

File No. 04-1000-20-2016-092

April 13, 2016

s.22(1)

Dear s.22(1) :

Re: Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")

I am writing in response to your request received on March 21, 2016 for:

Records from the Mayor's Office regarding the purchasing of the Arbutus Corridor, including but not limited to briefing material and email correspondence, from January 1 to March 21, 2016.

All responsive records are attached. Some information in the records has been severed, (blacked out), under s.12(3)(b), s.13(1), and s.22(1) of the Act. You can read or download those sections here:

http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00

Under section 52 of the Act you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your request. The Act allows you 30 business days from the date you receive this notice to request a review by writing to: Office of the Information & Privacy Commissioner, info@oipc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number assigned to your request (04-1000-20-2016-092); 2) a copy of this letter; 3) a copy of your original request for information sent to the City of Vancouver; and 4) detailed reasons or grounds on which you are seeking the review.

Please do not hesitate to contact the Freedom of Information Office at foi@vancouver.ca if you have any questions.

Yours truly,

Cobi Falconer, FOI Case Manager, for
Barbara Van Fraassen



Barbara J. Van Fraassen, BA
Director, Access to Information
City Clerk's Department, City of Vancouver
Email: Barbara.vanfraassen@vancouver.ca
Telephone: 604.873.7999

Encl.

:cf

From: "[Kendall-Craden, Rena](mailto:Rena.Kendall-Craden@vancouver.ca)" <Rena.Kendall-Craden@vancouver.ca>
To: "[Magee, Michael](mailto:michael.magee@vancouver.ca)" <michael.magee@vancouver.ca>
"[Quinlan, Kevin](mailto:Kevin.Quinlan@vancouver.ca)" <Kevin.Quinlan@vancouver.ca>
Date: 2/29/2016 10:00:13 AM
Subject: Announcement and Event plan overview

Announcement Event Plan

- Legal documents must be settled by Friday, March 4 ... latest Sunday March 6, and all signed off per delegated authorities for both City and CPR
- Media advisory released on Sunday afternoon about an announcement Monday morning. Monday morning 9:00 am invite to media conference. Call around to confirm media presence.
- 9 am. transfer documents will be filed at the Land Title Office; these will include the \$55M price for transfer of value
- Subject to discussion, Mayor and Senior Staff at City will start to reach out to First Nations and key stakeholders commencing 8AM (or 9AM)
- 9:15 am - press release to be issued for press conference at 10:30AM at Corridor Location, with technical briefing to follow. CPR President and COO will accompany the Mayor, but CPR sees this as City event, and they are providing support.
- 10:30 am. press conference with technical briefing to follow thereafter, all noting this as a preservation of the "Transportation Corridor", and a "fair deal" between the City and CPR for the Arbutus Corridor lands from 1st Avenue to Milton Street [please note that there is one lot close to Milton Street which is owned by the Province)

Phase one 8:00 - 9:00 am start stakeholder calls

Mayor calls first nations, federal and provincial governments

Phase two 8:30 am start stakeholder calls

Sadhu calls Metro, Translink, UBC,
Staff calls UBC, Park Board, residents associations
CMT alerted

10:00 am convene group to travel to Media conference location

Mayor
City Manager
GM transportation, REFM, law, Parks and staff

Event;

Date: Monday March 7th at 10:30 am.

10:30 am media conference- announcement of fair deal with City and CPR

Location: 6th and Fir parklet (outdoors and will be tented)

11:00 am technical briefing to media

Location: nearby boardroom indoors

11:30 - 5 pm Cleanup and follow up media calls

All the best,

Rena Kendall-Craden
Director, Corporate Communications
City of Vancouver

T: 604 673 8121

Have your say: <http://www.talkvancouver.com>

From: ["Magee, Michael" <michael.magee@vancouver.ca>](mailto:michael.magee@vancouver.ca)

To: ["Pavone, Connie" <connie.pavone@vancouver.ca>](mailto:connie.pavone@vancouver.ca)

Date: 2/28/2016 10:20:11 PM

Subject: Arbutus Corridor meeting monday

connie, can you see if we can get a time on monday with rena and kq re arbutus corridor communications plan please?

looks like 1 pm at same time as council briefing may work.

mike

From: ["Pavone, Connie" <connie.pavone@vancouver.ca>](mailto:connie.pavone@vancouver.ca)

To: ["Mike Magee" <magee@convergecom.ca>](mailto:magee@convergecom.ca)

["Magee, Michael" <michael.magee@vancouver.ca>](mailto:michael.magee@vancouver.ca)

Date: 2/16/2016 5:30:04 PM

Subject: Arbutus Corridor Meeting

Hi Mike,

If Sadhu and Bill come down to convention centre are you available to have a meeting re: arbutus corridor tomorrow at 1:00 or 1:30?

Connie

From: ["Zameer Karim" <Zameer.Karim@corusent.com>](mailto:Zameer.Karim@corusent.com)

To: ["Caley, Braeden" <Braeden.Caley@vancouver.ca>](mailto:Braeden.Caley@vancouver.ca)

Date: 1/19/2016 5:07:45 PM

Subject: Arbutus Corridor

Hi Braeden,

I'm following up on a file we update here at CKNW on the Arbutus Corridor. I'm wondering if there's been any movement from the city on this file. There seems to be a standstill on this issue in recent months and likely the property owners of the area and the city would probably like to put this issue to bed.

Please let me know if there's anything we can add to our file,

Thanks,

Zameer Karim | Reporter - CKNW

Newsroom: 604 331-2766 M. 604 290-1009 @zkarim980 www.cknw.com

From: ["Charters, Howie" <Howie.Charters@colliers.com>](mailto:Howie.Charters@colliers.com)
To: ["Magee, Michael" <michael.magee@vancouver.ca>](mailto:michael.magee@vancouver.ca)
Date: 3/8/2016 3:25:41 PM
Subject: Arbutus

Hi Mike,

A very big congratulations to you on the Arbutus corridor conclusion.

s.22(1)

It has been a very long journey and a lot of hard work on your part with the outcome being a win for the City and CP.

The corridor will be a great legacy for all the people of Vancouver.

Cheers

Howie Charters
Vice President
Colliers International Consulting
[604 662 2629](tel:6046622629) - Direct
[604 681 4111](tel:6046814111) - Main Tel
[604 787 3443](tel:6047873443) - Mobile
[604 681 2309](tel:6046812309) - Fax
Howie.Charters@colliers.com

Colliers International
[200 Granville Street, 19th Floor | Vancouver, BC V6C 2R6 | Canada](http://www.colliers.com)
www.colliers.com

From: ["Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>](mailto:Sadhu.Johnston@vancouver.ca)

To: ["Direct to Mayor and Council - DL" <CCDTMACDL@vancouver.ca>](mailto:CCDTMACDL@vancouver.ca)

Date: 3/6/2016 4:25:20 PM

Subject: CONFIDENTIAL- Arbutus Corridor

Good Afternoon Mayor and Council-

I am really happy to tell you that we formally signed a purchase agreement with CPR late on Friday. We were able to land an agreement that meets all of the Council's approved terms. Since Friday, we have been preparing the documents for submission to the Land Registry Office, which will happen first thing on Monday morning.

Shortly after the documents are filed, the purchase will become public, so, in anticipation of this filing, staff are preparing for an announcement of the agreement.

We have scheduled a news conference tentatively for 10:15 on Monday morning at the corner of Fir and 6th, which is adjacent to the CPR tracks. We understand that CPR is working to send a representative as well. I hope that you can attend. If there are any problems with filing the documents, we may need to revise our announcement plans. I'll let you know if that occurs. It remains critical that this information remains confidential until the filing has been completed, so please don't share any information with anyone until the announcement.

Please call with any questions and thanks for all your input and leadership on this. Hopefully all goes well tomorrow and there will be much to celebrate.

Thanks

Sadhu

Sadhu A. Johnston, LEED AP
City Manager
City of Vancouver

sadhu.johnston@vancouver.ca
o. 604.873.7627
twitter: [sadhuajohnston](https://twitter.com/sadhuajohnston)
www.vancouver.ca

From: "Kendall-Craden, Rena" <Rena.Kendall-Craden@vancouver.ca>
To: "Quinlan, Kevin" <Kevin.Quinlan@vancouver.ca>
Date: 2/25/2016 12:59:37 PM
Subject: Draft NR Special Event

Kevin: CPR has asked to see the NR so they can drop in the President quote. Please review and see if there are any concerns on your part in terms of tone, content or details.

NEWS RELEASE
City of Vancouver
News Release
XXX XX, 2016

City and CP agree to landmark agreement to secure the legacy of the Arbutus Corridor

The City of Vancouver has reached an agreement that will secure the legacy of the Arbutus Corridor as a transportation greenway for years to come. The City has agreed to purchase the Corridor, which represents 45 acres of open public space running 9 km from False Creek to the Fraser River, from Canadian Pacific Railway (CPR) for \$55 million. This landmark investment will enable the City to fulfill the longstanding Council vision to maintain the Corridor as transportation greenway for residents of Vancouver and a viable option for future rail transit use.

MAYOR QUOTE

With no rail activity on the Arbutus Corridor for nearly 14 years, this agreement ensures that the many Vancouver residents who use the greenway as a walking and cycling route as well as home to multiple community gardens, can continue to do so without any safety concerns that any possible reactivation of cargo trains could have caused. City staff will now begin to look to improve or upgrade certain parts of the corridor as well as developing innovative ways to animate the corridors as a transportation greenway and linking it to the city's larger Transportation 2040 plan.

Quote : Keith Creel, President and COO, CP

This agreement signals the end of a long negotiation process between both parties that lasted over XX years. Throughout the process the City has remained committed to seeking a fair deal with CPR for the Arbutus Corridor lands that reflected an independent appraisal done of the lands based on the Arbutus Corridor Official Development Plan (ODP) that designated the corridor as a public thoroughfare for transportation and greenways. City Council enacted the ODP in 2000 which was then upheld by the Supreme Court of Canada in 2005. In 2013, the City included the Arbutus Corridor as a green transportation corridor in the City's Regional Context Statement, approved by Council and the Metro Vancouver Board, and is now integrated into the provincially-approved Regional Growth Strategy.

The agreement also includes a provision for future revenue sharing should the City decide to develop any part of the corridor, with the total being capped at \$ 50 million.

Top line messages

Fair deal/mutual benefit based on independent analysis

CPR gets certainty, revenue sharing

City gets revenue sharing, land control, historic and unique corridor, you will be able to bike, walk from seawall in False Creek to Marpole

Reasonable cost

Accountability to tax payers

Motive + rationale: based on independent analysis, corridor for the future - really exciting opportunity

All the best,

Rena Kendall-Craden
Director, Corporate Communications
City of Vancouver

T: 604 673 8121

Have your say: <http://www.talkvancouver.com>

From: "Pavone, Connie" <connie.pavone@vancouver.ca>

To: "Bertrand, Dana" <dana.bertrand@vancouver.ca>

Date: 4/5/2016 11:06:46 AM

Subject: FW: HP Records Manager Document : DOC/2016/045468 : RTS 11350 Presentation

Attachments: RTS 11350 Presentation.PPTX
ATT00001.htm

From: Mike Magee [mailto:magee@convergecom.ca]

Sent: Tuesday, February 23, 2016 8:20 AM

To: Pavone, Connie

Subject: Fwd: HP Records Manager Document : DOC/2016/045468 : RTS 11350 Presentation

Can you print this out please? I need it for 830 mtg

Begin forwarded message:

From: s.22(1)

Date: February 20, 2016 at 8:07:11 PM PST

To: Mike Magee <magee@convergecom.ca>

Cc: Kevin Quinlan s.22(1)

Subject: Fw: HP Records Manager Document : DOC/2016/045468 : RTS 11350 Presentation

Here's our most recent draft arbutus ppt.

Share any thought you have.

Thanks

S

Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message

From: Johnston, Sadhu <Sadhu.Johnston@vancouver.ca>

Sent: Saturday, February 20, 2016 7:59 PM

To: Sadhu Johnston

Subject: Fw: HP Records Manager Document : DOC/2016/045468 : RTS 11350 Presentation

Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message

From: Aujla, Bill <bill.ujla@vancouver.ca>

Sent: Friday, February 19, 2016 6:43 PM

To: Johnston, Sadhu

Subject: HP Records Manager Document : DOC/2016/045468 : RTS 11350 Presentation

Revised version based on edits from today now saved in Sharepoint ... please call if any additional questions/concerns

Thanks for support!

Sincerely,

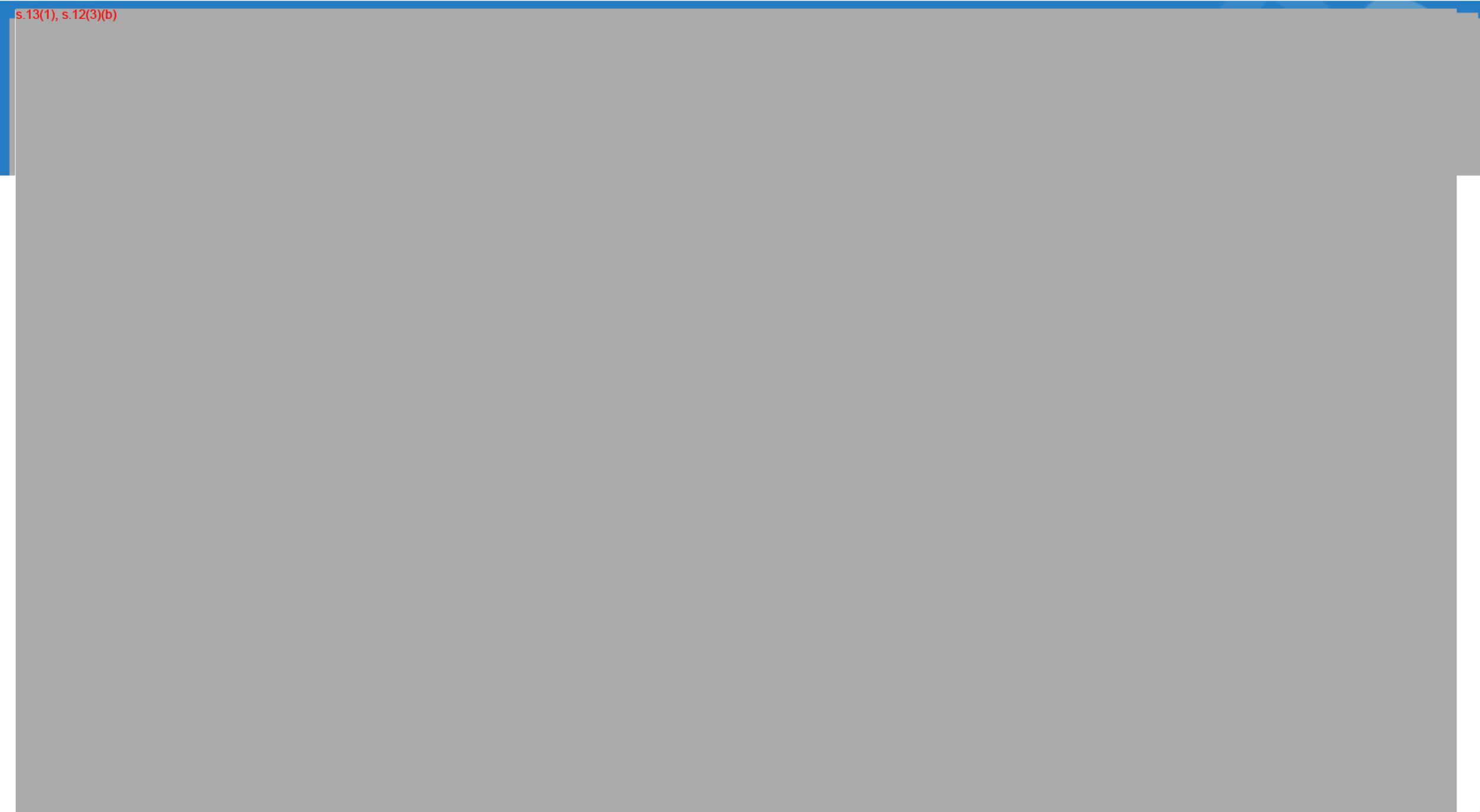
Bill

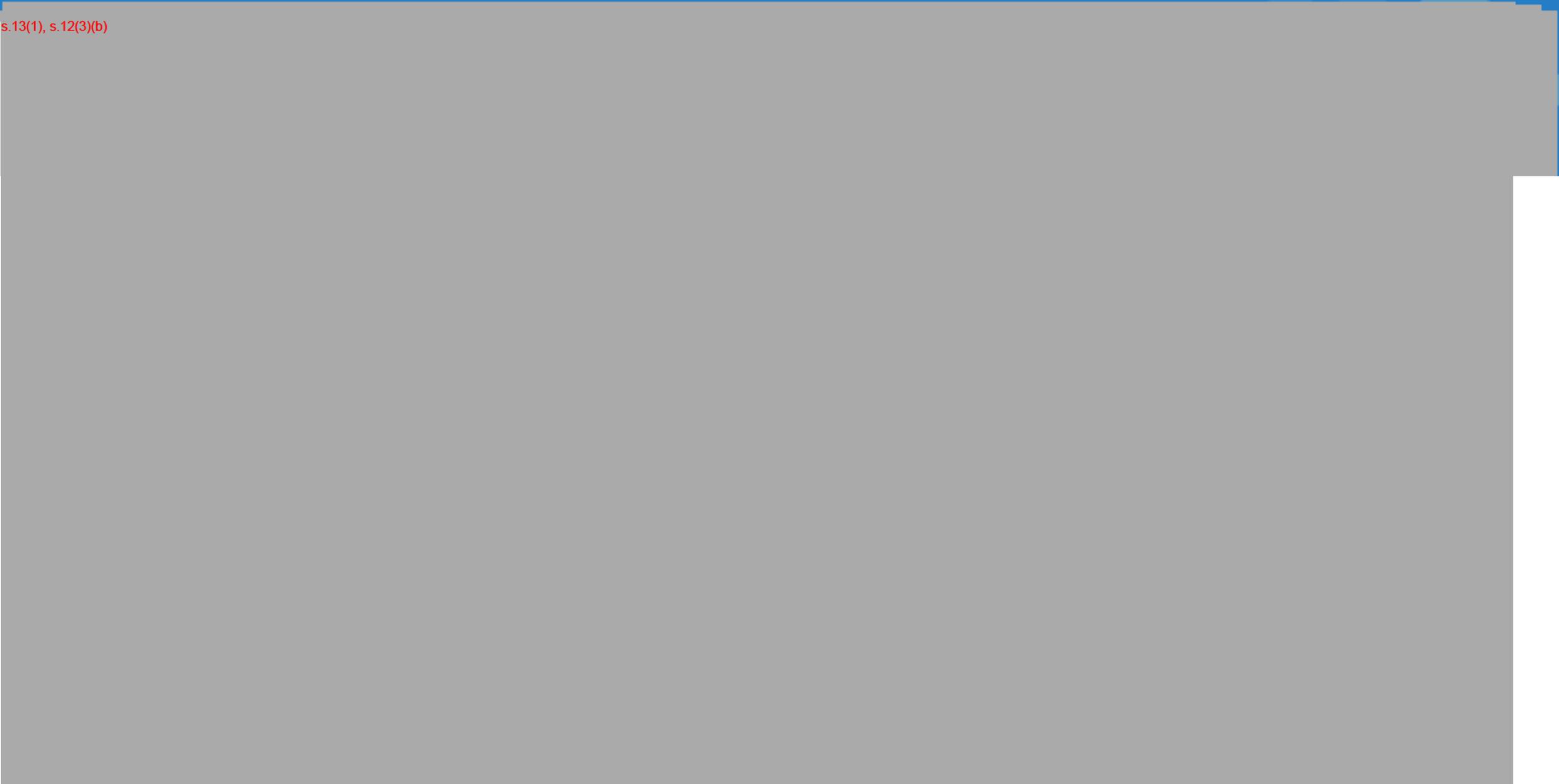
-----< HP Records Manager Record Information >-----

Record Number : DOC/2016/045468

Title : RTS 11350 Presentation







s.13(1), s.12(3)(b)





From: "Quinlan, Kevin" <Kevin.Quinlan@vancouver.ca>
To: "Caley, Braeden" <Braeden.Caley@vancouver.ca>
Date: 1/22/2016 3:47:06 PM
Subject: FW: Tweet by CTA.gc.ca on Twitter

-----Original Message-----

From: Johnston, Sadhu
Sent: Friday, January 22, 2016 2:47 PM
To: Magee, Michael; Quinlan, Kevin
Subject: FW: Tweet by CTA.gc.ca on Twitter

fyi

Sadhu A. Johnston, LEED AP
Acting City Manager
City of Vancouver

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o. 604.873.7627
twitter: sadhuajohnston
www.vancouver.ca

-----Original Message-----

From: Kendall-Craden, Rena
Sent: Friday, January 22, 2016 2:43 PM
To: Aujla, Bill; Johnston, Sadhu; Connell, Francie
Subject: FW: Tweet by CTA.gc.ca on Twitter

Update . CTA has posted a tweet: At the request of the parties, Arbutus Corridor hearing set for January 28-29 has been suspended until further notice. RKC

-----Original Message-----

From: Jeremy Berry [mailto:Jeremy.Berry@cpr.ca]
Sent: Friday, January 22, 2016 2:33 PM
To: Kendall-Craden, Rena
Subject: Fwd: Tweet by CTA.gc.ca on Twitter

See tweet below....

I propose the following if it comes up... These are approved on our end.

General message (if asked, as people see soil drilling, etc ongoing on the corridor)

"CP and the City of Vancouver are working closely and cooperatively on this project."

CTA – if asked anything about abeyance, etc.

"CP and the City of Vancouver are jointly engaged with the Agency on this matter."

[https://pbs.twimg.com/profile_images/37880000053902548/bfe1f6fcd19cd26ed094f6f172057257_normal.png] CTA.gc.ca<<http://cta.gc.ca>>
(@CTA_gc<https://twitter.com/cta_gc?refsrc=email&s=11>)
2016-01-22, 3:11 PM<https://twitter.com/cta_gc/status/690657999124299777?refsrc=email&s=11>
ow.ly/Xq9VF<<https://t.co/8FE4JBEbJF>>

Leah Ryan
Public Affairs

----- IMPORTANT NOTICE - AVIS IMPORTANT ----- Computer viruses can be transmitted via email. Recipient should check this email and any attachments for the presence of viruses. Sender and sender company accept no liability for any damage caused by any virus transmitted by this email. This email transmission and any accompanying attachments contain confidential information intended only for the use of the individual or entity named above. Any dissemination, distribution, copying or action taken in reliance on the contents of this email by anyone other than the intended recipient is strictly prohibited. If you have received this email in error please immediately delete it and notify sender at the above email address. Le courrier électronique peut être porteur de virus informatiques. Le destinataire doit donc passer le présent courriel et les pièces qui y sont jointes au détecteur de virus. L'expéditeur et son employeur déclinent toute responsabilité pour les dommages causés par un virus contenu dans le courriel. Le présent message et les pièces qui y sont jointes contiennent des renseignements confidentiels destinés uniquement à la personne ou à l'organisme nommé ci-dessus. Toute diffusion, distribution, reproduction ou utilisation comme référence du contenu du message par une autre personne que le destinataire est formellement interdite. Si vous avez reçu ce courriel par erreur, veuillez le détruire immédiatement et en informer l'expéditeur à l'adresse ci-dessus. ----- IMPORTANT NOTICE - AVIS IMPORTANT -----

From: "[Caley, Braeden](#)"

To: "[Quinlan, Kevin](#)" <Kevin.Quinlan@vancouver.ca>

"[Magee, Michael](#)" <michael.magee@vancouver.ca>

Date: 1/19/2016 5:08:53 PM

Subject: FW: Arbutus Corridor

Interesting timing....

See below

From: Zameer Karim [<mailto:Zameer.Karim@corusent.com>]

Sent: Tuesday, January 19, 2016 4:08 PM

To: Caley, Braeden

Subject: Arbutus Corridor

Hi Braeden,

I'm following up on a file we update here at CKNW on the Arbutus Corridor. I'm wondering if there's been any movement from the city on this file. There seems to be a standstill on this issue in recent months and likely the property owners of the area and the city would probably like to put this issue to bed.

Please let me know if there's anything we can add to our file,

Thanks,

Zameer Karim | Reporter - CKNW

Newsroom: 604 331-2766 M. 604 290-1009 @zkarim980 www.cknw.com

From: "[Postma, Tobin](mailto:Tobin.Postma@vancouver.ca)" <Tobin.Postma@vancouver.ca>
To: "[Quinlan, Kevin](mailto:Kevin.Quinlan@vancouver.ca)" <Kevin.Quinlan@vancouver.ca>
Date: 3/5/2016 3:06:02 PM
Subject: Fw: Arbutus documents
Attachments: FAQ.docx
External messaging Arbutus.docx
NR ARBUTUS V2.docx

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Postma, Tobin <Tobin.Postma@vancouver.ca>
Sent: Friday, March 4, 2016 6:29 PM
To: Quinlan, Kevin
Subject: FW: Arbutus documents

From: Postma, Tobin
Sent: Friday, March 04, 2016 6:30 PM
To: Connell, Francie; John Smith; Johnston, Sadhu; Dobrovolny, Jerry; Aujla, Bill; Kendall-Craden, Rena; McGregor, Marnie
Subject: Arbutus documents
Importance: High

Hi all,

Please find attached three arbutus documents for your revision:

- 1: FAQ – This is an INTERNAL Q&A document for staff and elected officials
- 2: External messaging Arbutus – This is an EXTERNAL message document that we would share with media and post on our website (I have also sent this to CP for their comments)
- 3: NR Arbutus – This is the latest version of the news release

The fourth document, the Mayor's letter to residents, is with the mayor's office – I will send it through as soon as they have returned it to me.

If you have any changes or comments please track them in the appropriate document (or make it clear in body of email) and send them to me. I will collect all edits in order to send around final versions on Sunday afternoon/evening.

Best regards,
Tobin

Tobin Postma | Communications Manager
Corporate Communications | City of Vancouver
453 West 12th Avenue
Vancouver BC V5Y 1V4
t. 604.871.6914
m. 604.218.5952
tobin.postma@vancouver.ca

Never miss a chance to have your say. Join TalkVancouver.com and stay in the loop on civic engagement opportunities!

INTERNAL

Top line messages

Fair deal/mutual benefit

CPR gets upfront payment, revenue sharing OR option to get back certain lands between 1st and 5th Avenues

City gets land control, historic and unique corridor, you will be able to bike, walk from seawall in False Creek to Marpole and the north arm of the Fraser River and an opportunity to make future connections to Downtown over the conceptual Granville Bridge Greenway

Reasonable cost based on independent analysis

Accountability to tax payers

Motive + rationale: based on independent analysis, corridor for the future - really exciting opportunities - greenway, urban recreation, access to nature and space for light rail

Stakeholder messages

Fair deal for everyone

Plan is reasonable and incremental- financial considerations

Rationale and motive - accountability to taxpayers

Benefits - City gets revenue sharing, land control, historic and unique corridor, you will be able to bike, walk from seawall in False Creek to Marpole

CP gets a fair value for its assets

Q&A

What agreement has CP and COV reached?

The City has agreed to purchase from CP the Arbutus Corridor, which represents approximately 42 acres of open space running 9.75 km from False Creek to the Fraser River for \$55 million.

This landmark investment will enable the City to fulfill the longstanding Council vision to keep the Corridor available for transportation and greenway for residents of Vancouver.

Will the Corridor remain a transportation greenway?

Yes, this landmark investment will enable the City to fulfill the longstanding Council vision to keep the Corridor available for transportation and greenway for residents of Vancouver.

This agreement ensures that Vancouver residents can continue to use the corridor and greenway as a walking and cycling route.

What is the overall goal for the Arbutus Corridor?

The Arbutus Corridor will be developed as a world class active transportation corridor with high quality walking (greenway) and cycling routes and a city-serving light rail route.

The streetscape improvements will include lighting for active transportation users and provide linear park and cultural opportunities.

What will happen next?

City staff will now begin to look to improve or upgrade certain parts of the Corridor as well as developing innovative ways to animate the Corridor as a transportation corridor and greenway and linking it to the city's larger Transportation 2040 plan.

What will the future design process look like?

Design process to include public engagement on the look and identity of the greenway, specific themes or special places of interest or for public art, with particular neighbourhood contexts. However, Engineering will be determining the foundation of the greenway and light rail design itself.

Does CP receive anything in addition to the \$55 million?

Lands not needed for transportation corridor, if any, ("Excess Lands") may be repurposed for other uses, or sold. If these lands are sold, City to share a portion of revenues with CPR

What source of funding is the City using?

The source of funding is:

1. Property Endowment Fund: \$20 million
2. Capital Facilities Reserve: \$35 million

Who is responsible for removing the rail ties?

CP to remove rails and ties (excluding at street crossings) at their cost:

- Commence removal at northern end of corridor no later than 12 months after closing
- Complete removal of northern 75% of corridor within 18 months of closing - defined as north of 49th ave.
- Fully remove all rails and ties within 24 months of closing

When will the removal of the rail ties begin?

CP has agreed to start removing the rail ties at the northern end of the corridor within no later than 12 months from now.

Was there any environmental soil contamination along the Corridor?

The City reviewed all of the CP provided environmental reports and completed environmental testing - both onsite and offsite and no significant contamination was identified on or adjacent to the Arbutus Corridor.

No further investigation work is recommended at this time

For transportation corridor (light rail, bikeway, greenway) improvements, no further environmental work is anticipated but to be further confirmed by new project office

How soon will the city begin constructing the transportation corridor?

City can begin construction of transportation corridor as soon as rail is removed and it is anticipated that some portions will be completed by the end of 2017 and the remainder by end of 2018

At when will the city know if there are any excess lands that can be sold?

Once the design of the transportation corridor are prepared, City can commence planning and public process to consider if there are any excess lands (with goal to complete public and regulatory process within four years after closing) and if so, how these are to be developed.

Approved excess lands will be competitively sold (within 12 months of regulatory approvals), and City/CPR share net proceeds; alternatively, CPR can exercise option along Fir Street, between 1st and 5th ave, in which case 100% benefit of net proceeds of other lands goes to the City

Will the City set up a special project team to expedite the design process?

The City will establish a dedicated office to focus on the following initiative:

- Expedite design of the transportation corridor for greenway and space for light rail through an internal design oversight committee overseeing a consultant team

What is the cost estimate for the design?

The project team will design the Transportation Corridor and report back to council on funding for the construction of greenway/bikeway infrastructure improvements.

It is conceptually estimated at \$25-35 million with potential source of funding: Unallocated CAC from the Shannon Mews development and other development contributions.

Based on a multiplier of 5.5 “person-years of employment” per \$1 million spend, it is anticipated to result in up to about 200 person-years in direct employment.

What is the operational budget for the project office?

Estimated funding to establish project office and complete transportation corridor design and public engagement work, and planning and disposition of Excess Land, if applicable: is up to \$3 million

How many community gardens are along the Corridor?

As part of the City’s Community Garden Program, there are approximately 350 permitted garden plots on City-owned land near the existing rail line.

What will happen to these gardens?

In the short term, there will be no changes impacting community gardens, however it is important that gardeners maintain their existing footprint and do not encroach onto neighbouring land including the rail corridor.

Over the next year, there will be some light construction along the line (i.e. the rail ties will be removed), so it is important to continue to respect the land boundaries there were confirmed with CP in 2014.

Will more trees have to be cut down to make way for the transportation corridor?

The Park Board took steps in March 2015 to save trees before the planned CP Rail reclamation of the old rail bed along the Arbutus Corridor began. Park Board crews relocated trees in good condition as determined by the City Arborist, most fruit trees, to existing parks and new homes today. The tree transplanting supports the Park Board's [Urban Forest Strategy](#), a key aim of which is to protect a healthy, mature tree canopy in Vancouver.

Workers first hand dug smaller trees with a shovel for donation to [TreeKeepers](#), a non-profit organization that will find new homes for them. Larger trees were transplanted with a mechanical tree spade. The Park Board transplanted the majority of the larger trees to McCleery Golf Course greenway.

The City has said running trains on the Corridor was a safety concern, why is it now advocating for light rail?

Light rail trains are very different to freight trains. They operate more like buses as they can start and stop quite quickly and the small amount of cars means there would be less traffic disruption.

Why does CP need to tear up the railway ties, can't they leave it in there for the city to use?

Any future light rail use would require different type of rail tracks and the current tracks are not in the appropriate location.

Will the City be taking any further safety improvements on the Corridor for any future light rail?

Yes, safety remains our key priority. The City will be upgrading all street crossings to ensure they comply with new federal regulations.

What are the development plans for the Corridor?

The primary function of the Corridor is that it remains a transportation greenway. Once the Project Office Team has prepared the design of the transportation corridor, the City can commence planning and public process to consider if there are any excess lands (with goal to complete public and regulatory process within four years after closing) and if so, how these are to be developed.

The City originally offered \$20 million for the land and now it is paying \$55 million, why so much?

The City had an independent appraisal of the Corridor done in 2013 which valued it at \$20million. Since then market values have increased, particularly on the west side of Vancouver, which has resulted in our appraiser raising the valuation of the Corridor to a figure closer to \$55-60 million.

How soon before the city can start developing pieces of the Corridor?

The priority is the transportation corridor design for greenway, bikeway and space for light rail. Only after we have a design for construction will we know what excess lands there may be.

You said the Corridor was to remain dedicated to transportation but it seems like the City and CPR have made the deal based on development potential, is the city changing its plans?

No, transportation corridor is the priority. If there are excess lands after the transportation corridor is established, it would fair to share in any net proceeds from the sale of such lands should they be approved for development after a public process.

Why is the City using taxpayers' money to purchase the corridor, when they did not vote on this in the Capital Plan?

This is a strategic acquisition - we have reserves for funding strategic acquisitions such as this as opportunities arise during the years between capital plans

What does the city plan on doing with the rogue gardeners on the corridor?

Transportation corridor is a priority so we must use the limited space for this. We will work with them to relocate gardens on appropriate City owned licensed gardens where possible

How soon could we see light rail on the Corridor?

Bikeway, greenway and space for light rail is the priority. We will then work with other governments (including TransLink) to seek appropriate approvals and funding requirements for rail, this is likely years away.

How much will it cost to install a light rail system on the Corridor?

Without the proper designs and approvals, it would not be appropriate to comment at this time

General External messaging:

The City of Vancouver (City) and Canadian Pacific Railway Limited (CP) have reached an agreement that will secure the legacy of the Arbutus Corridor for transportation and greenway for years to come. The City has agreed to purchase from CP the Corridor, which represents approximately 42 acres of open space running 9.75 km from False Creek to the Fraser River for \$55 million.

This landmark investment will enable the City to fulfill the longstanding Council vision to keep the Corridor available for transportation and greenway for residents of Vancouver and rail transit use.

This agreement ensures that Vancouver residents can continue to use the corridor and greenway as a walking and cycling route. City staff will now begin to look to improve or upgrade certain parts of the Corridor as well as developing innovative ways to animate the Corridor as a transportation corridor and greenway and linking it to the city's larger Transportation 2040 plan.

Forward looking:

The Arbutus Corridor will be developed as a world class active transportation corridor with high quality walking (greenway) and cycling routes and a city-serving light rail route.

The streetscape improvements will include lighting for active transportation users and provide linear park and cultural opportunities.

The community greenway will be delivered first while preserving enough space in the corridor for a dedicated light rail line.

Guiding principles of the transaction:

- Continued preservation of the Arbutus Corridor to permit greenway and space for light rail
- Green space corridor dedicated to transportation (light rail, bike, pedestrian uses)
- Design process to include public engagement on the look and identity of the greenway, specific themes or special places of interest or for public art, with particular neighbourhood contexts. However, Engineering will be determining the foundation of the greenway and light rail design itself

Summary of transaction:

- Purchase price: \$55 million
- Title to corridor properties (~42 acres spanning ~9.75km) from Milton Street to 1st avenue transfers to City on closing and payment of \$55 million
- Lands not needed for transportation corridor, if any, (“Excess Lands”) may be repurposed for other uses, or sold. If these lands are sold, City to share a portion of revenues with CPR

Source of funding:

1. Property Endowment Fund: \$20 million
2. Capital Facilities Reserve: \$35 million

Removal of rails/ties:

- CPR to remove rails and ties

Environmental Liability:

- City has now completed its due diligence (reviewed all of the CPR provided environmental reports and completed environmental testing - both onsite and offsite)
 - No significant contamination was identified on or adjacent to the Arbutus Corridor
 - No further investigation work is recommended at this time
 - For transportation corridor (light rail, bikeway, greenway) improvements, no further environmental work is anticipated but to be further confirmed by new project office

Next steps:

Design for walking/cycling/light rail:

- City to expedite design areas for walking and cycling use, and design area for future light rail use; City to consider CPR input on design only for the segment between 1st and 5th.
- City can begin construction of transportation corridor as soon as rail is removed and it is anticipated that some portions will be completed by the end of 2017 and the remainder by end of 2018
- Once above designs are prepared, City can commence planning and public process to consider if there are any excess lands (with goal to complete public and regulatory process within four years after closing) and if so, how these are to be developed.

Establish Arbutus Greenway Project Office:

- City will establish a dedicated office to expedite design of the transportation corridor for greenway and space for light rail

- Estimated funding to establish project office and complete transportation corridor design and public engagement work, and planning and disposition of Excess Land, if applicable: is up to \$3 million
- The total estimated conceptual design cost to deliver the walking and cycling is \$25 - \$35 million.
- Based on a multiplier of 5.5 “person-years of employment” per \$1 million spend, it is anticipated to result in up to about 200 person-years in direct employment.

History of the Arbutus Corridor:

- Over a century ago, in 1886, the Provincial Crown granted the Canadian Pacific Railway Company land from False Creek south to Steveston. In 1999, CPR formally began the process of discontinuing rail operations on the corridor under the [Canada Transportation Act](#).
- In 1995, City Council approved the 1995 Greenways Plan which included the Arbutus Corridor as a future greenway to be called the Arbutus Way. Greenways were defined as “green paths” for pedestrians and cyclists that follow rivers, streets, beaches, railways, ridges and ravines. Their purpose is to expand the opportunities for urban recreation and to enhance the experience of nature and city life.
- In July 2000, the City enacted the *Arbutus Corridor Official Development Plan By-Law (ODP)* that designated the corridor as a *public thoroughfare for transportation and “greenways” like heritage walks, nature trails and cyclist paths.*
- In 2005, the Supreme Court of Canada upheld the City’s right to determine how land within Vancouver can be used. Since then, the Arbutus Corridor has been used without legal authority by the public as a walking and cycling route and home of multiple community gardens.
- In October 2012, the Transportation 2040 Plan was adopted by Council and it maintained the objective to develop the Corridor as an area of focus to becoming an active transportation greenway, as well as future light rail for transit.
- In 2013, the City included the Arbutus Corridor as a green transportation corridor in the City’s Regional Context Statement, approved by Council and the Metro Vancouver Board, and is now integrated into the provincially-approved Regional Growth Strategy.
- From 2011-2014, City and CP negotiated over the sale of the Corridor with negotiations ending unsuccessfully in September 2014.

- From November 2015 - January 2016, negotiations resume with CP with key terms for purchase set out in a non-binding MOU dated January 19, 2016.

Community Gardens and trees:

- As part of the City's Community Garden Program, there are approximately 350 permitted garden plots on City-owned land near the existing rail line. In the short term, there will be no changes impacting community gardens, however it is important that gardeners maintain their existing footprint and do not encroach onto neighbouring land including the rail corridor.
- Permitted gardens are:
 - Arbutus Victory Gardens - Between 49th & 57th and 65th & 68th - 68 Plots
 - Kerrisdale Community Garden - 7599 Angus Dr - 30 plots
 - The World in a Garden - south of 57th & East Boulevard - 8 plots (communal gardening)
 - JFSA Community Garden - 57th & East Boulevard - ~46 plot (communal gardening)
 - Maple Community Garden - 1900 block of West 6th Ave - 44 plots
 - Cypress Community Garden - 1800 block of West 6th Ave - 69 plots
 - Pine Street Community Garden - 1600 block & 1700 block of West 6th Ave - 92 plots
- Over the next year, there will be some light construction along the line (i.e. the rail ties will be removed), so it is important to continue to respect the land boundaries there were confirmed with CP in 2014.
- The Park Board took steps in March 2015 to save trees before the planned CP Rail reclamation of the old rail bed along the Arbutus Corridor began. Park Board crews relocated trees in good condition as determined by the City Arborist, most fruit trees, to existing parks and new homes today. The tree transplanting supports the Park Board's [Urban Forest Strategy](#), a key aim of which is to protect a healthy, mature tree canopy in Vancouver.
- Workers first hand dug smaller trees with a shovel for donation to [TreeKeepers](#), a non-profit organization that will find new homes for them. Larger trees were transplanted with a mechanical tree spade. The Park Board transplanted the majority of the larger trees to McCleery Golf Course greenway.

**City of Vancouver
News Release
March 7, 2016**

City and CP agree to landmark agreement for the creation of the Arbutus Greenway

The City of Vancouver (City) and Canadian Pacific Railway Limited (CP) have reached a historic agreement that will secure the legacy of the Arbutus Greenway for public use for years to come. The City has agreed to purchase the railway route from CP, which represents approximately 42 acres of open space running 9.75 km from False Creek to the Fraser River for \$55 million.

“The City’s historic purchase of the Arbutus railway is great news for Vancouver,” said Mayor Gregor Robertson. “Thanks to this landmark agreement, the City will be able to transform the area into an outstanding greenway and connect neighbourhoods from False Creek to Marpole. This is a once-in-a-generation opportunity, not unlike New York’s Highline. City Council is looking forward to the next steps in this process and to working with the community to enhance the greenway for all users.”

“For many years now, CP has been involved in conversations with the City about the future of the Arbutus railway,” said Keith Creel, CP’s President and Chief Operating Officer. “We are pleased that today’s landmark agreement allows the City to create a transportation corridor and greenway while providing a fair return to CP and our shareholders.”

This agreement signals the end of a long negotiation process between the City and CP that lasted over four years, and ensures that Vancouver residents can continue to use the corridor and greenway as a walking and cycling route. In 2013, the City included the Arbutus Corridor as a green transportation corridor in the City’s Regional Context Statement, approved by Council and the Metro Vancouver Board, and is now integrated into the provincially-approved Regional Growth Strategy. The City and CP are pleased to have arrived at this landmark agreement that provides new opportunities for the creation of a greenway.

CP will begin removing the existing rail lines over the next year. City staff will now begin to look to improve or upgrade certain parts of the Corridor to enhance public space, and will launch a dedicated Arbutus Greenway Project Office to oversee the design process and solicit public input on the final design of the greenway.

Read more about the Arbutus Corridor at www.vancouver.ca/arbutus-greenway

Media Contact:
Corporate Communications
604.871.6336
media@vancouver.ca

From: "Caley, Braeden"

To: "Kendall-Craden, Rena" <Rena.Kendall-Craden@vancouver.ca>
"Magee, Michael" <michael.magee@vancouver.ca>
"Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>

Date: 1/29/2016 11:53:42 AM

Subject: FW: Arbutus lands

FYI

From: Shane Woodford [mailto:Shane.Woodford@corusent.com]
Sent: Friday, January 29, 2016 10:51 AM
To: Caley, Braeden
Subject: RE: Arbutus lands

Nice seeing you as well. I have confirmed the two sides are in negotiations even if you are unable to reveal or discuss anything about it.

From: Caley, Braeden [mailto:Braeden.Caley@vancouver.ca]
Sent: Friday, January 29, 2016 10:50 AM
To: Shane Woodford
Subject: RE: Arbutus lands

Hi Shane – good seeing you yesterday.

The hearings are being rescheduled by mutual consent of the City of Vancouver and CP, but there's nothing more to report beyond that

Braeden Caley
Director of Policy and Communications
Office of the Mayor, City of Vancouver
Office: 604.873.7490 Cell: 604.809.9951
Email: braeden.caley@vancouver.ca

mayorofvancouver.ca
twitter.com/VanMayorsOffice
facebook.com/VancouverMayorsOffice
instagram.com/VanMayorsOffice

From: Shane Woodford [mailto:Shane.Woodford@corusent.com]
Sent: Friday, January 29, 2016 9:57 AM
To: Caley, Braeden
Subject: Arbutus lands

Hey Braeden,

Can the mayor speak to, or can you push along a statement on, the negotiations going on again between CP Rail and the city?

Cheers,

Shane Woodford
Anchor/Reporter/Fill In Talk Show Host
News Talk 980 CKNW
o. 604.331.2766
e. shane.woodford@corusent.com

CKNW
NEWS · TALK
AM 980

VANCOUVER'S NEWS.
VANCOUVER'S TALK.

From: "Quinlan, Kevin" <Kevin.Quinlan@vancouver.ca>

To: "Magee, Michael" <michael.magee@vancouver.ca>

"Robertson, G" <G.Robertson@vancouver.ca>

"Seguin, Nicole" <Nicole.Seguin@vancouver.ca>

Date: 3/7/2016 12:46:08 PM

Subject: FW: CBC Radio interview request re: Arbutus

Can we make this happen? good to keep pushing key messages

From: Matt Meuse [mailto:matt.meuse@cbc.ca]

Sent: Monday, March 07, 2016 11:45 AM

To: Mayor Media - DL

Subject: CBC Radio interview request re: Arbutus

Hi Kevin:

Following up on our phone call just now. We'd be looking to talk to the mayor for On the Coast today at 3:10 PM regarding today's Arbutus Corridor announcement. It would be about a 7-minute segment. My phone number is ^{s.22(1)} [REDACTED].

Thanks,
Matt Meuse

From: "Braeden Caley" ^{s.22(1)}
To: "Caley, Braeden" <Braeden.Caley@vancouver.ca>
Date: 2/2/2016 1:16:22 AM
Subject: Fwd: Re: DRAFT statement(s) on arbutus drilling

----- Forwarded message -----

From: "Magee, Michael" <Michael.magee@vancouver.ca>
Date: Feb 1, 2016 9:09 PM
Subject: Re: DRAFT statement(s) on arbutus drilling
To: "Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>
Cc: "Braeden Caley" ^{s.22(1)}

I still think less is more and would not mention joint discussions. Am copying braeden who can assist with the holding lines. But given the history of work on the line wouldn't this just be seen as more of the same?

I think something along the lines of

The city is conducting soil tests on the corridor over the next two weeks with cpr's cooperation to inform future operations and planning.

Braeden can you take a look pls?

On Feb 1, 2016, at 8:49 PM, Johnston, Sadhu <Sadhu.Johnston@vancouver.ca> wrote:

Hi mike

Thoughts on messaging? CoV will have contractors doing env testing on the corridor and we need to be ready to respond to questions... let me know which of the below you like.

Sadhu

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Postma, Tobin <Tobin.Postma@vancouver.ca>
Sent: Monday, February 1, 2016 6:32 PM
To: Aujla, Bill; Dobrovolny, Jerry; McGregor, Marnie; Connell, Francie; Nelms, Cheryl; Johnston, Sadhu
Cc: Kendall-Craden, Rena
Subject: DRAFT statement(s) on arbutus drilling

I've softened the original statement to make it sound less formal and hopefully more "business-as-usual".

Once approved, I will share this with my counterpart at CP with the explanation that this will be used as a reactive statement.

I also expect that we will get questions from residents along the corridor (who are likely to be the first ones that raise the alarm should they see drilling occurring) so we will also need to send them a statement that is simple to understand, straightforward and suggests that we are moving forward in some manner – which is why I would recommend the one below. My concern is that if we try to get too simple (which can also be mistaken for being evasive) then it could be taken as a signal that things have progressed to a much more serious level, or just raise more questions.

“The City is evaluating the environmental conditions of the Arbutus Corridor as part of our ongoing (cooperative) discussions with CP Rail about the future of the Corridor. ²Work will include drilling, soil and groundwater sampling, and is expected to take 1-2 weeks to complete. Crews will make every effort to minimize disturbance to neighbouring properties and businesses.”

However, if we want to try out some other (shorter) options, we could try:

As part of the cooperative discussions with CP Rail, the City is evaluating the environmental conditions of the Arbutus Corridor in order to gain information needed to address the future of the Corridor.

The City is evaluating the environmental conditions of the Arbutus Corridor as part of our joint engagement with CP Rail.

As part of the joint engagement with CP Rail during the abeyance process, we are evaluating the environmental conditions of the Arbutus Corridor in order to gain information needed to address the future of the Corridor.

Tobin Postma | Communications Manager
Corporate Communications | City of Vancouver

453 West 12th Avenue

Vancouver BC V5Y 1V4

t. [604.871.6914](tel:604.871.6914)

m. [604.218.5952](tel:604.218.5952)

tobin.postma@vancouver.ca

Never miss a chance to have your say. Join [TalkVancouver.com](https://www.talkvancouver.com) and stay in the loop on civic engagement opportunities!

From: "McGregor, Marnie" <Marnie.McGregor@vancouver.ca>

To: "Quinlan, Kevin" <Kevin.Quinlan@vancouver.ca>

"Magee, Michael" <michael.magee@vancouver.ca>

"Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>

"Aujla, Bill" <bill.ujla@vancouver.ca>

"Dobrovlny, Jerry" <jerry.dobrovlny@vancouver.ca>

Date: 3/4/2016 5:42:00 PM

Subject: Monday Call List & Script

Below is the final draft call list and script for your reference.

Kevin can update with any suggested changes from your office, and identify if Councillor Meggs or Deal can make any of the calls to provincial elected officials?

And Sadhu or Bill can you connect with Malcolm about the Commissioner outreach for later in the day?

Once these calls are done, Active Transportation staff are lined up to reach out to other local stakeholders during the afternoon.

I will be out of the office on Monday s.22(1) but available on my cell phone anytime s.15(1)(l) and will be watching the media and social media.

Thanks and good luck

Marnie

| Date & Time | Organization | Name | Contact | Caller |
|--------------------|---|--|---|--|
| March 7 8:00 AM | Musqueam Indian Band | Chief Wayne Sparrow | 604.263.3261 | Mayor Robertson |
| March 7 8:30 AM | Squamish Nation | Chief Ian Campbell | s.22(1) | Mayor Robertson |
| March 7 9 AM | Tsleil-Waututh Nation | Chief Maureen Thomas | 604.929.3454 | Mayor Robertson |
| March 7 TBD | Government of Canada- Member of Parliament | Hon. Jody Wilson- Raybould | 613.992.1416 s.22(1) | Mayor Robertson |
| March 7 TBD | Government of Canada- Member of Parliament | Joyce Murray | 604.664.9220 613.992.2430 s.22(1) | Mayor Robertson |
| March 7 PM | Province of British Columbia Member of Legislative Assembly | Hon. Andrew Wilkinson | 604.664.0748 250.952.7623 | Councillor Deal or Meggs |
| March 7 PM | Province of British Columbia Member of Legislative Assembly | Moira Stilwell | 604.660.8380 250.952.7653 | Councillor Deal or Meggs |
| March 7 PM | Province of British Columbia Member of Legislative Assembly | David Eby | 778.865.7997 (cell) 604.660.1297 | Councillor Deal or Meggs |
| March 7 AM PM | Province of British Columbia Member of Legislative Assembly | George Heyman | 604.775.2453 250.387.3655 | Councillor Deal or Meggs |
| March 7 PM | Metro Vancouver | CEO Carol Mason | 604.432.6210 s.22(1) | City Manager Sadhu Johnston |
| March 7 PM | TransLink | VP Transportation Planning & Policy Tim Savoie | 778.375.7717 (cell) s.22(1) | General Manager of Engineering Services Jerry Dobrovlny |
| March 7 PM | UBC | President Martha Piper | s.22(1) | City Manager Sadhu Johnston |

| | | | | |
|------------|-----------------------|---|-------------------------|--|
| | | VP of External Relations & Communications Philip Steenkamp & UBC AMS | 604.822.6330 s.22(1) | General Manager of Engineering Services Jerry Dobrovolny |
| March 7 PM | Granville Island CMHC | TBD (Jerry & Lon's Operations Contact) | TBD | General Manager of Engineering Services Jerry Dobrovolny |
| March 7 PM | Park Board | Park Board Commissioners | | General Manager Park Board Malcolm Bromley |

KEY MESSAGES & CALL SCRIPT:

I am calling to update you on the historic agreement the City has reached with Canadian Pacific Railway Limited (CP) regarding the Arbutus Corridor that we are announcing today. City Council is very pleased to have been able to successfully negotiate the purchase of lands that will ensure the legacy of the Arbutus Corridor as a public transportation greenway for years to come. This agreement signals the end of a long negotiation process between both parties that lasted over many years. Throughout the process the City has remained committed to seeking a fair deal with CP. **We are very proud that we have been able to reach a fair agreement that has many benefits for the community and the City at large.**

The City has agreed to purchase the Corridor, which represents approximately 42 acres of open public space running 9.75 km from First Avenue to Milton Street, from CP for \$55 million. If portions of the Corridor are not needed for transportation uses, and become available for development, the City and CP will share in the net sale proceeds or CP may reacquire some portions of land between 1st and 5th Avenues.

Thanks to this landmark agreement, the Corridor will become a **world-class active transportation greenway including high quality walking and cycling routes.** Over the next two years, there will be some light construction along the line (i.e. the rail and ties will be removed), so for everyone's safety it's important to continue to respect the land boundaries that were confirmed with CP in 2014. There will be more discussion on opportunities to preserve the green character of the rail line as part of the future transportation greenway design. This will be respectful of the existing adjacent community gardens.

As part of the City's Community Gardens Program, there are approximately **350 permitted garden plots** on City-owned land outside of the existing rail line. **In the short term, there will be no changes** impacting these community gardens, however it is important that permitted gardens are maintained within their existing footprint and **do not encroach onto neighbouring land including the rail corridor.**

City staff will immediately begin the **process to design the greenway.** This will include looking at ways to connect people to communities and parks and to enhance certain parts of the Corridor to make it safer and more convenient to walk or bike, including better lighting and benches. **As part of the longer-term planning there will also be consultation on any excess lands and how they could be developed.**

- We will keep you informed of the process and the opportunities for involvement going forward, and I encourage you to get involved and share your views. **We look forward to working with you and other partners in the months and years ahead** as we move forward with the transportation corridor planning and design work.

For the federal government As one of Canada's largest cities, **we look forward to working closely together with the federal government to move forward our collective transportation safety, innovation, climate and accessibility goals** through this historic and forward-looking project.

Marnie McGregor | Director, Intergovernmental Relations + Strategic Partnerships

City Manager's Office | City of Vancouver

t. 604.873.7039 | mobile: s.15(1)(l)

marnie.mcgregor@vancouver.ca

From: "[Chantelle Bellrichard](mailto:chantelle.bellrichard@cbc.ca)" <chantelle.bellrichard@cbc.ca>
To: "[Caley, Braeden](mailto:Braeden.Caley@vancouver.ca)" <Braeden.Caley@vancouver.ca>
Date: 1/29/2016 1:14:21 AM
Subject: Re: Arbutus corridor hearing delay

Thank you for this!
Appreciate it

On Friday, January 29, 2016, Caley, Braeden <Braeden.Caley@vancouver.ca> wrote:
Hi Chantelle,

The hearings are in the process of being rescheduled by mutual consent of the City of Vancouver and CP, but there's nothing more to report beyond that

Sent from my iPhone

On Jan 28, 2016, at 9:13 PM, Chantelle Bellrichard <chantelle.bellrichard@cbc.ca> wrote:

Hi Braeden,

Realizing I'm sending this super late - was just wondering if, for tonight, there was any statement you could flip my way on the hearing delay so I can leave some copy for the morning news crew here.

Cheers,

Chantelle

 CBC  Radio-Canada

--

 CBC  Radio-Canada

From: ["Chantelle Bellrichard" <chantelle.bellrichard@cbc.ca>](mailto:chantelle.bellrichard@cbc.ca)

To: ["Caley, Braeden" <Braeden.Caley@vancouver.ca>](mailto:Braeden.Caley@vancouver.ca)

Date: 1/28/2016 10:13:28 PM

Subject: re: Arbutus corridor hearing delay

Hi Braeden,

Realizing I'm sending this super late - was just wondering if, for tonight, there was any statement you could flip my way on the hearing delay so I can leave some copy for the morning news crew here.

Cheers,

Chantelle

CBC  Radio-Canada

From: "[Magee, Michael](mailto:michael.magee@vancouver.ca)" <michael.magee@vancouver.ca>
To: "[Caley, Braeden](mailto:Braeden.Caley@vancouver.ca)" <Braeden.Caley@vancouver.ca>
Date: 1/28/2016 11:08:55 AM
Subject: Re: Vancouver Courier

Best response is to say that the hearings are being rescheduled by mutual consent. Nothing more to report.

On Jan 28, 2016, at 10:04 AM, Caley, Braeden <Braeden.Caley@vancouver.ca> wrote:

See below

Would be good to re-confirm precise direction on response here.

Thanks,

BC

Sent from my iPhone

Begin forwarded message:

From: "O'Connor, Naoibh (LMP)" <NOConnor@vancourier.com>
Date: January 28, 2016 at 10:02:31 AM PST
To: "Caley, Braeden" <Braeden.Caley@vancouver.ca>
Subject: Vancouver Courier

Hi Braeden,

I was wondering why the city and CP have asked for the hearing on Arbutus Corridor to be suspended until further notice. Are there negotiations going on?

Thanks

Naoibh O'Connor
Reporter, Vancouver Courier
604-630-3507
noconnor@vancourier.com

From: "[Kendall-Craden, Rena](mailto:Rena.Kendall-Craden@vancouver.ca)" <Rena.Kendall-Craden@vancouver.ca>

To: "[Caley, Braeden](mailto:Braeden.Caley@vancouver.ca)" <Braeden.Caley@vancouver.ca>
"[Johnston, Sadhu](mailto:Sadhu.Johnston@vancouver.ca)" <Sadhu.Johnston@vancouver.ca>

Date: 1/28/2016 11:36:12 AM

Subject: RE: Vancouver Courier

All: just talked to CP as they got the same request and they are saying the same thing. The hearings are being rescheduled by mutual consent. Nothing more to report.

From: Caley, Braeden
Sent: Thursday, January 28, 2016 10:05 AM
To: Kendall-Craden, Rena; Johnston, Sadhu
Cc: Magee, Michael; Quinlan, Kevin
Subject: Fwd: Vancouver Courier

See below

Would be good to re-confirm precise direction on response here.

Thanks,

BC

Sent from my iPhone

Begin forwarded message:

From: "O'Connor, Naoibh (LMP)" <NOConnor@vancourier.com>
Date: January 28, 2016 at 10:02:31 AM PST
To: "Caley, Braeden" <Braeden.Caley@vancouver.ca>
Subject: Vancouver Courier

Hi Braeden,

I was wondering why the city and CP have asked for the hearing on Arbutus Corridor to be suspended until further notice. Are there negotiations going on?

Thanks

Naoibh O'Connor
Reporter, Vancouver Courier
604-630-3507
noconnor@vancourier.com

From: "[O'Connor, Naoibh \ \(LMP\) <NOConnor@vancourier.com>](mailto:NOConnor@vancourier.com)"
To: "[Caley, Braeden <Braeden.Caley@vancouver.ca>](mailto:Braeden.Caley@vancouver.ca)"
Date: 1/28/2016 11:40:13 AM
Subject: RE: Vancouver Courier

Thanks Braeden,

But what is the reason for rescheduling?

Thx

N

From: Caley, Braeden [mailto:Braeden.Caley@vancouver.ca]
Sent: January-28-16 10:39 AM
To: O'Connor, Naoibh (LMP) <NOConnor@vancourier.com>
Subject: RE: Vancouver Courier

Hi Naibh,

I hope your 2016 has been off to a great start.

The hearings are in the process of being rescheduled by mutual consent of the City of Vancouver and CP, but there's nothing more to report.

Braeden Caley
Director of Policy and Communications
Office of the Mayor, City of Vancouver
Office: 604.873.7490 Cell: 604.809.9951
Email: braeden.caley@vancouver.ca

mayorofvancouver.ca
twitter.com/VanMayorsOffice
facebook.com/VancouverMayorsOffice
instagram.com/VanMayorsOffice

From: O'Connor, Naoibh (LMP) [<mailto:NOConnor@vancourier.com>]
Sent: Thursday, January 28, 2016 10:03 AM
To: Caley, Braeden
Subject: Vancouver Courier

Hi Braeden,

I was wondering why the city and CP have asked for the hearing on Arbutus Corridor to be suspended until further notice. Are there negotiations going on?

Thanks

Naoibh O'Connor
Reporter, Vancouver Courier
604-630-3507
noconnor@vancourier.com

From: "Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>

To: "Magee, Michael" <michael.magee@vancouver.ca>

"Caley, Braeden" <Braeden.Caley@vancouver.ca>

Date: 1/28/2016 11:19:50 AM

Subject: Re: Vancouver Courier

Yes, that's been our message.

S

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Magee, Michael

Sent: Thursday, January 28, 2016 10:08 AM

To: Caley, Braeden

Cc: Kendall-Craden, Rena; Johnston, Sadhu; Quinlan, Kevin

Subject: Re: Vancouver Courier

Best response is to say that the hearings are being rescheduled by mutual consent. Nothing more to report.

.

On Jan 28, 2016, at 10:04 AM, Caley, Braeden <Braeden.Caley@vancouver.ca> wrote:

See below

Would be good to re-confirm precise direction on response here.

Thanks,

BC

Sent from my iPhone

Begin forwarded message:

From: "O'Connor, Naoibh (LMP)" <NOConnor@vancourier.com>

Date: January 28, 2016 at 10:02:31 AM PST

To: "Caley, Braeden" <Braeden.Caley@vancouver.ca>

Subject: Vancouver Courier

Hi Braeden,

I was wondering why the city and CP have asked for the hearing on Arbutus Corridor to be suspended until further notice. Are there negotiations going on?

Thanks

Naoibh O'Connor

Reporter, Vancouver Courier

604-630-3507

noconnor@vancourier.com

From: "[Mark Wallace](mailto:Mark_Wallace@cpr.ca)" <Mark_Wallace@cpr.ca>

To: "[Magee, Michael](mailto:michael.magee@vancouver.ca)" <michael.magee@vancouver.ca>

Date: 2/23/2016 3:02:48 PM

Subject: Re: Arbutus

Great Mike. ^{s.22(1)}

Talk soon.

Mark

On Feb 23, 2016, at 4:59 PM, Magee, Michael
<michael.magee@vancouver.ca<mailto:michael.magee@vancouver.ca>> wrote:

Hey mark,

Be good to touch base this week about next steps. And also to book a dinner! I'll have my office set something up. Thanks for all your leadership on this file.

Mike

Michael Magee
Chief of Staff
Mayor of Vancouver
michael.magee@vancouver.ca<mailto:michael.magee@vancouver.ca>
Twitter: @mikemagee

----- IMPORTANT NOTICE - AVIS IMPORTANT -----
Computer viruses can be transmitted via email. Recipient should check this email and any attachments for the presence of viruses. Sender and sender company accept no liability for any damage caused by any virus transmitted by this email. This email transmission and any accompanying attachments contain confidential information intended only for the use of the individual or entity named above. Any dissemination, distribution, copying or action taken in reliance on the contents of this email by anyone other than the intended recipient is strictly prohibited. If you have received this email in error please immediately delete it and notify sender at the above email address. Le courrier électronique peut être porteur de virus informatiques. Le destinataire doit donc passer le présent courriel et les pièces qui y sont jointes au détecteur de virus. L'expéditeur et son employeur déclinent toute responsabilité pour les dommages causés par un virus contenu dans le courriel. Le présent message et les pièces qui y sont jointes contiennent des renseignements confidentiels destinés uniquement à la personne ou à l'organisme nommé ci-dessus. Toute diffusion, distribution, reproduction ou utilisation comme référence du contenu du message par une autre personne que le destinataire est formellement interdite. Si vous avez reçu ce courriel par erreur, veuillez le détruire immédiatement et en informer l'expéditeur à l'adresse ci-dessus. ----- IMPORTANT NOTICE - AVIS IMPORTANT -----

From: "[Johnston, Sadhu](mailto:Sadhu.Johnston@vancouver.ca)" <Sadhu.Johnston@vancouver.ca>

To: "[Aujla, Bill](mailto:bill.aujla@vancouver.ca)" <bill.aujla@vancouver.ca>

["Quinlan, Kevin"](mailto:Kevin.Quinlan@vancouver.ca) <Kevin.Quinlan@vancouver.ca>

["Robertson, G"](mailto:G.Robertson@vancouver.ca) <G.Robertson@vancouver.ca>

["Magee, Michael"](mailto:michael.magee@vancouver.ca) <michael.magee@vancouver.ca>

["Kendall-Craden, Rena"](mailto:Rena.Kendall-Craden@vancouver.ca) <Rena.Kendall-Craden@vancouver.ca>

Date: 3/6/2016 5:58:45 PM

Subject: RE: Final version: Mayor's Arbutus remarks

Good comments Bill. Thanks
s.

Sadhu A. Johnston, LEED AP
Acting City Manager
City of Vancouver

sadhu.johnston@vancouver.ca
o. 604.873.7627
twitter: [sadhuajohnston](https://twitter.com/sadhuajohnston)
www.vancouver.ca

From: Aujla, Bill

Sent: Sunday, March 06, 2016 4:56 PM

To: Johnston, Sadhu; Quinlan, Kevin; Robertson, G; Magee, Michael; Kendall-Craden, Rena

Subject: RE: Final version: Mayor's Arbutus remarks

Importance: High

Sensitivity: Confidential

Thanks ... I agree with Sadhu, it would be great to get a reference to the Transportation 2040 plan ... my recommended changes are noted below in the DRAFT in RED

Also, RE the timing for disclosure of documents, I had a nice conversation with CP today. We discussed this and they are trying to reach someone who can confirm that it is okay to release the documents in full. I have revised the section below on the assumption that they will be okay with this, but I will let you know later tonight ... expected by 7pm or so. Also, please note that the documents contain a "release" regarding the CTA; therefore, it would not be wise to publish the documents completely before the CTA is notified of this. I am checking with our legal counsel as to when this can be done and if CTA will need any time. As a result, any commitment to release the documents should reference "disclosure once all the legal steps to close the transaction are complete".

Happy to discuss if questions/concerns ... I am on my cell at s.22(1).

Sincerely,
Bill

From: Johnston, Sadhu

Sent: Sunday, March 6, 2016 4:21 PM

To: Quinlan, Kevin; Robertson, G; Magee, Michael; Kendall-Craden, Rena; Aujla, Bill

Subject: RE: Final version: Mayor's Arbutus remarks

Thanks Kevin-

Looks good. I notice that you're not referring to the continued operation, I imagine that's intentional, but I do think it would be good to indicate that our transportation 2040 plan calls for this corridor to remain a transportation corridor with bike, ped and in the long term, a streetcar... also, it would be nice for the mayor to acknowledge the staff at both

organizations who worked hard to make this happen...

Thanks

Sadhu

Sadhu A. Johnston, LEED AP

Acting City Manager

City of Vancouver

sadhu.johnston@vancouver.ca

o. 604.873.7627

twitter: [sadhuajohnston](#)

www.vancouver.ca

From: Quinlan, Kevin

Sent: Sunday, March 06, 2016 2:30 PM

To: Robertson, G; Magee, Michael; Johnston, Sadhu; Kendall-Craden, Rena; Aujla, Bill

Subject: Final version: Mayor's Arbutus remarks

Kevin Quinlan

Deputy Chief of Staff

Office of the Mayor

City of Vancouver

Office: 604.873.7232

Cell: 778.995.2264

Twitter @VanMayorsOffice

Facebook: <http://www.facebook.com/VancouverMayorsOffice>

Website: <http://www.mayorofvancouver.ca/>

Good morning everyone it's a pleasure to be here

Today is a very exciting day for the City of Vancouver

I'm very pleased to announce today that at long last, the city and CP have reached a fair agreement that will secure the Arbutus Greenway for public use for generations.

It took a lot of patience and commitment from both sides, but today we can proudly say that we have an agreement that will benefit all residents of Vancouver

The City has purchased from CP the former railway lands, 42 acres of open space running 9 km from False Creek to the Fraser River. The land title documents were filed at 9 AM this morning.

This is an historic agreement and a once-in-a-generation opportunity for our city. This is Vancouver's chance to have a New York style highline -- kilometres of public space accessible through our city for all residents to use

The cost to purchase 42 acres of land was \$55 million, which both sides agree is a fair market valuation as the land is committed to be an active transportation corridor

For many months, the City and CP have worked on negotiations for this historic deal. As part of it, we have an agreement that if any land is not needed as part of the transportation corridor, the City and CP will split the revenue from the sale of any excess land

it's a fair, responsible deal for the city, and in the interests of full transparency the agreement will be released publicly **once all the legal steps to close this transaction are complete; we anticipate that will happen in the coming week ~~later this afternoon~~.**

I'm sure many of our residents are asking what happens next?

The city is immediately establishing a dedicated Arbutus Greenway Project office which will oversee the design process and solicit public input on the final design of the Arbutus Greenway. We will also look to make near-term improvements while the long-term plan is finalized

Under the agreement reached, CP will begin removing the existing rail lines within a year, with all of them completely removed within two years

This is without a doubt a historic development that will create a destination Greenway, connecting several neighbourhoods throughout Vancouver. As Mayor, I'm very pleased that we were able to resolve years of outstanding issues and complete a "rails to trails" agreement [this can be problematic as we have given a representation that we are taking for "continued operations" which means putting in rails for streetcars ... we should instead say "... **complete an agreement which creates a transportation greenway in accordance with the Council approved Transportation 2040 Plan.**"]

I want to thank all members of City Council for their support in reaching an agreement, for CP for sitting down with us in recent months working out a fair deal, and a special thank you to the extraordinary team of city staff and the team at CP that tirelessly worked on the negotiations, many of whom gave up weekends and time over the Christmas holidays to help bring this deal to fruition

I'm looking forward to getting out along the corridor biking and walking along it, I know many of you are to

Thank you all for being here this morning and I'll now hand it over to Keith

From: "[Magee, Michael](mailto:michael.magee@vancouver.ca)" <michael.magee@vancouver.ca>
To: "[Quinlan, Kevin](mailto:Kevin.Quinlan@vancouver.ca)" <Kevin.Quinlan@vancouver.ca>
Date: 3/5/2016 5:23:59 PM
Subject: Re: Mayor's Remarks - CP

Should also thanks cpr staff for working through the holidays

On Mar 5, 2016, at 3:35 PM, Quinlan, Kevin <Kevin.Quinlan@vancouver.ca> wrote:

For review. I can make any edits and finalize tomorrow.

-K

Good morning everyone it's a pleasure to be here

Today is a very exciting day for the City of Vancouver

I'm very pleased to announce today that at long last, the city and CP have reached a fair agreement that will secure the Arbutus Greenway for public use for generations. It took a lot of patience and commitment from both sides, but today we can proudly say that we have an agreement that will benefit all residents of Vancouver

The City has purchased from CP the former railway lands, 42 acres of open space running almost 10 km from False Creek to the Fraser River. The land title documents were filed at 9 AM this morning.

This is an historic agreement and a once-in-a-generation opportunity for our city. This is Vancouver's chance to have a New York style highline -- kilometres of public space accessible through our city for all residents to use

The cost to purchase 42 acres of land was \$55 million, which both sides agree is a fair market valuation as the land is committed to be an active transportation corridor

For many months, the City and CP have worked on negotiations for this historic deal. As part of it, we have an agreement that if any land is not needed as part of the transportation corridor, the City and CP will split the revenue from the sale of any excess land

it's a fair, responsible deal for the city, and in the interests of full transparency the agreement will be released publicly later this afternoon.

I'm sure many of our residents are asking what happens next?

The city is immediately establishing a dedicated Arbutus Greenway Project office which will oversee the design process and solicit public input on the final design of the Arbutus Greenway. We will also look to make near-term improvements while the long-term plan is finalized

Under the agreement reached, CP will begin removing the existing rail lines within a year, with all of them completely removed within two years

This is without a doubt a historic development that will create a destination Greenway, connecting several neighbourhoods throughout Vancouver. As Mayor, I'm very pleased that we were able to resolve years of outstanding issues and complete a "rails to trails" agreement

I want to thank all members of City Council for their support in reaching an agreement, for CP for sitting down with us in recent months working out a fair deal, and a special thank you to the extraordinary team of city staff that tirelessly worked on the negotiations, many of whom gave up weekends and time over the Christmas holidays to help bring this deal to fruition

I'm looking forward to getting out along the corridor biking and walking along it, I know many of you are to

Thank you all for being here this morning and I'll now hand it over to Keith

Kevin Quinlan
Deputy Chief of Staff
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Twitter @VanMayorsOffice
Facebook: <http://www.facebook.com/VancouverMayorsOffice>
Website: <http://www.mayorofvancouver.ca/>

<2016_03_07_arbutus greenway remarks.docx>

Good morning everyone it's a pleasure to be here. Today is a very exciting day for the City of Vancouver

I'm very pleased to announce today that at long last, **the city and CP have reached a fair agreement that will secure the Arbutus Greenway for public use for generations.**

It took a lot of patience and commitment from both sides, but today we can proudly say that we have an agreement that will benefit all residents of Vancouver

The City has purchased from CP the former railway lands, 42 acres of open space running 9 km from False Creek to the Fraser River. The land title documents were filed at 9 AM this morning.

This is an historic agreement and a once-in-a-generation opportunity for our city.

This is Vancouver's chance to have a New York style High Line -- kilometres of public space accessible through our city for all residents to use

The cost to purchase 42 acres of land was \$55 million, which both sides agree is a fair market valuation as the land is committed to remaining an active transportation corridor

For many months, the City and CP have worked on negotiations for this historic deal. As part of it, we have an agreement that if any land is not needed as part of the transportation corridor, the City and CP will split the revenue from the sale of any excess land

it's a fair, responsible deal for the city

I'm sure many of our residents are asking what happens next?

The city is immediately establishing a dedicated Arbutus Greenway Project office which will oversee the design process and solicit public input on the final design of the Arbutus Greenway.

We will also look to make near-term improvements, like smoother connections, benches and lighting, while the long-term plan is finalized

Under the agreement reached, CP will begin removing the existing rail lines within a year, with all of them completely removed within two years

This is without a doubt a historic development that will create a destination Greenway, connecting several neighbourhoods throughout Vancouver.

As Mayor, I'm very pleased that we were able to resolve years of outstanding issues and complete an agreement that

creates a transportation greenway in accordance with Council's Transportation 2040 Plan

I want to thank all members of City Council for their support in reaching an agreement, for CP for sitting down with us in recent months working out a fair deal

and a special thank you to the extraordinary team of city staff and the team at CP that tirelessly worked on the negotiations, many of whom gave up weekends and time over the Christmas holidays to help bring this deal to fruition

I'm looking forward to getting out along the corridor biking and walking along it, I know many of you are too

Thank you all for being here this morning and I'll now hand it over to Keith

From: "[Magee, Michael](mailto:michael.magee@vancouver.ca)" <michael.magee@vancouver.ca>

To: "[Johnston, Sadhu](mailto:Sadhu.Johnston@vancouver.ca)" <Sadhu.Johnston@vancouver.ca>

Date: 1/23/2016 4:38:18 PM

Subject: Re: Question re: Arbutus Corridor

Thanks for that sadhu.

On Jan 23, 2016, at 3:04 PM, Johnston, Sadhu <Sadhu.Johnston@vancouver.ca> wrote:

Hi

I spoke with her. Explained we postponed by mutual consent. Reasons are confidential. No news at this point. She was ok with that.

Sadhu

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Quinlan, Kevin

Sent: Saturday, January 23, 2016 2:33 PM

To: Johnston, Sadhu; Postma, Tobin

Subject: Fwd: Question re: Arbutus Corridor

Can someone follow up with her please

Sent from my iPhone

Begin forwarded message:

From: Jill Bennett <Jill.Bennett@globalnews.ca>

Date: January 23, 2016 at 10:13:03 AM PST

To: "Kevin.Quinlan@vancouver.ca" <Kevin.Quinlan@vancouver.ca>

Subject: Question re: Arbutus Corridor

Hi Kevin,

Happy 2016! Sorry to bug you on a Saturday but I am trying to follow up on a release on the Canadian Transportation Agency announcing the hearings into the Arbutus Corridor set for January 28/29 have been suspended. I'm wondering if there is more information available about this? There is no reason given in the release.

Again, sorry to bug you on a weekend.

CTA.gc.ca [\rtlch\l\trch](#) CTA gc 1m1 minute ago

At the request of the parties, Arbutus Corridor hearing set for January 28-29 has been suspended until further notice
ow.ly/q9VF

Thanks!

Jill B

Global News

From: "Magee, Michael" <michael.magee@vancouver.ca>

To: "Quinlan, Kevin" <Kevin.Quinlan@vancouver.ca>

Date: 3/4/2016 8:02:26 PM

Subject: Re: revised CP letter

Looks good

On Mar 4, 2016, at 6:57 PM, Quinlan, Kevin <Kevin.Quinlan@vancouver.ca> wrote:

March 7, 2016

<image002.jpg>Dear Vancouver resident,

I am writing to update you on the historic agreement the City has reached with Canadian Pacific Railway Limited (CP) regarding the Arbutus Corridor.

City Council is very pleased to have been able to successfully negotiate the purchase of lands that will ensure the legacy of the Arbutus Corridor as a public transportation greenway for years to come. The City has agreed to purchase the Corridor, which represents approximately 42 acres of open public space running 9.75 km from First Avenue to Milton Street, from CP for \$55 million.

This agreement signals the end of a long negotiation process between both parties that lasted over many years. **We are very excited to have the opportunity to create a public greenway for Vancouver residents that will connect neighbourhoods from False Creek all the way to Marpole.**

Next steps

City staff will immediately begin the process to design and enhance the greenway, and will launch a dedicated Arbutus Greenway Project Office to oversee the design process and solicit public input on the final design of the greenway. This will include looking at ways to connect people to communities and parks and to strengthen certain parts of the greenway to make it safer and more convenient to walk or bike, including better lighting, smoother connections and benches.

In the short term, there will be no changes impacting community gardens along the greenway. However, it is important that permitted gardens are maintained within their existing footprint and do not encroach onto neighbouring land. **Over the next two years there will be some light construction along the line as CP removes the rail ties, so for everyone's safety it's important to continue to respect the land boundaries that were confirmed with CP in 2014.**

With no rail activity on the Arbutus Corridor for nearly 14 years, this agreement ensures that the many Vancouver residents who use it as a walking and cycling route can continue to do so without any safety concerns that the reactivation of cargo trains could have caused. The ability to walk or cycle continuously from Marpole in South Vancouver all the way to False Creek will benefit not only residents, but will also be a major tourism attraction.

Thank you for your continued understanding and patience on this matter. We will keep you informed of the process and the opportunities for public involvement going forward, and I encourage you to get involved and share your views.

If you have any questions for us at the City of Vancouver, contact us by phone at 3-1-1, use VanConnect, or online at vancouver.ca/arbutus-greenway.

Kevin Quinlan
Deputy Chief of Staff
Office of the Mayor
City of Vancouver
Office: 604.873.7232
Cell: 778.995.2264
Twitter @VanMayorsOffice
Facebook: <http://www.facebook.com/VancouverMayorsOffice>
Website: <http://www.mayorofvancouver.ca/>

<Arbutus corridor letter DRAFT UPDATE2 March 2016.docx>



ni? ct xaʔəmətəl, tə ʔnimət, tə təmæw ʔi? tə kʷaʔkʷə 1 *

We watch over the land and sea and in turn they watch over us.



With March 7, 2016

Dear Vancouver resident,

I am writing to update you on the historic agreement the City has reached with Canadian Pacific Railway Limited (CP) regarding the Arbutus Corridor.

City Council is very pleased to successfully purchase crucial lands that will ensure the Arbutus Corridor is a public transportation greenway going forward. The City has agreed to purchase the Corridor, which represents approximately 42 acres of open public space running 9.75 km from First Avenue to Milton Street, from CP for \$55 million.

This agreement signals the end of a long, challenging negotiation process between both parties for over two decades. **We are very excited to now have the opportunity to create a public greenway for Vancouver residents that will connect neighbourhoods from False Creek all the way to Marpole.**

Next steps

City staff will immediately begin the process to design and enhance the greenway, and will launch a dedicated Arbutus Greenway Project Office to oversee the design process and solicit public input on the final design of the greenway. This will include looking at ways to connect people to communities and parks and to strengthen certain parts of the greenway to make it safer and more convenient to walk, run and bike, including better lighting, smoother connections and benches. It also includes the important provision for light rail rapid transit in the future as our city grows.

In the short term, there will be no changes impacting community gardens along the greenway. However, it is important that permitted gardens are maintained within their existing footprint and do not encroach onto neighbouring land. **Over the next two years there will be light construction along the line as CP removes**



the rail tiles, so for everyone's safety it's important to continue to respect the land boundaries that were confirmed with CP in 2014.

With no rail activity on the Arbutus Corridor for nearly 14 years, this agreement ensures that the many Vancouver residents who use it as a walking and cycling route can continue to do so without any safety concerns that the reactivation of cargo trains could have caused. The ability to walk, run and cycle continuously from Marpole in South Vancouver all the way to False Creek will benefit not only residents, but will also be a new tourism attraction as part of our world-renowned seawall/greenway network.

Thank you for your continued understanding and patience on this matter. We will keep you informed of the process and the opportunities for public involvement going forward, and I encourage you to get involved and share your views.

If you have any questions for us at the City of Vancouver, contact us by phone at 3-1-1, use VanConnect, or online at vancouver.ca/arbutus-greenway.

Thanks for all of your patience and support as we achieve the historic goal of creating an extraordinary Arbutus Greenway!

Sincerely,

A handwritten signature in black ink that reads "Gregor Robertson". The signature is fluid and cursive, with the first name "Gregor" being larger and more prominent than the last name "Robertson".

Gregor Robertson
MAYOR

From: "[Postma, Tobin](mailto:Tobin.Postma@vancouver.ca)" <Tobin.Postma@vancouver.ca>

To: "[Quinlan, Kevin](mailto:Kevin.Quinlan@vancouver.ca)" <Kevin.Quinlan@vancouver.ca>

"[Pickard, Gail](mailto:Gail.Pickard@vancouver.ca)" <Gail.Pickard@vancouver.ca>

Date: 3/4/2016 3:15:01 PM

Subject: RE: updated community letter

FAQs are coming in a bit.

Run of show for the 7th:

Monday - March 7, 2016 TIMELINE

9am: MEDIA ADVISORY

9am: Transfer documents will be filed at the Land Title Office

8am-9am: Start phase one stakeholder calls

Mayor calls First Nations

9:30am: Convene group to travel to media conference location

Mayor

City Manager

GMs

10am: Mayor and Keith Creel to meet close to 6th and Fir in order to walk over to conference together

MEDIA CONFERENCE:

Time: 10:15am

Location: 6th and Fir parklet (outdoors and will be tented)

Speakers: Gregor Robertson, Mayor, City of Vancouver

Keith Creel, President and Chief Operating Officer, CP Rail

MC: Sadhu Johnston, City Manager, City of Vancouver

What: Mayor and Mr. Creel will say a few short words before hammering in the first sign (with one mallet) that reads "Arbutus Greenway" before taking some questions from media.

10:30am: NEWS RELEASE and Launch of www.vancouver.ca/arbutus-greenway

TECHNICAL BRIEFING FOR MEDIA

Time: 11:30am

Location: Vancouver City Hall (Committee Room 1, City Hall)

Speakers: Jerry Dobrovolny, Lon LeClaire

Bill Aujla

12pm: Start phase two stakeholder calls

Mayor (?) to call provincial and federal governments

Sadhu calls Metro, Translink, UBC,

Staff calls UBC, Park Board, residents associations CMT alerted

From: Quinlan, Kevin
Sent: Friday, March 04, 2016 2:00 PM
To: Postma, Tobin; Pickard, Gail
Cc: Kendall-Craden, Rena; Aujla, Bill; Bracewell, Dale
Subject: RE: updated community letter

Thank you.

Could I also get the FAQs and run of show. thx

From: Postma, Tobin
Sent: Friday, March 04, 2016 1:49 PM
To: Pickard, Gail; Quinlan, Kevin
Cc: Kendall-Craden, Rena; Aujla, Bill; Bracewell, Dale
Subject: RE: updated community letter

City of Vancouver
News Release
March 7, 2016

City and CP agree to landmark agreement for the Arbutus Corridor

The City of Vancouver (City) and Canadian Pacific Railway Limited (CP) have reached an agreement that will secure the legacy of the Arbutus Corridor for transportation and greenway for years to come. The City has agreed to purchase from CP the Corridor, which represents approximately 42 acres of open space running 9.75 km from False Creek to the Fraser River for \$55 million.

This landmark investment will enable the City to fulfill the longstanding Council vision to keep the Corridor available for transportation and greenway for residents of Vancouver and rail transit use. If portions of the Corridor are not needed for the bikeway, greenway and space for light rail, and become available for development, the City and CP will share in the net sale proceeds of same or CP may reacquire some of those portions between 1st and 5th Avenues.

MAYOR QUOTE

This agreement ensures that Vancouver residents can continue to use the corridor and greenway as a walking and cycling route. City staff will now begin to look to improve or upgrade certain parts of the Corridor as well as developing innovative ways to animate the Corridor as a transportation corridor and greenway and linking it to the city's larger Transportation 2040 plan.

"For many years now, CP has been involved in conversations with the City about the future of the Arbutus corridor," said Keith Creel, CP's President and Chief Operating Officer. "We are pleased that today's landmark agreement allows the City to create a transportation corridor and greenway while providing a fair return to CP and our shareholders."

This agreement signals the end of a long negotiation process between the City and CP that lasted over four years. The City and CP are pleased to have arrived at this landmark agreement that provides new opportunities for the Corridor. In 2013, the City included the Arbutus Corridor as a green transportation corridor in the City's Regional Context Statement, approved by Council and the Metro Vancouver Board, and is now integrated into the provincially-approved Regional Growth Strategy.

Read more about the Arbutus Corridor at www.vancouver.ca/arbutus-greenway

-30-

Media Contact:

Corporate Communications

604.871.6336

media@vancouver.ca

From: Pickard, Gail
Sent: Friday, March 04, 2016 1:38 PM
To: Quinlan, Kevin
Cc: Kendall-Craden, Rena; Postma, Tobin; Aujla, Bill; Bracewell, Dale
Subject: RE: updated community letter

I called Tobin and he will forward the release shortly

From: Quinlan, Kevin
Sent: Friday, March 04, 2016 1:32 PM
To: Pickard, Gail
Cc: Kendall-Craden, Rena; Postma, Tobin; Aujla, Bill; Bracewell, Dale
Subject: RE: updated community letter

Thanks. will review and make edits now

Could I please get the latest copy of the City news release?

From: Pickard, Gail
Sent: Friday, March 04, 2016 12:18 PM
To: Quinlan, Kevin
Cc: Kendall-Craden, Rena; Postma, Tobin; Aujla, Bill; Bracewell, Dale
Subject: updated community letter

Hi, Kevin.

Attached is the latest draft reflecting Bill's edits, which were made primarily to ensure consistency with what was presented to Council. Bill suggested removing the reference to the independent appraisal, so I've done that, but didn't know if it was important to keep some reference to the ODP in the letter. Might be too technical for the average resident anyway. Feedback I just received from Dale is also included.

Let me know if you want any further edits before showing it to the Mayor.

Thanks

Gail

Gail Pickard, ABC | Communications Manager
Corporate Communications | City of Vancouver
453 West 12th Avenue
Vancouver BC V5Y 1V4
t. 604.873.7397

m. s.15(1)(l)

gail.pickard@vancouver.ca

Never miss a chance to have your say. Join TalkVancouver.com and stay in the loop on civic engagement opportunities!

From: ["O'Connor, Naoibh \ \(LMP\)" <NOConnor@vancourier.com>](mailto:NOConnor@vancourier.com)

To: ["Caley, Braeden" <Braeden.Caley@vancouver.ca>](mailto:Braeden.Caley@vancouver.ca)

Date: 1/28/2016 11:02:31 AM

Subject: Vancouver Courier

Hi Braeden,

I was wondering why the city and CP have asked for the hearing on Arbutus Corridor to be suspended until further notice. Are there negotiations going on?

Thanks

Naoibh O'Connor
Reporter, Vancouver Courier
604-630-3507
noconnor@vancourier.com

From: [ohnston_a_hu](#)
To: [ostma_Tobin](#) [uin_an_evin_u_a_i_en_a_ra_en_ena_obrovo_ny_erry_onne_Francie](#)
Subject: : p_ate_ overa_e_on_rbutus
Date: Tues_ay_March : : M

Nice work!
Sadhu

From: ostma Tobin
Sent: Tues_ay_March : M
To: uin_an_evin_u_a_i_ohnston_a_hu_en_a_ra_en_ena_obrovo_ny_erry_onne_Francie
Subject: FW: p_ate_ overa_e_on_rbutus

Last batch of Arbutus coverage (for now!).

Tobin

From: i_oseph
Sent: Tues_ay_March : M
To: ostma_Tobin
Subject: p_ate_ overa_e_on_rbutus

UPDATE COVERAGE ON ARBUTUS GREENWAY March 8, 2016

[Vancouver acquires Arbutus rail corridor from CP for \\$55-million](#) – Globe & Mail

[How Vancouver found a path to a deal with Canadian Pacific Railway](#) – Globe & Mail

[Transit route eyed for Arbutus Greenway](#) – Vancouver Sun

[‘Excess’ Arbutus lands potentially worth \\$150M](#) – 24 Hours

[Greenway grows into a gold mine](#) – Vancouver Sun

[City of Vancouver buys Arbutus Corridor for \\$55 million](#) – Vancouver Courier

[Vancouver to buy Arbutus Corridor from CP Rail for \\$55M](#) – CBC

[Mayor on plan for Arbutus Greenway](#) – CBC on the Coast (Audio)

[Top](#)

City of Vancouver buys Arbutus Corridor for \$55 million

Deal between city and CP announced Monday

Naoibh O'Connor / Vancouver Courier March 7, 2016 03:11 PM

A [years' long battle](#) over the future of the Arbutus Corridor has been resolved in a \$55-million deal between the City of Vancouver and Canadian Pacific railway.

The landmark agreement was announced at a press conference along the tracks near West Sixth and Fir Street Monday morning.

An artist rendering of the Arbutus Greenway.

"I'm very pleased to announce today, at long last, that the city and Canadian Pacific, CP, have reached an agreement that will secure the Arbutus greenway for public use going forward for the generations to come. It is now public land," said Mayor Gregor Robertson. "That means after a lot of patience, a lot of commitment on both sides of the table, we can proudly say that we have an agreement that will benefit all residents of Vancouver into the future."

Robertson called it a "once in a lifetime opportunity" for the city.

"This is really Vancouver's chance to have a New York-style High Line, a repurposing of what was freight railroad. This is kilometres of public space that's accessible through our city for all residents to use and connecting many of our neighbourhoods," he said.

The Arbutus Corridor stretches nine kilometres. Photo Rebecca Blissett.

Keith Creel, president and chief operating officer for Canadian Pacific railway, acknowledged the Arbutus Corridor had been a "very contentious issue" for CP and the city over the past decade.

"That said, the history of CP in Vancouver dates back to its origins — over 130 years. It's been a positive relationship, it's been one that we value... to be able to reach an agreement today, to be able to take this agreement that creates a win-win for both the City of Vancouver, as well as for Canadian Pacific and our owners, our shareholders, it elates us," he said, adding that it paves the way for CP to

“strengthen” its relationship with the city.

The city had argued the land was only worth \$20 million, while CP insisted it was worth \$100 million. Robertson said both sides finally agreed \$55 million was “fair market value,” as the land is committed to be an active transportation corridor, possibly for light rail transit at the same time as a greenway for public use.

The Arbutus Corridor stretches nine kilometres. Photo Rebecca Blissett.

The city is using \$20 million from its property endowment fund and \$35 million from the capital facilities reserve fund to buy the 42-acres of land, [which covers nine kilometres](#). The city and CP will split any revenue from the sale of any excess land. Land title documents were filed March 7 and the agreement is expected to be released publicly sometime this week, after legal steps closing the transaction are completed.

Robertson said the city is immediately establishing an Arbutus Greenway project office, which will oversee the design process and public input.

CP is expected to begin removing the track within the year, which it will use elsewhere in its operations. According to the deal, that work must be finished within two years. The city will be making improvements along the greenway while longer-term planning is underway. Robertson said gardeners are asked not to encroach on the land while planning takes place.

The first [clue a deal was in the works](#) came in late January when a Canadian Transportation hearing dealing with the Arbutus Corridor was suspended after the city and CP jointly asked for an adjournment.

On Monday, Robertson said the “historic” deal will create a “destination greenway” for Vancouver.

“It will be an incredible opportunity for people to walk and run and bike along the greenway connected False down to the Fraser River,” he said. “As mayor, I’m pleased to be able to resolve years of outstanding issues and to complete an agreement, which creates a transportation greenway in accordance with council’s 2040 transportation plan.”

Robertson said right now no development is envisioned, but the city is willing to go back out to the public to talk about how much land is needed for a train and a greenway that allows for walking, running and biking.

“If there are excess lands along the corridor, what those become — that’s a decision for a future council and the public to input on for the next four years as that process needs to take place,” he said.

The “rough” estimate to transform the land into a greenway is \$25 to \$30 million.

The deal between CP and the city ends a long drawn-out battle that started when CP announced it would no longer service Molson Brewery in 1999. It proposed developing it for commercial and residential use, but that sparked opposition from those who thought it should be used for public transportation like cycling or walking.

The city enacted the Arbutus Corridor Official Development Plan, which designated the land for transportation, including rail and transit, or for greenways, following public hearings in 2000. But CP challenged the city's right to enact the plan through B.C. Supreme Court, which ruled against the city in 2002. The city appealed that decision to the B.C. Court of Appeal and it affirmed the city's authority. CP then appealed to the Supreme Court of Canada, which upheld the city's position in 2006.

The fight started [heating up again](#) in July 2014 when CP [warned residents](#) near the Arbutus Corridor that they had to remove “encroachments” such as sheds and gardens on the property, while it explored options for the track, which it hadn't used since 2001. CP [started removing gardens](#) in August 2014.

It [stopped briefly](#) after entering talks with the city, but those [talks broke down](#) in September 2014. In October of that year, the [city filed a lawsuit](#) challenging CP's efforts to clear the land, but the [court ruled against the city](#) in January 2015. [Clearing work continued](#) in [2015](#). In July of 2015, CP announced it would soon start using the rail line to store and move railcars. In August, the [City applied to the Canadian Transportation Agency](#) for two orders — to cancel CP's April 14, 2014 amendment of its three-year plan, where they removed the Arbutus Corridor from the list of lines they intended to discontinue, and an order requiring CP to make an offer for the corridor at the 2004 net salvage value. The hearing was scheduled for Jan. 28 and 29 of this year, but [didn't go ahead](#).

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Vancouver to buy Arbutus Corridor from CP Rail for \$55M

Future route may one day include light rail

[CBC News](#) Posted: Mar 07, 2016 10:21 AM PT Last Updated: Mar 07, 2016 3:49 PM PT

The City of Vancouver has reached an agreement with Canadian Pacific Railway that will transform a contentious stretch of old rail corridor into a public greenway.

Under the deal, the city will pay \$55 million to purchase the land on the railway route, which extends for nine kilometres from False Creek near Downtown Vancouver to Marpole on the city's south side.

The deal brings to an end a long-running dispute over the future of the unused rail corridor, which runs through pricey residential neighbourhoods on the west side of the city.

CP Rail has owned the land for more than a century, but it hasn't run trains on it for about 15 years. Vancouver had previously offered to buy the land, but the two sides could never agree on a price.

At one point, CP argued that the land was worth \$400 million, a figure the city disputed. However, Robertson said both sides were determined to solve the dispute. An independent appraiser helped arrive at a price for the land that both sides felt was fair.

"I think both parties had a change of heart," the mayor told a news conference.

Greenway will draw tourists: mayor

Robertson described the agreement as a once-in-a-lifetime opportunity, saying the planned greenway — designed for cyclists and walkers — will enhance Vancouver's international reputation as a tourist destination.

"Thanks to this landmark agreement, the city will be able to transform the area into an outstanding greenway and connect neighbourhoods from False Creek to Marpole," Robertson told a news conference Monday.

The mayor was joined by Keith Creel, president and chief operating officer of CP Railway Ltd.

During the height of the dispute, CP warned residents it would use the vacant tracks for train traffic again, and [tore down a number of community gardens](#).

The mayor noted the route is still viewed as a transportation corridor which could, in the future, carry light passenger rail, alongside the greenway.

In the near future, the city will seek public input on the how the greenway will look. It's estimated the greenway will cost between \$25 and \$35 million, Robertson said.

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Vancouver acquires Arbutus rail corridor from CP for \$55-million

FRANCES BULA Globe & Mail March 8, 2016 \

Fifteen years of bitter fighting over an unused rail corridor on Vancouver's west side have ended with an announcement the city has agreed to buy the nine-kilometre line from CP Rail for \$55-million to transform it into a greenway.

That opens the door for radical change along the line.

“This is Vancouver’s chance to have a New York-style High Line,” a smiling Vancouver Mayor Gregor Robertson told a news conference on Monday, referring to the park created on an elevated rail line in the American city, which has become a phenomenal tourist attraction.

But the transformation could extend beyond that, since the mayor said the future could also include a rapid-transit line, and development along parts that are broad enough.

Many advocates for the corridor are celebrating the news and planning already for the beautiful new greenway they now expect, along with the return of community gardens that were ripped out in the past two years as the city and Canadian Pacific Railway tussled.

The fight started in 2000, when the city designated the line for transportation only just as CP was about to stop using it and was considering selling bits off.

“This is a monumental moment,” said Hans Finken, a co-chair of the Arbutus Greenway Improvement Society, who said he hoped for a public path that could accommodate cycling, walking and more, along with public art. “This will be an attraction equal to Stanley Park.”

Community gardener Adam Vasilevich said it was good news that was “a long time coming.”

However, Mr. Finken and Mr. Vasilevich are perplexed and uncertain about the city’s plans for rapid transit or development along the corridor.

“It seems to me pedestrians and cyclists don’t mix with transit,” said Mr. Finken, while Mr. Vasilevich said he is not sure how that would work, but is not worrying about it for now because “it’s a long way off.”

City manager Sadhu Johnston said cities such as Dublin and Cleveland have combined rail and bikeway/walkway corridors, but acknowledged that those were only for short distances.

A streetcar or light rail along Arbutus has been mentioned in public meetings off and on since 2009, when the corridor was rejected as a possible route for the Canada Line, which now runs on Cambie Street. However, it is not part of any current long-term transit plan for the region.

The proposal for a line stirred up controversy in Kerrisdale and Arbutus Ridge after it was first raised in 2000, when the city rushed in to designate Arbutus as a transportation corridor to prevent Canadian Pacific Railway from selling it off piecemeal. The city’s bid to buy it became a long battle to set a price.

One resident said having a train rushing by was not what the residents there – “the

crème de la crème” – deserved.

Mr. Robertson did not provide a lot of details about the potential transit line or development, saying all of that will be decided through a major public consultation and probably decisions by future councils.

The City of Vancouver has committed \$3-million to open a greenway project office immediately that will lead public discussions to plan the Arbutus corridor.

Canadian Pacific has promised to tear out the existing tracks, which could not be used for light rail, within two years.

The \$55-million price, proceeds for which will come from the property-endowment fund and the capital reserve, falls about halfway between the \$20-million the city had said was its best offer two years ago and the \$100-million that CP was demanding.

But the deal also includes revenue sharing on money earned from land alongside the corridor, which is almost as wide as a city block at some points at the southern and northern ends.

Canadian Pacific hired a private planner at one point to show how new housing and commercial buildings could fit on the land.

The agreement says Canadian Pacific will get 75 per cent of the first \$50-million in net proceeds and the city will get the rest. The two parties will split proceeds on the next \$50-million. On the third \$50-million, Vancouver will receive 75 per cent, and then 100 per cent of anything more than \$150-million.

The dispute over the rail line has been fought in court and out of it for years. CP challenged the city’s right to designate it a transportation corridor, losing a final case at the Supreme Court of Canada in 2006.

In the past two summers, CP had first threatened to take out community gardens and then did so.

Canadian Pacific Railway president and chief operating officer Keith Creel said on Monday that the company was elated to be able to move on to a more productive relationship.

“We regret any inconvenience that was caused,” he said.

Arbutus corridor facts

Length: Nine kilometres

Area: 17 hectares

History: The corridor was built as part of a CP Rail line known as the Marpole Spur,

which ran from Vancouver's False Creek to Port Coquitlam, where it connected with CP's main transcontinental lines. Construction began in 1901 and, four years later, the B.C. Electric Railway (which later became BC Hydro) started corridor passenger- and freight-rail service. The passenger service was discontinued in the 1950s and B.C. Electric's freight service ended in 1985. CP resumed its own service on the line until June, 2001, when its final freight customer, the Molson Brewery on False Creek, stopped receiving cargo by rail.

What's there now: Not much. Residents nearby have set up community gardens, including garden plots and small structures such as sheds, along some sections of the corridor. On other areas, there is nothing more than old railway tracks and bush.

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How Vancouver found a path to a deal with Canadian Pacific Railway

GARY MASON Globe & Mail March 8, 2016

By the fall of last year, the battle between Canadian Pacific Railway and the City of Vancouver over an nine-kilometre stretch of old track that the company owned was as acrimonious as ever.

The denizens at city hall had long coveted the north-south sliver of land that stretched from the Fraser River to Burrard Inlet. The rail operator had abandoned its operations along the track in 2001 and since that time it had sat unused. It didn't take long for residents to move in and use some of the fallow property to plant community gardens that would thrive.

While zoning bylaws prohibited the land from being commercially or residentially developed, severely restricting its value, CP wasn't prepared to give it away for nothing. It was demanding \$100-million. The government of Mayor Gregor Robertson was offering \$20-million.

In an effort to exert some pressure on the city, CP had vowed last year to return the line to active service; the company had the community gardens ripped up in a dramatic demonstration of its intent.

This, of course, only served to raise the temperature of the dispute. The city threatened to take CP Rail to court. CP said to "bring it on." By summer's end, however, Mr. Robertson's long-time political fixer, Mike Magee, had decided that it was worth trying to see if a peace could be brokered. He also had access to the one person in town who might be able to help him out: Jim Pattison.

Mr. Magee had turned to B.C.'s legendary businessman for assistance once before. On that occasion, the city was looking for guidance on how to best handle the Olympic Village fiasco, a financial nightmare that the mayor and his Vision Vancouver party inherited upon taking office in 2009. Mr. Pattison put the city in the hands of one

of his most trusted advisers and also one of Vancouver's top lawyers, Morley Koffman. The affable, hard-working octogenarian helped Mr. Robertson and his council make the best of a terrible situation.

But Mr. Koffman was no longer around. He died last summer at the age of 85. So when Mr. Magee sat down in Mr. Pattison's office last October to talk about the Arbutus Corridor, he didn't waste any time getting to the point: "Jimmy," he said. "I need another Morley Koffman."

Mr. Magee spelled out the general challenge facing the city in its quest to get its hands on the CP land. Mr. Pattison had some experience in the rail industry and understood how people such as CP's tough-as-nails chief executive officer, Hunter Harrison, operated.

"Give me 24 hours," Mr. Pattison told the mayor's chief of staff.

Mr. Magee, meantime, had recently opened a new line of communication with Mr. Hunter's chief of staff, Mark Wallace. Over dinner at Gotham last September, they had talked about trying to put a halt to hostilities and restart negotiations. They later carried on their conversation at a Vancouver Canucks game. There was certainly an appetite on CP's part to see what could be done, but the city needed the help of a skilled negotiator.

Mr. Pattison phoned Mr. Magee back the day after they met with the name of someone who might play the role of Mr. Koffman in the CP talks. His name was John Smith.

While not exactly owning a moniker that made him stand out from the pack, Mr. Smith, a Brit with a law degree from Oxford and a senior partner at Lawson Lundell, had long impressed Mr. Pattison with his legal savvy.

Mr. Smith's contribution to a final deal on the Arbutus Corridor would be crucial. Whenever talks hit a snag, he would somehow find another way to keep "moving the ball up the field," as Mr. Magee described it to others.

The mayor's chief of staff would also tap his friend Avtar Bains on the shoulder for advice. Mr. Bains is a highly regarded expert in the area of commercial real estate and president of the boutique firm Premise Properties. He would be instrumental in helping set a valuation on the property with which both sides could ultimately live. Bill Aujla, the city's astute manager of real estate and facilities, also took a seat at the negotiating table early on. As did Brenda MacCalder, CP's managing director of real estate.

Mr. Magee was desperate to get a deal. He had been at Mr. Robertson's side since Vision Vancouver took control at city hall. After seven often-tough years serving as the mayor's prime political operative, he had been ruminating privately about moving on, seeking out new challenges. Few people served in that type of position in a major city for even half that length of time. Mr. Magee figured that if he could broker an

agreement on the Arbutus Corridor, it would count as one of the greatest accomplishments he had been a part of during his time at Mr. Robertson's side.

For years, it had been imagined that the corridor would one day be Vancouver's own High Line, the popular 2.4-kilometre-long linear park in Manhattan built on an elevated section of unused rail line. The city envisioned a lush corridor of walking and bike paths and gardens as well. A strip of land within the corridor would be protected in the event that one day a decision was made to install light rail transit service along the route.

Mr. Magee and the mayor talked about how a deal could be tied into Canada's 150th birthday celebrations in 2017, with CP being able to talk up the nation-building role it played in the country's history and the connection that the Arbutus spur line had to it.

By December, the broad terms of a deal had been reached. The city would pay \$55-million for the land, more than \$35-million more than it originally agreed to offer. For its part, CP came down \$45-million off its opening demand. Both sides understood that critics would say the city paid too much or alternatively that CP took too little. That was the price of doing business.

But there was no question that the city and CP were the architects of something likely to stand the test of time and be viewed as visionary generations from now.

On Saturday, Mr. Magee reached Mr. Pattison by phone in Palm Springs, Calif., to tell him that an agreement with CP had been reached the previous day. He thanked the business icon for the advice and wisdom he had provided, singing the praises of Mr. Smith, the lawyer Mr. Pattison had recommended

Mr. Magee talked about the incredible legacy that Mr. Pattison was helping to leave the city as a result of his behind-the-scenes role.

"It probably wouldn't have happened without Jimmy," he would tell others afterward. "It was a whole bunch of people who got it done in the end, but Jimmy got it all started. Now, the city has something people will enjoy for generations. Pretty amazing."

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'Excess' Arbutus lands potentially worth \$150M

By [Michael Mui](#), 24 Hours Vancouver March 8, 2016

The announcement sounded as if the City of Vancouver was saying, 'mission accomplished,' it had successfully low-balled Canadian Pacific's initial Arbutus Corridor sale price of \$100 million by nearly half, to buy the 42-acre strip of land for just \$55 million.

Officially, the city's plans are to build a transportation corridor — a greenway, and potentially rapid transit-type investment — in place of the old rail track and preserve the 350-odd community garden plots that were already established. It was the attempted removal of those gardens initiated in 2014 by CP that seemed to have prompted the whole issue of the city buying the land.

“That means the possibility for trains, passenger, rail — light rail rapid transit, in the future is the core purpose of this land going forward, at the same time as being a greenway,” Mayor Gregor Robertson said.

But then there's a provision that addresses the money to be made from the high value of the land. The city said any “lands not needed for transportation corridor,” also known as “excess lands” can be sold off for shared profit with CP after the greenway is built.

“We're willing to go back out to the public, talk to the public about how much land is needed for a train, for walk, run and bike, for a greenway people can use — and if there are excess lands along the corridor what those become,” Robertson said, when asked how much land might be considered “excess.”

Under the agreement, CP has a choice. City spokesman Tobin Postma said CP can either keep 4% of the 42 acres — everything between West 1st Avenue and West 5th Avenue — or sell it, but not for more than \$75 million — anymore and CP has to give the city 50% of the exceeding proceeds.

Or, CP can waive that 4% and instead get 50% of proceeds from Arbutus land sold by Vancouver, up to \$75 million — Vancouver will pocket the rest and any amount exceeding that.

Arbutus Corridor runs nine-kilometres from West 1st Avenue to Milton Street.

CP, which had initially protested that it needed the land for maintenance and storage operations, said the agreement is “mutually beneficial” and provides a good return to its shareholders.

However, it said what it plans for the property is “contingent on what the city would do” and directed further questions on the profit-sharing agreement to the city.

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Transit route eyed for Arbutus Greenway

City buys corridor for \$55 million, ending dispute with CP Rail

Matthew Robinson Vancouver Sun March 8, 2016

It's up to the community engagement to decide whether some more gardening space could be allocated somewhere along the corridor. Obviously it has to work with the transportation and the walking and biking paths. - GREGOR ROBERTSON MAYOR

The City of Vancouver's \$55-million purchase of the Arbutus Corridor from Canadian Pacific Railway has put to rest a long-standing battle, but its intention to use the route for transit could reignite a dormant fight.

The deal was filed Monday and before it was even announced, city staff had a new purpose for what they've already dubbed the Arbutus Greenway. The city's plan is to turn the nine-kilometre route from Kitsilano through the west side into a transportation corridor featuring walking and cycling paths as well as light rail or streetcars.

Mayor Gregor Robertson said the final purchase price is fair because the land is committed to be an active transportation corridor in the future.

"There's no question there's an enormous city benefit here," Robertson said. "It's impossible to acquire a strip of land like this through basically anywhere else in the city, east or west, where rapid transit could be installed at a very reasonable cost." City staff plan to set up a new project office to oversee the design of the greenway and public consultations.

The Arbutus Corridor cuts through a few pricey neighbourhoods including Arbutus Ridge, Shaughnessy and Kerrisdale. Counted among the residents are dentists, doctors, lawyers, professionals and chief executives of companies, "the creme de la creme in Vancouver," as Pamela Sauder, a member of the Arbutus Corridor Residents Association, infamously stated in a 2000 protest of a plan to run rapid transit through the corridor.

The quote, which Sauder later apologized for, made for an explosive and memorable moment in the debate, but it was far from the only utterance residents have made opposing the idea. The fight helped sway the decision to instead run rapid transit from Vancouver to Richmond underground along the Cambie Street corridor.

But the 17 hectares of now public land remains a tempting option for at-grade rapid transit.

Under the terms of the deal, any "excess land" in the corridor that is not needed for the greenway can be repurposed or sold, Robertson said. But he stated there is no development envisioned at this time and most of the space is expected to be taken up by transportation.

If any land is sold, CP Rail gets a share of the take. According to a complicated schedule provided by the city, the railway company would get 75 per cent of the first \$50 million in profit, 50 per cent of the second \$50 million, and 25 per cent of the third \$50 million. Any profit beyond \$150 million goes directly to the city.

But the deal also leaves CP the chance to exercise an option on lands between West First and Fifth avenues. Under that alternate scheme, the city would get 50 per cent of any proceeds CP raised beyond \$75 million, and CP would cease to share in the profits from any corridor land sold outside of those few blocks.

CP pressured the city in 2014 in the midst of discussions over the sale of the land when it brought in work crews to dismantle community gardens that had sprouted along the unused line. The railway claimed it intended to store railway cars along the corridor. The city filed an injunction to block the railway from reactivating the line, but that bid was dismissed in B.C. Supreme Court.

The city had offered the railway \$20 million for the land, but CP wanted an undisclosed greater amount, reported to be a figure five times higher.

The mayor and Keith Creel, president and chief operating officer of CP, announced the agreement together Monday morning with the rail line and a community garden in the background.

When asked if the company ever had any serious intention to store railway cars in the corridor, Creel said it did.

“Actually, we were serious,” he said. “There’s just a shortage of locations to store cars today, and so it is definitely something we would have used had we not come to this agreement.”

“We certainly regret any inconvenience that was caused,” Creel said, adding he was elated a deal was reached.

As part of the deal, CP agreed to remove its railway lines and ties from the property within two years.

The mayor described the deal as a “fair agreement” and a “historic development that will create a destination greenway from Vancouver coming off of our world-renowned seawall.”

Robertson asked community gardeners to hold back on expanding their plots of land.

“It’s up to the community engagement to decide whether some more gardening space could be allocated somewhere along the corridor,” he said. “Obviously it has to work with the transportation and the walking and biking paths.”

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Greenway grows into a gold mine

What a deal: Everyone appears to win in a deal that preserves most of the land,

but saves some for development — and profit

Pete McMartin Vancouver Sun March 8, 2016

And you thought housing in this town was expensive. Vancouver taxpayers, proud or otherwise, are now the owners of the Arbutus Corridor, which may have to be entered in the Guinness World Records as the world's most expensive green space.

Is it a good deal? Yes it is. And it is so for both parties. But it was a slog to get there.

Since 2002, the corridor was on both the city's and CP's agendas, and in 2011 they entered into direct negotiations.

Those negotiations failed miserably. Frustrated by what it saw as the city's lowballing, CP Rail publicly suggested it wanted something in the neighbourhood of \$100 million for the corridor, insisting that, if fully developed, it would be worth \$400 million. Added all together, it was 17 hectares of land running through the heart of Vancouver.

An ugly and public stalemate ensued, with CP Rail bringing in backhoes to tear up trespassing tomato patches. It was an oafish move on the railroad's part, but a pivotal one, too. It compelled the city to reassess, literally.

According to city Coun. Heather Deal, who oversaw the negotiations for the city, a reassessment of the corridor's worth was ordered last fall, and the new assessment, presumably, was such that it put CP Rail's \$100-million asking price in a more favourable light. (Sources close to the reassessment said it ranged between \$55 million and \$62 million.)

So, two years later, the agreed upon figure of \$55 million looks like a reasonable compromise, if not a steal for the city, given the volatility of the market.

But that's not the final figure. Potentially bigger money resides in this deal's back end, which, during Monday's press conference, both the city and CP Rail barely commented on.

It has to do with the future residential and business development of excess land in the corridor. This is land that would not be used for green space or for a future light rail line. How much of that excess land is available for development neither the city nor CP Rail could — or would — tell me Monday, but if the figures being tossed around are any indication, it's considerable.

When and if these lands begin to be redeveloped, CP Rail can exercise one of two options, and in both it can realize some big numbers.

Under the first option, it takes a share in the net proceeds from the development of those excess lands in staggered amounts. CP Rail would get 75 per cent of the first \$50 million, 50 per cent of the second \$50 million and 25 per cent of the third \$50

million. Any net proceeds after those three stages would go entirely to the city.

That's a potential \$75 million extra going to CP Rail over the life of the corridor's development, and, with the upfront \$55 million, a total of \$130 million that CP Rail could realize. (And, of course, if net proceeds from development reached those totals, the city would pocket \$75 million too, and that's not including revenue from parking, billboards, etc.)

The second option would see CP Rail taking sole control of all the corridor between West First and Fifth avenues — land that is unsuitable for a green corridor anyway — and it would be allowed to develop it and take all the profits from that development up to a total of \$75 million. Any net profits above that would be shared 50-50 with the city. Again, that would bring CP Rail's potential profit on the corridor to \$130 million, with an open end to make even more if its worth goes above \$75 million.

That type of redevelopment, of course, could benefit the city, too. It would go toward paying the initial \$55-million bill, if not all of it. And that makes it a good deal for the city.

But the huge potential for profit that the deal admits to shows how valuable those lands are. The city may profess to wanting to develop the corridor as a green space, and it will. But it's really a gold mine it bought, and it knows it.

As for CP Rail, it unloads a difficult situation for \$55 million, and gets a buy-in to the future for what potentially may be even a greater payout.

And the people of Vancouver? What do they get? Said a former city consultant involved in the previous negotiation, who asked to remain anonymous: "Do I think CP Rail got more than fair value? The answer is, absolutely, yes.

"But the city gets incalculable value, and not because of what happened today. It's the downstream effects that are important here. With the passage of time, and the scarcity of public land in this city, this is going to look like a great deal for Vancouverites."

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'Excess' Arbutus lands potentially worth \$150M

By [Michael Mui](#), 24 Hours Vancouver March 8, 2016

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