

Canora – Mont-Royal neighbourhood committee

Minutes – Meeting 3

Date: February 27, 2019, from 6:30 to 9:30 p.m.

Location: Annunciation Parish, 71 Roosevelt Avenue, Mount Royal

Committee members	
M. Trudeau	Resident
L. Debout	Resident
C. Lacasse	Resident
C. Lambert	Resident
D. Asselin	Resident
D. Noiseux	Resident, Owner of Pizzaiolle
I. Tardif	City of Mount Royal, Director of Technical Services
J. Leduc	Côte-des-Neiges–Notre-Dame-de-Grâce Borough, Division of Public Works
C. Delisle	City of Montréal, REM Project Manager
M.E. Vlad-Sabie	Mount Royal high school, Assistant Principal
M. Bisson	Marguerite-Bourgeoys school board, Health/Safety Coordinator
JP. Pelletier	REM, Assistant Director of Coordination
É. Boivin	REM, Assistant Director of Environment
M. Vallière	REM, Advisor, Community Relations
D. Barrett	NouvLR, Manager, Community and Stakeholder Engagement

G Cipolla	NouvLR, Segment Director
G. Jérémie	NouvLR, Head of Discipline – Environment
P. Guillot-Hurtubise	Facilitator
Guest Resource Persons	
C. Ducharme	REM, Project Director, Engineering
J. Gouin	NouvLR, Special Projects Manager

Approximately forty citizens from the area, other than those who are members of 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) Architectural and urban integration
- 6) Question & answer period
- 7) Conclusion

1- Welcome and presentation of the agenda

Pierre Guillot-Hurtubise, Committee Facilitator

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 main 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. Hurtubise stated that the meetings would be held in French and that there would be a discussion period after the presentation (a courtesy translation of the presentation is available in English), first with members of the committee, and then with observers from the public. Outstanding questions will be addressed at the next meeting.

He emphasized that the meeting is not a forum to discuss public transit measures planned in light of the Deux-Montagnes train service interruption, and that these measures would be announced the next day.

Mr. Hurtubise also specified that citizen representatives would also give a presentation following REM and NouvLR's general presentation.

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

2- Follow-ups from the last neighbourhood committee meeting (slides 3 to 6)

Myriam Vallière; Jean-Philippe Pelletier, REM

Myriam Vallière addressed the questions left outstanding after the last meeting, and explained that the safe pathway on the sidewalk on Canora Road was re-established when the City completed its work.

Next, she addressed the question of late work that was causing a certain amount of disturbance, reiterating that the regular construction schedule is from 7 a.m. until 7 p.m. Occasionally, work may extend past that schedule in specific situations, such as installing heating equipment on the rails, which disturbed the nearby residents, despite the noise mitigation measures that were implemented.

She also addressed the reorganization of the logistics zones at the Dunkirk/Jean-Talon intersection, explaining that the lighting that had been set up initially would be reinstalled once the reorganization was complete. She also mentioned that special attention is being paid to reminding the construction teams they must be critically aware of ensuring street signs and parking indications are followed, and that, at the City of Mount Royal and Côte-des-Neiges–Notre-Dame-de-Grâce borough's request, the City of Montreal's police department has increased patrol in the area.

Lastly, Jean-Philippe Pelletier spoke briefly about the technology that the REM trains will use. He mentioned that Alstom's Métropolis trains, used in approximately 25 cities around the world, feature tried-and-true technology. He mentioned the numerous differences between the future REM trains and the current heavy trains used, including the fact that the new trains will be much shorter and lighter, will feature much quieter electric braking systems, will run on welded, cushioned rails, and that grade crossings will be eliminated, thus eliminating the needs for warning whistles.

3- Community relations (slides 7 to 9)

Myriam Vallière, REM

Myriam Vallière followed up on discussions with the community since the last committee meeting, explaining the actions taken by NouvLR in response to the fifteen complaints received since the last meeting.

4- Status of ongoing and upcoming work (slides 10 to 27)

Giovanni Cipolla; Guy Jérémie, NouvLR

Giovanni Cipolla presented the general project schedule, and what work was completed between December 2018 and February 2019, with supporting photos. (Refer to attached presentation.) The primary work performed in recent months included finalizing the railway security system, tearing down the platform and stairway at Mount Royal, anchoring the retaining walls to the bedrock, drilling and concreting the foundations for the future stations, as well as excavating the embankment on the west side, removing the rails and then backfilling. He explained that in order to be able to pour concrete for the foundations, excavate and remove the rails, heating equipment had to be set up on the rails and run 24 hours a day for several days, in order to cure the concrete and thaw the ground.

Guy Jérémie gave an overview of environmental monitoring, primarily regarding air and noise quality. (It should be noted that all data is available on a web platform available through [REM's website](#).) He mentioned that no air quality standard exceedances were recorded, and that the air quality is good, according to the City of Montréal's criteria. He then presented the main exceedances with regards to noise targets in the Canora and Mont-Royal areas, and explained that the primary cause for them was the very nature of drilling, driving and anchoring the piles, even though acoustic enclosures designed to mitigate noise impacts on residents were installed.

Mr. Cipolla then presented upcoming work. He explained that work will take place over the next few weekends to test the piles, and that this will generate a significant amount of noise, but for a short period of time. The work that will then take place through the month of May consists of drainage work, continued foundation work, as well as construction of the slab for the future platform. Beginning in May, crews will repeat the entire sequence of work begun last summer (2018), but on the east side of the railway. At the same time, crews will begin to erect the station's steel structure on the west side.

In order to accommodate the train service that will be interrupted in January 2020, a temporary, shared platform will be built. It will be approximately 250 metres long, and will be located halfway between the two stations. The major construction work for this platform is scheduled to

take place over the long weekend, from May 18-20. This new platform will be accessible from the eastbound track once trains are circulating on the westbound track. Users will therefore need to change their habits to take the train from this new platform, beginning at the end of the month of May.

5- Urban and architectural integration (slides 28 to 36)

Christian Ducharme, REM; Jonathan Gouin, NouvLR

Christian Ducharme addressed the consultation program implemented during the REM project development phase. Before the REM construction and operation contracts were even signed, several open house activities took place with citizens in various areas through which the REM will travel; they met elected officials and numerous other stakeholders, including environmental groups, in order to listen to the Greater Montréal community and hear their concerns..

The stakeholders' contributions were transformed into technical requirements and integrated in the contracts, to ensure the way of life was taken into account in the REM's urban agreement.

He explained how the different Mont-Royal and Canora Station areas were characterized, in order to ensure proximity and connectivity to residential areas in the prestigious areas that need to be promoted. He specified that from an architectural perspective, the contract requirements are intended to ensure modest infrastructures are built on a human scale, minimizing the visual and actual footprints and incorporating indigenous materials in the designs. These requirements also include adding vegetation near the stations, using lampposts designed for the pedestrians, thereby preventing light from spilling over to residents, for example. Lastly, he reminded that an advisory committee, composed of external members, was also implemented to supplement the designers' work, in an effort to improve the REM's urban and landscape integration, and to continue enriching the experience future users and residents will have.

Mr. Ducharme reiterated the commitment to implementing a working committee on the integration of the REM in operation this spring.

Next, Jonathan Gouin presented a typical cross-section of a station that was representative of the Canora and Mont-Royal areas, where the future platforms will be located in the same place as the current platforms. He presented the Canora and Mont-Royal Stations with a location diagram in their respective urban contexts. Mr. Gouin emphasized that in order to preserve the residents' privacy, technical blocks were strategically outside to obstruct users' view. He also added that screen printing will be applied to the windows to add a certain amount of shading, thus better adapting it to the surrounding environment.

6- Question & answer period

Pierre Guillot-Hurtubise, Facilitator

Mr. Hurtubise asked all resident committee members to begin the question and answer period with the items they wished to present.

Mr. Claude Lacasse and Ms. Claudette Lambert spoke to present the impact that the REM work has had on them not only as citizens, but also as owners of the shop called l'Ombrière.

Ms. Laetitia Debout also spoke, echoing several of the items Mr. Lacasse and Ms. Lambert mentioned.

Lastly, these residents submitted a petition signed by nearly 90 residents, iterating their concerns regarding the historical scenic value of the garden city of Mount Royal, the visual impact of the new station, the noise impact on residents, the segregation of traffic with the increased ridership at the Canora Station, as well as the safety of pedestrians and cyclists in the neighbourhood. The petition included several recommendations.

As the REM representative, Mr. Jean-Philippe Pelletier thanked the citizens for the time and energy they invested in this contribution. He stipulated that the allegations listed would be taken very seriously in an effort to improve day-to-day coexistence between the construction sites and residents, and that they would see what they could do. As the NouvLR representative, Mr. Cipolla underlined the challenges of controlling all employees and suppliers on a construction site of this magnitude, and echoed what Mr. Pelletier said, stating that every effort would be made to address the issues raised.

Mr. Pelletier ensured that official responses would be submitted. (Refer to appendices.)

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

Question(s) from citizens	Answers
Do we have a specific date for when service interruption will take place in early 2020?	REM – The date will be confirmed at a later time; this is a contractual obligation between REM and exo.
Where is the fibre optic cable located?	NouvLR – The fibre optic cable runs at various heights, behind the retaining wall.
Can you explain to the crowd what the logarithmic scale for noise measurements is? What does an 8-decibel (dBA) exceedance represent? From memory, you double the sound impact when the noise increases by 5 decibels.	NouvLR – Noise measurements are subject to daily targets, using 12-hour averages. We are required to meet the target, which is the ambient noise measured before work started. Decibels represent sound power. A 3-decibel increase can hardly be heard, while a 10-decibel increase represents twice the sound power.
What mitigation measures will be implemented when the shared platform is built between the two stations? Will there be any signs put up? How will the platform be accessed to ensure safe travel over the Montgomery walkway,	NouvLR – The platform will have to meet the same standards as the current platforms. Discussions are taking place with the city regarding access and signage, since our construction methods are still in the planning stages. Construction of the shared platform

where pedestrians will be travelling along the edges of your construction site?	coincides with transferring construction work to the east side of the railroad. Our construction site entrance will be located near exo's current ticketing station, on the Canora Road side. There will therefore be less traffic near the construction site entrance located near the Montgomery walkway.
While a press conference will take place tomorrow regarding the public transit transitioning strategy when the service interruption takes place, Mont-Royal high school and the Marguerite-Bourgeoys school board would like to meet with the ARTM to discuss specific solutions for their school.	REM – We will put you in contact with the ARTM stakeholders for that.
What is the height of the station in relation to the embankment?	NouvLR – A portion of the station, i.e. the entrance, will rise above the embankment by about 5 metres.
We have noticed several parking problems on the Kirkfield/De Chambois block. What measures are you taking to rectify this situation?	NouvLR – While parking in the area is permitted at certain times, we have identified a lot near the Jean-Talon/Wilderton intersection where we are currently assessing the possibility of setting up parking for workers in that area. We hope that this will resolve the issue of parking on the street in that area.
Since the start of your work, dirt has accumulated along the edges of your construction site, at the Dunkirk/Jean-Talon intersection. Why haven't you ensured proper maintenance of that area to ensure cleanliness of public roads?	NouvLR – The location of our logistics zone has created a bottleneck. While we have removed the extra sign panels to allow city equipment to perform required maintenance, we will see to having the street cleaned more quickly. Follow-up: Clean Kirkfield Street and the pedestrian path running along the logistics zone at the Dunkirk/Jean-Talon intersection.
Since you mentioned that your work takes place during the day, why does heating equipment have to run at night?	NouvLR – Our work schedule is from 7 a.m. to 7 p.m., including weekends. Certain mobilization activities may take place outside that time frame, in order to be able to maximize the work schedule, or when certain occasional tasks must be carried out, such as the heating and thawing that took place recently. Equipment may also be refuelled outside those work hours.

Why aren't you complying with the municipal regulations regarding your work schedule on weekends?	REM – It is important to recontextualize the context in which the REM project takes place. The project is subject to an environmental decree, a provincial standard from the Ministère de l'Environnement, and the Ministère des Transports du Québec's standards. Simply put, we are subject to provincial standards, and not municipal standards. We are aware of the inconveniences our work is causing in the area, and we are working to minimize the noise impacts – and there is still improvement to be made on that front. These committee meetings help to bring this issues to light, and to work toward finding solutions. The construction site is constantly evolving; the type of work being done is changing, and certain impacts can be mitigated.
Will the height of the stations be part of the mandate entrusted to the working committee on the integration of the REM in operation?	REM – That working committee will first address several questions, including the height of the stations, lighting, and more generally, how the station will be integrated and will exist in its surroundings.
We are shocked, disappointed and worried to find that these diagrams show a massive and overpowering building that will have a significant impact on the quality of life of downtown Mont-Royal, effectively cutting the city in two. It even extends higher than the Pizzaiolle's roof line. I understand a bit better why the city is opposing it.	REM – I concur with you on several points. The picture we've presented today does not please us either. It does, in fact, give the impression of a massive building. While inevitably, a certain amount of space is required to build a station, and that space is difficult to minimize, we are continuing in-depth discussions with NouvLR to improve the renderings, in order to find something that integrates well with the sector, focusing on materials selection and harmonizing with the surroundings.
Why isn't there better lighting on the pedestrian pathway? When you adjust the construction zone layout, will you push the pathway toward the park and cut down trees in the park? Currently, the pathway is not very well maintained.	NouvLR – We are currently reorganizing the construction zone, and with relocating the trailers, we had to remove some of the lighting. We will reinstall it. We have studied the configuration at length, and will not need to move the pedestrian path. We will make sure it is plowed. We just have to get set up once again; we will put the lighting back up.

	Follow-up: Set up the lighting on the pedestrian path along Dunkirk Park.
Would it be possible to set up a construction site office accessible from the neighbourhood, so that complaints could be filed on site? The area is residential, which would justify implementing exceptional measures.	REM – We have noted your proposal. Currently, the method for contacting our team is the Community Relations Office, where we receive and respond to your questions and complaints (info@rem.info or 1-833-REM-INFO). We are also looking into occasional interventions on site.
How far along are you on the work schedule? Would it be possible to limit work that takes place on weekends?	REM – We are continuing work on the westbound track, working toward the track and operations change in the month of May, prior to the service interruption in early 2020.
How deep are the piles being driven? Are you driving down to the bedrock? What is the average depth of the bedrock in this area?	NouvLR – The bedrock is deeper in the City of Mount Royal – between 6 and 8 metres deep – while in Canora, the bedrock is about 3 metres deep.
Would it be possible to get a report issued by an independent organization regarding the complaints you've received?	REM – We have noted your request. Follow-up: Review the possibility of having a report produced by an independent organization regarding complaints received.
As residents living on Canora Road, we will very soon be going through hell when you start working on the other side of the tracks. We get the feeling that no one lives near this construction site, and is woken up this way every morning. You may be authorized, by decree, to work beginning at 7 a.m., but how about having a little respect for the people who live there. When work starts on the east side, trucks will be entering near the ticketing station. Will Canora Road be condemned?	REM – We are working with a provincial framework, and we have standards to follow. For example, the maximum noise authorized in Canora is not the same as in the City of Mount Royal, since it was established according to a sound sample taken before work began. It was based on this sample that noise targets are established. NouvLR has to comply with that framework, and we are working to minimize the impact that noise from the construction site is having, as much as possible. NouvLR – Canora Road will not be condemned. We will set up a single-lane traffic obstruction on Jean-Talon Street to allow the trucks to access the construction site.
What will the building height be, as compared to the surrounding homes? We want to see plans. It's quite obvious to me that none of you – even the members of your architectural advisory committee – live in areas where	REM – Regarding the height of homes around Canora Station, the homes on De Chambois Street have two storeys, while the homes on Canora Road have three. If we compare with typical multi-storey condos, they are usually between 3.2 and 4 metres high, while the

you're imposing these stations. You have to take the citizen's point of view into account.	station will extend above the embankment by about 5.5 metres. We are working to design lower, narrower and smaller stations. With the working committee on the integration of the REM in operation, we will eventually be able to show you elevations, architectural views, etc.
I live on Kirkfield Street where many workers park. Could you encourage workers to use public transit?	NouvLR – Employees are free to use the method of transportation that best suits them, but many employees have to bring their tools to the construction site.
Are there any northern cities where Metropolis trains have proven themselves?	REM – The contract awarded to Alstom for rolling stock takes into consideration the requirement to operate in winter conditions.
If the users have to use the Montmorency walkway to access the shared platform, will they have to cross private land? The walkway ends at the entrance to two different owners' garages.	NouvLR – We are currently in discussions with the City regarding configuring access to the temporary shared platform.
It would be nice to be able to see detailed plans for the Mont-Royal Station. The station will be located at the heart of the City of Mount Royal, where traffic volume is on the rise. What is planned in terms of park-and-ride lots or kiss-and-ride lanes? Have traffic studies been conducted to assess the traffic increase and the impact on parking spaces?	REM – The specific plan will eventually be shared to finalize the design. Our intent is to avoid any disruption of the parking already in place, and to limit the REM's footprint. We don't expect peoples' comings and goings to be a significant problem in your area. Our vision is that REM clientèle will access future stations by public transit, and we are working with the transit companies to review the entire network, in order to increase feeder bus services across the entire route.
Will the Lazard passageway be accessible as a walkway or underground walkway? Will it be universally accessible?	REM – The Lazard walkway will be universally accessible, and will run over the tracks, with appropriate ramps so people with reduced mobility, strollers and bikes can cross.
What is the logic in digging a tunnel through the Technoparc – an uninhabited area – and running above ground in residential areas?	REM – For many technical reasons, we want to avoid going underground – our intent for the entire network is to be above ground. The Technoparc area is a special case, since having an airport in the area requires us to go underground.

In order for the future station not to reach so high above the embankment, would it be possible to lower the height of the rails?	REM – There are numerous elements that have led to maintaining the current height of the route, at the exit of the Mont-Royal Tunnel. We have to integrate with the environment near the station and with the configuration at the tunnel exit. Lowering the level of the tracks engenders more logistical constraints than you can imagine, including immediate, complete interruption of service. In the interest of urban integration, building on an embankment harmonizes better than digging a trench.
Mr. Lacasse, owner of l'Ombrière, maintains and plows the pedestrian path; but when workers run the snowblowers, they blow snow onto the path. That's not safe. Who is responsible for maintaining the Kirkfield Street segment in front of your construction site? There is a thick layer of ice in the middle of the street and on the sidewalks.	NouvLR – Regardless of who is responsible, we understand there is an issue. Tomorrow morning, we will make sure maintenance is properly done, in collaboration with the municipality.
Many people park in front of my house, and they're not my neighbours. Are there park-and-ride lots planned for the future station users, so they don't have to park in the neighbourhood?	REM – Current plans do not include any park-and-ride lots in the area. We are working on the strategy for kiss-and-ride lanes with the City, to ensure they are efficient and don't disrupt the surroundings. We are also in discussions with the Société de transport de Montréal regarding feeding the REM by public transit.
We file complaints regularly, but we don't feel like we're being heard. People listen, but nothing happens. With work taking place during the week and very early in the morning on the weekends, we can't sleep. You minimize the noise when it's insufferable and even makes our house shake. You ran heating equipment all night, and, frustratingly, took a break on Monday morning. Why couldn't that break have happened overnight?	NouvLR – We will have to look into the situation you've raised regarding the break on Monday after thawing at night.
A petition circulated on Canora Street, but people don't know whom to contact to file a complaint.	REM – Nearly 5000 magnets were distributed door-to-door, containing the contact information for the Community Relations Office; their information is also available on our website and on every Works Info publication distributed. We encourage everyone to contact us.

Once it's in operation, you'll build noise barrier walls for us?	REM – Your question regarding the installation of noise barrier walls for the operation period (what kind, how, where?) is a central element of the future working committee. If we discover that there is a significant impact, appropriate measures will be implemented before the REM operation phase.
The diagrams of the future stations that you've presented today make us fear there will be a massive infrastructure behind our homes. Already, the field behind our homes has become a construction site. Are you going to cut down the trees that abut our yards? Despite your obligation to restore everything, this screen of vegetation is part of our daily lives.	NouvLR – We are in the process of adapting our work methods to prevent having to cut the trees in place. If we have to cut any more down, you will be notified.
I am an engineer, and I've worked in the construction field. I am certain it is possible to lower the planned height of your stations.	REM – This question will be addressed by the working committee for integration of the REM in operation, which is still accepting applications from candidates.
Do you have any statistics on how long the noise exceedances have lasted?	NouvLR – The regulatory framework that applies to our work and the noise targets to comply with are based on a 12-hour average. Within these 12-hour time frames, there are variations. In terms of noise exceedances, the numbers we have measured are between 62 and 65 decibels. If we compare that to the health and safety standards for workers on a construction site, this compares to a level of exposure to noise of about 85 dBA for 8 hours. These workers only need to wear hearing protection if the noise levels are higher than that. Residents can rest assured, since they are far from experiencing these same conditions of proximity.
REM seems to react according to the number of complaints; I encourage you all to contact them to file your complaints.	
At the end of Glencoe, along the dog park, the sidewalk is extremely icy, and with your construction site located where it is, the City can't plow it adequately. Would it be possible to improve maintenance on this sidewalk?	NouvLR – We will look into this situation. We have, effectively, configured our construction zone to keep one sidewalk open, but we did not plan to plow it. We will, however, address this situation.

	Follow-up: Plow the sidewalk near the dog park more adequately (VMR's responsibility).
What mitigation measures are planned in light of the service interruption scheduled for January 2020?	REM – A press conference has been scheduled by the Government of Québec and the Autorité régionale de transport métropolitain (ARTM) for 4 p.m. tomorrow, to announce mitigation measures.
In your documents, you talk about trains departing every 2 minutes and 30 seconds, but according to my calculations, I think the frequency will be more every 2 minutes and 15 seconds. Are you going to correct your documents accordingly?	REM – There are several numbers going around regarding frequency. In fact, it could vary according to the level of service to achieve, over time.
What will the passenger capacity per square metre be?	REM – The capacity will be about four people per square metre, which is the upper limit for ensuring the rolling stock supplier's comfort.
REM seems aware of all the neighbourhood disturbances it is causing. Has REM suggested to the City that it re-assess the property values of residents affected by the decreased service and construction?	REM – No, we haven't discussed this with the City.
On the diagrams of the future stations, we see there is empty space between Canora Station and Jean-Talon Street. Will there be public space or a kiss-and-ride lane there? We can't tell where the public space is on the drawings presented for the Mont-Royal Station.	REM – There is no public space planned near Canora Station, since it is not in the scope of the project.
It is important for REM to be transparent with citizens and municipal bodies. To that end, it is important for you to know that in February, NouvLR filed a request to cut 54 trees down from the field.	NouvLR – Yes, in fact, a request to cut trees was submitted by applying for tree cutting permit. However, for the moment, we have set aside this approach and are seeking an alternative to avoid cutting down the trees.
Lionel Pérez – As elected officials, citizens are asking us to become more involved, even though we are already very concerned and involved in meetings with the REM team, meetings with citizens, etc.	It is important to contextualize the framework in which the REM project was developed. It is an extremely large-scale project that crosses through numerous municipalities and boroughs over 67 km. CDPQ Infra and the City of Mount Royal signed a framework agreement that acts as guidelines for

The importance of being transparent is for us to have access to more information so we can have discussions on common ground and achieve greater social acceptance of this project. We aren't questioning the relevance of the REM for the area, nor for Québec, but we need stakeholders who are willing to be open and transparent. I speak on everyone's behalf when I say we sense a clear lack of transparency from REM and NouvLR. We would ask you to review your practices to develop better collaboration, because it is inconceivable to us that in 2019, public bodies operate this way.

numerous committees between our two organizations, with elected officials, senior civil servants, executives and the City.

All of the work done on municipal property is subject to municipal approval. For example, repair of the Jean-Talon Bridge is a modification that was integrated into the project, at the City's request. Several improvements have thus been made to the project since 2016. We also submit all permit applications, even if we are not subject to certain regulations.

The collaborative framework in place may not be perfect, but it's there, and functional.

7- Conclusion

The next meeting was scheduled for May 28, 2018 at 6:30 p.m. at Annunciation Parish Church. A public statement will be released to announce the meeting to the community.

8- Appendices

List of follow-ups

- Clean Kirkfield Street and the pedestrian path running along the logistics zone at the Dunkirk/Jean-Talon intersection.
- Set up the lighting on the pedestrian path along Dunkirk Park.
- Review the possibility of having a report produced by an independent organization regarding complaints received.
- Plow the sidewalk near the dog park more adequately (VMR's responsibility).

Presentation – Canora and Mont-Royal neighbourhood committee meeting, November 26, 2018 (see next page)

Letter submitted by Mr. Claude Lacasse and Ms. Claudette Lambert

Petition filed on behalf of the residents near the Canora Station and citizens of Glenmount



Neighbourhood committee

Canora and Mont-Royal

February 27, 2019



Agenda

- Welcome and presentation of the agenda
- Follow-ups from the last neighbourhood committee meeting
- Community relations
- Status of ongoing and upcoming work
- Urban and architectural integration
- **Question & answer period**
- Conclusion



Follow-ups from the last neighbourhood committee meeting



Follow-up

Walking safely on the Canora Road sidewalk (CDNNDG)

- Signs were removed when work was completed in November; the sidewalk was returned to its original width for pedestrians.

Verify whether there will be any late work (in the evening) this fall

- Regular work schedule from 7 a.m. to 7 p.m.
- Work may extend later in the evening on rare occasions, in specific situations

Mitigation measures

14 février - Canora . : Heating the compact backfill and foundation piles

2 dBA

45 dBA

Compressor insulated by walls

Follow-up

- **Lighting on the Dunkirk Road pedestrian path, near Jean-Talon**
- Pedestrian path has been properly lit since connection to Hydro-Québec
- Re-design of the logistics zone at the Dunkirk and Jean-Talon intersection – Night lighting to be reinstalled as soon as possible

Compliance with street parking signs and requirements

- Awareness raised by sending an internal memo
- Increased monitoring in the area by SPVM and parking tickets issued (VMR, CDN-NDG initiative)

Parking ban – Canora Station

5

Date: Since December 18, 2018

Where: Kirkfield Avenue and Dunkirk Road

This memo is intended as information for NouvLR workers, its subcontractors as well as any stakeholders required to access Canora Station and/or the Mont-Royal Tunnel to perform activities within the context of the REM project.

Effective December 18, parking on Kirkfield Avenue, between Dunkirk Road and De Chambois Street, is no longer permitted. The City erected signs indicating that stopping is not permitted on the south side. Parking on the north side of Kirkland Avenue is permitted from Monday through Friday, except between the hours of 1 p.m. to 4 p.m. However, we still would ask you not to park in those areas.

In the event of an infraction, the City may issue a parking ticket or tow your vehicle, if necessary.

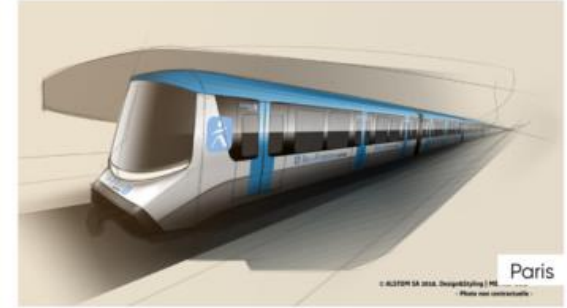
The following map shows where parking is prohibited. Please be sure that you check the signs posted on the streets before you park.



Follow-up

Train technology and locations where trains are used

- Metropolis, by Alstom, is a proven technology
 - 5,500 Metropolis cars sold around the world
- Light rail, electric, 100% automated (no conductor) and universally accessible
- Used in approximately 25 cities including: Paris, Budapest, Warsaw, Amsterdam, Singapore, Shanghai, Buenos Aires, Kochi, Riyadh, Istanbul, Sydney



Current situation



REM

2 cars during off-peak hours – 14 hours/day



REM

4 cars during peak hours – 6 hours/day

- Three times lighter
- Electric braking (silent)
- Cushioned and welded rails (more comfortable and quieter)
- No train whistles (grade crossings eliminated)





Community relations



Discussions with the community

Actions

- December 2018: Newsletter sent to parents of Mont-Royal high school students
- January and February 2019: General update of Works Info website for the area (Canora – VMR)
- February 2019: Newsletter – Work update in the Canora and Mont-Royal areas
- Neighbourhood committee – Year 1 survey distributed to members

Discussions with the community

15 complaints filed since the last meeting

- Noise (backup alarms, generators, weekend and night work)
- Compliance with street parking signs and requirements
- Maintenance of public roads
- Securing of the Jean-Talon/Dunkirk intersection
- Speed limits
- Hedge cutting – Canora Road
- Incident – Broken fence

⇒ **Corrective measures implemented where possible**

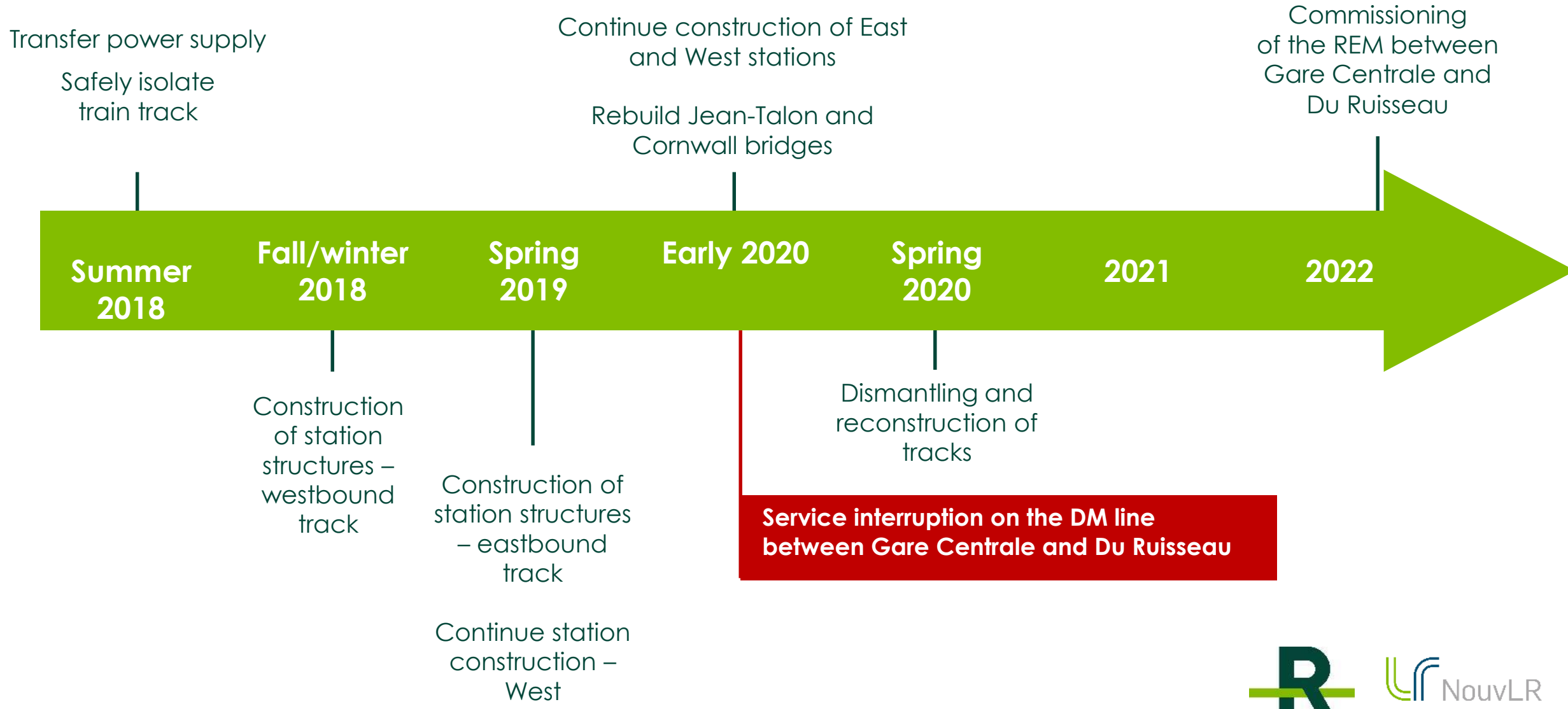


Status of ongoing and upcoming work



General work schedule

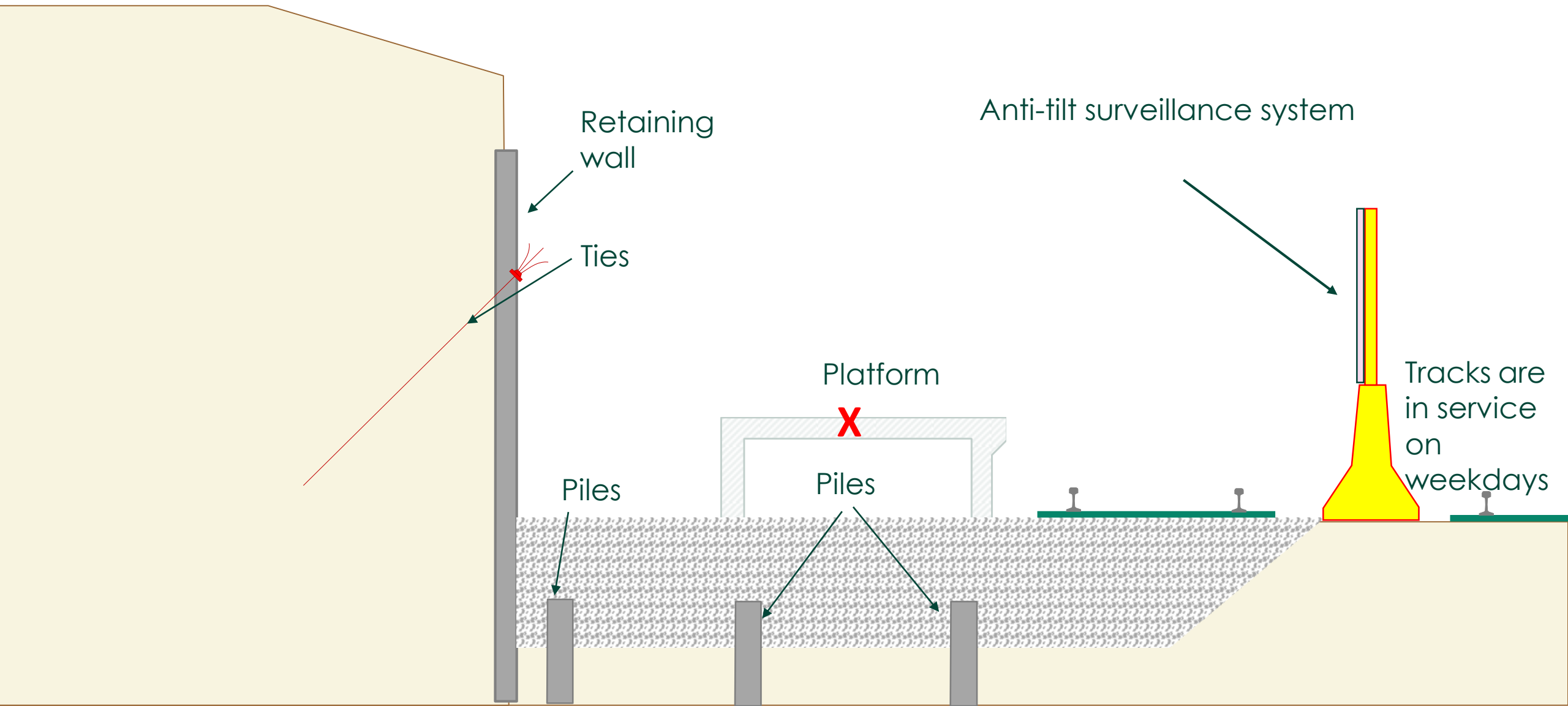
11



Work completed – late 2018 /early 2019

(To be adapted)

12



Work completed in December 2018

13

Station pile driving



Vibratory driving and traditional driving of piles for the retaining walls



Anchoring of the retaining wall



Work completed in January 2019

14

Anti-tilt surveillance system



Platform and stairwell demolition at Mont-Royal



Excavation and construction of retaining walls



Work completed in February 2019

15

Driving and concreting of foundation piles for the future stations



Excavation to the old platform and foundation levels + installation of overnight heating equipment



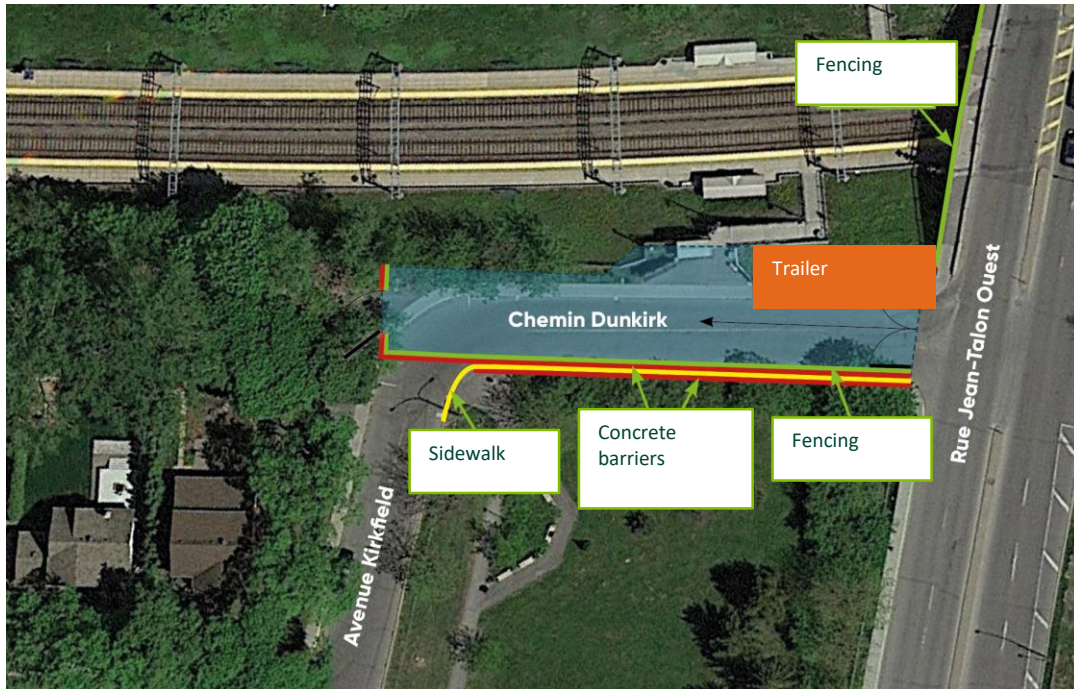
Removal of rails within the stations' footprints (west side)



Work completed in February 2019

16

Modification of the logistics zone at Jean-Talon Avenue and Dunkirk Street



Modification of an electrical line and telecommunications guy wires





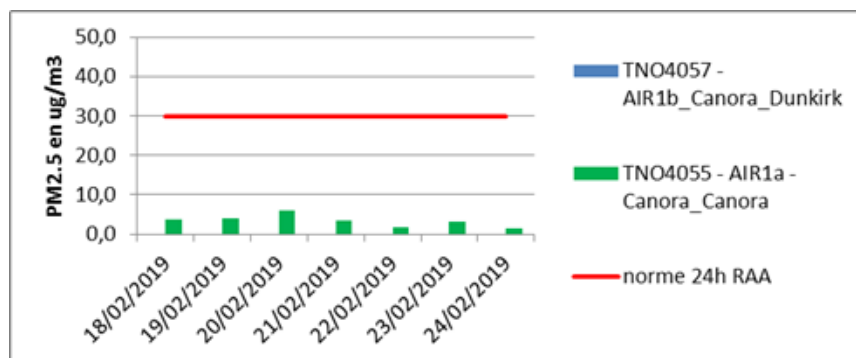
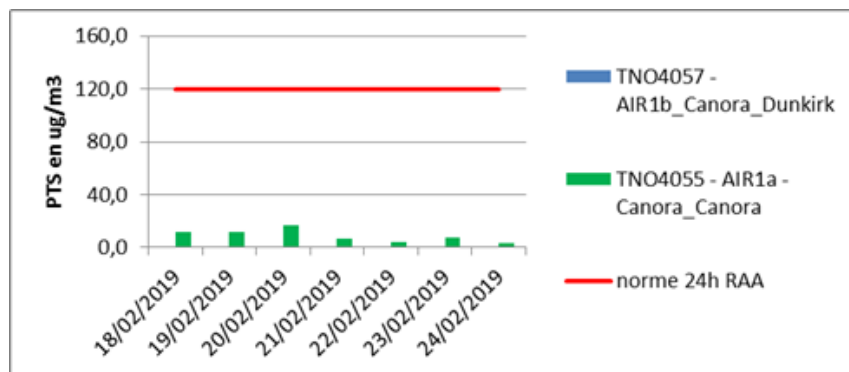
Environmental monitoring



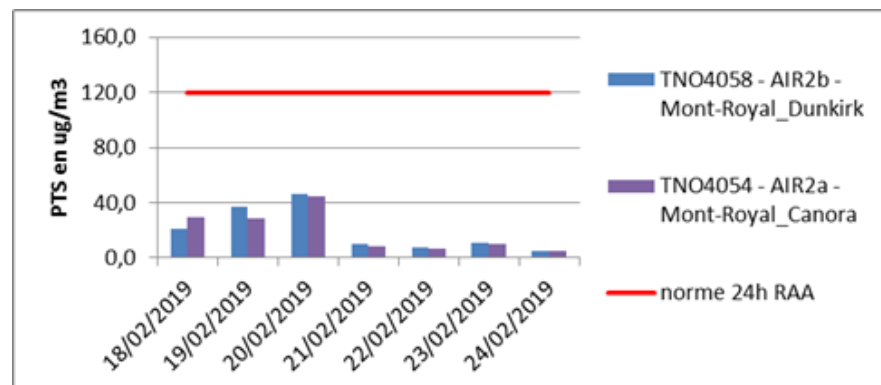
Air quality

No threshold exceeded and good air quality

Canora

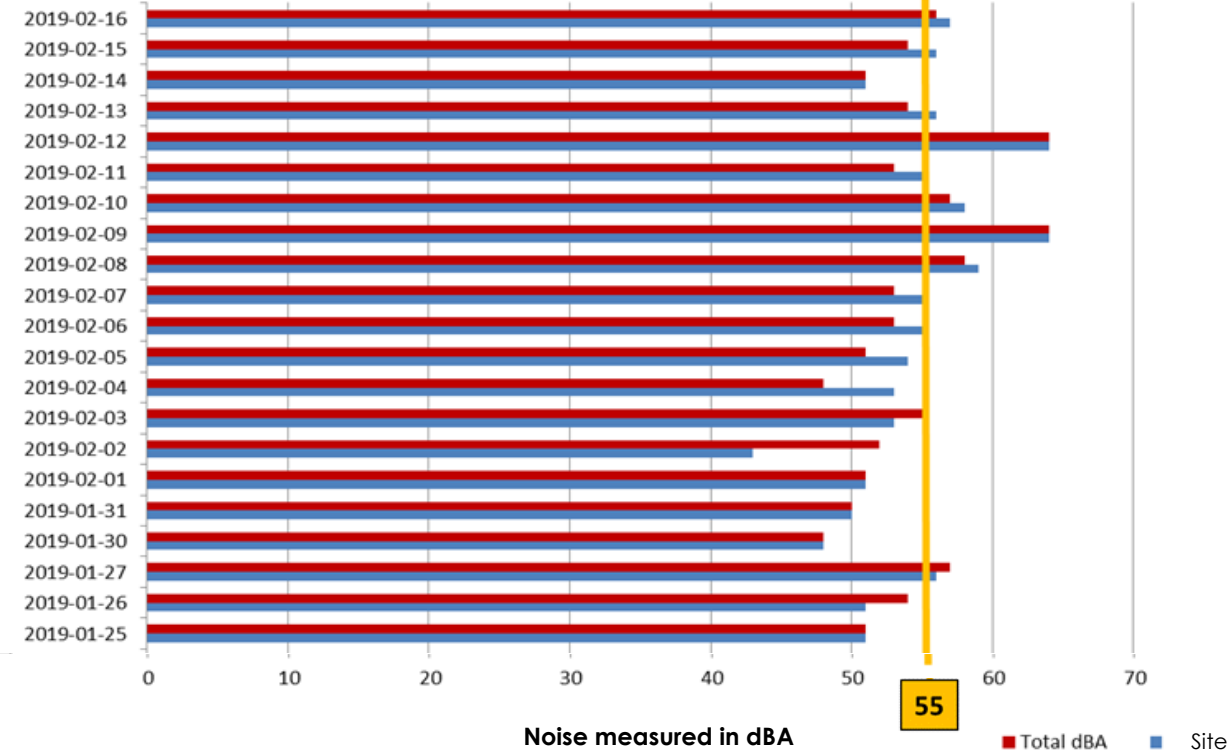
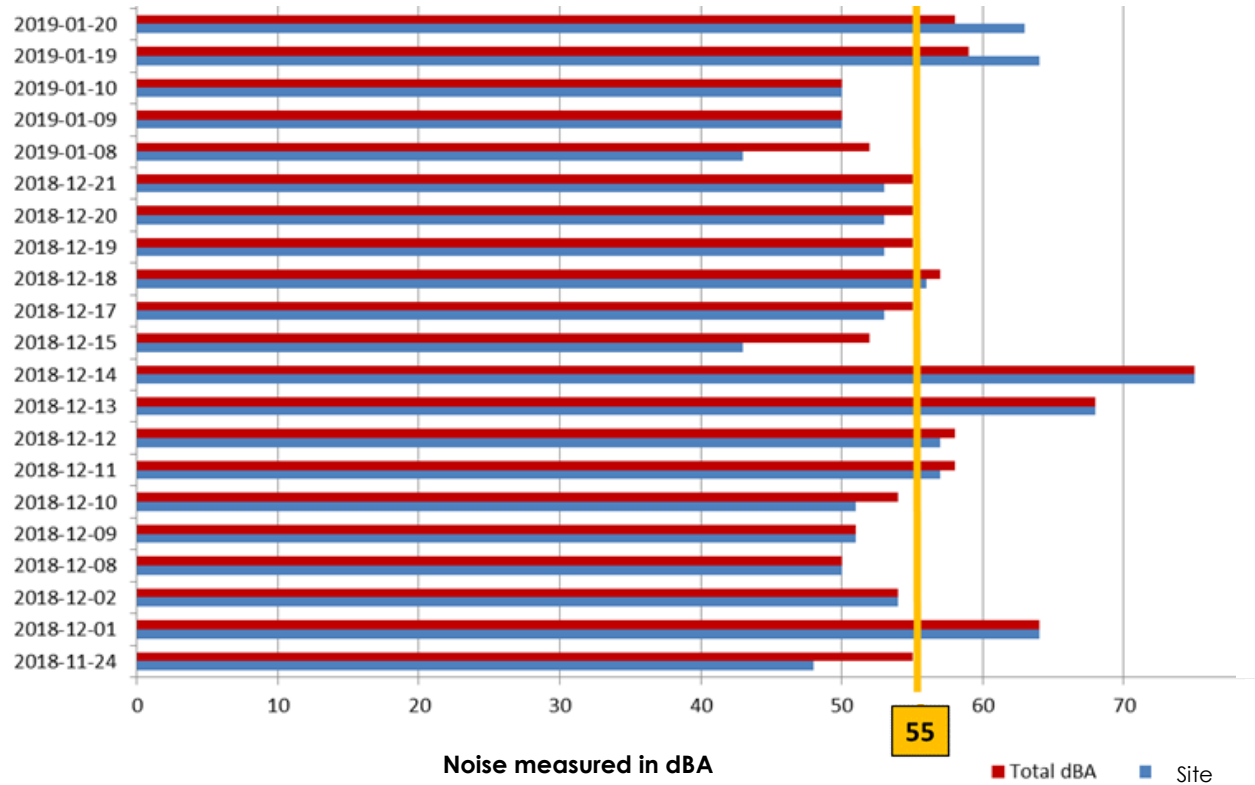


Ville Mont-Royal



Noise measured at Canora (day)

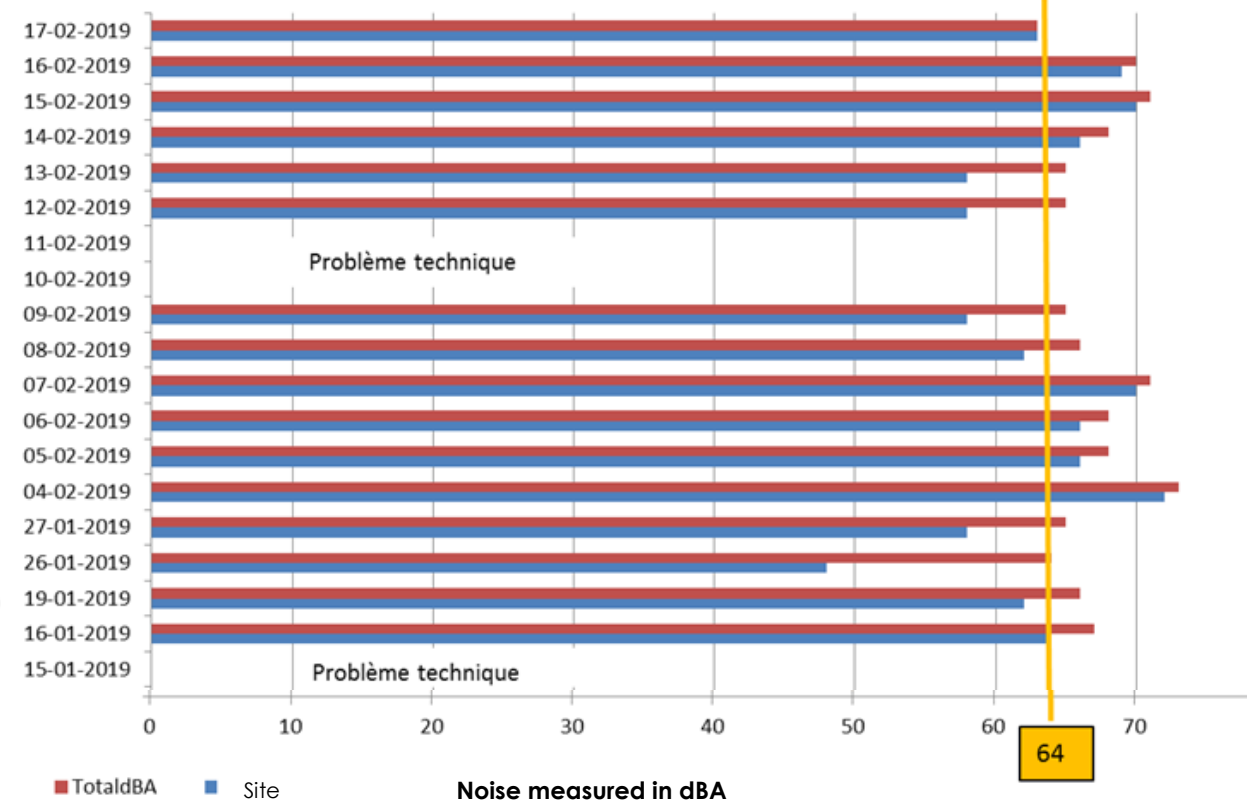
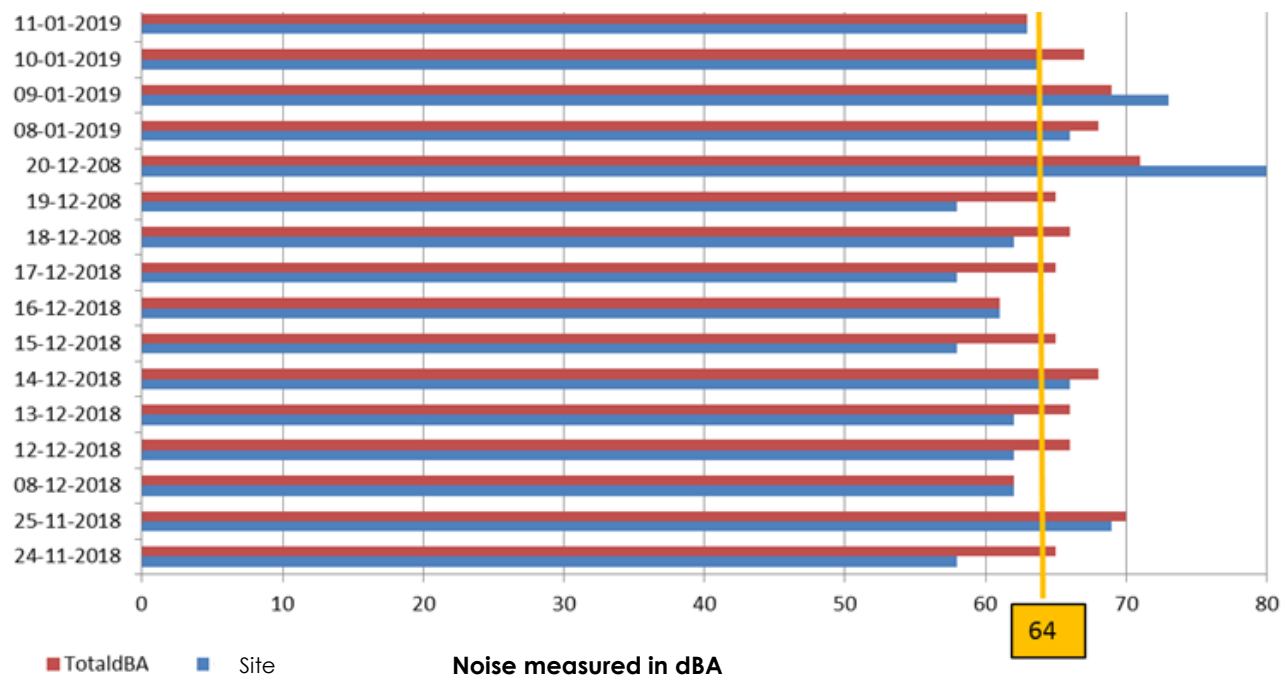
19



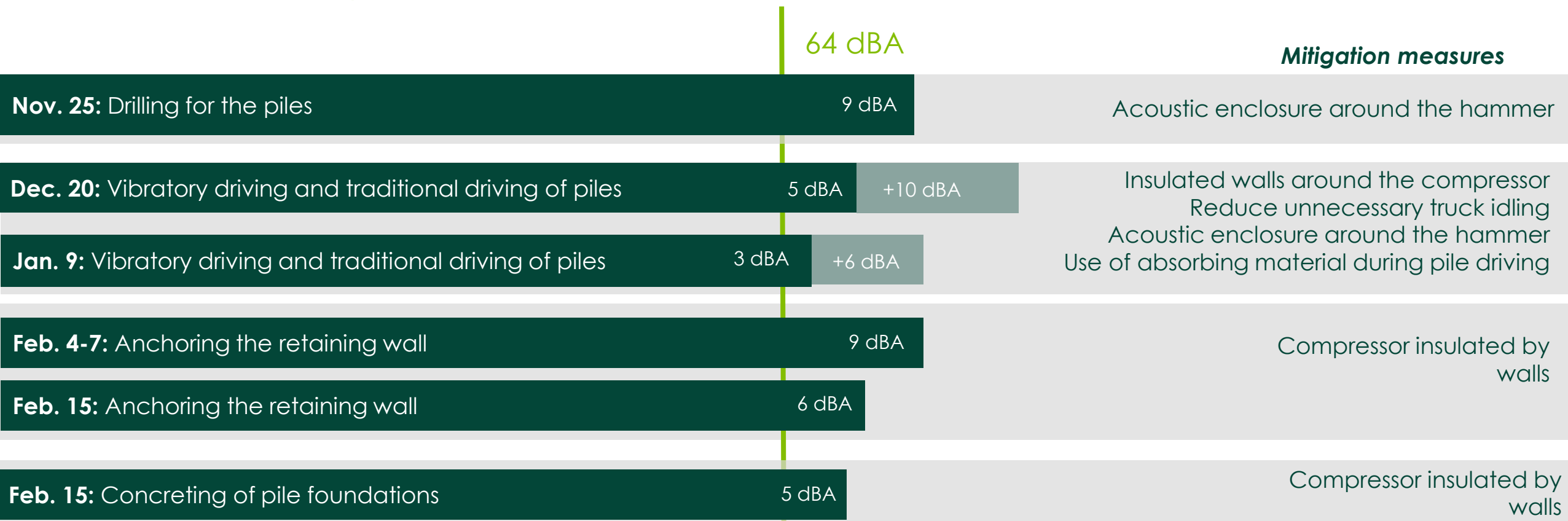
Noise target exceeded – Canora

		Mitigation measures	
Dec. 1: Drilling for the piles	9 dBA	Acoustic enclosure around the hammer	
13 déc. : Vibratory driving and traditional driving of piles	5 dBA	+8 dBA	Insulated walls around the compressor Reduce unnecessary truck idling Acoustic enclosure around the hammer
14 déc. : Vibratory driving and traditional driving of piles	12 dBA	+8 dBA	Use of absorbing material during pile driving
Jan. 19-20: Excavation and construction of the retaining wall	8 dBA	White noise backup alarm on mobile equipment	
Feb. 8 : Anchoring the retaining wall	3 dBA	Compressor insulated by walls	
Feb. 8 : Anchoring the retaining wall	9 dBA		

Noise measured at Mount Royal (day)



Noise target exceeded – Mount Royal

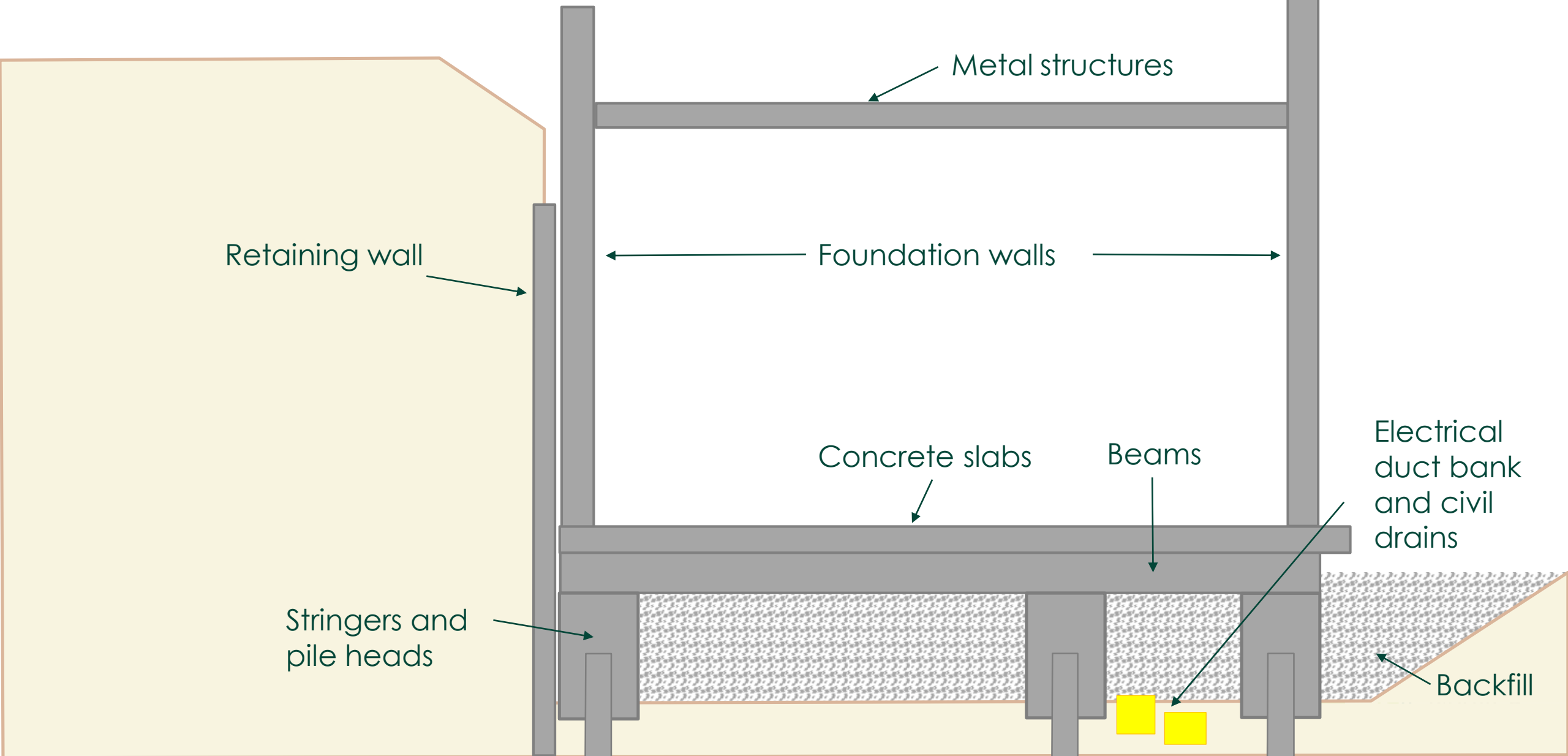




Upcoming work

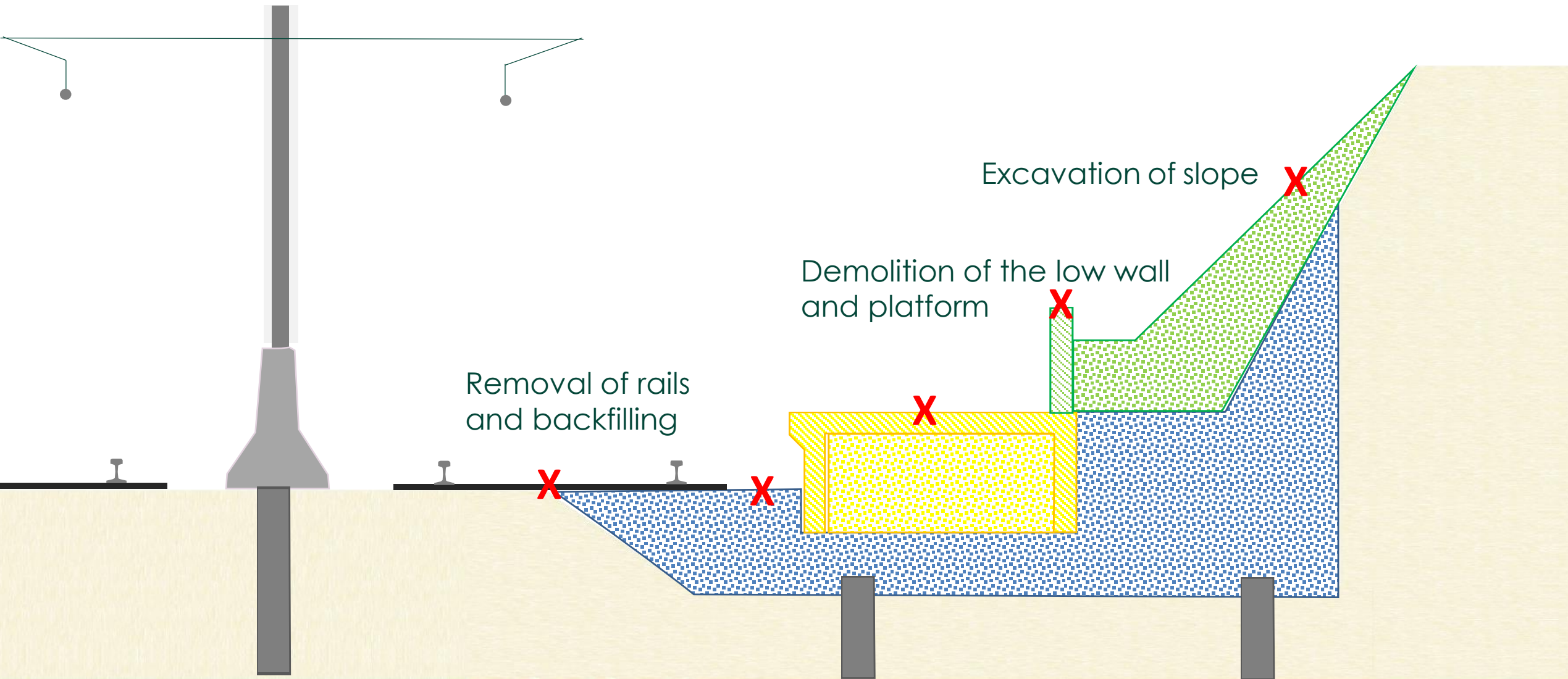


Foundation and structural work



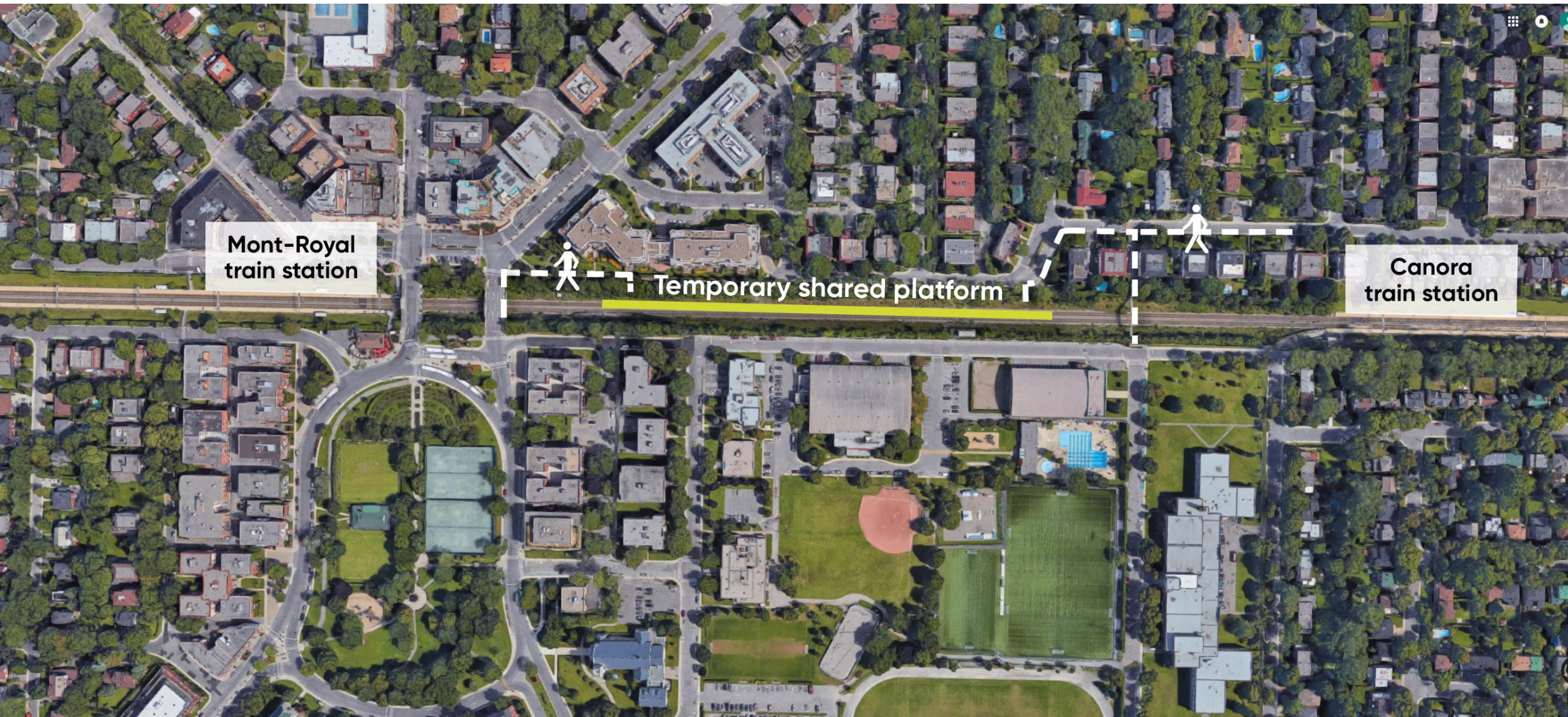
Sequence of work to perform, east side

25



Temporary shared platform

26



Temporary shared platform

Objective: to ensure safety for users and workers

- Beginning May 21, shared platforms between the current Canora and Mont-Royal Stations, approximately 250 metres from each station.
- Construction of new accesses scheduled for May 18-20 (*will be confirmed soon*)
- Trains will run on the westbound track and the temporary platform will be accessible from the eastbound track
- Mitigation measure implemented:
 - Exo changed their schedule to facilitate maintaining regular service by adjusting for unexpected delays



Urban and architectural integration





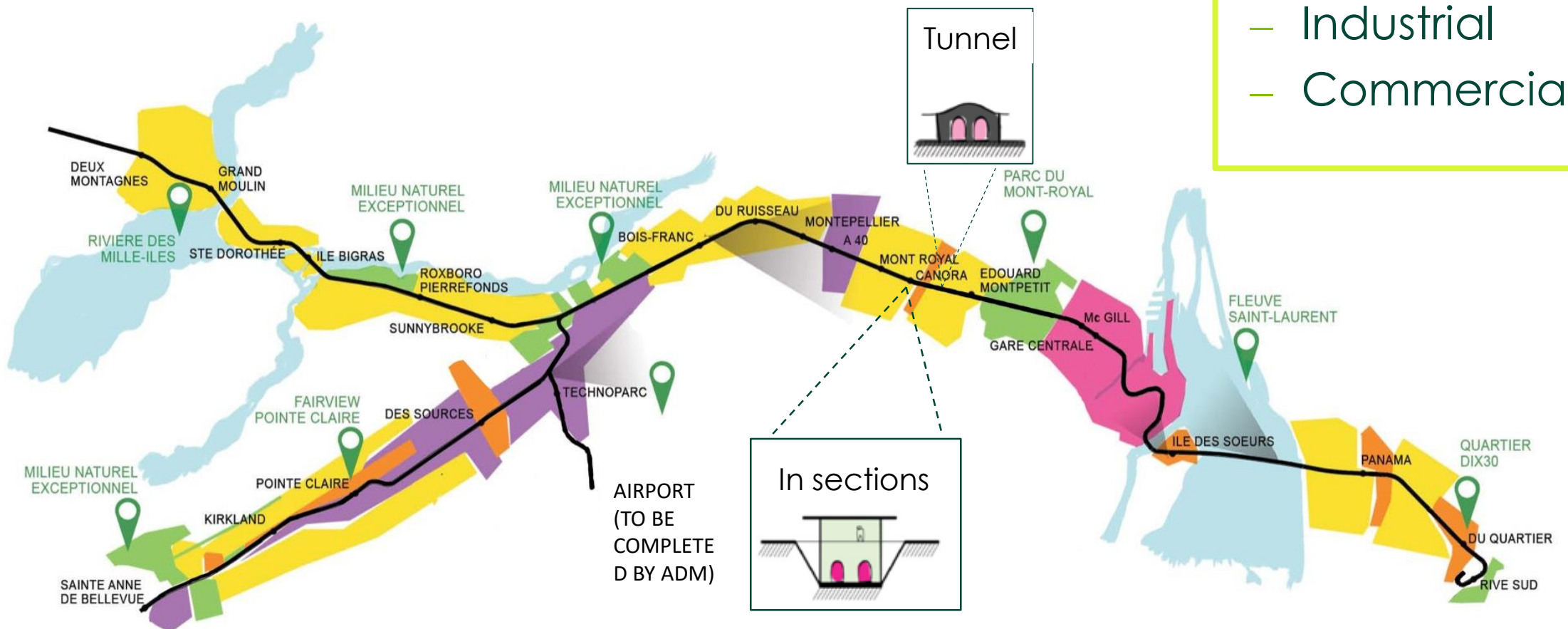
Review of steps

- 1) Environments crossed
- 2) Network characteristics
- 3) Homogeneous sectors and distinctive elements

Sectors

29

- Peri-urban
- **Urban**
- Natural
- Industrial
- Commercial



Integration approach

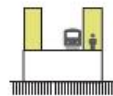
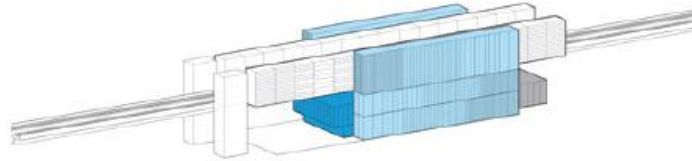
- Collaboration with the City of Montréal regarding the REM project's architectural, urban and landscaping integration guidelines
- Architectural advisory committee
 - **Mandate:**
 - Understand and appreciate the Design Charter developed by NouvLR
 - Provide comments on the REM Signature and its urban and landscape integration
 - Contribute to enrichment of the customer experience as well as the corridor's surrounding residents
 - CC
 - **Composition:**
 - REM
 - NouvLR
 - City of Montréal
 - Communauté métropolitaine de Montréal
 - Vivre en ville
 - Ordre des ingénieurs du Québec
 - Héritage Montréal

Station volumetry

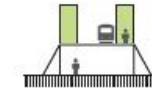
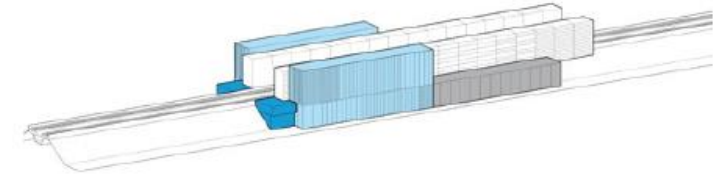
31

GENERAL PRINCIPLES

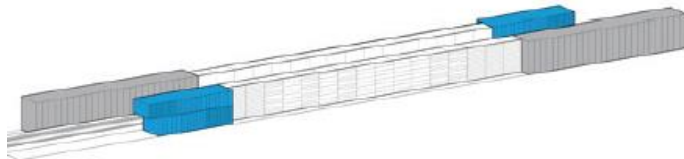
- STRENGTHEN THE REM'S SIGNATURE IDENTITY BY USING RECOGNIZABLE ELEMENTS.
- USE ALIGNMENTS TO ENABLE A STREAMLINED, MINIMALIST VOLUMETRY.
- INTEGRATE THE TECHNICAL SPACES AS AN EXTENSION TO THE MAIN VOLUMES TO MINIMIZE THEIR VISUAL PRESENCE.
- FAVOUR POSITIONING THE ENTRANCE CLOSE TO THE STREET AND AT THE SAME LEVEL.



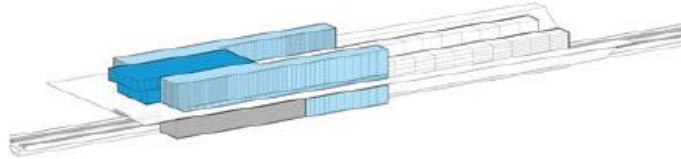
ELEVATED STATION



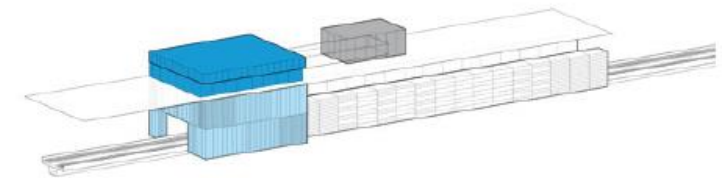
EMBANKMENT STATION



GROUND-LEVEL STATION



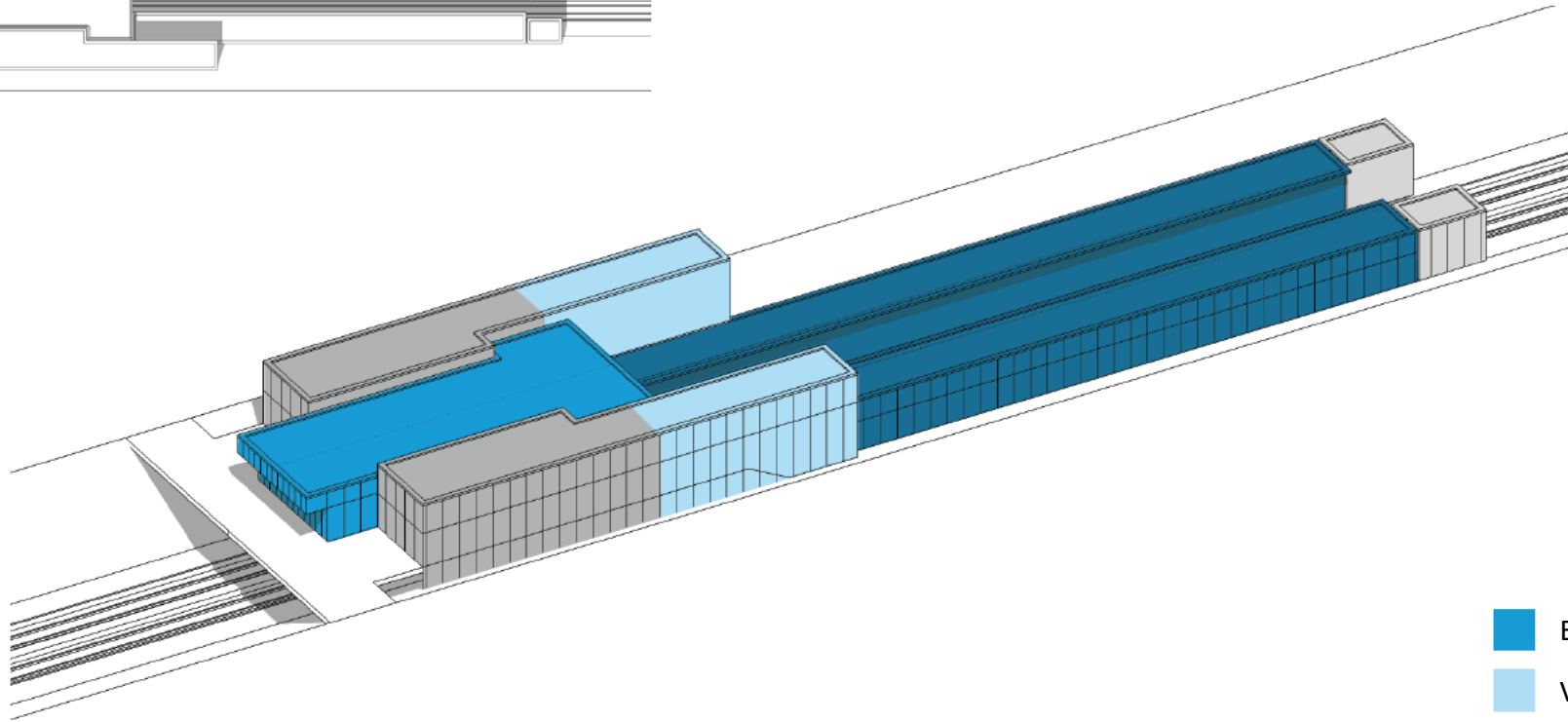
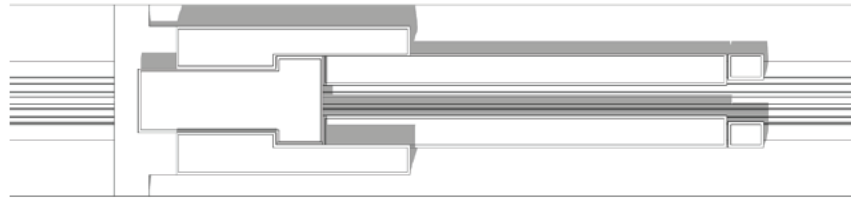
TRENCH STATION



UNDERGROUND STATION

Typical trench station

32

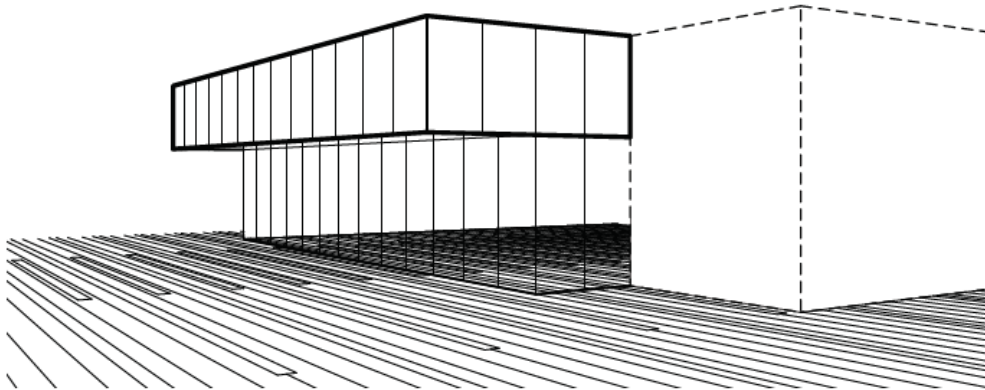


- Entrance volume
- Vertical circulation volume
- Platform volume
- Exit/ventilation volume
- Technical volume

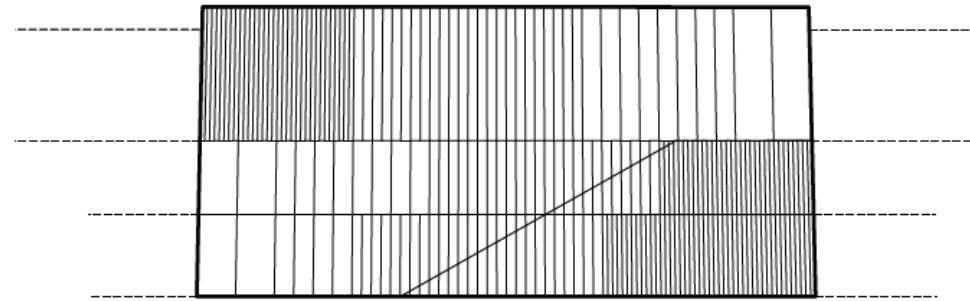
Treatment of volumes

33

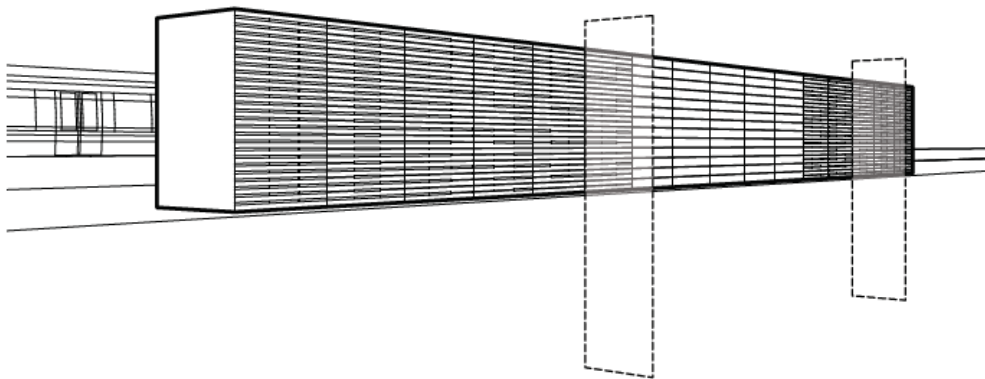
ENTRANCE VOLUME



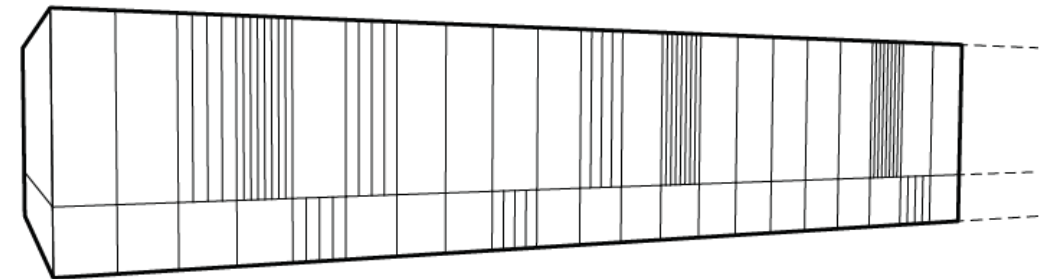
VERTICAL CIRCULATION VOLUME



PLATFORM VOLUME



TECHNICAL VOLUME



Canora Station | Urban context

34



*image à titre indicatif

Mont-Royal Station | Urban context

35



*image à titre indicatif

Urban integration

Local residents' privacy taken into consideration in station design:

- Frosted glass to diffuse light and preserve privacy
- Location of technical equipment to reduce the number of windows facing residents
- Enclosed building, 1/3 the length of the current station
- Building height lower than homes on Canora Road

Highlight the heritage character of the garden city:

- Use materials that harmonize with the urban fabric

Architectural renderings: 2019



Question & answer period



Thank you!

Next meeting:

Potential dates:

May 13 or 28

Annunciation Parish



Présentation Comité de bon voisinage du 27 février 2019

Le point de vue du citoyen :

Je ne suis pas très familier avec les voies officielles, comme simple citoyen, je préfère faire mon travail le plus consciencieusement possible et avec mes modestes talents, rendre service autour de moi. Ce qui suit est en mon nom et celui de ma femme.

Avant la venue du REM, il y avait un calme relatif dans le secteur et le va et vient des gens du quartier rendait l'ensemble chaleureux en toute saison. Le coin de rue était propre, accueillant, et je dirais même charmant. Comme entrepreneur, j'avais le souci de donner une bonne impression de mon quartier allant même jusqu'à entretenir l'entrée du sentier à l'arrière de la maison. Les gens appréciaient ce coin de nature sauvage en ville. Ma petite entreprise fonctionnait rondement par sa simple visibilité. Être au centre de l'Île et avoir cette vie paisible était une bénédiction!

Dès le mois juin, l'installation de la zone logistique telle que présentée à la rencontre à l'Hôtel de ville, incluait la rue Dunkirk et la moitié de la rue Kirkfield. Lors de la rencontre tenue chez nous, nous nous étions entendus pour libérer la rue Kirkfield. Or, 7 mois plus tard, rien n'est réglé. Régulièrement des véhicules se stationnent n'importe comment devant les grilles du chantier, bloquant la sortie de notre cours et le sentier pédestre. Et l'utilisation de la rue Kirkfield comme stationnement de 2, 3 ou 4 voitures côté parc, équivaut à une utilisation de la rue comme zone logistique, compromettant ainsi gravement la sécurité des piétons. Sans compter les moteurs qui roulent pendant des heures sous nos fenêtres et qui créent une pollution dangereuse et inacceptable pour la santé.

D'autre part, monsieur Lacroix s'était engagé par lettre, à ce que le REM conserve les abords du chantier propre. Ce qui n'a jamais été fait, sauf à 2 reprises, après que nous ayons plusieurs fois porté plainte. Nous

avons vécu des accumulations de feuilles, de boue, de neige, de glace et de détritiques de toutes sortes. Ce qui est en contradiction avec l'affirmation de monsieur Lacroix.

L'occupation de la voie publique pour votre zone logistique couvre une superficie 2 à 3 fois plus grande que la mienne. Vous ne payez aucune taxe municipale pour cette occupation. Moi oui, et je n'ai plus les services correspondant aux taxes que je paie. En termes clairs, la cohabitation et le bon voisinage avec le REM est plutôt difficile!

Maintenant, nous ne vivons pas à côté d'un chantier, mais sur un chantier, avec des bruits de pépines, de pelles mécaniques, de foreuses, d'alarme de recul presque 7 jours sur 7. Ça finit pas peser lourd. À cela il faut ajouter le va et vient des camions et pick up nécessaires à la réalisation du chantier. Les heures de travail telles que stipulées par le règlement municipal ainsi que les simples règles de stationnement ne sont même pas respectées. Et aucune instance ne voit à faire respecter ces règles minimales. Ajoutez à tout cela les injures, doigts d'honneur, offres de claques sur la gueule si l'on demande de dégager l'entrée pour pouvoir sortir de la cour et intimidation en tout genre. Vous avez une responsabilité sur le comportement et l'attitude de vos employés et de vos fournisseurs. Responsabilité civile et éthique! (Claudette)

Le point de vue de L'Ombrière :

Quand un client arrive à l'atelier, la phrase classique que j'entends : C'est pas facile de venir chez vous! J'ai complètement perdu le va et vient des gens qui passaient dans le quartier par hasard. Avant les gens trouvaient charmant de découvrir un atelier d'artisan au cœur de la ville. Vous avez détruit ce milieu de vie et brisé cette magie. Après 7 mois d'occupation, je me suis vite rendu compte qu'il me fallait désormais déboursier une somme importante en publicité pour maintenir le navire à flot, et encore, avec une perte de revenu significative : consultation de spécialistes en site Internet, rédactions des textes et prises de photos, achat de publicité... Je dois travailler environ 8 à 10 heures de plus par

semaine pour un salaire réduit. 15 % en 6 mois d'occupation (chiffres en décembre dernier). En résumé, je travaille plus, je dois investir plus pour faire moins.

Le chantier en soi avec le martèlement, le bruit et la circulation des camions nuit énormément à notre concentration et à nos nuits de sommeil, car certains soirs, il n'y a désormais plus aucune place dans la maison pour dormir sans le ronron de génératrice ou de moteur de machinerie, souvent jour et nuit. Nous sommes deux travailleurs autonomes, à domicile. Ma femme est journaliste et doit aussi trouver le calme pour effectuer des entrevues et assurer la rédaction de ses textes.

Les demandes répétées pour trouver des moyens pour que votre chantier progresse, mais avec un minimum de respect, n'aboutissent à rien. Ou si peu! Nous sommes en train d'être submergés sans aucun égard! Pourtant, lors d'une réunion chez nous en juin dernier avec un directeur de chantier, un autre de NouvelR et deux agents de communication, nous avons perçu une évidente bonne volonté à gérer un bon voisinage. Était-ce une intention réelle ou de belles paroles pour nous faire avaler des pilules de plus en plus amères? C'est triste, mais il faut nous battre. Votre objectif semble être d'en faire le moins possible pour les résidents du secteur pour aller le plus rapidement possible ou par inconscience citoyenne. Rien ne se réalise selon les projets annoncés. Y aurait-il un agenda caché? Dont on ne révèle pas les tenants et aboutissants...

Une gare aussi haute, est un autre reflet du manque de respect d'un quartier résidentiel. Votre concept de gare uniformisée sur toute la ligne va à l'encontre d'un consensus social qui demande une vision écologique du bâtiment, selon une intégration harmonieuse à l'environnement. En l'occurrence, un quartier résidentiel!

De plus, ce n'est pas quand le train sera en fonction qu'il faudra penser à atténuer ses désagréments. Une fois en fonction, nous ne pourrons plus aménager des ouvrages sans perturber le service. C'est maintenant qu'il

faut agir pour rendre ce projet novateur et digne d'être cité en exemple. Au rythme où vont les choses, ce n'est certainement pas la gare Canora que vous donnerez en exemple pour vendre votre projet à l'étranger.

Quelques infractions parmi des dizaines d'autres y compris celles dénoncées par d'autres riverains:

- Une génératrice mise en fonction sous nos fenêtres dès 6 h le matin pendant 3 mois;
- Mardi 8 janvier : Le déversement d'un produit chimique, de couleur bleu et vert possiblement toxique, juste devant mon atelier. Pas rassurant!
- Le 1^{er} novembre, un camion à contresens sur la rue Montgomery à 15 heure précisément à l'heure de la sortie de classe de l'école secondaire Mont-Royal; Un chauffeur qui me fait un doigt d'honneur parce que je lui fait signe qu'il est dans un sens unique.
- Du 14 au 24 janvier inclusivement, stationnement illégal de plusieurs véhicules sur Kirfield et De Chambois. (Claudette)
- dimanche 24 février : livraison de mazout à 6 h du matin et démarrage du moteur de la pelle à 6 h 20

Nos demandes :

- Nous réclamons l'interdiction en tout temps aux employés du REM de stationner sur De Chambois et les deux culs de sac créés par le chantier. Nous avons un couple de voisins à mobilité réduite, et un autre couple de non-voyants.
- Qu'un entretien soit fait autour et dans la zone logistique pour maintenir la même qualité de propreté qu'avant votre arrivée. (Lac de bouette..)
- Que des mesures compensatoires soient mises en place et rétroactives à partir d'août 2018 pour l'Ombrière et les résident du 7305 de Chambois. Nous ne sommes plus chez nous, nous n'avons plus de quiétude et j'ai du mal à gagner ma vie...
- Qu'une discussion soit entamée le plus rapidement possible sur ces mesures compensatoires.

- Que les autorités en place : La Ville, La Caisse de dépôt et placement, le REM, NouvIR, et le service de police fassent appliquer les règlements en vigueur sur l'Île de Montréal concernant le bruit, le stationnement, les heures de travail... etc.

Claude Lacasse
Claudette Lambert
7305 rue de Chambois

Fait à Montréal, le 18 février 2019

A l'attention de :

Caisse de dépôt et placement du Québec (CDPQ) :

Michael Sabia, Président, Caisse de dépôt et placement du Québec (CDPQ)

CDPQ Infra

Harout Chitilian, Directeur Exécutif Affaires corporatives et développement

Virginie Cousineau, Directrice des affaires publiques

Jean-Vincent Lacroix, Directeur, Relations médias

Jean-Philippe Pelletier, Directeur adjoint à la réalisation du REM

Elizabeth Boivin, Directrice adjointe, Environnement

Myriam Vallière, Conseillère, Relations avec la communauté (projet REM)

Groupe NouvLR

Giovanni Cipolla, Directeur de secteur Deux-Montagnes

Dominique Bérubé, Gestionnaire de site

Guy Jérémie, Chef de discipline environnement

Gouvernement du Québec

Francois Bonnardel, ministre des Transports

Pierre Arcand, Député de Mont-Royal-Outremont

Ville de Montréal

Valérie Plante, mairesse de la Ville de Montréal

Sylvain Villeneuve, Directeur de l'aménagement urbain et patrimoine

Arrondissement Côte-des-Neiges-Notre-Dame-de-Grâce

Sue Montgomery, mairesse d'arrondissement

Christian Arsenault, Président, comité consultatif d'urbanisme (CCU) Côte-des-Neiges/NDG

Lionel Perez, conseiller de Darlington

Autorité Régionale de Transport Métropolitain (ARTM)

Pierre Shedleur, Président du conseil

Daniel Bergeron, Directeur exécutif, Planification du transport et de la mobilité

Benoit Gendron, Directeur exécutif, Relation avec les exploitants

Fannie St-Pierre, Chef, affaires publiques et communications

Société de Transport de Montréal

Philippe Schnobb, Président du conseil d'administration

Luc Trembay, Directeur général

Objet : les riverains demandent au REM la mise en place immédiate du groupe de travail sur le REM en exploitation pour permettre la prise en compte de leurs recommandations, la mise en place d'une concertation avec les différents paliers gouvernementaux et décisionnels impliqués dans l'implantation du REM et l'implantation de mesure de mitigation des impacts du REM

Les riverains de la gare Canora sont inquiets du manque apparent de planification et de concertation entre les différents paliers gouvernementaux et décisionnels dans l'implantation du nouveau REM. Il y a urgence que les intervenants mettent en place des actions concertées et qu'une consultation des riverains soit lancée dès mars 2019.

Les riverains de la gare Canora et les citoyens de Glenmount demandent la mise en place d'un comité de concertation tel qu'annoncé et promis par le REM en juin 2018. Il y a urgence d'agir car la gare est actuellement en construction et les demandes de changements deviendront très coûteuses, voire impossibles. Les riverains réclament le droit de se faire entendre. Le REM se veut un projet intégré et exemplaire, un nouveau modèle à exporter, mais la réalité est qu'il y a un manque de planification due au mode conception- construction accéléré; la baisse de la valeur foncière de leur propriété, et la perte de jouissance de leur propriété du fait des impacts sur leur santé et leur sécurité.

Enfin, les citoyens demandent l'implantation de mesures d'atténuation des impacts de l'implantation du nouveau REM et leur planification de manière à ce qu'elles soient effectives dès la mise en service du REM et pour toute sa durée de vie. Ces solutions de mitigation doivent être intégrées dans la phase de construction actuelle.

Les résidents sont particulièrement inquiets des aspects suivants qui seront développés plus bas:

1. Préservation de la valeur paysagère historique de la cité jardin de Mont-Royal.
2. Impact visuel de la nouvelle gare
3. Impact sonore pour les riverains
4. Ségrégation des circulations avec la hausse de l'affluence à la gare Canora
5. Sécurité des piétons et cyclistes dans le quartier

1. Préservation de la valeur paysagère et historique de la cité jardin.

Le quartier, faisant partie de la ville de Montréal au niveau administratif, est un milieu de vie paisible enclavé par la ville de Mont-Royal, l'axe du train de banlieue et de la voie à haut trafic que constitue Jean-Talon. Ce quartier enclavé fait partie du quadrilatère historique de la cité jardin dessinée par Frederick Todd en 1911.

<https://consultationmr.wordpress.com/tag/cite-jardin/>

La cité jardin visait à implanter un secteur d'habitations de faibles densité intégrées à des rues bordées d'arbres, des rues qui ne suivent pas la grille habituelle des lotissements Montréalais et où l'alignement des bâtiments est régulièrement interrompu pour y intégrer des espaces verts. Véritable poumon vert dans la ville, ce milieu de vie constitue une oasis de verdure et de quiétude, contribuant significativement à la réduction des îlots de chaleur en milieu urbain, ainsi qu'à la qualité de l'air de la ville.

Les riverains demandent que le caractère historique et paisible du quartier soit conservé et qu'il ne devienne pas un TOD à haute densité avec l'implantation de la nouvelle gare Canora.

2. Impact visuel et pollution lumineuse pour les riverains

Les riverains de la gare Canora n'ont pas accès aux plans de la nouvelle gare. En revanche, selon les informations disponibles, la gare s'implante derrière les quatre premières maisons de la rue De Chambois plutôt qu'à proximité du viaduc sur Jean-Talon. La gare sera aussi directement dans la cour arrière des résidences sur la rue Canora. De plus, il s'agirait d'un modèle-type répété le long du parcours du REM, de Brossard à Deux-Montagne, et si ce modèle peut être approprié pour des emplacements en banlieue de Montréal, il ne s'intègre absolument pas dans le caractère résidentiel à Canora. Un élément signal ou signature serait davantage approprié sur une voie publique, donc en direction de Jean-Talon et non vers les résidences.

Les images de modélisation laissent croire que la gare Canora sera complètement en verre givré sur ses faces latérales, créant un effet de boîte lumineuse directement dans les cours des résidences riveraines. Les riverains sont très inquiets de l'impact que cette luminosité quasi permanente aura sur leur cours arrière et sur leurs fenêtres, ce qui pourrait perturber complètement le rythme circadien de plusieurs citoyens des familles résidant à proximité. De plus, la gare sera 5,5 mètres de haut, très proche des lignes de lots. Pour les résidents riverains il s'agit d'une question de santé car leurs espaces de vie et leurs chambres donnent directement sur la gare. Pour les instances gouvernementales, c'est une question de santé publique.

Les riverains demandent :

- a) **De reconsidérer le modèle et le volume de la gare en réduisant significativement la hauteur**
- b) **De reconsidérer le choix des matériaux pour que cette construction soit éco-responsable et tienne compte des critères de réduction de la pollution lumineuse.**
- c) **L'ajout de plantation d'arbres où l'intégration d'un mur végétalisé sur les façades de la nouvelle gare donnant sur les cours arrière.**
- d) **Le remplacement des arbres matures qui ont été coupés par des arbres à croissance rapide.**
- e) **La conduite d'études de photométrie des nouveaux éclairages prévus dans la nouvelle gare et aux abords de celle-ci, démontrant que la conception est réalisée dans le respect des critères de réduction de la pollution lumineuse.**

3. Impact sonore pour les riverains

L'étude d'impact sonore disponible sur le site du REM indique un niveau de bruit augmenté pour les résidents riverains aux abords des rues Glencoe et de Chambois à la hauteur du deuxième étage, précisément où sont localisées les chambres. Avec la fréquence accrue des passages de train, cette situation pourrait devenir invivable et pourrait avoir un impact majeur

sur la qualité de vie et sur la santé des riverains. La qualité de vie de l'ensemble des riverains sera également affectée lorsqu'ils voudront profiter de leur cour arrière. Le bruit des trains, même s'il ne dépassera pas les niveaux de bruit actuels, sera dérangeant par sa fréquence augmentée.

Pour toutes ces raisons, les riverains demandent que des mesures de mitigation de l'impact sonore du nouveau REM soient intégrées au projet avant sa mise en service, et notamment :

- a) **L'intégration de panneaux fournissant de l'absorption sonore le long des tranchées latérales comme des panneaux de ciments composites utilisés dans des gares ou dans les débarcadères camions.**
- b) **De considérer sérieusement les scénarios de recouvrement complet de la ligne depuis le tunnel jusqu'à l'autoroute 40 ou l'excavation de la ligne pour l'enfouissement plus profond.**

4. Ségrégation des circulations et 5. sécurité des piétons et des cyclistes

L'implantation de la nouvelle gare Canora et l'augmentation de la fréquence de service des trains seront certainement bénéfiques et vont dans le sens du développement durable des transports dans la métropole. Les résidents du secteur sont fiers de soutenir ces principes au sein de leur communauté et de leur ville. Il est envisageable que ce service accru ait des impacts importants sur le transit est-ouest, et que des nouveaux services accrus d'autobus s'ajoutent sur la rue Jean-Talon. Ce transit sera d'autant plus important avec les développements des quartiers Triangle et Royalmount. Cet afflux de circulations supplémentaires nécessitera un débarcadère autobus et un débarcadère pour les voitures.

Des scénarios envisagés, un débarcadère voiture est prévu sur Dunkirk mais il ne semble pas encore dessiné de façon définitive. Il n'est fait mention nulle part d'un nouveau débarcadère / terminus d'autobus. Est-ce qu'il y aura un pôle d'autobus similaire à celui du métro Rosemont? Et si oui, comment la ville et la STM vont gérer la sécurité des piétons et des cyclistes aux abords de celui-ci? La nouvelle gare s'implante derrière les 4 premières résidences de la rue de Chambois plutôt que directement le long du viaduc. Pourquoi laisser un espace vide à ciel ouvert entre le viaduc et la gare? Quelles solutions sont envisagées pour en réduire l'impact visuel et sonore du débarcadère pour les résidents des rues de Chambois et Canora? Il est impératif que soient commandées des études de circulations et des études de design urbain afin de faire une bonne planification concertée entre les différents intervenants et pour déterminer les mesures de mitigation à intégrer. Ces mesures pourraient inclure des murs écrans, des murs anti-bruit, de l'éclairage sécuritaire mais respectant les critères de réduction de la pollution lumineuse pour les riverains et l'intégration de végétation. Les résidents demandent également d'être informés des processus et de la planification par des consultations citoyennes.

Pour ce qui est du débarcadère de voiture, les résidents des rues de Chambois et Kirkfield sont très inquiets de voir leurs rues transformées en voie rapides de transit. Plusieurs options

semblent actuellement à l'étude par la ville de Montreal. L'une des options à l'étude inclus le prolongement de la rue de Chambois à travers le parc Dunkerque pour la faire déboucher sur Jean-Talon, ce qui serait catastrophique pour la vie de quartier, ainsi que la sécurité des piétons aux abords du parc et de l'école. De plus, l'intersection Dunkirk/Jean-Talon est très dangereuse car elle est trop proche de l'intersection Jean-Talon/Canora. Il a un feu de circulation coin Canora, ce qui fait que les automobilistes accélèrent pour ne pas manquer le feu vert et passent à toute vitesse au coin Dunkirk.

Pour toutes ces raisons, les résidents exigent que soient menées des consultations auprès des riverains pour évaluer la possibilité de fermeture permanente du lien vers Jean-Talon par Dunkirk et Kirkfield ou que soient intégrés des aménagements permettant de diminuer la vitesse des voitures traversant le quartier.

De plus, la question du débarcadère et de son impact doit être évaluée de façon plus précise. Les résidents croient qu'il serait possible de le faire par un élargissement de la rue Jean-Talon côté nord, sans déboucher sur les rues Dunkirk, Kirkfield et de Chambois. Ceci permettrait de préserver le parc et la quiétude du quartier.

De plus, les résidents demandent un verdissement des abords du nouveau débarcadère pour voitures afin d'en diminuer l'impact visuel et sonore pour les résidents des rues de Chambois et Kirkfield.

Enfin, les résidents du quartier Glenmount et les riverains de la gare Canora demandent à être rassurés sur la planification de l'implantation du nouveau REM, et que le projet soit soumis à une consultation citoyenne afin de prendre en considération les préoccupations des riverains.

C'est un projet porteur d'avenir pour tous. Toutefois, les informations disponibles laissent croire qu'il y a un manque de planification concertée entre les différents intervenants et les différents niveaux de gestion du territoire : nouvel ère et CDPQ, le gouvernement du Québec, la ville de Montréal, l'arrondissement CDN NDG, la ville de Mont-Royal, le Ministère des transports et la STM.

Il y a aussi un manque de transparence dénoncée par les riverains. Il est primordial de réaliser une planification concertée de cet important projet représentant le plus grand investissement de l'histoire du Québec dans les transports collectifs.

Pour toutes ces raisons, les citoyens demandent la mise en place des actions suivantes:

- CDP infra et projet REM: mettre en place la consultation promise par la tenue des groupes de travail prévue;
- Ville de Montréal, Ministère des transports et ARTM: Études de circulations et projections des besoins en transit sur les rues avoisinantes par l'affluence accrue à la gare Canora, ainsi qu'en lien aux nouveaux quartiers le Triangle et Royalmount; Planification d'un débarcadère tout en maintenant des rues sécuritaires pour les résidents et les enfants du quartier, les étudiants de l'école secondaire Mont-Royal et les usagers du parc Dunkerque.
- STM: étude complète du réseau de transport en communs en lien avec ce nouveau pôle REM;
- Nouvel R: concevoir une gare à l'échelle du quartier et intégrée au contexte d'intervention au cœur d'un milieu de vie résidentiel à faible densité; Intégrer les mesures d'atténuation visuelle et sonore requises pour assurer la quiétude des résidents; Respecter les critères de réduction de la pollution lumineuse; Intégrer des aménagements paysager en remplacement des arbres coupés et faisant écran aux nuisances sonores et visuelles tout en préservant le caractère historique de la cité-jardins; Préserver la valeur paysagère du quartier conçu par Frédéric Todd.

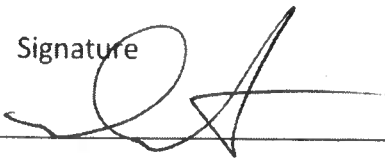
Signataires

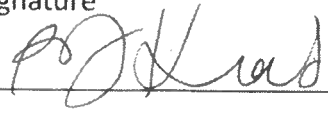
Nom	Signature	Date
Claudette Lambert	Claudette Lambert	26/02/2019

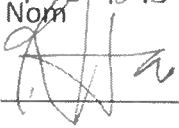
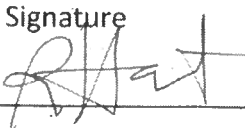
Nom	Signature	Date
Laetitia DEBOY	[Signature]	26/02/2019

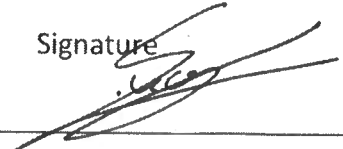
Nom	Signature	Date
DUMOULIN Claude	[Signature]	26 Février 2019

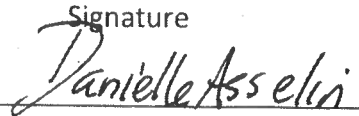
Nom	Signature	Date
Dumoulin	[Signature]	26 Février 2019

Nom	Signature	Date
PASCAI DOUCET		26/02/2019

Nom	Signature	Date
BOBBI KRALS		26/02/2019

Nom	Signature	Date
ROBBLE  HART		26/02/2019

Nom	Signature	Date
CINCON Emmanuel		26/02/2019

Nom	Signature	Date
 Danielle Asselin		26/02/2019

Nom	Signature	Date

PÉTITION

1. **Pour la mise en place immédiate du groupe de travail sur le REM en exploitation afin de permettre la prise en compte des recommandations des riverains dans :**
 - La mise en place des moyens de mitigation des impacts visuels, sonores, lumineux et l'ensemble des impacts sur la santé et la sécurité.
 - L'étude de la circulation aux abords de la gare et la planification du débarcadère de la gare Canora.
2. **Pour la mise en place de solutions à court terme en attendant le groupe de travail:**
 - Diminution significative de la hauteur de la gare Canora.
 - Étude d'impacts sonores avec des solutions acceptables intégrées dans les travaux actuels.
 - Diminution de l'impact lumineux de la surface vitrée donnant sur les cours arrière des riverains.
3. **Pour le respect des heures de travail tel que stipulé par le règlement sur le bruit de l'arrondissement comme suit : les samedi, dimanche et jours fériés de 10h à 18h.**

Je, soussigné(e), demande au projet REM de donner satisfaction aux demandes ci-dessus.