



REM neighbourhood committee meeting in Canora and Ville-de-Mont-Royal – Highlights and answers to questions

Date and time: November 24, 2020, 6:30 to 8 p.m.

Location: Online via the icastPro platform

Highlights of the meeting

- Approximately 80 participants
- Nearly fifty questions received beforehand or asked during the meeting
- 15 members of the neighbourhood committee present during the information session and question/answer period:
 - 4 REM project representatives
 - Giovanni Cipolla, Deux-Montagnes Segment Director, NouvLR
 - Patrizia Cusinato, Community Relations Advisor, NouvLR
 - Jean-Philippe Pelletier, Delivery Director – Deux-Montagnes, REM
 - Marie-Amélie Taschereau, Environmental Manager, REM
 - Myriam Vallière, Community Relations Advisor, REM
 - 6 citizen members of the committee
 - 2 school representatives
 - 3 municipal representatives
 - Pierre Guillot-Hurtubise, Facilitator

Meeting agenda:

- Presentation on the REM and the work
- Question/answer period: answers to questions submitted beforehand, as well as those asked by participants during the meeting (through a question module).

Content of the presentation:

- Update on the REM project
- The REM in Canora and Ville-de-Mont-Royal – Status report since the last committee meeting

- Ongoing and upcoming work

Main topics during question period:

- Noise climate and noise barrier walls (12)
- Work impacts (12)
- Layout and access to stations (11)
- Work and project schedule (3)
- Project communications (1)

The documentation presented during the meeting is available at the following link:

<https://rem.info/en/events/rem-s-canora-mount-royal-neighbourhood-committee-virtual-meeting>

You will find the PowerPoint presented at the meeting below.

Written responses

Many questions were asked during the evening and our team could not answer all of them. All questions answered during the meeting are listed below, as well as those still pending.

Questions from members

- 1) There are 8 unsecured propane gas tanks near my home. I think it is dangerous. Can you do something about it?**
 - The use of propane gas tanks reduces the need for interventions to fill temporary heating systems. However, we will see to it that these tanks are secured.
- 2) The water and sewer connection work on Kirkfield Avenue was supposed to take two weeks, but in the end it took nine weeks. Will there be more surprises like this?**
 - The planned schedule was based on the information we had from our subcontractor. We were unlucky with the weather during the work. We're sorry for the situation.
- 3) When are we going to regain access to the Chambois-Kirkfield intersection?**
 - Paving on Kirkfield Street should be completed this week.
- 4) Since Dunkirk Road is closed, the Chambois-Kirkfield sector is enclosed, far from the main roads. Do you make sure with the emergency services that we can always be served by first aid?**
 - All routes and access to emergency services are provided for in the traffic management plans and accepted by the emergency services.
- 5) The configuration of the Canora site makes the work difficult, with 4 ongoing construction sites at the same time. The coordination issues make the local residents the last ones to be considered. Could you sometimes put us first?**
 - The delay due to the 8-week work stoppage leads to a more complex coordination with an accumulation of subcontractors working at the same location. What you perceive as a lack of consideration is in fact a willingness to maintain the work schedule in order to complete our activities in the neighbourhood as quickly as possible. It is certainly not perfect, but efforts are made on a daily basis to find the scenarios that generate the least impact for local residents.

6) With the 18 month delay in the REM schedule, will the Canora Station work be extended as much or will the work meet the 2022 schedule?

- The main impacts on the project schedule are mainly concentrated inside the Mount Royal Tunnel. The construction of the stations and the railway tracks continues according to the planned schedule and the construction of the stations should be completed by the end of 2021.

7) Since when and why is there only one sound monitoring station for the 4 construction sites in the Canora area, which extend over several hundred meters?

- There has always been a single sound tracking station operating at a time, on the east side when the major work was located on the east side, and on the west side when the major work was concentrated there. Although there is only one permanent sound monitoring station, occasional noise measurements are also taken in the vicinity of construction sites. The location of the permanent noise station is based on acoustic modeling, which determines the most appropriate location, close to the work with significant noise impact.

8) Where is the City of Montreal in its planning of the development around the Canora station? Are plans available, will there be consultations with local residents?

- A working table has been set up with the City of Montreal, REM, NouvLR and CN to plan the development around the station (Canora Road, Dunkirk Road, Jean-Talon/Wilderton/Bates intersection). As for the method of reaching out to residents, it has not yet been determined, but the Neighbourhood Committee could be put to good use. In the coming months, we will be able to present the developments.

9) Due to the proximity of the Pizzaiolle Restaurant to the REM worksites, we are very concerned about the restoration of traffic on the Cornwall Bridge, can we have an approximate date for the bridge to be back in operation?

- The reopening of the Cornwall Bridge is scheduled to coincide with the completion of the park slab in October 2021.

10) Why is the new station so large and not integrated into the landscape?

- Several elements explain the size of the stations. First of all, station platforms must be proportional to the length of the REM cars during peak periods, i.e. about 80 metres. With the entrance volume, the total station is about 110 meters long, about three times shorter than the old platforms. Unlike the old platforms, we now have closed and temperature-controlled buildings, and need the space for the necessary technical rooms (electrification, ventilation, telecommunications, etc.) as well as the requirements related to the universal accessibility of the stations (elevators, escalators, circulation spaces, etc.).

11) Does the REM have dedicated routes for trucks and heavy equipment? How do you ensure that they are respected by truckers?

- There are routes agreed upon with the City for trucking, which we remind truckers of on a regular basis.

12) Are there any hazardous materials disposed of by the REM in the Ville-Mont-Royal sector and by which route?

- No hazardous materials were evacuated through the tunnel exit on the Canora side.

13) The fence at the top of the temporary footbridge appears low. Is it high enough to be safe?

- The pedestrian footbridge complies with regulatory and safety requirements for infrastructures serving the general public.

14) Why don't you put noise barriers everywhere along the tracks, on both sides?

- The REM is governed by a decree of the Ministry of the Environment which specifies how we must integrate the REM in terms of noise impacts. In this decree, we are regulated by an MTQ grid identifying the thresholds for significant or non-significant noise impact. The noise modeling done by NouvLR identified the places where the passage of the REM would generate significant impacts. It is at these locations that we will install noise barriers. Follow-up sound tests will allow us to revalidate whether the noise barriers will allow us to enforce the noise levels to which we are subject, or whether additional measures need to be added.

15) Our parking entrances are often partially obstructed by workers' vehicles. What are the consequences for your suppliers who do not respect parking rules and trucking routes?

- There is no excuse for workers to block entrances to residences, but workers are subject to the same regulations as other citizens with respect to on-street parking. If there are vehicles obstructing your parking, give us the license plate, we will take action with the people involved.

16) Could you avoid delivering your materials at back-to-school time (between 8:00 and 8:30 a.m.) to the construction zone near Montgomery Avenue? We risk accidents every day.

- It is not possible to avoid these times of material delivery. However, the presence of traffic signalmen ensures the safety of pedestrians and other road users.

Noise climate and noise barrier walls

17) When will the detailed study relating to noise from REM operation be made available?

- REM is almost done validating the data from NouvLR's detailed noise assessment.
- As soon as that is complete, the detailed study on noise from REM operation will be available on our website – by early 2021.

18) Why not put noise barrier walls everywhere? Why will noise barrier walls only be along a small section and not along the entire railway? Why are there no noise barrier walls between platforms on the west side of Canora Station and the Ville Mont-Royal city limits?

- Locations are determined based on where walls are required to mitigate significant noise impact identified from modelling, according to the Ministère des Transports' analysis grid.
- Modelling takes into account several inputs, including topography, which may explain why walls are not needed continuously along the entire railway.
- That being said, the sound monitoring program will validate whether the walls meet the requirements of the decree. If they don't, we will make the necessary corrections.

19) Would it be possible to somehow cover the space between the two platforms?

- Each platform is enclosed and covered, but there is no plan to cover the space between the two platforms.

20) What noise impact will there be for residents on the south side of De Chambois Street, between Kirkfield and Douglas?

- We assume that this question pertains to residents whose homes do not border the railway,

but are located on the other side of Chambois Street.

- Since sound propagates linearly, the structures between the track and your homes create a buffer for sound emanating from the REM.
- This means that the station and walls installed in the rail corridor along the rails will reduce the sound at the source; that noise results primarily from the trains running on the rails. Then there's the embankment, the vegetation on the municipal tract of land, the first row of houses and finally the street, all of which act as a buffer.
- Noise impact at your residences will not be significant.
- The noise monitoring program that will be conducted during the summer after the 1st, 5th and 10th years of operation will allow us to review how the mitigation measures are performing and implement any necessary corrective measures.

21) The anti-noise device on the south side stops at the city limit between Ville Mont-Royal and Montréal, on the Ville Mont-Royal side. Was the modelling and analysis only produced for Ville Mont-Royal?

- The analysis was conducted for the entire project, in sections.
- In this case, the section analyzed started at the exit of the Mont-Royal tunnel, up to Du Ruisseau Station.
- Between where the walls end and Canora Station, the slowing of REM cars as they approach the station, as well as the platforms and station will dampen the noise.
- The expected decibel level at that location does not necessitate installation of a wall.

22) Will privacy walls be built behind homes of surrounding residents to keep the neighbourhood as quiet as possible and prevent people from seeing in, since we've learned that a bicycle path will be built in the right-of-way? That wasn't the original purpose for the corridor. It will generate more traffic and noise.

- The corridor behind homes on De Chambois Street will be restored to its original condition when work is complete.
- Since the land used is municipally owned, the intended pedestrian and cycling development is a municipal responsibility.
- For the moment, REM has no plans to develop any permanent infrastructures between the homes on De Chambois Street and this corridor.

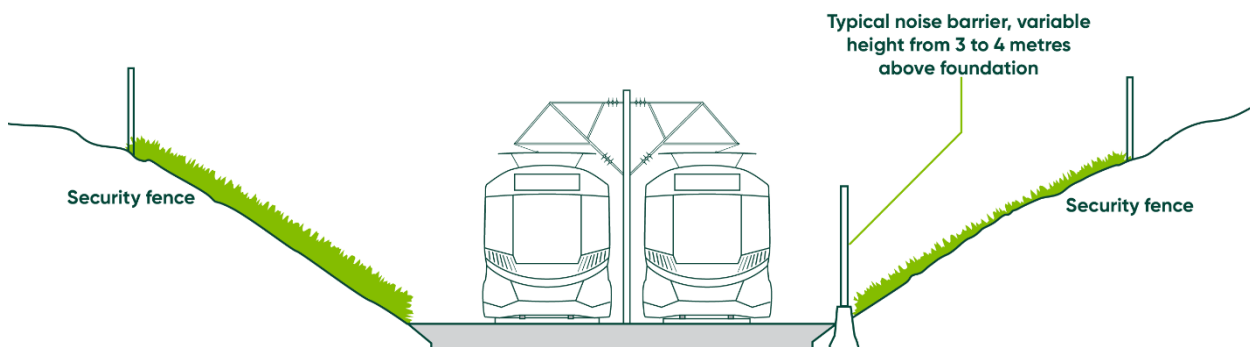
23) I live in one of the townhouses on Chemin Canora where my backyard is adjacent to the REM railway tracks. There currently is a security fence which separates my backyard and the REM right of way and tracks. My understanding is that a pedestrian walkway will be constructed to allow access to the Canora Station from the corner of Jean-Talon and Chemin Canora. How close will the pedestrian walkway be to the security fence in my backyard? I am concerned about privacy.

- We have shown the architectural renderings for Canora Station. You can see that the new pedestrian walkway is located inside the railway track, a bit lower than the backyard boundaries of homes on Canora Road.
- The fence will be approximately the same distance from your homes as the station wall.

24) Details on the anti-intrusion wall on Dunkirk: how tall will it be? Will the anti-intrusion fence near

Canora Station on the west side be at the top or bottom of the embankment? Where will it be located as compared to the noise barrier wall? Will you leave a green corridor along the street? Could we see a diagram, a photo?

- The anti-intrusion fences we have shown for illustrative purposes (slide 31) are 2.4 metres high and will replace the existing fence along the right-of-way, which is in poor condition in certain places.
- The cross-section shown below represents the general location of noise barrier walls and intrusion fences in the Canora and Mont-Royal sector.



- Noise barrier walls will be installed near the tracks to reduce noise at the source, except at the intersection of Dunkirk Road and Glencoe Avenue;
- the wall there will dampen noise from the electrical substation located in the railway right-of-way, and will therefore be located at the top of the embankment. It will be 3.5 metres in height.

25) When will the acoustic panels be installed near Canora Station?

- In order to prevent graffiti before the REM is commissioned, the prefabricated panels will only be installed before the railroad testing period, i.e. toward late 2022 or early 2023.

26) When will REM be installing green, natural barriers to mitigate the dust, light and sound pollution along Canora, especially between Jasper and Côte-de-Liesse?

- There are no plans to install noise barriers or plant screens at that location.
- When possible and necessary, mitigation measures such as noise barriers or controlled watering to reduce dust are used to mitigate impacts from the work.

27) The sound barriers are all white and a graffiti artist's dream. Any other colour than white would have blended in with the neighbourhood and the surroundings. A dark green, black, brown? Anything other than white. I'm sure they have all been ordered in white but we should reconsider the choice of colour. I'm sure they will all be graffitied even with a fence and a hedge. This will be an ongoing problem for the REM into the future and will not be tolerated in residential areas.

- In order to avoid graffiti before the REM is commissioned, the prefabricated panels will only be installed before the railway testing period. NouvLR must deliver the noise barrier walls to us in new condition once the infrastructure is completed.
- Structures or wall coverings with porous surfaces are treated with an anti-graffiti product.



This coating helps with cleaning the surfaces. We have also stipulated that the supplier responsible for REM operation (GPMM) must remove graffiti quickly, according to the situation and location (within 4-48 hours).

Work impacts

28) André C. Gauthier: Is the Cornwall Bridge project on schedule? When is the commissioning date?

- Work on the Cornwall Bridge must be completed by October 2021. The bridge will then be reopened, as soon as work on the Dalle Parc is completed.

29) Why do some generators run in the evenings and at night? Besides noise pollution, I wonder about their ecological impacts. Is REM concerned about this at all?

- With the cooling temperatures, we have to use heaters in the evening and at night for certain things, including concrete work, to ensure the quality of the concrete.
- Equipment like generators will be positioned between station platforms, so they act as a noise barrier.
- We will implement other mitigation measures to ensure that noise standards are met all night long.
- As for ecological impacts, we monitor air quality to ensure it is maintained. With winter upon us, we don't anticipate any issues since snow and water act as natural dust suppressors. We also have a GHG offset program whereby we plant trees on the project to mitigate this type of impact.

30) Why are the new rails so much higher in places, such as Thornton Avenue in particular? Will there be any noise mitigation measures that this additional height will inevitably require?

- The new rails will be laid at the same elevation as the old rails. There has been some excavation in the right-of-way so the ballast and rails may appear to be at a different elevation, but it really is the same as before.
- There are no noise mitigation measures planned on Canora Road, near Thornton Avenue.

31) Pedestrian safety on the sidewalk on Canora Street between Jean-Talon and Brookfield has been an issue for months. There are bicycles, mopeds...with no concern for others. Would it be possible to put up clear signs at both ends of the sidewalk, requiring people to get off their bikes/mopeds and walk? Monitoring of this area would also be greatly appreciated.

- Posters have been added to the existing signage to increase awareness of those riding bicycles and mopeds.

32) What about the dead trees along the railway tracks? When are you going to cut them down?

- We always try to keep tree cutting to a minimum. Dead trees are cut down if they represent a hazard (for electrical wires, falling on the tracks, for citizens, etc.).

33) COVID has been CPDQ's excuse for a lot of things: extra trailers, additional non-essential noise, innumerable heavy trucks "lost" on residential streets, etc. You've add trailers to comply with health mandates, but your workers are regularly seen not physically distancing or wearing

masks. In short, you impose extra things that are hazardous for the community and that disrespect the quality of residents' life (trailers, workers who don't always look super responsible in close proximity to our children, forgetting generators and letting them run all night long, etc.), just to appear as though your workers are following health mandates.

- We work in close collaboration with the CNESST to develop, implement and monitor health measures on our construction sites. Health requirements are regularly repeated to the workers.
- We also collaborated with municipal authorities regarding the location of trailers and construction zones to limit the impact on the neighbourhood.
- The REM Community Relations Team (info@rem.info or 1-833-736-4636) remains available to find solutions to specific issues that impact the neighbourhood.

34) The lights near Jasper Crossing are very bright at night. Please reduce them after 9 p.m.

- The lights used on construction sites are for safety reasons. However, we will check into this specific situation in more detail.

35) Dust from the project blows from the construction site and coats our cars and windows and causes additional allergies for our children. Even with their COVID masks.

- Certain measures are used to minimize the impact of construction dust on the neighbourhood. When necessary, we use dust suppressors and controlled watering in the areas where work takes place. A street sweeper travels regularly on the streets surrounding the Canora and Ville Mont-Royal construction sites to collect dust from the ground.

36) Concerning dust and dirt around the work site, we have already filed a complaint on this very issue near Canora. On Brookfield in particular, it doesn't seem like a street sweeper passes very often. This section is also frequently used as a parking lot for all kinds of trucks, trailers and other vehicles, which often impede the entrances and exits of our underground parking garages.

- With the exception of winter months, a street sweeper travels regularly on the streets surrounding the Canora and Ville Mont-Royal construction sites to collect dust from the ground. However, don't hesitate to contact the REM Community Relations team regularly if this issue recurs (info@rem.info or 1-833-736-4636). This will allow this specific situation to be addressed.
- With respect to on-street parking for workers, the instructions they've received are to follow municipal parking regulations and avoid blocking residential entrances.

37) You dug huge ditches 3x3 metres on each side of the track between Jasper and Morrison. Are they permanent? What are they for?

- As part of the complete rehabilitation of the railway right-of-way for the REM, drainage work had to be done, which is what the ditches were for this fall. They are not permanent.
- The embankments will be re-sloped and seeded.

38) What is the green cover installed on either side of the railroad tracks?

- The green cover laid on the slopes within the railway right-of-way are seed blankets that will eventually produce grass on the embankments by the time the REM is commissioned.

39) There are also parking issues for residents on Canora Road...would it be possible to set up dedicated parking locations for workers?

- To facilitate the parking situation for workers and limit the number of vehicles parked on residential streets, NouvLR rents parking spaces under Côte-de-Liesse and uses a school bus to transport workers to the site.
- Our workers are also encouraged not to overload the waterfront streets, and are obviously subject to municipal regulations, like any other citizen.
- We remind them regularly of these stipulations, as well as our expectations regarding good neighbourly behaviour.

Layout and access to stations

40) Is Canora Station the same height as the VMR Station?

- Canora Station's average height is 6.4 metres measured from the street, while the VMR Station's average height is 5.4 metres measured from the street.
- The topography at Canora Station is unusual. The backyard elevations of homes to the east and west of the railway tracks vary by one metre. Canora Road also slopes downward to the north, with a four-metre difference in elevation between Jean-Talon Street West and the north end of the station.
- This explains this variation in average height.

41) Could you show us a rendering of Canora Station on the north side, including emergency exits and noise barrier walls?

- Unfortunately, we do not have a rendering of that perspective.
- Station renderings are available on our website at rem.info/en/stations.

42) Ville de Mont-Royal Station blends into the landscape much better with the brown brick. Would it be possible to do the same thing with Canora Station, to blend with the brick on surrounding homes and respect the urban development?

- There are no plans to review station design.
- The architectural guidelines were developed in collaboration with municipal partners. An advisory committee, composed of experts in various fields – including a representative from the City of Montréal – is addressing this issue specifically, to ensure the stations integrate harmoniously with their surroundings.
- Establishing a work group on the integration of the REM in operation has enabled us to discuss certain improvements with neighbouring citizens, specifically about the Canora station.

43) How will the station be landscaped, and what will the Dunkirk/Jean-Talon and Kirkfield/De Chamois intersections be like when work is finished? Will Dunkirk Street remain closed at Jean-Talon? If this exit is maintained, will it be made safer?

- Trees, shrubs and vines will be planted on both sides of the station to provide a visual screen between the station and neighbouring properties.
- Canora Station will be accessed by two new sidewalks on each side of the tracks, on the east side at the Canora Road and Jean-Talon Street intersection, and on the west side at

the Dunkirk Road and Kirkfield Avenue intersection. Bike racks will be available on the Canora Road side of the station.

- Dunkirk Street will be reopened to Jean-Talon traffic and the site will be restored once the project is complete.
- The sidewalk on Jean-Talon Street will be widened slightly to allow the City to develop a bicycle path.
- Intersections will be restored to their original state once the project is complete. Other road and bicycle facilities are the City of Montreal's responsibility.

44) Will there be car or bus drop-off points in front of the station?

- There are no parking spaces or vehicle drop-off points at the Canora and Ville-de-Mont-Royal Stations. Due to the universal accessibility of the network, there will only be one drop-off point for paratransit.
- For the network as a whole, the priority is to promote access to REM stations via public and active transit.

45) Will Dunkirk Road and Dunkirk Park be modified in the future as a result of the REM? I hope not, that would be tragic.

- Dunkirk Road between Kirkfield Avenue and Jean-Talon Street West will be restored to its original state once the project is complete.
- The sidewalk on Jean-Talon Street will be widened slightly to allow the City to develop a bicycle path.
- No modifications to the Dunkirk Park are planned within the context of REM work.
- The development of municipal parks is the responsibility of the City of Montreal.

46) I live in front of the railway on Canora Road, at the corner of Beverly, 300 m from the new Ville de Mont-Royal (VMR) Station. Since our house is facing the REM, could you explain the plans for development on either side of the railway right-of-way from the VMR Station to Highway 40? Are you going to put in trees and greenery so that we don't see trains running in front of us 20 hours a day?

- Vegetation along the railway right-of-way was recently cut to allow us to replace the anti-intrusion fence in early 2021.
- A re-vegetation plan has been developed to re-establish a buffer zone that will also act as a visual screen and restore the urban landscape.
- Citizens are asked to be patient as trees re-grow to their initial size, but small vegetation should re-grow to their initial size within two to five years of re-planting.

47) Would it be possible to install a fountain in the centre of the new Dalle Parc being built in downtown Mont-Royal?

- NouvLR is building the infrastructure (Dalle Parc) on which Ville de Mont-Royal will create a public space. That type of furnishing would be under municipal jurisdiction. Please direct that question to the municipality.

48) Has the possibility of connecting Canora Station to the north of Jean-Talon been studied? If so, why was it rejected? An underground connection to a second entrance on Wilderton Street

would have facilitated access for users. In fact, STM does that type of thing for most of its stations.

- That option was not specifically investigated.
- Canora Station will be accessed by two new sidewalks on each side of the tracks, on the east side at the Canora Road and Jean-Talon Street intersection, and on the west side at the Dunkirk Road and Kirkfield Avenue intersection.
- Citizens living south of Jean-Talon will have to cross the street to access the station.

49) Why is Canora Station so far from Jean-Talon Street and not directly connected to the new Jean-Talon Bridge, like Mont-Royal Station, which is directly connected to the new Cornwall Bridge?

- At the exit of the Mont-Royal Tunnel, there is a slight curve in the railway tracks. To build our stations, we need a straight line distance of about a hundred metres in length.
- This explains why the station is located a few dozen metres from the Jean-Talon Bridge.

50) Can you confirm that the Montgomery footbridge is staying?

- Ville de Mont-Royal owns the Montgomery footbridge. There are no plans to remove it within the context of the REM project.

Work and project schedule

51) We have just learned that the REM project is falling behind schedule. While the health crisis seems to be the excuse for everything, COVID can't explain away these significant delays. I read that it was because of an explosion in the tunnel. Normally contingencies are built into the various project milestones to allow for unforeseen events. So how do you explain such significant delays? Was the project poorly planned?

- The initial timeline for the REM project was realistic and part of a performance contract.
- Two major safety challenges have been identified since the Mont-Royal Tunnel was closed.
- One of these issues is indeed the unexpected detonation of residue from hundred-year-old charges during drilling activities in the tunnel. Work was immediately suspended and thankfully no workers were injured.
- The other major issue in the tunnel is the deteriorated condition of the tunnel walls beneath McGill Avenue, caused by the use of de-icing salt on the road above for many years, combined with the lack of waterproofing membranes on the tunnel. This caused salt to infiltrate into the concrete and corrode the steel columns and beams of the vault. The deteriorated condition in this section of the tunnel was much worse than anticipated, and poses a risk to the structural integrity of McGill College Avenue.

52) What is the work progress status for each station? Are you on schedule?

- A public announcement was made on November 11 with updated information on the REM schedule in the various sectors, taking into account the impact of COVID-19 and other major issues that arose in the Mont-Royal Tunnel.
- The new commissioning schedule for the segment between Gare Central and Du Ruisseau Station is the fall of 2023.

- Beyond the impact that COVID has had on procurement and that the new, added OHS measures have had on the schedule, the work status of each station, bridge and the railway itself is still in line with the plan.

53) With the announced 18-month delay, the temporary measures are insufficient. Shuttles and buses to get to the metro are not sustainable in the long term. Is there a plan to set up shuttle service directly to the downtown area? Will there be shuttles to Gare Centrale as a temporary mitigation measure?

- Public transit mitigation measures are the responsibility of Mobilité Montréal and the Autorité régionale de transport métropolitain, in collaboration with the transit companies. We can pass along your comments, but we also encourage you to contact them directly.
- Although there are no additional measures planned in the sector as you've suggested, the transit partners have set up a follow-up committee, who will re-evaluate the needs based on ridership data from the various sectors.

Communications

54) Where can I find the minutes for the last Mont-Royal neighbourhood committee meeting?

- The minutes for each meeting neighbourhood committee meeting are available on the Events page of the rem.info website.

Presentation begins at 6:30 p.m

If you have any questions about
the project, visit rem.info/en





Réseau express métropolitain

Canora and Mont-Royal neighbourhood committee meeting

Tuesday, November 24, 2020

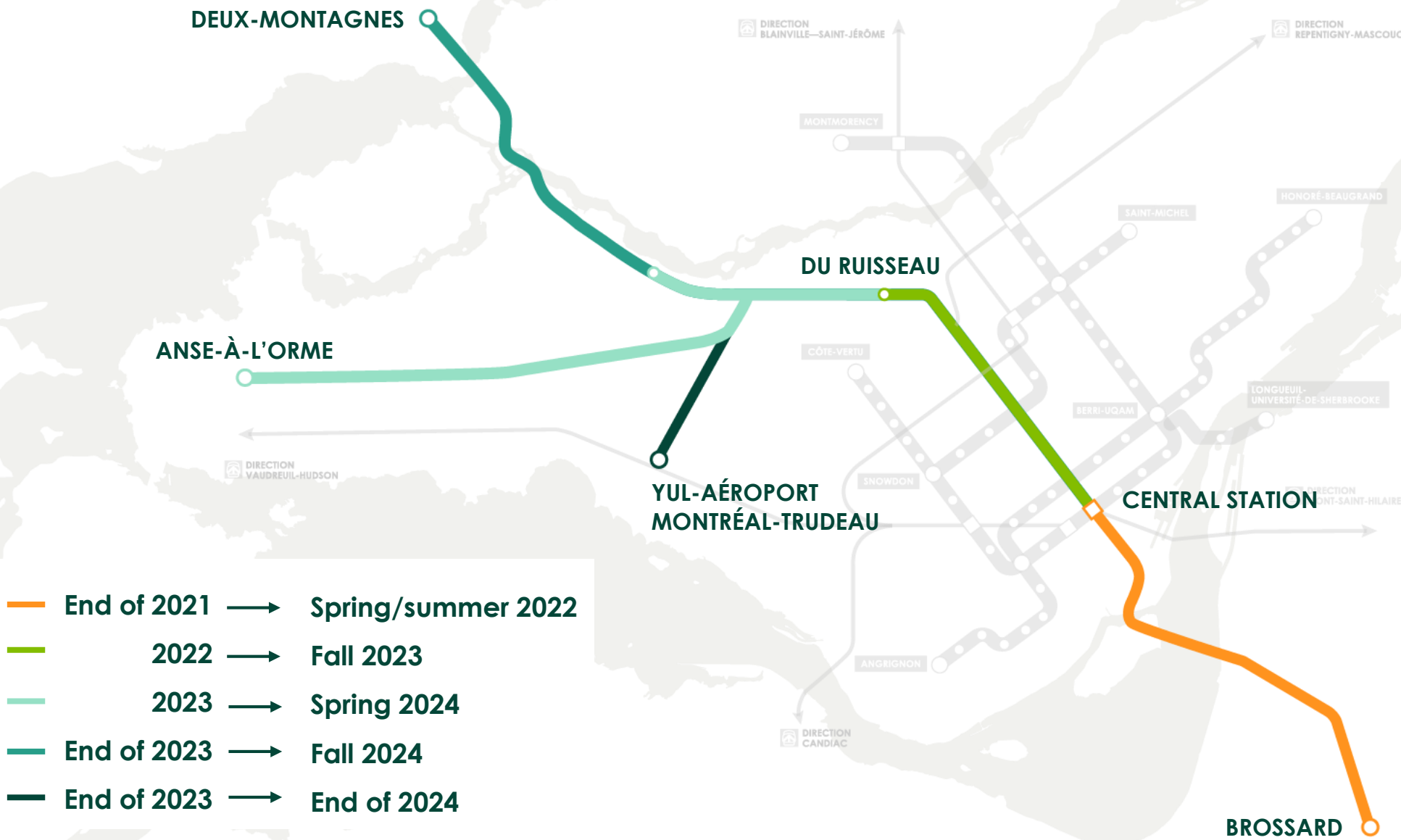
Réseau
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Agenda

- Welcome and introduction of committee members
- Project update
- The REM in Canora and Ville-de-Mont-Royal – Status report since the last committee meeting
- Current and upcoming work
- **Question & Answer period**

Updated schedule – COVID-19 impact and issues in the Mount Royal Tunnel



- End of 2021 —> Spring/summer 2022
- 2022 —> Fall 2023
- 2023 —> Spring 2024
- End of 2023 —> Fall 2024
- End of 2023 —> End of 2024

The first cars unveiled !





The REM in Canora and Town of Mount Royal

Status report since the last committee meeting



Community relations

Keeping the community informed on a daily basis about the project and work

Information and communication platforms

Website
rem.info/en

Social media

Online newsletters and sector updates

Telephone number and email inbox

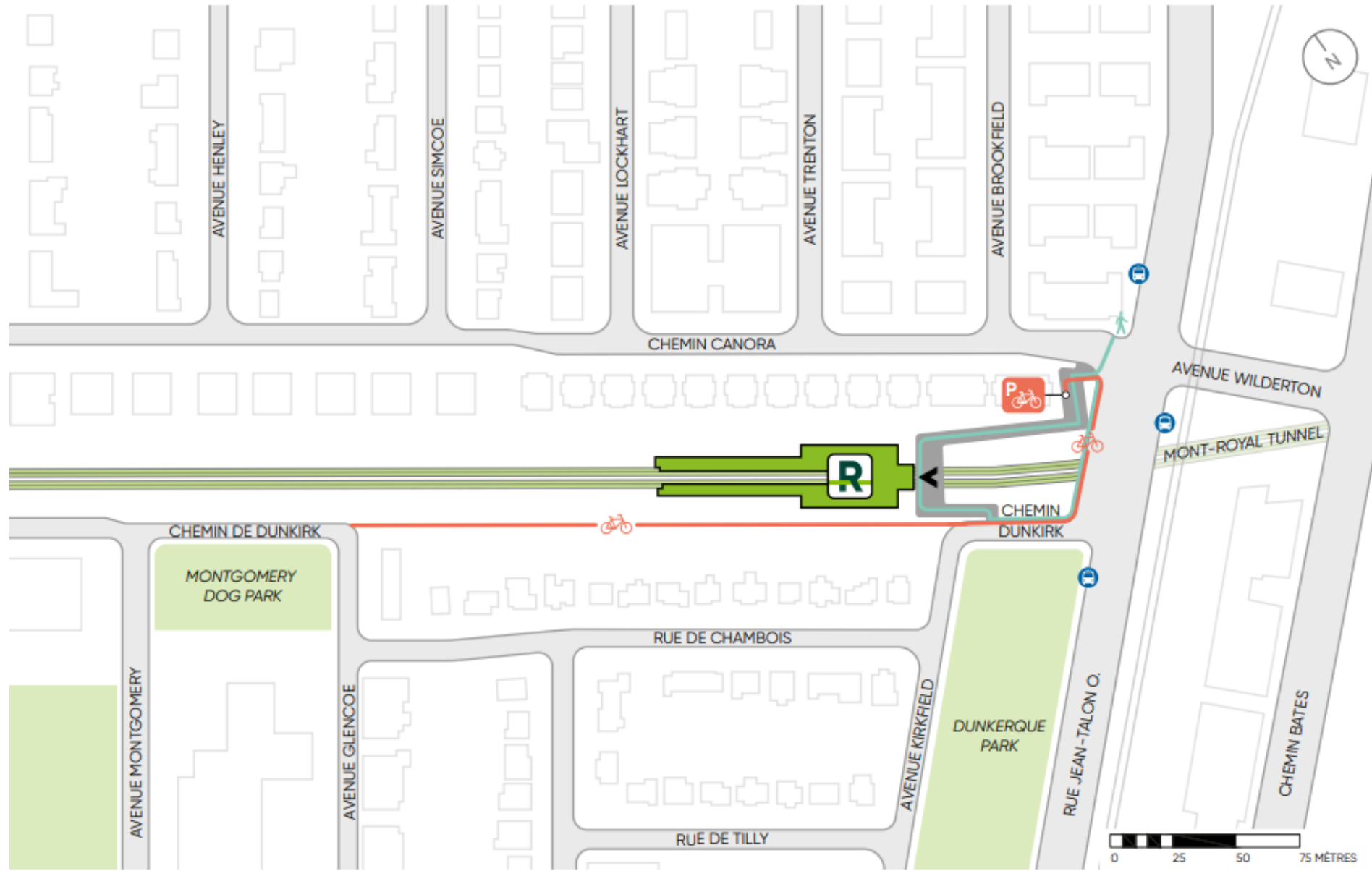
Email/SMS alerts

Work notices

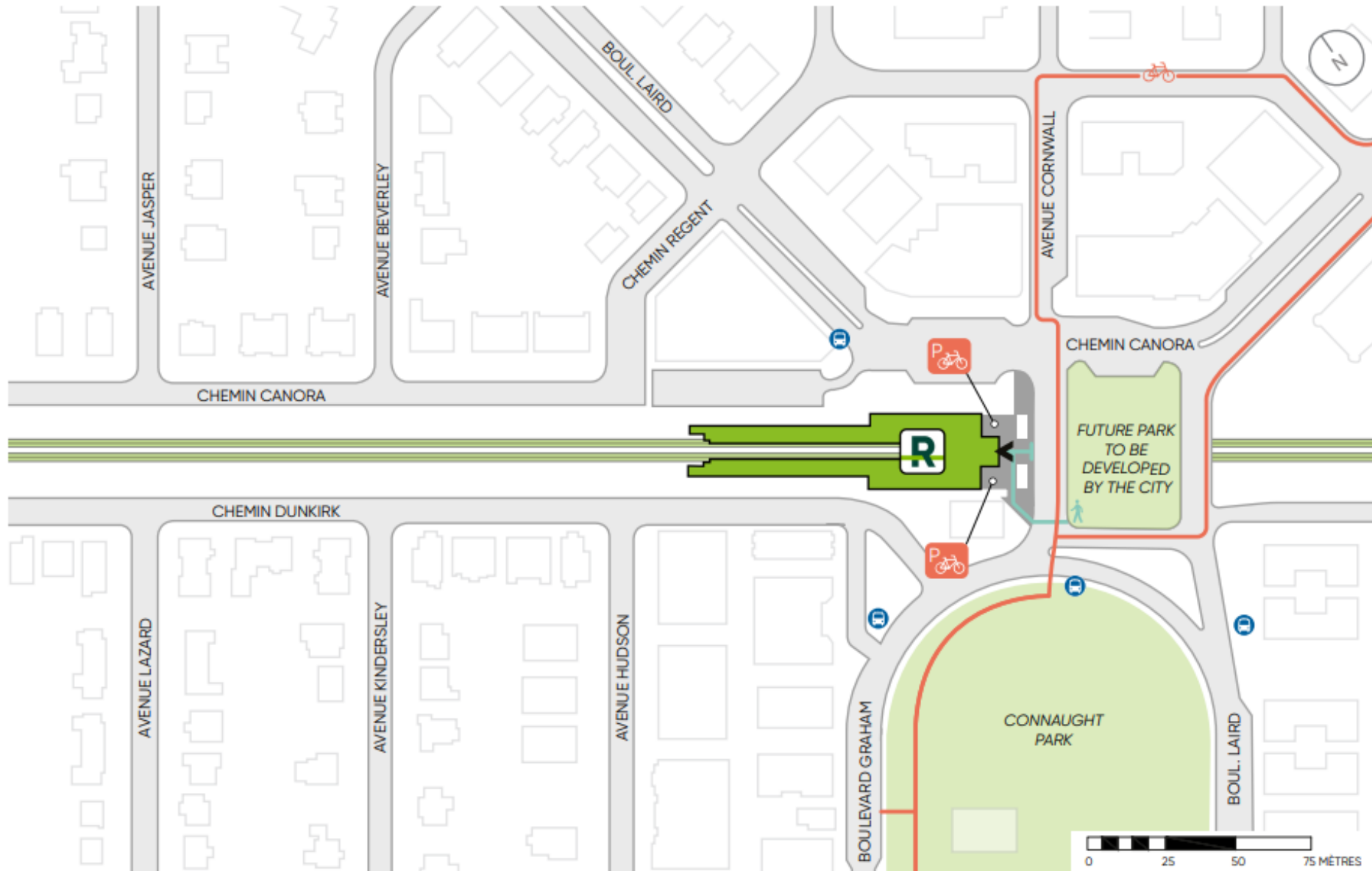
- September 2020 – Site plans and station sheets
- October 2020 – Collaborative project between REM, VMR and MU on construction site fencing
- November 2020 – Architectural rendering of stations and video



Canora Station – Site plan



Ville-de-Mont-Royal Station – Site plan



Canora Station



For information purpose

Canora Station



For information purpose

Ville-de-Mont-Royal Station

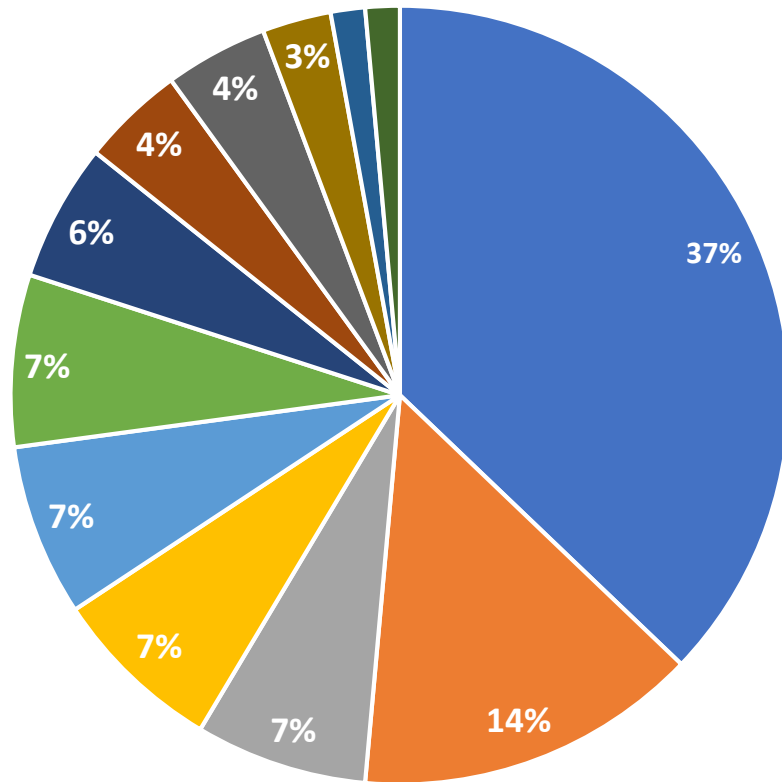


For information purpose

A sector undergoing transformation



70 complaints since the last committee meeting (August 11, 2020) (about 100 days of work)



- Noise and work schedule
- Pedestrian and cyclists safety
- Height of stations
- Workers parking
- Truc route
- Road hindrances
- Luminous pollution
- Neighbours intimacy
- Odors
- Vegetation cuts
- Vibrations
- Apprehensions for property damage

Actions taken in response to complaints

Most complaints received pertain to noise (back-up alarms, heavy equipment) and time work was taking place (mornings, evenings, weekends)

- Noisy work performed whenever possible during the daytime hours, on weekdays
- Mitigation measures at the source wherever possible – very difficult when working at heights
- Noise monitoring data available on the rem.info website for fixed sites (stations) and linear sites (bridges and railway right-of-way)

Other complaints: Reminders to teams and corrective measures wherever possible



Canora and Ville-de-Mont-Royal stations construction





Canora Station

Work performed at both stations

- Construction of foundations, platforms and walls
- Erection and bolting of the steel structure at both stations
- Connection of Canora Station to the city's water/sewer services







Prefabricated walls

Current and upcoming work¹⁹ at both stations

Winter – Spring 2021

- December: Concreting of bridge decking at VMR (evenings)
- Exterior envelope (roof, curtain walls, prefabricated walls)
- Station interiors (insulation, masonry, electromechanical work, etc.)





Ville-de-Mont-Royal Station

- Reorganization of construction site zones (Chambois-Glencoe sector) and addition of trailers
- Preparation for winter work
 - Occasional use of light towers
 - Installation of tarping on infrastructures
 - Heating equipment used 24 hours a day, 7 days a week for certain activities, with noise abatement measures
 - Equipment installed inside station platforms
 - Other mitigation measures being examined

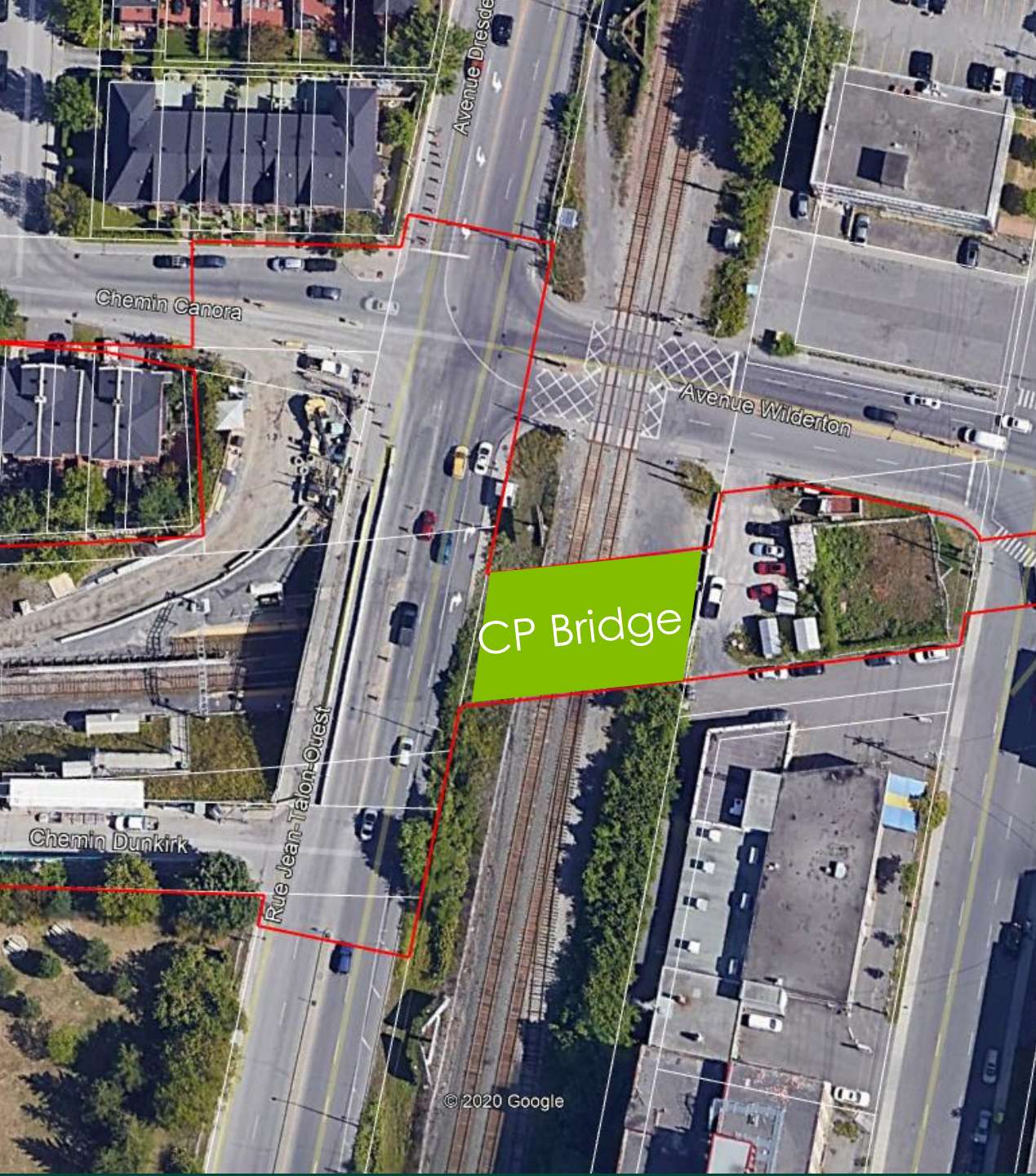




Rehabilitation of railway bridges

- Canadian Pacific (CP)
- Jean-Talon
- Cornwall and Dalle park





Canadian Pacific Bridge

23

Objective: to build a temporary bridge where existing tracks are to maintain train traffic

Winter – spring 2021

- Preparatory work in the CP right-of-way
- Pile drilling – weekends, day and night
- Installation of diversion tracks and the temporary bridge to maintain train traffic

Beginning summer 2021

- Demolition then reconstruction of the CP Bridge





Jean-Talon Bridge

Winter 2021

- December 5-6 – Complete closure for beam installation
- March-April 2021 – Finalization of the northbound deck

Spring 2021

- Closure moved to southbound deck



Cornwall Bridge and Dalle Park

Winter – spring 2021

- December: concrete work on the deck
- Installation of (30) girders for the Dalle park

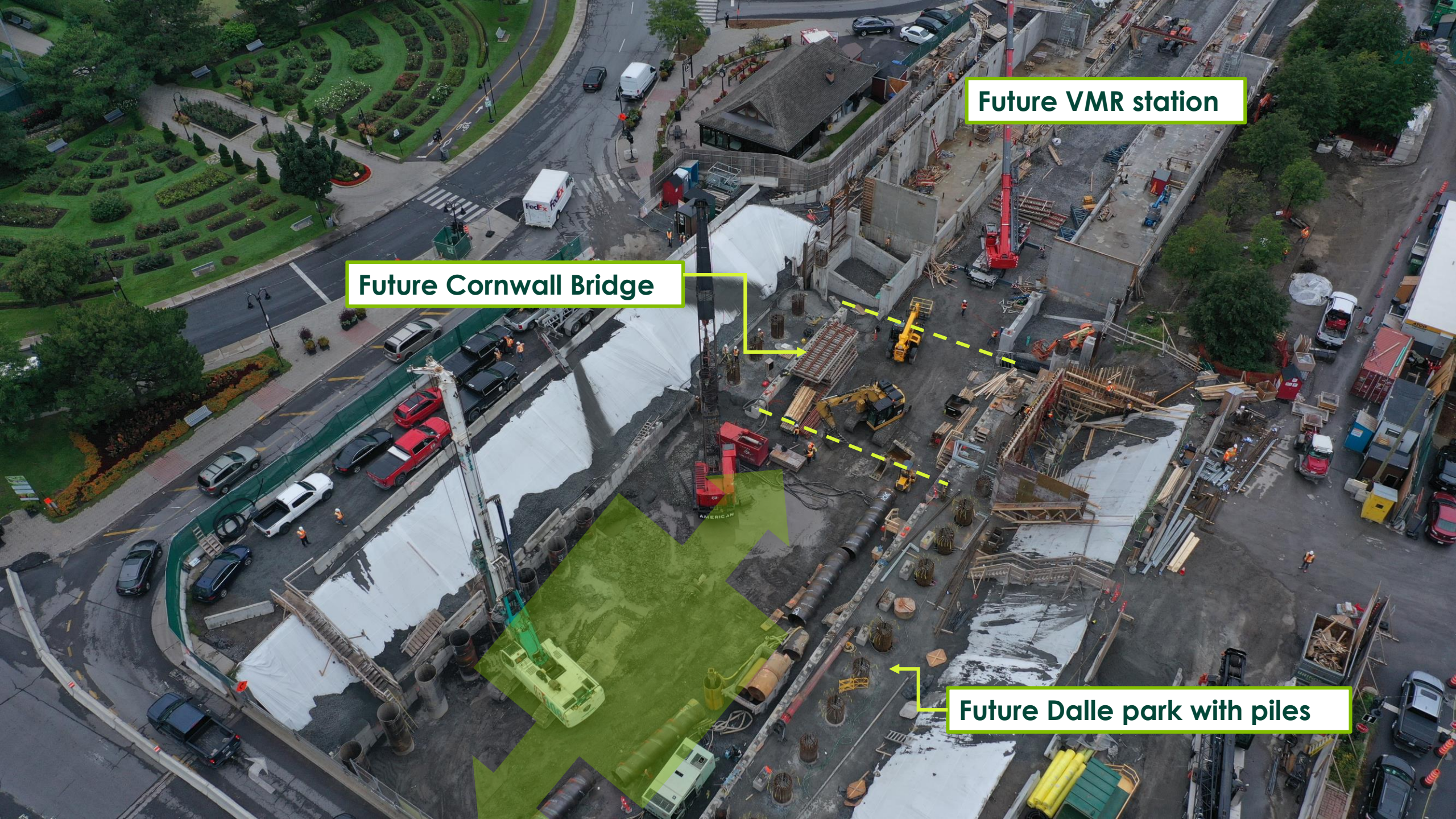
October 2021

- Cornwall Bridge re-opens at the same time as the Dalle park

Eventually: Development of public space by VMR



New Cornwall Bridge girders



Future VMR station

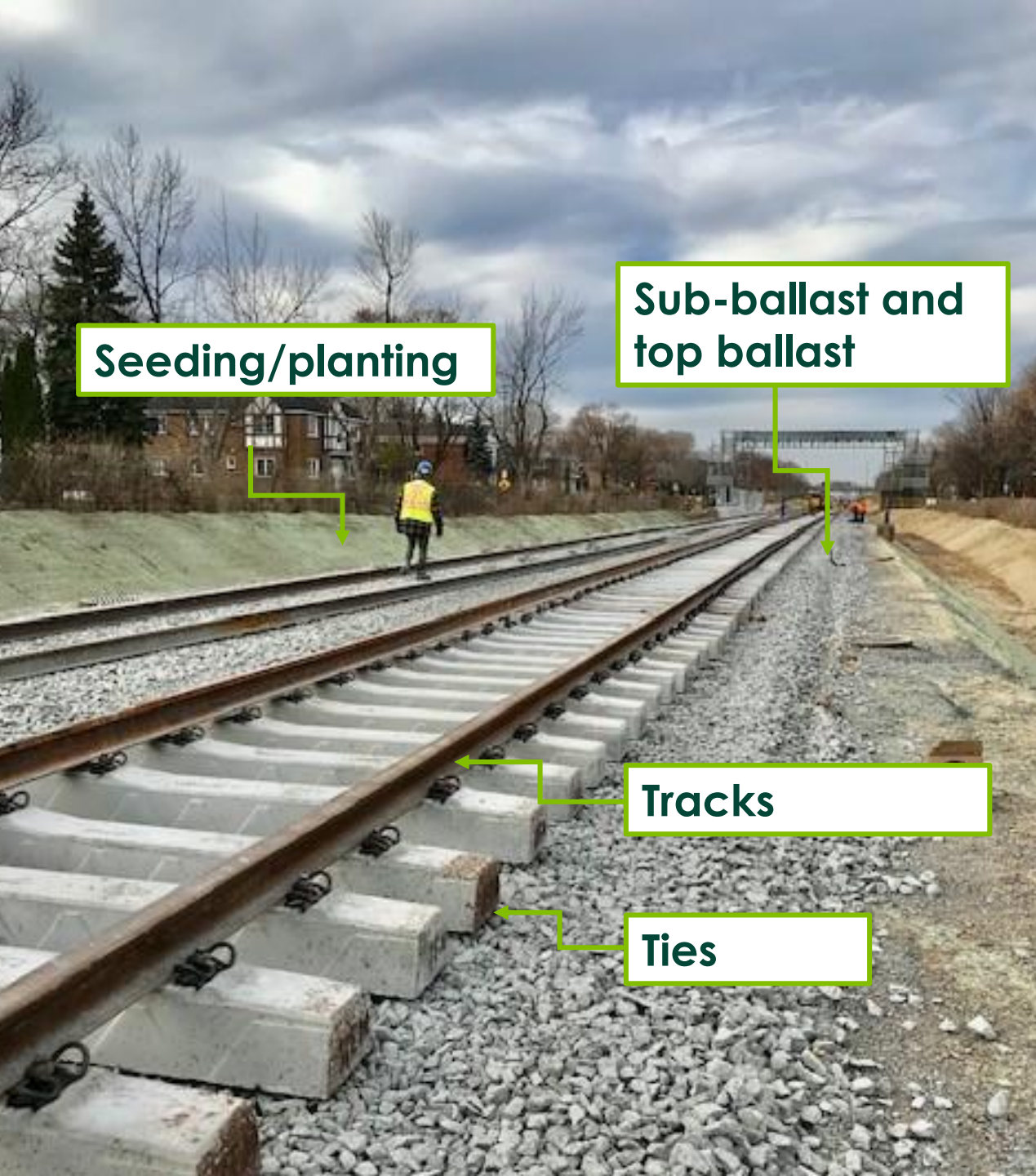
Future Cornwall Bridge

Future Dalle park with piles



Work on the railway right-of-way between the Mont-Royal Tunnel and Côte-de-Liesse





Seeding/planting

Sub-ballast and top ballast

Tracks

Ties

Objective: To complete the work so railway by December - Transport excavated material from the Mount Royal Tunnel to the Côte-de-Liesse industrial sector by train

Winter 2021

- Construction of 2 electrical substations



Construction of permanent noise barrier walls

- Construction of foundations for permanent noise barrier walls, so they can withstand winter conditions
- Installation of galvanized steel posts
- Located near the rails to absorb sound at the source – reduces the wall height
- Installation of prefabricated acoustic panels prior to testing on railway tracks (2023)



Location of noise barrier walls between the Mount Royal Tunnel and Côte-de-Liesse Road





Projected railway fence

Cutting of trees/shrubs and anti-intrusion fence

March 2021: Installation of the anti-intrusion fence

- Minimal cutting of trees/shrubs – Completed

Restoration of plant cover:

- A replanting plan was developed to restore hedges and other municipal landscaping

Hedge and shrub replanting plan

Initial status before cutting



3-Year horizon after restoration





Question & Answer period



**Thank
you!**

Next meeting:
March 2021



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