>
<p>Will all the information presented this evening also be available in English?</p>	<p>REM – Yes. Presentations and the minutes will be available in French and in English on our website.</p>
<p>Is there a framework within which residents of Town of Mount Royal can put suggestions to you or propose changes to your plans?</p>	<p>REM – Any request for change must go through the channels set up by the City of Montréal, which relays information to the REM.</p>

Are you aware that Town of Mount Royal is an officially bilingual community and that you are insulting half the population by holding these activities in French only?	Facilitator – Since the REM is a government agent, the guideline for these meetings is to comply with the official policy of the Government of Québec by holding these meetings in French. But because we are indeed in a bilingual community, we take and answer questions in English, also translating them into French. Tools will also be made available in English, as mentioned earlier.
Why redo sound modelling in the spring, and what happens if what you have already built cannot reduce the noise?	REM – This is the very essence of design-build project mode. The design is done by a third party to whom we give performance criteria. In operating mode, the consortia must put in place the necessary methods to remain within the limits for noise that could be emitted by infrastructures. NouvLR and GPMM must carry out modelling to understand how noise will behave in and outside the railway right-of-way. The new modelling will take into account construction methods and the specific features of the rolling stock. With the modelling, we will be able to determine what measures will have to be introduced to bring noise down to the target level set out in the project performance specifications. On the day when the REM enters into service, this target will have been attained.
If you realize that you are unable to respect your criteria, will you have to rebuild?	REM – If we have to. The necessary mitigation measures will be put in place right from day 1. We are sensitive to the situation and we want citizens to be included in the discussion.
How is the average noise calculated, and how was the orange line on noise graphs determined? Will there be penalties if the standard is not complied with?	NouvLR – The orange line comes from measurements of the baseline status in the sector. The measurements were taken over a 24-hour period. The daytime standard to be complied with covers a 12-hour period, between 7 in the morning and 7 in the evening. NouvLR has a penalty procedure.
How do you take into account the fact that you are next to a school?	NouvLR – Mitigation measures have been in place since the start of the work. For example, demolition with jackhammers was done using measures to attenuate noise at the source. For the pile boring, we used acoustic screens around the compressors (noisier than the borer). For pile driving, we will cover the upper

	part of the pile with a case in order to reduce the noise, and we will use a hammerhead made of composite materials to avoid the noise of metal striking metal.
Showing an average noise level is not useful. At the next committee meeting, you should show noise peaks. The work is being carried out close to vulnerable people, for example children.	REM - At Canora, an acoustic screen has been installed for residents on Chambois Street, the only place where it was possible to construct one given the configuration of the embankment. Continuously on the site, measurements are taken every time work is carried out. Criteria exceedance is a contractual noncompliance. When a noncompliance occurs, NouvLR must take steps to prevent the situation from recurring. If corrections are not made, REM will impose penalties.
What receiver is used to measure noise?	NouvLR – Noise-measuring stations have been installed, one at Canora at the home of a Chambois Street resident, and another in Town of Mount Royal on a residential building.
The work sequence does not make sense. You conduct modelling for noise in the spring, when the work is well underway, and the possibilities for intervening are reduced. Does the train technology exist elsewhere? In what cities?	REM – The technology is used in many other countries. We will get back to you. Follow up: Return to the train technology, places where these trains are used.
CDPQ cares nothing for the architectural framework of the station at Town of Mount Royal. Elsewhere in the world, a brand image has been retained for metro stations, while paying attention to the specific environment.	REM – The request was made at the last committee meeting for visuals of stations in order to have an idea of station volumetrics. In design-build mode, volumes are sufficiently well designed to pour foundations even if station design has not been finalized. What we have for the moment are images of general volumes. Architectural renderings will come later. The question of heritage is built into the architectural guidelines transmitted to NouvLR and developed in collaboration with the City of Montréal.
There are site trailers opposite the National Bank and Dupont & Dupont. Parking spaces are scarce. Are there no other possible locations for trailers?	REM – The location of the trailers is included in the land occupancy agreement that we have with the City of Montréal. We are working on a site of limited size, particularly because of our cohabitation with the train line that is still

	operating. We need places from which we can work close to the site.
Can you clarify the hours for construction work?	NouvLR – We are allowed to work between 7 a.m. and 7 p.m. every day, and we are authorized to mobilize and demobilize sites before and after these times.
Is it possible that there are machines working late in the evening during the week? I hear noise at 3 a.m. On Sundays, construction noise at 6:40 a.m.	<p>NouvLR – We will check to see whether anyone forgot to turn off generators, but we do not work at night. On Sunday morning, workers may arrive before 7 a.m., but machinery cannot be operated before 7 a.m. The noise may have been caused by track maintenance carried out by EXO.</p> <p>Follow-up: Check whether work was carried out late in recent weeks</p>
Where were noise measurements taken to determine the baseline status?	NouvLR – Background noise measurements were taken at the same places as the current noise measuring stations.
As regards the station, you are telling us, “Here is what it will look like, and there is nothing you can do about it.” What was the point of showing us that photo? Citizens’ opinions are not taken seriously.	REM – The point was to answer a request from citizens who want to understand the positioning and volume of stations.
Where can we find the neighbourhood committee PowerPoint presentations?	REM - On our website, in the Citizens Space section. The presentation is attached to the minutes document.
What is the contractual target for noise emitted by each train? Who set this target, how, why? Over a 12-hour period, there will be a decibel level of X, but what will disturb me is the noise of a train every 2 minutes.	REM – The performance criterion in the contract is based on the best practices in the world. The design team that is working on this issue will be part of the REM in operation work group that will address these issues.
Is the in-operation committee the same as the social acceptability committee set up by the Town of Mount Royal?	REM - They are two different committees.

<p>I wonder about the methods for measuring noise and fine particles. Models are not produced using a single measuring point. Prevailing winds have to be taken into account. In Québec they are from the West, so it is mainly the East side that will receive more noise and dust. This is where the measuring points should be located. It would take at least 10 measuring points to determine the background noise and for monitoring measurements.</p> <p>What equipment is used for measuring noise?</p>	<p>NouvLR – The baseline status (or background noise) was determined by measuring noise in the area over a week, continuously, 24 hours a day.</p> <p>For taking measurements, we use 01 dB brand CUBE sound meters, certified IEC 61672 class 1. They are calibrated manually every 3 weeks. In the event of noise peaks and criteria exceedance, our environment teams listen to audio tapes in order to identify the source of the noise peak. When the noise comes from outside the construction site, it is removed from the analysis of monitoring measurements.</p> <p>As regards air quality, we have a station at Mount Royal, close to the trailers, and another close to La Pizzaiolle. At Canora, the station is located close to residents. Fine particles behave like a gas that is dispersed easily, so we obtain similar results upwind or downwind.</p>
<p>Concerning the design, you refer to the architectural signature developed by the City of Montréal urban planning committee. How does the design presented relate to this architectural signature?</p>	<p>REM – What we presented was volumes of stations, not details of materials. The materials favoured in the guidelines are glass and wood, to give the project a strong signature.</p>
<p>You say that you will have the results of noise studies later in the spring. How can we hope to have mitigation measures other than massive concrete noise-barrier walls?</p>	<p>REM - The REM in-operation committee will be discussing these issues with the community, but many measures can be put in place at the source.</p>
<p>In the REM architectural signature, how much sensitivity is there towards local populations? Why is there not greater cultural sensitivity, considering that CDPQ is citizens' money? The individuality and specific features of each locality must be acknowledged and the ideas of neighbouring populations must be taken into account.</p>	<p>REM – We are working with the City of Montréal, which is the specialist in urban integration. Regarding integration of the arts, we are working with Le Ministère de la Culture.</p>
<p>Behind all this lies a major financial project. Where can we go to see how the architectural</p>	<p>REM – The budget for architecture is not public, but in the request for proposals, two elements were analyzed: the financial aspect and, in a</p>

project is designed and what portion of the project budget is allocated to this?	separate budget, the project architectural vision, which was evaluated by a committee made up of the REM and the City of Montréal. We also set up an advisory committee with independent experts for an opinion on the architectural design at various stages.
Can we expect performance criteria to be available on the REM website?	REM – Parts of the information may be shared with the REM in-operation work group, but these are confidential documents. Partners have seen the portions that concern them. Explanatory technical data sheets on noise and vibrations during construction and operation are available on the REM website.
Requests have to go through the City of Montréal, including requests from the Town of Mount Royal. Does TMR have direct access to REM people?	REM – We regularly discuss various files both with civil servants and the elected representatives who are in direct communication with our teams. Our agreement with the City of Montréal focuses on technical elements of the project.
Could the presentation be put up on the website before the minutes?	REM – The presentation will be online tomorrow.
Your stations have two storeys. Did you consider the fact that for the people on Chambois Street, it will be right in their yard?	REM - Yes, we are aware of that. One of our concerns is that the network should be universally accessible, and this means having a more massive building in the railway right-of-way. Trees that have been cut down in the pedestrian pathway will be replanted and enhanced to isolate the station from residences. The use of glass is an important dimension of the architectural concept, and special attention has been paid to privacy in stations that are close to residences.

7- Conclusion

The next two meetings will be held on February 27 and May 14, 2019 at 6:30 p.m. in Annunciation Parish Church. A public statement will be released to announce the meeting to the community.

8- Appendices

List of follow-ups

- Make sure it is possible to walk safely on the Canora Road sidewalk (CDN-NDG)
- Return to the train technology, places where these trains are used.
- Check whether work was carried out late in recent weeks

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



Neighbourhood committee

Canora and Mont- Royal

November 26, 2018

Réseau
express
métropolitain



Agenda

- Welcome and presentation of the agenda
- Follow-ups from the last neighbourhood committee meeting
- Community relations
- Status of ongoing and upcoming work
 - Completed and upcoming work
 - Report on monitoring measures
- **Question & answer period**
- Conclusion



Follow-ups from the last neighbourhood committee meeting



Follow-up

Securing the fence near the construction site entrance

- Closure of one segment of Dunkirk road allows the site to be permanently secured.

Securing of the Jean-Talon/Dunkirk intersection and truck parking ban

- Gates were angled to 45 degrees to create more space
- Cones were set up to prevent parking

Prevention of motorized vehicles in the pedestrian pathway

- Signage installed to indicate pedestrian pathway



Follow-up

Pedestrian pathway and park lighting

- Lights installed on the construction site trailers turned off at night to prevent noise from the generator
- Lighting on all night upon connection to Hydro-Québec

Pedestrian pathway widening and maintenance

- Pathway was widened to allow winter maintenance



Follow-up

Kirkfield maintenance

- Dead-end street, from this point forward
- Facilitates maintenance by municipal authorities

Worker parking

- No mobilization zone for worker parking
- Workers will park in authorized locations on municipal property

Number of workers according to the work periods.

- Current phase – approximately 10 workers per station
- At peak construction phase (2020) – approximately 50 workers



Follow-up

Days for which measurements were considered to establish the baseline status for noise in the area

- Week from May 14, 2018 (14-18), day and night – 24 hours/day continuously

Relocation of air quality monitoring stations

- Location of the permanent station is being reviewed

Compliance with the provincial criteria regarding fine particles, rather than the Canadian guideline

- The MELCC's standard applies throughout Quebec.

Follow-up

Station dimensions:

Length:

+/- 140 metres (station + platform)

Height:

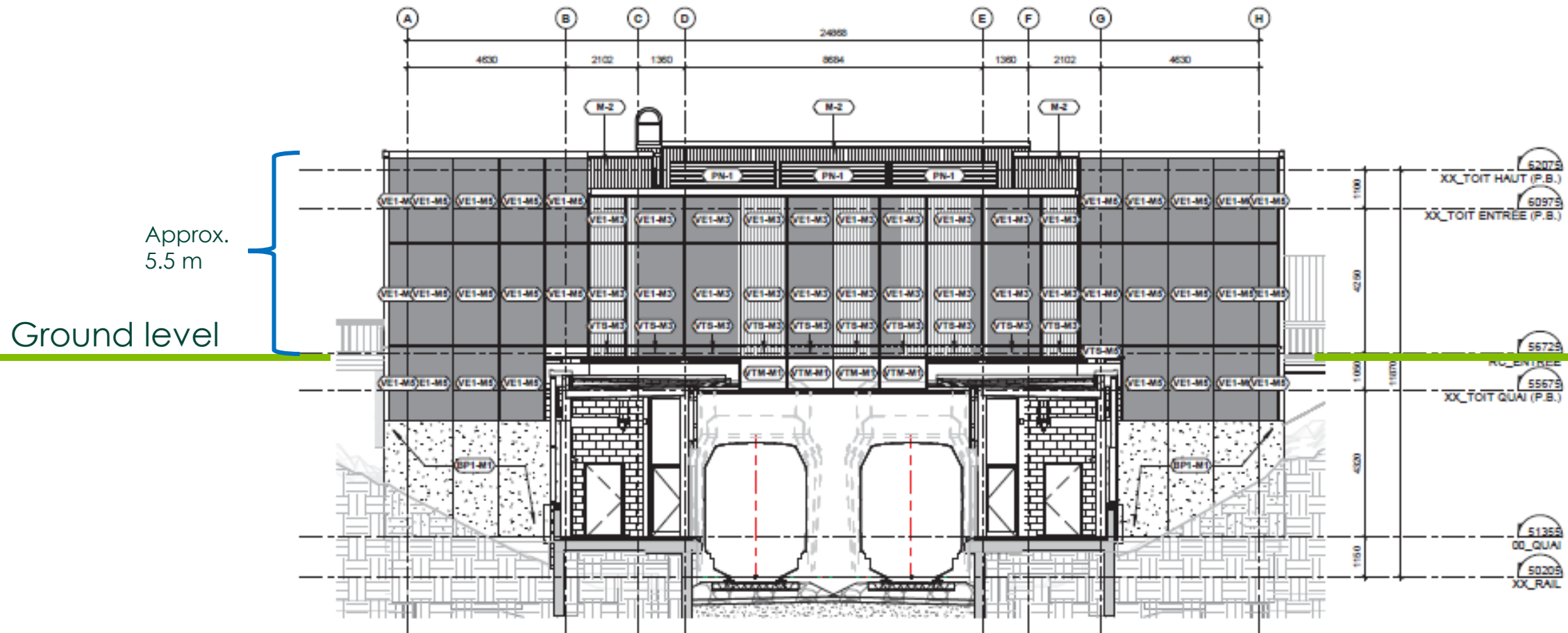
+/- 5.5 metres above ground level



** Mont-Royal Station Preliminary 3D view presented for information purposes only. The architectural renderings will be available in 2019.*

Follow-up

Elevation view



* Mont-Royal and Canora Stations

Follow-up

Access to environmental data

- Tab on REM's website, while awaiting the full IT infrastructure

Obligations and commitments regarding:

1) Site restoration

- Site will be restored at the end of the work
- Number of trees replanted will be 10% higher than the number cut down

2) Replanting of trees

- Protection of at-risk species (does not apply in the areas surrounding the Canora and Mont-Royal Stations)
- 250,000 trees will be planted during REM construction

Worksite Citizens' space News

Work schedule

Photos and
Commitments

Environment

Air quality and sound level

 Close

Follow-up

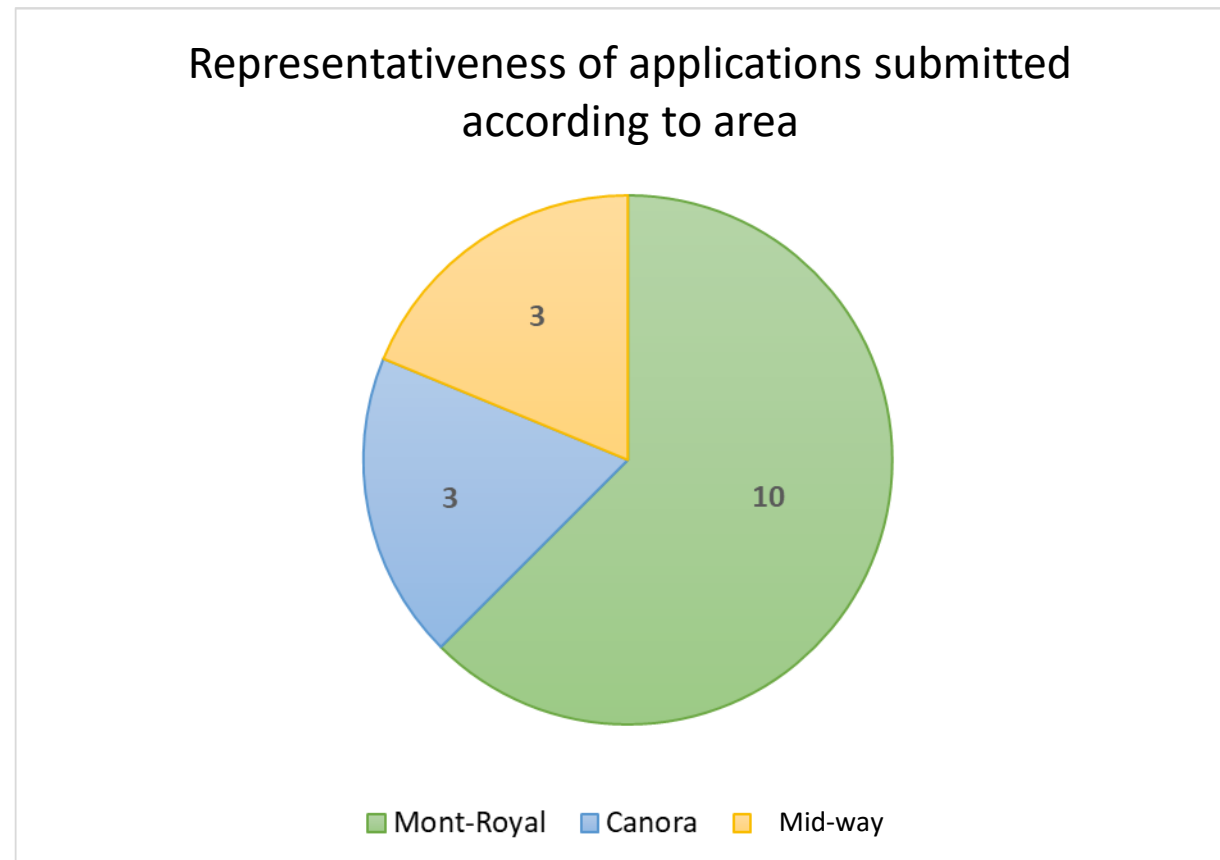
Impacts that the electromagnetic fields will have on residents' health

- REM applies precautionary principles:
 - Renowned, certified technologies that ensure quality, compliance with standards and use with metros located in numerous major cities on every continent
 - Compliance with applicable standards

Comprehensive health impact analysis for the entire REM operating period

- This type of analysis has not been planned for this project. The commitment is to comply with the standards in force.

Representativeness of applications submitted for the REM in operation work group



Follow-up

Colour of the noise barrier wall (other than black)

- Painted black at the request of citizens from De Chambois Street

Established response time in the question answering process and service level

- Questions are processed within two (2) business days following receipt
- Response within ten (10) days and documentation of actions implemented

Direct daily channel between surrounding residents and construction site teams

- Community Relations Office remains the point of contact
- **Telephone line – 1-833-736-4636 (1-833-REM-INFO)**
- **Email address: info@rem.info**
- Complaints will also be monitored at night and on weekends



Community relations



Exchanges with the community

Actions

- Website update and door-to-door distribution of general works info for the area (Canora – VMR)
- SMS alerts and emails sent prior to work performed on weekends (VMR)
- Distribution of a brochure about the Mont-Royal Station (VMR)
- Participation on the social acceptability committee (VMR, November 1)
- Coordination with the Marguerite Bourgeoys school board and Mont-Royal high school to ensure smooth coexistence with the schools

Exchanges with the community

Complaints – Three complaints received

- Maintenance of Kirkfield Street – re-designed to be a dead-end street outside of the worksite, to facilitate maintenance by the borough year-round
- Noise caused by platform demolition on the weekend – work performed during the scheduled time frame, beginning at 7 a.m.
- Parking on the street – raised workers' awareness to preserve access to Ombrière; parking in authorized locations on municipal property



Status of ongoing and upcoming work



Detours – Dunkirk waiting area



Current status of the Canora and Mont-Royal Stations

Plywood installed on the fence

Platform demolition

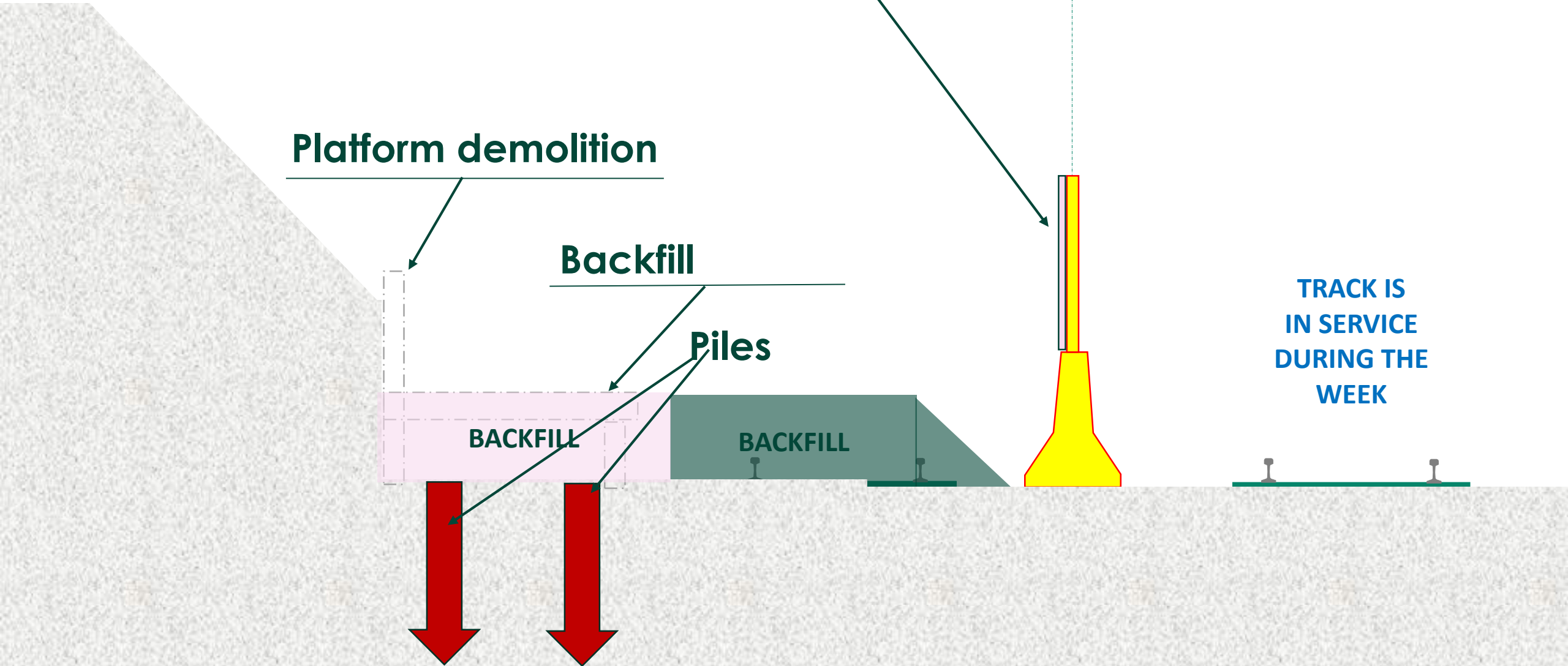
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Piles

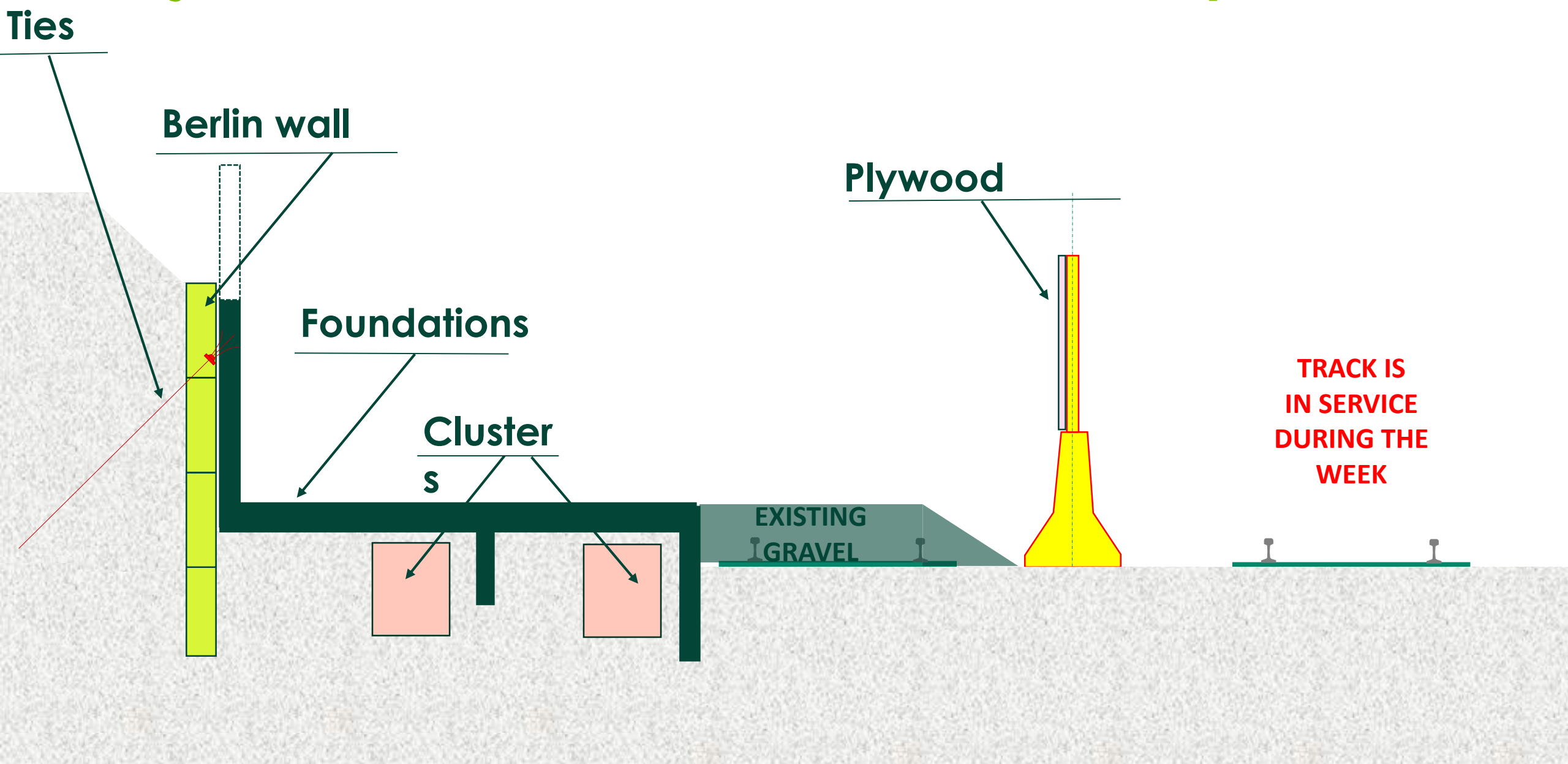
BACKFILL

BACKFILL

TRACK IS
IN SERVICE
DURING THE
WEEK



Projected work at Canora and Mont-Royal



Pile driving – Canora Station

21



Pile driving – Mont-Royal Station

22



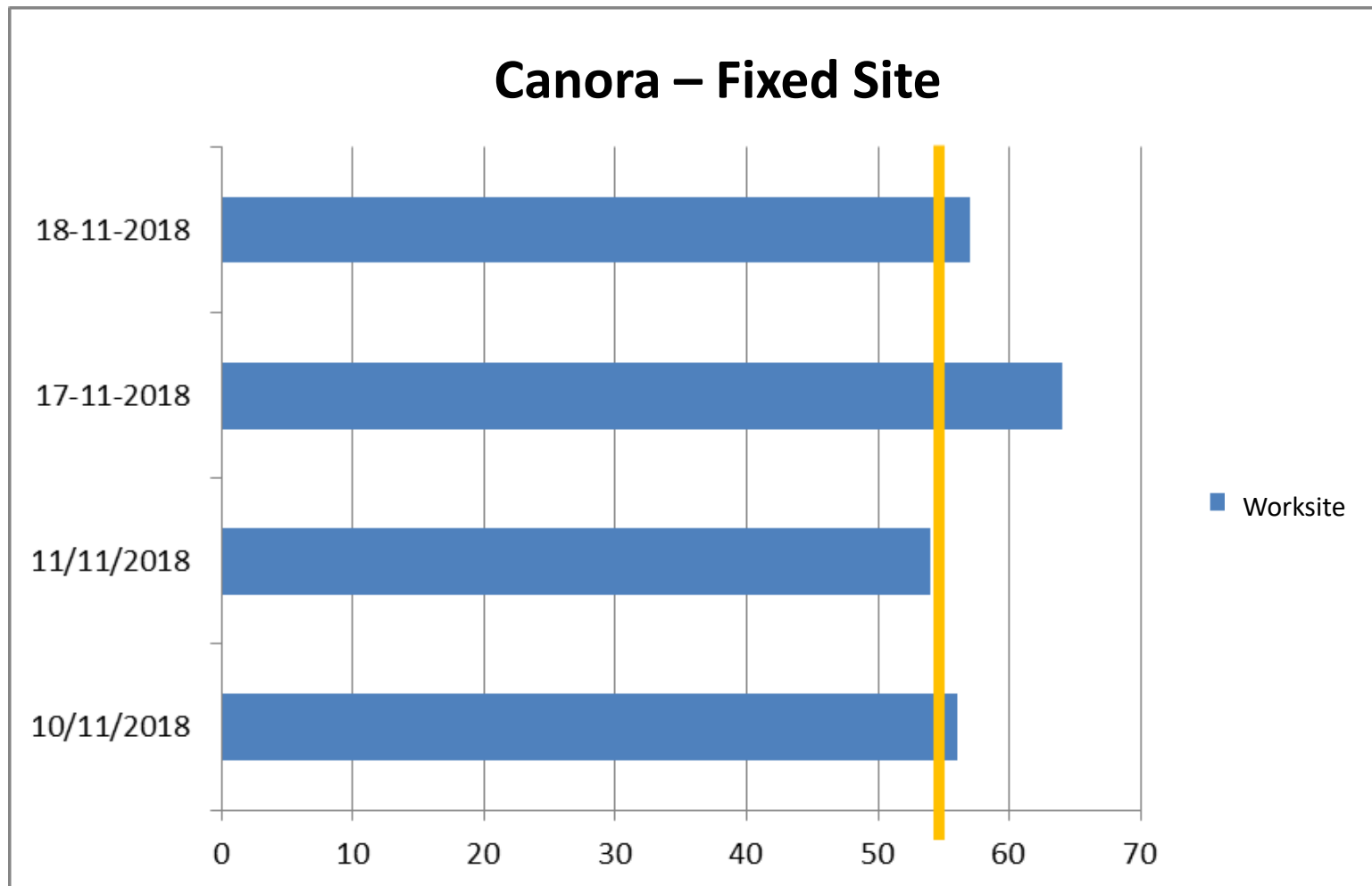


Report on monitoring measures



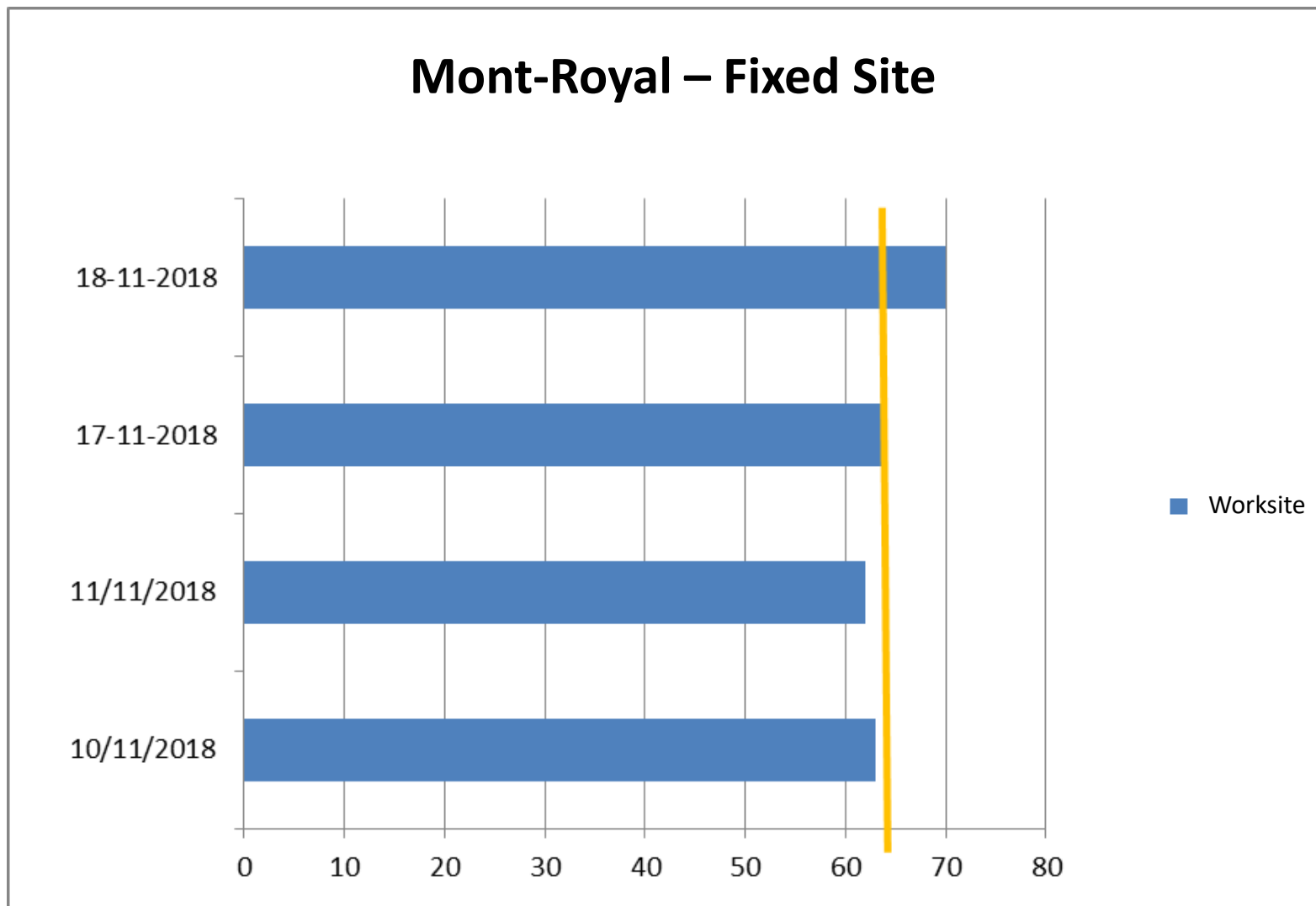
Report on monitoring measures – noise

November data – fixed site – Canora



Report on monitoring measures – noise

November data – fixed site – Mont-Royal



Enclosure around compressors

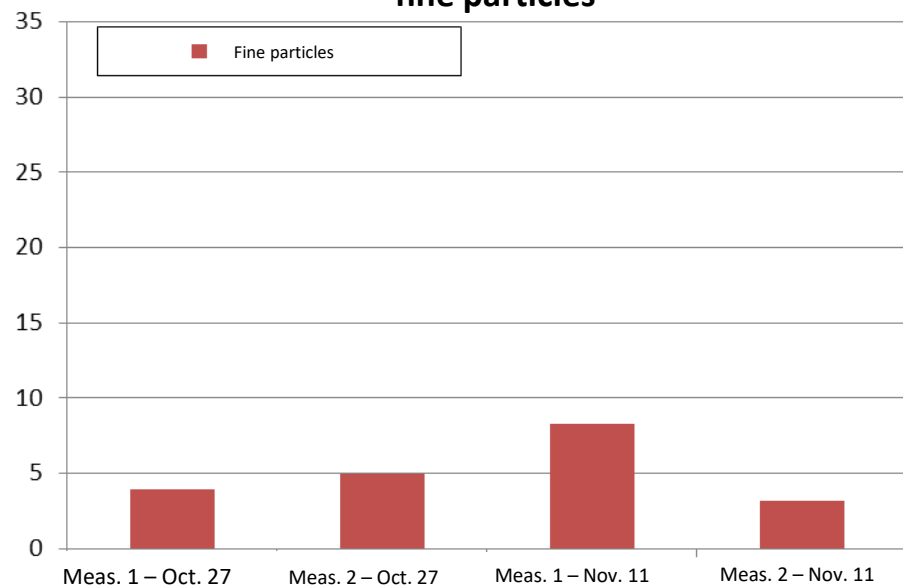
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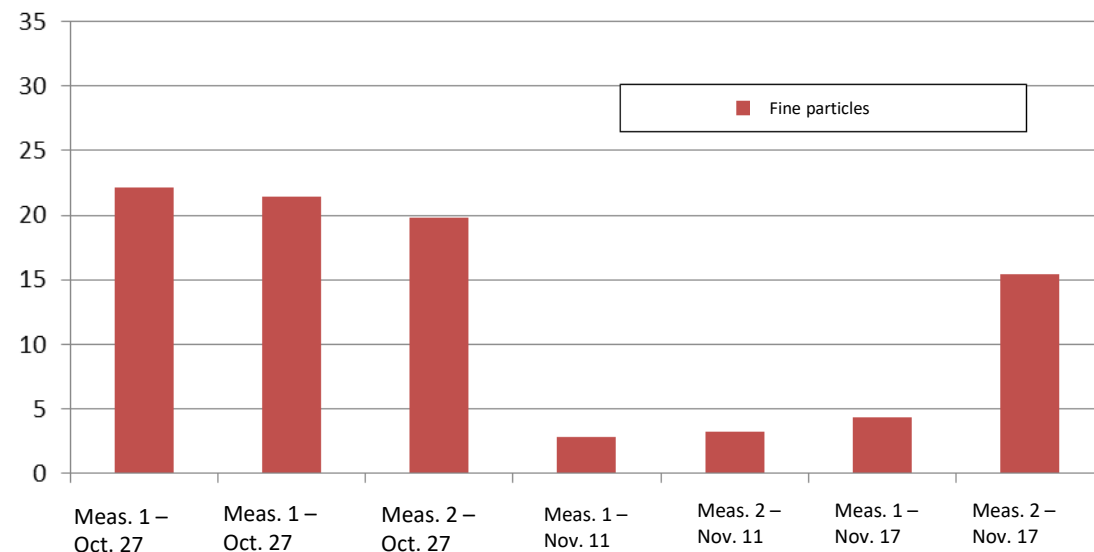
Monitoring measures – air quality

- One-time monitoring
- 24-hr fine particle criteria: $30 \mu\text{g}/\text{m}^3$

One-time measurement results – Canora Station,
fine particles



One-time measurement results – Mont Royal Station,
fine particles





Question & answer period

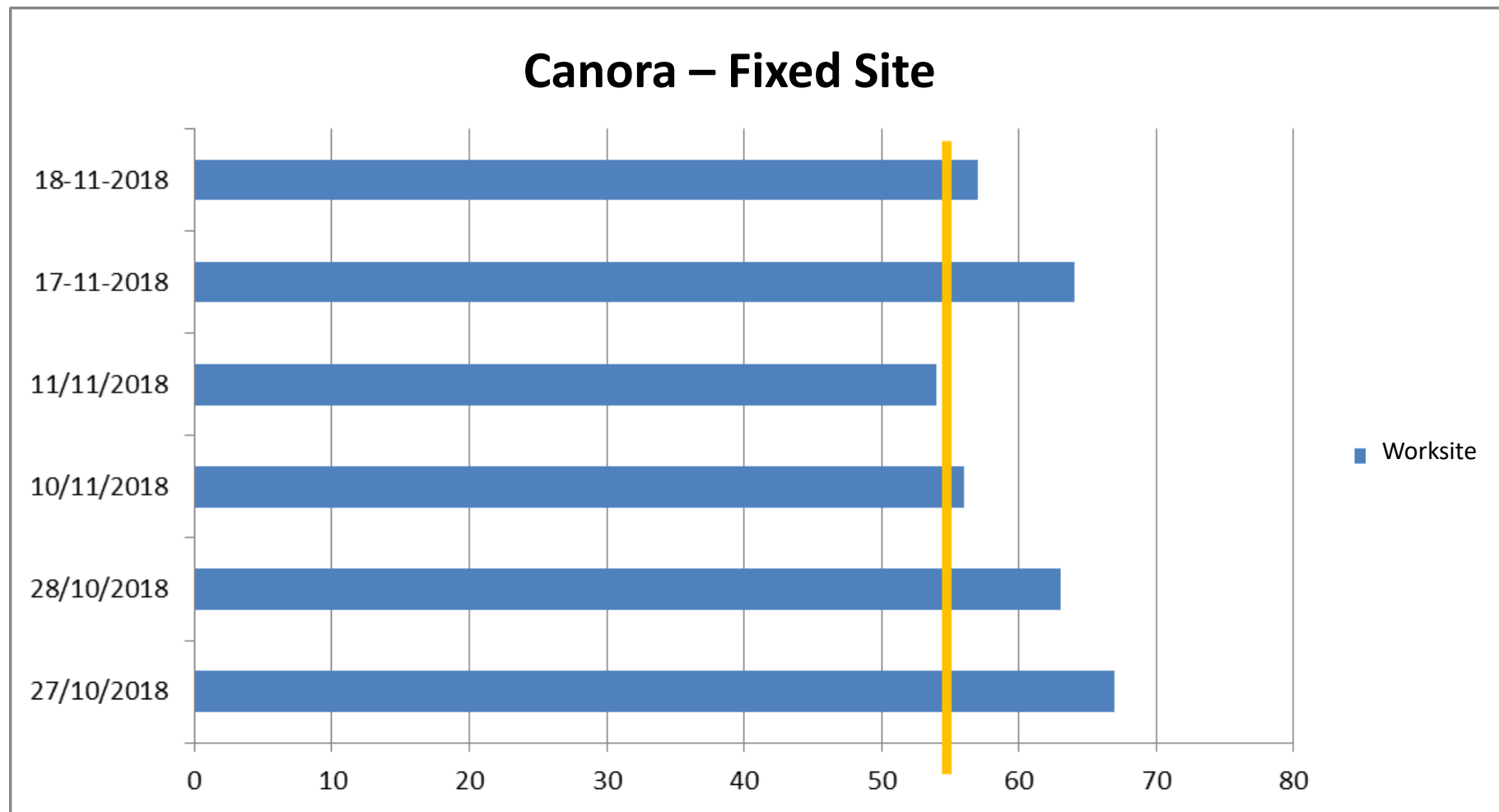


Thank you!

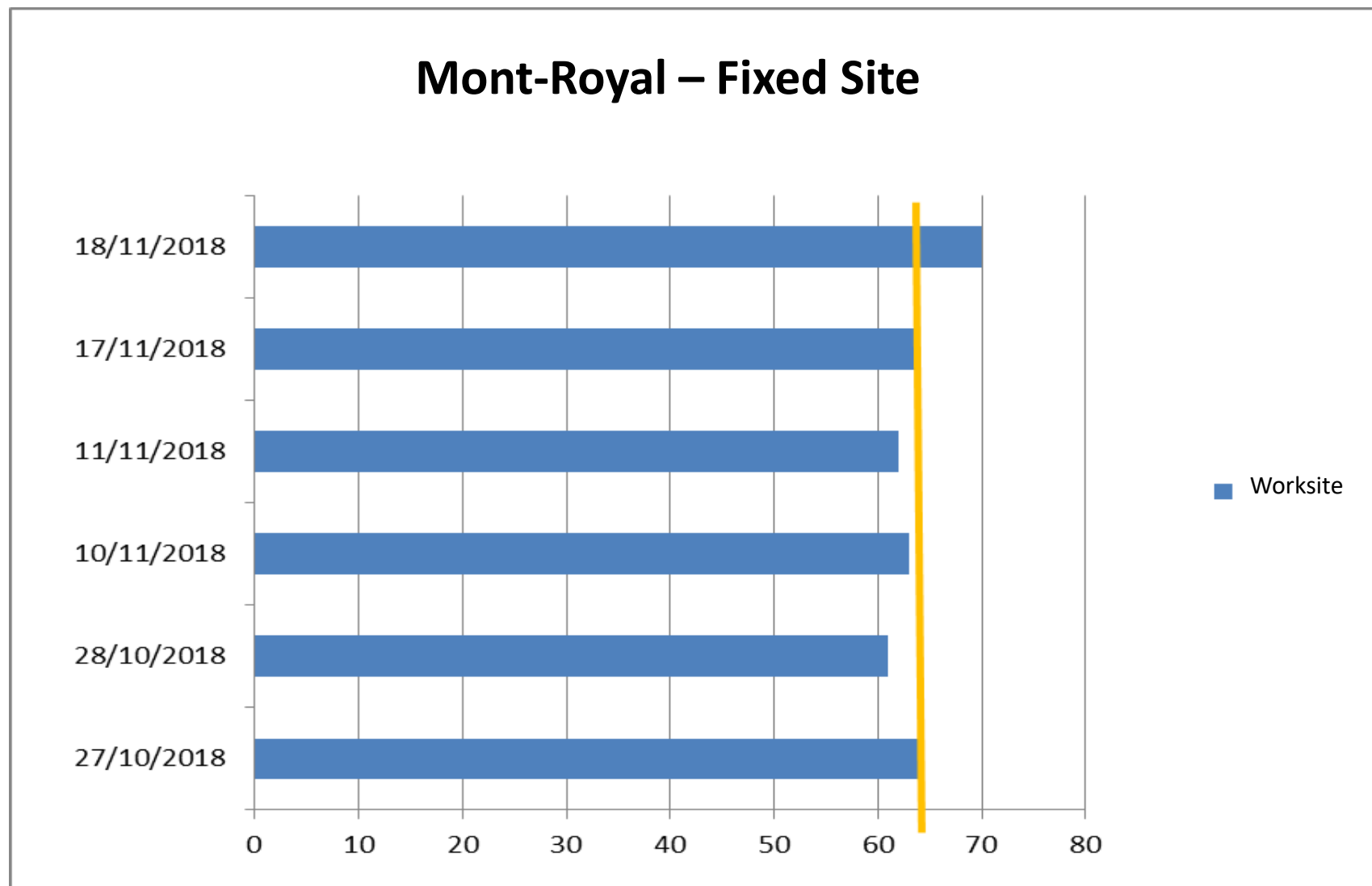
Next meetings:
February 27, 2019
May 14, 2019



Report on monitoring measures – noise



Report on monitoring measures – noise

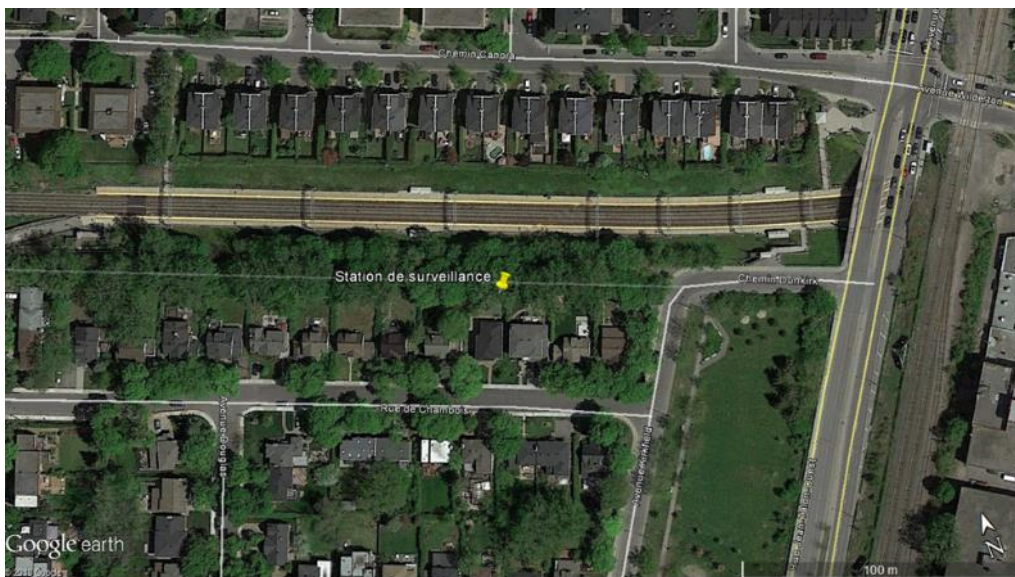


Report on monitoring measures – noise

Stations are activated on work days

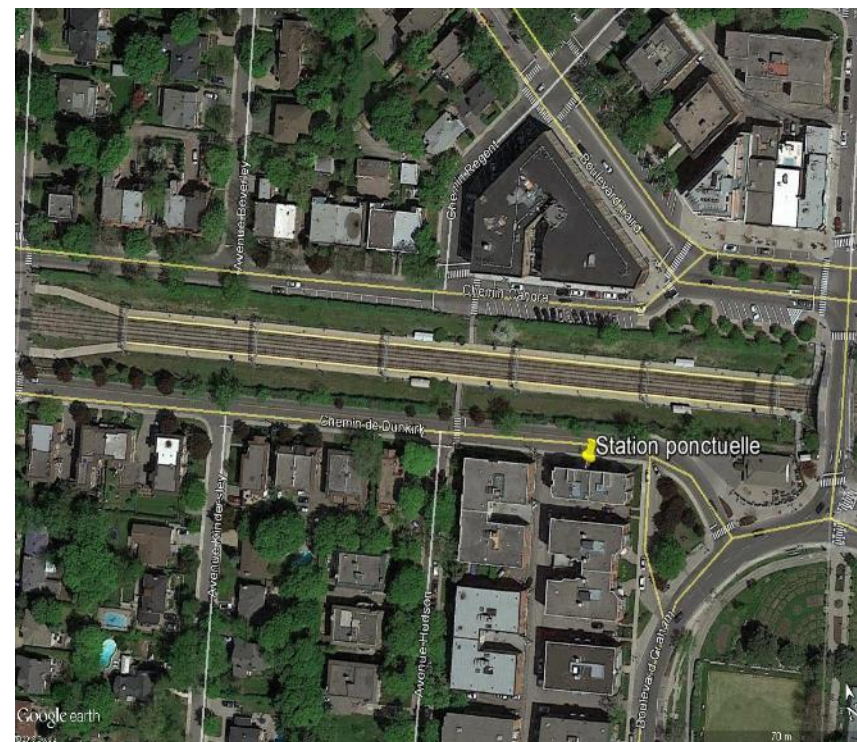
Canora Station

7351 De Chambois Street

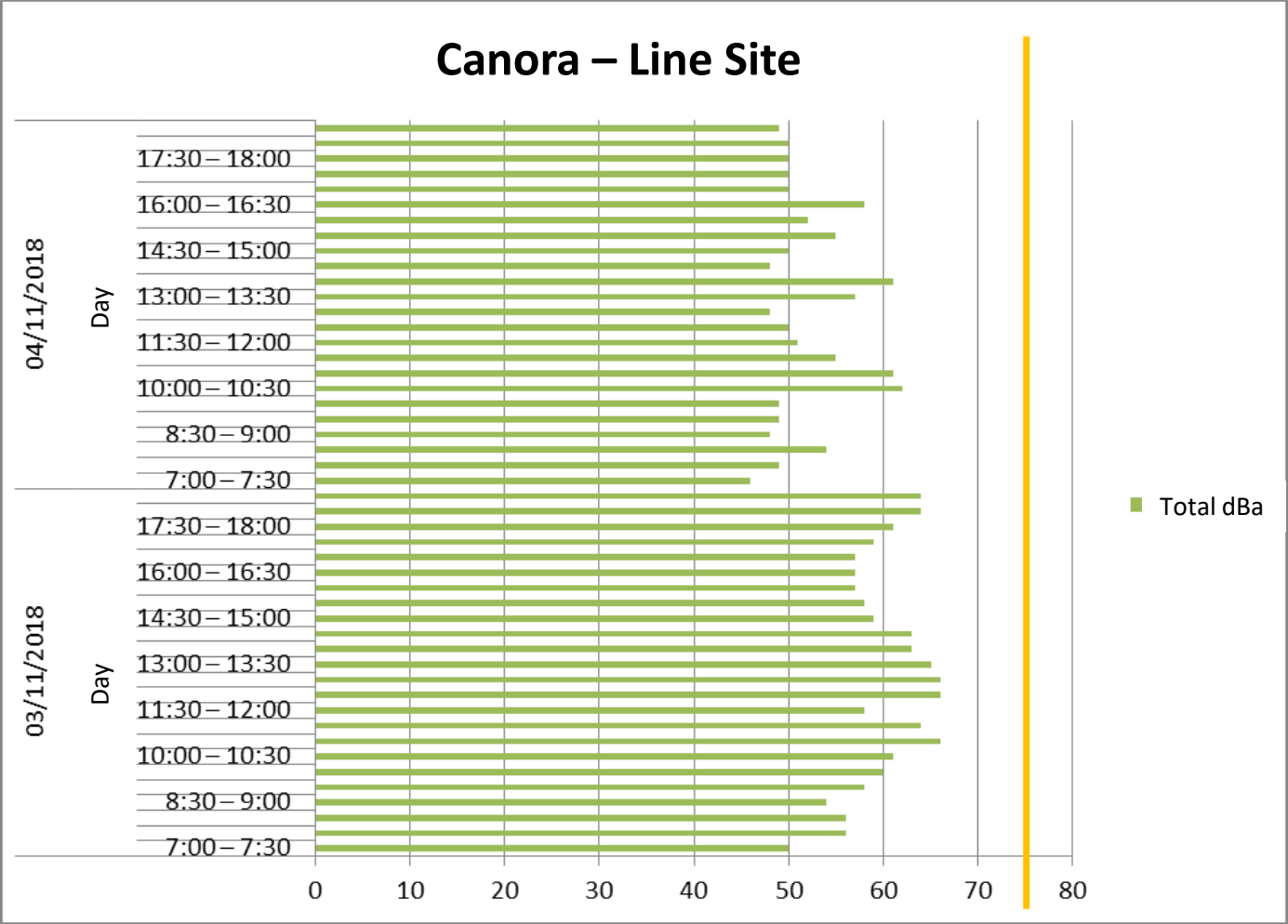


Mont-Royal Station

1354 Dunkirk Road



Noise – Canora – Line work – November



Measuring equipment – noise

Information about measuring station equipment

- CUBE sound level meter by 01dB,
IEC 61672 class 1 certified
- Manually calibrated every 3 weeks

Noise logging method

- Alerts sent when sound peaks occur
 - Listening
 - Identification of the source of the sound peak (worksite or other)
 - If the origin is off-site:
 - Analysis is withdrawn



Measurement equipment – atmospheric quality

Information about measuring station equipment

- Turnkey Osiris, validated by MDDELCC, CSA-certified (PM10)
- Anemometer

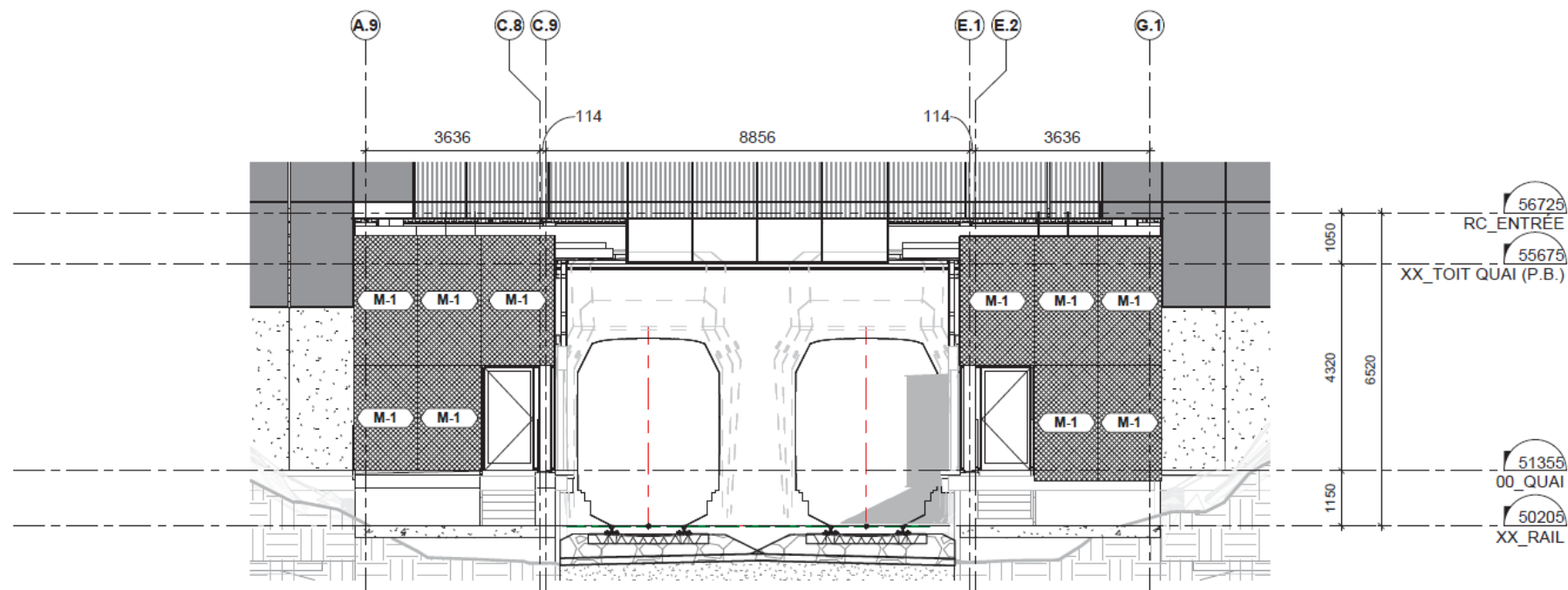
Air quality logging method

- Continuous measurement
- Automatic alert (SMS/email)
 - Peak / technical failure → Action
- Environmental technical validation



Follow-up

Stations' dimensions and elevation view



6
4121

ENLARGED ELEVATION – WEST 1

Scale: 1:100

** Mont-Royal Station Preliminary 3D view presented for information purposes only. The architectural renderings will be available in 2019.*