

COLUMERE PARK COMMUNITY ASSOCIATION - BEACH SAFETY & SECURITY STEERING COMMITTEE

INTERIM REPORT TO COLUMERE PARK COMMUNITY ASSOCIATION BOARD OF DIRECTORS

A COLLECTIVE REPORT PREPARED BY THE BSSC COMMITTEE MEMBERS – JULY 27, 2015

DISCLAIMER – The BSSC members are Community volunteers, the work done and recommendations are provided in good faith, however the BSSC’s work product is not guaranteed by any of the committee members in any way.

BACKGROUND & INTRODUCTION

The Beach Safety & Security Committee (BSSC) was formed at the Columere Park Community Association (CPCA) May 17, 2015 Special General Meeting (SGM) and is comprised of 13 CPCA members including the CPCA appointed Board liaison (Valerie Bracken).

At the May 17, 2015 CPCA SGM a major topic of discussion was the Board’s proposal to install an eight foot high chain link fence on the western perimeter of the CPR Right-of-Way adjacent to the beach property leased by the CPCA from Columere Park Marina Ltd. The Board proposed that the fence would eliminate the need for targeted security presence, reduce liabilities with the CPR crossing, restrict beach usage to CPCA paid members, restrict unwanted guests and reduce property damage potential. The Board estimated the cost of the fence as approximately \$20,000, which based on avoided annual security fees of \$8000 would payout in 2.5 years.

A number of community members in attendance at the SGM expressed various concerns with the fence concept and the evaluation of potential alternative security measures, as well as validation of the issues the fence was intended to address.

It was agreed by consensus at the SGM that a Beach Security Steering Committee should be formed on a volunteer basis to evaluate potential security options, and said options would be voted upon at the CPCA Annual General Meeting scheduled for August 22, 2015. Twelve community members volunteered to sit on the Beach Security Steering Committee (members list at end of this report).

Subsequent to the formation of the BSSC the CPCA Board appointed Director Valerie Bracken to be a member of the BSSC to act as liaison and provide additional information related to supporting the BSSC’s work. The CPCA Board also provided some guidelines to assist the BSSC with its work...

Goals: To reduce non CPCA member access and crossing liability for the 2 CPR railway crossings in Columere Park as well providing a mechanism for the reduction of late night noise, protection of life, vandalism, parties and damage to infrastructure in the designated beach area. Security cost should be reduced or eliminated.

Objectives: To determine and cost out effective sustainable and practical solutions for long term reduced exposure and risk while still preserving CPR crossing privileges and beach access for our paid CPCA members. The report should be presented to the Board by August 1st, 2015.

Criteria to be covered in report:

- effectiveness
- cost estimates

- labour requirements to manage
- future maintenance requirements

To date the BSSC has met twice; May 30th at a kick-off meeting focused on clarifying BSSC scope (reviewing Terms of Reference), identifying focus areas & developing working teams, and on June 28th at which the working teams presented their research and reached consensus on recommendations regarding primary focus areas and associated path forward.

The working teams have used available historic data and anecdotal information to understand and weight the issues identified by the CPCA Board, developed a macro Situational Analysis, and prepared an industrial style Beach Property Risk Assessment complete with associated Priority Deterrents & Programs Matrix.

In the time available it has not been possible to fully address the expectations of the CPCA Board regarding the BSSC's work, however it has been possible to prepare a viable, reasoned path forward that will address and/or mitigate many of the identified issues.

SUMMARY OF FINDINGS & RECOMMENDATIONS

The BSSC believes that a number of the issues identified by the CPCA Board at the May 17, 2015 SGM are inter-related legacy issues that are not well understood and poorly defined, but almost all could be addressed/mitigated by developing a strong and consistent focus on improved beach property safety. Collateral issues around security, asset protection, liability and non-member/non-resident access are non-competing and complementary to improved safety measures and/or can be mitigated in other ways – SAFETY IS THE RIGHT FOCUS. Please see the attached BSSC Technology & Infrastructure Working Group TECHNICAL REPORT (TIWG Report). The TIWG Report identifies potential solutions to “Top Risks” that were determined using an industrial style “Risk Assessment”; also as part of the Report a “Situational Analysis” was prepared to provide some perspective to the identified risks as well as “Design Considerations” that contain important parameters that should be reviewed by those designing any of the potential solutions.

TIWG REPORT TOP RISKS unranked (see pages 2 & 3 of TIWG Report)

- Beach: Drowning of trespasser or visitor
- Vehicle Crossing: Pedestrian/Train Collision of Community Member or Trespasser/Visitor
- South Pedestrian Crossing: Pedestrian/Train Collision of Community Member or Trespasser/Visitor
- Railway Tracks: Pedestrian/Train Collision of Community Member or Trespasser/Visitor

TIWG POTENTIAL SOLUTIONS IN ORDER OF PRIORITY

- 1) Install a zig-zag gate and 4 foot high funnel fencing on West side of pedestrian crossing
- 2) Install a zig-zag gate and 4 foot high funnel fencing on East side of pedestrian crossing
- 3) Improve sight lines (particularly for small children) on both side of tracks for vehicle and pedestrian crossings by modifying existing fencing and trimming shrubbery
- 4) Improve signage. Stop and warning signs must meet the needs of small children (height and sight lines). Signs should be posted with emergency response instructions, crossing location, and 24 hour phone numbers for RCMP, CPR and Security.

- 5) Change location of basketball hoop so that play is directed away from tracks.
- 6) Remove tripping hazards from both sides of the pedestrian crossing by decreasing grade and installing appropriate compacted material.
- 7) Utilize after hours security patrols (routine & call out) to deter unruly parties and eject trespassers.
- 8) Develop an effective railway awareness and education program for the community.
- 9) Construct a controlled pedestrian pathway on the West side (parking lot) between the pedestrian and vehicle crossings.
- 10) Install self-closing latching swing gates (not locked) at each end of the pathway integrated with the funnel fencing.
- 11) To the extent possible and practical improve and extend (4 foot) fencing and/or shrubbery on East side of tracks between the toilets and vehicle crossing without interfering with sight lines.

The BSSC's primary recommendation is to take a phased approach to enhanced beach property safety measures. Obtain conceptual approval from the CPCA members at the August 22, 2015 AGM, followed by detailed design & costing/budget development that will be voted at a May 2016 SGM such that implementation of first phase physical safety enhancements can occur in time for summer 2016; the need for any additional safety & security items should be considered after evaluating the effectiveness of installed first phase measures. As these types of projects are difficult to execute using volunteers and the reality of multiple land ownership, the CPCA Board should consider the merits of engaging Columere Park Marina Ltd. to design & construct/project manage the first phase physical safety enhancements.

Immediate institution of revoking Marina privileges for beach property curfew violation and/or CPR track safety violations is a key accountability mechanism supportive of enhanced beach property safety.

The potential for CPR to close a legal, private crossing is low PROVIDED that the community is taking reasonable and prudent measures in regards to safety. The CPR have a 50 foot right-of-way from the centre of the tracks on either side as well as their own, independent responsibilities for safety; local CPR staff should be consulted as the CPCA considers safety enhancements.

Put in context the issue of beach property usage by Columere Park owners that don't pay their annual fees is quite small; of 257 lots 33 currently don't pay, 21 of these are not yet built on, so 12 occupied lots aren't contributing – this is about 5% non-compliance. As ownership changes and the vacant lots are built on the compliance rate will gradually improve. Additional efforts to improve this situation aren't warranted.

Available security data indicates that on average, when a security guard is on duty 10 cars a day get turned away. It is very difficult to determine how many cars are discouraged by the presence of security and simply don't approach the beach parking lot. Anecdotal information from the security staff indicates that a number of the non-residents being turned away don't clearly understand that our beach is private, they are just wandering tourists attracted to the lake. There likely are some habitual unauthorized local users; absent some kind of controlled access mechanism (costly and maintenance intensive) this will never be eliminated. The likely larger concern with non-resident usage is the lack of safety awareness due to not being familiar with the inherent risks of rail-road track proximity.

After beach curfew youth gatherings on the beach property are not believed to be frequent, cabin owners in close proximity to the beach do not report frequent sightings or late night noise; some observe that house parties can often be mistaken as coming from the beach. Again the larger concern is for the safety of those that might violate curfew; first phase measures together with the potential for marina privilege loss should significantly raise awareness and provide an

accountability mechanism. Curfew violation by non-residents is trespass, after curfew trespassers could be prosecuted if the CPCA Directors/Columere Park Marina Ltd. determined such action to be necessary and appropriate.

CONCLUSION

The BSSC recommends that a phased approach to enhanced safety measures at the Beach Property be pursued in a timely manner. Low cost, first phase measures (relocate basketball hoop, elements of improved signage) should be implemented as soon as possible.

IMPROVED SAFETY IS THE RIGHT FOCUS that will help to mitigate many of CPCA's legacy beach property issues. To the extent that the CPCA membership provide conceptual approval of the recommended first phase safety enhancement measures, a sub-committee should be formed to develop the associated detailed design and costing/budget aligned with implementation for the 2016 summer season.

CPCA BSSC Members (per original May 17, 2015 SGM sign-up sheet)

Mark Thomas
Garth Atkinson
Judy Roggeman
Ken Joyce
Grant Vernon
Brenda Lomore
Ron Routledge
John Powell
Craig Bentham
Donna Rae
Sean Jeffers
Laurie Tregakis
Valerie Bracken (CPCA Board appointed liaison)

ATTACHMENTS:

- 1) July 25, 2015 MEMORANDUM: Findings of the Technology & Infrastructure Working Group**
- 2) Technology & Infrastructure Working Group – TECHNICAL REPORT July 2015**