

recommendations for safety which included the following:

Bells and lights may be insufficient warning. We propose a pedestrian overpass from the steps directly over the tracks onto the beach. This would allow access to the beach even when trains are stopped on the tracks. This is also an isolated location, and bells and lights may be difficult to maintain due to possible vandalism.

The recommendations contained in the report were approved by Council, and a letter outlining these recommendations was subsequently sent to Burlington Northern.

Stair Replacement and Overpass Construction

By 1995, the wooden stair system leading to the beach from the 24th Avenue road allowance at Christopherson Drive had deteriorated to the point that pedestrian safety was being compromised. The Parks, Recreation and Culture Department, realizing that the stairs were an important link between the residential areas above the bluff with the beach below, then added the renovation of this stair system to its Park Development Capital Program. The renovation project was approved by Council in 1998.

A survey carried out prior to starting construction disclosed the fact that the lower third of the existing stair system fell within the boundaries of the privately owned land held by Burlington Northern Railway. Therefore, it was necessary to secure a legal agreement with Burlington Northern to re-develop the stairs on their private property.

As negotiations for an agreement progressed, it was clear that pedestrian safety was of paramount importance to both parties. As a result of the negotiations, it was agreed that the stairs could be re-constructed on Burlington Northern land, and that a pedestrian overpass would be built, with the cost shared by the two parties.

The overpass was built with steel rather than wood for a number of reasons:

1. A steel overpass was significantly less expensive to build;
2. Wooden structures in isolated areas are at risk of arson damage, whereas steel structures are not;
3. The maintenance costs on a steel structure are significantly lower;
4. A steel structure could be relocated to another site if the rail line is eventually moved.

Options to Mitigate the Visual Impact of the Overpass

Several residents have complained about the visual impact of the new overpass, which is shown in the picture on page three.



Photo of the Overpass

Staff have investigated several options for mitigating the visual impact of the overpass. They are:

Option Description	Cost
1. <i>Install stained wood panels over the existing overpass.</i> The benefit of this option would be the softening of the lines of the structure and its visual impact by use of the wood. The drawback of this option is its significant initial cost, and the increased annual maintenance costs.	\$45,000
2. <i>Paint the structure with a long-lasting paint.</i> Painting the overpass with a green or other natural colour paint would visually enhance the structure. Once painted, the structure would require periodic re-painting.	\$24,000
3. <i>Plant vines which will cover over the structure.</i> Quickly growing deciduous Clematis vines can be planted in newly established beds on either side of the overpass. The vines will eventually cover the overpass, softening the visual impact of the structure. The drawback of this option is that it will take 4-7 years for the vines to cover the structure.	\$1,000

There are currently no funds identified for the mitigation works identified in Options 1 or 2 above. Unless Council directs staff otherwise, Option 3 will be carried out within existing project funds. This will provide an inexpensive, low maintenance solution with a pleasing effect when the vines have covered the structure, and will be especially dramatic when the vines are in bloom.

Don Hunter, General
Manager of Parks, Recreation
and Culture

G. CORPORATE REPORTS

1. The Corporate Reports under date of February 28, 2000, were considered and dealt with as follows:

Item No. R041 Pedestrian Overpass at Christopherson Stairs/
Crescent Beach
File: 1503-005

The General Manager, Parks, Recreation and Culture Department, submitted a report providing the information requested at the Regular Council meeting of January 17, 2000 concerning why and how the decision was made to construct the overpass at Crescent Beach, and if anything can be done to mitigate the impact of the structure.

The General Manager, Parks, Recreation and Culture Department, was recommending that the report be received for information.

It was

Moved by Councillor Hunt
Seconded by Councillor Higginbotham
That the Corporate Report R041 be received

as information.

RES.R00-449

Carried