

GOOD NEIGHBOURLY RELATIONS COMMITTEE MUHC

Glen site: Construction and Roadwork

MINUTES

Meeting held on Tuesday, August 21, 2012 (7:00 p.m.)

Committee members in attendance

CITY OF MONTREAL

Stéphane Plante (Director, CDN-NDG
Borough)

Sébastien Deshaies (Urban Planner,
Infrastructure Department)

Alain Cormier (Senior Technical Officer,
Public Works Department, CDN-NDG
Borough)

Albert Bastien (Commission des services
électriques de Montréal)

MUHC

Pierre Major (Associate Director, Facilities
Planning and Construction, Redevelopment
Project)

MODERATOR

Pierre Tessier

MTQ

Anne Pelletier (Assistant Director, Project
Office — Turcot and Saint-Pierre)

Stéphane Blanchette (Engineer)

Vicky Lachapelle (Communications Advisor)

AMT

Karine Côté (Project Manager — Public
Affairs)

SNC-LAVALIN

Riccardo Arena (Assistant Director — Glen
Site Project)

SHRINERS HOSPITALS FOR CHILDREN

Emmanuelle Rondeau (Public Relations
Manager)

CITIZENS

Louise Fournier

Stéphane Carin

Sandra Petersen

- 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.
- Adoption of the agenda and addition of other business.
- Adoption of the minutes from the previous meeting of the Good Neighbourly Relations Committee.

- The moderator made note of the absence of a representative from the STM and the attendance of Emmanuelle Rondeau.
- Louise Fournier mentioned the lack of citizens in attendance.

Presentation of upcoming municipal work

Presentation made by Sébastien Deshaies (City of Montreal)

- The infrastructure work on the west span of Décarie Boulevard finished a month ahead of schedule. Reopening of the west span of Décarie in mid-July (as planned).
- Work currently ongoing on the railway bridge (Lot C). The old bridge has been completely demolished. A temporary retaining wall has been built along Nelson Garage. The piles are continuing to be installed so that the abutment and the central pile can be constructed. The goal is to finish installing the new bridge before Christmas 2012. The new bridge structure is currently being assembled at the factory: the support system is complete, and the contractor will be ready to deliver in mid-October.
- Last week, we started construction on a new sewer and water main on Northcliffe, which will last 60 days. Traffic was redirected and the police presence in the area was reinforced both in the morning and evening to ensure good traffic flow. In terms of the continuation of work (Northcliffe up to Sherbrooke), more information will be available at the next meeting. This work is not part of the MUHC envelope; it is related to a sewer backup problem in this sector.

Discussion period: Municipal work

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(Diane Rivard) Will the north entrance of the work site remain accessible during the work?	(Sébastien Deshaies) Yes, it will remain accessible, and both MUHC entrances will remain open.
(Sandra Peterson) Will Northcliffe be completely closed?	(Alain Cormier) The street will be separated in two. We are going to do the first half starting at De Maisonneuve northbound. During this period, the second part will be accessible via Sherbrooke; we will remove the parking spots on the east side to allow two-way traffic so that this section is accessible to residents and delivery vehicles.
How many days will this last? When will the work begin?	60 days. The call for tenders is currently open. When it closes, we will be able to confirm the start date for the work.
(Peter McQueen) It is clear that the work is blocking access to the Vendôme metro. Buses 105 and 102 take Sherbrooke and go down Clairmont to get to De Maisonneuve. The most complex rerouting is for the 90 and the	

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<p>104 buses. I made a request to the STM to have these buses stop at the corner of Décarie and De Maisonneuve so that metro riders do not have to go all the way around. The STM said that they are currently studying this request.</p> <p>Will De Maisonneuve westbound stay open? Members of the community wonder why the buses that used to take this lane cannot keep doing so. I will write another letter to the STM, but I want people to know that we are following up on this issue.</p>	<p>(Sébastien Deshaies) As far as I know, yes.</p>
<p>(Maureen Keily) Crossing Clairmont and De Maisonneuve at the northwest corner is dangerous for pedestrians, as buses have to go up onto the sidewalk to turn.</p>	<p>(Peter McQueen) I will add this to my letter.</p>
<p>(Louise Fournier) The STM says that it needs authorization from the city for reroutes. Can you confirm this?</p>	<p>(Stéphane Plante) I cannot answer this question. But it is highly likely that the request has been submitted to the Technical Office.</p>
<p>(Lucio Dertino, MAB-Mackay) Have measures been taken to help handicapped people in relation to all of these detours and this work?</p>	<p>(Sébastien Deshaies) For the construction work, we are limited (temporary equipment). However, the completed facilities after the work will be adapted for handicapped people.</p>
<p>(Madeleine Fortin, MAB-Mackay) We have asked for audio signals at these lights. It is problematic for handicapped people to cross De Maisonneuve to get to the metro without these signals. The City of Montreal's consultative committee says that it is monitoring things, but we have many users in this area and we have not been consulted.</p>	<p>(Alain Cormier) The work will not always have this configuration; the detours will change when the work moves from the south side to the north side.</p>
<p>(Louise Fournier) Is someone making sure that, by solving our water problems, the problem is not being moved somewhere else?</p>	<p>(Sébastien Deshaies) The problem is not being moved somewhere else.</p>
<p>(Jill Prescesky) There is a lot of traffic on Girouard; this affects air quality, which was already poor. Can there be two left-hand turn lanes to improve traffic? There is also a problem with the pedestrian light on Girouard; an arrow signals a right-hand turn,</p>	<p>(Stéphane Plante) We will look at these issues.</p>

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even though motorists are not supposed to turn at this intersection. Can this issue be rectified?	
Because of the heavier traffic, cars drive too quickly through residential streets. Can you put speed bumps to slow down these cars?	It is too late for speed bumps. However, we can start by using speed radar and implementing temporary measures before looking at longer-term solutions.
(Gail Tedstone) It is dangerous to walk or bike across the intersection of Girouard and Sherbrooke during rush hour. Can there be a police presence at these times?	(Stéphane Plante) This intersection definitely needs to be reviewed. We will first try to reinforce the police presence and then we will study a longer-term solution.
(Louise Fournier) Is speed radar regularly used?	(Stéphane Plante) Using speed radar is the first step when we want to take measures.

Presentation of work at the Glen site

Presentation of work by Riccardo Arena

All concrete structures in Blocks A, B, C, D and E are complete. The concrete structures in Block G are 60% complete. Block F has advanced up to Level 4, out of a total of 8. The goal is to finish all of the concrete structures by Christmas. The peripheral walls of the foundations still need to be filled. In terms of underground work (water and sewer mains, etc.), this work is ongoing and we are advancing at a rate of 75 feet per day. We are hoping to finish this work by the end of September or the beginning of October. We have connected all of the sewers to the main collector at the bottom of Saint-Jacques. The building envelope is well underway. The goal is to completely close the building by the end of November. Curtain walls are currently being installed in the atriums between the blocks. A lot of electromechanical work is currently being conducted inside.

Discussion period: Work at the Glen site

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(Louise Fournier) In the preliminary version of the plans, there was supposed to be a flood water retention basin in the Westmount sector. Is this still the case?	(Riccardo Arena) There is no basin in the Westmount part. All water from the site is collected in a basin under Block F before being sent to the city's main collector. The plans were modified.
There are concerns about access from the south-west. What is the status of this issue?	(Pierre Major) The MUHC recently met with the CIQ (Inter-Neighbourhood Coalition) about this. Another meeting is being planned by the INC to find solutions.

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(Brigitte Blackadder) At the start of the summer, it was reported that there were significant amounts of asbestos in the concrete rainwater drainage pipes for the project. I heard that water towers for the project were going to be built on the Westmount side; will these contain asbestos?	(Riccardo Arena) No.
(Maureen Keily) Where exactly in Westmount will the cooling towers be built and how high will they be?	(Riccardo Arena) They will be as high as Block F. Because of the vertical slope, they will be visible from Saint-Jacques but not very visible from the north side. The landscaping will also hide them.
(Sara Meland) The work is supposed to start at 7:00 a.m., but workers start on average between 6:00 a.m. and 6:30 a.m. I was assured that there was not going to be any work during the construction holiday; instead, they worked every day except for one Sunday. I know that tomorrow morning, the trucks will start beeping again. The workers are not disruptive; the trucks are.	(Riccardo Arena) There are workers who come before 7:00 a.m., as there are deliveries before this time. We have implemented a new rule: all trucks that want to make deliveries before 7:00 a.m. cannot back up, which will prevent them from beeping.
(Marilyn Moskovic) I call every Thursday. They now come at 2:00 a.m. and drive around the work site. Can someone explain to me why a truck is moving gravel around in the middle of the night in the parking lot on the Westmount side? You expect us to tolerate disruptions from the work site, but we have to have a certain quality of life also. Not once have they started at 7:00 a.m.; I see them and hear them at 5:45 a.m. You ask us to respect the rules, and we ask you to respect them as well. Workers arriving at the site do not make noise; the trucks are what make noise. During the construction holiday, they continued to work. Our lives should not be affected in such a significant way. There should be simple rules. The noise is intolerable and echoes throughout the walls of my building.	(Riccardo Arena) There are three construction projects in this area that are being carried out by the MUHC, the MTQ and the City of Montreal. You have to understand that you are living right in front of the largest construction site in Canada.
(Robert Moskovic) I recognize that the work site is enormous, but there should be rules that reflect the scope of the work as well. How do you control entrances/exits? It only takes a few trucks at the work site to make	(Riccardo Arena) There is a control station at the entrance, but there are trucks that never leave the construction site.

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<p>noise by beeping. When you talk about imposing rules, will you enforce them among all your workers?</p> <p>(Marilyn Moskovic) We are not talking about small trucks that only make noise during the day; we are talking about large transport trucks in the middle of the night. Are you going to enforce these rules among all of your truck drivers? You cannot prevent a truck from backing up.</p> <p>(Louise Fournier) Have you called the police?</p> <p>(Robert Moskovic) The police will not come. Can you have a meeting with everyone responsible for controlling the work site entrances and exits to find out who is coming to the work site at an authorized time?</p>	<p>(Riccardo Arena) Every day, we think about new ways to improve things.</p> <p>(Riccardo Arena) I cannot control the work of the MTQ, nor can I control the work on Décarie. Complaints have been addressed to the MUHC, and we investigate and respond to each complaint we receive. For many of these complaints, we noticed that the work was being done either by the MTQ or the City of Montreal.</p> <p>(Diane Rivard) In reference to the noise at 2:00 a.m., it was indeed one of our sub-contractors. We found out who it was, and we notified the company that this must not happen again. We asked them to no longer conduct work in the evening in this area (north-east part of the work site) and to no longer work after 10:00 p.m. We have more than 75 sub-contractors, and we even have sub-sub-contractors. It's like a daycare; we say things to them over and over again, but it's not always easy.</p> <p>(Pierre Major) As a site owner and representative of the MUHC, I hear the concerns of the community and our private partner. We are going to sit down together with our private partner and the other people involved in the construction around the site. My goal is to get back to you at the next Good Neighbourly Relations Committee meeting to explain the measures that will be implemented in this regard.</p> <p>(Pierre Major) We have good partners at GISM,</p>

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<p>(Brigitte Blackadder) Thank you, Pierre, for your consideration. I would like to point out that in an organization of this size, greater measures should be taken to regulate work schedules, and penalties should be imposed. This is the only way to solve this problem.</p>	<p>and we are confident in their ability to respect all of the laws in force. Everyone knows that this is a PPP and that there are enormous penalties if the complex is not delivered on time, and this is the pressure that our partner has to deal with. This does not mean that they do not have to respect the rules. We are going to talk about all of this with them.</p>
<p>(Maureen Kiely) It is the sub-contractors and the sub-sub-contractors who cause the problems. At 4:30 a.m., I see these large trucks in the streets, because they take advantage of the fact that there is no traffic at this time. There is only one solution: since you are the ones who control the entrances and exits, you should lock the entrances to everyone before 7:00 a.m., except to workers.</p>	<p>(Riccardo Arena) There is security, but by the time the guard gets to the truck driver at fault, it is too late.</p>
<p>(Robert Moskovic) There should be security on site. If a truck is not supposed to be at the work site, someone should be there to ask the truck driver to leave. The workers at the site do not cause problems. The problem comes from trucks driving around the site in the middle of the night, and no one can do anything about it.</p>	<p>(Moderator) I think that Mr. Major has made a very clear point that your concerns will be considered.</p>
<p>(Louise Fournier) We have been told that the MTQ has a work site in the area: where is it?</p>	<p>(Anne Pelletier) Presentation of the work of the MTQ</p>

Presentation of the work of the Ministère des Transports du Québec (MTQ)

Presentation of work by Anne Pelletier

The access ramp along Block F to get from Saint-Jacques to the Glen site is currently being constructed on the south part of the site. The work is progressing as scheduled. We closed the Saint-Jacques off-ramp for the construction of the new overpass. It is now almost finished, and the scheduled date for reopening the Saint-Jacques exit has therefore been set for Labour Day weekend. However, it will not be possible to access the site from the Saint-Jacques ramp until November.

Discussion period: Work by the MTQ

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(Louise Fournier) For your construction project, are workers prohibited from starting before 7:00 a.m. and finishing after 10:00 p.m.?	(Anne Pelletier) The contract sets out that the work start-time is 7:00 a.m. There were a few instances of work being done at night at the start of the construction. However, we did not receive any complaints.
(Peter McQueen) Can all the noise be heard from Saint-Jacques and Saint-Rémi or can it also be heard from Westmount?	(Stéphane Blanchette) Studies are regularly being done on sound levels to guarantee an acceptable noise level for residents.
(Pierre Major) To finish on a positive note, and to reiterate the words of Riccardo Arena, the structure is finished and the envelope will be finished in November, as will the structure for the parking lots. We will therefore be mainly conducting interior work after that, which will create less noise.	
(Louise Fournier) Yes, but there will always be deliveries.	(Pierre Major) Yes, but the receiving docks are located on the south side of the complex with an access point that will be finished soon, and this will create fewer problems.

Update on the project of the Shriners Hospitals for Children - Canada

Presentation by Emmanuelle Rondeau

The Shriners project will begin in March/April 2013 and finish at the same time as the rest of the MUHC construction site in fall 2014. The piles will be installed in the spring, but there are not that many; I do not know how many there will be for the moment. We have to start testing the facilities in January 2014, so this will be a very quick construction period for us. We will have to catch up with the rest of the MUHC so that all testing for ventilation, gases, etc. is carried out at the same time as for the rest of the complex.

Open discussion period

ISSUE	ANSWER
(Jill Prescesky) Are you going to change traffic on Girouard (i.e., change it from two-way to one-way traffic)?	(Sébastien Deshaies) No, the current configuration is useful. In any event, residents will be informed.
(Pierre Major) The next public information meeting will be held on November 13 and all project stakeholders will be present.	
(Louise Fournier) Access to Autoroute 15 southbound is a concern for residents of Notre-Dame-de-Grâce.	(Pierre Major) We have already said this at other meetings: we are looking at many scenarios, as the current configuration does not work. It is a major technical challenge, which is why the City is taking more time to make a decision.
(Peter McQueen) When will the passageway from the metro to Block G be finished?	(Riccardo Arena) The first section is done and the second section will be done soon. The connection to the station is being constructed by a third party.
Does the AMT have a date for when this passageway will be opened?	(Pierre Major) We are currently in discussions with our partners, as the MUHC needs an additional piece of land to carry out this project. I therefore do not have a specific date.
Do you have an idea anyway?	This work will be finished for the opening of the hospital.
Now for the second hospital/metro access point, do you have a date?	As I have already mentioned, a walkway was planned in the contract with our partner, but we think another solution is possible. The good news is that a technical solution has been found, and we are currently finishing the feasibility study. This project will not cost the MUHC anything, as it is being funded by the AMT and the STM. Our goal is to complete this project for the hospital opening. We are counting on the community's support for this project.
(François Saint Laurent) When will the work on Décarie be finished?	(Sébastien Deshaies) The end of the work is scheduled for spring 2013 for all of the street configurations. However, I will have more information to give you at the next meeting.

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(Diane Rivard) When will we be able to pass under the railway bridge?	(Sébastien Deshaies) In spring 2013.
(Citizen in attendance) Will Upper Lachine stay open all winter?	(Alain Cormier) No.
Will this closure be definitive?	Yes, the intersection is not safe because this design is obsolete. Mr. McQueen agrees with this.
Is there already a planned purpose for this area?	We are trying to make it a useful and pleasant space for everyone; for example, it could become a small park. It will be designed for pedestrians and cyclists. We are working on this.
(Peter McQueen) No, I do not agree with the closing of Upper Lachine. There is another possibility. The community will speak at the next OCPM consultation meeting. For me, this is not over.	(Pierre Major) I must remind you that an agreement on this issue was signed with the City of Montreal.
Yes, but this has never been accepted by the community.	
(François Saint-Laurent) Upper Lachine will be closed from where to where?	(Peter McQueen) Under the railway. (Pierre Major) It will remain open for pedestrians and cyclists.

Meeting adjourned by the moderator.
Next meeting scheduled for Tuesday, October 2 at 7:00 p.m.