



**Consultation publique sur le
centre d'attache Nord-Ouest**

Opinions présentées par écrit à la commission

24 novembre 2020



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Samdup, Carole

Objet : Questions for STM re. CANO

Dear STM,

I am writing with regard to the “centre attachment nord-ouest” project which will be located directly under my home on Coolbrook Avenue.

I am appalled that this project will move forward without any direct communication or negotiation between the STM and the home-owners situated directly in the path of the project. Our concern is not related to bus routes and traffic, but rather to the very real risk of damage to our homes, our neighborhood environment, and our quality of life during the prolonged (5 years) period of excavation and construction.

The community consultation process you organized does not comply with accepted international practice. It remains unclear, for example, what level of disclosure we can expect from the STM. We still do not know if a social impact assessment – which should be required for a project of this size - has been carried out. The statement made by your representative that an environmental impact assessment had been carried out but would not be made public is absolutely unacceptable.

Canadian companies are required to comply with basic standards of corporate accountability when they operate abroad. These policies include full disclosure of probable impacts and the mitigation measures planned to resolve those impacts. Taking into account that this project is funded through an infrastructure grant by the federal government, I refer you to the following guidelines which are endorsed by and accessible from the Government of Canada: <https://www.international.gc.ca/trade-agreements-accords-commerciaux/topics-domaines/other-autre/csr-strat-rse.aspx?lang=eng#csr1>

- The UN Guiding Principles on Business and Human Rights
- The IFC Performance Standards on Social and Environmental Sustainability
- The Global Reporting Initiative
- The OECD Guidelines for Multinational Enterprises

Should Canadians expect less accountability from companies undertaking projects here at home than they expect when Canadian companies operate abroad? I believe not. I am astounded that this project received full approval *before* the community consultation even took place, rendering the recent STM consultation little more than a public relations event.

As explained by your representative during that consultation, buildings on Decarie Blvd. directly behind my property will be demolished and there will be a deep excavation extending underneath my property for the connecting rail tracks. The questions I raised during the consultation process were not adequately answered by your representative and I therefore request a written response from the STM.

- How will the STM monitor the impact on residents’ health from dust and toxins released during the excavation and construction? For example, do any of the buildings to be demolished contain asbestos?

- What safeguards are in place to prevent potential damage to my property's foundation caused by excavation, blasting, and construction?
- What assistance will be provided to owners who will experience increased exposure to vermin and other pests disturbed by the construction?
- Noting that we already experience vibration from the existing metro line (even though it is not directly under my home), what guarantee can you offer that there will be no additional vibration once the project is completed and the tracks are directly under my home?
- Will financial compensation be available to homeowners who wish to sell their property during the next five years when values will likely be deflated due to project-related risks?

I look forward to hearing back from you at the earliest convenience

Sincerely,

Carole Samdup
4 [REDACTED] Coolbrook
Montreal H3X [REDACTED]

cc. Marvin Rotrand, City Councilor, Snowdon

Watson, Graeme

Objet : Feedback from constituent - Consultation publique – CANO

My name is Graeme Watson and I am a constituent of Snowdon. I live at 5 [REDACTED] Ave Coolbrook on the North side of Queen Mary, a few hundred meters to the north-west of the proposed construction sites of the CANO.

I had attended the information sessions on the 2nd and 10th of November, where the STM presented their plans to build the Centre d'attachement Nord-Ouest (CANO), and had also provided feedback at the consultation session on the 24th of November. I am writing today to give a record of the same feedback in written form.

I am supportive of the CANO project and the advantages that it will bring for all Montrealers. I am a frequent user of the STM and I think that having a frequent and reliable Metro network is important. Therefore, I am personally willing to put up with the temporary nuisances (increased traffic, construction noise, digging, etc) that a large construction project would bring.

Yet, as a resident of the Snowdon area, I am concerned with some of the potential long-term and lasting negative aspects that the STM construction plan could bring to the neighborhood.

I was disappointed to learn that in the present construction plan, the STM will demolish the building at the secondary construction site, on the corner of Wellsted Av. and Decaire Blvd.

I think that the loss of this building would be a further loss of heritage for the Snowdon district. I think that the Snowdon district has an old and proud history. While the buildings have decayed over the years, I think that one has a duty to preserve the original architectural features that this district has left.

The destruction of this building will also have substantial and lasting negative consequences for residents in its vicinity. I understand that the site will be vacant after construction is complete. This will certainly expose these residents to increased noise and air pollution from the Decarie expressway.

When the city built the Decarie expressway, its engineers thought that a concrete trench would isolate Snowdon residents from the incredible noise and air pollution that an autoroute brings. However, this assumption turned out to be incorrect. Because of this failure, Coolbrook residents rely on the barrier that the tall buildings facing the expressway provide to mitigate these effects. Coolbrook is a functioning residential neighborhood that has thrived in the shadow of the Decarie. However, if this building is demolished, a significant portion of the barrier will be breached, and this could put the neighborhood under threat.

I suggest that the STM revise their construction plan to save the building at the secondary construction site. If this is not possible, perhaps the front of the building could be saved so that the site could be re-developed with some of the original architecture in place. This approach would also mitigate the pollution that would be faced by Coolbrook residents.

Cordially,

Graeme Watson