

NORTH WEST FIRE RESCUE & TRAINING

April 6, 2014

Summer Village of West Cove
Address: 11318 - 10 Avenue NW
Edmonton, Alberta
T6J 6S9

Ms. Blais,

As per your request I toured several of the dead-end streets of West Cove on Friday April 4, 2014 with a focus on fire apparatus maneuverability. The following is a brief summary of my observations and suggestions.

OBSERVATIONS:

- 1) Most of the dead-end streets do not terminate in cul-de-sacs or turn-arounds with sufficient diameter to turn apparatus around safely and quickly amidst an emergency.
- 2) The dead-end streets do not have readily accessible secondary / emergency access which could hamper fire or rescue efforts should the primary access become blocked.
- 3) The majority of dead-end streets are on the lake, but not exclusively.
- 4) There are several green-belt accesses that could be developed into emergency access points creating loops for emergency apparatus.
- 5) In some areas continuing the loops would not be practical due to the narrowness of the green-belt laneways.

SUGGESTIONS:

- A) In the areas where a loop from one street to another is practical (Boat Launch to 1st, 2nd to 3rd, 3rd to 5th, & 7th to 9th), an emergency access path could be created from street to street then closed off by way of chains, removable steel barricade posts, disposable rubber posts, vehicle traps (moat), lockable gates, or break-fences. The emergency access road through the green-belts should be developed to be as straight as possible and cleared so as the passageway is minimum 12' wide by 12' high with a road base sufficient enough to ensure heavy vehicles do not sink. The entrance ways to the emergency access points should be marked with appropriate "No Parking" signage and maintained so as passible year-round.
- B) In the areas where the use of the green-belts is not practical and the loop cannot be created by connecting to another parallel street (such as 9th to 11th), one may wish to consider widening the center of the intersection to allow for easier turning fire apparatus as well as 2-way traffic consisting of larger vehicles. The current front-line fire engine servicing the community has a wheelbase of 20' 6" and would require at least a 41' radius turn-around. This could be done by way of shoring up the edges of the existing intersection with pit-run gravel then topping with hot or cold-pack asphalt, installing no parking signage, and maintaining the turn-around year-round.
- C) While driving in the community it was noted that some of the roadways and intersections elsewhere are quite narrow and tight. If it is decided to expand the radius of any turn-arounds, it may be an appropriate time to measure the radius of 90-degree turns whereas a radius of 30' 9" would be recommended to ensure easy movement of emergency apparatus.

ITEM # 10(a)
APR 24 2014

D) In the future, West Cove may wish to consider the installation of a Dry Hydrant near the lake. Properly installed, a dry hydrant can provide year-round water supplies for firefighting purposes. This would aid considerably in fire suppression efforts when needed.

If you have further questions or comments, or would like to discuss a full fire-smart review of the community, please contact me at your convenience.

Regards,
NORTH WEST FIRE RESCUE & TRAINING

David Ives, President / Fire Chief

NFPA 1001-L2, NFPA 1081, NFPA 472-Ops, AESRD-FF2, EMR,
BFSCO, NFPA 1041-L2, NFPA 1021-FO1, NFPA 1521-HSO, NFPA 1521-ISO

DISPATCH 1-855-710-FIRE (3473) OFFICE 1-877-393-7498
Email: nwfr@telus.blackberry.net Web: www.nwfr.net
Main Office: Box 1550 Onoway, Alberta T0E 1V0... FOB: "Anywhere"

Width OK, Some Clearing Required:



Width Needs to Be Addressed:



Emergency Roadway Not Practical:

