

GOOD NEIGHBOURLY RELATIONS COMMITTEE MUHC  
Glen Site: Construction and Roadwork

MINUTES

Meeting held on Tuesday, January 22, 2013 (7:00 p.m.)

**Committee members in attendance**

**CITY OF MONTREAL**

Sébastien Deshaies (Urban Planner,  
Infrastructure Department)

Minh-Tam Nguyen (Engineer, Department  
of Collective and Active Transportation)

Alain Trudeau (Associate Director of Major  
Projects, City of Montreal)

**MUHC**

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

**MODERATOR**

Pierre Tessier

**MINISTÈRE DES TRANSPORTS DU QUÉBEC**

Vicky Lachapelle (Communications Advisor)

**NOTRE-DAME-DE-GRÂCE BOROUGH**

Valérie Legris (Senior Technical Officer,  
Public Works Department)

**MCGILL HEALTH INFRASTRUCTURE GROUP  
(MHIG)**

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

**SHRINERS HOSPITALS FOR CHILDREN**

Emmanuelle Rondeau (Public Relations  
Manager)

**CITIZENS**

Louise Fournier

Mario Santangelo

Derek Robertson

Malaka Ackaoui

26 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.
- The moderator mentioned that the City of Montreal, represented by Alain Trudeau, would make a special presentation during the meeting on the future reorganization of the Maisonneuve / Décarie / Upper Lachine intersection as well as the bicycle paths that will be created along De Maisonneuve Boulevard and Décarie Boulevard.
- He 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.
- Adoption of the minutes from the previous meeting of the Good Neighbourly Relations Committee.

ISSUE	ANSWER
(Peter McQueen) Is there someone from the STM or someone who is familiar with the development plans for the Vendôme metro station?	(Pierre Major) We can talk about this under other business; we will try to answer your questions.

- Adoption of the agenda.

### **Presentation of completed and upcoming municipal work**

Presentation by Alain Trudeau (City of Montreal)

The work on De Maisonneuve Boulevard between Northcliffe and Décarie finished in November. There was a delay due to the discovery of a void under the road. The situation was therefore rectified; this caused a delay of approximately one week. The contractor is currently continuing with construction work on the railway bridge. This work will continue until the spring. If everything goes well, we should be able to transfer the rails from the overpass to the new bridge at this time. At the upcoming meetings of the Good Neighbourly Relations Committee, the City will continue to keep you informed of the work as it progresses.

### **Discussion period: Municipal work**

ISSUE	ANSWER
(Louise Fournier) I would like to congratulate the City of Montreal for closing access to De Maisonneuve Boulevard during the work; you indeed listened to us.	(Alain Trudeau) Thank you.
(Peter McQueen) When are you planning to demolish the overpass?	(Alain Trudeau) If everything goes well, we will first transfer the railway tracks to the bridge and then demolish the overpass. This demolition may take a few months because the overpass is extremely massive and solid, as it was built according to an ultra-safe design based on Canadian Pacific's standards. It is difficult to establish a specific timetable for the spring, as this is a period of freeze/thaw cycles; however, if everything goes well, we should be able to finish in June.
(Peter McQueen) Is this when Décarie will re-open at this location?	(Alain Trudeau) Work must first be done on Décarie; I will talk about this in the next presentation.
(Mario Santangelo) I heard that the viaduct between Girouard and Décarie will be	(Vicky Lachapelle) This has indeed been planned for September 2013. It will be rebuilt

ISSUE	ANSWER
demolished in September. Will it be rebuilt?	as part of preparatory work for the Turcot interchange. More information will be available in the coming months.
(Peter McQueen) Do we have a commitment from the City of Montreal that Upper Lachine will stay open at least while Saint-Jacques is being demolished? From what I understood, Lionel Pérez, Mayor of the CDN-NDG borough, announced this type of commitment at the last Borough Council meeting. Are you aware that there is a petition on this subject that has 1000 signatures?	(Alain Trudeau) No, I will discuss this with the borough administration. For the moment, our point of view is “no.”

### **Presentation by the City of Montreal**

This presentation given by Alain Trudeau is enclosed with the minutes.

### **Discussion period on the City of Montreal's presentation**

ISSUE	ANSWER
(Derek Robertson) During the planning, how did you work with the City of Montreal's Department of Active Transportation?	(Alain Trudeau) We collaborated with them from the start; we would not have been able to do this without them.
(Maxime Denoncourt) Are you planning to connect the bicycle path to the southwest side of the site?	(Pierre Major) There will be a bicycle path all around the Glen site as well as bicycle lanes on Décarie. When Saint-Jacques is reconfigured for the Turcot project, we will finish creating the southwest access point. It may also be possible to connect the bicycle path with Glen Road; discussions are currently ongoing with the city of Westmount. However, in the short term this is not necessarily the best option given that this is the future site of The Neuro. I think that when the work on Saint-Jacques is complete, a bicycle path that is separate from the street may be an option.
(Roger Jochym) I do not understand why the sidewalk that extends along Saint-Jacques does not lead directly to the Glen site. This could easily be done. The current layout is not a good solution.	(Pierre Major) The MTQ is going to redo Saint-Jacques; at that time, the road will reconnect to the bicycle path on Décarie.

ISSUE	ANSWER
<p>(Louise Fournier) Will the on-ramp to Autoroute 15 be reopened one day?</p> <p>In the reconfiguration for Upper Lachine, could you create a playground since there are not very many in this area?</p>	<p>(Alain Trudeau) The decision has not yet been made. The first solution would be to open the on-ramp as it was before, which would cause a problem because two-way traffic on Girouard would be eliminated. The second solution would be to close the on-ramp, which would keep two-way traffic on Girouard and provide space under the on-ramp, which could be put to another use. The last solution would be to find a way to both keep two-way traffic on Girouard and open access to the Autoroute 15 south. These options are being studied, but in any event there will not be any work before 2015.</p> <p>(Valérie Legris) This work is part of the Turcot project, which won't begin until the spring. An analysis is being conducted for this sector to coordinate work on the Turcot and the work of the City. For the moment, we can't make a statement on the possible opening of this on-ramp.</p>
<p>(Peter McQueen) Is this a long-term or short-term study?</p>	<p>(Valérie Legris) I can't say for the moment.</p>
<p>(Peter McQueen) Will the part of Upper Lachine that passes over the highway be narrowed? Will this create space over the viaduct for something else?</p>	<p>(Alain Trudeau) Yes, we could develop this extra space over the viaduct, especially if we close the on-ramp, as this could create even more space to the west. This could be included in the Special Planning Program for the Saint-Raymond neighbourhood.</p>
<p>(Peter McQueen) It seems from your image (see presentation) that you want pedestrians to walk on just one side of Upper Lachine.</p>	<p>(Alain Trudeau) No, this is just an image of one part of the design. It doesn't necessarily represent what the space will actually look like.</p>
<p>(Peter McQueen) What routes will Buses 90 and 104 take while Saint-Jacques is being demolished?</p>	<p>(Alain Trudeau) One solution would be to go up Décarie, go along Sherbrooke and then go down Girouard; this is one reason why it will be important to keep Girouard open in both directions.</p>
<p>(Roger Jochym) Can the MUHC confirm that it considers the bicycle path created on De Maisonneuve Boulevard unacceptable and</p>	<p>(Pierre Major) This is the responsibility of the City of Montreal. The City worked with experts in transportation and bicycle path</p>

ISSUE	ANSWER
that it will take new measures to find a less dangerous solution?	<p>networks. The alternative that you are proposing (viaduct over Upper Lachine and Décarie) is not feasible due to issues of safety, budgeting and space availability. The solution that will be worked on is the one currently on the table.</p> <p>(Minh-Tam Nguyen) There is nothing else to be done given our budget; the solution of a bridge for cyclists is too expensive and too dangerous.</p>
(Patrick Hutchinson) Will Girouard stay open to two-way traffic during the work?	(Valérie Legris) Yes.
(Maxime Denoncourt) What can be done so that the crossing that will be created under the railway on Upper Lachine does not become like the crossing at Melrose?	(Alain Trudeau) You can't compare the two areas. Melrose is a three-foot wide tunnel under a railway track, whereas this will be much wider and have more lighting. The set-up will be completely different.
(Malaka Ackaoui) I think that the presence of businesses in the space that will be created on Upper Lachine will help make the neighbourhood more lively and safe. Can the Upper Lachine crossing over Décarie be improved?	(Pierre Tessier) This has been noted.

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

Presentation by Chantal Sorel

The project is 54% complete. The concrete work for the employee parking lot is finished. We still need to remove the formwork in this area in the coming months. Concrete still has to be poured in two areas in the underground parking garage for visitors and patients (in front of the facade). This concrete will have to be poured all at once, which will be done when it is a bit warmer. In terms of the Research Institute, all exterior finishing work is complete, except for a few remaining areas. For the rest of the complex, we have almost finished sealing the buildings. The black areas that you see on the walls are sealing material, whereas the yellow areas are insulation material. At the end of February/beginning of March, we will start installing the aluminum panels. This means that the site will start looking better and better. The curtain wall is 95% complete, and we are currently placing orders for the curtain wall for the metro entrances. In the spring, we will pave the access road, which will reduce noise and dust at the site. Also, fewer road repairs will be required. At this time of year, thawing causes a problem because it leads to huge holes in the road. We recently asked the people responsible for maintaining these roads to perform repairs after the workers' shift at around 3:00 p.m. As of last week, we implemented a rule: no road repairs outside of authorized hours. Ideally, they should be done at the end of the afternoon when all workers have left.

In relation to the construction, the traffic light at the Saint-Jacques access point is working, which means that most traffic can go through this area. In terms of interior work, we are getting ready to paint and lay down flooring in the coming months, so things are going well. We are still aiming to welcome our first patients in spring 2015. The temporary receiving area is still planned for autumn 2014. We are working on the mechanical and electrical systems, which are a major component of the project. In November, we were hooked up to the 25-kV current, so we are now on the Hydro-Québec network. We intend to finish a lot of the surrounding landscaping this summer. Large trees should be planted in August. This will create a much more pleasant atmosphere.

#### Discussion period: Work at the Glen site

ISSUE	ANSWER
(Derek Robertson) For the finishing, are you dividing this work among a number of contractors or is it just one contractor and subcontractors?	(Chantal Sorel) We are dividing the segments among various contractors. We are giving the work out in segments for a number of reasons. First, because the project is enormous: we therefore need to find enough staff to work. The second reason is that we have a choice of many contractors; if one of them isn't performing, we can use someone else, which reduces risk in terms of delivery.
(Malaka Ackaoui) When will the metro entrance be open?	(Chantal Sorel) Not before the final receiving area.  (Pierre Major) We are still planning to have two access points: an existing tunnel that will be ready in September 2014 and that will be functional when the Glen opens, and a second access point that is currently the subject of a feasibility study with the AMT and STM. However, even if we received the go-ahead for this second access point tomorrow, it would not be ready by 2015. We are therefore thinking about measures for the current station to meet demand.
(Peter McQueen) Where will the second entrance be?	(Pierre Major) To the east of the current Vendôme station. You can visit the OCPM website to see the images presented by the STM. We have paid a lot of attention to this issue to ensure this solution will work from a technical standpoint. The bus loop will have to be redone. Drilling has also been done to measure the roof of the metro. We will prepare a case in the coming weeks to confirm

ISSUE	ANSWER
	funding with the government.
(Peter McQueen) Because of this new layout, people will have to cross the bus loop.	(Pierre Major) We are going to hold a special information session for this project once the feasibility study is complete so that we can explain it in more detail.
(Mario Santangelo) You said that there is a lot of parking in Building F. Our employees have received a lot of tickets, as construction workers are using these parking spaces. I'm the one who pays for these tickets. Can your employees park at the site?	(Chantal Sorel) We created over 200 spots above the underground parking garage. We are currently looking at whether we can allow construction workers to park inside this complex, as it will be finished in September 2013. We are very sensitive to this issue.
(Roger Jochym) I don't understand why the second metro connection wasn't planned from the start.	(Pierre Major) The second connection was planned from the beginning of the project. Since 2005, we have been planning two direct access points to public transit. We had to make changes to these requirements due to a lack of funding for the second entrance. The project still includes two functional access points to the Vendôme station.
(Derek Robertson) I would like to congratulate you for encouraging construction workers to take public transit.	
(Mario Santangelo) Would it be possible to get a parking card so that tickets are no longer given out?	(Pierre Tessier) This has been noted.
(Chantal Sorel) People who want to have a business in the commercial corridor can submit their projects by June 2013.	

## **Presentation of the Ministère des Transports du Québec**

Presentation by Vicky Lachapelle

Work on the Autoroute Ville-Marie started last week. For the next three months, one eastbound lane out of four between the interchange and Exit No. 2 (Atwater) will be closed for structural repairs. There will be a barricade on Upper Lachine over the next month so that public utilities can be moved before the reconstruction of the Saint-Jacques viaduct. Details will be forthcoming, but one westbound lane out of two will be closed. More information will be posted on the website of the Ministère des Transports.

### Discussion period: Work by the Ministère des Transports du Québec

ISSUE	ANSWER
(Louise Fournier) I would like people from the City of Montreal and the ministry to work it out so that both projects aren't going on at the same time in order to reduce the impact on traffic.	(Pierre Tessier) This has been noted.
(Mario Santangelo) On my side, they closed both exits for two days. I went to see a representative at the Crowley Arts Centre project office, who assured me that the two exits would not be closed at the same time.	(Pierre Tessier) This has been noted.
(Derek Robertson) Business owners have made a number of similar complaints. There must be a way for there to be better coordination. This business owner needs help and respect.	(Pierre Tessier) This has been noted.

### Presentation of the Shriners Hospitals for Children - Canada

Presentation by Emmanuelle Rondeau

We announced at the last meeting that we were opening a call for tenders. We indeed began the process and extended the tender period by one month. This does not change our planned construction timetable. We are hoping to start construction at the end of March or the beginning of April. I am certain that I will have a more detailed report to give you at the next meeting. All residents around the construction site are invited to the Laying of the Cornerstone on September 14 to celebrate the start of construction. This ceremony is an important part of a new hospital, as it celebrates the building that is under construction. Shriners from across Canada have already confirmed they will be attending. We will coordinate with the borough to minimize the impact.

### Discussion period: Other business

ISSUE	ANSWER
(Peter McQueen) Are you planning to have a fourth lane on the railway bridge for a fourth train track?	(Alain Trudeau) No. We have an agreement with Canadian Pacific to build a three-lane bridge. If one day there is a fourth lane, decisions will have to be made. It must be understood that a lot of time passes between the negotiations and the construction.  (Pierre Major) I don't want to speak on behalf



ISSUE	ANSWER
	of the AMT, but they mostly need four lanes at the stations, so a three-lane bridge is still adequate in this case. It would be very difficult to add a fourth lane on the bridge given that we would lose clearance between the bridge and the road.

- The moderator adjourned the meeting at 8:40 p.m.
- The next meeting with the community will be held on Tuesday, March 12, 2013.



# Projets d'aménagement du domaine public

Secteur des abords du CUSM et du quartier Saint-Raymond

15 janvier 2013





## Objectifs

- Rappeler le contexte entourant l'accès véhiculaire au futur CUSM
- Présenter les projets d'aménagement du domaine public dans le secteur :
  - le carrefour des boulevards Décarie et De Maisonneuve et l'espace public Upper-Lachine
  - le boulevard Décarie
- Présenter les améliorations prévues au réseau cyclable et les trajets alternatifs possibles aux circuits d'autobus
- Présenter le calendrier de réalisation des travaux



## Contexte entourant l'accès véhiculaire au futur CUSM





## Carrefour Décarie – De Maisonneuve et espace public Upper-Lachine

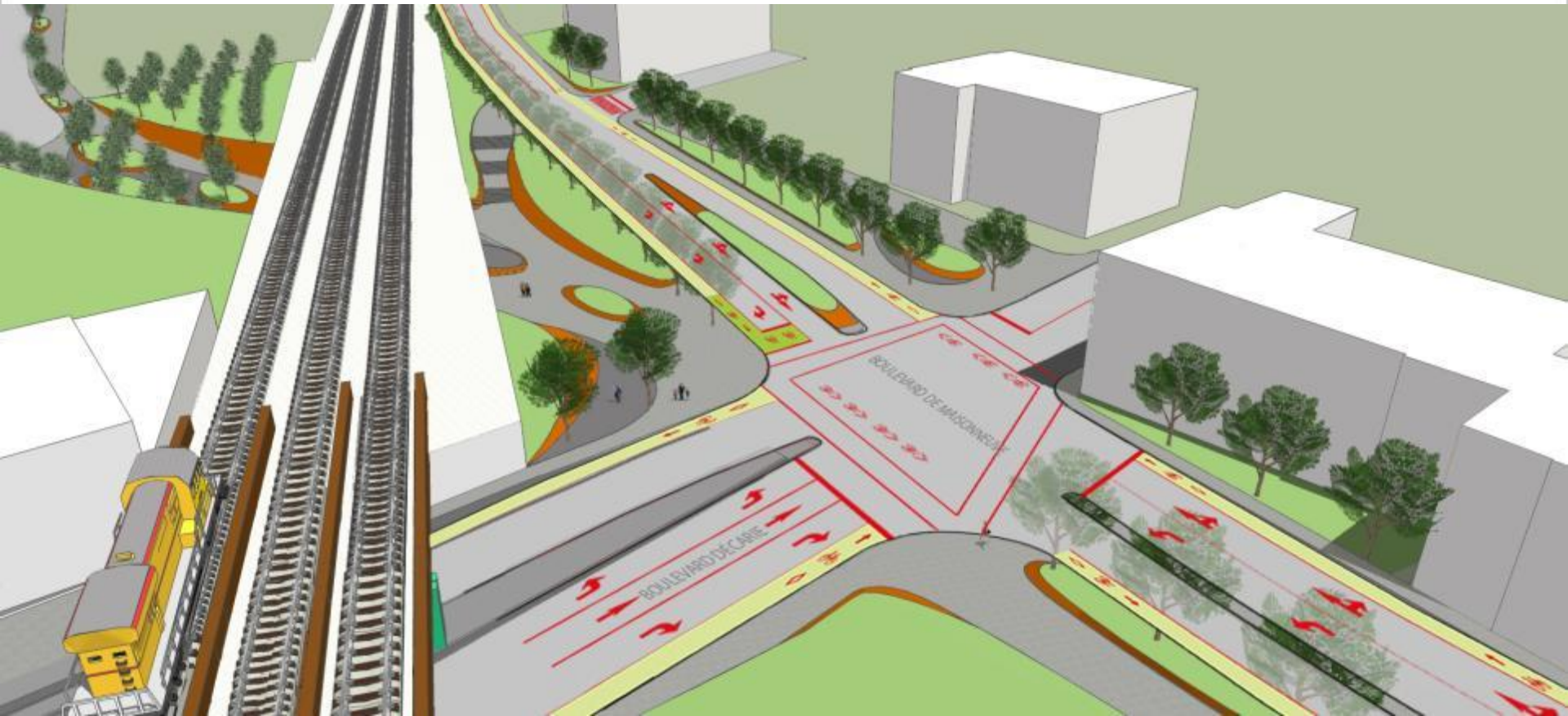


Aménagement proposé





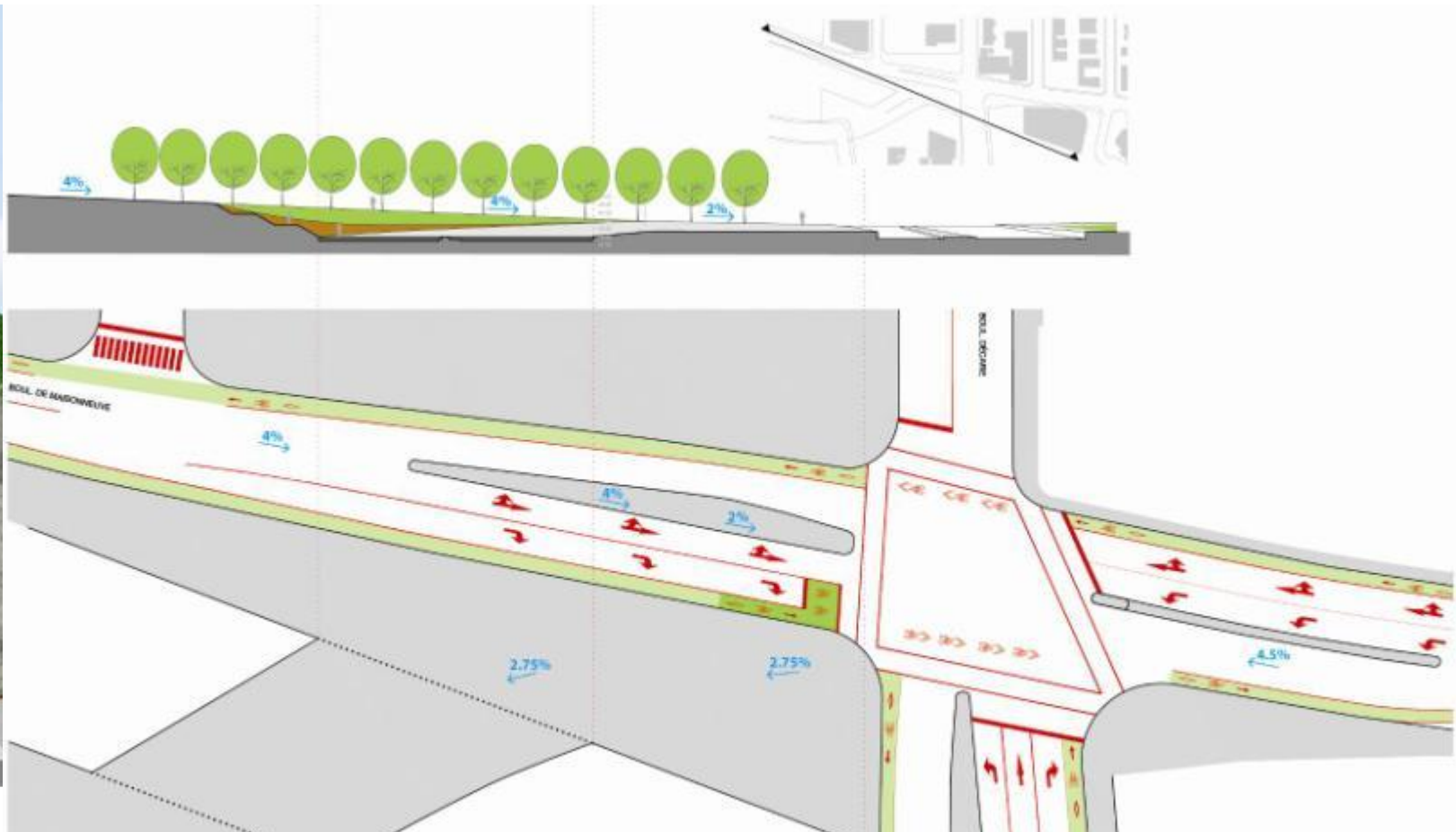
## Carrefour Décarie – De Maisonneuve et espace public Upper-Lachine



Nouvelle géométrie et aménagement proposé (vue vers l'ouest)



## Carrefour Décarie – De Maisonneuve et espace public Upper-Lachine



Nouvelle géométrie et aménagement proposé (vue du boul. De Maisonneuve vers l'ouest)  
Pentes







## Carrefour Décarie – De Maisonneuve et espace public Upper-Lachine



Situation en 2010







## Carrefour Décarie – De Maisonneuve et espace public Upper-Lachine



Situation en 2010





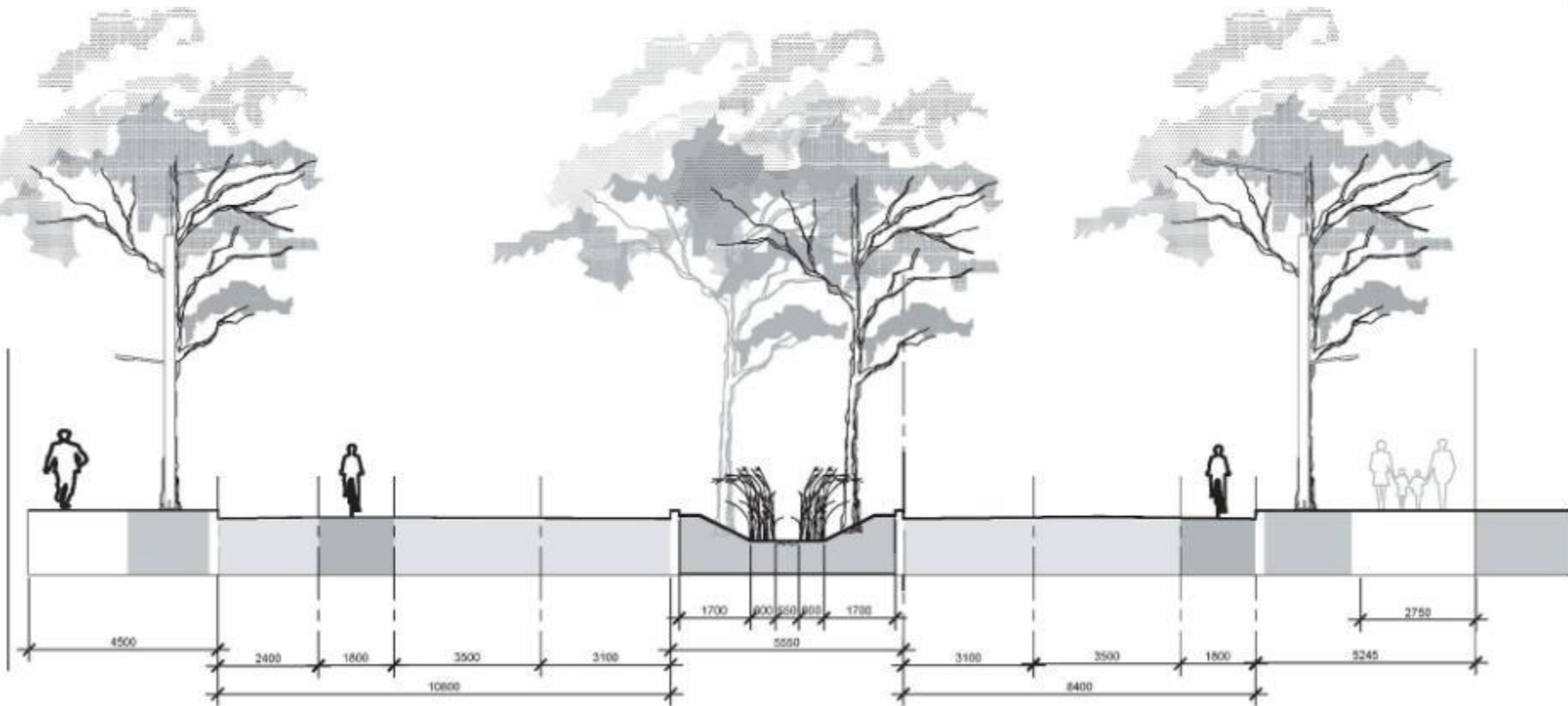
## Boulevard Décarie



Situation en 2010



## Boulevard Décarie



Nouvelle géométrie et aménagement prévu





## Constats

- Conflits entre les cyclistes et les autobus

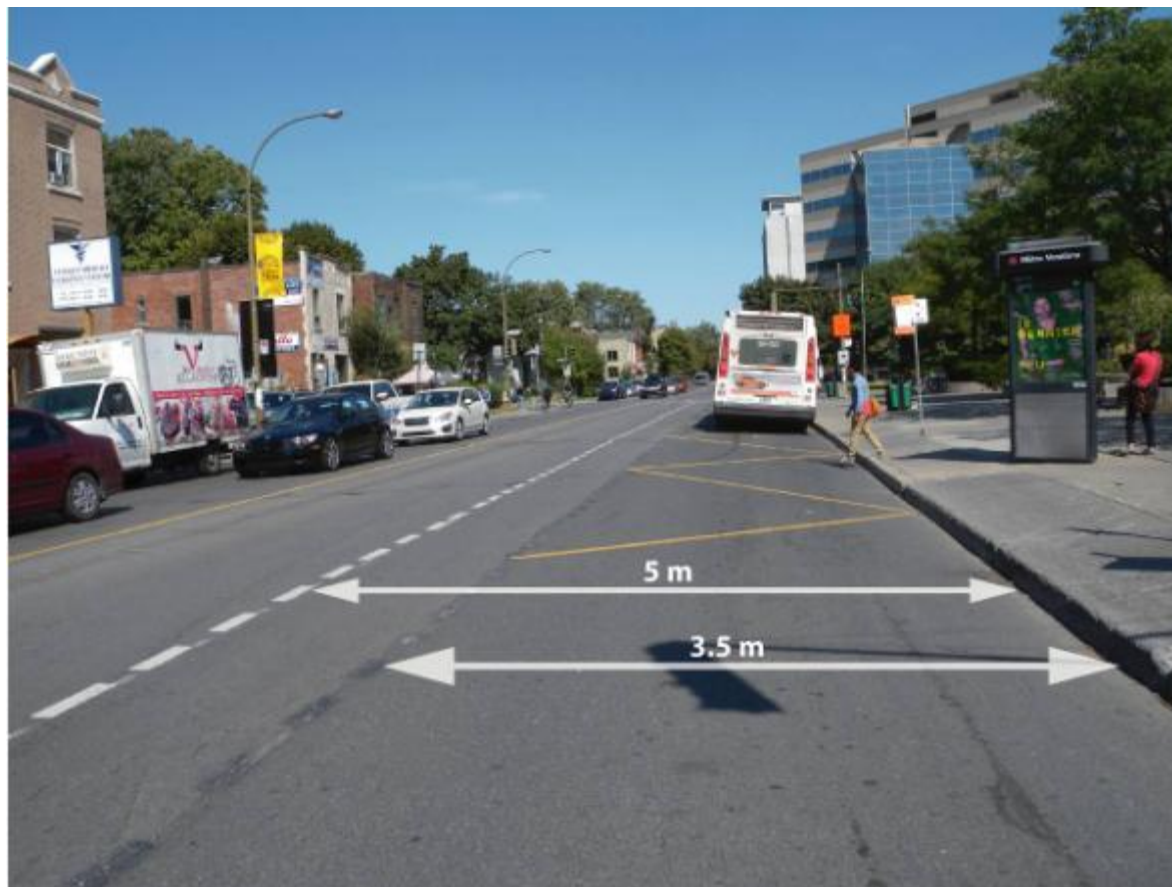


## Constats

- Non-respect des feux de circulation
- Visibilité réduite

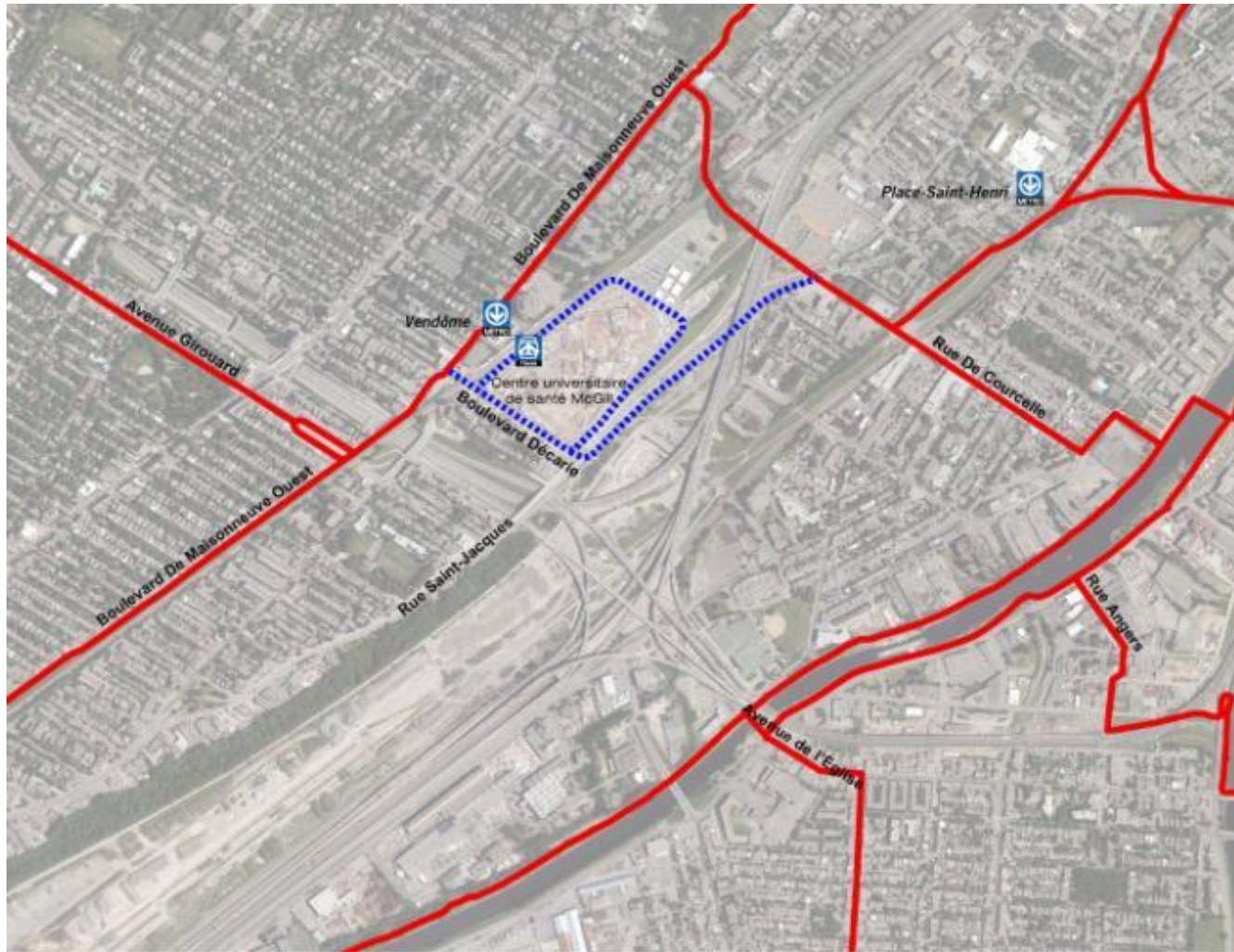


## Interventions temporaires réalisées pour sécuriser le réseau cyclable en août 2012

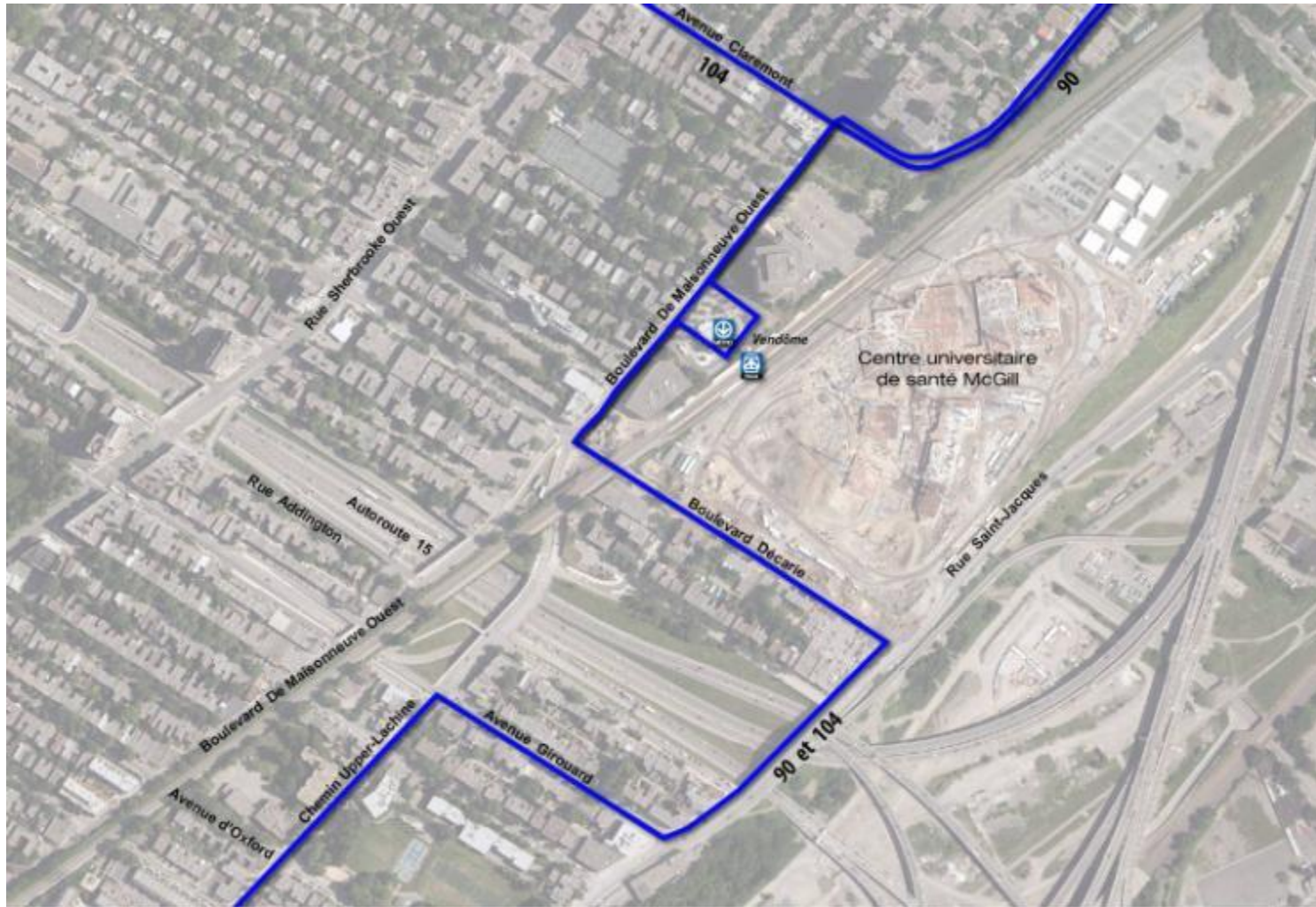




## Améliorations prévues au réseau cyclable



## Trajets alternatifs possibles aux circuits d'autobus







## Prochaines étapes et calendrier de réalisation des travaux

- Boulevard De Maisonneuve et espace public Upper-Lachine
  - **Année 2013** : Réalisation des plans et devis
  - **Hiver – printemps 2014** : Construction des infrastructures souterraines
  - **Printemps – automne 2014** : Réaménagement de l'intersection Décarie – De Maisonneuve, aménagement de l'espace public Upper-Lachine
- Boulevard Décarie
  - **Printemps – automne 2013** : Construction des trottoirs, des chaussées et du jardin de pluie et pose du mobilier entre la rue Saint-Jacques et l'avenue Crowley





Montréal 