



Canora–Mont-Royal Neighbourhood Committee

Minutes – Meeting

Date: February 26, 2020, from 6:30 to 7:30 p.m.

Location: Annunciation Parish, 75 Roosevelt Avenue, Town of Mount Royal

Committee members	
M. Trudeau	Resident
C. Lambert	Resident
D. Noisy	Resident, owner of the Pizzaiolle
C. Lacasse	Resident, owner of l'Ombrière
V. Aloiso	Town of Mount Royal, Technical Services
P. Trottier	Côte-des-Neiges–Notre-Dame-de-Grâce borough, Public Works
S. Thompson	City of Montréal, REM Project Manager
M. Bisson	Marguerite-Bourgeoys school board, Health and Safety Coordinator
J.P. Pelletier	REM, Assistant Director, Delivery
É. Boivin	REM, Assistant Director, Environment
M. Vallière	REM, Advisor, Community Relations
D. Barrett	NouvLR, Manager, Community and Stakeholder Engagement
G. Cipolla	NouvLR, Segment Director
P. Guillot-Hurtubise	Facilitator

About 20 citizens from the sector, other than committee members, were also present.



Agenda

- Welcome and presentation of the agenda
- Status of the situation since the last committee meeting
- Overall project timeline
- Status of current and future work
- Question & answer period
- Conclusion

1- Welcome and presentation of the agenda

Pierre Guillot-Hurtubise, Committee Facilitator

As facilitator of the meeting, Mr. Guillot-Hurtubise opened the meeting by welcoming those present. He reminded the audience that the evening 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 also aims to understand and respond to residents' concerns, with a view to good neighbourliness. Presentations will be given by REM and NouvLR representatives at these committee meetings.

Mr. Hurtubise clarified that committee meetings are held in French (a courtesy presentation is available in English). There will be a discussion period after the presentation, first with the committee members and then with the public observers. Outstanding questions will be addressed at the next meeting.

Mr. Hurtubise invited the committee members to introduce themselves during a round table discussion and proposed the agenda.

2- Status since the last committee meeting (see slides 3 to 10 of the presentation)

Jean-Philippe Pelletier, REM; Myriam Vallière, REM; David Barrett, NouvLR

Mr. Pelletier went over the information regarding the postponed closure of the Mont-Royal Tunnel until March 30, 2020. The work sequence was reviewed and optimized with NouvLR to ensure that the schedule was on track.

Ms. Vallière reviewed the community relations activities that had taken place since the committee's last meeting:

- Updated information on the new work sequence following the postponement of the tunnel closure
- A meeting of the REM operations work group on integrating the Canora station into the environment
- An announcement on the new REM station names
- A meeting with downtown Montréal employers about the tunnel closure

Ms. Vallière indicated that field squads would be deployed as of March 23, 2020, to inform users of the Deux-Montagnes line about the new schedules and the alternative measures that will be in effect.

She then presented a summary of the complaints received, 20 complaints since the committee's last meeting, most of which concerned the obstructions on Jean-Talon and the difficult traffic in the area.

Then, Ms. Vallière reviewed the follow-ups from the last committee meeting. One of these follow-ups concerned the possibility of embellishing the neighbourhood with colourful banners or visuals. This request is currently being evaluated. Ms. Vallière polled the people present on their preferences as to where banners could be placed, among five potential choices. Only one person noted a preference for the surroundings of La Pizzaiolle restaurant.

Mr. Barrett continued with the environmental monitoring results for air quality and sound levels. All the data are available online at www.suivienvironnemental.info/#/. The following is a summary of the results presented to the committee for the period November 2019 to January 2020:

- Air quality:
 - Canora station: no overrun
 - Ville-de-Mont-Royal station: two slight overruns (just above the standard), due to the presence of equipment very close to the monitoring station, as well as a smog episode
- Sound level monitoring:
 - Canora station east: a single overrun for a period of one hour, due to the operation of heating equipment for the concrete curing process
 - Ville-de-Mont-Royal station east: a single overrun for two hours, due to the same heating equipment

Follow-up: Confirm if banners will be installed to beautify the neighbourhood, and if so, the location chosen

3- Status of ongoing and future work (see slides 14 to 53 of the presentation)

Giovanni Cipolla, NouvLR

Mr. Cipolla presented photos of the work done since the last committee meeting:

- Foundations of the Canora and Ville-de-Mont-Royal stations: once this work is completed, construction of the steel structure will begin
- Foundations of the future Jean-Talon bridge

He then presented an overview of the work planned for 2020.

As for the Mont-Royal tunnel, major upgrading work will be undertaken as soon as it closes. Two logistics areas will be set up (Portal Heights and Côte-de-Liesse) to transport material entering and leaving the tunnel (rocks, rails, etc.).

- April to November: the material will be transported by truck to the Portal Heights area. The truck route will avoid the Jean-Talon bridge and downtown Town of Mount Royal.

- April to November: A lot of construction work is planned on the tracks between the tunnel and the Côte-de-Liesse logistics zone: removal of the catenary and rails, new foundations, drainage, electricity, new rails, etc.
- From November onwards: the material will be transported by railcar to the Côte-de-Liesse area, with three to four trips per day.

In addition, construction work will continue throughout 2020 for the Jean-Talon bridge as well as the Canora and Ville-de-Mont-Royal stations. As for the stations, once the foundations are completed, the steel structure will be built and then the outer shell. Work will then continue inside the building.

Lastly, the following work will be initiated during the year:

- March–April: installation of the temporary Lazard-Jasper footbridge
- April–December: Cornwall bridge demolition and construction of new bridge
- Starting in July: installation of the dalle park

Tree cutting is planned due to the work, as well as for safety reasons (anti-intrusion system on the tracks). Evaluations are underway to minimize the number of trees cut. Cutting should take place before March 31, the start of the nesting period.

4- Question & answer period

Pierre Guillot-Hurtubise, Committee Facilitator

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

Question(s) from citizens	Answers
<p>Will the Lazard level crossing be accessible to police and firefighters, even though it will be closed to motorists?</p>	<p>REM – Yes, emergency services will be able to use the Lazard crossing in case of emergency.</p>
<p>You say that a white noise back-up alarm is used on NouvLR's equipment. Does this also apply to subcontractors? Is that part of the contracts?</p>	<p>NouvLR – The white noise alarm is included in contracts with regular subcontractors and in trucks rented for long periods of time.</p> <p>This type of alarm is not required when NouvLR uses local machinery for a short period of time (a few days only).</p> <p>In addition, NouvLR does not have control over independent truckers' alarms.</p>

<p>There is an important difference between an ordinary alarm and a white noise alarm. How much does it cost to change an alarm and install the white noise alarm?</p> <p>Could you ask the truckers to change their alarms at that price?</p>	<p>NouvLR – It costs about \$500 unit.</p> <p>NouvLR – With the independent truckers, there is an issue related to the variable number of trucks that are required on the job site. It's not necessarily the same trucks that are there every day.</p> <p>That's why NouvLR favours awarding contracts to regular subcontractors, over which it has control.</p> <p>Facilitator – there are no regulations in Québec that require white noise alarms, so both types of alarms are found on construction sites.</p>
<p>When is the Cornwall bridge scheduled to close?</p>	<p>NouvLR – According to the steps planned after the closure of the Mont-Royal Tunnel, the demolition of the Cornwall bridge will take place at the end of April. The objective is to begin work as soon as possible, to clear the bridge expeditiously.</p>
<p>I'd like to hear from you about the safety of cyclists and pedestrians with the closure of the Cornwall bridge. Will there be a bicycle path?</p>	<p>NouvLR – The pedestrian detour will go over the Laird bridge (see detour map). For the bike detours, we don't have that detail with us tonight.</p> <p>REM – The information will be provided in the Works info, which will be posted on the rem.info/en/works-info site in addition to being distributed by mail in the area.</p>
<p>Where will people coming from Canora Road and wishing to use the Graham/Laird bridge go?</p>	<p>NouvLR – Currently, the Laird bridge is a three-lane bridge. Two lanes will continue to go east, and one lane will be transformed to a westbound one.</p> <p>People arriving from Canora Road will be able to take the Laird bridge westbound.</p>
<p>Are people coming from the east and who cross Graham going to use the bus area in front of Connaught park?</p>	<p>NouvLR – To improve traffic flow and make way for work on the dalle park, there may be redevelopment of the bus zone.</p>
<p>My suggestion concerns the signage on Jean-Talon.</p>	<p>NouvLR – We will check whether it is possible to implement this measure.</p>

<p>Even though there are signs that tell you not to turn right on Wilderton, there are cars that do. Would it be possible to install a light with a fixed arrow to tell cars to go straight ahead?</p>	<p>Follow-up: check the possibility of adding a sign at the corner of Jean-Talon and Wilderton to prevent cars from turning right.</p>
<p>You say you're going to cut down trees. Are you going to do any reforestation?</p>	<p>REM – NouvLR has the obligation to replant trees that have been cut down within the construction site limits, with a 10% bonus.</p> <p>Within the railway right-of-way, there are some difficulties in replanting in the same location, but this does not take away the responsibility for 110% reforestation. There will therefore be discussions with cities and boroughs to find reforestation sites.</p> <p>The REM has also committed to offsetting the greenhouse gas emissions generated by the construction by planting 250,000 trees in collaboration with Earth Day. The details are still to be defined.</p>
<p>On the pedestrian detour for the work on Jean-Talon, pedestrians get splashed by cars when it rains. The concrete barrier is not high enough to protect pedestrians from water splashes.</p> <p>Would it be possible to install something, for example Plexiglas?</p>	<p>REM – We can't commit ourselves, but we will see if something can be done.</p> <p>Follow-up: check whether it is possible to protect pedestrians from water splashes on the Jean-Talon pedestrian detour.</p>
<p>My concern has already been communicated by the borough. It concerns Portal Heights and pedestrian safety in the area. It is important to work with the borough.</p> <p>When the information is transmitted too late, it does not provide an opportunity to work together upstream.</p> <p>I have also talked to building owners who have not been informed of what is coming.</p>	<p>REM – The traffic management plan for Portal Heights will be forwarded to the City in the near future, on schedule.</p> <p>Once the plan is in place, we will inform the property owners with a Works info at least two weeks prior to the start of the work.</p> <p>In addition, when there are particular situations with local residents (as in this case), we also plan meetings or other communications with these residents, via the REM community relations office.</p>

5- Conclusion

The next meeting is scheduled for May 12 at 6:30 p.m. at Annunciation Parish Church.

6- Appendices

List of follow-ups

- Confirm if banners will be installed to beautify the neighbourhood, and if so, the location chosen (REM)
- Check the possibility of adding a sign at the corner of Jean-Talon and Wilderton to prevent cars from turning right (NouvLR)
- Check if it is possible to protect pedestrians from water splashes on the Jean-Talon pedestrian detour (REM and NouvLR)



Canora–Mont-Royal Neighbourhood Committee

February 26, 2020



Agenda

2

- Welcome and presentation of the agenda
- Status of the situation since the last committee meeting
 - Community relations
 - Follow-ups from the last committee meeting (October 2019)
 - Environmental monitoring
- Completed and upcoming work
- **Question & answer period**





Status of the situation since the last committee meeting



Postponement of the closure of the tunnel

Agreement between CDPQ Infra and NouvLR on work optimization on December 17, 2019

- Work in the Mont-Royal Tunnel and the interruption of service for exo trains – Deux-Montagnes and Mascouche lines – scheduled to begin on January 6, are **postponed until March 30, 2020**
 - To allow NouvLR to improve its preparation of the work on this portion of the project
 - Implementation of public transit mitigation measures as of March 30, 2020 (spring)
 - Commissioning of the Central Station segment at Du Ruisseau still planned for 2022
- **Adjustment of the work sequence**
 - Preparatory work March 30–mid-April by exo and CN
 - April: NouvLR



Community relations

5

Communication on the project and the work

- November–January 2019: Update of the Works infos and SMS alerts (Jean-Talon bridge; stations' steel structures; Lazard–Jasper pedestrian bridge)
- February 2020:
 - REM operations work group → Workshop held on February 11 on integrating Canora station into the environment
 - Upcoming work themes → Noise levels and vibration; health and safety; cars
 - Announcement – New names – Mont-Royal station becomes Ville-de-Mont-Royal station

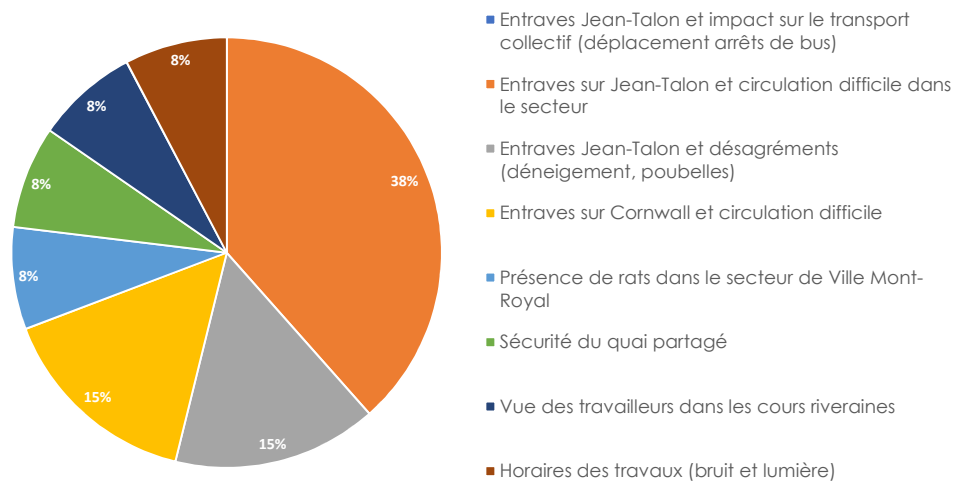
Communication related to public transit

- Employers' Committee meeting February 19
- Late March to mid-April 2020: Field squad in stations affected by the service disruption



20 complaints since the last committee meeting (October 29, 2019) (approximately 100 working days)

6



Actions taken in response to complaints:

- Reminders to crews and corrective action where possible



Follow-up of the latest committee meetings

7

Construction site banners

- Places evaluated for the installation of coloured banners near construction sites to improve integration in the neighbourhood – **Give us your opinion with the coloured dots at the back of the room at the exit!**
 - In front of the SAQ and in front of Dupond and Dupont/Première Moisson
 - Around the Pizzaiolle
 - In front of Connaught Park
 - In front of the dog park
 - At the end of Kirkfield Avenue, near l'Ombrière



Follow-ups from the last committee meeting

8

Location of the future Lazard–Jasper temporary pedestrian bridge

- Presented in the "Upcoming work" section

Meeting with the CSMB and the schools in the area (REM and CSMB)

- Meeting held on December 5 concerning public transit measures during the service interruption

Check whether STM buses can park on Laird Boulevard instead of Glencoe Avenue

- After checking with the school → Walking distance too long for students
- Heavy bus traffic on Laird → STM will not move the boarding area there



Follow-ups from the last committee meeting

9

Specify the schedule and frequency of trains carrying excavated tunnel material

- Sequence presented in the Upcoming work section

Canora–Jean-Talon intersection: Review of measures implemented before and after November 15

- NouvLR's field presence during the new mobilization on November 15, 2019
- Securing the work site with the installation of site fences and acoustic barriers in preparation for drilling work
- Ground markings reapplied (winter conditions), signal adjustments (bus 92) and traffic lights (Jean-Talon/Wilderton)

Ensure that flaggers stay outside the booths, not inside

- The role of flaggers is to coordinate the movement of vehicles on a construction site, not the traffic around the construction site
- When there are no vehicles, flaggers have the right to use the booth for protection from the cold, sun and rain



Follow-ups from the last committee meeting

10

To present the results of the mobility study at the intersection of Wilderton, Bates, Jean-Talon and Canora

- Study still in progress

Validate the possibility of marking or re-programming the lights at the Canora/Wilderton intersection

- Reprogramming of the lights will be carried out at a later date as part of the upgrading of the lights.
- The marking will be redone after the REM work is completed.

Check whether a link can be added to the Côte-des-Neiges borough website to obtain information on the REM (borough)

- The borough's position is that information on projects and works should be consulted directly on the projects' websites.



Environmental monitoring



Air quality – Total particles – Mont-Royal

12

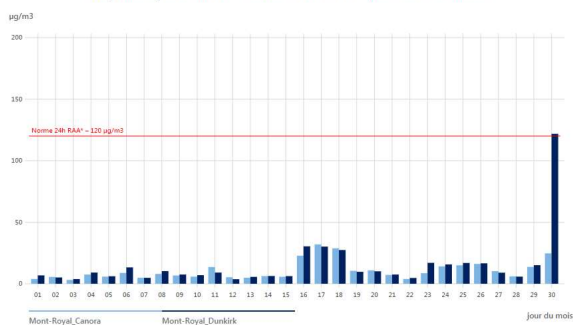
➤ No overruns at Canora

➤ Air quality in general:

Result = good

- November 30, 2019: Activity directly above the monitoring station

Moyenne journalière - novembre 2019 - particules totales

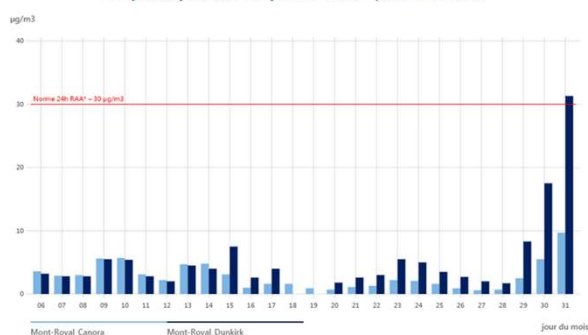


➤ Air quality:

Result = good

- January 31, 2020: Smog episode and presence of a steam-generating device near the equipment

Moyenne journalière - janvier 2020 - particules fines



Exceeding noise targets (day)

13

Canora east

50 dBA

Mitigation measures

December 17 (8:00 p.m. and 9:00 p.m.) Use of heating equipment for concrete curing

+6 dBA

Noise barrier

Mont-Royal east

59 dBA

November 27 (7 p.m. and 9 p.m.): Use of heating equipment for concrete curing

+4 dBA

Noise barrier



Completed and upcoming work



Work completed

November 2019–February 2020



Foundation walls of the new station

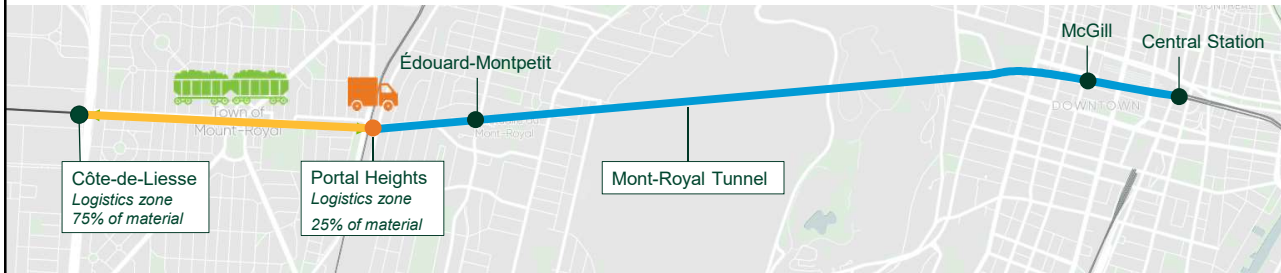


Foundations of the Jean-Talon bridge

2020 schedule / Overview

Transport of material

During the major upgrading work in the Mont-Royal Tunnel



Need to move material (e.g., rocks, rails and ballast) in and out of railcars between the Côte-de-Liesse logistics zone and the tunnel

Some work must be carried out beforehand on the railway track between the tunnel and A40

New logistics zone deployed to handle material
Portal Heights

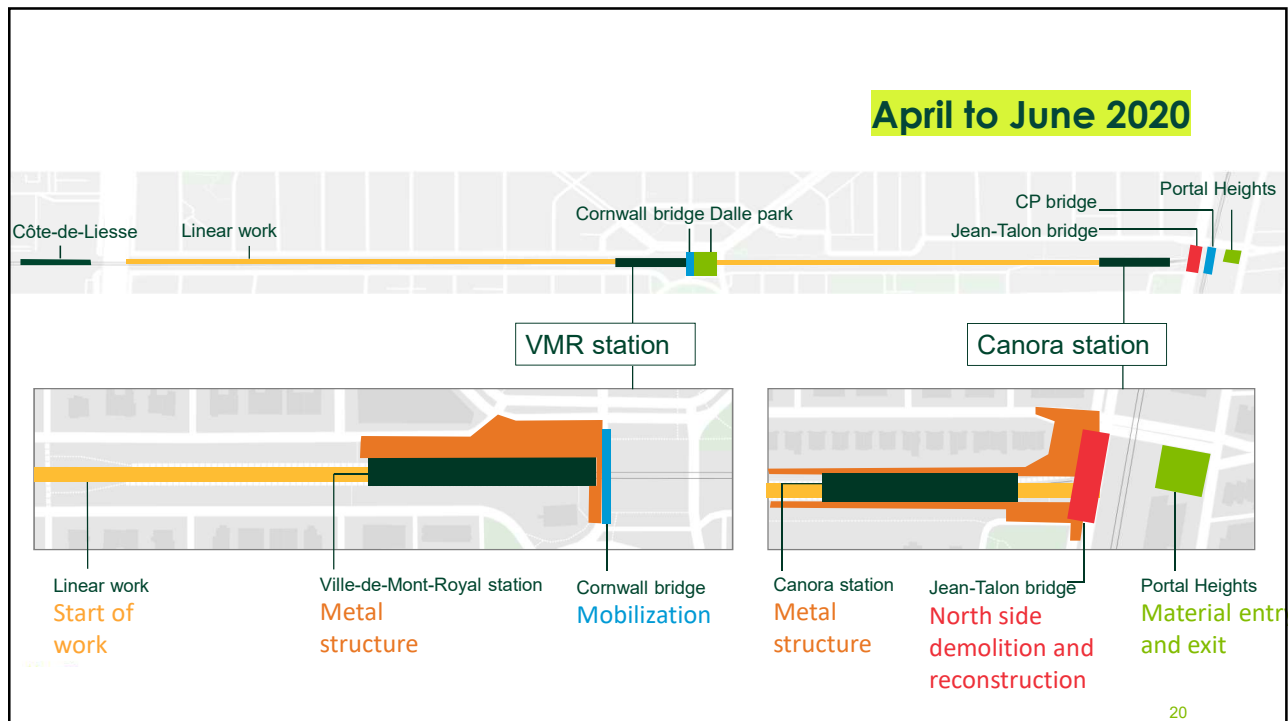
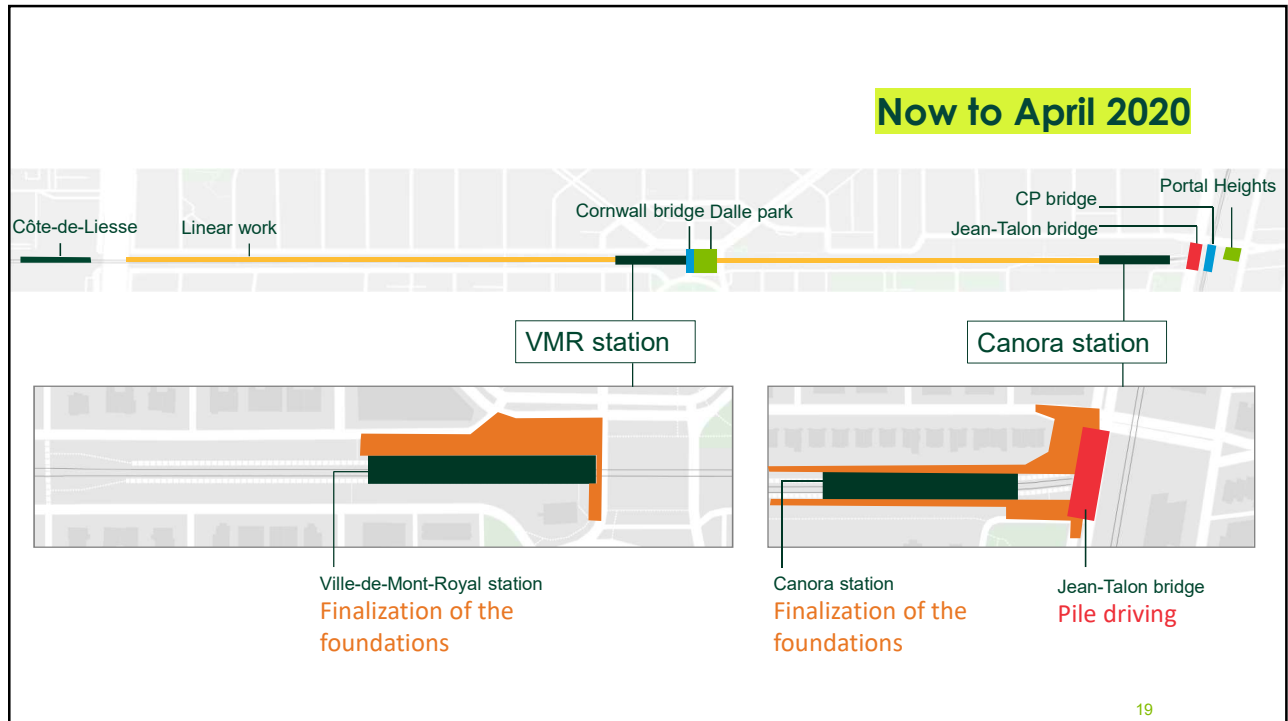
Portal Heights will be used from April to October, and the material **trucked**

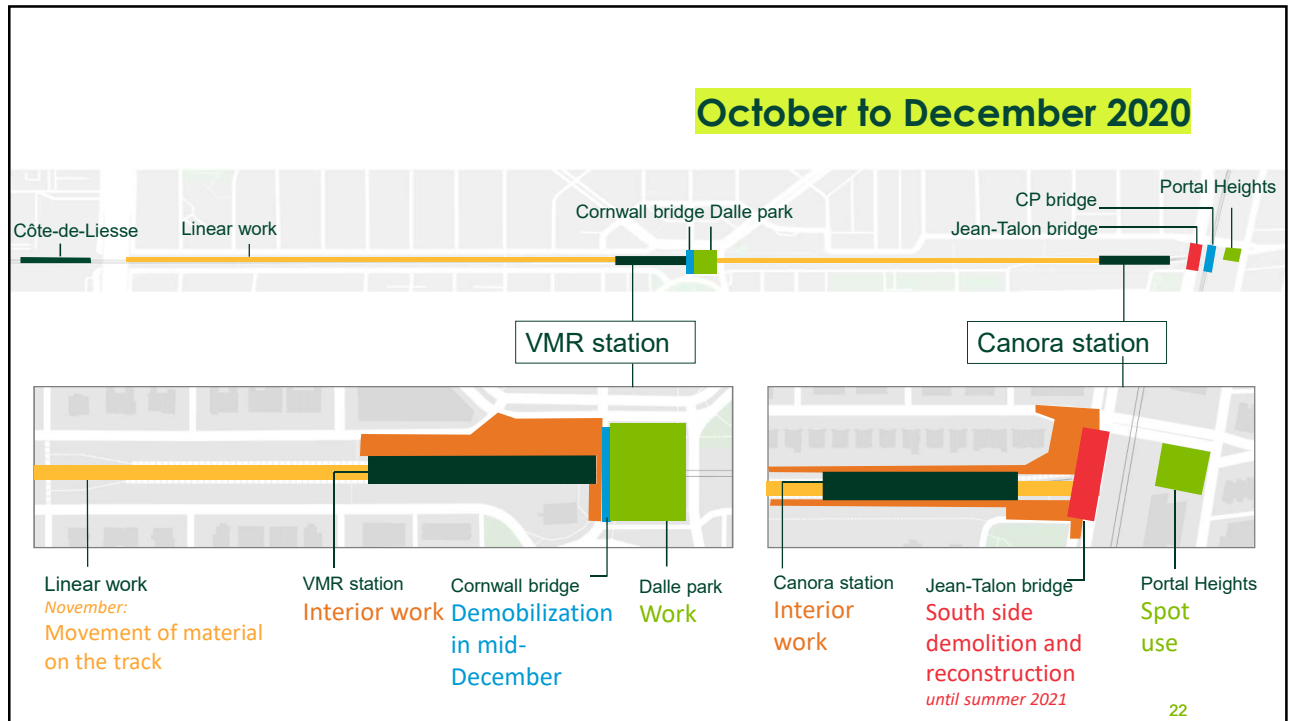
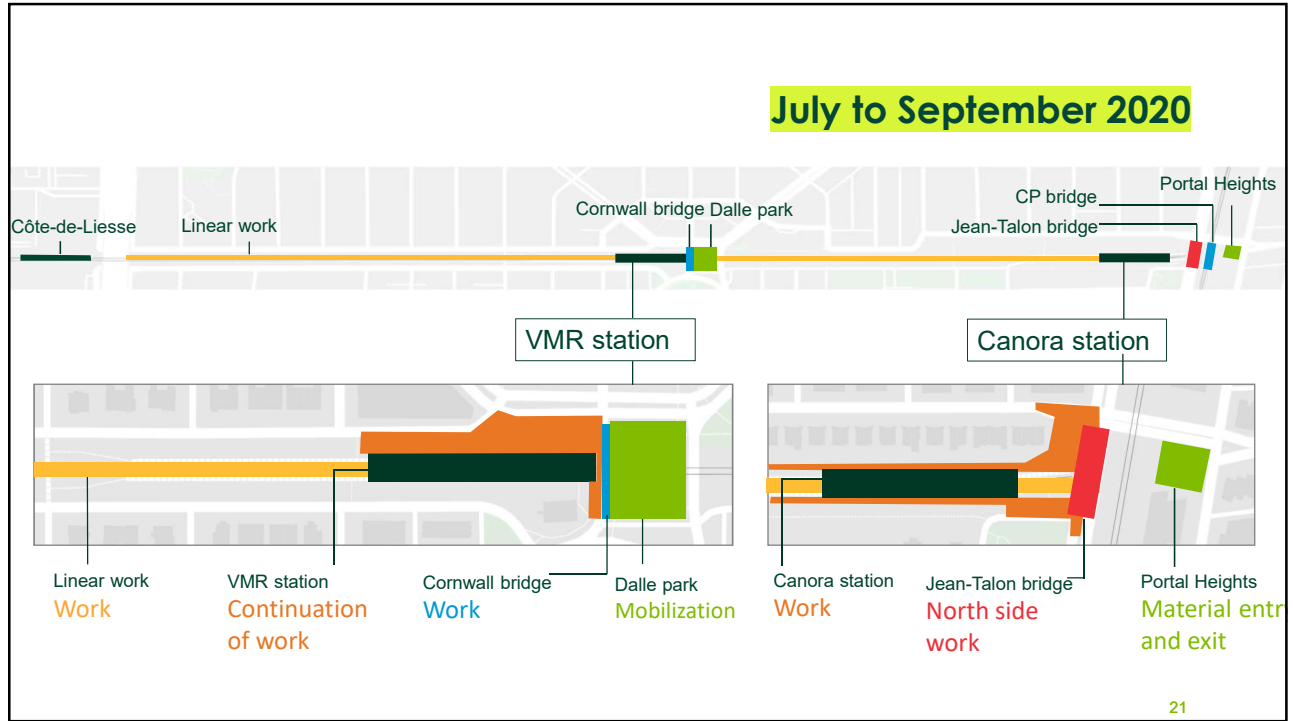
To minimize the impact on the sector, **the railcar method will be used** also occasionally Portal Heights



Construction activities in 2020	Now–April	April–June	July–September	October–December	2021
Transport between Portal Heights and Côte-de-Liesse logistics zones					
Transport by truck (Portal Heights)					
Transport by railcar		In the tunnel			Outside the tunnel
Work zones					
Jean-Talon bridge					
Canora/Ville-de-Mont-Royal station					
Cornwall bridge					
Linear track work					
Dalle park					
CP bridge					



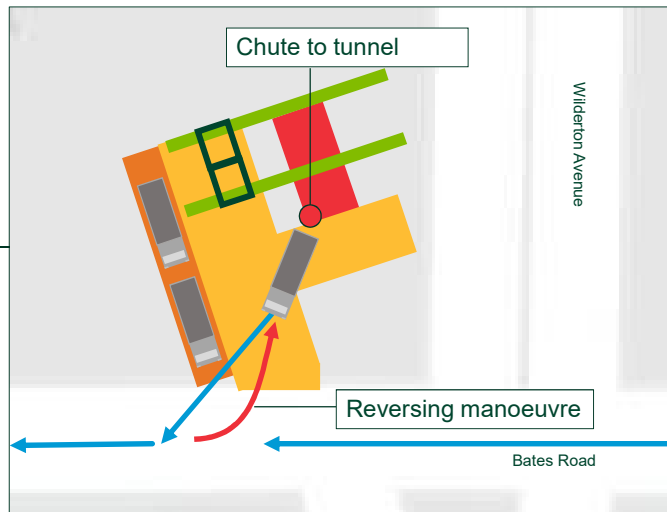
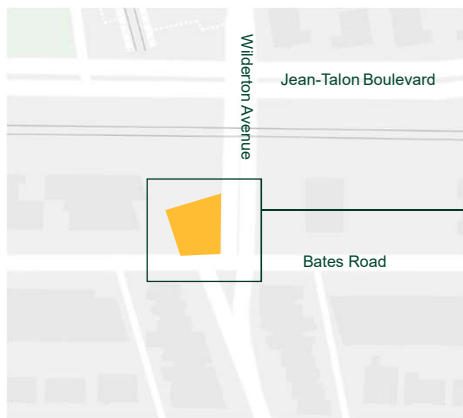




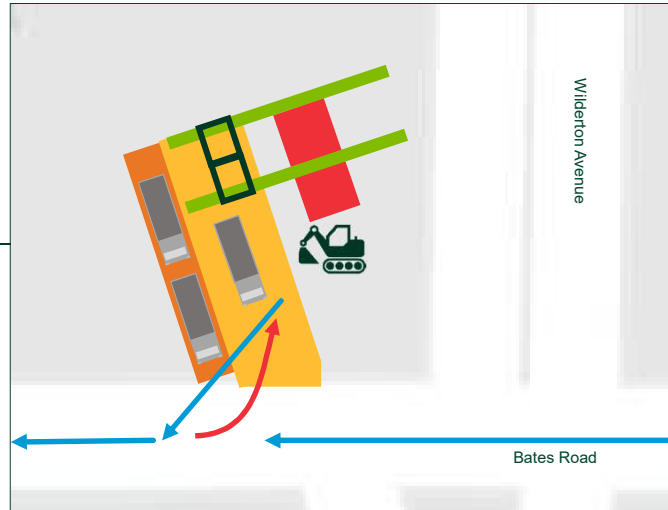
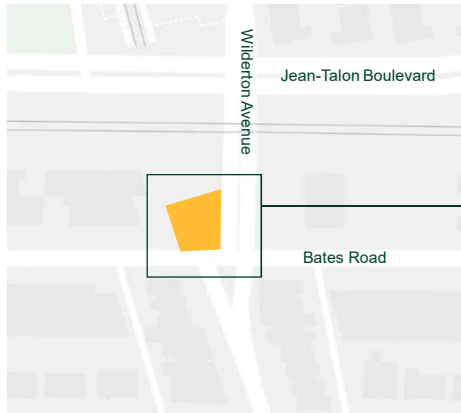
Portal Heights



Material entering tunnel

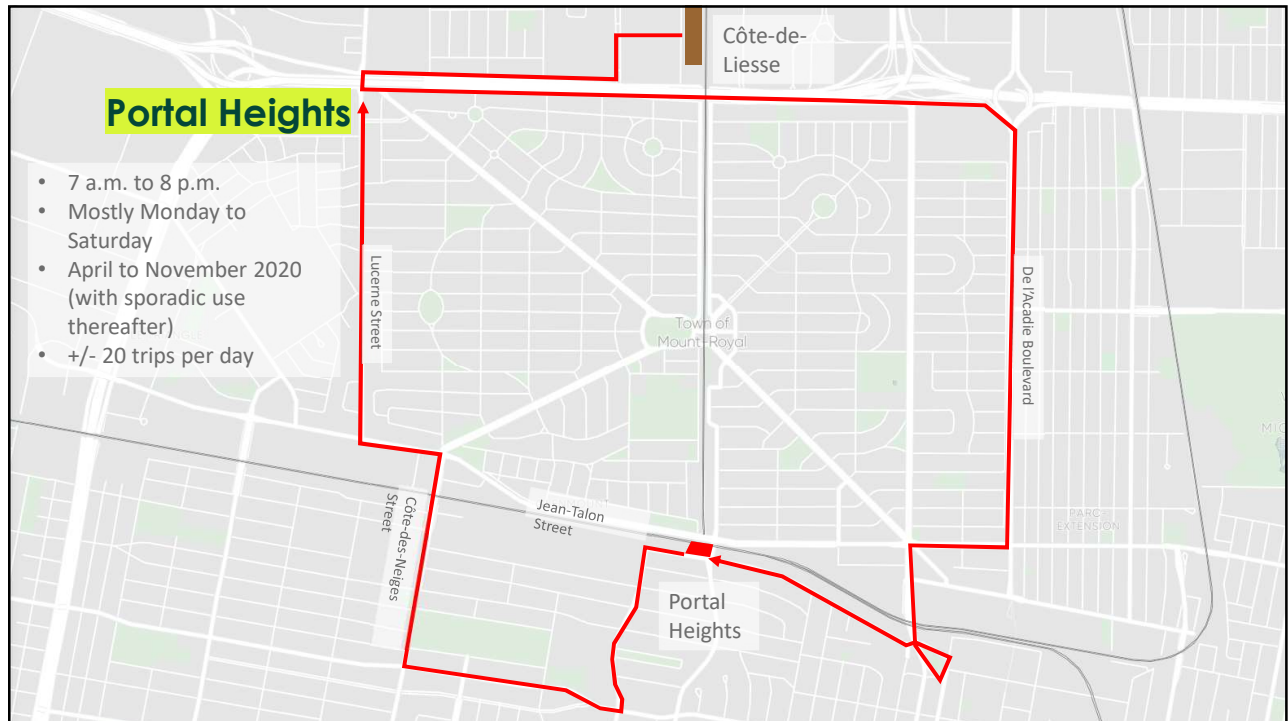


Material exiting tunnel



Portal Heights

- 7 a.m. to 8 p.m.
- Mostly Monday to Saturday
- April to November 2020 (with sporadic use thereafter)
- +/- 20 trips per day



Mitigation measures

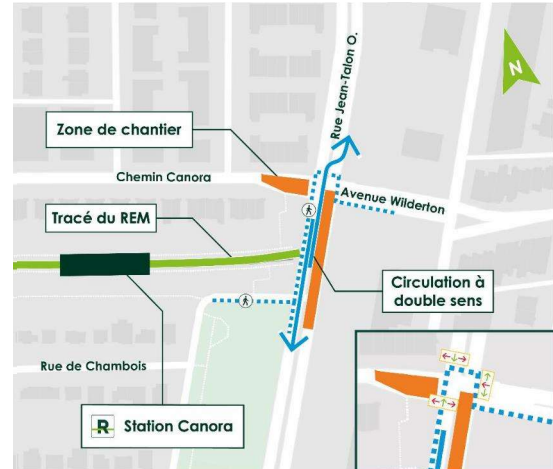
- Detour for trucks from Portal Heights by avoiding the main obstruction of Jean-Talon Street and downtown Town of Mount Royal
- Flaggers onsite to coordinate truck traffic
- Noise barrier on the street



Jean-Talon bridge

Schedule – Jean-Talon bridge

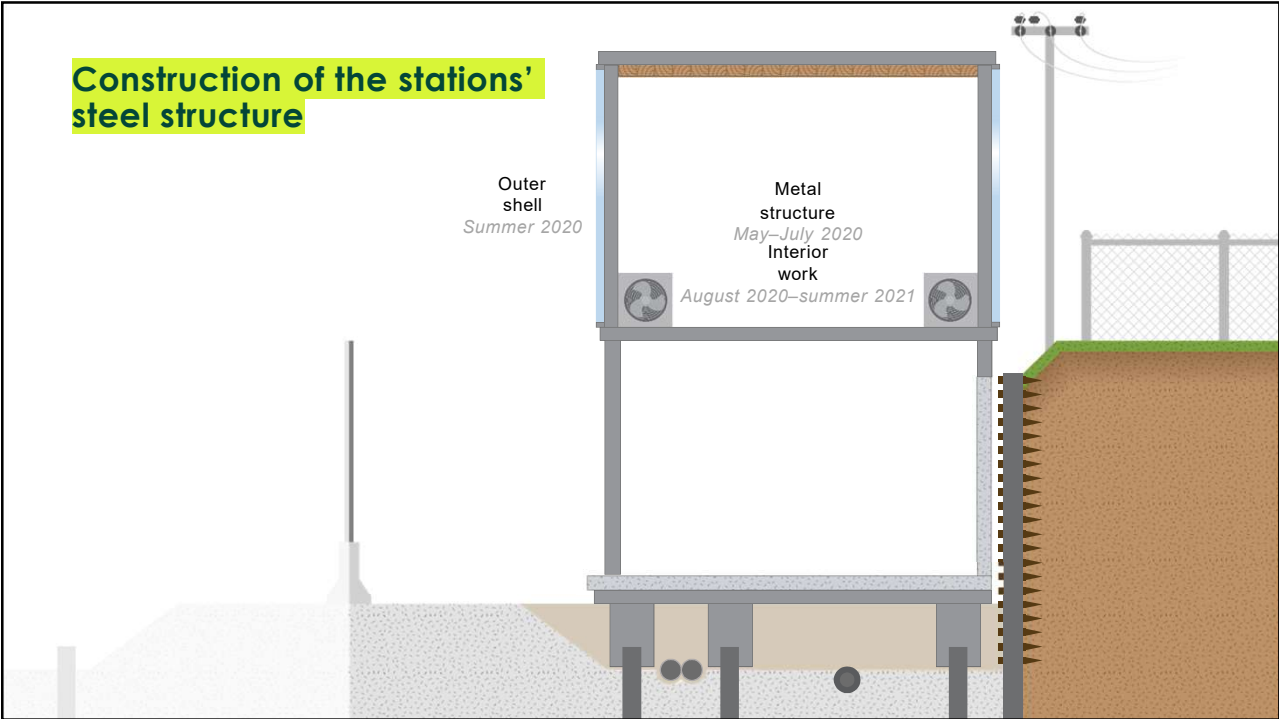
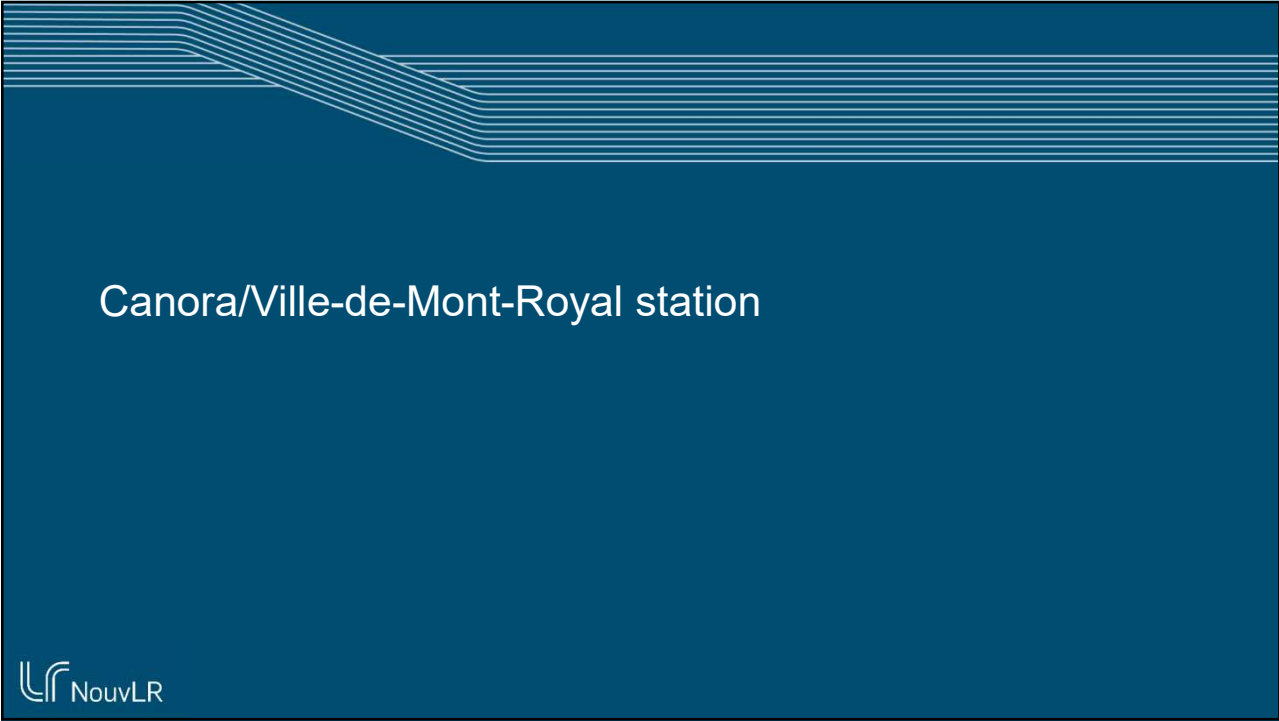
Period	Activity	Phase
Until mid-March 2020	Pile driving – North side	1
Mid-March to end of April 2020	Pile driving – South side	2
End of April to mid-September 2020	Demolition and reconstruction – North side	1
Mid-September to July 2021	Demolition and reconstruction – South side	2

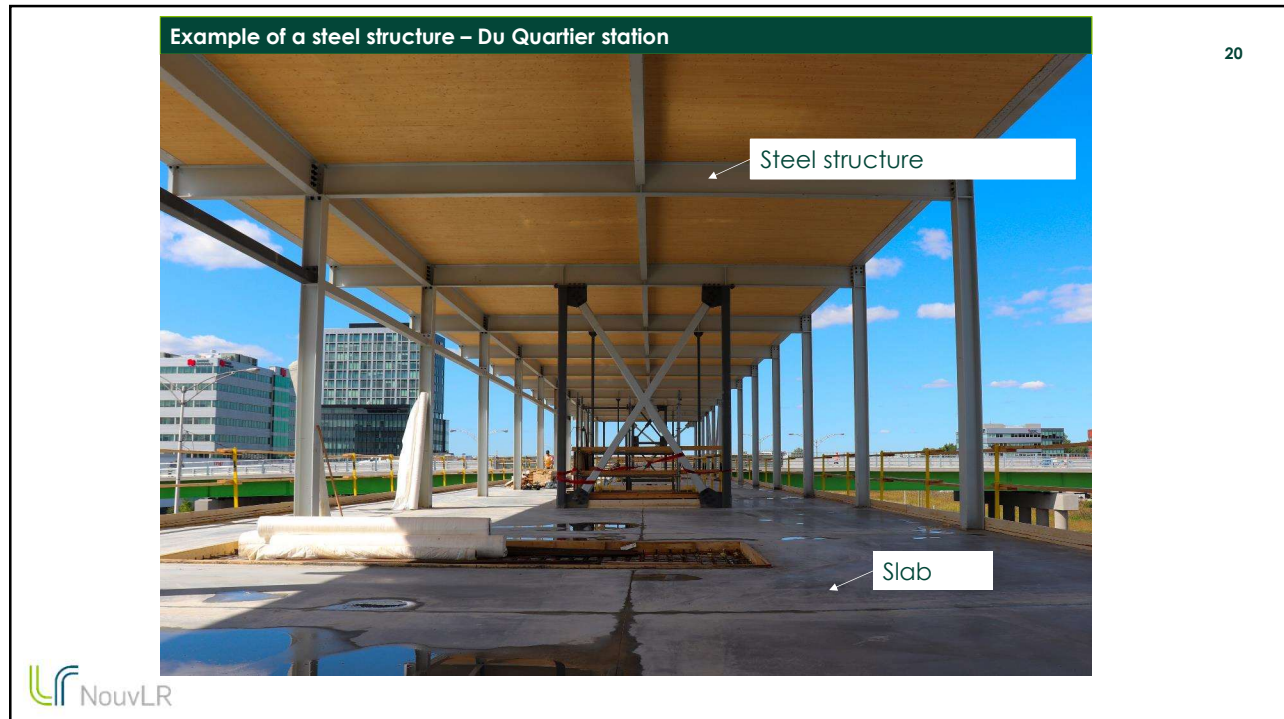


Mitigation measures

- 3-metre noise barrier on the north side of the bridge
- Mobile acoustic screen for drilling operations
- White noise back-up alarm on NouvLR's construction equipment
- Ongoing awareness among workers to turn off power equipment engines when not in use
- The generators are in a shelter to limit the noise



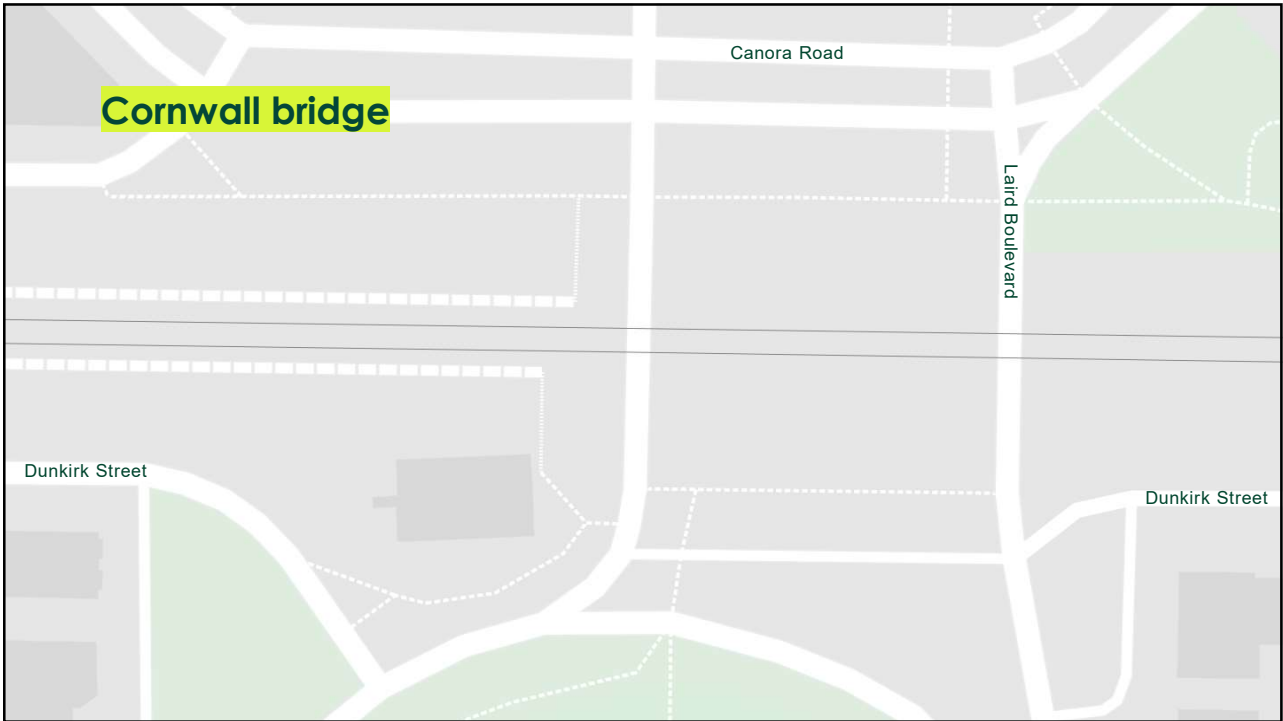
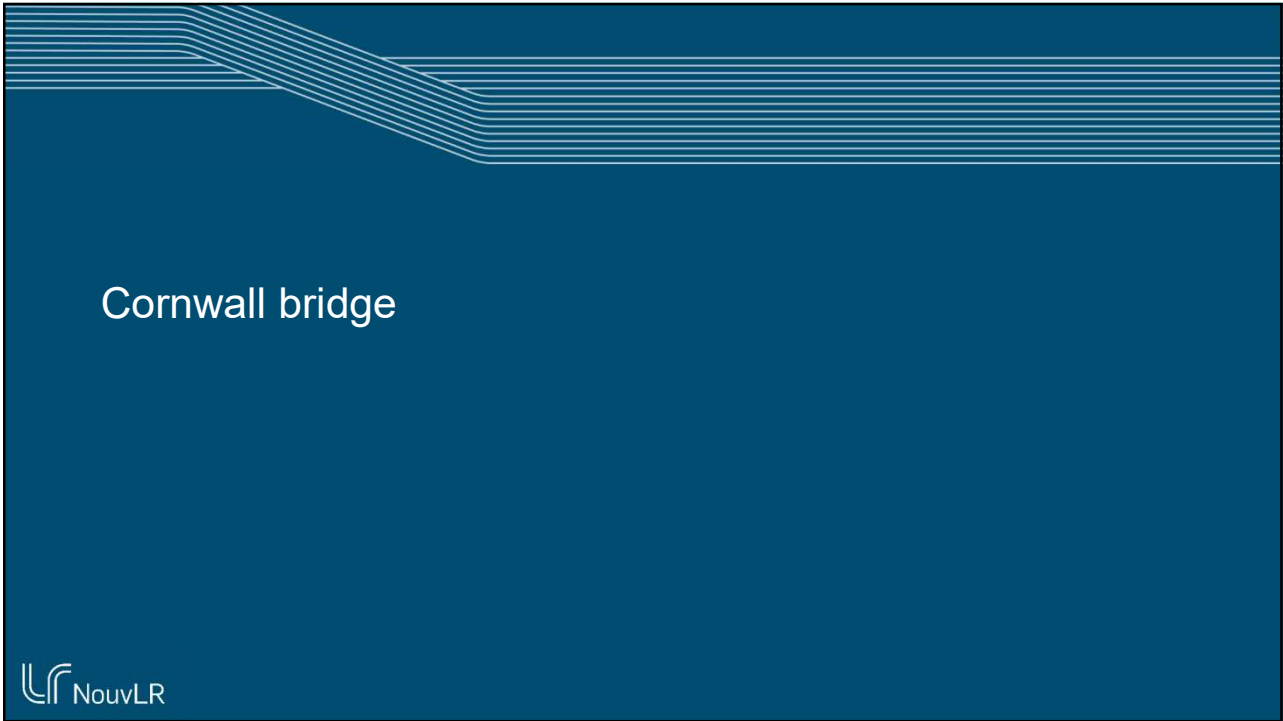


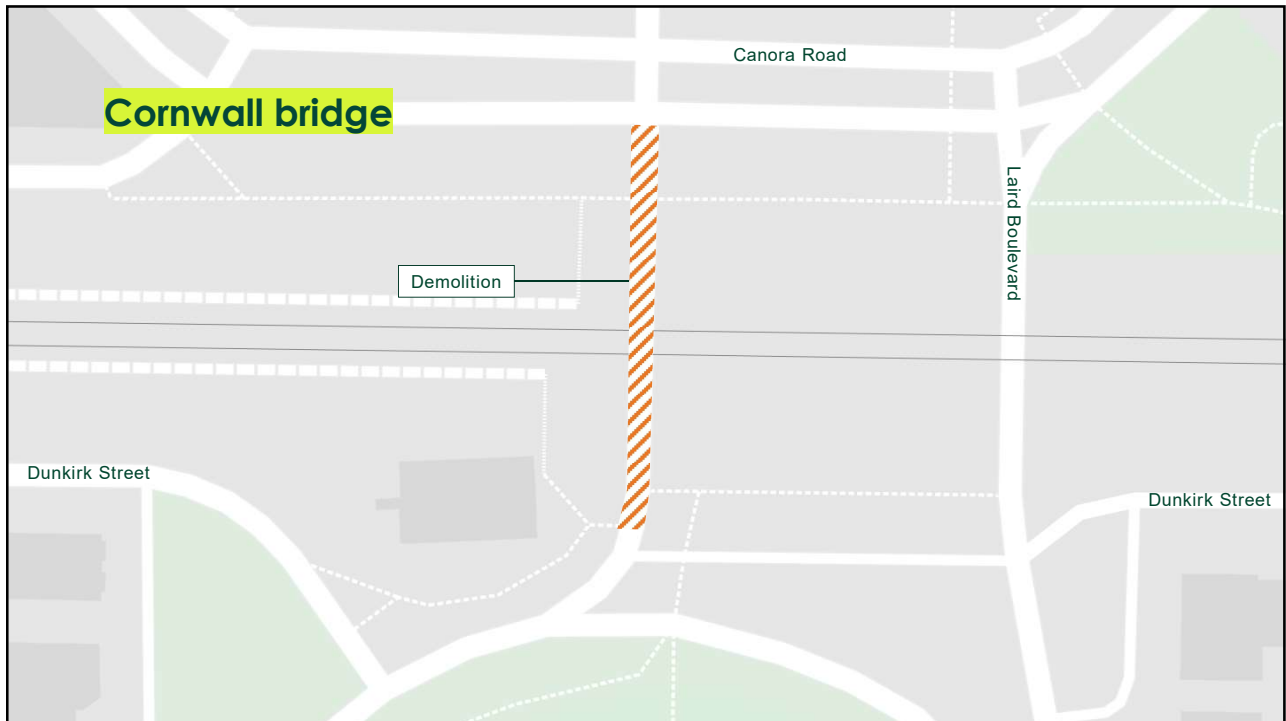
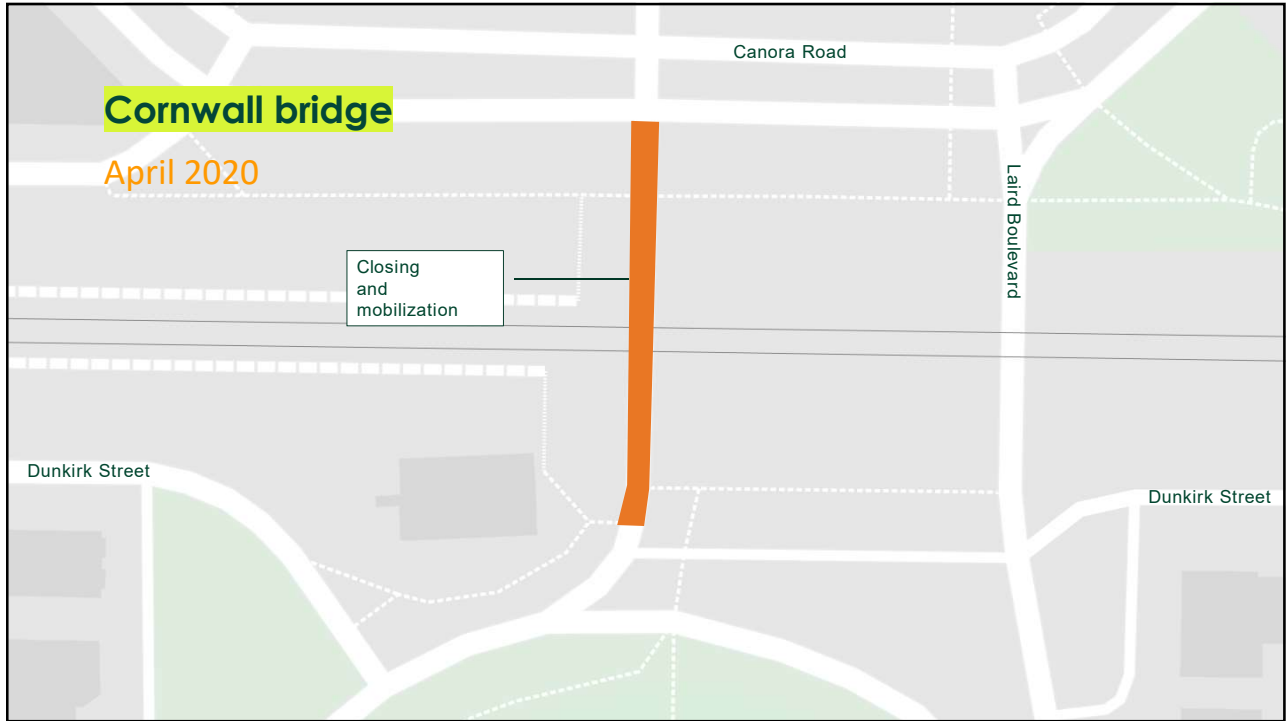


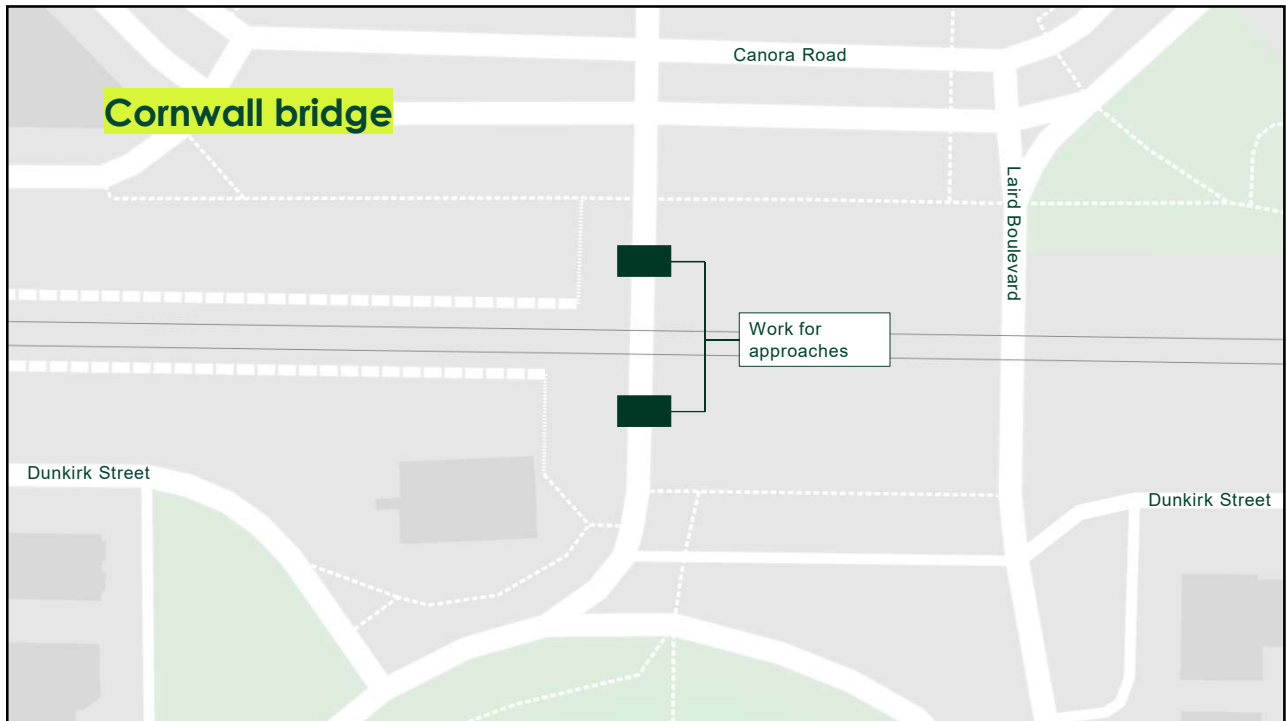
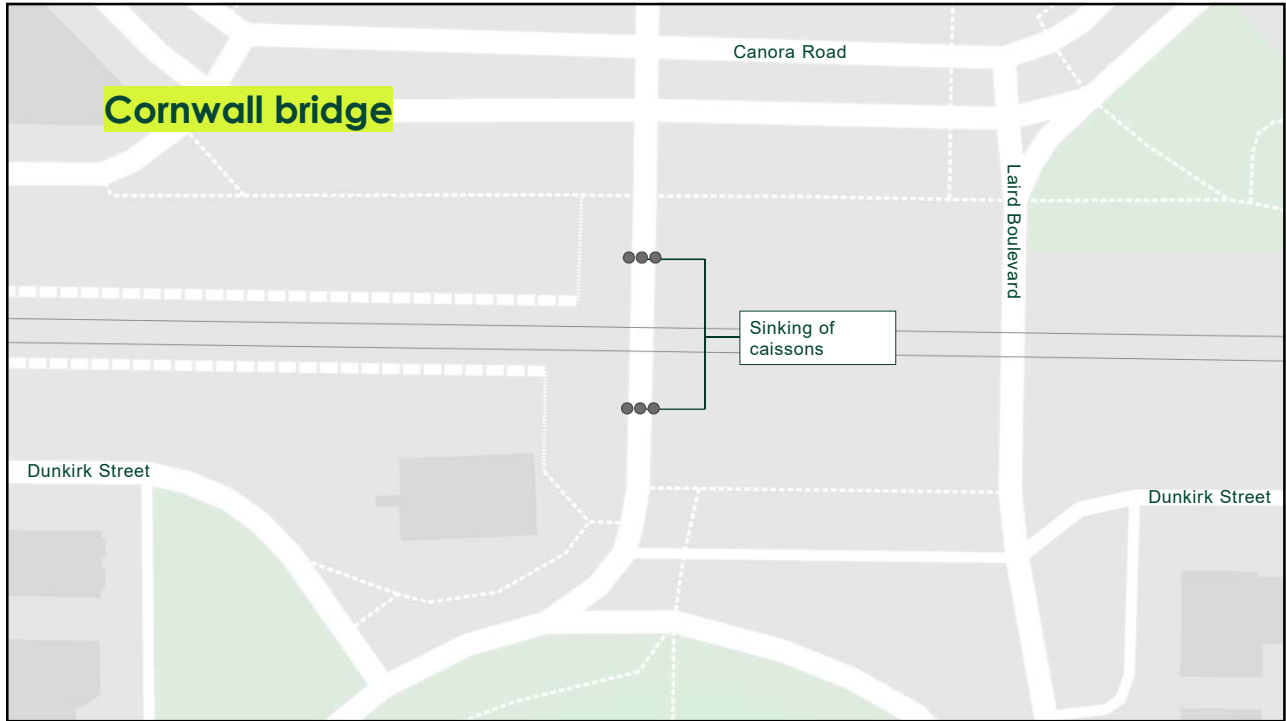
Mitigation measures

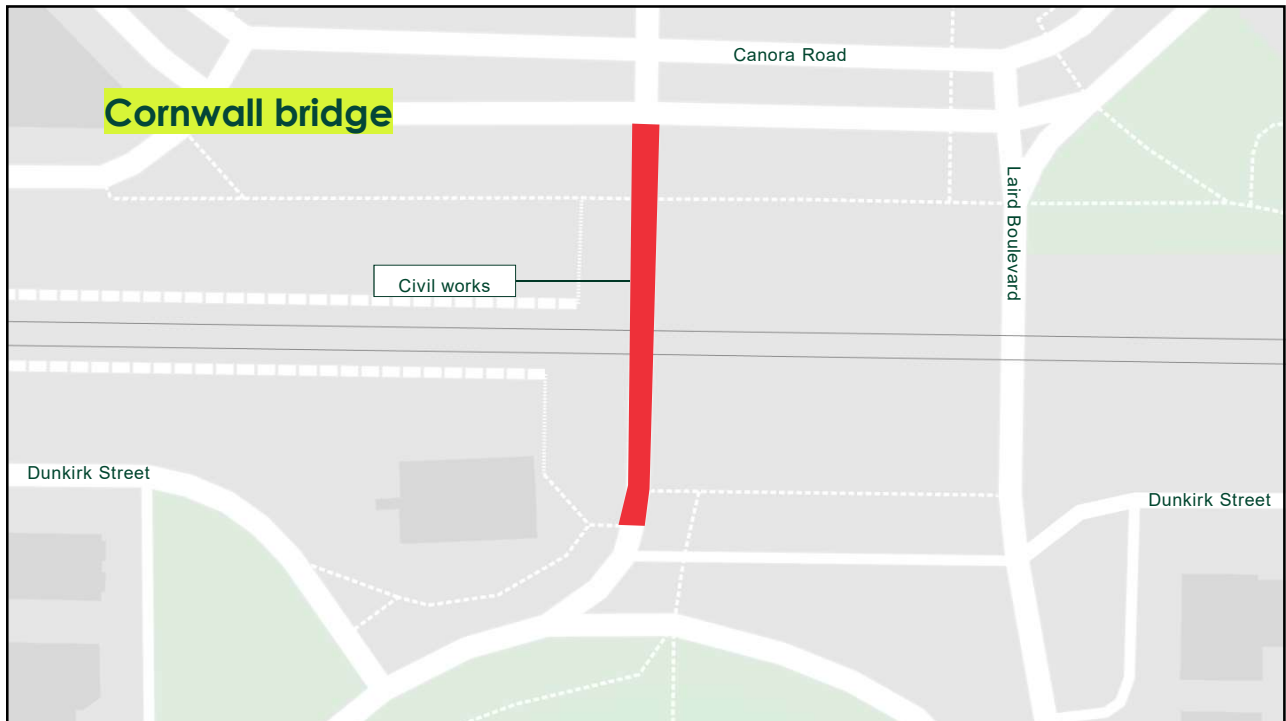
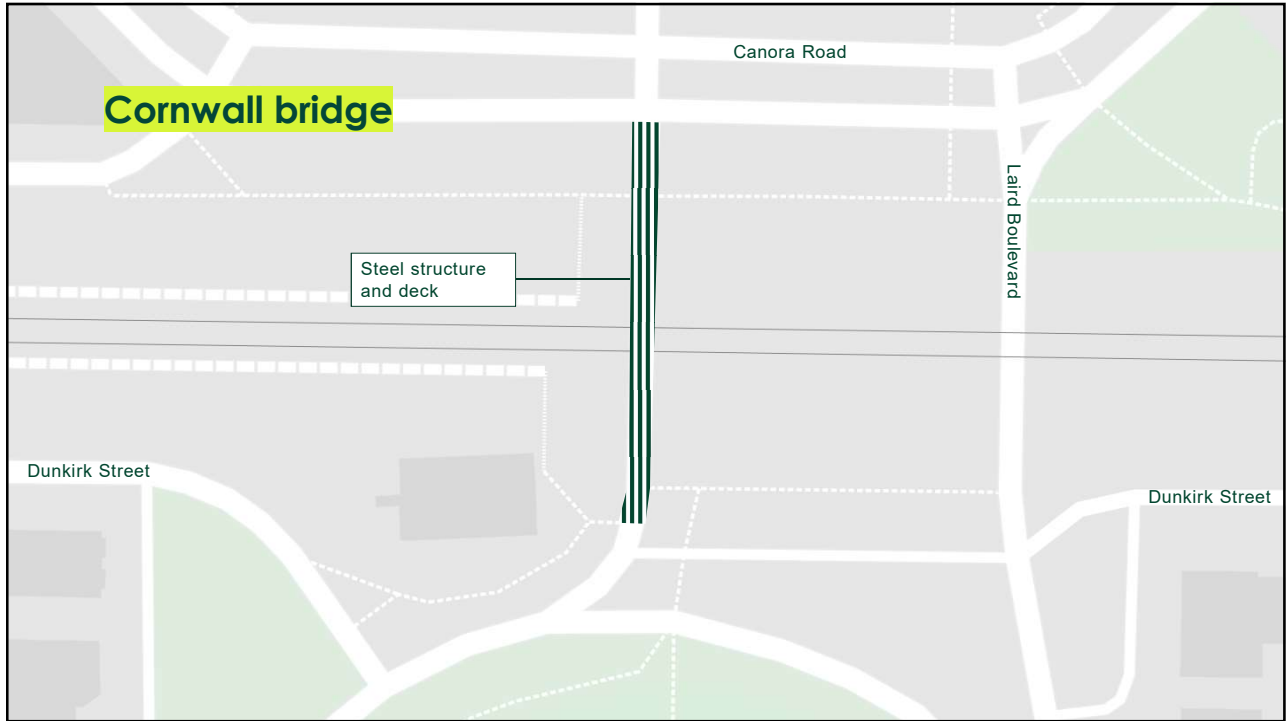
- Noise barriers at Canora
- Use of TC bolts for most of the installation of the stations' steel structure
- Delivery of materials as required
- White noise back-up alarm on NouvLR's construction equipment
- Ongoing awareness among workers to turn off power equipment engines when not in use
- The generators are in a shelter to limit the noise

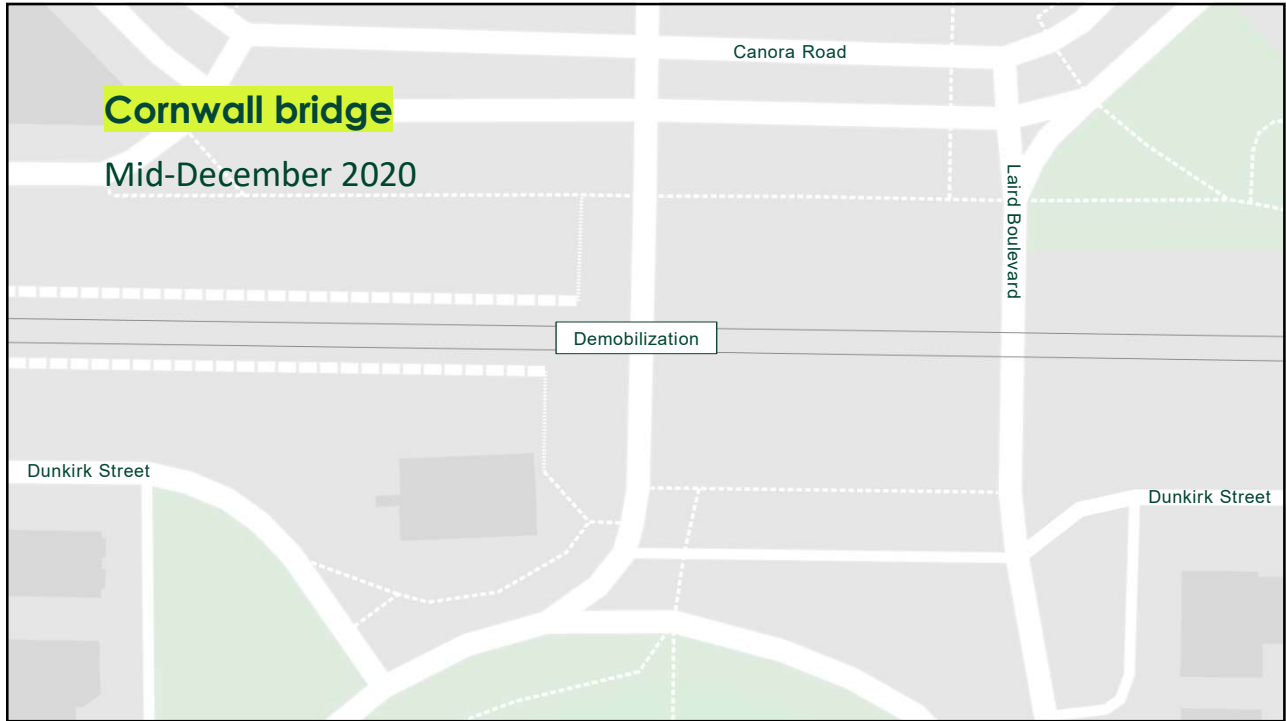






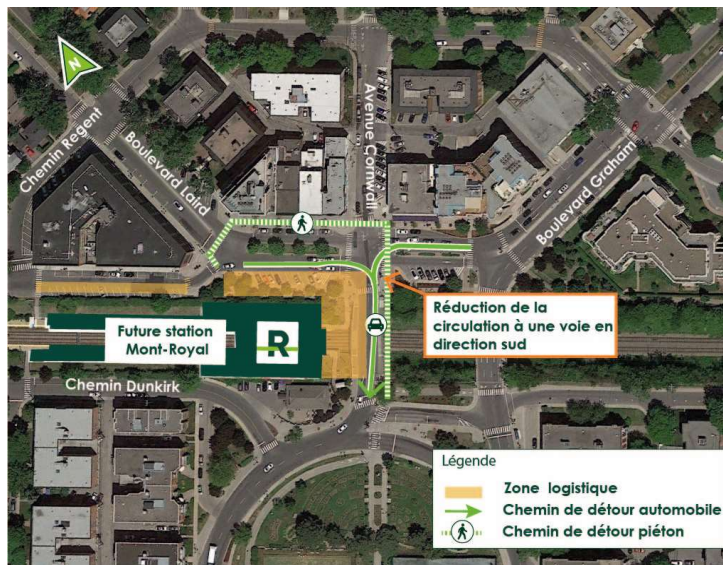






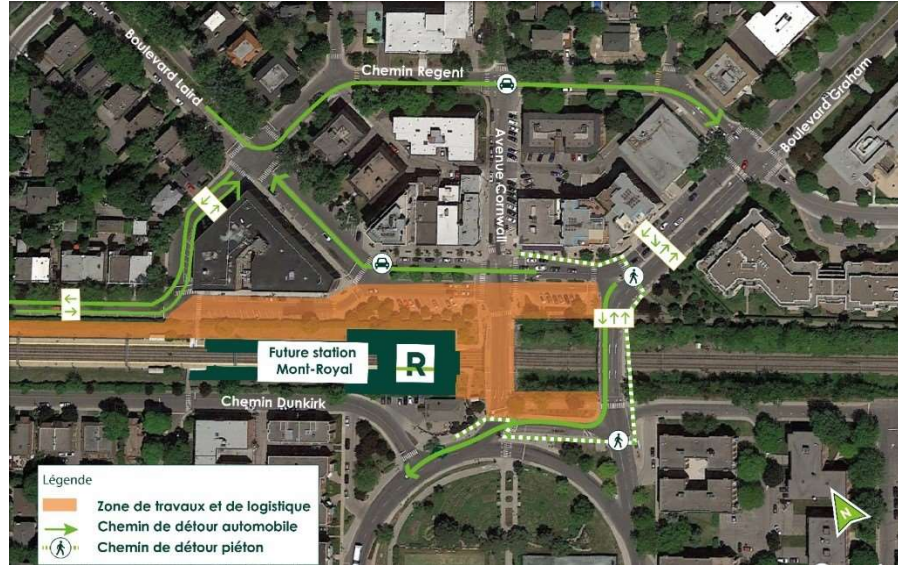
Detour maps – Cornwall bridge

Currently



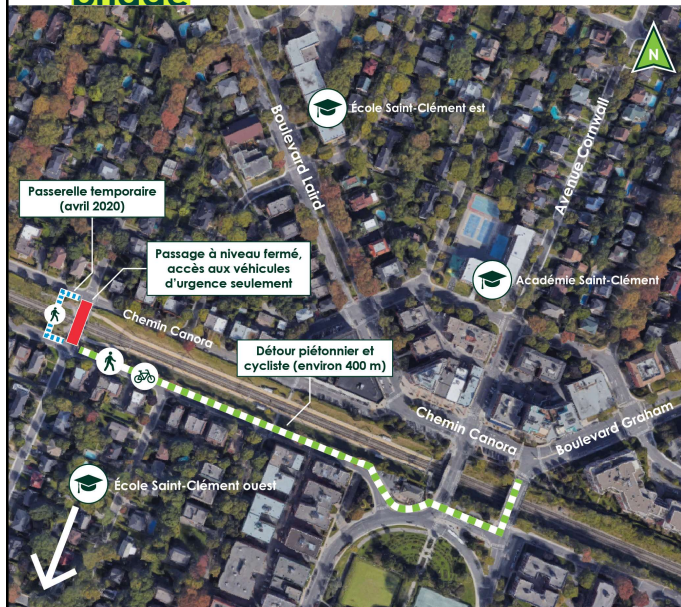
Detour maps – Cornwall bridge

April–
Dec. 2020



Installation of the temporary Lazard–Jasper pedestrian bridge

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- March 2020: Site preparation (removal of fences, pruning and cutting of trees and shrubs, signage)
- April 2020: Transport and assembly of the pre-built segments on site and installation of lighting




Image for information

Linear track work




Canora/Du Ruisseau railway right-of-way work

April 2020



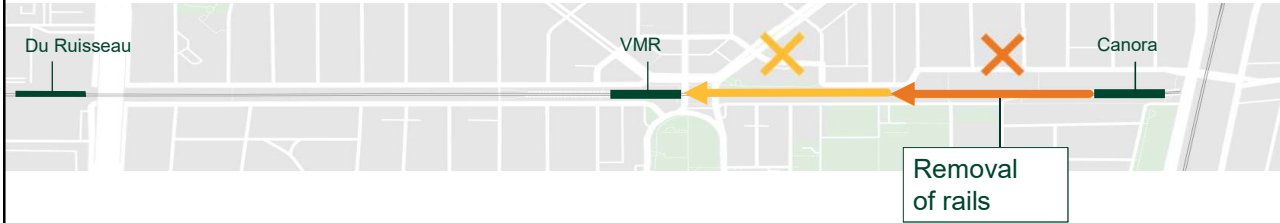
Du Ruisseau VMR Canora

Catenary removal



As the work will be sequential, the schedule will be impacted by the progress of previous work.
A specialized team will follow the previous one to carry out the work.

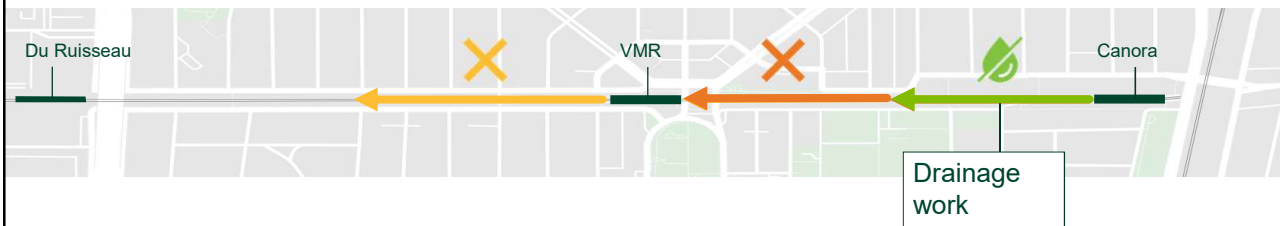
Canora/Du Ruisseau railway right-of-way work



As the work will be sequential, the schedule will be impacted by the progress of previous work. A specialized team will follow the previous one to carry out the work.

Canora/Du Ruisseau railway right-of-way work

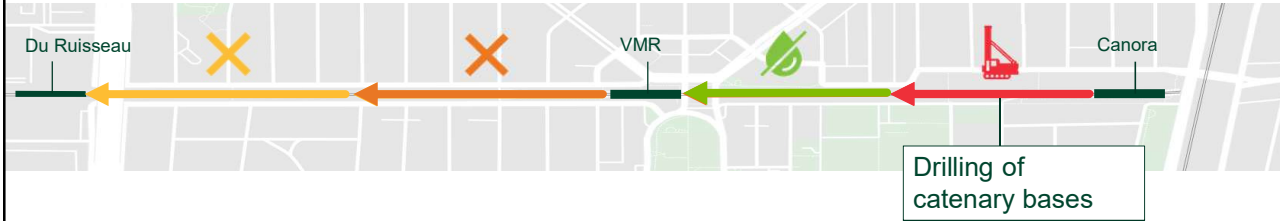
Spring 2020



As the work will be sequential, the schedule will be impacted by the progress of previous work. A specialized team will follow the previous one to carry out the work.

Canora/Du Ruisseau railway right-of-way work

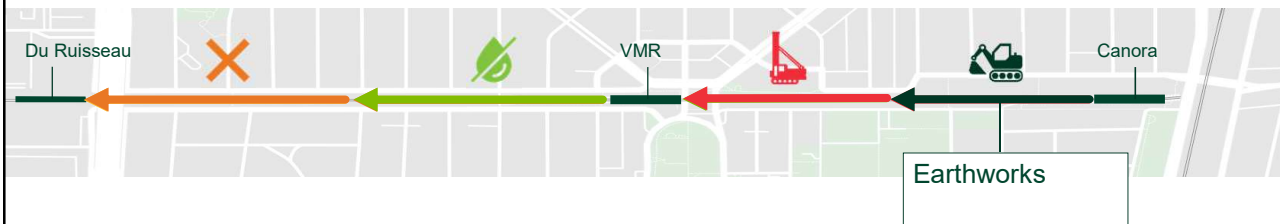
Spring 2020



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Canora/Du Ruisseau railway right-of-way work

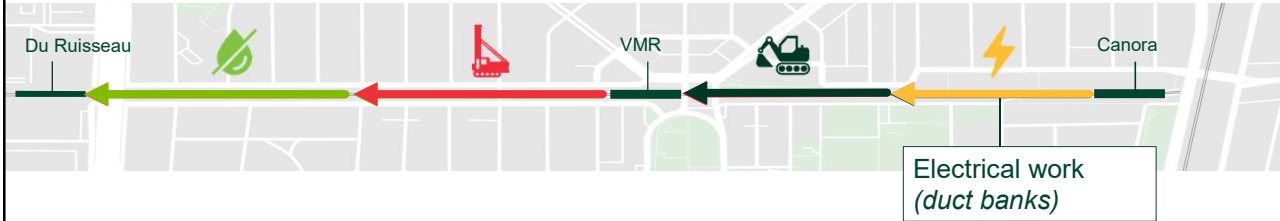
Spring 2020



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Canora/Du Ruisseau railway right-of-way work

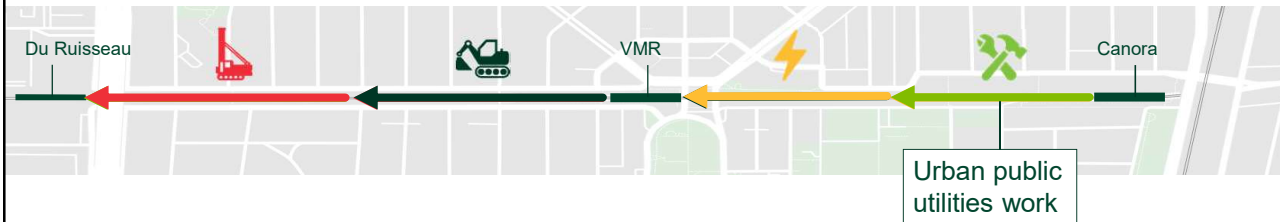
Summer 2020



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Canora/Du Ruisseau railway right-of-way work

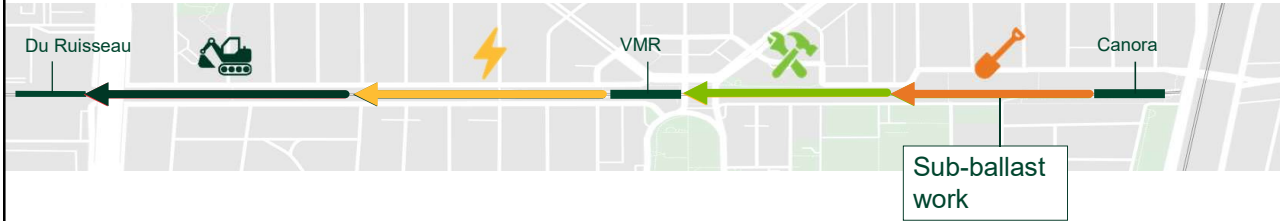
Summer 2020



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Canora/Du Ruisseau railway right-of-way work

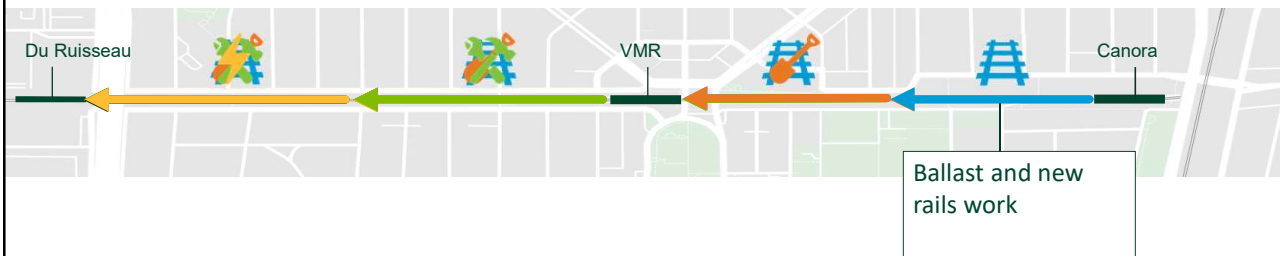
Summer 2020



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Canora/Du Ruisseau railway right-of-way work

Summer 2020



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Mitigation measures

Some examples of mitigation measures, based on the work in progress:

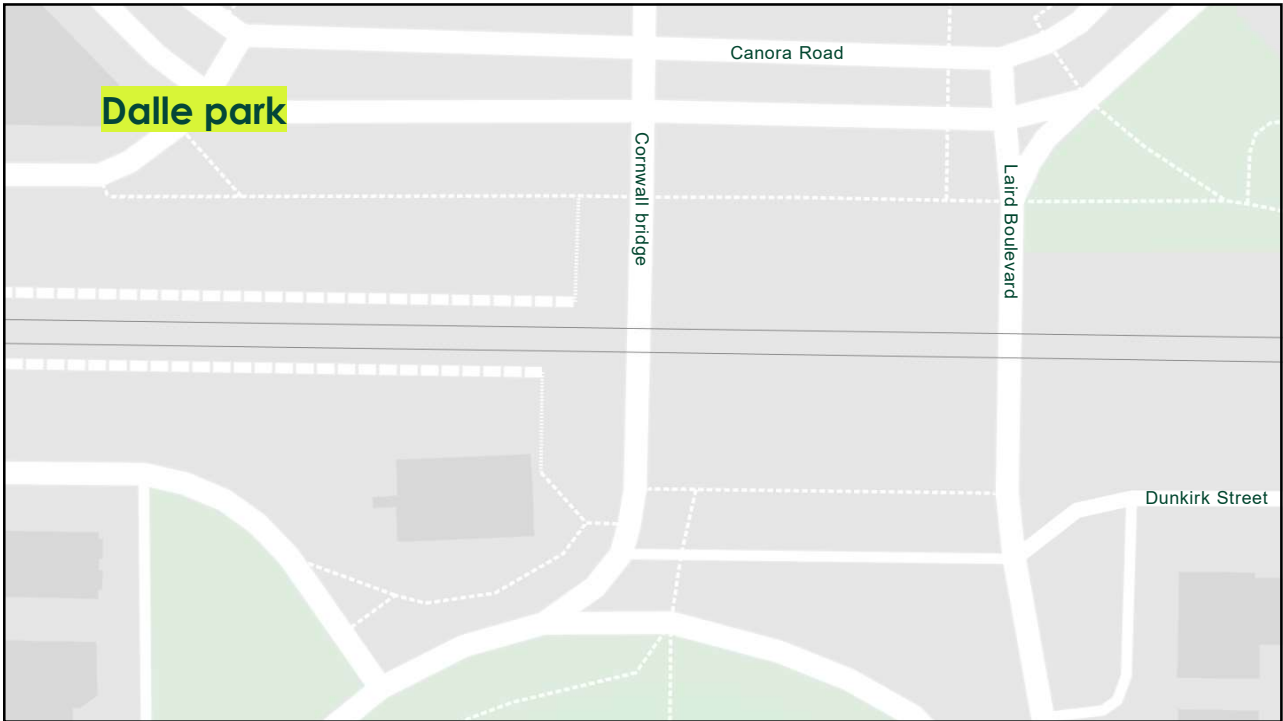
- Mobile acoustic screens around fixed equipment if they have to remain in place for more than 48 hours
- White noise back-up alarm on NouvLR's construction equipment
- Ongoing awareness among workers to turn off power equipment engines when not in use

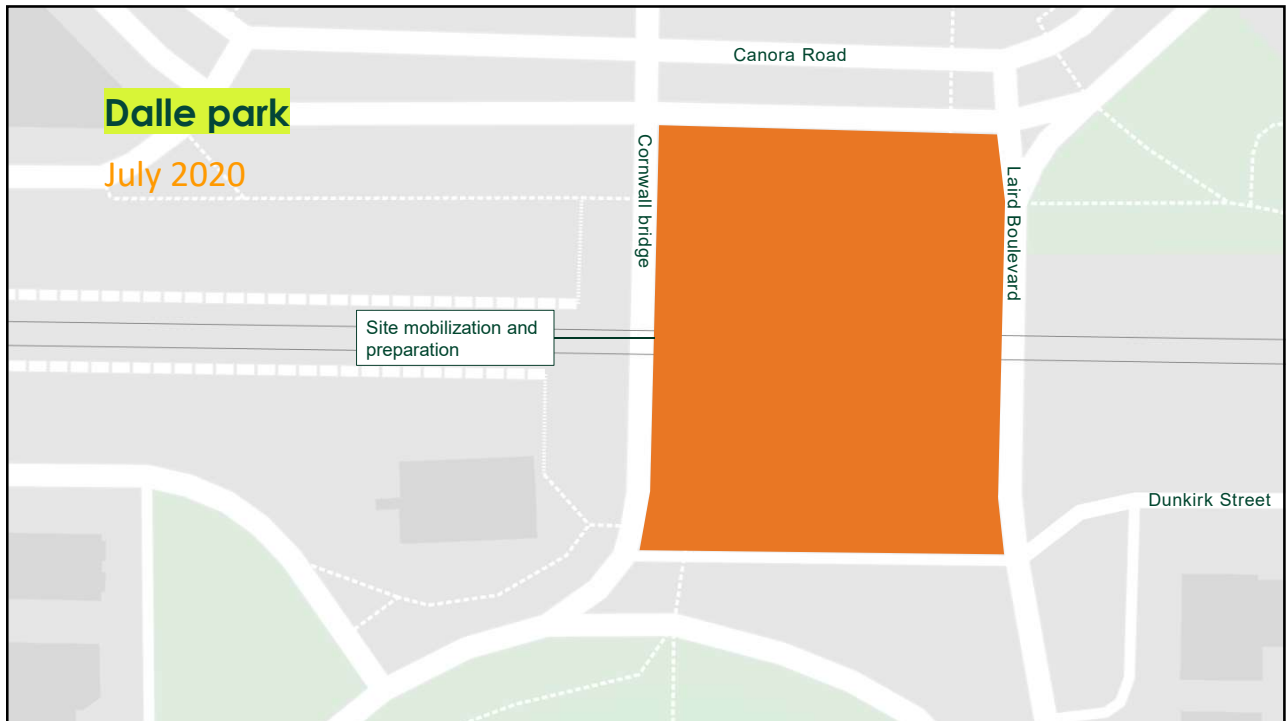
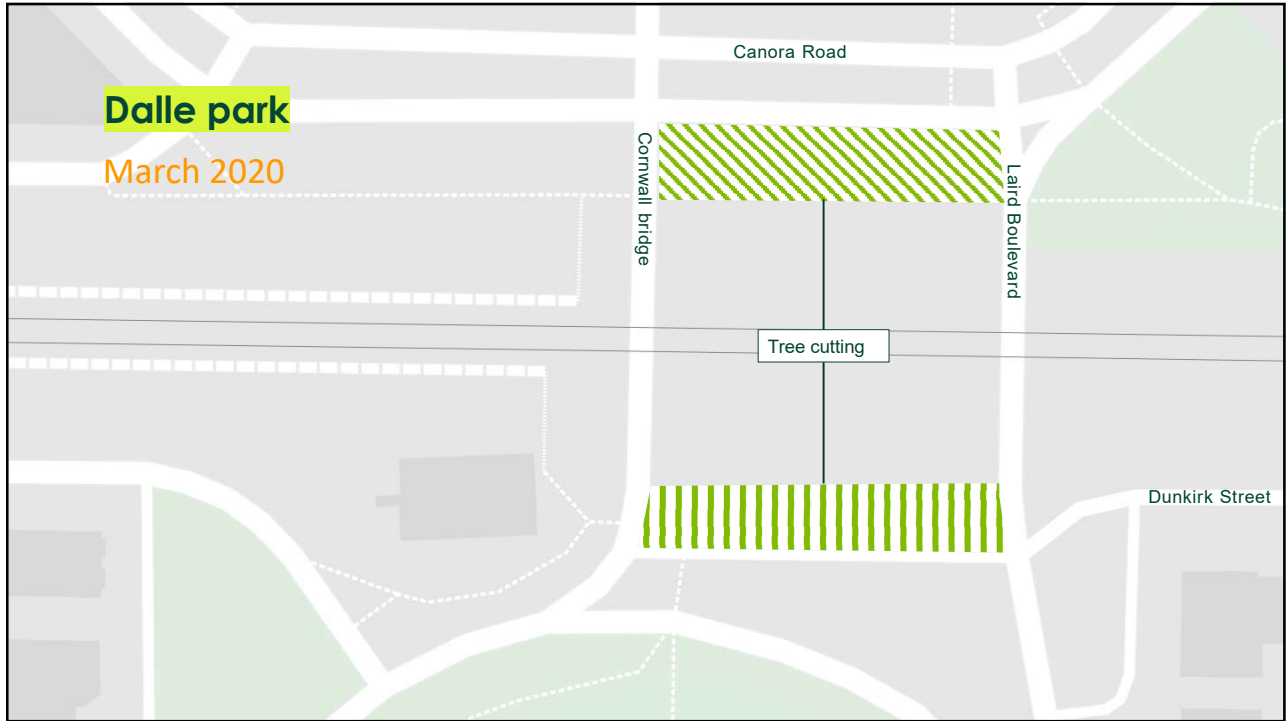
Tree cutting – Railway right-of-way

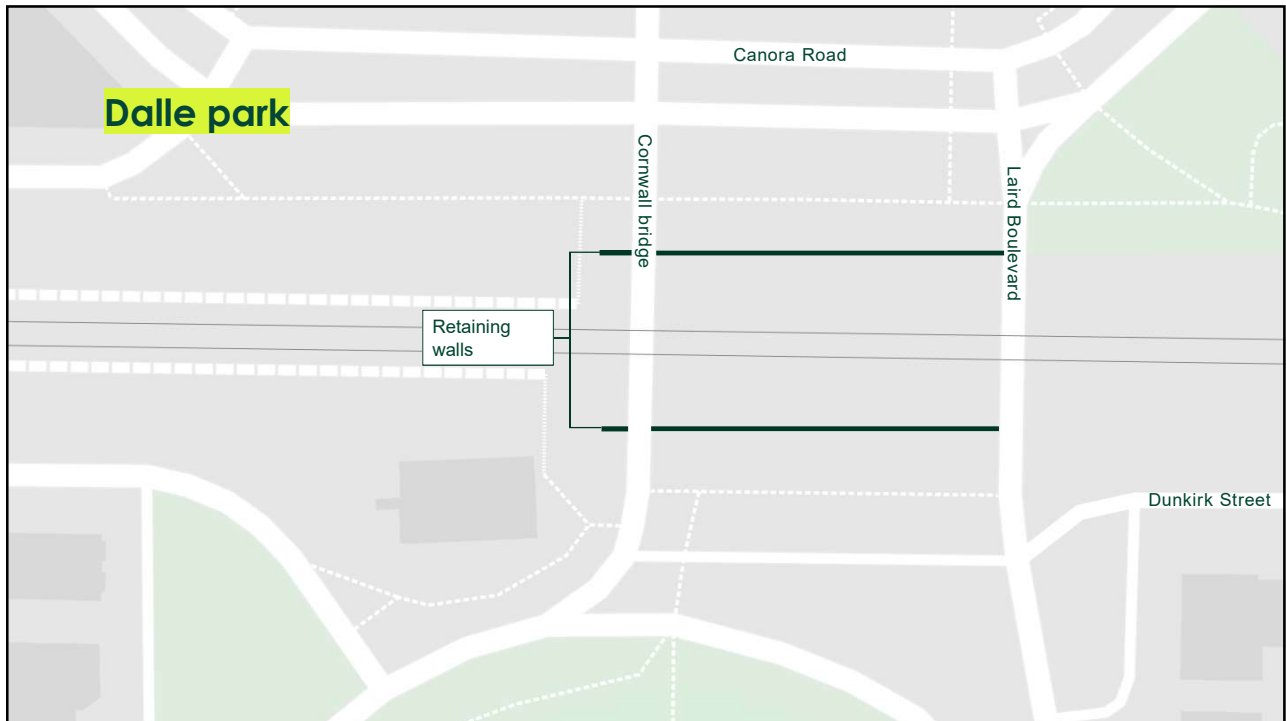
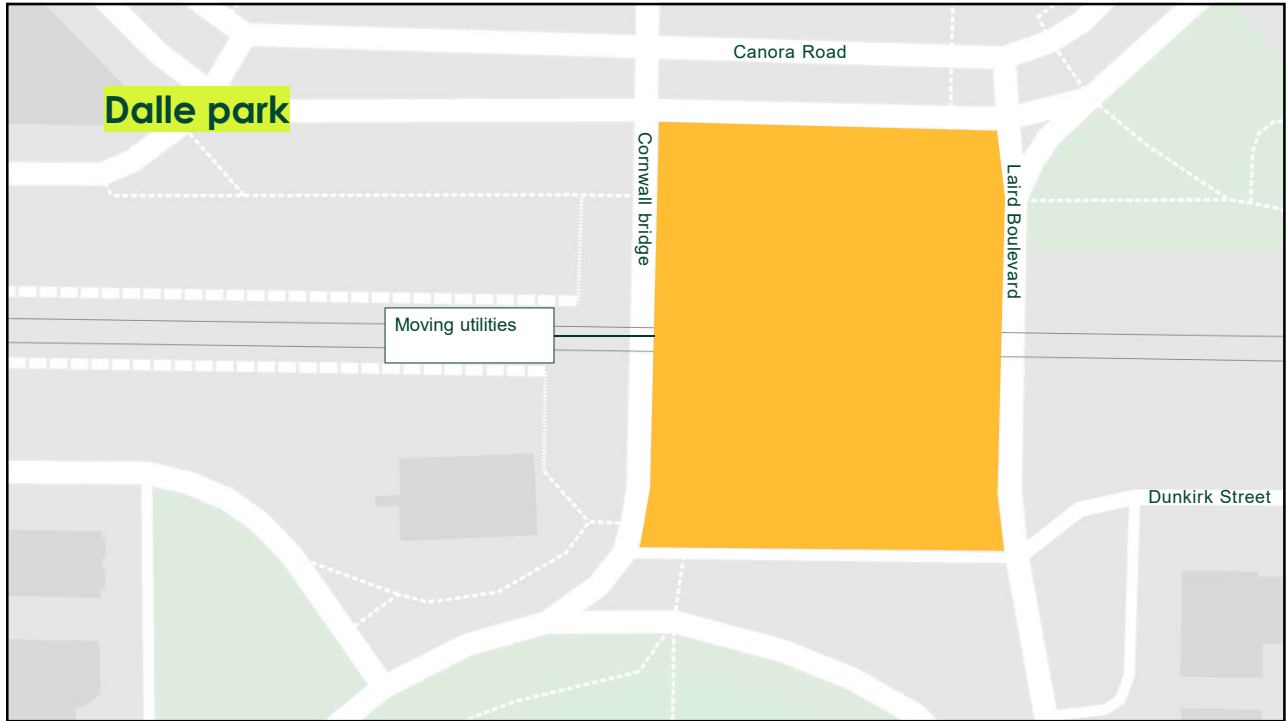
58

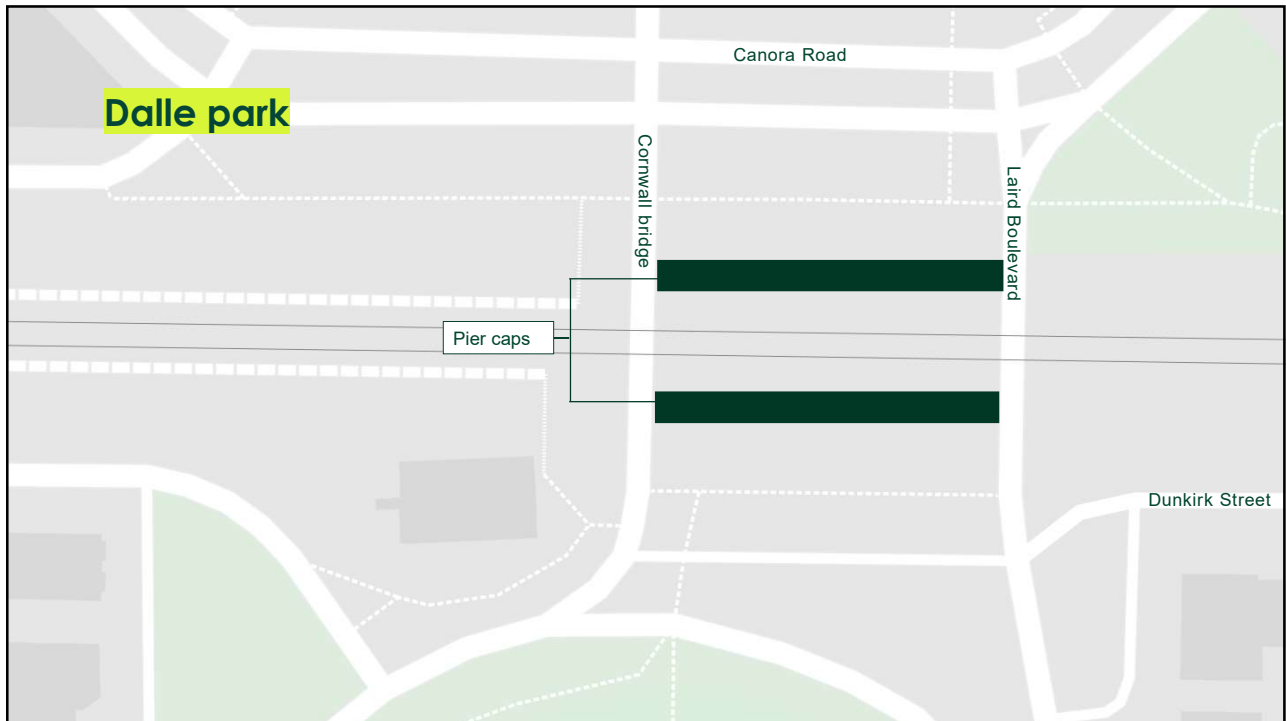
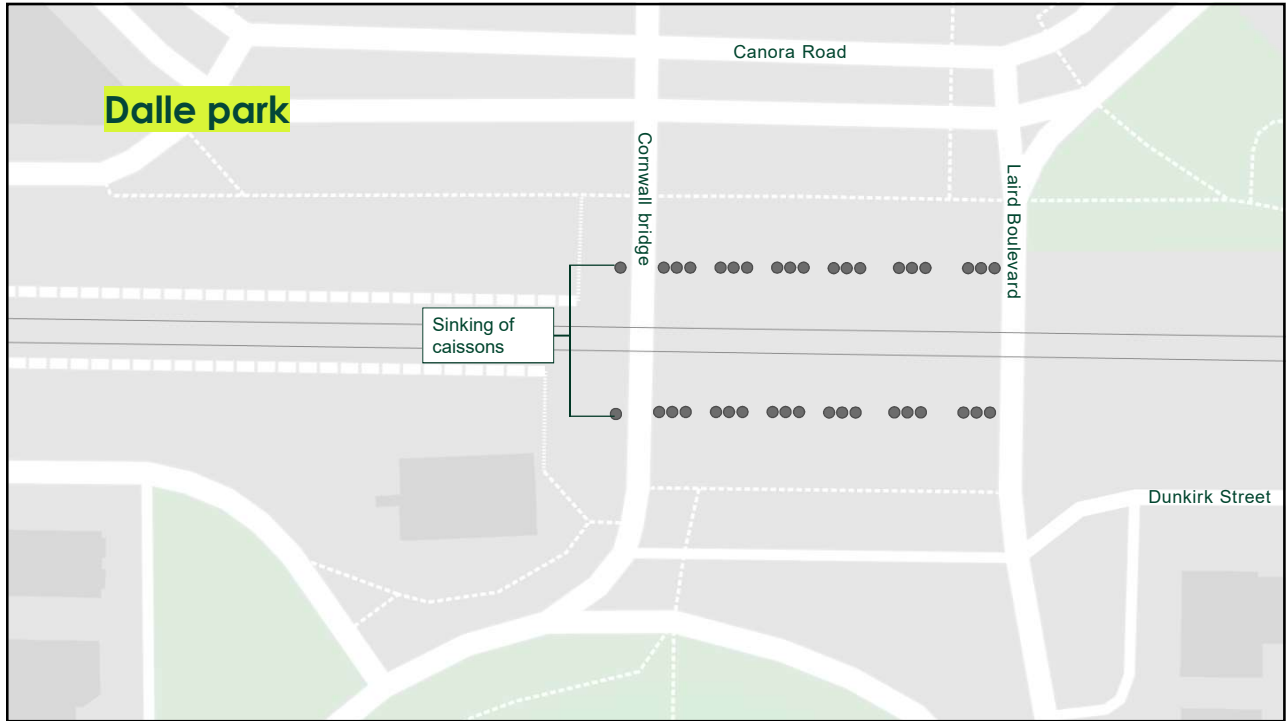
Configuration of right-of-way security systems

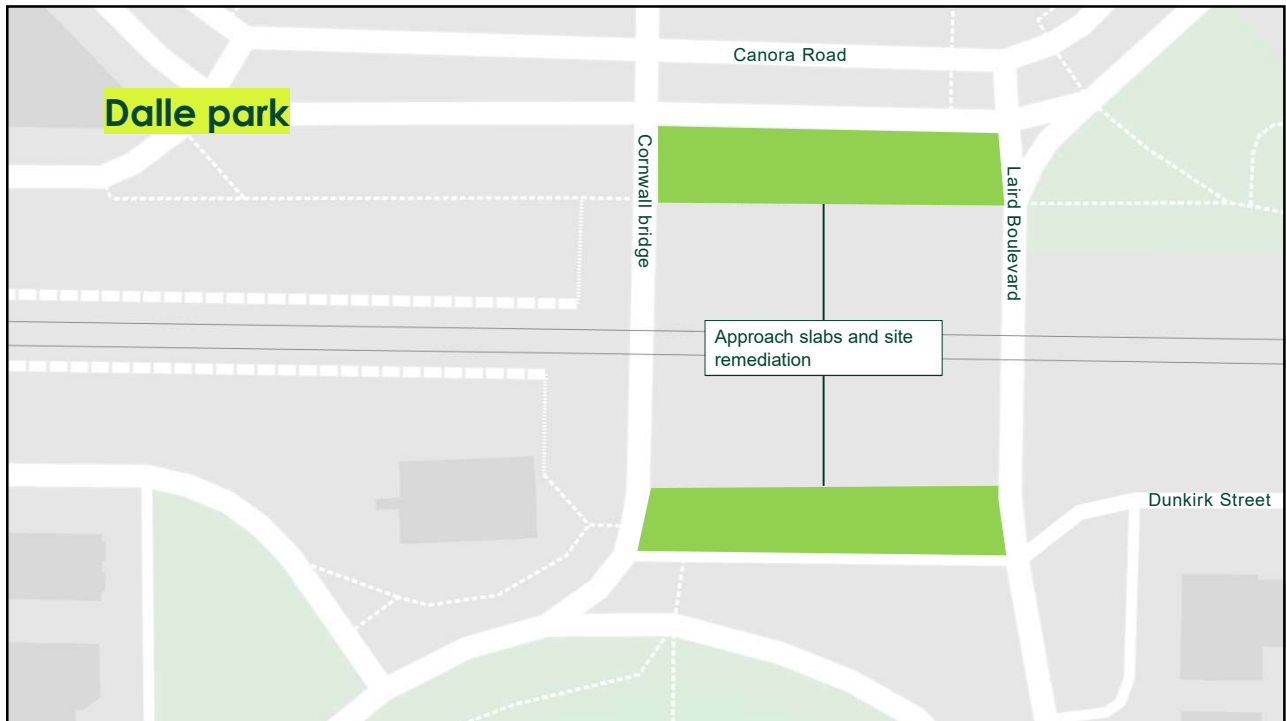
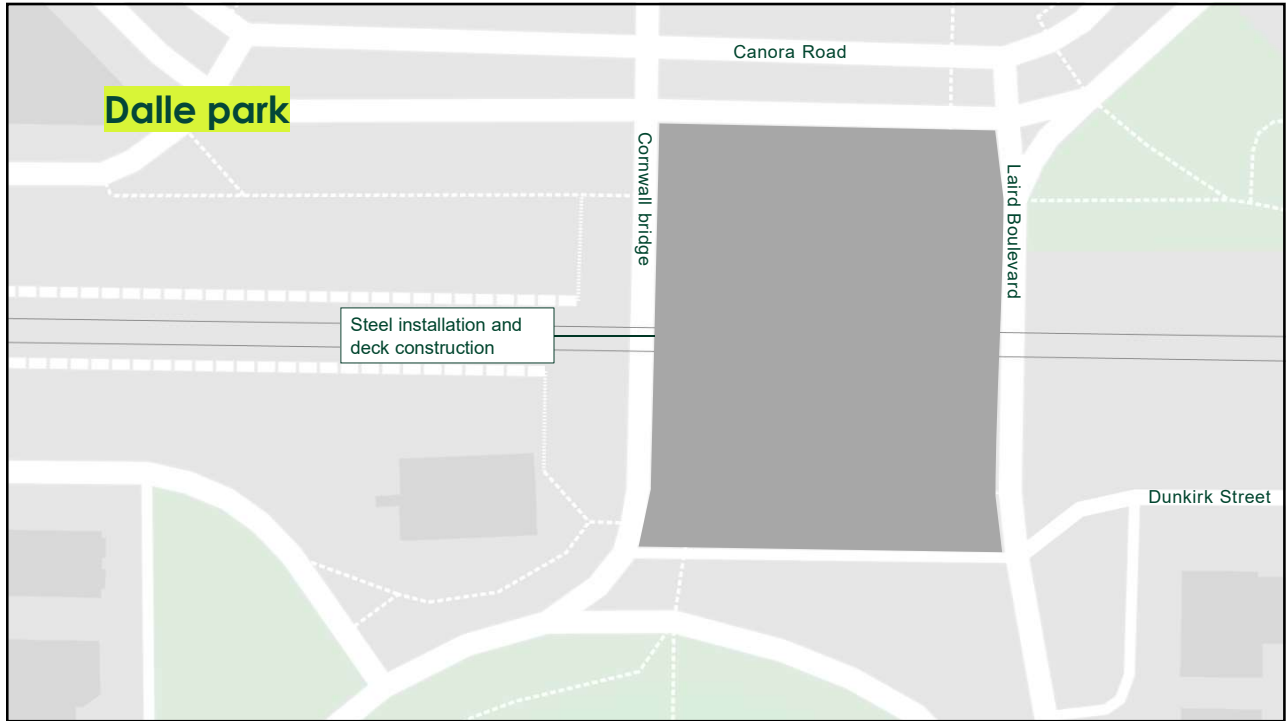
- Evaluation of optimal positioning to ensure proper operation of the anti-intrusion system on the tracks
 - Anti-intrusion fences
 - Detection system
 - Noise barrier
- Trees will have to be cut – under evaluation in order to limit cutting to a minimum
 - If possible initiate tree cutting before March 31 (nesting period from March 31 to August 15)

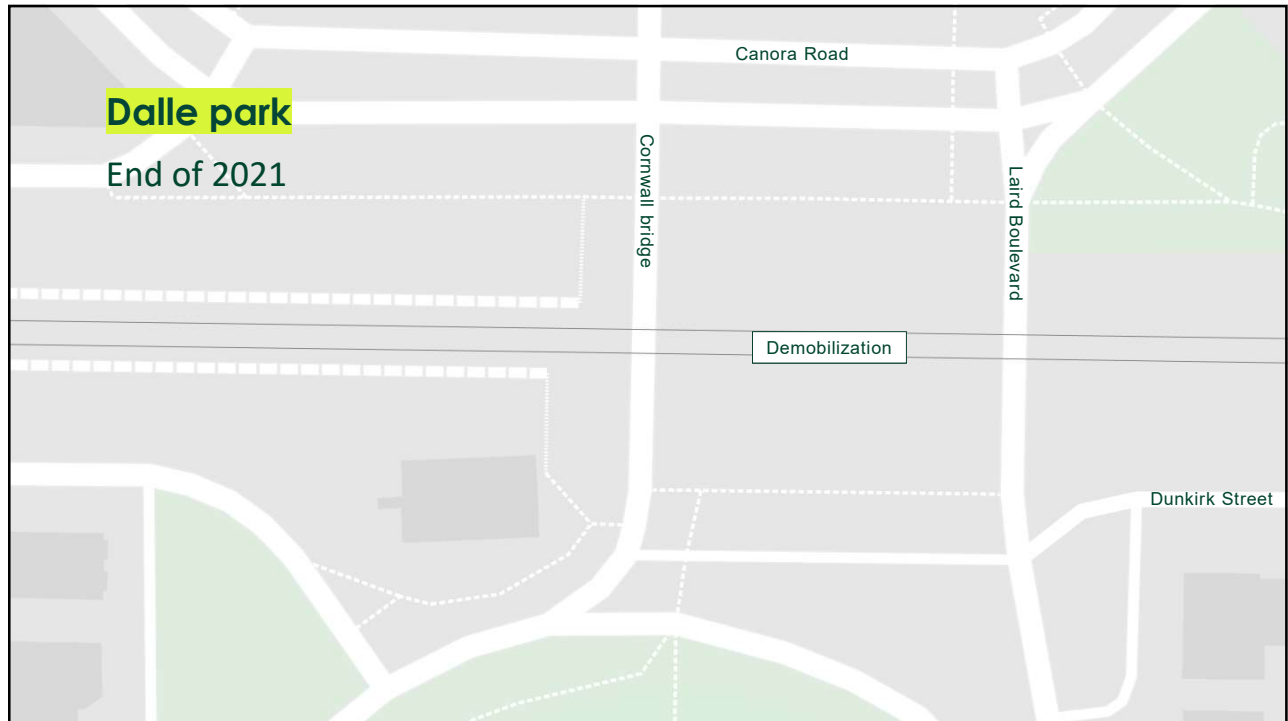












  **Question & answer period**

**Thank
you!**

Next meeting:
May 12, 2020

