



PUBLIC CONSULTATION



LIONEL-GROUX SECTORAL ELECTRICAL SUBSTATION PUBLIC CONSULTATION

Second series of questions by the Commission
(July 10, 2017)

Following the opinions expressed during the last public consultation session on June 15, 2017, the Commission is considering questions for which the answers will allow it to specify the nature of its recommendations. This is the perspective in which this series of questions is sent to the STM:

- 1. What is the extent and nature of the regulatory amendment(s) that require the holding of this public consultation and that are to be made (cadastral operation, PIIA (architectural implementation and integration plan, or other)?**

The land concerned affected by the construction project for the Lionel-Groulx sectoral electrical substation, according to the urban planning by-law of the Sud-Ouest borough, is found in a sector that is the part of the “Public spaces and places” zone. After the performance of the work, the occupancy of the land and the building thus will not comply with the prescribed use.

However the *Act respecting public transit authorities* specifies that when the STM plans to carry out work or works necessary for the pursuit of its mission related to the métro network, a by-law may be adopted, despite any provision to the contrary, to allow this work or these works to be carried out. The purpose of this by-law is to enact the planning rules that the STM must comply with in carrying out the work and works concerned. The by-law may not be adopted before the tabling of the report of a public consultation held by the STM. In the case that concerns us, the report must be tabled in the Agglomeration Council of Montréal and the by-law will be adopted by that body.

Consequently, to carry out the project in complete compliance, a by-law must be obtained enacting all the planning rules necessary to carry out this project, in particular to:

- Authorize the use of the auxiliary building connected to the métro network
- Adjust the implementation standards (setbacks, construction authorized within the setbacks (cantilevers)
- Adjust the floor area ratio
- Adjust the density standard
- Amend the minimum and maximum height of the authorized building

- Provide for rules regarding the equipment permitted on the roof (chimneys and air conditioning equipment)



- 2. During the opinion hearing session, Mr. Sergerie mentioned a project feasibility study (transcript reference). Would it be possible to have a copy or at least an executive summary?**

The feasibility study mentioned during the opinion hearing session is preliminary. The purpose of this study is to validate certain project parameters, particularly the volume and general appearance of the new building, the general appearance of a landscaping proposal for the neighbouring park after the leakproofing work, the preliminary delimitation of the construction site, a preliminary traffic study, a preliminary arboricultural study, a preliminary work schedule, etc. This feasibility study also allows definition of the scope and nature of the zoning changes required to carry out the project. The presentation given on May 25, during the information session, constitutes the highlights of the feasibility study. The detailed architectural plans of the new building are also part of the various documents constituting this feasibility study and will be submitted to the Borough in the next few weeks for the purpose of drafting by-law amendments. These plans may be made available, as applicable.

- 3. It was mentioned during the consultation that a palisade will be used to delimit the construction site. On this subject, does the plan representing the delimitation of the construction site (page 20 of the information session presentation) indicate the location of the palisade, particularly on Rue Greene, Rue Lionel-Groulx, south of the métro entrance (the walkway from Rue Delisle) and northwest of the park that will be redeveloped?**

The delimitation of the construction site presented on May 25 is preliminary and could be revised according to the discussions with the different stakeholders. For example, in the event the surface of the new landscaping is revised following an agreement between the STM and the Borough, the delimitation of the construction site would be adjusted accordingly. The preliminary outline nonetheless must be considered as representative of the one that will be adopted during the work, because it largely depends on the project's constructability.

- 4. The Commission understands that the construction site requires the moving of several bus stops located at the Greene terminus and that the temporary locations have not yet been determined. With the goal of completing its analysis of the subject, the Commission wishes to have a plan locating the bus lines and bus stops that might have to be moved, and the frequency of trips by these buses, including those currently on Greene, and line 77 going to the MUHC. The quadrilateral concerned is bounded by Rose-de-Lima/St-Jacques/Atwater/Delisle.**

Attached:

- The plan of the sector, containing the location of the sector's bus stops.
- The ridership at each of these stops and the number of trips per day at this stop. This ridership is average ridership for one weekday during the months of September and October 2016.

The bus stops that will have to be moved during the closing of the terminus (5 months) are those on Rue Greene. Such a relocation of bus stops is a common practice in a context where we must deal with hundreds of construction sites every year.

It should be noted that the number of trips is not equivalent to the number of buses. For example, a bus that takes users to a location waits a few minutes and then proceeds to another stop to board passengers. This will be counted as two trips even though there is only one bus. The number of buses circulating in the Lionel-Groulx sector is about 750 per day.

5. The Commission is considering several questions related to trucking:

a. Will truck traffic come from Rose-de-Lima to enter and exit on Avenue Lionel-Groulx?

Yes. For the duration of the work.

b. Will access to the construction site also be via Saint-Jacques and Greene?

Yes, but only during the first phase of the work.

6. What measures does the STM plan to maintain a dialogue with the project stakeholders and the neighbouring citizens during the work?

During the work, any person who wishes to be kept informed of the project may register for an electronic bulletin by writing to reno.metro@stm.info. A web page dedicated to the project will also be created and updated. Finally, citizens can phone STM-INFO to give us their comments, or contact us by email by completing the form in the *Contact us* section of the stm.info website. These different means of contacting us will be communicated to them through the pamphlet that will be distributed to them before the beginning of the work.

7. Is there an agreement between the STM and the City (or the Borough) that allows the STM to do landscaping in this park?

Currently there is no agreement between the City and the STM. However, the Borough has shown it is favourable to the landscaping project proposed by the STM during alignment meetings with the management and the municipal elected officers.