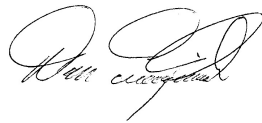


TO: Mayor Kelly and Members of Halifax Regional Council



SUBMITTED BY:

Dan English, Chief Administrative Officer



Wayne Anstey, Deputy Chief Administrative Officer - Operations

DATE: May 20, 2009

SUBJECT: South Woodside Emergency Evacuation

ORIGIN

At the March 24, 2009 Regional Council meeting, a motion (moved by Councillor Barkhouse and seconded by Councillor Karsten) was passed requesting a report regarding the feasibility of creating an emergency exit out of South Woodside, particularly focussing on population and concerns about the refinery.

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Make an application to the Provincial Department of Transportation and Infrastructure Renewal to reinstate the emergency evacuation gate and access road from Mason Street to Highway 111.
2. Approve the reconstruction of the old access roadway and gate from Mason Street to Highway 111.

BACKGROUND

During the mid 1980s, the City of Dartmouth had created an emergency exit for the residents of South Woodside, in the form of an access roadway from the north side of Mason Street directly onto Highway 111. The access road was also equipped with a metal gate that was to be kept locked at all times to prevent unauthorized personnel from using the roadway without permission. The key to access and unlock the gate was retained by the local Police force. Maintenance of the gate was the responsibility of the municipal Public Works Department.

At that time and as it is today, all vehicular evacuation routes from the South Woodside area to the west of Pleasant Street linked back to Pleasant Street. The purpose of the access roadway was to facilitate the safe vehicular evacuation of the residents of the South Woodside area in the event that the normal evacuation route of Pleasant Street should be blocked. The most likely reason at the time would have been an event at the Imperial Oil Refinery located on Pleasant Street. However, this would not have been the only reason to use the access gate. Any event that caused an evacuation of this area and also blocked Pleasant Street at the same time would have resulted in the need for the emergency access roadway to effect a safe vehicular evacuation out of the area.

DISCUSSION

The emergency evacuation gate and access roadway were removed during the construction of the new Mount Hope Exit (08) from Highway 111. Currently, the South Woodside area that borders the west side of Pleasant Street has no alternative vehicular evacuation method should an event occur that would remove Pleasant Street as an egress route. This situation could cause undue suffering during an emergency situation, or at the very least delay the evacuation process. There does not appear to be a cost effective or viable alternative in the creation of a secondary evacuation route other than reinstating the former access route on Mason Street. The Halifax Regional Police Service, Halifax Regional Fire and Emergency and HRM EMO all support the establishment of an emergency access gate for the South Woodside area.

Highway 111 is a provincially controlled and restricted access highway and in order to have the Mason Street gate reinstated the provincial Department of Transportation and Infrastructure Renewal have advised us of the following procedure:

1. The municipality is required to make an application to the Provincial Department of Transportation and Infrastructure Renewal to re-install the gate and access road;
2. The application is to show reason and justification for the gate to be reinstated;
3. The municipality is to prepare an emergency response plan to document its use; and
4. All installation, management and maintenance costs are to be borne by the City.

It is recommended that this access gate be reinstated and coordinated through the Traffic Authority, TPW with HRM EMO establishing the emergency response plan for the gate's use.

BUDGET IMPLICATIONS

The approximate cost to reconstruct the access roadway and gate would be \$10,000.00, not including annual maintenance and dependent on provincial standards required for culvert head walls. The funding for this is available from Capital Account #CTR00423 - Traffic Calming

Budget Summary

Capital Account CTR00423 - Traffic Calming

Cumulative Unspent Budget	\$151,643
Less: Project Cost	<u>\$ 10,000</u>
Balance	\$141,643

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

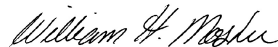
This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

There are no recommended alternatives.

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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