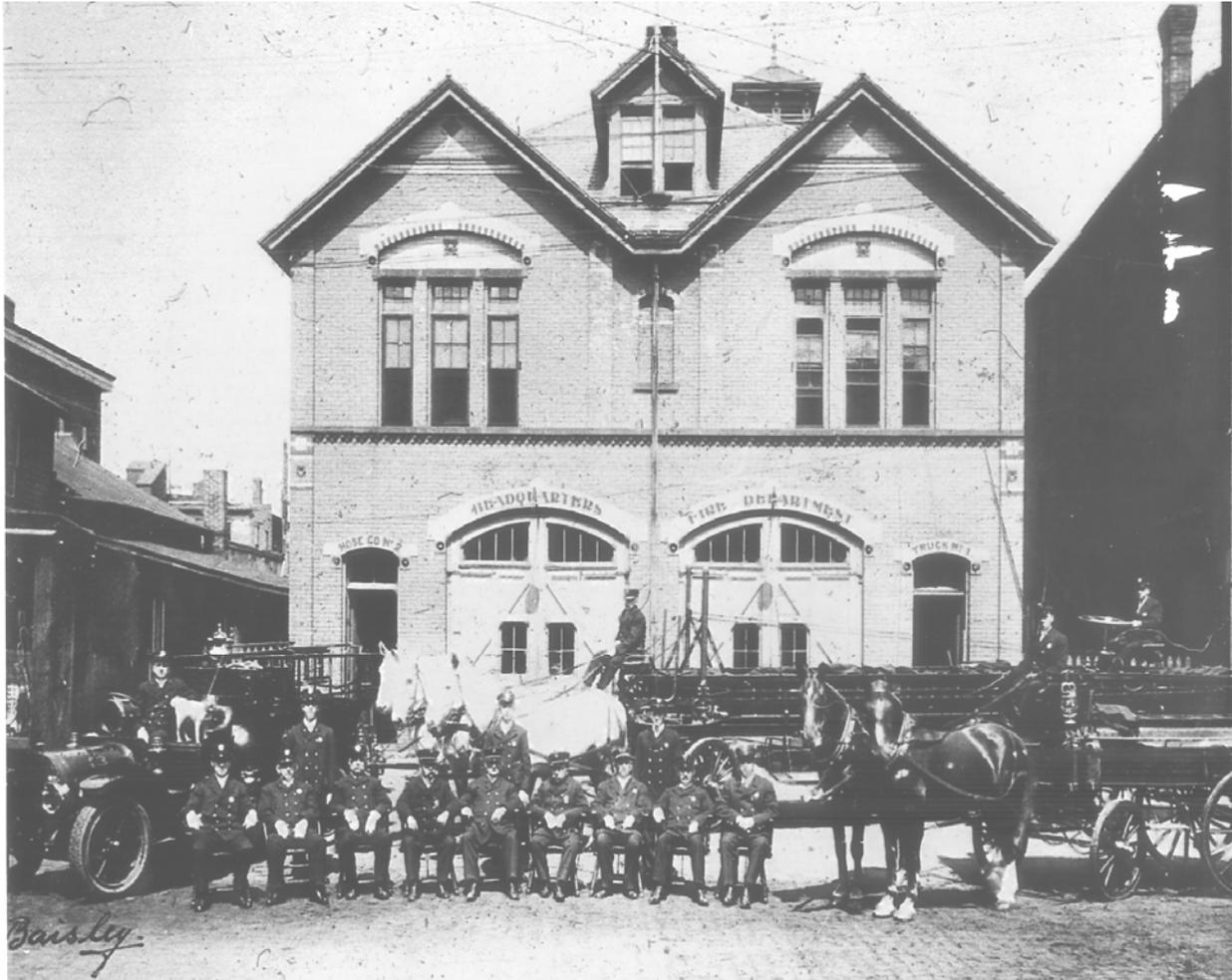


Mayor's Fire Facility Task Force

A Strategic Plan for the Danbury Fire Department



30 November 2010

Executive Summary

The Task Force (TF) researched the city owned facilities in use by the Danbury Fire Department (DFD). These facilities comprise six volunteer and five career department facilities. The findings indicate that three of the six volunteer stations are in need of immediate replacement and three are in need of maintenance and upkeep pending ultimate replacement. The funding currently available for these actions is inadequate and must be addressed.

Building a single new station for the three volunteer stations deemed irreparable or unsupportable is presented as the best option for the city. The cost benefit analysis indicates cost savings will be realized in expenditures such as energy costs, maintenance and general upkeep. In addition, the benefits of having multiple volunteer companies in a unified station will present opportunities for cross training and increased activity which should positively affect recruitment. Establishing a funding stream and a plan to address maintenance issues for the remaining city owned stations is critical. The city expenditures for energy and fuel costs for the three stations to be maintained for the time being and a fourth, Beckerle Engine 9 on Liberty Street must be addressed as these costs are rising and the benefit of maintaining these stations is questionable.

In examining the five career stations the TF found many conditions requiring immediate attention. The crowded and timeworn condition of Fire Headquarters (FHQ) is most concerning. Extremely cramped for meeting, education, storage and living space, complete remodeling or construction of a new facility is recommended. Engine Company 24 on Eagle road is 40 years old as well and is also in dire need of repair,

remodeling or reconstruction. Engine 23 is in need of remodeling to properly utilize the facility. There are no dedicated facilities for health and physical training equipment in any fire station. This is a vital need for today's fire fighters.

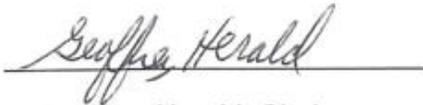
Recommendations also include construction of a new facility for the repair and maintenance of fire apparatus and equipment. Current facilities are integral in FHQ and are completely inadequate for this activity. The absence of lift mechanisms, storage, overhead space to allow fully tipping cabs and lateral space to extend aerial devices are critical shortfalls.

Finally, the TF determined the fire service in Danbury requires future construction of a second joint volunteer structure for the remaining city owned stations. Expansion and build out of the fire training facility on Plumtrees Road to include a classroom, offices, high-rise training tower and other improvements is also recommended. This facility is used to instruct the members of the DFD as well as those of our surrounding mutual aid partners.

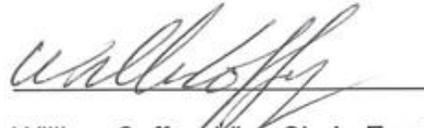
Ongoing and preventative maintenance of fire department facilities is absolutely vital for the Danbury Fire Service. The lack of true supporting funding has led to a failure of sound planning, maintenance and repair. This has left the facilities in poor condition and lacking critical upgrades in plumbing, heating, electric and structural needs. The TF recommends that future funding be focused on the immediate and longer-term needs of the facilities. Continued failure to address these items will simply exacerbate the situation and indeed accelerate further deterioration.

The TF recommends that the City review the progress addressing the issues of this report no less than every two years. The TF further advises that the Mayor and City Council establish a process to periodically review the needs of the fire service and amend this plan as necessary. These amendments will reflect the implemented changes recommended by the plan and any new such needs as they are identified. In addition the TF recognizes certain external factors will bear on the city as it addresses the future of the fire department. However, the TF strongly urges the Mayor and City Council take immediate action to pursue the recommendations of the plan. We, the members of the Task Force, believe that in so doing the City will ensure a stronger resilient fire service and a safer environment for our citizens.

Signatories



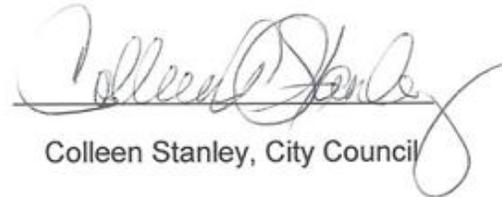
Geoffrey Herald, Chair



William Coffey, Vice Chair, Eng 3



Charlie Coakley, Secretary



Colleen Stanley, City Council



Frederick Visconti, City Council



Bernie Gallo



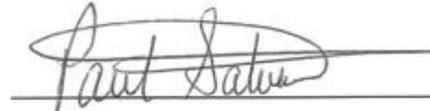
Peter Hornik, Independent Hose Co.4



David Bunting, Wooster Hose 5



Alan T. Boyce, Citizens Hose 6



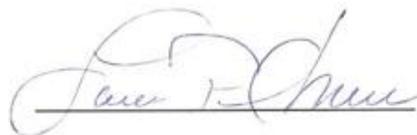
Paul Salvatore, Water Witch Hose 7



Wayne Schlemmer, Phoenix Hose 8



Wayne Shepperd, Mayors Office



Lou DeMici, Pres. Local 801

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Section I

Task force Charge

During the summer of 2009, Fire Chief Geoffrey Herald approached Mayor Mark Boughton to discuss the facility needs of the Fire Department. As a result of this discussion, Mayor Boughton charged Chief Herald with forming a Task Force (TF) to determine the needs of the department. This TF would investigate the current status of the various facilities of the Danbury Fire Department and make recommendations in the form of a strategic plan to the Mayor regarding the following:

1. What is the state of current facilities owned and operated by the department?
2. What repairs are necessary to these facilities?
3. What remodeling and or additions might be required to make these existing facilities more suitable in the future?
4. What facilities could reasonably be expected to be needed to meet the immediate future needs of the department?
5. What permutations of stations and housing of companies might be possible to reduce overall costs to the City and Fire Department?
6. What facilities will be needed in the long term future of the department projecting out 50 to 75 years?

On 18 August 2009, the TF held their initial meeting at Danbury City Hall. The task force met every other month for 4 months then monthly since January 2010.

Section II

Task Force Membership

The task force comprises a representative of the Mayors Office, members of the City Council, a mayoral appointed representative, the Fire Chief, representative of the Volunteer Firemans' Council, representatives of the six volunteer companies stationed in city owned facilities, and a representative of the Career Fire Department Union Local 801.

- Mayors Chief of Staff Mr. Wayne Shepperd
- Mayoral Appointee to the Task Force Mr. Bernie Gallo
- City Council Member Ms. Colleen Stanley
- City Council Member Mr. Fred Visconti
- Representative of Volunteer Firemans Council, Charlie Coakley
- Representative of Engine Company #3, Padanaram Hose, Mr. William Coffey
- Representative of Engine Company #4, Independent Hose, Mr. Peter Hornik
- Representative of Engine Company #5, Wooster Hose, Mr. David Bunting
- Representative of Squad #6, Citizens Hose, Mr. Alan Boyce
- Representative of Squad #7, Water Witch Hose, Mr. Paul Salvatore
- Representative of Engine Company # 8 Phoenix Hose, Mr. Wayne Schlemmer

- Representative of Danbury Professional Firefighters Local 801, Mr. Lou DeMici
- Danbury Fire Chief Geoffrey Herald
- Ex-Officio Assistance and contribution to the work of the TF was received from Deputy Chief Wiedl, Captain Richard Kaback and Firefighter Frank Salvatore.
- Officers for the Task Force are as follows
 - Chair: Chief Geoffrey Herald
 - Vice Chair: William Coffey
 - Recording Secretary: Charlie Coakley

Section III

Meeting format and process:

The TF met at Danbury City Hall generally in room 3-C or the Caucus Room. Agendas were emailed to members prior to the meeting. Meetings were held in consensus format.

During the course of these meetings speakers were brought in to address specific points for the TF. Antonio Iadarola, Public Works Director for the City of Danbury addressed the TF. He spoke to the financial savings possible through consolidating multiple companies in a single station.

Also appearing before the TF was Danbury Fire Lieutenant Fred Pollard. He presented the needs assessment for fire HQ

Minutes were recorded by Secretary Coakley.

Section IV

History

City of Danbury Fire Department

The seventh largest city and the largest combined fire service in Connecticut

The Fire Department for the City of Danbury comprises 12 volunteer fire departments and a career department. Representing over 240 members, this organization traces its history to formation of the first volunteer organization in the early 1800s. During the latter half of the century, three of these original companies became the core of the career department for the city. Other volunteer companies continued and newly formed companies expanded the department.

Many of these new companies were formed based on the needs of the industry of the city, primarily hatting. Several factories and neighborhood groups based in Danbury provided the funding and equipment of these early organizations. As the city grew the need for further fire protection grew as well. By the middle of the 20th century, the city boasted 12 volunteer companies, three career engines and a ladder company. In the early 1970s' the addition of Engine 24 and then Engine 25 brought the number of career companies to six. Most recently, with the construction and opening of Engine 26 on Kenosia Ave., the department assumed its current configuration of 7 companies comprising 6 engines and a ladder company.

The volunteers have been at their current configuration with twelve companies for over half a century. The six companies subject to this report are based in or near the city center and are housed in city owned facilities. Six other volunteer companies

are housed in their own facilities. One of these, Beckerle Engine 9 is located on Liberty Street, the others in the former "Town" region of the city.

These various fire companies in the outer area of the city are critical to any response to the more remote areas of Danbury. They provide the only water supply via their tankers for fire protection in areas without hydrants. These companies are a vital and necessary part of our response model. They are also especially critical in mutual aid to the surrounding towns.

Danbury Career Fire Department History

1829-2010

- Fire fighting in early Danbury was quite primitive. There was no formal fire service and for more than 140 years the "Bucket Brigade" remained the only means to combat fires.
- In July 1829, two companies were organized, simply named Fire Co. #1 consisting of 16 men including officers and Fire Co. #2, which had 25 men including officers.
- David Wildman, who was elected to office in July of 1850, is the first chief to be mentioned by name in the records.
- In the early 1900s, all the hat makers in the city became concerned of the grave danger of fire. This led to the advancement of fire protection in our city.

- The city began to invest in motorized fire apparatus approximately 1910. It was then in 1916 when Peter Beckerle became the chief of the department. For the next 18 years, he played a key leadership role in modernizing the department.
- In 1941, Danbury established its first all-volunteer Fire Police Company.
- In the same era (October 1944), Local 801 of the International Association of Firefighters was organized in an effort to improve working conditions for firefighters.
- It was in the 1950s communications efforts rose to the forefront with the establishment of transmitters around the city, allowing for better overall response.
- During the 1960s, the city endured its largest conflagration (uncontrolled fires) in its history with numerous, major hat factory fires. To address this, Chief George Hanna introduced the first fire marshal position, naming Alton J. Spencer to the position in 1965 to investigate the causes of these fires. It was also under Chief Hanna's leadership when the current headquarters building was designed and opened.
- As the 1960s progressed, the city realized it needed outlying fire coverage and opened stations on King Street, Commerce Park and Osborne Street.
- Under Chief Joseph J. Bertalovitz in the 1970s, the department continued to grow and expand. Most notably, it added emergency medical services and ambulance coverage. Chief Bertalovitz's lengthy and distinguished career

culminated in the naming of the headquarters building as the Joseph J. Bertalovitz Headquarters.

- Community education and fire prevention was evident in the 1980s under Chief Charles Monzillo.
- The 1990s saw the rise of hazardous materials concerns. A Haz-Mat team was created to address this essential need. To modernize communications, 9-1-1 was introduced. Today, the Danbury Fire Department is an all hazard emergency response agency. Fire suppression is but one of its core missions.
- On any given day, members might respond to a structure fire, provide medical assistance at a motor vehicle accident, assist a stranded motorist or give oxygen to a rescued pet.
- We respond to medical calls, water leaks, flooding, odors, alarms, fallen trees, aircraft crashes, motor vehicle accidents and people trapped under ground, above ground, on roofs and just about anywhere. This year our 9-1-1 center answered over 38,000 calls. This resulted in 3,127 fire responses and an additional 3,755 “first responder” (fire and medical) responses.
- Under Chief Geoff Herald and Mayor Mark D. Boughton, the most recent fire station was opened in 2007. This company, Engine #26, is housed on Danbury’s west side.
- The Department Career Division is currently comprised of 123 individuals in five locations. Six engine companies and a truck company are fully staffed and

manned 24/7. The department is also a keystone in the state's regional response plan with a number of resources of the state being housed in Danbury. These resources will respond to the region and will be staffed by Danbury firefighters.

Danbury Volunteer Fire Company History:

Long storied and honored tradition If ever this terminology was appropriate, it is here describing the essence of Danbury's six inner-city volunteer firehouses, which together boast over 750 years of service to Danbury.

THE SIX: **Padanaram #3** (1884), **Independent #4** (1887), **Wooster #5** (1889), **Citizens #6** (1888), and **Water Witch #7** (1889), and **Phoenix #8** (1893). These companies or their historical antecedents have played essential roles in the Danbury Fire Service since the early 1800s.

Padanaram Hose unofficially extends back to 1868 when German immigrant, Mr. Bix, headed up the "Buckboard Six," and "Bix's Six." Padanaram is known for having the city's lone yellow, Mack truck. In early April 1884, they were formally accepted into the Danbury Fire Department. Later that month a new horse drawn carriage was purchased by the city, and was turned over to Padanaram Hose, representing the company's true beginning. Captain Charles Rush collapsed unconscious the night of December 21, 1967, while fighting a fire on Barnum Road. He was pronounced dead upon arrival at Danbury Hospital. Captain Rush became the second firefighter in Danbury's history to forfeit his life while protecting the community.

Independent Hose was originally formed as Rose Hill Hose Co. The name was changed at the second meeting. A building committee was formed in 1974 to replace the existing

structure. In January 1976, a motion was passed to allot \$1000 for preliminary building plans. Between June, and July of 1976, \$44,700 was paid to the city for construction costs. In 1996 members remodeled the kitchen with materials costing \$3,743.35. After torrential rains on April 16 2006, Independent Hose responded to 17 calls over an 18-hour period.

Wooster Hose was named after General David Wooster, was formed loosely in 1860. Early records show the company being active socially and in fire response from the beginning. It eventually purchased its' first piece of mechanized equipment in 1921. Throughout the years the company has responded to many incidents and gained a sense of prominence in the community. These include fire/rescue situations, weather related emergencies and emergency medical incidents. In 1998, Wooster Hose became the first volunteer company to carry an automated external defibrillator (AED) and assist in emergency medical responses on a formal basis.

Citizens Hose was formed in July 1888, with their original vehicle being an 1889 hose cart that carried 500 feet of single jacket 2.5" hose, plus two straight nozzles. It was hand-drawn by four to six firefighters and one or two brakemen on the back. In 1924, the company purchased a used 1914 Pope-Hartford motorized hose car. In 1975, Citizens purchased a new custom Ward LaFrance pumper, with a large 1,250 pump. In 1995, the company changed functions with the purchase of a new Marion air and light truck to become the second air and lighting company in the city.

Water Witch Hose was formed in 1889 in response to a petition from East Danbury residents after a "firebug" deliberately started 20 fires in a two-month time frame. In

November 1940, the Common Council passed a resolution that authorized Water Witch to organize a fire police unit that would consist of no more than 20 members. The duty of the unit was to assist the police department, on the fire grounds, with crowd and traffic control. It was even called upon to aid the police department in other instances that did not involve a fire scene. In 1941, the fire police purchased a 1941 Dodge Emergency truck. Beginning in 1966, Water Witch became the main lighting unit for the department. In the early 1980s, Water Witch added air tanks to its truck and served as the primary air refilling unit for the entire city until 1995

Phoenix Hose was founded by members from the disbanded West End Hose company during the late summer of 1893, accepted into the fire department on October 26, 1893, and officially became Phoenix Hose on November 24, 1893. In 1898 the City built the first fire house for Phoenix Hose in a small building on Well Avenue. This building served as home to Phoenix Hose for the next 59 years. In 1958 that fire house was demolished and a new station was built by members of the fire house. The first apparatus was a hand drawn chemical cart purchased in 1895 from Kohanza Co.

#2. Phoenix Hose became mechanized in 1921 and has utilized many apparatuses through the years. During this time Phoenix Hose has seen prices of apparatus start at less than \$350 to rise to over \$180,000 for its latest truck. The most important part of the company is its members. In November of 2013, Phoenix Hose will celebrate 120 years of service to the city and residents of Danbury.

Section V

Department Operational Response

The department operates in an “all hazards response” model. This means that the department responds to any and all hazards, not just fire. We respond to medical calls, water leaks, flooding, odors, alarms, fallen trees, aircraft crashes, motor vehicle accidents and people trapped under ground, above ground, on roofs and just about anywhere. 38,000 calls were made to our 9-1-1 center this year. This resulted in 3,127 fire responses and an additional 3,755 “first responder” (fire and medical) responses.

The modern fire service has changed considerably in the past two decades. During this time the Danbury Fire Department has experienced a significant impact to our response model. Where in the past our primary response function was to handle emergencies in the form of fire calls, rescues, entrapment and similar responses, our responses today are primarily medical in nature. As “first responders”, nearly 70% of our calls are for medical assistance.

When an emergency is reported to dispatch 9-1-1, the Public Safety Answering Point (PSAP), dispatchers alert and send the necessary resources. These resources can be any combination of companies or apparatus that are needed at the scene. The career companies respond from the five career facilities and the volunteers respond from home or work to the 12 volunteer facilities and then to the emergency.

In the event of a structure fire, the department will respond with at least three career pumpers, a ladder truck and a command officer and at least two volunteer companies and a special squad either Citizens Hose 6 or Water Witch 7. These

personnel will work together to rescue occupants, extinguish the fire and prevent further property loss. In the event of a lost hiker in the woods, the department response might be one career engine and an off road "gator", and as many volunteer units as necessary to effect the rescue or recovery of the hiker.

The volunteers will staff their apparatus or respond to the scene. These volunteers augment the ability of the department by providing necessary equipment and supplementing the capability of the department. The 12 volunteer companies' apparatus consist of pumpers, tankers, squad vehicles and other support apparatus. The provision of these services is vital and critical to the safety and security of our citizens.

The services provided go far beyond the ability of the career department by providing personnel and specialized abilities. These include Fire Police who will respond to fires, wires down and other such instances to guide traffic or bar entry to hazard zones. As an example during the anthrax incident on Padanaram Road in 2007, the men and women were on the scene for three days straight. In another example, these volunteers spent countless hours on the scene of wires down or flood remediation during the recent heavy rains in April of 2010. Were it not for the portable pumps and personnel provided by the volunteers to our citizens, many more would have been unable to return to their homes or businesses for far longer than was the case.

Section VI – Part 1

Issues

The issues of the fire service facilities in Danbury are several and varied. These range from lack of sufficient space in existing structures to the need for entirely new and updated facilities. Actual building issues such as insufficient insulation and out dated systems are rampant. Fire stations are critical infrastructure and all of the stations need generators; providing emergency power to keep the facilities operational is vital. As noted in the history section many of our current facilities are aging.

Of the six volunteer stations three are viable and with out major issues at this time. These stations are Independent 4, Water Witch 7 and Phoenix 8. Stations housing Independent 4 and Water Witch 7 are 33 and 18 years old respectively. The station housing Phoenix 8, 52 years old, is usable though small. Please see the repairs required for each of these stations in the next section below.

The three volunteer stations housing companies Padanaram 3, Wooster 5 and Citizens 6 are of more serious concern. Padanaram 3 is situated on the busy thoroughfare of North Street. Traffic concerns make access difficult and extremely hazardous. The structure, built in 1950, is in need of repairs to its roof, fire escape, windows and façade. The house is small for a modern single engine house and storage capacity for equipment is lacking. Office and assembly space is minimal. Parking for responders and others is critically limited. The bay area should be much larger and higher in order to properly perform maintenance and service checks.

Wooster and Citizens, companies 5 & 6 have similar issues as above and others as well. These buildings, built in 1888 and 1923 respectively, are completely outdated and insufficient for today's fire service. They are too small in the engine bay areas and in the crew and storage areas. These were built for horse drawn apparatus and have had relatively few changes in the ensuing decades.

The bay added to Wooster 5 many years ago has bought time in the area of needed space, but again, like the apparatus bay of Padanaram 3, the lack of space greatly restricts the fire apparatus choices. Modern fire apparatus requires the trucks to be larger than can be properly housed and maintained in this station

Citizens 6 has many issues similar to Wooster 5. Both stations need significant upgrades in HVAC systems, windows, siding and kitchen facilities. No volunteer station has a station generator in the event of power failure.

Additional issues for these existing fire stations are the energy costs of operating the buildings. These stations, especially the three most concerning, Padanaram 3, Wooster 5, and Citizens 6 have usage rates that are higher than projected usage of equivalent size structures. Indeed, modern facilities even larger than the current buildings are built with materials and methods that reduce the energy footprint. Costs savings gained in construction of energy efficient new facilities will be significant.

The charts below illustrate the costs for the electricity and the heating fuel (gas) for the current stations.

CL&P

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	4-year total
Wooster Hose Coalpit Hill Rd.	\$2,467.30	\$2,043.72	\$3,167.67	\$3,379.86	\$11,058.55
Phoenix Hose Well Ave	\$1,665.32	\$1,946.68	\$2,159.65	\$2,017.05	\$7,788.70
Independent Hose Hoyt St.	\$1,846.64	\$1,956.63	\$1,866.53	\$1,948.06	\$7,617.86
Citizen Hose Jefferson Ave.	\$3,610.99	\$3,828.81	\$3,394.79	\$2,815.52	\$13,650.11
Padanaram Hose North St.	\$1,403.27	\$1,227.96	\$1,544.68	\$1,372.87	\$5,548.78
Water Witch Hose Locust Ave.	\$2,665.31	\$2,931.99	\$2,524.73	\$2,824.29	\$10,946.32
Totals	\$15,702.38	\$15,904.63	\$16,779.20	\$16,472.58	\$48,386.21

Yankee Gas (Heating)

	FY 06/07	FY07/08	FY 08/09	FY09/10	4-year total
Eng 3 - Padanaram Hose 17 North St.	\$5,072.08	\$4,989.50	\$5,697.49	\$4843.81	\$20,602.88
Eng 4 - Independent Hose Hoyt St	\$4,906.21	\$4,638.07	\$4,980.30	\$4,566.51	\$19,091.09
Eng 5 - Wooster Hose Coalpit Hill Rd	\$4,554.75	\$4,205.25	\$4,581.82	\$3,731.88	\$17,073.70
Eng 6 - Citizen Hose Jefferson Ave	\$380.67	\$1,513.67	\$4,952.40	\$4,313.28	\$11,160.02
Eng 7 -Water Witch Hose Locust Ave.	\$374.52	\$505.74	\$509.21	\$508.20	\$1,897.67
Eng 8 - Phoenix Hose Well Ave	\$3,167.48	\$3,338.04	\$3,667.08	\$3,145.29	\$13,317.89
Totals	\$18,455.71	\$19,190.27	\$19,435.90	\$21,108.97	\$83,143.25

The actual savings in energy usage of newly constructed structures will be dependent on methods of construction, materials used and special efforts made to reduce the energy needs of the buildings. It is imperative that the city use the most modern methods and materials and employ the most energy efficient science available.

Costs for heating and cooling as well as lighting must be thoroughly researched and fully considered in any new construction. As these future structures will be in use until the end of the century, the TF urges that any structures built be constructed to Leadership in Energy and Environmental Design (LEED) Building standards. The state of Connecticut requires that any state building be constructed to a minimum LEEDS Silver rating. The taxpayers of the city will be best served if these suggestions are incorporated into the structures.

Facilities for the career department include 4 satellite stations and headquarters. As this section is read, please note that the “response area” referred to through out refers to the primary first due geographical area. These are located as follows:

- Headquarters, 19 New Street
- Engine 23, Melody-Halas on Osborne Street
- Engine 24, Eagle Road
- Engine 25, South King Street (combined facility with Vol. 14)
- Engine 26. Kenosia Ave.

Engine 23 is a steel structure constructed in the early 1990s to replace a former service station structure on Osborne Street. The response area is a blend of residential and light commercial with the majority of these being office buildings and medical buildings. This structure meets the needs for a satellite station currently. The company is a “dual” company indicating that there are two vehicles responding but only one at a time. These are an engine company, Engine 23 and Squad 1, the rescue vehicle.

Several concerns that have developed during the last several years include leaks in the roof, gutter failures and most recently, a significant problem with the generator for the structure. These have been addressed.

Not addressed have been several issues that limit the full and complete use of the structure. Due to constraints imposed during the original construction, the second floor of the structure cannot be used to its capacity. There is no second means of egress. Modifying the building to allow proper access to meet current building codes with an additional stairway/fire escape or elevator would allow the use of the second floor. This would provide space for additional offices and better storage facilities. Budget requests for these monies have not been available and this building is an under utilized resource.

Engine 24, on Eagle Road is a structure built and donated in the early 1970's. The response area is primarily commercial and manufacturing with residential making up the remainder. This structure, now nearing 40 years old, has minor structural concerns including a brick façade separated from block wall, windows in need of repair and knee walls that should be added according to a report from a consulting engineer in 2008. Many additional repairs and modifications were recommended. An additional need is a fully integrated generator to power the facility in the event of loss of outside electrical supply.

The major concern for this structure is that the building, like headquarters has been surpassed by the needs of the modern fire service. This structure needs significant remodeling to include a second bay capable of housing a second fire

apparatus and facilities for trailer storage, physical training and proper housing of firefighters.

Engine 25 is housed in a recently (2006-2007) remodeled facility on South King Street. This area is very rural and the response area is primarily residential. The King Street Volunteer Fire Department owns the facility. The career engine house is leased from them. This station is fully functional and adequate for the use.

Engine 26 is the newest facility in the department. This structure was built and the station opened in the fall of 2007. The opening of the station met a long term serious need for fire protection on the west side of the city. The station was designed to have two drive-through bays. However with the need to house the resources of the department, these have been usurped and now the primary Engine must back into the facility as the entire double length bays are packed with other resources.

Headquarters facility is located at 19 New Street in downtown Danbury. The location is very good for responding to and protecting the primary commercial heart of the city. This facility houses two engine companies and the sole truck company for the city. This facility was designed and built in 1968 through 1969. Within a decade after becoming operational, the building had reached its capacity for vehicles, personnel and office facilities. Headquarters houses the executive offices of the department and all administrative officers except the Fire Marshals who are currently based in city hall.

The structure was built at the end of the 1960's. During the next several years, several changes occurred in the fire service. The rise to prominence of the emergency medical component of fire department response was a key change. This required

additional vehicles and offices. Another aspect driving toward inadequacy of the building was the entry of women into the fire service. The building was constructed without facilities for women including showers, sanitary facilities or sleeping quarters.

The rapid onset of government regulation, OSHA and NFPA training requirements also created the need for utilizing space for training. The building was not designed with a single classroom or conference room. Eventually, in the early 1980s a locker room was removed and lockers placed in the barracks style bunk room. This former locker room was converted by members of the department to a facsimile of a classroom. Though inadequate, it was used for 20 years. In 2009, a donation from Doctor Robert Bedoukian allowed the conversion of this room to a true state of the art facility with ergonomic chairs, electronics and HVAC. Because this room had been a locker room there was no ventilation provided in the original design.

The department uses the training room daily. Groups and organizations that are trained in or use the facility include Naugatuck Community College, community groups, teachers and others. The continuing education of the department is driven by the need to comply with the federal and state agencies mentioned above as well as the need to present new fire fighter skills and review and refresh old skills. The rebuilt room is inadequate in the space it provides however. Originally a locker room, it is not large enough to house the number of participating students. It can only support 18-20 students. Ideally, such a facility should be able to comfortably hold 35-40 students.

Yet another ongoing problem with the facility is the lack of proper office and conference spaces. Operations of a modern fire department require frequent meetings

and conferences with both city and non city representatives. Lack of these facilities places a burden on the professionals who work for the city as well as those visiting the fire department. For example in the first floor executive office area there is no meeting or conference room. The executive office and reception area is not segregated and creates a serious issue in receiving and directing visitors. The lobby is lacking in space and seating.

The repair facilities and offices of the apparatus division are located at headquarters as well. When the facility was designed and constructed, the division comprised one mechanic. This individual was responsible for the maintenance of five fire response apparatus, one ambulance, one pick-up truck and six sedans. The fire response apparatus were three active engines, a spare and a single aerial apparatus (ladder truck).

Today, the apparatus division comprises an apparatus superintendant and an assistant mechanic. They are responsible for:

- eight engines (six active, 2 reserve),
- two aerial apparatus
- hazardous material response vehicle, an
- off road Gator search and rescue vehicle and trailer
- airport fire engine
- a heavy rescue vehicle
- 16 sedans, SUVs and pick-up trucks

- heavy tow emergency response vehicle Squad 2 (prime mover)
- 6 trailers including a foam trailer, mass casualty trailer, DECON trailer and 3 utility trailers
- In addition the division is responsible for the maintenance of all the departments hand tools, Self Contained Breathing Apparatus (SCBA), Hurst tools and small engine devices such as chain saws, motorized fans, power tools

As can be clearly seen, the demands placed on the division far outpace the design and space constraints of the building for apparatus repair. During the winter months, much maintenance must be put off as it must be accomplished outdoors. This is because there is not space in headquarters to full raise the cabs or extend the aerial ladder. Waiting for fair weather in February to repair a fire truck is not supportable. There is no room for storage for material, tires, or tools and equipment.

A shortfall of headquarters executive offices area is that there is but one lavatory and this is a women's room for the office staff. The only other lavatory on the floor is the one located in the room housing the city Public Service Answering Point (PSAP) or 9-1-1 center. This is supposed to be a secured facility under FEMA and emergency response guidelines. Yet access to this area is not preventable as the PSAP is directly inside from the front lobby.

The engineering room housing the electronics and computers for the office area and PSAP is directly behind the PSAP and is also difficult to secure. The building did not include a "watch" room as many fire stations do. This precludes having a firefighter

assigned to watch the front door for emergency reports brought in on foot or by passing vehicles. Though this seldom occurs, we have several emergencies each year reported in this fashion.

The modern fire service requires several critical pieces of equipment to maintain firefighting turn-out gear, the clothing worn to fight fires. These include special extractors to clean and sanitize this clothing. The department has been able to obtain a second extractor to assist in this but a third is needed to fully meet the needs however. Both career and volunteers utilize this equipment.

Currently there is no dryer for gear and the members must resort to hanging the turn-outs in the boiler room to dry. This is not acceptable. A dryer is needed to maintain the gear according to manufacturers' specifications. However, should one be acquired there is no place to put it. A full set of firefighting turn-outs costs \$1800.00 today. Allowances for safely cleaning and drying this gear are critical.

Another shortfall in the headquarters facility is the lack of any facility for physical fitness. The demands of the fire service on the men and women of the service clearly illustrates that physical fitness is critical. There have been acquisitions of exercise equipment by members of the department. However, providing adequate space for this equipment is not possible in headquarters. Support of the demands placed on the firefighters requires a properly designed and equipped fitness facility.

The city owns a hangar at the Danbury Municipal Airport. This hangar has become a key piece in our facility management plan as it currently houses several department resources. These include the Mass casualty trailers, a spare engine, utility

trailer and the cities' Mass DECON trailer. Additional resources are stored there as necessary. This structure is secure and has been made available to the department through a cooperative agreement with the airport administrator.

Though this has addressed some deficiencies in our garaging of resources, it is an imperfect solution. These resources are quite remote from the Fire Departments' other facilities and has such, response with the resources stored there will be delayed, especially during inclement weather and off hours. These are key pieces but due to lack of space they are stored in this hangar. When a new facility for headquarters or satellite station is constructed, these will move there.

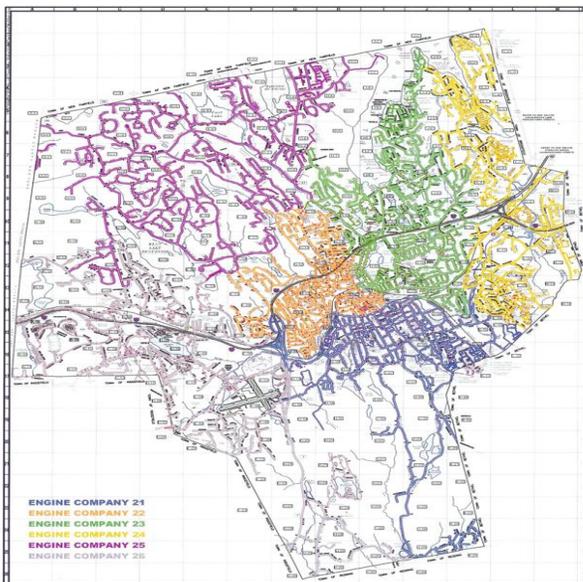
For a complete listing of proposed requirements for HQ, please see Appendix A.

Section VI part 2

Issues Part 2: Response district demand

Any fire service has as its primary mission response to emergencies. The Danbury Fire Department has a response model based on an all hazards response plan. This means that the department will respond to calls for a wide range of emergency needs. These vary from the relatively minor to the catastrophic.

The department has assisted our citizens in every corner of the city. One area of the city that has frequent demands from the department is the south end from the Bethel line to the heart of Main Street. This is the primary response territory of Engine 21, based in Headquarters on New Street. This company is the only career Engine that is housed out of its primary response district. Analysis of the patterns and response of the engine to the region indicate that the frequency of response to the district is very high. These responses are increasing.



The graphic here represents the response areas for the Career Engine companies. This graphic also appears later in this report in a larger format as Appendix C

Responses in the first due districts for the engine companies (in bold) are as follows.¹

Year	2006	2007	2008	2009
Engine 21 New St.	2275	2256	1830	1880
Engine 22 New St.	1024	1095	1217	1374
Engine 23 Osborne St.	1431	1546	1627	1650
Engine 24 Eagle Rd	742	788	802	811
Engine 25 South King St.	452	524	455	464
Engine 26 Kenosia Ave.	0	271	839	822

The chart above illustrates the demands for service in the south end of the city. These responses are higher than the responses in any other district. The department is planning to redraw the district lines to reduce the demands on the company. Subsequently the other companies' districts will change as well. However, the distance the other units will need to travel will inhibit any gross redrawing of the district boundaries.

As one looks for the cause of these calls, one must note the increase in the residential units in the region. Condominiums and other residential construction have raised the population density in the entire city and the south end particularly. According to the US census bureau, the residential units in the city number 29,176. More than

¹ Engine 26 opened in Sept 2007 changing response districts

35% of the homes were built before 1960 with nearly 20% built before 1939.² Older homes have a higher incidence of fires. The average occupancy of homes is 2.4 persons per unit. This region of the city has seen significant building and expansion. This includes remodeling adding housing units and new construction such as the Timber Oaks complex. As continued increases in demand are expected, strategically addressing the situation by positioning an engine in the district is prudent and necessary to shorten response times to the district.

² U.S. Census Bureau, S2504. Physical Housing Characteristics for Occupied Housing Units

Section VII

Station Repairs Needed

Volunteer Company:	Problem:	Cost:
Padanaram Hose Co. #3.	Roof	\$ 15,000.00
	Window Casings and Windows	\$ 3,900.00
	Rain Gutters	\$ 2,000.00
	Fire Escape Repair/Replacement	\$ 15,000.00
	Generator/Electrical Work	\$ 27,000.00
	Padanaram Hose Total:	\$ 62,900.00
Independent Hose Co. #4.	Roof	\$ 15,000.00
	Windows	\$ 15,000.00
	Boiler	\$ 6,500.00
	Garage Door	\$ 1,800.00
	Floor Tiles	\$ 2,500.00
	Upgrade Lighting	\$ 5,500.00
	Insulation	\$ 2,500.00
	Repave Driveway	\$ 4,000.00
	Generator/Electrical Work	\$ 27,000.00
	Independent Hose Total:	\$ 79,800.00
Wooster Hose Co. #5.	Replace Windows	\$ 18,000.00
	Replace heating unit	\$ 6,500.00
	Repair Roof	\$ 15,000.00
	Replace/reinforce stairwells (interior)	\$ 5,000.00
	Emergency lighting installation	\$ 2,800.00
	Repair/replace flooring	\$ 2,500.00
	Upgrade to allow handicapped accessibility	\$ 12,000.00
	Replace fixtures	\$ 2,200.00
	Insulation	\$ 2,500.00
	Generator/Electrical Work	\$ 27,000.00
	Wooster Hose Total:	\$ 93,500.00
Citizens Hose Co. #6.	Replace siding	\$ 28,000.00
	Replace windows 1st and 2nd floor	\$ 4,500.00
	Replace furnace	\$ 6,000.00
	Add Central air	\$ 3,000.00
	Insulate building	\$ 1,800.00

	Repair roof leaks	\$ 1,500.00
	Replace garage door	\$ 3,500.00
	Replace exterior doors	\$ 3,200.00
	Replace gutters on building	\$ 1,300.00
	Replace wiring on 2nd floor and attic area	\$ 5,000.00
	Replace/repair stairwell to 2nd floor	\$ 20,000.00
	Update Kitchen	\$ 3,500.00
	Repair sidewalks	\$ 1,800.00
	Upgrade lighting fixtures	\$ 2,400.00
	Generator/electric work	\$ 27,000.00
	Citizens Hose Total:	\$ 85,500.00
Water Witch Hose Co. #7.	Roof Repair/Reshingle	\$ 15,000.00
	Double Door leak	\$ 3,500.00
	Side Door Leak	\$ 2,800.00
	Tile meeting hall	\$ 2,900.00
	Siding Repair	\$ 800.00
	Furnace with A/C Change out	\$ 9,500.00
	Replace two windows	\$ 1,800.00
	Replace bad lighting fixtures	\$ 4,000.00
	Generator/electric work	\$ 27,000.00
	Upgrade lighting fixture	\$ 2,400.00
	Water Witch Hose Total:	\$ 69,700.00
Phoenix Hose Co. #8.	Replace garage door	\$ 2,000.00
	Repair/replace bathroom fixtures	\$ 2,800.00
	Replace floor in bathroom	\$ 1,000.00
	Replace water heater	\$ 1,200.00
	Re-paint interior	\$ 1,800.00
	Install truck exhaust system	\$ 3,000.00
	Replace stairwell railing	\$ 800.00
	Replace storm door	\$ 800.00
	Replace entrance doors in front/rear of building	\$ 700.00
	Repave Driveway	\$ 4,000.00
	Repair/replace retaining wall	\$ 4,000.00
	Install retaining wall in the rear of the property	\$ 18,000.00
	Generator/electrical work	\$ 27,000.00
	Phoenix Hose Total:	\$ 67,100.00
	Grand total:	\$ 458,500.00

Career Company:

Problem:

**Headquarters,
19 New St.**

- HVAC systems upgrades/replacement
- Remodel existing structure through additions (See needs, Appendix A)

**Engine 23,
Osborne Street.**

- Stairway/elevator to access 2nd floor
- Remodel the second floor as offices and equipment and record storage

**Engine 24,
24 Eagle Road.**

- Repair front wall with knee walls and replace non-insulated windows
- Bathroom replacement to current standard
- Repair per engineers report (2008)
- Remodel living, vehicle and fitness areas
- Generator/Electrical Work

Section VIII

Recommendations

In reviewing the needs for additional and new facilities, the Task Force has determined that certain needs are significant. The aging and deteriorating volunteer stations as described within this report make it clear that the time has come to take action. The critical shortages in functional areas of vehicular storage, office areas and repair facilities for the career department require urgent and immediate addressing of the situation.

These following recommendations are based on reviews of the current structures, response models in use and projected and the projections for the future growth of the city. Population expansion and additional residential demands particularly in the south end of the city illustrate the increasing demands on the department. According to the US census bureau, the population of the city of Danbury has ballooned more than 21% since 1990³. It is expected the current ongoing census will show an even greater increase. This does not fully account for under or undocumented residents.

In adhering to the charge given the Task Force, we urge the Mayor and all city officials to take such action to address these urgent and pressing concerns of the fire department facilities. The following recommendations are made by the Task force.

³ U.S. Census Bureau, 2009 Population Estimates, Census 2000, 1990 Census

- **Build a consolidated volunteer station on the south side. (i.e. South St. area):**
 - **JUSTIFICATION:** House the three volunteer companies with the most concerning structural and location issues. We recommend the city sell the three current volunteer properties. The proposed companies comprise Padanaram #3, Wooster #5 and Citizens #6.

- **Build a south side career fire house:**
 - **JUSTIFICATION:** Currently Engine 21, stationed at headquarters on New St., is the first due company assigned to the area referenced earlier in this report. It is not housed in the companies' first due district. Engine 21 has experienced increasing responses to the area. Placing the company closer to the heart of the district meets the demands, shortens response times and will result in lives saved through more efficient emergency response. This proposal is to move Engine 21 to this new station.

- **Develop a funding stream to repair and upgrade current stations housing volunteer companies Independent 4, Water Witch 7 & Phoenix 8.**
 - **JUSTIFICATION:** These stations, though aging are functional and not in the extreme need of replacement as the earlier addressed stations. As illustrated in this report by the listings of needs and projected repairs, these stations are in need of maintenance,

upkeep and repair but are deemed usable and repairable for the immediate future. At a minimum, replacement of HVAC systems, energy efficient windows and doors, upgrading of plumbing, flooring, station generators and other systemic issues must be considered.

○ **Replace or remodel to necessary specifications Headquarters at 19**

New Street.

- **JUSTIFICATION:** This station was designed and constructed in the late 1960's. It has served with increasingly crowded and antiquated facilities since that time. As explained in other areas of this report, the building is literally bursting with locker rooms converted to classrooms and offices, closets removed to enlarge offices and every possible space in use. The grounds have inadequate parking spaces and the storage of trailers and emergency vehicles outside the building has reached more than full capacity with parking on grass areas. The site might allow for increasing the structural size and therefore the task force recommends the city conduct a full engineering study to determine the potential for either rebuilding on the current location or finding a new larger site to fully meet the demands.
- As the population is expected to continue to grow albeit at a slower pace, future expansion of the career department must be included

in any projections. Strategically, the addition of a second ladder company is already over due and must be planned for in the coming 3 to 7 years. The demands for a second ladder are several. These demands hinge on the following key factors:

- Ladder trucks bring specific tools and capabilities to the fire ground
 - Building construction, both size and material
 - The frequency of multiple calls and activities in the city
 - Aerial devices and personnel operating them are mission critical components of safe rescue and fire extinguishment activities
 - Common departmental organization needs are for a ladder company for each 2-3 engines to accomplish firefighting tasks
- The full time staffing of a rescue company is also needed. This company is currently staffed as a dual company at the Halas-Melody Station on Osborne St. This requires that if Engine 23 is assigned and busy, another company leaves their station, responds to Engine 23 station and switches apparatus. The rescue company then responds to the emergency scene. This company and apparatus has specialized tools and equipment that could be critical

in emergencies such as Hurst tools, rope and other rescue equipment. Not only is this a necessary response to the public but equally as important, this company represents our Rapid Intervention Team (RIT). This refers to the crew of this apparatus having specialized training and tools to respond to the report of firefighters trapped and injured in burning or collapsed structures. The above information is presented to indicate the immediate future needs in the housing and equipping of career fire stations. This will require remodeling of existing stations to accommodate the expanding forces. Note however, building a south end station will free a bay and crew space for a future company at headquarters. Housing the rescue company centrally in headquarters is the supported model. The second aerial company will be stationed at a satellite station to be determined.

- **The training facility on Plumtrees Road must be upgraded to include a classroom, vehicular storage capability, new fencing and black top.**
 - **JUSTIFICATION:** As the facility is used several times a week year round in one form or another there is a significant need for an onsite facility that can address the needs of classes of up to 30 students at a minimum. Currently, the site is operating out of a converted used house trailer and can only serve up to 15 students.

This trailer is completely outdated and though serviceable, is unsatisfactory for the needs of the Danbury fire service.

- **A training tower is needed on the Plumtrees Fire Training facility.**
 - **JUSTIFICATION:** There are currently over 30 structures in Danbury more than 4 stories tall. Others are now being built or in planning that exceed 8 stories. These high rise structures present unique and dangerous potential for civilian and firefighter alike. These structures require different methods of fire training and attack than 3 storied or shorter buildings. In order to properly prepare and train to approach these fires, the training needs must be met. This training tower to be constructed to our specifications will present an unparalleled training opportunity to our firefighters.

- **Vehicular repairs facility must be constructed.**
 - **JUSTIFICATION:** The current demands for maintaining and repairing emergency vehicles is expected to increase immediately with any new fire apparatus purchases due to changing requirements from EPA and other agencies. We deem it vital that the city construct a facility to properly repair, store and maintain fire apparatus.
 - The current facility as part of headquarters is entirely inadequate for the needs. Recently the apparatus division had to wait for fair weather to repair the ladder truck because it has no space indoors.

When the truck was damaged in February, it was over 2 months before it could be repaired as they had to work on it outside. This was due to the ladder needing to be extended. A second issue for the apparatus is modern fire apparatus have cabs that are lifted and pivot up. The current facility is not high enough to do this properly and safely.

- New engines are required to meet Department of Environmental Protection (DEP) and National Fire Protection Association (NFPA) requirements. The most recent change in these requires engines to have a cleaner burning exhaust. A result is that repair facilities need additional equipment and storage space for the additional products needed. Our facility has no room for these items.
- **Build a second joint station to house the three remaining city volunteer companies.**
 - **JUSTIFICATION:** These companies, Independent #4, Water Witch #7 and Phoenix Hose #8 would be housed near the opposite end of the city of the first built station. We recommend the city sell those current volunteer properties in the process to offset the funding requirements.
- **Remodel career stations 23 on Osborne St and 24 on Eagle Rd.**
 - **JUSTIFICATION:** These 2 stations require remodeling to fully use the facilities to support the fire department. Engine 23 has unusable

spaces due to original restrictions in design and construction.

Engine 24 at 40 years old is in need of additional remodeling and

reconstruction due to failing systems and infrastructure.

Additionally, this station should be brought up to current building

codes and requirements.

Funding Recommendations

The TF recommends the city establish a facility fund with sufficient monies to address the issues set forth. This requires the establishment of a funding stream that is carried over across fiscal years. This funding would be used to address the most pressing needs of the stations and to provide for necessary urgent repairs. Establishing this process with a strategy to plan for the acquisition and development of the necessary facilities will entail a multiyear plan, perhaps as long as a decade.

In addition, the TF advises the Mayor to establish a funding stream to acquire property, hire the necessary engineering and architectural firms to design and develop the new fire stations. The funding for these projects could be separated into three streams: one for property acquisition; a second for design, engineering and construction; finally a third for routine maintenance and upkeep of all facilities. These stations when built should include energy savings and green technology construction to the extent practicable. As these structures are to serve the city for the next 75 years, the efforts must be made to ensure longevity and future needs. These actions must be with the full involvement with the respective fire department personnel to ensure there is full understanding and cooperation.

Section IX

Appendix A - Station Requirements**Volunteer station requirements (based on a three company station)**

Assessment and Recommendations

1. Four drive-thru bays, one per company, one for emergency or expansion
2. Sufficient gear storage, extracting and drying capabilities
3. Meeting hall/training room and dining area sufficient for 75 seated
4. Sanitary and shower facilities compliant with current handicapped accessibility, applicable health and building requirements
5. Food preparation kitchen for hall capacity
6. Firefighter ready/day room
7. Storage room sufficient for emergency overnight short term residential needs
8. Office spaces sufficient for two offices per company (administrative and operational)
9. Conference Room to serve minimum 12 seated
10. Fitness area to maintain physical ability
11. Mechanical, custodial storage and work area sufficient for structure

Engine 21 Relocation Station Recommendations

1. Two drive-thru bays, one primary, one emergency use
2. Kitchen facility sufficient for eight assigned personnel
3. Two offices
4. Firefighter ready/day room
5. Sleeping area for eight assigned personnel
6. Fitness area to maintain physical ability
7. Sufficient gear storage, extracting and drying capabilities

8. Sanitary and shower facilities compliant with current handicapped accessibility, applicable health and building requirements
9. Mechanical, custodial storage and work area sufficient for structure

Headquarters Needs Assessment and Recommendations

Administrative

1. Chiefs office/conference suite
 - a. seating/with table for eight people
 - b. book cases and file storage
 - c. coat closet/ for uniform etc.
2. Deputy Chiefs office conference suite
 - a. seating/with table for six people
 - b. book cases and file storage
 - c. coat closet/ for uniform etc.
3. Secretary office for chief/ secretary office for deputy
 - a. file storage and book cases
 - b. work stations
 - c. coat closet
4. Front office personnel
 - a. Three or four work stations for personal
 - b. closet room for pens pencils paper clips etc.
 - c. book cases and file storage
 - d. coat closet
 - e. Copier/fax/printer room, paper storage room
 - f. Records and file storage integral with office or next to office
 - g. Front lobby and waiting area

5. His/her bath
 - a. Three or four person capacity each
 - b. storage for bath room products
6. Community room
 - a. lunch room with microwave/ refrigerator/ sink/
 - b. table for 12 people
 - c. storage closet for tables and chairs
 - d. vending machine area Mop closet with sink and floor pan storage
for cleaning products
7. Backup dispatch
 - a. Four terminal stations
 - b. Two for backup
 - c. Two for training/ backup
 - d. heating and cooling system separate from other zones
 - e. Zetron type communication system
8. Night watch office
 - a. with a talk around system (Zetron) phones to outstations
9. Conference room
 - a. Seating room for 40-50 people
 - b. drop down screen/ and over head projector
 - c. white erase board
 - d. dimmable lighting system
 - e. zoned heating and cooling system
10. Fire marshal office/ conference suite

- a. table and seating for eight people
- b. book cases/ file storage
- c. coat closet

11. Deputy Fire Marshals offices

- a. Eight work stations
- b. plan review area,
- c. conference area for 10 people
- d. book storage area plan storage area,
- e. files storage area

12. I.T. room with desk/work station

- a. UPS system large enough to run all computer equipment through out the firehouse, the backup dispatch equipment and lighting, and a 30% for future use.

13. New heating system and cooling systems for the offices

14. New generator to feed all of the building

- a. transfer switch for building to switch with in 5 seconds
- b. transfer switch to feed ups system to transfer after 2min. this allows UPS to get up and running smoothly for a time before load is transferred.

TRAINING, EMS, COMMUNICATION NEEDS

EMS/HAZMAT NEEDS

- 1. Office 14 x 14
 - a. Closet for coats
 - b. Closet for office supplies and training equipment.
 - c. Lavatory w/shower.

- d. Shared eight person conference room w/communications.
- e. Medical supply closet off apparatus floor
- f. Meter charging/calibration room with room for reference material.
- g. Hazmat supply room off apparatus floor room for suits, booms, pads, DECON equipment, etc.
- h. Oxygen station (apparatus floor)
- i. Office should be in Administrative area.

COMMUNICATION NEEDS

- 1. Office 14 x 14
 - a. Closet for coats.
 - b. Closet for office supplies and training equipment.
 - c. Bookcase and file storage.
 - d. IT closet
 - e. Shared eight person conference room w/communications
 - f. Office should be close to Dispatch center

TRAINING NEEDS

- 1. Office 16 x 20, two desks
 - a. Eight person conference room
 - b. On crew floor
 - c. Library
 - d. Stand up course planning table area
 - e. Smart screen for course planning.

- f. Copier/fax station
- 2. Classroom 30 x 40
 - a. 40 person classroom
 - b. multimedia setup
 - c. On crew floor
 - d. Second smaller classroom/study room. PC friendly
- 3. On-site training facility
 - a. Rappelling stair tower with confined space training capabilities
 - b. Accessible by Ladder Truck
 - c. Smoke capable with windows for venting, entry, and search.
 - d. Tower to have forcible entry prop integrated.
 - e. Standpipe system
 - f. Sprinkler head prop.

Property Site

- 1. Parking
 - a. At least 50 for on duty crew and reliefs.
 - b. 15 for Administrative and visitors.
 - c. Ample parking lot perimeter lighting
 - d. Security cameras DVR system.
 - e. Single area fueling station.
 - f. Outdoor grill area close to day room access.
 - g. Access security, gated or monitored

Apparatus Maintenance

1. Repair bays
 - a. Longer, wider, and higher bays
 - b. Large enough for cab raising and ladder extension
 - c. Bays to have lifts for heavy apparatus and for cars
 - d. Wide enough to extend ladder jacking mechanisms
 - e. Oil, grease delivery systems
 - f. Bays to be isolated from active fire response units
 - g. At least two for heavy apparatus and one for car repair
 - h. Free from overhead utilities (HVAC)
 - i. Overhead door with pass thru door
2. Shop needs
 - a. Adjacent to repair bays
 - b. Wide enough for forklift entry, loading dock
 - c. Parts room (large enough for heavy equipment parts/supply)
 - d. Tire storage
 - e. Office
 - f. Parts wash area
 - g. Bathroom
 - h. Kitchenette
 - i. Clean room (SCBA repair and fit test area.)
 - j. Speedy dry storage (readily accessible by repair and line personnel)

Personnel

1. Comfort needs for 30 in house.
 - a. Day room with kitchen, eating and off time relaxing area suitable for 30 in house personnel
 - b. Pantry (food storage, kitchen supplies)
 - c. Ice Machine
 - d. Private sleeping facilities with doors for 20 firefighters, appropriate lockers and desk area. Cable included.
 - e. Office with desk/computer station, sleeping facilities for up to four Lieutenants, appropriate lockers
 - f. Office/private sleeping facilities for two Captains, four lockers with desk/computer station within
 - g. Office/private sleeping facilities for two Chief line officers, four lockers with desk/computer station within. Shared conference room (eight people) and each with private lavatory
 - h. Male/female lavatory/bath facilities. Private stalls, showers for at least 6-8 at one time
 - i. Laundry for uniform cleaning
 - j. Janitors closet with deep sink and floor basin, with storage
 - k. Vending machine area
 - l. Fitness room adequate for constant use and modern needs

Appendix B

Station Photos



Padanaram Hose Co. #3 – North Street



Independent Hose Co. #4 – Hoyt Street



Wooster Hose Co. #5 – Coalpit Hill Road



Citizens Hose Co. #6 – Jefferson Avenue



Water Witch Hose Co. #7 – Locust Avenue



Phoenix Hose Co. #8 – Well Avenue



Engine 23 – Osborne Street



Engine 24 – Eagle Road



Engine 25 – South King Street



Engine 26 – Kenosia Avenue



Headquarters – New Street



Fire School – Plumtrees Road

Appendix C

Career Engine Response Area

