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**Arbutus-Ridge, Kerrisdale, Shaughnessy (ARKS) Vision  
Implementation Committee Meeting**

**Thursday, May 22, 2014**

**Kerrisdale Community Centre - Seniors' South Room**

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**MINUTES**

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Chair: Jim Hall

Guests: Howie Charters and Dave Courville from Canadian Pacific Railway (CPR)

Over 70 in attendance

Howie and Dave provided information on CPR's plans to re-introduce rail operations on the Arbutus Corridor. This initiative is a result of years of inability to negotiate an agreement with the City on the future "vision" for the corridor and associated land value. The CPR had created a "vision" which included the inclusion of eco-density development on the corridor in addition to the City's "vision" of a greenway, bikeway, and light-rail transportation. The CPR is now desirous of making use of this asset for rail operations as negotiations with the City have not progressed.

Dave stressed that the corridor was not given to the CPR for free. There were extensive costs to extend the line to Vancouver from Port Moody.

To get a better understanding of rail uses for the corridor, CPR is clearing the line and surveying the property lines and the rail infrastructure (condition of rail bed, ties, and rails).

Individuals such as community gardeners who have encroached on the CPR property would be notified to vacate, if rail operations were re-introduced. CPR is very cognizant of public safety and would ensure public safety through signing and potentially some fencing.

Dave could not say what rail operations would be re-introduced but it could be such things as a training track, rail storage, and rail maintenance. Dave stressed that the extent of rail operations could only be determined once this initial survey was conducted. CPR will come back to the community once it has a better idea of the extent of rail operations.

Information can be obtained by calling at 1-800-766-7912 or accessing CPR's website at <http://www.cpr.ca/en/in-your-community/living-near-the-railway/Pages/Arbutus-Corridor.aspx>

Comments from attendees:

CPR received extensive land tracts of valuable real estate in Vancouver in exchange for extending the line into Vancouver. Thus, CPR should donate the corridor back to the City of Vancouver. Where is the company's social conscience?

This process seems to be a ploy to get the City to negotiate and give CPR more money for the corridor. It was noted that an operational exploration was being presented by two real estate professionals.

A CPR shareholder commented that the cost of reviving rail uses could not be justified by any anticipated return so he would oppose it.

Community gardeners were concerned about the loss of their plots. Why is this being introduced when gardens are in the height of the growing season? It would be of advantage to the CPR as good public relations if it committed to respecting the community gardens while its current work is under way. City staff have advised that any permit for a community garden taken out through them should be okay, as their permits are generally on street right-of-way and not on CPR property. City staff in Community Gardens were invited to the meeting but declined.

Concern raised about the school children who cross the line to access schools.

Concern raised about noise from maintenance activities on the track.

The reduction of land values of adjacent properties was discussed.

Much discussion concerned a basic and major conflict between the CPR's expressed right to use the Arbutus Corridor for transportation purposes and its impact on the long-established residential and community activities now present in the adjoining areas. This has to be recognized. What was an historically important line of access serving the Vancouver area, demonstrably has not been used nor useful for decades. Its future use must be reconciled with the intensive community activity and uses now happening in its immediate neighbourhood.

The CPR's expressed intentions about future public meetings do not recognize that it is no longer adequate or acceptable simply to inform the public; the currently acceptable method of public involvement is to conduct a two-way public discussion of problems, needs and possible options for resolution. At the very least, this two-way form of public involvement must be a basis for further negotiation.



The attached resolution was introduced by the Arbutus Greenway Improvements Society (AGIS); however it was tabled to the next ARKS meeting when there would be more time for discussion.

In summary, attendees did not want CPR to re-introduce rail operation and wanted CPR to donate the land back to the City so we can get on with developing a greenway, bikeway, light-rail transportation corridor.

Next Meeting: Wednesday, June 18, at 7:00 at the Kerrisdale Community Centre, Seniors' Craft Room.



Proposal to lease the Arbutus Corridor rail “right of way” from CPR.  
May 2014

Whereas ARKS endorses the fundamental use for the corridor, as envisioned by the Mayor and Council of the City of Vancouver, for a public greenway, for walking, gardening and personal transportation and Whereas ARKS acknowledges that the rail corridor probably does not meet its financial highest and best use as a privately owned CPR land asset, ARKS therefore proposes that the two parties review the possibility of the city *leasing* for a mutually pre-agreed period with an option for future purchase and fee simple ownership should funding become available either from the city and/or third party for the purpose of a public transportation system.

A fundamental principle for ARKS residents is that homeowners adjacent to the corridor, pedestrians, gardeners and cyclists will continue to enjoy to the peace and quiet of the now semi-rural corridor free of freight, locomotives and active horticultural maintenance. ARKS envisions that no permanent infrastructure, such as concrete paths or large trees be planted by the city and that CPR will continue, as is their right, to lease space above or below ground to utility providers. Further, that the public use be limited to the hours between sun up and sundown. Liability coverage for public access by Vancouver.