



Canora – Mont-Royal neighbourhood committee meeting Highlights and answers to questions

Date and time: April 22, 2021, 6:30 to 8:30 p.m.

Location: Online via the icastPro platform

Highlights of the meeting

- 65 registered participants
- Nine questions were received beforehand and asked during the evening
- Twelve members of the neighbourhood committee were present during the informational meeting and the question and answer period:
 - Five representatives for the REM project
 - Giovanni Cipolla, Deux-Montagnes Segment Director, NouvLR
 - Patrizia Cusinato, Advisor, Community Relations, NouvLR
 - Jean-Philippe Pelletier, Director of Project Delivery, Deux-Montagnes, REM
 - Marie-Amélie Taschereau, Environmental Manager, REM
 - Myriam Vallière, Advisor, Community Relations, REM
 - Four citizen members of the committee
 - One school representative
 - Two municipal representatives
 - Pierre Guillot-Hurtubise, Facilitator

Meeting agenda:

- Presentation on the REM and the 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 Ville-de-Mont-Royal – Update on progress since the last committee meeting

- Ongoing and upcoming work

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

<https://rem.info/en/events/rem-s-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) Trees were cut down along Canora Road between the Town of Mount-Royal bridges and the borough of Saint-Laurent. Do you intend to replant what was cut?**
 - The vegetation was cut back in order to install the new security fence along the railroad right-of-way. Within the right-of-way, there will be no replanting. However, vegetation cleared outside the right-of-way will be restored.
- 2) Will there be a parking lot for workers? If nothing has been planned yet, the Town of Mount-Royal arena parking lot could be used, rather than having workers park on the streets.**
 - We currently have an agreement with VMR to park in certain city parking lots, and on certain street sections. We had also set up shuttles to the two stations from parking lots, but with COVID, that service had to be suspended. Workers will have to park on residential streets.
 - With certain sites being demobilized, our footprint will be reduced, which will free up parking spaces. We will look at what parking options are available to limit the impact on residents.
 - After checking with TMR general management, they do not wish to open the arena parking lot to REM workers since this parking lot is reserved for citizens using municipal facilities, including the pool.
- 3) At the Graham/Laird Bridge, why do pedestrians have to walk to the corner of Regent, rather than having a crosswalk in front of the post office? The detour is long and more agile young people are jumping over the barriers and crossing unsafely.**
 - During the initial mobilization phase, there was a crosswalk at this location, and traffic signals were adjusted accordingly. There were traffic issues and pedestrians were crossing in many places. The current detour is longer, but safer for both pedestrians and motorists.
- 4) This question is for a representative of the City of Montréal. Has the city discussed the possibility of releasing funds to close the “hole” between Jean-Talon and Canora Station? What is the status of the development around Canora Station? Will people in the neighbourhood be consulted to find out what the general consensus is?**
 - City of Montreal – There has been no discussion at the City about closing the hole between the Jean-Talon Bridge and Canora Station. Regarding surrounding developments, REM is responsible for providing safe access to the stations; they provide the City with the plans, and we return our comments (such as location of sidewalks and delivery bays). In the documents REM presented, you can also see a new bicycle path that starts on Jean-Talon Street runs along Dunkirk Road and behind the homes on De Chambois Street. Discussions on this are still

ongoing.

- The City has also conducted a traffic study to improve the Bates-Wilderton area. There are several possible solutions for the geometry of the street that are being considered. No consultation is planned on this subject.
- As for the outstanding issues pertaining to REM developments, particularly on Dunkirk Road and at Dunkerque Park, there may be more room for consultation.

5) I reviewed the documents relating to noise from the REM in operation, which raise several questions. In residential areas, the initial noise levels prior to the REM appear to increase significantly with REM operation. In addition, you also mention that noise from stationary sources, such as stations and noise from the train transit are treated separately. The station will emit noise that was not present before the arrival of REM. I'd like more information about this. I get the feeling that there will be a significant increase in noise levels.

- Regarding noise associated with REM transit, wherever noise from the REM would have a significant impact, the mitigation measures will be implemented within the project to ensure government thresholds are followed. Noise barriers are installed wherever the modelling identified significant sound impacts along the route. The installation of these barriers has already begun in some sectors.
- Mitigation measures are also planned for stationary infrastructure installed at the stations (e.g. heating, ventilation and air conditioning), such as installation of silencers and construction of artificial obstacles like walls integrated within the infrastructure design.
- However, as far as noise in operation is concerned, the study that was published is rather complex, and we do not have the experts here this evening to give a detailed answer. We will consider having a specific meeting on this topic.

6) You say that you are going to plant vegetation at the station entrance and put curtains in the station. I would like you to put up curtains at the station entrance to prevent the light from being a nuisance to the homes near the station entrance.

- As for the construction phase, we will contact NouvLR to find out if it would be possible to put in a system to dim the lighting, depending on the design and what has been installed on site.
- For the REM commissioning phase, the lamppost lighting near the access footbridges and at the station entrance will be directed downward to minimize intrusiveness and ensure user safety. Unfortunately, curtains cannot be installed in the station due to safety constraints (curtains would have to be inaccessible by users to prevent incidents); instead, frosted glass will be used to minimize light dispersion. Coniferous trees will also be planted near the station entrance to limit the effect of the lights.

7) Sound monitoring must be done 2 years, 3 years and 5 years after the start of operation. If you find that there is more noise than you expected, how will you rectify the situation, given the frequency of service and hours of operation?

- Noise monitoring is an accountability and performance requirement of the Order in Council issued by the Ministère de l'environnement. If the noise level is higher than expected, we are legally obligated to rectify the situation.
- We are not the first transportation network to have to do major work in a very short period of time. The mobilization times and actual work hours are more limited, but we will indeed

proceed with the work within the allotted time frames. Several strategies can also be used to expand the work windows, such as running the REM on only one of the two tracks.

- That said, we are very confident in the noise modelling studies that NouvLR conducted, as well as the mitigation measures that will be implemented.

8) When will the Dunkirk Street construction site be demobilized?

- Demobilization of the site at the intersection of Dunkirk and Jean-Talon streets is scheduled for the summer of 2022. The construction site on Canora Street will remain in place for a few more months after that, since it is used to access several construction sites, namely the Canora Station and work performed on the railway right-of-way in the vicinity, the Jean-Talon Bridge, as well as work on the Mount Royal Tunnel.

9) Is the path on Dunkirk Road along the construction site a pedestrian path or a bike path? There are many reckless cyclists from Jean-Talon who use that path and endanger pedestrians. Is it possible to force them to walk their bikes on this path?

- That trail is primarily a pedestrian pathway, with signs in place to encourage cyclists to walk their bikes. Installing barriers on the trail would prevent people with wheelchairs or strollers from accessing it and hinder proper maintenance. The current configuration is the safest we can provide, even though some cyclists do not necessarily obey the signs.

10) The principal of École Secondaire Mont-Royal (ESMR) would like to receive a newsletter intended for parents and teachers to inform them of the new configuration on Jean-Talon. There will be foot traffic around ESMR until mid-July due to the addition of summer school.

- We will gladly send out a newsletter to the ESMR and other schools in the area with information regarding the new traffic pattern configuration. We will also inform work crews in the area that foot traffic will continue in the area due to summer school.

Questions from the public

Schedule

11) When will the REM be accessible from the VMR station?

- The revised timetable published on the REM platforms anticipates that the segment between Gare Centrale and Du Ruisseau Station will be commissioned in the fall of 2023.

Work

12) I would like to know when you intend to reopen traffic on the Canora section between Jean-Talon Street and Brookfield Avenue.

- Several teams are currently using this work zone, which is critical to work being done on the interior of Canora Station, the Jean-Talon Bridge, the Mount Royal Tunnel and the tracks. This site entrance is expected to be used actively by crews through 2022.
- Certain construction zones will be progressively demobilized beginning in late 2021. However, it is too early to give a specific time frame for each area.
- We will be able to provide more details in future meetings.

13) When will the Cornwall Bridge open to traffic?

- At the last Neighbourhood Committee meeting, we stated it would open by October 2021.
- We had to readjust the schedule slightly to ensure work on the connection between the bridge and the dalle-park would be completed.
- The Cornwall Bridge will reopen to traffic in December 2021.

14) Will you remove the 10-foot wooden fence (on the east side between Jean-Talon and Lockhart) as soon as possible after Canora Station is complete, so homeowners whose trees were damaged by this fence can have them replanted right away?

- We are assessing noise emission levels as work progresses to determine how long we need to maintain the noise barrier walls on the Canora Road and Chambois Street side.
- In this sector, although the exterior work on the stations is nearing completion, several teams are still completing work on the interior, on the Jean-Talon Bridge, in the Mont-Royal tunnel and on the tracks.

15) Do you intend to send a company to clean the windows on nearby homes in early and late summer?

- We have a dust management system that includes on-site watering when necessary and the use of a sweeper truck on the surrounding streets.
- There are no plans to offer window cleaning to surrounding residents.

16) At the last Neighbourhood Committee meeting, we discussed that there was only one noise measurement station installed to measure the impact of all the work taking place at the Canora station. When you poured the concrete for the sidewalk on Jean-Talon, there was a lot of noise. The day after the work was done, someone came to my house to perform a sound check. During the hydrodemolition work, there was no sound monitoring done. You seem to take sound readings only when it suits you. What is the value of these sound readings?

- Noise measurement stations are placed throughout the network to record noise levels from work on the stations for nearby residents. For work on linear sites (railways, roads and bridges), we have a mobile team responsible for environmental monitoring that takes measurements at various points to ensure that the work is compliant and that necessary adjustments are made.
- We are required to implement all necessary mitigation measures to meet the targeted noise levels as much as possible.

17) Can you tell us about the nature of last weekend's work on Jean-Talon? Neighbours experienced continuous unpleasant noise for two days in a row with no mitigation.

- Last weekend, when we were pouring concrete for the new sidewalk on the bridge, a crack formed in the concrete during the curing process. We couldn't just patch it, so we decided to do some hydrodemolition work to break up that concrete so could ultimately redo it. Mitigation measures were in place for this work.

Development

18) Are any traffic measures going to be put in place to slow traffic or control traffic at the intersection of Canora and Brookfield, such as a stop sign, and from Wilderton/Jean-Talon

around the REM station, for the safety of residents and pedestrians alike?

- Road signs around the stations are more of a municipal responsibility. There is also a plan to redevelop the West Jean-Talon and Wilderton Avenue intersection.
- Ville de Montréal – The borough has already announced the addition of a sidewalk on the west side of Canora Road up to the Town of Mount-Royal city line, to improve pedestrian safety. This will also reduce the width of Canora Road, which is a traffic calming measure in itself. Adding a stop sign at the Canora-Brookfield intersection is not feasible due to the proximity of the traffic signal (less than 50 metres). However, there are some speed bumps on the Canora Road that we would like to keep. The City is open to adding traffic calming measures once the work is complete.

19) Would it be possible to make Canora Road one-way?

Ville de Montreal – This is not a solution that has been studied. It would require a comprehensive traffic study.

20) What do you have planned in terms of parking and drop-off lanes?

- No parking spaces or drop-off lanes are planned for the Canora and Ville de Mont-Royal stations. Due to universal accessibility of the system, there will only be a drop-off area for paratransit. The priority for the entire network is to promote access to REM stations through public and active transportation.

21) Will the front of the Canora station remain concrete?

- Yes, the front of the Canora station will remain concrete. There are no plans to revise station design, for which the architectural guidelines were developed in collaboration with municipal partners.
- Furthermore, we previously presented the solutions that were established for the urban integration of Canora Station, with the help of the working group. As presented, vegetation around the station will be enhanced by adding climbing plants on the concrete near the entrance and planting small coniferous trees at the station entrance.

22) Why did you put up glass panels at the Canora station if you have to add vegetation or canvas to minimize disturbance for neighbours?

- The project's architectural guidelines included glass walls on all the stations, to ensure visibility and provide abundant natural light inside the stations. At Canora Station, with the proximity of the surrounding homes and subsequent to discussions with the residents, we added measures to better integrate the station, including added vegetation.

23) I have submitted a request to the Town of Mount-Royal to have a fountain installed at the dalle-park. Have you heard about it yet? When will you need to be notified to incorporate this into the work planning?

- We work closely with TMR team. The agreement we have with them is that we deliver the dalle-park on concrete. All other developments are the City's responsibility. We provide them with the technical constraints to be taken into account in order so they can plan their developments accordingly. The City of Montréal is also involved to ensure work is appropriately coordinated.

24) Two glass panels appear to have been reversed on the west side of the Mont-Royal Station facade. Will this situation be rectified?

- We will check on this situation. There are also some signs that have been broken, which need to be fixed. We will check on these issues and make necessary adjustments before our glass workers complete their work.

25) One of the terra cotta panels at the Ville-de-Mont-Royal Station has already turned white. Why did this happen?

- That panel was replaced because it was broken. When the panels are de-molded and installed, that is their normal colour. It will soon be the same colour as the others.

Communication tools regarding noise during operation

26) Have your analyses of the noise during train transit been published?

- As I mentioned at the beginning of the presentation, we have worked on developing communication tools so that citizens can better understand the noise anticipated when the REM is in operation. These tools can now be found on a [dedicated page](#) of our website, found under the “Worksite” tab.
- We have also published a comprehensive fact sheet with further information. The sound models for each of the three branches of the REM are accessible on our website.

Participants' comments on the REM proposal for subsequent committee meetings

Follow-ups from the last neighbourhood committee meeting

32

REM/NouvLR proposal for committee follow-ups, depending on work progress

– Proposed meeting schedule:

– **Next meeting: End of August – September 2021**

– **Last meeting: February 2022**

– Consider the need for ad hoc meetings, based on community needs

– Topics of interest?

We look forward to hearing from you!



- Certain participants are amenable to having two future meetings.
- Others would like the meetings to continue at least until the summer of 2022, with the option of cancelling certain meetings if there is no longer a need.
- Some suggested that a future meeting be held regarding construction noise in the summer of 2021.