



# Meeting of the REM's Canora and Ville-de-Mont-Royal neighbourhood committee

## Highlights and answers to questions

**Date and time:** December 1, 2021, 6:30 to 9:00 p.m.

**Location:** Online, through the icastPro platform

### Highlights of the meeting

- 46 registered participants
- 10 questions were received beforehand and asked during the evening
- Nine neighbourhood committee members were present at the information session and question period:
  - Six representatives for the REM project
    - Giovanni Cipolla, Deux-Montagnes Segment Director, NouvLR
    - Patrizia Cusinato, Advisor, Community Relations NouvLR
    - Thomas Noël, Infrastructure Project Manager – Deux-Montagnes, REM
    - Marie-Amélie Taschereau, Environmental Manager, REM
    - Marie-Michèle Paul, Assistant Director, Public Affairs – Project Under Construction
    - Maude Hébert-Chaput, Advisor, Community Relations, REM
  - Three citizen members of the committee
  - Two school representatives
  - Two municipal representatives
  - Pierre Guillot-Hurtubise, Facilitator

### **Meeting agenda:**

- REM presentation and progress of work
- Question period: answers to questions from members, then to questions received in advance and those asked by participants in the evening (cameras and microphones on).

**Content of the presentation:**

- REM project update
- REM in Canora and Town of Mount Royal – Update on progress since the last committee meeting
- Ongoing and upcoming work
- Neighbourhood committee follow-up

The documentation presented during the evening is available at:

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

**Written answers**

Answers to questions asked during the evening are found below. The questions were grouped by topic, and those that were asked more than once were summarized.

**Questions from members****1. During the presentation, you stated that 357 piles would be installed to stabilize the slopes along the railway right-of-way.****1.1. How will these piles be inserted?**

- We are currently discussing and developing plans to establish the method of work to be used to perform this work optimally. We will get back to the citizens of the Canora and Mont-Royal sector when we know the schedule and future impacts.

**1.2. How deep will the piles be driven?**

- In order to meet earthquake codes, the piles must be driven to a depth of 5 to 7 metres. The tip of the pile must be lower than the slope angle of break.

**1.3. Do you foresee any problems with the foundations of nearby houses?**

No. Instruments to measure vibration levels are installed near the work. In addition, before starting, the teams make sure that standards are respected within range of the work. If this is not the case, the work is stopped, and execution methods are reviewed to remain below the authorized vibration threshold.

**2. Why are you closing the footbridge between Morrison and Melbourne avenues so quickly? Can you delay its removal, as pedestrian traffic is dangerous in the Cornwall bridge area, especially after school?**

- During the closure of the Cornwall bridge for construction, it was agreed with the Town of Mount Royal to install a temporary footbridge to provide an alternative for citizens to travel from east to west. The agreement specified the removal of this structure as soon as Cornwall bridge is reopened to traffic. The city and citizens will be informed

of the upcoming closure prior to the dismantling<sup>1</sup>.

- Safety near construction sites is a priority for the REM project. Members of our team will travel to ensure the safety of the site and improve certain elements as required to facilitate the mobility of citizens.

**3. When will you start removing the construction trailers near the Ville-de-Mont-Royal station? Do you need as much space as you did at the beginning since you are nearing the end of the work?**

- In spring 2022, it will be possible to demobilize part of the REM supplier NouvLR's construction site, which is related to the construction of the dalle park and located on the east side of the Cornwall bridge. It should be noted that NouvLR will deliver the dalle park to the Town of Mount Royal in its bare concrete state, since the latter will be responsible for its development as specified in the agreement to that effect.
- Once the Cornwall bridge and the dalle park are completed, the trailers used by the crews of both construction sites will be removed from the work area. Those for the Ville-de-Mont-Royal station team will remain in place until the end of 2022, when construction is scheduled to be completed. Afterwards, the city and then the team for the commissioning of the REM, the Groupe des partenaires pour la mobilité des Montréalais (GPMM), will continue the work on the dalle park. GPMM may set up in the same work areas determined by the REM.

**4. The rail levels appear to be higher near Franklin, Melbourne and Thornton avenues. Is that correct?**

- The rail profile remains identical in the Mont-Royal sector, except for the stations where the rail angle must remain at 0°.

**5. What is the depth of the overburden<sup>2</sup> in the Mont-Royal sector?**

- The depth of the overburden is very variable in this sector of the island of Montréal. In some places, it is detectable almost at the surface and in others, it is 20 metres deep.

**6. Why are there noise barriers on one side of the tracks only and why are they so long? Also why are there noise barriers around the Ville-de-Mont-Royal station and not elsewhere?**

- Noise barriers will be installed at locations where significant impacts have been modelled for car transit. Since the primary source of noise comes from the interaction between the wheels and the rails, noise barriers are generally installed within the REM corridor, near the rails. When the noise barrier is installed in close proximity to the noise source, effectiveness is increased and wall height can be decreased.

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<sup>1</sup> A communication was sent in the days after the meeting to inform citizens about the closing and removal of the footbridge on December 14.

<sup>2</sup> Overburden is the soil above the bedrock. [http://gdt.oqlf.gouv.qc.ca/ficheOqlf.aspx?Id\\_Fiche=8421388](http://gdt.oqlf.gouv.qc.ca/ficheOqlf.aspx?Id_Fiche=8421388)

- According to the fact sheet available on the REM website<sup>3</sup>, modelling does not foresee any significant increase in noise near the Ville-de-Mont-Royal station and therefore no noise barriers are planned at this location.

**7. Will the catenaries have lights that will cause light pollution?**

- The catenaries are not equipped with streetlights.

**8. How loud will the fans be at the Canora and Ville-de-Mont-Royal stations?**

- There are no rooftop units with fans at the Canora and Ville-de-Mont-Royal stations. The fans will be installed at the end of the platforms, and the noise will be absorbed by the station structure. In accordance with the environmental Order in Council and the commitments made by the project office, ambient noise will be monitored during the summer after the 1st, 2nd, 3rd, 5th and 10th year of REM operation.<sup>4</sup>

**9. How and when will the equipment be transported to continue the work in the Mont-Royal Tunnel?**

- The equipment for the Mont-Royal Tunnel is stored in part in a former snow depot north of Highway 40. It will be brought into the tunnel either by the entrance at the McGill station or by locomotive through the entrance under the Jean-Talon bridge. It is currently too early to say when the equipment deliveries will take place as the tunnel team is currently in planning with its suppliers to establish a detailed schedule. When the latter is known, we will communicate with citizens about the work schedule and the mitigation measures put in place to limit the impact on them.

**10. What are the plans for the exterior design of the Ville-de-Mont-Royal station? It would be good to have a link between the new station and the old station where the La Pizzaiolle restaurant is.**

- The exterior development of this area is planned for the spring of 2022, with plans currently being analyzed. The REM team will provide the neighbourhood committee with more details in January 2022.

**11. De Chambois Street in Mont-Royal is surrounded by construction trailers. When will they be moved?**

- The space within the municipality is rather limited for setting up work areas, which must be near the work. In addition, more trailers are required for employees in order to comply with COVID-19 health and safety distancing standards.

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<sup>3</sup> [https://rem.info/sites/default/files/Murs%20antibruit/2021-04\\_12\\_PDF\\_MAB\\_VMR\\_EN.pdf](https://rem.info/sites/default/files/Murs%20antibruit/2021-04_12_PDF_MAB_VMR_EN.pdf)

<sup>4</sup> Noise levels during the REM operation, page 5,

[https://rem.info/sites/default/files/Murs%20antibruit/2021\\_Fiche%20bruit%20Op%C3%A9ration\\_REM\\_EN.pdf](https://rem.info/sites/default/files/Murs%20antibruit/2021_Fiche%20bruit%20Op%C3%A9ration_REM_EN.pdf)

**12. There are plans to build a multipurpose path between Canora station and the homes on De Chambois Street. Will the city of Montréal meet with citizens to discuss lighting issues to avoid light pollution?**

- NouvLR plans to rehabilitate the portion so that the city can build the multipurpose path. The city is waiting to know the location of the anti-intrusion fence to determine the type of development possible. The city of Montréal representative noted that De Chambois Street residents want a meeting before the work begins.

**13. Would it be possible to incorporate the vertical metal rods used for the Ville-de-Mont-Royal station in the Canora station? These create a visual screen and thus reduce light pollution for nearby homes. What is the cost to install these vertical metal rods?**

- A follow-up will be carried out by the REM team to better understand the components of these vertical metal rods and their usefulness.

**14. Currently, there is no drop-off area planned at the Canora station. Is it in the plans for the city of Montréal to build one to ensure the safety of pedestrians?**

- The city of Montréal has looked into the matter and the conclusions remain the same, i.e. there is no drop-off area planned at this location. The city of Montréal will evaluate the need for it once the REM has been commissioned.

**15. Why don't you install noise barriers between Canora station and the entrance to the Mont-Royal Tunnel?**

- Noise barriers will be installed at locations where significant impacts have been modelled for car transit. Since the primary source of noise comes from the interaction between the wheels and the rails, noise barriers are generally installed within the REM corridor, near the rails. When the noise barrier is installed in close proximity to the noise source, effectiveness is increased and wall height can be decreased.
- In accordance with the environmental Order in Council and the commitments made by the project office, ambient noise will be monitored during the summer after the 1st, 2nd, 3rd, 5th and 10th year of REM operation.<sup>5</sup>

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<sup>5</sup> Noise levels during the REM operation, page 5,  
[https://rem.info/sites/default/files/Murs%20antibruit/2021\\_Fiche%20bruit%20Op%C3%A9ration\\_REM\\_EN.pdf](https://rem.info/sites/default/files/Murs%20antibruit/2021_Fiche%20bruit%20Op%C3%A9ration_REM_EN.pdf)

## Questions from the public

### Timeline

#### **16. Why is the work taking so long?**

- We understand that our presence may cause some inconvenience to the Town of Mount Royal and Glenmount neighborhood community.
- It should be noted that a number of major phases of work are required to set up the REM, such as removing the old railway tracks, installing the new tracks and catenaries, building the stations, redeveloping the accesses, etc.
- In addition, it should be remembered that until May 2020, the exo commuter train was in operation to provide service to users of the Deux-Montagnes line. This forced the NouvLR consortium to work in sections with the help of flag persons to ensure the safety of its workers and train users.
- We are a few months away from completing the construction of the REM in the Canora and Mont-Royal sector. We will then proceed with the test period before commissioning.
- The revised timeline posted on the REM platforms provides for the section between Central Station and Du Ruisseau station to be commissioned in the fall of 2023.

#### **17. Is it possible to get an update on the overall project timeline?**

- COVID-19, as well as two unforeseen events related to the safety of the Mont-Royal Tunnel, have postponed the commissioning of the various REM branches. The South Shore to Central Station segment is scheduled to open in spring/summer 2022. The Deux-Montagnes line will continue to be commissioned in segments:
  - Central Station to Du Ruisseau in fall 2023
  - Du Ruisseau station to Sunnybrooke in spring 2024
  - Sunnybrooke station to Deux-Montagnes in fall 2024
- The West Island segment is scheduled to open in the spring of 2024 and the airport branch in late 2024.

#### **18. What is the schedule for the work planned on the Jean-Talon bridge?**

- As previously presented, the work will continue during the winter of 2022 with the installation of the bridge girders and will conclude in the spring of 2022 with the paving of the deck when the weather is milder. The roadblock will remain until summer.

#### **19. When will Bates Road be open in both directions?**

- The roadblock on Bates Road is not due to NouvLR's work, so it is not possible to say when it will reopen to traffic. Wilderton will be open for the winter period and then closed for the spring when paving work begins.

## **Work**

### **20. When will the construction site behind 7485 De Chambois Street be demobilized?**

- The construction site behind 7485 De Chambois Street is for the construction of the Canora station. Based on the current and known schedule, the NouvLR construction site should be demobilized by the end of 2022.

### **21. Can the access road on Dunkirk Road and Hudson Avenue be opened? Can the REM/NouvLR remove the mobile trailers for the construction crews? It's causing us many problems as tenants are leaving, and there is a loss of parking, constant noise and no access to our roads.**

- The REM site in the Town of Mount Royal is complex and requires the coordination of work for the Ville-de-Mont-Royal station as well as the reconstruction of the Cornwall bridge and the new dalle park (projects requested by municipal authorities).
- The space granted to NouvLR by government authorities for the project is limited, and must be used to carry out the work simultaneously.
- All NouvLR professionals and experts work closely with municipal stakeholders to minimize all types of impact on citizens.
- The current configuration stems from several months of discussion, taking into consideration the various requirements of local stakeholders (the city, CIM, first responders, STM, etc.).
- Furthermore, NouvLR is now confronted, like all citizens, with the COVID-19 situation.
- To continue the work and keep workers on the site safe, additional facilities were added to the same pre-COVID-19 space to comply with the specific measures required by government authorities.

## **Mitigation for REM noise in operation**

### **22. Can you confirm that noise barriers will be installed on Canora Road at the Canora station? And when will these barriers be installed?**

- Noise barriers will be installed a few metres past the Canora station along Canora Road to Palmerston Avenue. The station itself acts as a sound barrier. As long as work is taking place in the railway right-of-way, the white panels on the concrete bases will not be installed in order to protect them.

### **23. What will the mitigation measures against noise and dust be, especially for residents on the eastern side of the tracks (downwind)?**

- Noise barriers are installed wherever the modelling identified significant sound impacts along the route. You can see on the slide where noise barriers will be installed. <sup>6</sup>

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<sup>6</sup> [https://rem.info/sites/default/files/Murs%20antibruit/2021-04\\_12\\_PDF\\_MAB\\_VMR\\_EN.pdf](https://rem.info/sites/default/files/Murs%20antibruit/2021-04_12_PDF_MAB_VMR_EN.pdf)

## **Development and traffic**

### **24. Will the train still be accessible to bicycle riders? What will be the hours and accessibility? Will there be hooks on the trains?**

- You will be able to leave your bicycle at the station or bring it onto the train.
- The trains won't have bicycle hooks since you will be allowed to bring your bicycle onboard.
- You will be able to use the spaces reserved for people with reduced mobility if nobody uses them.
- Bikes will be allowed only during the same time periods as the metro.
- About hours and accessibility
  - The REM will be available 20 hours a day.
  - There will be a bicycle path along Dunkirk Road and also bicycle parking at the intersection of Canora Road and Jean-Talon Street.

### **25. A sidewalk will be built on the west side of Canora Road. What is the plan to mitigate traffic at the intersection of Canora and Brookfield?**

- Yes, there are plans to build a sidewalk on the west side of Canora Road. The latter will be built on the street side and not on the properties. This is a mitigation measure in itself as it will reduce the width of the street.
- The request to install a stop sign at the intersection of Canora and Brookfield is not possible due to the proximity of the traffic light at the intersection of Canora and Jean-Talon. Traffic standards require a minimum distance between a traffic signal and a stop to facilitate automobile mobility and ensure pedestrian safety.
- The speed bumps on Canora Road will remain in place.

### **26. What will be the layout at the intersection of Dunkirk Road and Jean-Talon Street?**

- According to the site plan, there is access to the bicycle path as well as an access to the station for pedestrians. The sidewalk on Jean-Talon Street will be slightly widened to allow the city of Montréal to build a bicycle path.

### **27. Can Canora Road be turned into a one-way street?**

- This issue was analyzed during a traffic study in the area. One of the constraints that does not allow the street to be turned into a one-way street is the path of emergency vehicles. Town of Mount Royal is split in two by the railroad, which makes traffic from east to west very difficult. It is important to maintain all access in both directions to facilitate the movement of citizens and service or emergency vehicles.

### **28. Will parking stickers be introduced on Canora Road and Brookfield Avenue?**

- The introduction of parking stickers on a road requires the mobilization of 20% of the citizens residing at that location. You can contact the administration for more information by dialling 311 or by consulting the city of Montréal's website.



## **Community relations**

### **29. How do the REM project teams interact with the officials and elected representatives of the municipalities and boroughs in which the work is being carried out?**

- At the technical level, the teams discuss the work and mobility on the municipalities' territory with officials on a regular basis.
- The REM project's community relations representatives interface with the municipal or borough communications managers to inform them of the work and upcoming roadblocks for citizens.
- Lastly, for the elected officials, different formulas can be used depending on the needs raised. A meeting was requested with the new mayor of the Côte-des-Neiges-Notre-Dame-de-Grâce borough, Gracia Kasoki Katahwa, as well as the mayor of the Town of Mount Royal, Peter J. Malouf.

### **Participants' comments on the REM proposal for subsequent committee meetings**

- The mandate and thematic scope of this neighbourhood committee covers all aspects of the REM project construction work and excludes the REM operating period.
- With the construction phase wrapping up by the end of 2022, it was agreed that a final meeting would be held in the spring of 2022.
- The REM team remains available to answer questions and requests related to the work in progress.
- Thereafter, a call will be made to the members of this committee and to citizens of the communities concerned to discuss the REM in operation.

### **Follow-ups to be carried out by REM before the next Canora and Mont-Royal neighbourhood committee meeting**

1. Traffic and pedestrian safety near the Cornwall bridge.
2. The exterior design of the Ville-de-Mont-Royal station and its link to the former station where the restaurant La Pizzaiolle is currently located.
3. The installation of vertical metal rods at the Canora station as seen at the Ville-de-Mont-Royal station.
4. Clarification of the schedule for the work on the Mont-Royal Tunnel and the planned delivery of material by railcar.