

Report

Meeting objective:	Information meeting on the construction of Édouard-Montpetit station of the Réseau express métropolitain (REM)
Date and time:	June 12, 2018, 6 p.m. to 9 p.m.
Location:	Pensionnat Saint-Nom-de-Marie, 628 Chemin de la Côte-Sainte-Catherine
Author:	Myriam Vallière – Advisor, Community Relations, REM project office

The meeting in brief:

- Around 40 participants
- 19 questions asked by the public
- 6 stakeholders from the REM project office and NouvLR consortium, responsible for the construction work:
 - Jean-Philippe Pelletier, Assistant Coordination Manager, REM project office
 - Virginie Cousineau, Public Affairs Manager, REM project office
 - David Maréchal, Manager, Quality and Compliance, REM project office
 - Xavier De Nettancourt, South Shore Manager, NouvLR
 - Marc-André Lefebvre, Communications Manager, NouvLR
 - Mathieu Prud'Homme, Signals Manager, NouvLR
- 1 facilitator: Pierre Hurtubise

The purpose of the public information meeting of June 12, 2018 was to inform residents who live near REM's future Édouard-Montpetit station about the work that would be taking place at the site over the coming months, including the measures planned to avoid and mitigate the impact of construction on residents and on communication channels while this work is carried out. The meeting opened with a presentation, followed by a question period.

The PowerPoint presentation delivered at this meeting is available at <https://rem.info/en/events/information-meeting-edouard-montpetit>.

The questions raised by the public during the question period, as well as the answers provided by the REM project and NouvLR consortium team are as follows:

Questions	Answers
<i>Information item: the Robert-Bourassa district councillor invited people to contact him and the borough if they have any questions.</i>	

Questions	Answers
<p>With regard to the protective padding used as a safeguard against noise or projectiles, will students from the nearby faculty of music be protected?</p>	<p>We talked to the faculty of music about the maximum noise levels. We will continue to measure the noise levels on site so as to adapt the mitigation measures accordingly.</p>
<p>Are there any provisions concerning trucks to ensure the safety of École Saint-Germain d'Outremont students who walk to school without their parents? And what about the bike path?</p>	<p>The schoolchildren's safety is a top priority for the whole team. We have had discussions with the school on this matter so that the school hours are taken into account when planning the building zone and building work. Discussions will take place with school management to see if we can adapt the truck schedules to avoid peak hours. We will provide signallers to ensure safety on entering and leaving the truck corridor. Traffic management plans for the construction period will have to be discussed with and approved by the City and boroughs. To this end, we will work in close collaboration with all partners. We will work with the City and the Outremont and Côte-des-Neiges boroughs on relocating the bike path so that bikes and trucks are not circulating in close proximity.</p>
<p>Is there a contingency plan for protecting shallow underground infrastructure such as water pipes?</p>	<p>Before taking any action, we are taking steps to pre-empt likely problems and put in place the necessary measures in the zone of influence. In the event of the slightest risk, we will assess the seriousness of the situation so that we can adapt the measures accordingly. We must observe the strict criteria imposed by the City and the STM. We have seismographs in place to record ground motion and to ensure that we are meeting the requirements. A contingency plan is in the process of being developed.</p>

Questions	Answers
<p>Given the volume of rock to be excavated, how many trucks do you think will be required? Which route will they take? How much rutting is this likely to cause?</p>	<p>At the digging peak, we anticipate around 20 trucks a day, or an average of 2 trucks an hour to excavate the rock. Various truck routing options are currently being discussed and evaluated with the City and the boroughs. The goal is to remove the material as quickly as possible via the main routes in order to avoid travel in the neighbourhood.</p> <p>With regard to the risk of rutting, road inspections will be carried out before and after the work. NouvLR is responsible for the road condition. Thus, if there is any damage, we will repair it.</p>
<p>On the construction site plans, can you point out the area that will be impacted by the blasting work?</p>	<p>A zone of influence has been defined—and enhanced by safety factors—to take into account the impact of vibrations. The radius of the zone of influence measures roughly 120 metres.</p>
<p>The sector is densely populated with abundant traffic (pedestrians, bikes, students, schoolchildren) on Édouard-Montpetit. We need to have the route details. Will the trucks be standing by in the truck area with the engines running, resulting in noise and poor air quality?</p>	<p>We know that the station is in a high-volume, crowded environment. As such, we will take these variables into account. We will secure a waiting area for trucks and talk to the drivers about the impact of leaving the engines running. As we previously stated, we do not expect the number of trucks during the work peak to exceed 20 or so a day, or 2 trucks an hour.</p> <p>We are currently working with the City to define the truck routes. You will be informed as soon as this is done. To ensure the safety of residents and workers, we want to avoid the the back-up of vehicles and ensure that signallers are present. We will also be implementing a neighbourhood committee to work with you on local issues such as this.</p>
<p>Our school is not air-conditioned and the children play in the schoolyard. Will carbon monoxide detectors be distributed to interested institutions in areas around the site?</p>	<p>Air quality stations will be installed to constantly monitor the air quality, so that mist cannons used to reduce dust can be adjusted, as needed.</p> <p>Our goal is to ensure everyone's well-being; this is our focus going forward. We do not anticipate any problems with regard to the choice of materials to be used. However, if you need reassurance, NouvLR will be happy</p>

Questions	Answers
	<p>to distribute detectors. If you are interested in having one installed, you can let us know this evening. Since we do not plan on carrying out major work before the beginning of the school year, we will have time to meet with you and further discuss the measures to be implemented.</p>
<p>Children use the walking bus to go to school, so we will have to adapt our routine based on your work. To mitigate the impact of noise, traffic and dust, why isn't the excavation work being carried out in the summer while the children are on vacation?</p>	<p>Planning a project like this is a multi-step process. Unfortunately, it isn't possible to start the work any earlier. We will work in close collaboration with the school to limit such impacts, as well as to identify and adjust mitigation measures. We would like to organize a meeting with the school's parents before the start of school.</p>
<p>Your station will be the second deepest station in the world, after that of Portland. Were you inspired by the measures implemented there?</p>	<p>You can't compare the two projects, because we are not in the same type of environment. When we selected the consortiums, we selected experts who had worked on a number of large-scale urban transit projects with a view to developing best practices.</p>
<p>Will there be any work on weekends? We hope to avoid the impact of blasts during the Sunday mass services. Are you planning on carrying out work on the Christmas and Easter statutory holidays?</p>	<p>There are no plans for work to be carried out on weekends or holidays. The idea is to work as much as possible during the week. If we do need to work, we will perform maintenance or light work based on the progress of the work. In exceptional circumstances, work may need to be carried out on weekends or holidays. If this is the case, you will be advised accordingly.</p>
<p>Could you be more precise about the 120-metre zone of influence so that we can easily see the area impacted by vibrations, noise and dust on a map?</p>	<p>Currently, we do not have any cartographic information; we will have to prepare a map to answer your question. This information could be presented as part of a neighbourhood committee meeting.</p>

Questions	Answers
<p>When do you plan to complete the work at the station? In what sequence will the work be carried out?</p>	<p>Shaft excavation activities will be carried out over the next 18 months—the most extensive part of the project. We have to excavate the rock before bringing in material and equipment to keep the station operating. The construction of the interior section and the entrance structure is expected to be completed in early 2022.</p>
<p>Do you plan on closing one of the schoolyards?</p>	<p>Our goal is to keep the schoolyards open, ensuring that the site meets the children's needs. We will continue to work with École Saint-Germain d'Outrement to secure the schoolyard.</p>
<p>Noise levels should not exceed 55 decibels on an average working day. What can we expect in terms of alarms and blasts?</p>	<p>Blasts typically last for a fraction of a second, and the 55-decibel noise or background noise limit is measured over a 12-hour average. Detonations are louder than 55 decibels. However, we will observe the 12-hour average limit.</p>
<p>To minimize the impact of trucks, there is only one possible route to get onto Décarie and that is along Mont-Royal and down Côte Sainte-Catherine. Is that right?</p>	<p>The trucking routes are currently under discussion and will be decided jointly with the City and the boroughs, taking into account the stakeholders located in close proximity to the construction site.</p>
<p>What are the consequences of the concreting work?</p>	<p>Given that the station is designed with a metal structure, the use of concrete will be limited. Concreting work only takes a short time. Consequently, we do not anticipate any impact associated with concreting activities.</p>
<p>When the City carried out work on water pipes, we felt the vibrations even though it was 400 metres away from our house. Your zone of influence appears small.</p>	<p>We are working in close proximity to the STM's control centre, which contains highly sensitive equipment that must be protected on the basis of extremely strict criteria. The zone of influence of vibrations circulating the excavation site—which consists of an additional safety zone in the anticipated impact area—measures 120 metres. Since a distance of 400 metres is well beyond this zone, you won't feel any vibrations from the blasts.</p>

Questions	Answers
Trucks travelling down the road will pass right in front of the school. Would it be possible to have someone watch over the children's safety during extended hours?	In cooperation with École Saint-Germain d'Outremont, we are open to implementing all the measures required to ensure the safety of the children. We have also had discussions with the local police station representatives, and we hope that they will be sitting on the neighbourhood committee.

Information item: the Outremont borough mayor pointed out that the borough had conveyed its position on trucking routes, preferring that the trucks travel along Édouard-Montpetit, then turn right onto Vincent d'Indy, before backing up into the site from the truck corridor. As for the bike path, the borough is planning to relocate it upstream of the work site to prevent cyclists from passing close to the building zone.

These items are under discussion so that the points of view of the boroughs concerned could be taken into account.