



**CANADIAN  
PACIFIC**

Communications &  
Public Affairs

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March 12, 2012

Dida Berku  
Councillor, District 3  
5801 boul. Cavendish Blvd.,  
Côte Saint-Luc, QC H4W 3C3

Re: Meadowbrook development

Dear Ms. Berku,

Pursuant to the letter you have sent us with respect to the development of a portion of the Meadowbrook green space into residential properties, we have reviewed the feasibility of such a project in light of the proximity to CP rail operations and have concluded that the project is not compatible with our operations in the area.

Firstly, the proposed location for a crossing is not feasible due to the high embankment near the bridge carrying CP's Vaudreuil subdivision. This poses a safety risk that cannot be mitigated. Secondly, the road connection would land right in the AMT Sortin yard which is not compatible with the track configurations and operations, also posing a security risk. Both of these elements mean that the proposed project does not meet proximity guidelines, guidelines which are in place to protect not only the security but also the comfort of residents in areas where CP has operations against noise and vibration issues.

Generally speaking, Canadian Pacific does not support the location of any residential development directly adjacent to active rail corridors and yards, which are essentially heavy industrial uses. Although we do our best to be a reasonable neighbour, all operations of active rail corridors and yards create considerable noise and vibration. Residents typically want peace and enjoyment. CP operates 24 hours a day, seven days a week and must have the full flexibility to do so to meet the needs of the economy.

These two realities pressed against each other inevitably lead to conflicts which typically get worse with time. Proximity and safety conflicts also arise when rail/road crossings at grade are created over active railway lands.

When due consideration is not given to these issues, residents there will at a minimum raise complaints about rail operations negatively impacting the use and enjoyment of residential properties or blocking their path while waiting on passing trains. In both scenarios railway operations can also be affected negatively, impacting customers and the economy.

Other significant proximity issues typically arise when residential development encroaches near rail operations, that being an increase in illegal pedestrian trespass on active railway property, putting

people at serious personal risk while doing so. Therefore, in the interests of public safety and security, we also consider these conflicting land uses.

CP works with communities to avoid planning conflicts like these before they arise. Collaborative relationships like these are fundamental to our corporate culture and our operations. Therefore, if a municipality approves a development adjacent to the railway, we believe municipalities should require the adoption of development guidelines that mitigate all of these impacts. The Railway Association of Canada and the Federation of Canadian Municipalities have worked together to create proximity guidelines to address such concerns. However, given that the municipality is not in support of this particular proposal, CP respects and supports this decision.

Regards,

A handwritten signature in black ink that reads "Breanne Feigel". The signature is written in a cursive, flowing style with a large initial "B".

Breanne Feigel

Director Public Affairs & Strategic Communications  
Canadian Pacific