FINAL REPORT

# FIRE STATION STUDY

FOR

## TOWNSHIP OF SOUTH FRONTENAC

BY

## Fire Protection Survey Services

## FPSS


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# INTRODUCTION

**Fire Protection Survey Services** is pleased to present our experience and qualifications in meeting the challenge of preparing a Fire Station Study for the Township of South Frontenac Fire & Rescue Services.

We have examined, reviewed, analyzed and provided a detailed report outlining the weaknesses and strengths and have made recommendations (both short and long term) to address the shortcomings of the Township of South Frontenac Fire Stations and provide for future growth, building upon existing resources.

We have been objective and realistic in preparing this study.

# FIRE STATIONS

Many of the Township's fire stations are converted from other purposes, or were constructed some time ago and do not meet the current standards, or the requirements of the fire department.

## A. Current Fire Stations

**Fire Station #1 – Bradshaw** (Bradshaw Road and Anderson Road)

This is a one story, wood frame and metal clad structure, approximately 9.1m wide x 15m deep (30' x 50') in size, with a sheet-rock interior finish. There are two (2) apparatus bays, one of 1 ½ deep in length, and the other one vehicle deep. These have 3.6m (12') doors. Heating is by a ceiling-mounted oil-fired forced air unit, with a oil tank located along the rear wall. It contains a small 2-piece washroom – 1.8m x 1.8m (6' x 6') in size, and a small office – 2.4m x 2.54 m (8' x 8' 4") in size, both located along the rear wall. The office contains a desk (with chair), a filing cabinet and a radio base unit. In addition, there is a water cooler, a freezer, a domestic type stove, and a hot water heater, all located in the bay area. Water is supplied from a well located to the right of the building.

There is a gravel front apron area that also serves as parking for both the fire station and the community centre.

Exposure is to a wood-frame community centre (formerly a school) located approximately 3m (10') to the left of the fire station.

Although this structure has some negative features as a modern fire station, in view of the limited number of personnel available (3), it is adequate at this time.

**Fire Station #2 – Burridge** (Burridge Road at Fire Hall Road)

A one story, wood frame, vinyl siding clad structure, approximately 24.3 m wide x 11.4m deep (79' 11" x 37' 4") in size. The interior quarters area is sheet rock finished. The apparatus area is two bays wide by one vehicle deep in size. Access is by two (2) 3.6m (12') doors. This area is overcrowded, as it must accommodate three (3) apparatus (a pumper, a tanker and a squad). There is also a storage area to the right of the bays that contains two trailers, one with an A.T.V., and the other a zodiac boat. This area also contains a flammable liquids,

locker, hose storage and storage lockers. A workbench is located at the rear of the bays. This area is heated by a modern Co-ray vac propane heating system.

To the left of the apparatus bays is the original quarters area – 5m (16' 5") wide. It consists of (from the front to rear): an office – 3.8m (12' 4") deep with desks, chairs, bookcase and radio base unit, a washroom area – 2.88m (9' 5") deep containing a 2-piece washroom and a domestic washing machine, a kitchen – 8.3m (17') deep containing the usual counters, sink stove and two (2) refrigerators, and a 1m (3" deep area containing the water system and the hot water heater. A newer addition – 6.1m (20' 2") wide, is located to the left consisting of a large training room at the front, and an office area at the rear, with desk, chair and filing cabinets. Off the office area is a washroom with two (2) shower units. Note the rear area is actually rough-plumbed for a second washroom.

At the front of the building is a large paved apron area, however it is graded so that any runoff is to the building instead away from it, leading to water problems in the fire station, as well as the real possibility frozen doors in the winter months. In addition to the paved drive leading to Burridge Road there is a gravel drive to Fire Hall Road. A diesel fuel tank, complete with pump, is located near the road in front of the station.

The fire station vinyl siding suffers very severely from damage along the ground level, apparently from the improper use of a power grass trimmer. This is a very serious problem as it has removed cladding in areas, including corner posts, allowing moisture into the structure. In addition approximately 3m (10') of flashing is missing on the rear side of the building. In addition, the area around the station has storage of various pieces of old parts, old vehicles and other assorted junk. This should be removed as soon as possible. An old three-hole privy is located at the rear of the building. It is a vandalism opportunity, and should be removed.

An open sided lean-to – approximately 3m x 6m (10' x 20') in size has been added to the structure and contains stacked plastic chairs, old snow fencing, wooden folding tables, and a BBQ. These exposed items are very subject to damage, and are an invitation to vandalism. A proper enclosed storage structure should be provided for them.

This station has been added to over the years in an attempt to make it usable with the increasing size of apparatus, and the needs of the fire department. However, it has outlived its usefulness, and it should eventually be replaced by a new structure.

**Fire Station #3 – Verona** (County Road #38)

A one story, steel frame, metal siding clad structure (brick faced on the front), approximately 16.4 m wide x 12.8m deep (54' x 42') in size. The interior quarters area is sheet rock finished. The apparatus area is two bays wide by one vehicle deep in size. Access is by two (2) standard sized 4.3m (14') doors. This area is overcrowded, as it must accommodate three (3) apparatus (a pumper, a tanker and a pick-up/bush unit). At the rear of the bays are located a dryer, storage area, a refrigerator, tool area, and a water cooler. At the right side of the bays are stairs to the mezzanine (which contains Township storage), two (2) desks, including radio base unit, and a washing machine.

To the right of the bay area is the quarters – 4.6m (15') wide. They consist of (from the front): an office – 3.6m (12') deep with desks and chairs, and filing cabinets, male and female washroom facilities – each 1.6m (5' 2") deep (neither of which contain shower facilities). At the rear is a small classroom containing a table, and thirteen (13) chairs. There is no kitchen, and the training room is too small to accommodate the personnel located at this station.

At the front of the building is a large paved apron area and parking area.

**Fire Station #4 – Hartington** (Holleford Road)

This building is one story metal clad, approximately 20m wide x 19.8m deep (67' x 65') in size. The apparatus bay area consists of three (3) single deep bays, each containing one vehicle (pumper, squad and tanker), and a 1 ½ deep bay on the left side containing a pick-up/bush truck and a trailer pump. The bays all have only 3.6m (12') doors. An underground cistern is located at the rear of the right two (2) bays holding 20,000L (4500 Imp. gal.) of water (which has lead to a cracked bay floor. There is clear evidence of severe water damage along the right wall. This appears to be at least partially caused by the water coming from a sump pump from a dwelling located just to the right of the fire station, and piped to discharge onto the station property adjacent to the wall. An air compressor and cascade system, for refilling breathing apparatus air cylinders, is located along the right wall. A tool bench and work area, along with an air compressor, is located along the left wall.

In the rear of the apparatus bays is a large classroom facility. There are also small rooms used as: breathing apparatus cleaning room, office and washroom. There are no adequate washroom/shower facilities, and there is no adequate kitchen.

A wood frame portable classroom is located in the rear of the fire station, and is used for training purposes.

A short apron is located to the front of the bay area, and a paved parking area is on the left side, along with a fuel tank and pump. The exterior needs maintenance, and the roof appears to require extensive repairs. A privately owned trailer is located next to (within 100mm – 4") the fire station on the right side.

**Fire Station #7 – Latimer** (Holmes Road at Latimer Road)

This building was originally used as a milk truck storage shed. It is metal clad, approximately 7.6m wide x 19.8m deep (25' x 65') in size. The bay area has a very low ceiling clearance, restricting the size of vehicle that can be accommodated, and making work on the upper areas of a truck, such as reloading hose, impossible. There is a single 6m (20') wide egress door. This area contains the pumper and the tanker.

At the rear of the bay area is a small office, which also has the radio communications equipment. There is no training area, or washroom facilities of any kind.

A small addition to the rear of the main structure accommodates the squad unit.

The front and side of the hall have gravel aprons and parking. The station is located in a very rural area, not close to the volunteer fire fighters.

**Fire Station #8 – Sunbury** (Battersea Road, north of Sunbury Road)

This station, like others, was formerly a roads garage. It is of masonry construction. The main bay area is approximately 17m wide x 10.4m deep (56' x 34') in size. This area accommodates a pumper, a tanker and a squad unit. At the rear of the bays are a washer and dryer, sinks, a workbench, a hose dryer and some storage. All three (3) bays are provided with wide 4.9m (16') doors.

To the rear of the main bays is an additional bay that contains a pick-up truck/bush unit, a boat and trailer, and a fire prevention trailer. This bay is currently taken over by the Roads Department during the winter months to accommodate snow removal equipment, causing the relocation of the fire department apparatus. This bay has a large 6m (20') wide door.

The quarters area is located to the right of the main bays, and was formerly mainly occupied as township offices prior to amalgamation. It consists of a main office, with communications equipment, two other offices, fire department storage rooms, a self-contained breathing apparatus cleaning room, and two washrooms (no shower facilities).

A small office at the rear is used by a cemetery committee. The fire department mainly uses the community centre room adjacent as its principle training location. A small second floor area contains a small meeting room – approximately 5.8m x 4.6m (19' x 15') in size, a kitchen – 4.3m x 3.6m (14' x 12') in size containing a 2 burner stove, a refrigerator and a sink, a fire prevention office – 4.3m x 4.3m (14' x 14') in size, an exercise room – 4.3m x 5.8m (14' x 19') in size, an a washroom.

**Fire Station #9 – Burnt Hills** (Burnt Hills Road, Carrying Place Road)

This structure is basically only a garage. It is of metal clad construction, approximately 5.8m wide x 10m deep (19' x 33') in size. There is an undersized 3.6m (12') wide apparatus door on the front and a small 2.3m (7' 6") wide vehicle door near the rear on the right side. A small 2m x 3m (6' x 10') addition is located on the left rear of the building. The only interior facility is a desk with radio equipment and a telephone.

This station is very poorly located to provide a proper response to its area. In addition, the volunteer fire fighters do not mainly live close to this facility.

## B. Recommended Fire Station Facilities

**Fire Station #1 – Bradshaw**

In view of the very limited number of personnel available in this area, as well as the small number of responses, the current fire station is adequate for the foreseeable near future.

**Fire Station #2 – Burridge**

This station eventually should be replaced with a recommended standard fire station as outlined below. The new station should be located in the same general area.

**Fire Station #3 – Verona**

The location of this fire station is generally good. It could be enlarged to provide sufficient accommodation for the fire department. The bays could be extended to the rear, and a new, larger classroom could be constructed in the rear of the present quarters area. The present small classroom facility could be then converted into a kitchen area. Alternatively a new "standard" fire station (see below) could be constructed in the same general area.

**Fire Station #4 – Hartington** (County Road 38 and Holleford Rd.)

This structure is in only fair condition, and is too small to properly house modern apparatus. In addition, it lacks adequate washroom/shower facilities and an adequate kitchen. It is recommended that it be replaced by a "standard recommended" fire station structure (see below), with the exception that it has 4 apparatus bays. The present lot could be large enough if relocated to the corner lot next to the present station. The Municipality should acquire this lot.

**Fire Station #5 – Sydenham**

This building lacks sufficient space for the fire apparatus housed in it. In addition, the quarters are inadequate. The storage of bunker gear in the classroom area is not advisable. In addition, it lacks proper shower facilities and has an inadequate kitchen. We strongly recommend that it be replaced by a modern, "headquarters" structure, as outlined below, capable of not only housing the fire station, but also the fire department's headquarters and spare apparatus. Ideally, this station should be located directly across the road where there is presently an open field.

**Fire Station #6 – Perth Road Village**

The fire station does not meet the requirements of the fire department. The structure requires extensive repairs and upgrading. It is recommended that it be replaced by a "standard recommended" fire station structure (see below), with the exception that it has 3 apparatus bays. This station should be located outside the village on County Rd. 10.

## Fire Station #7 – Latimer

This station is very lacking in facilities for the fire department, and is much too small to properly accommodate the apparatus. In addition, it is very poorly located as to the locations of the volunteer fire fighters, and the majority of the population and structures in its response area. It is strongly recommended that it be replaced by a "standard recommended" fire station structure (see below), with the exception that it has 3 apparatus bays, and that the new station be located in the community of Inverary on County Rd. 10. This station is currently in a landlocked position with no space for replacement or expansion. Land is available in Inverary, in combination with the planned commercial development.

## Fire Station #8 – Sunbury

This station is well constructed and is reasonably well located. However, there are many modifications that would have to be made to properly accommodate the fire department:

1. The fire prevention office would have to be relocated to the current deputy chief's office.
2. The deputy chief's (renamed district chief) office would have to be relocated to the current fire chief's office.
3. The current storage area adjacent to the present washroom would have to be converted into a male shower/washroom facility.
4. Similarly the current medical storage area would have to be converted into a female shower facility.
5. The upper floor would have to be reconfigured. The small washroom would have to be eliminated (replaced by facilities on the first floor), and the fire prevention office eliminated (replaced by an office on the first floor). This would allow both the kitchen and training areas to be increased in size. The exercise area would have to be re-arranged to allow the best use of this floor.
6. The rear bay area would have to be used exclusively by the fire department. The snow clearance vehicles would have to be located elsewhere during the winter months.
7. There is a problem with having the Library and Recreation Area included with this building. It creates an issue of poor parking space for the fire fighters when a call occurs because the whole parking area becomes very confined.

Therefore, because of the major changes that would be required to properly house the fire department, a new, relocated, fire station on Battersea Rd. at the intersection of Sunbury Rd. would be an ideal location. It is recommended that it

be replaced by a "standard recommended" fire station structure (see below), with the exception that it has 3 apparatus bays.

**Fire Station #9 – Burnt Hills**

This station is completely lacking in facilities for the fire department. In addition, it is very poorly located as to the locations of the volunteer firefighters, and the majority of the population and structures in its response area. It is strongly recommended that it be replaced by a "standard recommended" fire station structure (see below), and that the new station be located in the area of Battersea Road and Burnt Hills Road.

**Recommended Headquarters (Sydenham) Fire Station**

It should have four (4) double deep – 6m wide, 24m deep (20' x 80') apparatus bays, with rear doors. The apparatus doors should be 4m high and 4m wide (14' x 14'). These bay and door sizes comply with the current standards of the National Fire Protection Association. Note: This large apparatus area is required as in addition to its normally assigned apparatus this fire station should have accommodation for a spare pumper, a spare tanker and the fire prevention trailer. Accommodation has also been provided for a future aerial ladder device. There should be a large training room, capable of seating personnel for joint station sessions, provided with tables and chairs, audio-visual equipment, as well as black boards. A large kitchen would also be required.
Office space should be provided for:

the fire chief,
deputy fire chief,
fire prevention office,
training office,
administrative assistant,
general office for company officers to fill out reports.

In addition, the fire station should have:

Adequate male and female washrooms, with shower facilities,
Adequate storage spaces for records, and new/spare equipment and supplies,
Hose drying facility,
Air cascade/compressor-filling room,
Self contained breathing apparatus cleaning room.

We also strongly recommend that it contain an emergency communications facility.

**The standard recommended Fire Stations should have:**
two (2) double deep (6m wide, 24m deep) apparatus bays, with rear doors. The apparatus doors should be 4m high and 4m wide (14' x 14') (These bay and door sizes comply with the current standards of the National Fire Protection Association).

A training room capable of accommodating twenty (20) personnel,
Office for a volunteer chief officer
An office where the company officers can do required paper work and reports,
Male and female washroom facilities, with showers,
A kitchen,
A store room,
Hose drying facility.

# APPARATUS

## A. Current Apparatus

### Fire Station #1 – Bradshaw

**Pumper 12** - Year 2000, Fort Garry on GMC C8500 Chassis, 5,000 litres per minute with 3,600 litres water

**Tanker 13** - Year 1988, GMC Chassis, 6,800 litres water, 6" round dump, piped-in portable pump, Classed as OUT OF SERVICE

**Unit 17** - Year 2003, Ford F-250, 4x4 utility vehicle

### Fire Station #2 – Burridge

**Pumper 22** - Year 2006, Superior on Kenworth Chassis, 5,000 litres per minute with 4,500 litres water

**Tanker 23** - Year 1985, Ford 9000 Chassis, 6,800 litres water, 6" round dump, portable pump

**Squad 25** - Year 2002, Ford F-550

### Fire Station #3 – Verona

**Pumper 32** - Year 1990, Almonte on Ford F-800 Chassis, 3,000 litres per minute with 3,600 litres water

**Tanker 33** - Year 1994, Almonte on Ford F-700 Chassis, 6,800 litres water, 10" square dump and 6" round dump

**Unit 37** - Year 2006, Chev 2500HD, 4x4, crew cab utility vehicle

## Fire Station #4 – Hartington

**Pumper 42** - Year 1985, Almonte on Ford F-800 Chassis, 4,000 litres per minute with 5,400 litres water

**Tanker 43** - Year 1997, Ford Chassis, 6,800 litres water, 10" square dump and 6" round dump, piped-in portable pump

**Rescue 45** - Year 2000, Ford F-550, 4x4

**Unit 47** - Year 2003, Ford F-350, 4x4 utility vehicle

**Trailer Pump** - Year Unknown, Hale, Gas Engine, 3,200 litres per minute

## Fire Station #5 – Sydenham

**Pumper 52** - Year 2007, Thibault-Pierce, 5,000 Litres per minute with 4,500 litres water and 140 litres built-in foam

**Tanker 53** - Year 2002, Almonte on Ford F-750 Chassis, 6,800 litres water, 6" round dump, piped-in portable pump

**Squad 55** - Year 1994, Chev Cube Van (large)

**Unit 57** - Year 1998, Ford F-150, Club Cab utility vehicle

## Fire Station #6 – Perth Road

**Pumper 62** - Year 2006, Superior on Kenworth Chassis, 5,000 litres per minute with 4,500 litres water

**Tanker 63** - Year 2004, Sterling, 6,800 litres water, 6" round dump, piped-in portable pump

**Squad 65** - Year 1987, Almonte on Ford F-600 Chassis

**Unit 67** - Year 1985, Ford F-350, Cube Van Ice/Water Rescue vehicle

## Fire Station #7 – Latimer

**Pumper 72** - Year 2003, Superior on International Chassis, 5,000 litres per minute with 4,500 litres water and 140 litres built-in foam

**Tanker 73** - Year 1998, Almonte on GMC C8500 Chassis, 6,800 litres water, 6" round dump

**Squad 75** - Year 1987, Ford Econoline 350, Bush Fire and Ice/Water Rescue

## Fire Station #8 – Sunbury

**Pumper 82** - Year 2007, Thibault-Pierce, 5,000 litres per minute with 4,500 litres water and 140 litres built-in foam

**Tanker 83** - Year 1989, Dependable on International S-2600 Tandem Chassis, 13,600 litres water, 10" square dump

**Squad 85** - Year 2003, Dependable on Ford F-550 Chassis

**Unit 87** - Year 1997, GMC 2-door pickup, utility vehicle

**Fire Prevention and Command Trailer** - Year 2004 Keystone, 27 foot

**Rescue Boat** - Year Unknown, 26 foot welded aluminium with 75 H.P. Mercury Outboard Motor

## Fire Station #9 – Burnt Hills

**Pumper 92** - Year 1991, Almonte on GMC Topkick Chassis, 4,000 litres per minute, 2,300 litres water

## B. Recommended Apparatus

### Fire Station #1 – Bradshaw

It is recommended that **Pumper 12** and **Tanker 13** be replaced with second line pumpers and tankers (one of each as they become available), as staff response from this station is small. It is important to note that these second line apparatus units must be less than twenty (20) years of age to retain insurance credit.

### Fire Station #5 – Sydenham

It is recommended that future consideration be given to the purchase of a 23 meter Pumper/Aerial Truck (Quint), after the new **Fire Station #5 – Sydenham** has been constructed.

### Fire Station #9 – Burnt Hills

It is recommended that **Pumper 92** be replaced by a Pumper with a 5,000 litre per minute pump and 4,500 litres water and a Tanker of minimum 6,800 litres water, as this station will be replaced with a "standard recommended" station and requires more initial attack response than is presently available.

### General Comments

Since there is a Council approved Vehicle Replacement Program in place, there are no other apparatus recommendations, at this time.

# STAFFING

## A. Current Staffing

### Administration

The only career personnel presently is the Fire Chief. In addition, he has the part-time use of clerical support from the Township offices.

### Fire Station #1 – Bradshaw

Currently there are only three (3) volunteer personnel (a captain and 2 fire fighters) at this station. Availability varies from none responding, especially in the daytime weekday hours, to all three personnel. In spite of several recruiting attempts, the number of personnel at this station is very low, as this area is very sparsely populated.

### Fire Station #2 – Burridge

At this time this station has a volunteer complement of 11 (a deputy chief – who also supervises Fire Station #1, 2 captains, and 8 fire fighters). Availability varies from four to five (4 to 5) during the daytime weekday hours to nine or ten (9 or 10) at other times.

### Fire Station #3 – Verona

This station has a present volunteer complement of 19 personnel (an assistant deputy chief – who also assists in the supervision of fire station # 4, 3 captains and 15 fire fighters). Availability averages 8 personnel during the daytime weekday hours, and 13 or more at other times.

### Fire Station #4 – Hartington

At this time the fire station has a volunteer complement of twenty (20) personnel (a deputy fire chief – who also supervises Fire Station #3, 3 captains,

and 16 fire fighters). Availability averages 10 personnel during the daytime weekday hours, and 16 or more at other times.

**Fire Station #5 – Sydenham**

This station presently has a volunteer complement of 22 personnel (a deputy fire chief – who also supervises fire station #6, 4 captains and 17 fire fighters). Availability averages 9 or 10 personnel during the daytime weekday hours, and 18 or more at other times.

**Fire Station #6 – Perth Road**

Currently this station has a volunteer complement of 20 personnel (an assistant deputy chief – who assists with the supervision of stations #5 and 6, 2 captains, and 17 fire fighters). Availability is 4 to 5 personnel during the daytime hours, and 15 or more at other times.

**Fire Station #7 – Latimer**

The present complement at this station is: 12 personnel (2 captains and 10 fire fighters). Availability is 5 or 6 in the daytime weekday hours and 8 or more at other times.

**Fire Station #8 – Sunbury**

At this time the volunteer complement consists of 21 personnel, (4 captains and 17 fire fighters). Daytime weekday availability is 8 to 10 personnel, with 18 or more at other times.

**Fire Station #9 – Burnt Hills**

The current staffing consists of 8 personnel, (1 captain and 7 fire fighters (no officers). Availability is 2 or 3 during the daytime weekdays and 5 or more at other times.

## B. Recommended Staffing

### Administration

It is recommended that a full-time Fire Prevention Officer and a full-time Training Officer be employed to assist the fire chief in the administration of the fire department and oversee the fire prevention and public education programs and the training program.

### Fire Station #1 – Bradshaw

As it appears that the area is only sparsely populated, there is no real possibility of properly staffing this station. It is recommended that the Fire Department recruit as many personnel as possible. In addition, to ensure an adequate response to an emergency in this area of the Township, it is strongly recommended that a formal agreement be entered into with the Township of Central Frontenac to provide response.

### Fire Station #2 – Burridge

It is recommended that additional staffing be recruited to provide at least 15 personnel at this fire station. The personnel should be re-organized as follows: Deputy Chief (also supervising Fire Station #1), 2 captains and 12 fire fighters.

### Fire Station #3 – Verona

It is recommended that the volunteer staffing be maintained at the present level. The personnel should be re-organized as follows: Deputy Chief (supervising Fire Stations #3 and #4), 3 captains and 15 fire fighters.

**Fire Station #4 – Hartington**

It is recommended that the volunteer staffing be maintained at the present level. The personnel should be re-organized as follows: Assistant Deputy Chief (assisting supervising Fire Stations #3 and #4), 3 captains and 16 fire fighters.

**Fire Station #5 – Sydenham**

It is recommended that the volunteer staffing be maintained at the present level. The personnel should be re-organized as follows: Deputy Chief (supervising Fire Stations #5 and #6), 3 captains and 18 fire fighters.

**Fire Station #6 – Perth Road**

It is recommended that the volunteer staffing be increased to 21 personnel. The personnel should be re-organized as follows: Assistant Deputy Chief (assisting in supervising Fire Stations #5 and #6), 3 captains and 17 fire fighters.

**Fire Station #7 – Latimer**

It is recommended that the volunteer staffing be increased to at least 19 personnel. The personnel should be re-organized as follows: Assistant Deputy Chief (assisting in supervising Fire Stations #7, #8, and #9), 3 captains, and 15 or more fire fighters.

**Fire Station #8 – Sunbury**

It is recommended that the volunteer staffing be maintained at the present level. The personnel should be re-organized as follows: 4 captains and 18 fire fighters.

**Fire Station #9 – Burnt Hills**

We recommend that the staffing be increased to at least twelve (12) personnel, consisting of 2 captains and at least 10 fire fighters. When an increased number can be recruited, the officer structure should also be increased in accordance with that recommended at other fire stations, 3 captains and 15 fire fighters.

## FURTHER RECOMMENDATIONS

### 1. Training Officer Duties:

Maintain 31 vehicles; manage 160 fire fighters; SCBA maintenance, including air exchange; general equipment maintenance; annual apparatus and equipment testing; training schedule; training documentation; building maintenance.

### 2. Fire Prevention Officer Duties:

Routine inspection program; request and complaint inspections; record keeping; payroll; fire reports; investigations; Fire Code violations; billing for certain services; public education; other related fire prevention duties.
These duties coincide with the Office of the Fire Marshal MFPIS Study.

### 3. Five (5) Year Fire Station Replacement Program:

Stations replaced or re-located in the following order: F.S. #6 Perth Road, F.S. #5 Sydenham, F.S. #9 Burnt Hills, F.S. #8 Sunbury, F.S. #2 Burridge, F.S. #4 Hartington, F.S. #7 Latimer.

### 4. Training Facility with Tower

The Municipality should consider a training facility with a training tower. This facility could be rented-out to other fire and emergency services organizations and would produce an income to offset costs.

### 5. Fire and Public Works Evaluation

1. An evaluation of the Fire Department and Public Works showed that a building be constructed behind Sandhills Cemetery, in the quarry, that would house required Public Works vehicles and provide sand and salt storage facilities.

2. A second facility at Hartington, current location, and proposed changes for Fire Department, would not be of sufficient size to house both Fire and Public Works.

If the Municipality chooses to house both facilities on one property, then another location would have to be considered.

## 6. Other Considerations

When looking at relocating or constructing new municipal buildings, consideration should be given to include Public Works and Land Ambulance co-sharing a building with the Fire Department.

# APPENDICES

**Photographs on following pages**

# APPENDIX A - FIRE STATION PHOTOGRAPHS

## Fire Station #1 – Bradshaw

F.S.#1 - Foundation Damage

## Fire Station #2 – Burridge

F.S.#2 - Typical Siding Damage

**F.S.#2 - Typical Missing Fascia**

**F.S.#2 - Outside Storage**

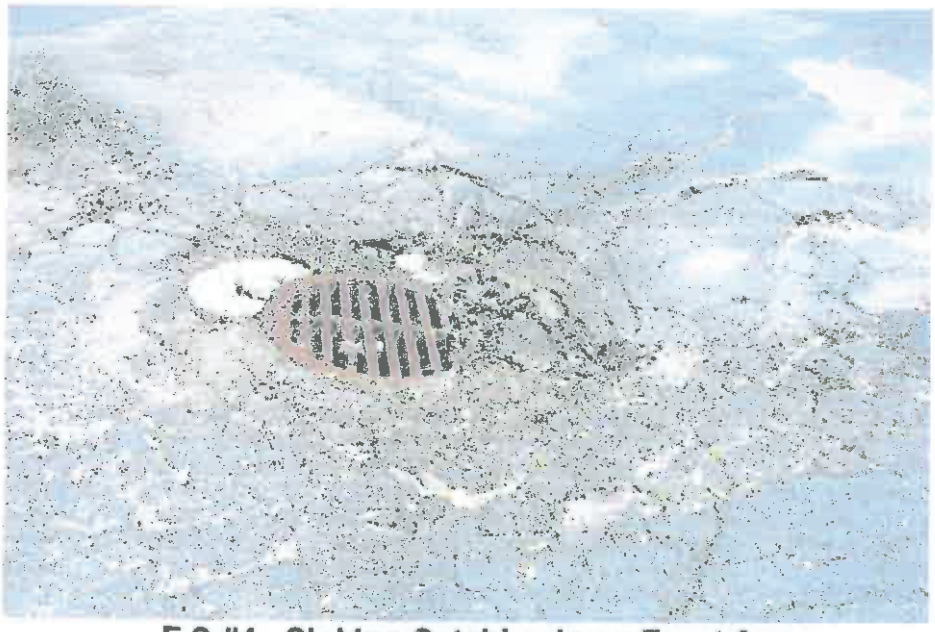
F.S.#2 - Outside Housekeeping

F.S.#2 - Outside Housekeeping

## Fire Station #3 – Verona

## Fire Station #4 – Hartington

**F.S.#4 - Typical Serious Corrosion - Exterior Walls**



**F.S.#4 - Sinking Catchbasin on Front Apron**

## Fire Station #5 – Sydenham

F.S.#5 - Serious Exterior Wall Corrosion Beginning to Form

## Fire Station #6 – Perth Road

**F.S.#6 - Serious Roof Corrosion Beginning to Form**

## Fire Station #7 – Latimer

## Fire Station #8 – Sunbury

## Fire Station #9 – Burnt Hills

# APPENDIX B - SPECIAL APPARATUS PHOTOGRAPHS

Inflatable Rescue Boat - F.S.#2

Portable Floodlight Unit - F.S.#5

**26' Aluminum Rescue Boat - F.S.#8**

**27' Fire Prevention/Command Trailer - F.S.#8**