

GOOD NEIGHBOURLY RELATIONS COMMITTEE MUHC  
Glen Site: Construction and Roadwork

MINUTES

Meeting held on Tuesday, October 2, 2012 (7:00 p.m.)

**Committee members in attendance**

**CITY OF MONTREAL**

Jean Mercier (Director of Public Works,  
CDN-NDG Borough)  
Sébastien Deshaies (Urban Planner,  
Infrastructure Department)  
Alain Trudeau (Associate Director of Major  
Projects, City of Montreal)

**MUHC**

Pierre Major (Interim Director,  
Redevelopment, Planning and Real Estate  
Management)

**MODERATOR**

Pierre Tessier

**STM**

Gary Bernard (Bus Network Consultant,  
Development and Planning, STM)

**GROUPE IMMOBILIER SANTÉ MCGILL  
(GISM)**

Chantal Sorel (Vice President and Project  
Director, MUHC Glen Site, SNC Lavalin)

**SHRINERS HOSPITALS FOR CHILDREN**

Emmanuelle Rondeau (Public Relations  
Manager)

**CITIZENS**

Louise Fournier  
Sandra Petersen  
Nick Patulli  
Donna Allen  
25 other citizens in attendance

- The moderator called the meeting to order and welcomed everyone in attendance.
- He explained the committee's mandate and the goals for the meeting: the issues discussed must only relate to the work for the next two months.
- He also specified that his role is to ensure that the meeting runs smoothly, and he invited all participants to maintain a courteous attitude when addressing others.
- The moderator presented the committee members.
- Louise Fournier asked for a follow-up on the issues related to noise that were discussed at the previous meeting. Chantal Sorel indicated that she would report on this during the question period.
- Adoption of the agenda.
- Adoption of the minutes from the previous meeting of the Good Neighbourly Relations Committee.

## Presentation of upcoming municipal work

Presentation made by Alain Trudeau (City of Montreal)

We have begun the demolition and reconstruction of the new railway bridge. Everything is going according to plan, and the construction should be finished in spring 2013. We first destroyed the old bridge and then constructed an overpass to which the railway was rerouted.

We are currently conducting preparation work to install the bridge's steel structure, and this work should be finished within two to three weeks. This frame will rest on bearings that will be installed after the frame is finished. All of this work should finish by no later than early January 2013. In spring 2013, we will be able to demolish the overpass and reopen traffic on Décarie.

Other work unrelated to the MUHC site is currently in progress in the neighbourhood: at the corner of Décarie and De Maisonneuve, we are carrying out work on the sewer main to fix a backup problem. We hope to finish this work in November. We will then conduct further work on the sewer main on Northcliffe Street, between De Maisonneuve and Sherbrooke. All of this work is being done by the water department.

Other work is currently in progress on Girouard and is managed by the Commission des services électriques de Montréal upon the request of the Ministère de Transports in preparation for work on the Turcot interchange. It should be noted that Gaz Métropolitain has also completed work in this sector.

Now in regard to work related to the MUHC. Next year, we will begin work related to the layout of Décarie Boulevard. We will explain all of this work at the public information meeting that will be held on November 13, 2012.

## Discussion period: Municipal work

ISSUE	ANSWER
(Peter McQueen) Has a contract for the demolition of the overpass been awarded? Will there be a bridge for cyclists and pedestrians?	(Alain Trudeau) Yes, in relation to the awarding of the contract. In terms of the solution for cyclists, we are still working on this. You must understand that other work has more priority. However, we redid the lines on the ground in front of Vendôme metro station to improve security for cyclists who go downtown, and parking spots were removed during this work. We are progressing gradually so that we do not have to destroy recently completed work.
Could the MUHC agree to leave a lane for cyclists and pedestrians between the Standard Life building (5252 De Maisonneuve) and the CP rail lines?	(Pierre Major) The MUHC is the owner of 5252 De Maisonneuve West. There are no specific plans to develop this building; I can't make a comment as to whether this solution is possible or not. We will get back to you. The City of Montreal has asked the OCPM to hold

ISSUE	ANSWER
	public consultations regarding development in this sector.
<p>(Louise Fournier) Mr. Trudeau, there was indeed a change in parking, but this has not been identified and people still park there.</p> <p>Yes, but these parking spots had been there for a long time, so more needs to be done to break these habits. Would it be possible to put up clearly visible signs that read "new signage"?</p>	<p>(Alain Trudeau) We will talk with the right people to ask them for the appropriate signs to be put up.</p> <p>(Jean Mercier) In addition to the signage, there are markings on the ground that are enforced; motorists must therefore respect them.</p> <p>We could ask police to start giving out warnings and then tickets. We could do that.</p>
(Michael Tesler) I would like to know the volume of cyclists that you hope to accommodate once the work is done.	(Pierre Major) I can tell you that any changes that the MUHC will cause in this sector will be taken into account for all work done.
(Patrick Hutchinson) I heard that Upper Lachine will be permanently closed between the Saint-Raymond neighbourhood and the metro.	(Pierre Tessier) This issue will be addressed on November 13.
(Citizen in the room) In relation to safety at the corner of Décarie / De Maisonneuve, I have almost been hit many times by cyclists and I want to know what you can do about this.	(Alain Trudeau) You must understand that this is a work zone. There is a police officer at the intersection. There are people travelling in both directions, and it is not an easy situation. We ask cyclists to get off their bikes to cross the street. There are also traffic signs. The situation is only temporary, and we are doing our best to improve the situation.
(Daniel Lambert) Can you find a solution so that cyclists can cross without getting off their bikes? Cyclists can't use the bicycle path because cars park there. It's not reasonable to expect cyclists to get off their bikes, and you can't expect everyone to follow this rule. Why are there two lanes reserved for cars instead of one lane for cars and one for cyclists?	(Alain Trudeau) Yes, it is necessary to ask cyclists to get off their bikes for safety reasons.
(Donna Allen) I don't agree with what you said. I have almost been hit many times by cyclists. I have also been cut off on the sidewalk by cyclists who were too impolite to get off their bikes. Sometimes they block access to the metro. So, I am sorry, but you should get off, cross the street and then get back on your bike. This is only temporary.	

ISSUE	ANSWER
(Citizen in the room) Will there be easy access to the Vendôme metro station? Are you going to fix the congestion problems? Are you going to fix the pedestrian safety problems?	(Pierre Tessier) These questions should be asked at the public information meeting on November 13, 2012. Tonight, we are only talking about the planned work for the next month.
(Peter McQueen) Why can't buses 90 and 104 go to Décarie and leave their passengers at the bus stop on the east side of Décarie just north of De Maisonneuve Boulevard instead of going back up Girouard and taking Claremont? This would allow people to walk directly to the metro.	(Gary Bernard) We tried that, but the bus takes too long, which penalizes users. The operational managers in the field adjust service based on client needs, in collaboration with the City of Montreal.
(Daniel Lambert) The intersection of Northcliffe / De Maisonneuve is dangerous. What measures can be implemented?	(Pierre Tessier) We are going to pass along this message to the police services.
(Sandra Petersen) When will the work on Northcliffe start? How long will it last?	(Sébastien Deshaies) The plans and specifications are ready and the call for bids was opened. A decision was made to postpone the contract awarding process. The plan was for a duration of 150 days.
(Peter McQueen) Was the contract cancelled?	The contract was not cancelled; it has not been awarded yet.
(Sandra Petersen) Why do buses 90 and 104 take my street during off-peak hours? They are not supposed to do this, and it is dangerous particularly for people leaving the clinic in wheelchairs.	(Gary Bernard) I will verify because, indeed, they are not supposed to take that street.
(Louise Fournier) Could you repeat in French what you said about awarding the contract for the work on Northcliffe?	(Sébastien Deshaies) The plans and specifications were finished in August. The call for bids was opened, but a decision was made not to award the contract.
(Michelle Micky) Many of us today are discussing cyclist safety. Markings on the ground are not sufficient to protect cyclists. There should be concrete dividers. These have been installed in other areas of Montreal, but not here.	(Alain Trudeau) We will work on this possibility. You have to understand that this is a large construction site, and pedestrians, cyclists and motorists all use the same area. There isn't enough space to put up a concrete divider. We will pass along your message to the city's safety experts.
(Nick Patulli) We came here to get information about the key dates for	(Pierre Tessier) One more question about cycling and we will move on to the

ISSUE	ANSWER
construction in the area, and for 45 minutes, all people have talked about is cyclists. I would like to go on to issues about the construction site and the impacts on the local economy.	construction site.

(Daniel Lambert) I would like to add my support to the idea of installing a concrete divider.

### **Presentation of work at the Glen site**

Presentation made by Chantal Sorel, Project Director

Here is what was done in the previous month and what will be done in the next two months. On August 18, we finished stripping all of the concrete forms except for those in Blocks G and F. For Block G, we have reached Zone 6, and Zone 7 still has to be done. In Block F, we have finished 7 out of a total of 8 floors. In the coming months, the main work will be underground infrastructure work on the sewer and water mains and Hydro-Québec connections. The hospital's future receiving dock is well on its way to being finished, and this will be used for the entire construction site. We are currently finishing the building envelope so that the complex is sealed before the cold period (end of November) and the indoor work can begin. We will soon be handing out contracts for the finishing work. We are starting to see the Emergency Department take shape; we can see the walls and the design, which is very interesting. We are currently finishing the roofs: these are being clad with white stones so that they reflect heat, which is a LEED point. There are 1700 workers at the site and 400 professionals on the management and design team. We have added 200 additional parking spots to alleviate the parking problem around the construction site. A lot of emphasis is put on public transit, we have added spots for bike parking, and many workers commute by public transit. We give out a very few parking permits.

We have received your message about the noise. This is one of the biggest construction sites in Canada. It is large and it can be disruptive. Meetings have been held with my colleagues Riccardo and Diane, and measures have been taken. The first one was to say to everyone that enough is enough: when work is being done, there must be a plan to minimize the impact of noise, even if it cannot be eliminated. Since August 31, no equipment deliveries have been authorized after 11:00 p.m. We have reinforced the security group, security officers and barriers. The message has been clear: no one can enter the site to conduct work without giving advance notice. I have met with the top managers of the major subcontractors, or those doing the concrete work and installing the exterior panels. In this situation, we need to "take a step back" to consider how to minimize noise. Sometimes we don't have a choice; for example, when we have to pour 600-m<sup>3</sup> concrete slabs that cannot be poured in 8 hours or in cases of emergency. In these cases, everything possible is done to minimize the impact. When there are new subcontractors, we meet with them and tell them the extent to which they need to minimize noise. We ask them to be aware that they are in an urban environment and we repeat this to them. We also decided to install a traffic light at the bottom of Saint-Rémi. All access will be through the south side via the hospital's delivery docks. This light should be in place by October 31.

## Discussion period: Work at the Glen site

ISSUE	ANSWER
(Louise Fournier) I am happy that you have done something about the noise. In terms of parking, trucks from the work site park in the neighbourhood. This is quite concerning.	(Chantal Sorel) I have made a note of your request. We now have 1100 parking spots, and there is a lot of carpooling. We are going to try to add even more parking spots for workers.
(Jean Mercier) Are they parked in or outside of reserved parking areas?	(Louise Fournier) Outside.  (Chantal Sorel) We are going to do what we can to add more parking spots.
(Nick Patulli) Is the project on schedule? Have there been delays?	(Chantal Sorel) The project is on schedule. Everyone can see how well things are progressing.
A lot of workers park on Crowley, and traffic there is getting worse and worse, to the point that there are traffic jams. What's more, there is no sign identifying Crowley Street.	(Jean Mercier) We will look at this issue.  (Sébastien Deshaies) We have noticed that workers from both the city and the borough are parking in the neighbourhood. The police were in the area last Wednesday to give out tickets.
Yes, they also gave some to my customers on the night of an event.	
(Louise Fournier) Mr. Deshaies said that a work site was closed down because it had been awarded to Louisbourg. We all read the papers. Are there risks that the work will be delayed?	(Alain Trudeau) Sébastien Deshaies did not say that the contract was cancelled, simply that it had not yet been awarded.  (Chantal Sorel) There is no risk of a delay for the moment.  (Pierre Major) The same goes for the MUHC.
(Marla Turla Richie) This is an incredible project; I appreciate the information that you provide. Are we going to get information on the jobs that will be created through this project for people in our neighbourhood?	(Diane Rivard, GISM) This question will have to be directed to the Human Resources Department. However, finding labour close to the work site is one of the LEED points that we need to meet. We have taken note of this.
(Maureen Kiely) I would like to thank Chantal Sorel for the measures taken to reduce noise from the work site.	
(Maureen Kiely and another citizen in the room) For the November 13 public	(Pierre Major) Yes, this has been planned. The Good Neighbourly Relations Committee has an

ISSUE	ANSWER
<p>information meeting, could we have more chairs and a sound system?</p>	<p>accessible format so that everyone can get an update on completed work and upcoming work for the next month.</p> <p>(Julie Paquet, MUHC) You are invited to join the table to talk with the project stakeholders, as this committee is meant to be a round table. Information is also available from our website, and there is a phone number and e-mail address if you have a specific question.</p>
<p>(Daniel Lambert) How will the metro be connected to the hospital?</p>	<p>(Pierre Major) We have already talked about this. We are working with our STM and AMT partners on a second direct access route to the metro. We have finished our prefeasibility study and are currently conducting a feasibility study, which will be finished by the end of the year. We have not made enough progress to present something on November 13, but we will be able to make a report at the beginning of next year. It is important to mention that funding for this project needs to be secured as it will not be covered by the MUHC. We will have to ask for funding from the Quebec government. We are relying on the community to support us in this project.</p> <p>Explanations about metro access:</p> <ul style="list-style-type: none"> <li>▪ The first access point will go directly from the existing entrance at Vendôme station to the green space in front of the Glen site.</li> <li>▪ The second access point set out in the contract with our partner is a walkway; however, we want to enhance this option, and it is this second access route that we are working on and that requires additional funding.</li> </ul>
<p>(Donna Allen) Will there be helicopter access to the Glen site?</p> <p>(Maureen Kiely) Will the roof be solid enough to support a helicopter?</p>	<p>(Pierre Major) No.</p> <p>(Chantal Sorel) I don't think so.</p> <p>(Pierre Major) The New MUHC is spread out over 3 sites: the Montreal General Hospital is the site that receives trauma cases; the Glen</p>

ISSUE	ANSWER
	site does not focus on this type of clientele.
(Pierre Tessier) Would the representative from the Shriners like to say something?	(Emmanuelle Rondeau) We do not have anything to add to what was presented at the last meeting. We will be at the public information meeting on November 13, when we will present the upcoming timetable.

- The moderator adjourned the meeting at 8:30 p.m.
- The next meeting with the community will be at the annual public information meeting, which will be held at 5100 De Maisonneuve West on November 13, 2012 at 7:00 p.m.