Date: June 25, 2019

To: Mayor Davis and Members of Council

From: Beth Goodger
   General Manager, Public Works

Re: Response to Questions on Evergreen Court Parking and Access (June 11, 2019 Committee of the Whole – Operations & Administration, Item 5.1.17 Evergreen Court – Parking Control)

At the June 11, 2019 meeting of the Committee of the Whole – Operations & Administration, staff was requested to provide a response on questions related to the existing emergency access connecting Evergreen Court to Colborne Street West. These questions included the following:

1. Are school buses also required to use a second person to assist with backing up their buses?

2. What is the current grade of the emergency access connecting Evergreen Court and Colborne Street West?

3. Has the emergency access been used by Emergency Services in the past five years?

4. What might be the impacts if this access was used for parking by residents in the event if Council restricts parking in the Evergreen Court?

Each of these questions is addressed in the following sections: School buses procedures

1. Are school buses supposed to backup with second person guiding them?

School bus companies that are contracted with the Student Transportation Services of Brant-Haldimand Norfolk School Board set policies and procedures for reversing of buses. Each company advised that they discourage school bus operators from
reversing buses; however if it is necessary to reverse a bus in a school zone, a spotter is required. A spotter is not required when reversing a school bus in other locations.

2. What is the grade of the existing emergency access between Evergreen Court and Colborne Street West?

The emergency access connecting Evergreen Court to Colborne Street West was built as a condition of the 1989 subdivision agreement between the City and the developer of Phase 1 of Kadeem Subdivision. The agreement states that this temporary emergency access must remain in place until an alternative access is provided in a future phase of development. Staff have measured the grade this past week noting that the 5.5 metre paved emergency access has an 15.6% average grade between Colborne Street West and Evergreen Court with the steepest section at a 18.9% grade. The City’s standard for maximum road grade is 6%. Photographs of the emergency access and an aerial image are attached as Appendix A to this memorandum.

The average grade on the emergency access between Colborne Street West and Evergreen Court is 15.6%, the steepest section is 18.9%.

3. Has the Emergency Access route been used by Emergency Services in the past five years?

Staff contacted the City Fire Department and Brant County Ambulance Service to enquire about the use of the emergency access. Both agencies indicated that the access has not been used within the past five years. The City Fire Department indicated that the access grade change is too steep for their fire trucks to use. They advised that the current Ontario Building Code (OBC) puts limitations on grade changes for fire access routes at not more than 1 in 12.5 [8%] over a minimum distance of 15 meters (OBC, Division B, Article 3.2.5.6.(1)(d)). County Ambulance Services noted that they would use the access at the end of Evergreen Court when absolutely necessary. The Ambulance Service would not use this access during winter months when the access is snow covered.

4. What might be the impacts if this access was used for parking by residents in the event if council restricts parking in the Evergreen Court?

There are several concerns if parking is permitted on the emergency access route:

- The City standards require that a cul-de-sac longer than 250 metres to have an alternative emergency access. The length of D’Aubigny Road and Evergreen Court exceeds 250 m. Parking on the emergency route could hinder emergency response or eliminate evacuation options should the primary route becomes inaccessible.
• Although the access is not suitable for Fire Trucks, it is still useable for other emergency purposes such as paramedic response or resident evacuation.

• Parking vehicles on the emergency access route connecting Evergreen Court to Colborne Street West would violate the Subdivision agreement for the Kadeem Estates subdivision which required an emergency access be provided.

• The route does not meet the City design standards require a public roadway width of 8.5 m and a maximum grade of 6% in order to provide parking on one side. Parking on the emergency route may become unstable especially during winter due to combination of steep grade, lack of curbs, and potential presence of slippery conditions.

If there are any questions about the information provided, please contact Russ Loukes, Director, Engineering Services.

E. (Beth) Goodger, General Manager
Public Works Commission

Attachments

Appendix A – Photographs and aerial image of emergency access