



The Corporation of the Town of LaSalle

Date	June 30, 2017	Report No:	CAO-16-17
Directed To:	Mayor and Members of Council	Attachments:	Figures 1-20 Appendix "A" and "B"
Department:	LaSalle Fire Service	Policy References:	Fire Master Plan Parks Master Plan Capital Budget
Prepared By:	Administration		
Subject:	Fire Master Plan Recommendation – Second Fire Station		

RECOMMENDATION:

As approved in the 2017 Capital Budget, is recommended that Council:

1. Approve the construction of a satellite fire substation and community/EOC room on Hazel St. adjacent to John Dupuis Park, as indicated in preliminary site plan drawings, and authorize administration to proceed with final drawings and tendering of the project, pursuant to the funding provisions in the 2017 Capital budget and finance projections included in this report,
2. Approve the reconstruction of Hazel Street between Bouffard Road and Laurier Dr. in accordance with the drawings attached to this report pursuant to the funding provisions of the 2017 Capital budget, and
3. Approve the redesign of John Dupuis Park as outlined in this report.

REPORT:

Background

As part of the 2017 budget approval process, Council approved the Fire Master Plan recommendation for the construction of a second fire station in the western area of the municipality, and requested further reports regarding the specific proposed location of the station and financing options.

The current cost-effective single station composite response model has served the community since the 1960's when the municipality was approximately 25% of its current population and comprised almost exclusively of single-family homes and small individual commercial shops. This model is heavily reliant on emergency responders making their way to various emergency scenes in their personal vehicles in a timely fashion for the delivery of emergency services. Given the growth and urbanization experienced in the community in the intervening years, this

model is becoming increasingly ineffective as a primary emergency response model, as evidenced by challenges in maintaining emergency response service delivery to established standards for best practice. As indicated in the Fire Master Plan, and approved by Council, the second fire substation in the traditional western urban area, is a key component to improving emergency response capability. It will provide for a more rapid and efficient model of distribution of emergency response vehicles and personnel to address both current and anticipated ongoing challenges of urbanization and growth on timely response capability throughout the municipality. Additionally, a second fire station may benefit some existing rate payers, and future economic development opportunities through more favourable insurance rate categories. Fire Underwriters Survey establishes a fire protection grading system upon which rates are based. Commercial properties beyond five km of the closest fire station, are assigned the lowest grading, representing an unrecognized level of fire protection. For single family homes and smaller buildings, the corresponding threshold is eight km from the nearest fire station. In a recently completed update survey of fire protection capabilities in the municipality, favourable grading's were maintained in all areas within those established distances.

A concern that became evident and a priority at the completion of the LaSalle Fire Service Master Plan in October 2008 by Dillon Consulting, was our inability to consistently meet industry guidelines and best practices with regard to response standards. These are the guidelines that the authority in our province has adopted as a standard for fire service response, and that our Council has adopted by way of our establishing and regulating bylaw, as the desired level of service in the municipality.

Standards produced by the National Fire Protection Association (N.F.P.A.) and the Ontario Office of the Fire Marshal and Emergency Management (O.F.M.E.M.) are accepted as industry standard for best practices. These standards have been developed around minimal staffing to accomplish critical tasks in the initial stages of an emergency incident to provide for adequate safety of the citizens requiring assistance as well as the emergency responders. Past experience in the form of fatal fire and line-of-duty death investigations, Ministry of Labour and occupational health and safety concerns, as well as coroners' inquest recommendations have directly influenced the elements contained in the standards.

It is important to note that provincial legislation provides that the council of the local municipality must set the level of service based on its needs and circumstances, however established standards for industry best practices are relied on by the courts, other government enforcement agencies, and insurers, as a benchmark for safe and adequate emergency response. As LaSalle has grown to be primarily an urban municipality, boasting the second largest population in the county with the smallest geographical area, development has included many large multi-residential dwelling units, large assembly and commercial buildings, seniors care facilities, etc. The capacity to provide a level of service delivery for emergency response and fire protection to established industry standards for an urban area is a reasonable expectation.

The standards for adequate emergency response capabilities for fires can be divided into two components; first response, and depth of response:

- First Response- getting the first number of staff on scene in an accepted time frame, normally considered to be 4 fire fighters in 4 minutes. With a predominantly volunteer response staffing model this goal is problematic to achieve and, particularly in urban areas, usually requires four staff (full time) on duty to respond immediately as a unit to the emergency. Recent full-time staffing recommendations allow us to achieve this component of the standard at times, during weekday daytime hours.
- Depth of Response- getting the appropriate number of staff resources (minimum) on scene to begin mitigation of an emergency within the accepted time frame of established standards of 9 -10 minutes. This is the component of our response capability that is currently the most challenging, and can be improved by modernizing our deployment model with the addition of a second fire station. The NFPA standard for initial fire response for volunteer fire departments in urban areas with 1000 or more people per sq. mi is 15 firefighters within 9 minutes of the emergency call, 90% of the time. In suburban areas with 500 to 1000 people per sq. mi., the standard is 10 firefighters within 10 minutes 80% of the time. Both of these standards are for structure fires in a typical 2000 sq ft, two-storey home with no basement and no other exposed buildings. For larger homes, multi-residential and assembly buildings, calculations based on the Critical Task Matrix require a minimum of 19 initial responders for fire control and rescue, excluding any provision of assistance with building evacuation.

This “depth of response” is the primary area of concern that continues to be the most problematic with our current response model. While the first responding fire truck with on-duty staff can typically often meet the arrival time components of the standard, in majority of cases, the responding crew on that truck is three or less; very often the driver/operator is the lone occupant of that first vehicle arriving. While published Office of the Fire Marshal statistics for 2015 indicate an average response time for LaSalle Fire Service of 6.5 minutes for all calls, and 7.2 minutes for structure fires, these times reflect only the arrival of the first emergency vehicle. That vehicle arrives with an average crew of 2.5 persons. Although several methods have been attempted to capture the accurate arrival times of personnel arriving in personal vehicles while responding emergency incidents, the results have not been statistically reliable. Time trials and on-going experience has indicated however, that it takes approximately two minutes for the average firefighter arriving in a personal vehicle to find appropriate parking, dress in protective gear at their vehicle, retrieve gear and equipment from the fire truck and be ready for a task assignment. Given this two-minute deployment, or turnout time, we know that the majority of the personnel arriving after the two to three who are on scene with, or before the arrival of the first emergency vehicle, are beyond the established standards. In practical terms based on routine experience, the number of instances are increasing where short-staffing is apparent in the early stages of an incident, particularly in the areas east of Malden Rd., and conversely, instances in the western areas where paid-on-call personnel are assembled on scene waiting for the arrival of the emergency vehicle to begin mitigating actions. Statistical response times alone are not an accurate performance indicator, without consideration of other relevant data.

At the time of the Dillon master plan report, we were only able to meet the previous "10 in 10" standard approximately fifty percent of the time. The continued urbanization and traffic patterns since that time, as well as the updated industry standard critical staffing response models to account for larger multi-residential dwelling, assembly and commercial buildings, which better reflect the development activity in our community, have compounded the effect of our recognized response challenges.

The traditional western urban area of established neighborhoods has been, and continues to be an area where many of our paid-on-call responders reside. For at least the past 30 years that demographic has been, and continues to be a predictable constant. The attached maps of firefighter locations (refer to Figures 1-3) provide a "point-in-time" reference over the last number of years that confirms this trend, and also indicates that the number of responders residing west of Matchette Rd. has increased in recent years. This is not as a result of firefighters selling their homes elsewhere and moving their families into a specific area on speculation that there may be a fire station built there someday, as has been suggested. It has more to do with the typical traits of persons who desire to be volunteer or paid-on-call firefighters. Retention among volunteer firefighters is a well-documented national issue and LaSalle is not immune. For a variety of reasons including retirements, full-time promotions within our department or other fire and police departments, and inability to maintain required attendance and training standards, LaSalle Fire Service has turned over more than twenty volunteer firefighter positions during the years represented on the attached maps. We are confident that the traditional western urban area will continue to be reliable catchment area for responders. The intention of the proposed two-station model is to strategically locate the station centrally within the area of responders, for quick and convenient access, allowing several of those personnel available to travel a short distance, assemble together and access a properly equipped emergency vehicle for responses throughout the municipality as required. This is the model used by most volunteer and composite fire services. The contrasting issue in this case is that in many communities, the fire station(s) were centrally located in early stages and development then occurred over time around the approximate station location. Due to the growth and urbanization that has steadily occurred over a number of years in our municipality, it is now necessary to introduce a satellite fire station into a developed residential community in order to maintain and improve response capability for the responders that form the majority of the emergency response team.

As with all fire services that rely on paid-on-call staffing, it is expected that a number of responders are not available, or responding from a greater distance than their residence at any given time, due to full-time employment or any number of other reasons. This is why the total staffing roster is typically greater than the actual number of personnel required at most incidents. It is anticipated that a portion of responders will be available for quick response when needed. Experience has demonstrated that many are responding from their home area or within the community at any given time. With the two station model, those responding from areas that are not close to either station would respond directly to the incident as is current practice.

Regardless of the specific site, it should be noted that the activity level and building design for this second station would ensure integration and assimilation into the existing neighborhood, with a focus on providing value-added service to the community. As a "single engine station" (1 traditional pumper truck & 1 smaller support vehicle/pickup truck) the building will occupy a much smaller footprint than our headquarters station. There is no intended accommodation for additional fire service related activity or storage at this site as the majority of all practical evolution training activity would continue to be conducted at the headquarters station. Based on current activity levels and response patterns, it is expected the second substation would be activated, on average, approximately four to five times per week, with an anticipated average response of between two and eight personnel. Weekday daytime responses (during school hours), typically generate the least response by paid-on-call personnel due primarily to conflicting work schedules. Based on current averages for the past calendar year, the expected distribution of calls equate to an average of approximately two daytime calls per week, two afternoon or evening calls per week, and one overnight call per week.

The proposed community room would be available as a community amenity for use by small groups. This space would also be designed to function as a secondary Emergency Operations Center for the municipality, should the current facility at the civic center be unavailable due to the location or nature of a major municipal emergency event. This building, in combination with the fire substation would be equipped with emergency electrical power and the required electronic and communications equipment, as well as hygiene, kitchen and meeting facilities, in addition to storage for administrative equipment and supplies, to provide an adequate, self-sufficient site for municipal, provincial and allied agency officials to direct and coordinate potentially extended response to emergency events. Provincial regulations require municipalities to have both a primary and alternate site identified and supplied with the required communications, equipment etc. As the main fire station and the public works facilities are typically extremely busy workplaces during emergency events, and include plans for additional contingencies to be housed at those facilities, they are not available, or recommended as alternate Emergency Operations Centers. Our current alternate site is in the Town of Amherstburg and poses some logistical challenges.

While administration believes that the addition of the community room/Secondary EOC would be a benefit, it is noted that the primary need is the construction of a satellite station to ensure adequate response times can be achieved. Although not recommended by administration, should Council deem it appropriate, the Community Room/EOC could be eliminated or deferred without jeopardizing the primary objective.

Site Selection

Based entirely on optimal geographical response coverage for a completed future two-station model, with travel distances from both this central west station, as well as a proposed central eastern station consistent with recognized response standards, the authors of the Fire Master Plan recommended a location centralized in the urban area near Matchette Rd. This recommendation was also predicated on the condition that the station would be fully staffed with four firefighters on shift at all times. This element of the recommendation would require an additional 16 full-time firefighters. Given the economic benefits of our current composite

emergency response staffing, and the location of our current headquarters station, consideration for the rapid deployment of paid-on-call responders is critical to the success of this improved response model. A central site along Matchette Rd. would satisfy the ideal Fire Master Plan geographical criteria for an eventual east and west station model, however given the current needs and circumstances, including the critical mass of paid-on-call responders being further west, the practical benefits of this site in the short term are reduced. Potential municipally owned site options in this area are also minimal.

Utilizing the application of the independent research and coverage modelling of the master plan report, combined with specific relevant local criteria, several potential municipally owned sites in the subject area were identified and analyzed (refer to Figure 4). The attached chart (refer to Figure 5) summarizes this critical analysis process. By necessity, in order to realize the intended benefits of expediting the response of paid-on-call staff to improve emergency response capability, all potential sites would require the station to be located in, or in close proximity to existing residential neighborhoods.

The former Centennial Arena site on Front Rd. and the municipal park property in the area of Laurier Dr. and Front Rd. were both considered as potential sites for the fire substation. A primary general principle when considering fire station locations is to place a station in the center of a response area with an "ideal" response radius of four kilometers, providing maximum coverage to achieve recognized response standards. Particularly when factoring in the eventual intended coverage from two centrally located stations, sites on Front Rd. were discounted by the master plan consultants, and continue to be less favorable as 50% of the potential coverage area for improved response is eliminated by locations along the Detroit River. The Office of the Fire Marshal and Emergency Management (Ministry of Community Safety and Correctional Services) published a guideline in 2004 to assist with fire station locations. This guideline has been under review since Oct. 2014 with no current timeline for revision. As with any guideline, it is important that the review and application of the guideline be in the context of the entire document. The guideline is attached for reference (refer to Figure 6). The guideline recommends placing a station away from busy traffic areas in the central area of a populated community, such as the area of Front Rd. near Laurier Dr., where responding volunteers may be delayed by traffic. The office of the Fire Marshal has provided comments to clarify the intended interpretation of the guideline (refer to Figure 7).

In addition, these sites are also in conflict with strategic positioning based on growth and trends for emerging and anticipated response patterns. As indicated in the attached response statistics (refer to Figure 8 and 9), although activity in the traditional western urban area remains significant and relatively constant, the newer urban and commercial areas east of Malden Rd. continue to increase in call volume. Anticipated future residential and commercial development east of Malden Rd. will cause this trend to continue. The fire and life safety risk profile in terms of numerous multi-residential and large assembly buildings also continues to expand east of Malden Rd. These occupancies require additional resources in the early stage of a fire or emergency. An unstaffed station along Front Rd. would require responders in personal vehicles to make their way west, encountering traffic delays with accessing the 4-lane highway, traffic lights etc. to reach the station, and then proceed back east to most emergency calls. In this scenario, if the station is not close by, or along the path of travel for any responders, it may be

necessary to direct all responders within the western geographical area to respond to the station to ensure the truck responds, further delaying response. Although either site would offer access to efficient response routes once emergency vehicles could safely exit the area of the station, when reviewing the Front Rd. and Laurier Dr. site, an additional consideration was the land use compatibility and the ability to site the substation to avoid direct conflict with on-going park activity. Given the numerous large community events hosted at the site, heavy vehicular and pedestrian traffic in the vicinity of the major intersection, the municipal public swimming pool, accessible playground, boat ramp and waterfront park, it was felt that placing a station in the park would be difficult without significant disruption to current land use and may present additional safety concerns. Locating a station where it is not easily accessible for responders will not achieve the required response efficiencies.

In addition to negative factors identified in an objective qualitative critical analysis of the potential sites, both sites on Front Rd. are inconsistent with independent computer modelling and the professional consultants that authored the initial master plan, as well as the guidelines of the Office of the Fire Marshal and Emergency Management. For these reasons, potential sites on Front Rd. cannot be recommended.

A central site along Matchette Rd. would satisfy the Fire Master Plan geographical criteria for an eventual east and west station model, however given the proximity of the current headquarters station and critical mass of paid-on-call responders being further west, the practical benefits of this site in the short term are reduced. Potential site options in this area are also minimal. The Lafferty Park site was reviewed as a potential site however the small size of the site and restricted vehicular access presented significant challenges. In its current configuration, all access to the site for responding personnel in personal vehicles, as well as emergency vehicles exiting the station would be via the same narrow laneway. Incoming personal vehicles and parking would conflict with exiting emergency vehicle(s). The compressed size of the site would not allow for a community room or alternate EOC location. It would also not permit a drive-through truck bay configuration, requiring backing the emergency vehicle(s) from Matchette Rd. down the narrow laneway, necessitating use of flashers and back-up beepers upon each return to the station. Sightlines exiting the driveway approaching Matchette Rd. are also partially obstructed. In terms of land use, neighborhood and environmental impacts, use of this site for a substation would require completely eliminating the neighborhood park and several large mature trees, as well as a section of the municipal trail system. This site also has several directly abutting residential properties. Although relatively close to a number of responders, this site would also involve some backtracking and potential delays for responses west of Matchette Rd. For these reasons the Lafferty Park site was rejected.

Following a thorough evaluation of all relevant criteria and site options, the municipally owned Hazel St. site that formerly accommodated a public school and a municipal community center is the preferred site that best satisfied the relevant criteria, and addresses the needs for improved emergency response capability. Although not the most optimal in terms of the 4km radius response coverage, the site is more readily accessible to the majority of responders when responding in any direction than the other sites considered, providing for a quicker response. It provides for improved coverage to the traditional urban core in the current configuration of the

existing headquarters station on Normandy St. In consideration of the longer-term proposed plan for the eventual re-location of the headquarters station to a central eastern urban area, overall coverage throughout the municipality is more optimal from this site than locations further west or south of the Hazel St site. In addition to providing shared parking for the adjacent John Dupuis Park, there are no direct abutting neighbors and Hazel St. currently functions as a cross street between Laurier Dr. and Bouffard Rd., which currently function as primary response routes in this area. The additional traffic volume on Hazel resulting from the unmanned satellite station would be negligible in comparison to current volumes.

The primary consideration of relevant criteria for this site is the impact on the existing neighborhood and current land use. Undeniably, the inclusion of a fire substation would be a change in the neighborhood, however community amenities such as schools, churches, community centers, and municipal facilities that provide service to the residents are not incompatible with residential neighborhoods provided appropriate site plan and design is considered to minimize the residential impact. Fire substations located in or adjacent to residential neighborhoods with nearby parks and schools are not unique. Images of several similar examples from this region are attached for review (Refer to Appendix "A"). The proposed site plan for this project (refer to Figures 10 and 11) attempts to minimize intrusive impacts while maintaining general harmony with current residential buildings and land uses.

This site is strategically located to accommodate the current needs of our paid-on-call responders, and to provide adequate coverage to the western urban area in the eventual two-station model with central stations in the east and west, to continue to serve the future response needs of the municipality. In the visual aids used to illustrate this concept at the information session, concern was subsequently expressed in regards to the accuracy when compared to more accurate documents found in a previous Interim Review of the Master Plan report. The graphic used for the poster boards at the open house information session were intended as a simple pictorial representation to highlight the concept of the long term plan of moving from 1 station on the north side to 2 stations, providing improved coverage overall throughout the urban areas of the whole municipality. The currently proposed station is the 1st step to this improved coverage. As a visual aid intended to be viewed from a distance with little further explanation of the concept, it was felt that circles provided a more readily identifiable visual reference on the boards contrasting the present configuration to the proposed future improvements. The circles of approximate coverage areas were adapted from the figures referred to in the 2015 Interim Review report. Our GIS technician used the approximate limits of the 4km travelled road distance at the north, south, east & west points to create a circle. Using this approximation for illustration purposes does produce some inconsistencies between the 4 compass points due to the variations from the travelled distance by road. Similarly, the circle showing the current coverage varies slightly between the 4 compass points, resulting in slightly less travel distance coverage in the areas in between those points than what was portrayed in the illustration graphic.

These figures remain approximations of the intended improvements to our response model, moving closer the accepted optimal 4km travel distance standard throughout the municipality. The target location for the future eastern station has not been determined so an approximate point was chosen in the area of Laurier Pkwy and Disputed Rd. It is unlikely that this will be the exact location chosen, which again will affect the precise 4km travel distance.

The other significant point that factors into this comparison is the reason that the move to the central east station is not recommended at this time. The long-term recommendation assumes the build-out of the Bouffard/Howard planning district, & urban as well as commercial development, creating or expanding the eastern urban core in the area of Laurier Pkwy. At that undetermined time in the future, it is anticipated that the demand and calls for service will require relocation of the current station to that proposed area. It is also likely that the current road network will expand as development occurs, creating additional routing options within the optimal 4km road travel distance to the Todd Lane area. The current lack of development in that future development area, combined with the current coverage areas in the area of Todd Lane, were identified in the result gap between the two documents, is the primary reason for the recommendation not to relocate the current station to the area of the Vollmer Complex as some have suggested, or further east, prior to the anticipated development occurring. The visual aid was intended to relay the concept and importance of the future planning that has been considered in this project. It is also worth noting that moving the currently proposed station further west or south as has been suggested would further enlarge the gap of optimal coverage near the northern border.

The current intention of this substation is to maximize the efficiency of our composite response model by redistributing emergency response facilities and equipment to expedite responses by paid-on-call staff. It would function as an unstaffed station similar to many others in the region. Long range planning suggests that as growth and development continue, full-time staffing may be required at some point in the future. The proposed site plan and building design would accommodate this evolution when, and if, required in the future. It is also anticipated that as call volumes and development expands, staffing enhancements (paid-on-call as well as full-time) will provide for each station to respond independently to routine calls in the east sector or west sector, effectively reducing call volumes for each station. Structure fires and major incidents would require the activation of both stations.

In consideration of available municipally owned sites, the relevant criteria, and site plan considerations, the Hazel St. location is the recommended fire substation site to achieve improved efficiency of emergency service delivery and fire protection throughout the community.

Compatibility/Zoning

The buildings have been designed to blend with the surrounding residential area, and have been sited to maximize green space and reduce activity levels from the street view. Parking and outdoor areas for the fire substation are located at the rear of the building. The design also includes a drive-through truck bay configuration to eliminate safety and noise concerns for vehicles backing into the station from the street. All traffic to and from the fire substation is from

Hazel St. only, away from the park to the rear of the property and from the residential side streets. As part of the proposal, Hazel St. would be rebuilt to a full urban cross-section with sidewalks, providing a consistent level of pedestrian and vehicle safety in the area to modern municipal standards that exceeds as-built conditions in other traditional residential neighborhoods in the western core.

In its current state, the area to the west of the site adjacent to Hazel St. that was formerly occupied by a school and community center was left undeveloped following the demolition of the building (refer to Figures 12-14). The Town has also retained two residential building lots at the east end of the municipal site that have also been undeveloped. The developed park area in the center is separated from the areas of municipally held property by earth berms. In the proposed site plan the existing park would be re-designed and moved slightly east of its current location, buffered from the buildings, and would remain approximately the same size as the developed area of the current park (refer to Figures 15 and 16).

On March 1, 1994, Council adopted the existing Comprehensive Zoning By-law By-law 5050 ---- which zones this site in a Recreational "RE" Zone Category. This zone category permits community or recreation centres, day care centres, public and private parks, golf courses, marinas, conservation areas, and storm water management facilities. By-law 5050 also includes a provision (subsection 5.13. Permitted Public Uses)) which reads as follows:

"The provisions of this By-law shall not apply to the use of any land or to the erection or use of any building or structure for the purpose of public service by the Corporation of the Town of LaSalle.... Provided that:

- a) The lot coverage, setback and yard requirements prescribed for the zone in which such land, building or structure is located shall be complied with;*
- b) No goods, material or equipment shall be stored in the open in a residential zone, or in a lot adjacent to a residential zone;*
- c) Any building or structure erected or lot used in a residential zone under the authority of this paragraph shall be designed and maintained in general harmony with residential buildings and uses of the type permitted in the zone;*
- d) Any parking and loading regulations for these uses are complied with;*
- e) Any building, structure or use for the purpose of a public service by any school board shall not be located in any agricultural zone category."*

A public park is a permitted land use on the subject property in accordance with the "RE" zone provisions, and a satellite fire station owned and operated by the Town (of the scale and design as depicted in the most recent drawings submitted by J P Thompson) is also a permitted land use, in keeping with the zoning by-law regulations as set out in subsection 5.13 of the existing Comprehensive Zoning By-law. It should be noted that up until 2001/2002, an elementary school occupied most of this site (Refer to Figure 12), with numerous school buses using Hazel St. on a regular basis to travel to and from this school site. A community centre was also located within this elementary school for many years as well, and continued to operate out of this building until the Vollmer Centre was constructed (Refer to Figure 13). During that period of time, the street frontage along Hazel Street provided perpendicular parking spaces that was

regularly used by the patrons and staff at the community centre. Once the community centre use ceased at that location, the former community centre and elementary school building was demolished ---- following which time the Town redeveloped this elementary school/community centre site as a neighbourhood park site, reserving the land area closest to the Hazel Street frontage for a future home for a satellite fire station (Refer to Figure 14), and keeping equipment away for the eastern edge of this site for the potential sale of 2 residential building lots.

From a land use compatibility point of view, neighbourhood scale schools, community centres, parks, fire stations, day cares, libraries, etc. are all considered to be complimentary and necessary facilities and services that are integral to making a neighbourhood complete, healthy and vibrant. It is important, however, to make sure that the roads leading to/from these community facilities have sidewalks, cross-walks, lighting and properly constructed public roadways that are designed to safely accommodate motorists, cyclists, and pedestrians. Hazel St. is being rebuilt to a full urban cross section, with new sidewalks, and is being designed to safely accommodate all users, including pedestrians. All vehicular access to/from this community facility is being restricted to Hazel St., with no access onto the adjacent Huron and Superior Streets. This site has a long history of being the home of vital community facilities which have included an elementary school, a community centre, and a park ---- a neighbourhood scale satellite fire station that has one vehicle and is sent out to less than 10 calls on average per week, combined with a neighbourhood park and a small community centre room, would from a land use compatibility point of view be considered a complimentary and appropriate community facility.

Traffic Impacts

Hazel is considered a local street, which is connected to two main collector roads of Laurier Dr. and Bouffard Rd. Hazel St. consists of flankage lots (side yards only) on the section between Laurier Dr. and Bouffard Rd. with a few side driveways. The proposed site for the satellite fire station/community center was a former elementary school and community center.

With the introduction of a satellite fire station/community center at this location, traffic impacts would be considered minimal in nature. Given the fact that this site will be an unmanned station and the approximate number of calls ranges from 4 to 6 per week, the likelihood of all these calls continuously occurring during peak traffic hours AM or PM are rare.

Furthermore, the additional use of this building as an approximately 2,000 square foot community room would generate negligible traffic to this area as well. Typically, community room use is off traffic peak rentals and typically traffic in this area will not coincide with AM and PM peaks.

It is anticipated with the proposed improvements to Hazel St. between Laurier Dr. and Bouffard Rd. that traffic impacts will be minimal and congestion will not occur in this area.

A detailed traffic analysis has not been completed given the nature of the development and the former use of the site as an elementary school. It should be noted, that traffic impact analysis/studies are conducted to provide design recommendations to address traffic concerns

and are not typically used to prevent projects from proceeding. Should a detailed traffic impact study be desired, the outcome would be with recommendations on how to address traffic given the proposed development planned and provide recommendation to be addressed through engineering design, however, at this time it is anticipated that the proposed improved two-lane road can handle any sort of traffic that this site may generate.

Hazel Street Reconstruction

The proposed plan is that Hazel St. from Bouffard Rd. to Laurier Dr. be upgraded to the Town's current urbanized cross sections (Refer to Figure 17). This would involve bringing the travelled portion of the road to about 28' wide and installing proper storm drainage, curb and gutter, new asphalt, and a sidewalk. This cross section will look very similar to what exists and is currently being built within new subdivisions and similar to what already exists in the area on Superior and Huron Streets east of Hazel St.

The sidewalk will be constructed on the west side of Hazel St. from Laurier Dr. to Bouffard Rd. and connection will be made to the existing sidewalks on both of those respective streets. Properly constructed crosswalks will be installed at all intersections along the reconstructed portion of Hazel St. The result will be a wider road on Hazel St. than what currently exists, however, that will be to accommodate two-way traffic in a more efficient and safer manner, especially at the intersection with Laurier Dr. and Bouffard Rd. The sidewalk on the west side of Hazel St. will allow for pedestrian traffic to now walk safely off of the road on a properly designed sidewalk which will be designed to be fully accessible for people with all different abilities. Also attached is a copy of a plan (refer to Figure 18) showing the existing sidewalk network in the area.

All of the proposed work will be located within the already existing Town owned property on Hazel St. At this preliminary stage we do not anticipate removing any trees or needing additional property.

Safety

In addressing concerns regarding safety in relation to emergency responders travelling into the area in personal vehicles, or responding with emergency fire vehicles, several factors must be considered. The paid-on-call responders are responding currently on a daily basis through this particular neighborhood, as well as many others across the municipality in response to calls for service. In many cases, they make their way out of their own neighborhood, travel the same response routes as multiple other responders, often through school zones and areas congested by bicycles, pedestrians, parked vehicles, etc., and converge in numerous personal vehicles in another residential neighborhood, in response to the emergency call. Many of the traditional residential areas where responses occur do not have the benefit of sidewalks, curbs or widened streets with full urban cross sections. While pedestrian and vehicular safety is certainly a justifiable concern in the area of the proposed substation, part of this proposal also addresses the additional safety concerns for emergency response throughout the municipality. The safety of our responders and pedestrians, cyclists and road users throughout the community must also be considered. The reconstruction of Hazel St. provides safety enhancements consistent with modern municipal standards for traffic and pedestrian safety, allowing responders safe access

to the substation via currently used response routes on Laurier Dr. and Bouffard Rd. Responding traffic would not be using the residential side streets other than those responders who may reside on one of these streets near the station. In the redesign of the park, it has been separated and buffered from the parking areas and vehicle entrance and exit points of the substation on Hazel St.

In terms of driver safety, LaSalle Fire Service takes driver safety very seriously and it is stressed during our initial orientation process as well as ongoing driver training. Prior to operating any emergency vehicles, personnel must complete an Emergency Vehicles Operator training program, demonstrate competency and be signed off on their ability to operate proficiently. Annual driver training and requalification is also required. In addition to Ministry of Transportation licensing and internal driver training programs, the department also contracts with a recognized third party provider to provide professional instruction and experience utilizing a mobile simulator requiring operators to navigate various unexpected scenarios including sudden interactions with children, parked vehicles, residential intersections etc.

A statistic from a 2014 Ministry of Transportation study on collision data was presented as part of concerns over safety, which indicated that there were 238 personal injury collisions (rather than “serious” injuries as stated), in the province of Ontario that year involving emergency vehicles. The report does not provide detail as to how many of those incidents involved fire vehicles vs. police or EMS vehicles. Conservatively estimating that 1/3 of those may have involved fire vehicles would indicate 80 collisions across the province during that year. For the same year, the report also indicates there were 164 personal injury collisions involving school bus vehicles. Based on the independent qualitative data provided, it might be assumed that personal injury collisions with school vehicles are twice as likely as with fire vehicles. To the best of our knowledge, LaSalle Fire Service has never recorded a personal injury collision involving either responders in personal vehicles or an emergency fire vehicle.

Administration has had a discussion with staff from the LaSalle Police Service (LPS) with respect to safety concerns relative this project. LPS have noted that the reconstruction of Hazel St. to a full urban cross section with sidewalks does go a long way in addressing the safety of pedestrians in this area. With respect to the proposed site plan and park layout, the LPS note that the design should be based on the principles established by – Crime Prevention Through Environmental Design (CPTED). CPTED “is a proactive design philosophy built around a core set of principles that is based on the belief that the proper design and effective use of the built environment can lead to a reduction in the fear and incident of crime as well as an improvement in the quality of life”. CPTED has three core principles:

- Natural surveillance
- Natural access and control, and
- Territorial reinforcement

During the discussions with LPS, it was also noted that this municipal facility would have a series of security cameras that will also assist in reducing undesirable activities around the building and parking lots.

Noise Disruption

With regard to noise and disruption due to emergency responses, unfortunately sirens are an inevitable effect of an improved emergency response model, regardless of where the station is located. Under the proposal for this site, in the majority of cases it wouldn't be necessary to activate the siren until at least out on Hazel St. approaching Laurier Dr. or Bouffard Rd., depending on traffic conditions, time of day etc. There are also measures that can be considered such as flashing overhead lights on Bouffard Rd. & Laurier Dr., or even Hazel St., as are used in other communities with similarly located stations, that could be activated to warn traffic of emergency vehicles exiting. To put the response issue in perspective, based on our current total call volume this station to be activated approximately four to five times per week on average, with one and occasionally, a second vehicle responding. Between police, EMS and fire, there are currently numerous lights and siren responses on Laurier Dr. and Bouffard Rd. on a daily basis. Locating a substation anywhere in the area including suggested locations on Front Rd. would generate approximately the same number of siren responses being heard in the area.

As for diesel fumes & truck noise, the station would be fitted with an exhaust system similar to the current station so any idling for testing & minor maintenance reasons in the station would be filtered through this system. Our new truck and any fleet replacements going forward have the new clean diesel emissions system on them. Our fleet is also continuously mechanically maintained, with mandatory annual inspections to ensure they are in top mechanical form. Again, based on the frequency, truck noise would not likely be greater than the current effect of garbage and recycle vehicles, school buses, construction vehicles, town trucks, delivery trucks etc., that are frequently in the area on any given day, all providing various forms of essential service to the community.

In the final analysis, given the criteria of utilizing municipally owned property, and a project budget based on the assumptions of no additional costs for land acquisition or significant site servicing, the Hazel St. site provides the best location for a fire substation to maximize the efficiency of our composite emergency response model. This is a crucial element in the process to assist in meeting fire protection response standards throughout the municipality. Building on this foundation, incremental adjustments in full-time and paid-on-call staffing, and the eventual re-location of the headquarters station, as growth and development provide for, and require, necessary changes to the response model, will ensure that emergency response capabilities are consistent with established standards and the service level expectations of the community.

Compatibility with Parks Master Plan

Administration has received comments from the authors of the Parks Master Plan regarding John Dupuis Park. Mr. Bezaire has noted that at the time when the Master Plan was being prepared, it was known that a portion of the lands could be used for a satellite fire station and that the Town had intentions of selling two residential building lots at the eastern end of the property. However, until the Town made the final decision on the approval of the fire station, the entirety of the site would be temporarily used as parkland.

Mr. Bezaire notes that increasing the land to be utilized by the proposed fire station and adding the residential building lots to John Dupuis Park is compatible with the findings and recommendations of the LaSalle Parks Master Plan. Attached to this report is a copy of the correspondence from Bezaire Partners together with a park design completed in 2009 (refer to Figures 19 and 20).

John Dupuis Park

Community Hall

The inclusion of community space can benefit a neighbourhood providing a place to gather and celebrate. It is common practice in recreation to include community space in neighbourhood park developments. The additional space will be a benefit to the residents as it will enhance the opportunities and services to the community/neighbourhood. Grouping of community space is a strategy used to manage resources for maintenance and facilitation of programming.

There was a community space on this property in the past, and served as a similar facility providing residents space for gatherings and celebrations. The park is zoned appropriately to accommodate town facility/community use. In addition, the space could be considered as a benefit to the municipality if a secondary Emergency Operations Centre (EOC) is required in an emergency incident.

Currently there are three community rooms available for rent through the town (Riverdance, Rotary Room at the Vollmer Complex and multi-purpose room at the Vollmer Complex). Typically, all three community rooms are booked on the weekends throughout the year for community groups and private rentals like birthday parties, showers etc.

LaSalle Parks Master Plan

John Dupuis Park is included in the family of parks as a neighbourhood park. The town is exceeding provincial standards for requirements of neighbourhood parks based on the town's population, providing 2.6 acres of neighbourhood parkland per 1,000 residents.

The LaSalle Parks Master Plan notes that the current inventory of recreational facilities falls short of provincial standards and requires additional basketball courts. Possible additions to meet the trends/future needs could include pickleball court, splash pad, skate park and/or dog park.

The potential park redevelopment, including the installation of a full-size basketball court, will meet the current and future needs of John Dupuis Park.

John Dupuis Park meets the requirements of a neighbourhood park to be within a 5 minute walk of any residence. A neighbourhood park uses may vary but should emphasize passive use, providing users with a place to socialize. A neighbourhood park should be comprised of the following elements: play structure and swings; open play area; benches; picnic tables and garbage receptacles; and treed area providing shade. Deficiencies noted in the LaSalle Parks Master Plan include landscaping and turf maintenance.

The park redesign will not result in tree loss. A complete inventory of existing trees and planting of additional shade trees would support the LaSalle Parks Master Plan elements of neighbourhood park design elements. The overall focus will be to support an “Active, Healthy and Vibrant” community.

There were comments made during the public open house and submissions received about the parkland redesign. In the event Council deems it appropriate, a consultation process could be put into place before the redesign is confirmed. It should be noted that the redesign of the parkland is included in the budget for the construction of the proposed fire substation. Should the construction of the fire substation not move forward, there are no current plans or budget for the redesign of the park.

Fire Hall Impact on Parkland

The redesign of John Dupuis Park includes relocating the existing playground structure and swings, and includes the enhancement of constructing a full-size basketball court. Administration has been in contact with the playground supplier and has confirmed that the existing structure can be moved and meet the CSA standards. In accordance with the comments received from the LPS, the redesign would involve their input so as to incorporate the principles of CPTED.

John Dupuis Park is approximately 1.78 acres, and the fire substation will require approximately 0.74 acres of existing passive greenspace within the park (leaving 1.04 acres of parkland). Currently, John Dupuis Park is classified as a neighbourhood park and meets the minimum requirements, but has a lot of opportunity to be exceptional. It is a possibility to explore future enhancements that could focus on the culture and heritage of LaSalle including Colonel Bishop and the War of 1812 etc.

Financial

As Council is aware the municipality has been planning for the construction of a Fire Substation in the westerly part of the municipality for some time now. While there continues to be discussion as to the location of the substation, this section of the report has been included to identify and a financial plan for the funding of the station.

It should be noted that the financial plan has been developed on a number of assumptions. Should these assumptions significantly change the viability of the financial plan could become an issue. The assumptions include:

- There will no additional costs associated with the acquisition of land for the substation,
- There will be no significant site servicing costs associated with the eventual location of the substation, and
- Debentures will be required to fund the construction of the substation.

In addition, the cost estimates utilized in the development of the financial plan are at a 'high level' and may change as more detailed and specific requirements are identified and tenders/quotes received.

Capital Cost Budget & Budgetary Impact– Substation Only

Capital Cost Budget	
Building and site estimate (JP Thomson)	1,300,000
Engineering and design fees (15%)	195,000
Furniture, Fixtures & Equipment (10%)	150,000
Specialized Fire Equipment	100,000
Technology	50,000
Site adjustments & remediation	100,000
Overall Contingency (10%)	181,000
Total – Substation Only	\$2,085,000
Option A: Annual Debt Repayment (10 years at 2.70%)	\$241,000
Option B: Annual Debt Repayment (15 years at 3.14%)	\$176,000
Option C: Annual Debt Repayment (20 years at 3.44%)	\$146,000
Budgetary Impact	
Recommended Annual Debt Repayment (15 years at 3.14%)	176,000
Annual Operating Costs (Utilities, Maintenance, Repairs)	25,000
Current (2017) Budget	(85,000)
Increase in the budget required	\$116,000

Capital Cost Budget & Budgetary Impact– Substation and Community Room

As the discussions have evolved regarding the fire substation the concept of adding a 'Community Room' was brought forward. This would provide an additional amenity to the area as well as acting as a back-up Emergency Operations Centre, should the Town Hall become incapacitated in some manner. As expected this would have an impact on the capital and operating budget, which is detailed below:

Capital Cost Budget	
Fire Substation Capital Cost Budget	2,085,000
2,000 square foot Community room estimate (JP Thomson)	400,000
Engineering and design fees (15%)	60,000
Furniture, Fixtures & Equipment (10%)	46,000
Specialized Equipment for the Emergency Operations Centre	50,000
Overall Contingency (10%)	56,000

Total – Substation and Community room	\$2,697,000
Option A: Annual Debt Repayment (10 years at 2.70%)	\$311,000
Option B: Annual Debt Repayment (15 years at 3.14%)	\$228,000
Option C: Annual Debt Repayment (20 years at 3.44%)	\$189,000
Budgetary Impact	
Recommended Annual Debt Repayment (15 years at 3.14%)	228,000
Annual Operating Costs (Utilities, Maintenance, Repairs)	40,000
Current (2017) Budget	(85,000)
Increase in the budget required	\$183,000

Future Outlook

As Council may be aware, the Finance department has begun to develop individual asset replacement plans, timetables and funding mechanism for each department, to which the Fire Department was our first successfully implemented plan. As part of the plan each significant asset is identified, along with a projected replacement date and replacement cost at that time. The Finance Department then utilizes that data to develop a funding plan for these replacements. It should be noted that these plans act as a guideline for both the operating department and the Finance Department, however changes are expected as situations and circumstances change over time.

As part of the analysis of the Fire Department it was identified that while the fire substation would be operational in 2018, a newly constructed easterly station would be operational in the 2028 time period. As a result, the recommendation of the Finance Department is to limit the term of the substation to the point where the debt repayment of the substation would expire at generally the same point as when a funding source would be required for the easterly station.

Public Consultation/Transparency

It is important that residents are engaged and understand the relevant details and impacts of the project and have opportunity to address concerns, and provide input and feedback. It should be noted that public consultation is not a legislated requirement for this project, however, it has always been considered an important component of municipal projects having an impact on residents. Consistent with other planning processes, nearby residents received notices and invitations, approximately two weeks prior, to an Open House information session which was held at the Civic Center on May 31. In addition to the mailed notices, a large sign was erected on the site advertising the Open House event and providing preliminary information regarding the proposed project. Notices were also placed in the LaSalle Post prior to the event, and information was posted on the Town's website and social media accounts.

The Open House information session was well attended, with 104 individuals registered as attending. Following the Open House event 18 residents returned their comments on the hard copy comment forms provided at the Open House. Additionally numerous individual residents

have submitted comment forms by email along with various questions, comments and other correspondence regarding the proposed project. Ongoing dialogue has been maintained and responses to questions have been provided as requested. Including the 18 comment forms received, a total of 46 households have provided some form of comment or correspondence, 37 being in the 300,400 and 500 blocks of Lafferty St., Huron St., Superior St., and Bouffard Rd.

Specific concerns are summarized in the following general themes or categories:

- The financing model for the project
- Concern regarding the park – perceived contradictions with the parks master plan, loss of trees, size of the park, park redevelopment, and conflicts with town's active living policies
- Safety – pedestrian traffic to and from nearby schools, impacts on vehicular traffic in the area, responders entering and exiting the site, road reconstruction of Hazel St, lack of traffic studies
- Disruption caused by noise, lights, fumes/pollution
- Zoning concerns
- Need for community room/EOC
- Security and visibility issues with buildings
- The site evaluation process
- Questions regarding the response model and volunteer vs. full-time staffing, as well as discrepancy between figures from report document and visual aids used for the information session
- Concern that this site proposal in a residential area near a park and school zones would be precedent setting
- Changing demographics
- Transparent process
- Application of ministry guidelines
- Land use compatibility
- The number of fire calls and expected activity level of the fire substation

Administration has attempted to address the above issues/comments that have been submitted throughout this report. A copy of all correspondence received through the advertised avenues is attached as appendix "B".

Given the principles that have been applied to the site selection process, it should be noted that any other potential site that may be considered would generate many of the same or similar concerns that have been brought forward.

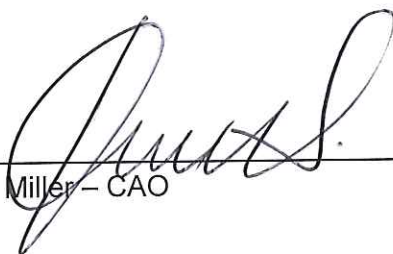
Risk Analysis

A stated mandatory objective of the Town of LaSalle's Fire Department Establishing and Regulating By-law states that "firefighting equipment and operational personnel are available within the Town of LaSalle to provide adequate responses to a citizens call for assistance, within the guidelines set for response times." In the nine years since the Master Plan recommendations were made to move to a two-station model to improve response capability, it

has been demonstrated that we are increasingly challenged to meet the applicable guidelines. A decision not to proceed with the two-station model at this time has the potential to increase life safety and fire protection risks, resulting from delayed emergency response personal vehicles. As the efficiency of the current response model continues to decline, cost-effective options to improve response and reduce negative exposure become more limited. Acquiring and servicing any sites not municipally owned would incur further process delays, and significant budget increases for the project that may not be justified by the potential benefits in efficiency in emergency response. The selection of sites that are unlikely to reduce response times for paid-on-call responders would provide the necessary infrastructure for a two-station model, but would incur significant annual operating costs to aggressively increase full-time staffing to a minimum crew of four at the substation, in order to realize the intended benefits of reduced response times and response efficiency for initial arriving crews.

The LaSalle Fire Service has done an exceptional job of adjusting and tweaking our aging response model over the years to provide an effective and efficient level of emergency response, despite the significant evolution of our community from mostly rural to mostly urban. This evolution has now created significant pressures, especially in the area of response and staff deployment. The Fire Chief is of the belief that the limits of the current response model have been maximized. Any opportunities for additional tweaking or adjusting within the current resources are minimal and may compromise the department's ability to ensure our response capability keeps pace with the continued urbanization of the community. The addition of this station at this time is a key factor in the evolution of the LaSalle Fire Service. It will allow the Service to address the current challenges and extend the viability and advantages of the composite response model, while providing the flexibility to incrementally adjust the balance of full-time, as well as paid-on-call personnel, in response to growth and the emergency response needs of the community in the future.

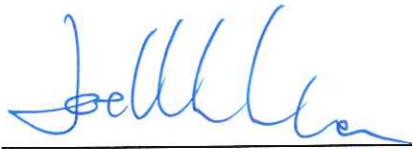
Respectfully,



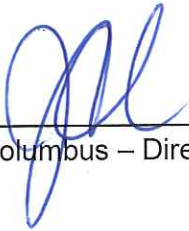
K. Miller – CAO



D. Sutton – Fire Chief



J. Milicia – Director of Finance/Deputy CAO



J. Columbus – Director of Culture and Recreation



P. Marra – Director of Public Works



L. Silani – Director of Development and Strategic Initiatives

FIGURE 1

Town of LaSalle Fire Service Home Locations Map



Team Name

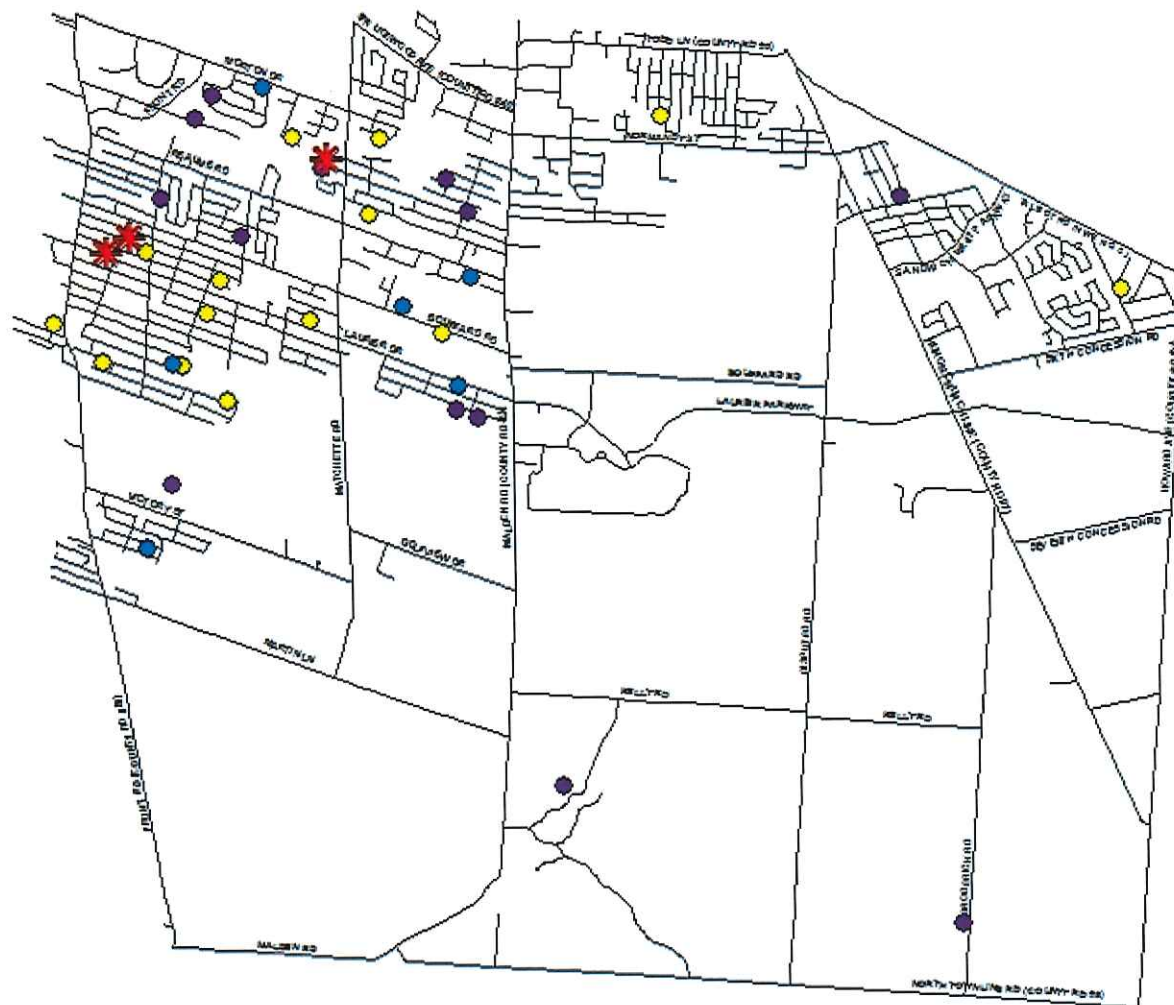
- * COMMAND
- COMPANY 1
- COMPANY 2
- COMPANY 3

Updated : August, 2010



FIGURE 2

LaSalle On-Call Firefighter Locations - 2015



- Team Name**
- ★ COMMAND
 - ◆ COMPANY 1
 - ◆ COMPANY 2
 - ◆ COMPANY 3

Updated: March 2015



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 Printed in the United States of America
 2015
 10 9 8 7 6 5 4 3 2 1

FIGURE 3

Town of LaSalle Fire Service Home Locations Map - 2017



Team Name

- * COMMAND
- COMPANY 1
- COMPANY 2
- COMPANY 3

Updated : June 2017



FIGURE 4

**LaSalle Fire Service
Proposed Second Fire Station Map**

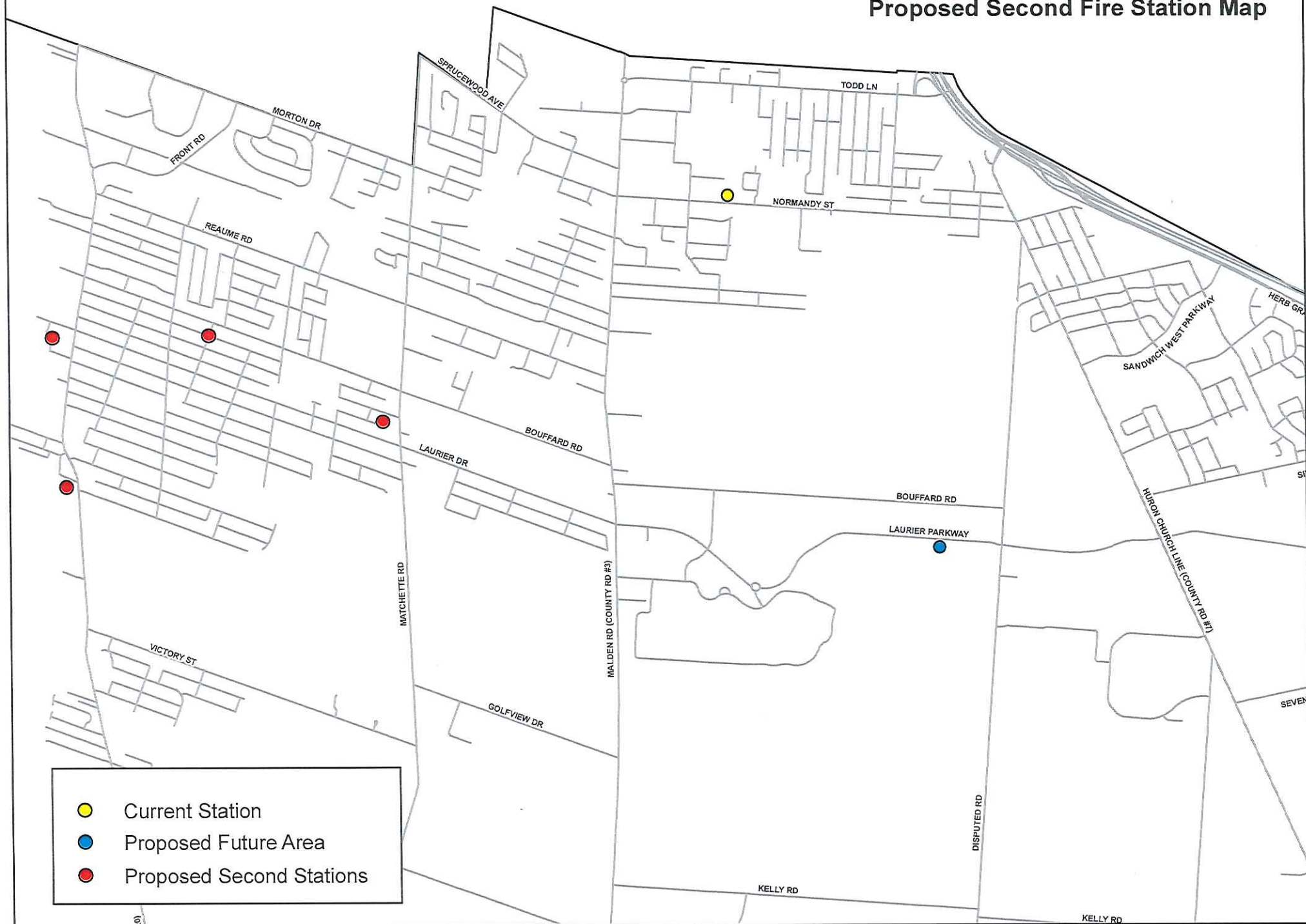


FIGURE 5

**STRATEGIC STATION LOCATIONS
CRITICAL ANALYSIS**

CRITERIA	POTENTIAL SITE LOCATIONS			
	Hazel St. Site	Centennial Arena	Lafferty Park	Laurier/ Front Rd
Optimal urban coverage within 4 km response area (NFPA standards for response times)	Yellow	Red	Green	Red
Proximity to critical mass of paid-on-call responders	Green	Yellow	Yellow	Yellow
Access to efficient response routes	Green	Green	Red	Green
Ease of access for responders in personal vehicles	Green	Yellow	Red	Yellow
Strategic positioning for response based on growth patterns, call volumes, areas of greater risk	Green	Red	Yellow	Yellow
Neighborhood Impact & land use compatability	Yellow	Green	Red	Yellow
Environmental impacts (endangered species, site remediation etc)	Green	Green	Yellow	Green
Costs of acquiring and const ready	Green	Green	Yellow	Green

Fire Station Location

Public Fire Safety Guidelines	Subject Coding PFSG 04-87-13
Section General	Date September 2004
Subject Fire Station Location	Page

Under Review

Purpose:

To assist communities in determining the best locations for their fire stations.

Introduction

Fire stations should be situated to achieve the most effective and safe emergency responses.

Fire stations represent a substantial municipal investment and should normally be located and designed to offer many years of service. As a community grows, it may become necessary to replace existing stations or add more stations to meet increasing public demands for emergency responses.

The best sites for fire stations will vary with local needs and circumstances and the fire protection services the municipality has selected to provide. Stations staffed by volunteer fire fighters may have some different considerations than those utilizing full time fire fighters.

Response Considerations

Distance and travel time are the primary influencing factors for selecting a fire station site.

Traditionally a circle was drawn around the proposed site to identify the station coverage area. Because the circle does not accommodate the normal right angle streets or roads, times will be more accurate if a diamond is used.

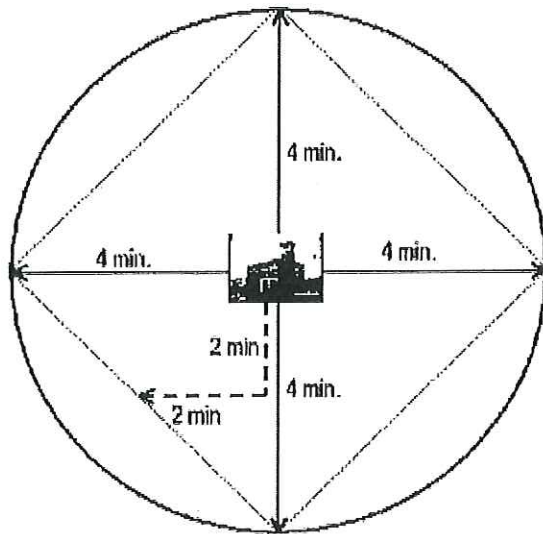
To plot the diamond, simply drive in each direction for the amount of time you have allowed for the response coverage, mark the point on a map and join the points using straight lines.

This procedure can then be repeated or modified for coverage that is beyond or less than the desired response times. This process will permit fire department managers to determine where response times are excessive, where impediments to the orderly movement of traffic exist and where specific high risks are located.

For example, the fire department reaches the downtown core in 3 minutes, the urban boundaries in 5 minutes, 75% of the rural area in 8 minutes and the remainder in 10 minutes. In the 8 to 10 minute areas specific additional fire prevention and public fire safety education programs may be warranted to help compensate for the longer response time.

The following diagram illustrates the differences between a circle and a diamond from a fire station that has used 4 minutes as the desired initial response time.

Please note that the circle will only reflect a true response of 4 minutes if the streets are straight from the fire station to the edge of the circle.



Computer Based Programs

There are several computer-based programs for identifying optimum locations for fire stations. While there are differences including data required, input and appearance, each of these programs identifies optimum fire station locations.

To determine optimum locations for fire stations using these programs, information such as the following must be entered:

- relative fire risk values for various areas, occupancies or properties
- desired response times for each identified fire risk
- information regarding the road network in the community including reasonable travel speeds, one-way streets, rail crossings, etc.
- emergency vehicles and personnel necessary to assemble fire attack teams

With the program tailored to the specific needs of a community, many fire response factors may be analyzed including:

- existing and proposed station locations based on desired response times
- best and alternate emergency response routes to specific locations
- ability of pumper, aerial, rescue and support crews to cover all parts of the community based on desired response times
- emergency response times for first, second and additional vehicles and personnel
- areas for potential automatic aid responses

A benefit of using a computer program is the ability of fire or municipal staff and council to evaluate fire station location needs (based on objective criteria).

Other Considerations

Fire stations should be located where they can serve the majority of the protection area they are assigned rather than for a specific hazard. For example, it may seem wise to place the fire station across from a nursing home. However, if the majority of responses are to the residential or commercial areas at the other side of the coverage area, the station should be situated closer to that area but still have the ability to arrive at the nursing home in the desired time.

Many volunteer stations are located in or very close to the geographic centre of the populated area of the community. This may increase response time when the volunteers have to come through the traffic to get to the station and then respond back through traffic to the emergency. Response times could be reduced by locating stations closer to the edge of the urban centre. Fire fighter response procedures could be altered to have some of the volunteers respond to the station for equipment while others go directly to the scene.

The practicability of sharing a facility should be assessed. It may be appropriate to locate the fire station with other emergency agencies or other municipal departments.

Municipalities may wish to consider the "temporary" placement of a station in a leased or rented building to address rapid growth in a specific area. An example of this could be the placement of a station in a vacant commercial or industrial unit for a period of time. At the same time, records should be kept to assess the efficiency and effectiveness of response from this location, so that Council may make an informed decision when it comes time to decide whether the location should be made "permanent".

Desirable Fire Station Site Criteria

The following is an initial check list for the selection of any fire station site:

- It may be advisable to have stations located a short distance up a side street rather than on a main street where the heaviest traffic exists. Access to and from site must have:

- reasonable access to a major street or road
 - appropriate sight lines (no hills, physical obstacles)
 - no traffic impediments at any time of day
 - ability to have a second access to the site
 - maintained access (snow clearance, etc.)
-
- Assembly time for volunteers must not be negatively impacted.
 - Impact on adjacent properties needs to be considered.
 - Size of site must accommodate all expected activities of the fire service and allow for future expansion. (Parking, training, apparatus maintenance and equipment testing, etc.)
 - Proximity to municipal services and required utilities (water, sewer hydro, telephone, gas)
 - Costs.
 - acquisition of land
 - site preparation
 - building (leasing/renting may also be a consideration)

Codes, Standards, Best Practices:

Codes, Standards, and Best Practices resources available to assist in establishing local policy on this assessment are listed below. All are available at **www.ontario.ca/firemarshal**. Please feel free to copy and distribute this document. We ask that the document not be altered in any way, that the Office of the Fire Marshal be credited and that the documents be used for non-commercial purposes only.

See also PFSG:

04-01-12 Selecting Fire Suppression Capability

04-03-12 Service Providers

04-06-13 Codes, Standards, Acts, Regulations, Best Practices

See also **Creating and Evaluating Standards of Response Coverage for Fire Departments** CFAI **www.cfainet.org**

Ministry of
Community Safety and
Correctional Services

Office of the
Fire Marshal and
Emergency Management

Suite 6
3767 Hwy 69 South
Sudbury ON P3G 0A7
Tel: 1-800-565-1842
Fax: (705) 564-4555

Ministère de la
Sécurité communautaire et
des Services correctionnels

Bureau du
commissaire des incendies et
de la gestion des situations d'urgence

Suite 6
3767, route 69 sud
Sudbury ON P3G 0A7
Tél. : 1-800-565-1842
Télec. : (705) 564-4555



June 28, 2017

Dave Sutton
Fire Chief/CEMC
LaSalle Fire Service
1900 Normandy St
LaSalle ON N9H 1P8

Re: Public Fire Safety Guidelines 04-87-13 – Fire Station Location

To Fire Chief Dave Sutton,

I am writing to you in response on the utilization of Public Fire Safety Guidelines (PFSGs) specifically, PFSG 04-87-12 – Fire Station Location.

The Office of the Fire Marshal & Emergency Management (OFMEM) have developed PFSGs for municipal councils, municipal administrators and fire department managers to assist in the determination and/or delivery of municipal fire protection services. Compliance with PFSGs are not mandatory, however, these guidelines refers to best practices, legislation and regulation.

PFSG 04-87-13 – Fire Station Location is intended to assist municipalities in determining the best locations for fire stations. The entirety of PFSG 04-87-13 must be considered when determining fire station location which includes:

- Distance, travel and response times
- Fire statistics
- Fire response factors
- Fire protection area, and
- Other municipal considerations.

In order to demonstrate the application of Public Fire Safety Guideline 04-87-13 – Fire Station Location, an analysis of the above points must be considered to satisfy compliance with the guideline.

As of October 2014, the OFMEM is undertaking a comprehensive review of all Public Fire Safety Guidelines and are currently under review but continue to be made available for reference purposes.

If you have any questions or any concerns I can be reached by e-mail at Art.Booth@ontario.ca or by telephone at (705) 564-4472.

Regards,

A handwritten signature in black ink, appearing to read 'Art Booth'. The signature is stylized with a large, sweeping 'A' and a long horizontal stroke extending to the right.

A/ADFM Art Booth

FIGURE 8

**EMERGENCY CALL DISTRIBUTION
2016**

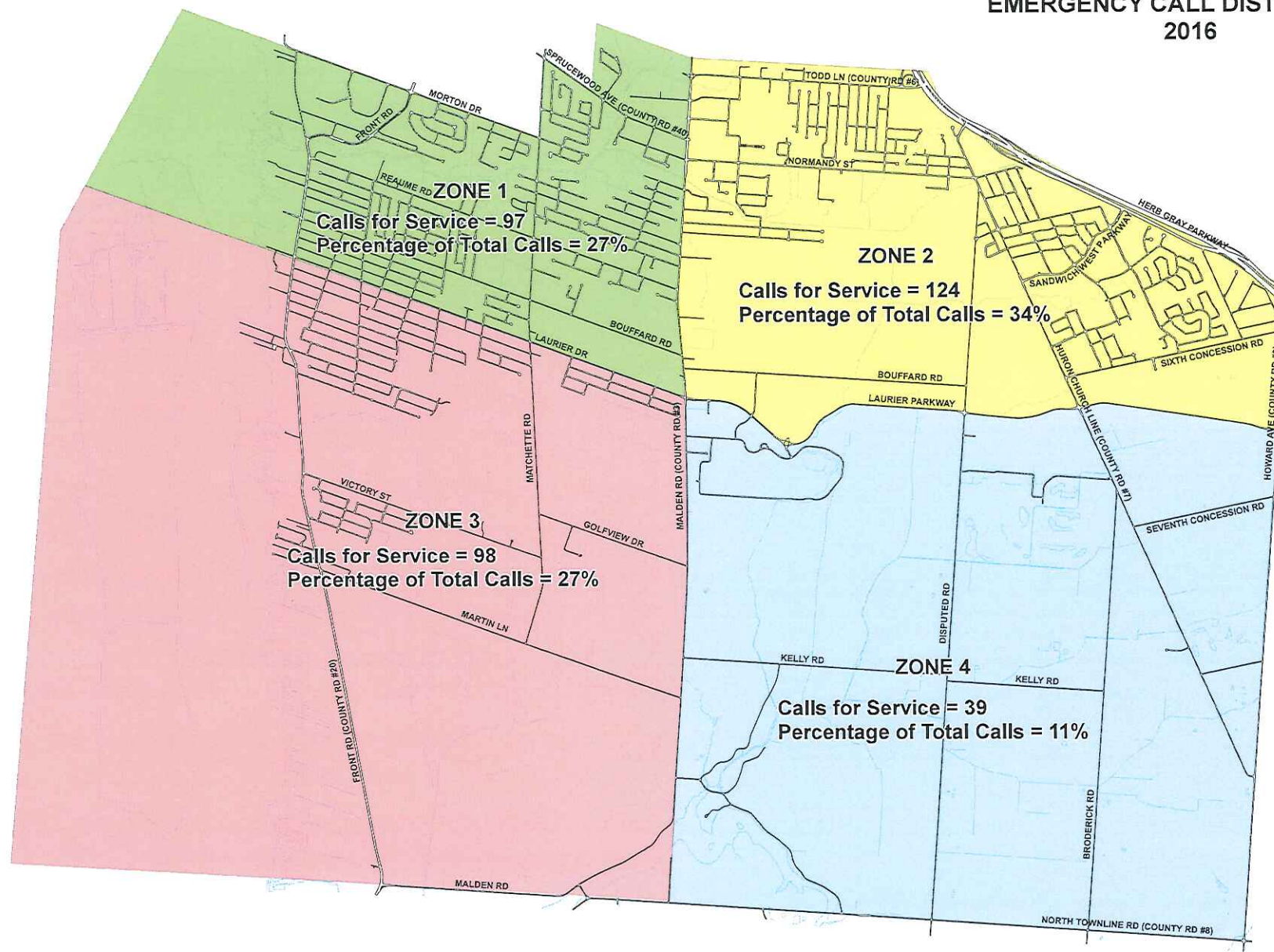


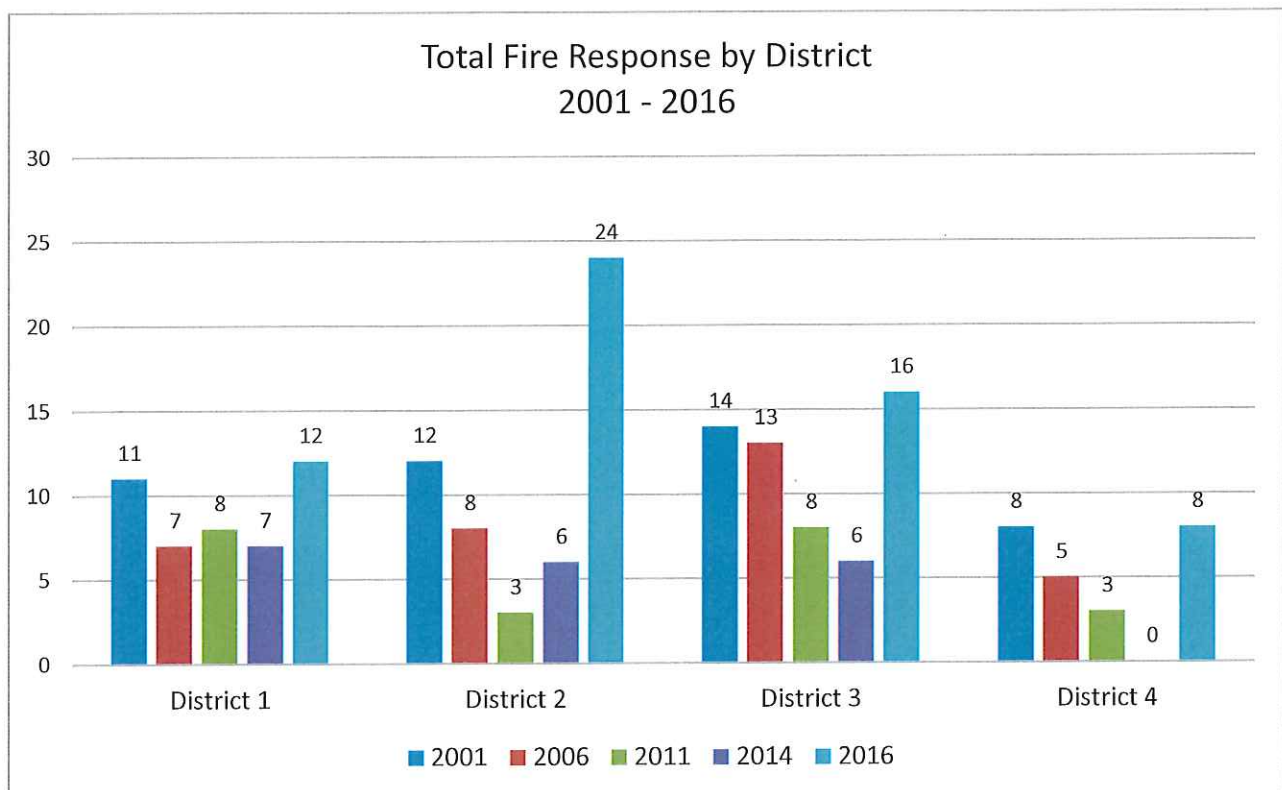
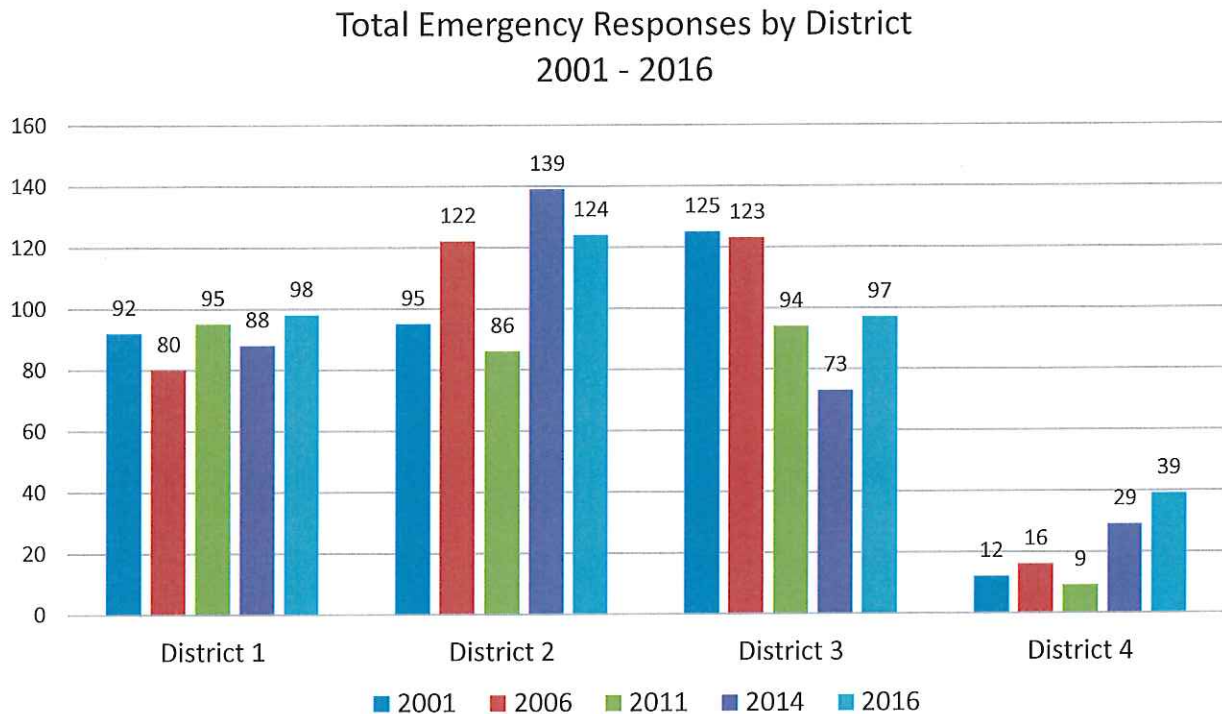
FIGURE 9**GEOGRAPHIC DISTRIBUTION OF EMERGENCY RESPONSES BY DISTRICT
2001 - 2016**

FIGURE 10

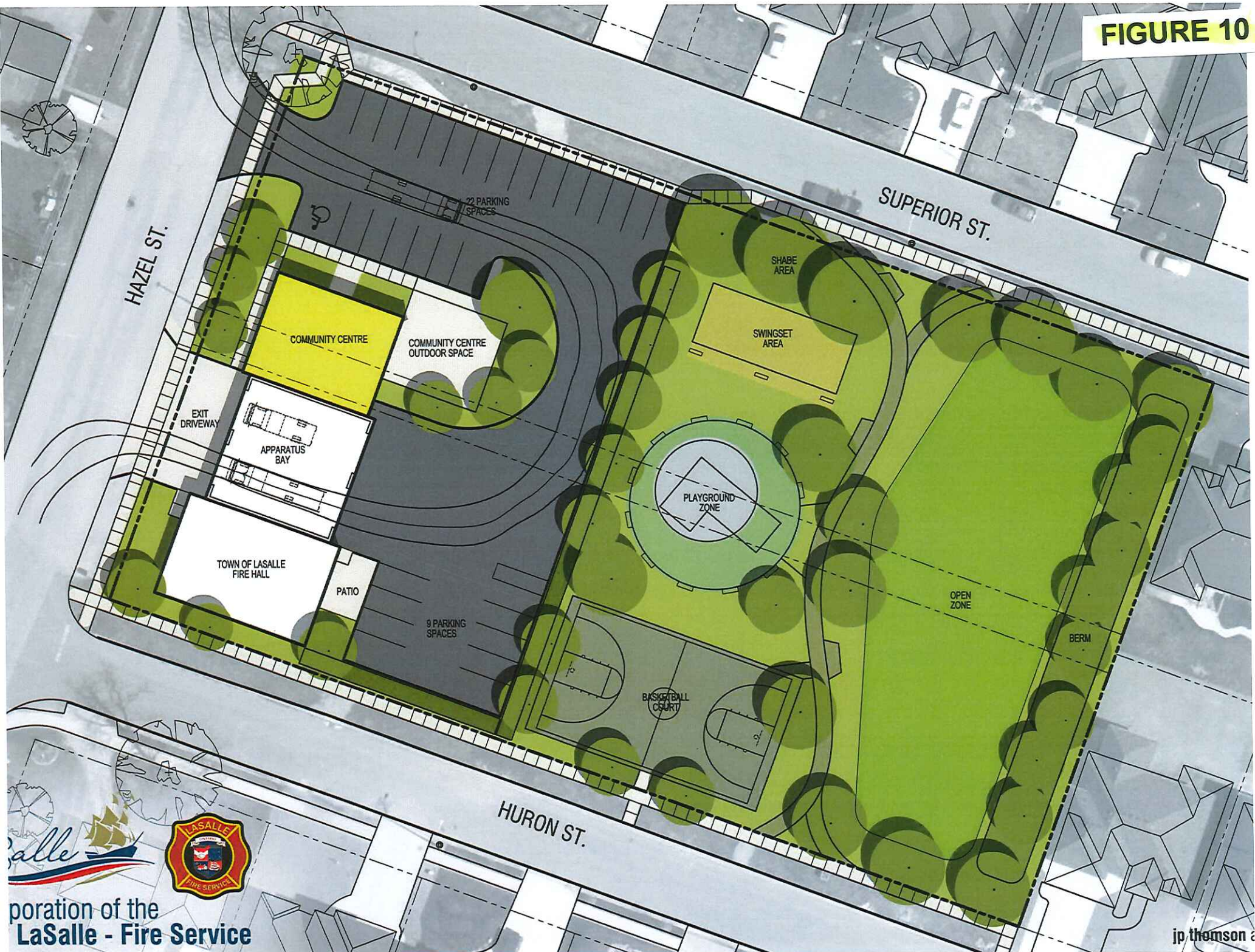
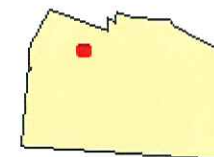


FIGURE 11



FIGURE 12



Legend

- + Essex Terminal Railway
- Water Features
- Addresses
- Parcels

Scale: 1:1,756



0 29

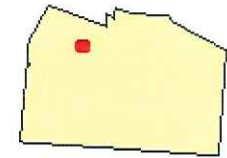
59 Meters

Printed: 6/23/2017

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT A LEGAL SURVEY

Notes

FIGURE 13



Legend

-  Essex Terminal Railway
-  Water Features
-  Addresses
-  Parcels

Scale: 1:1,756



Notes

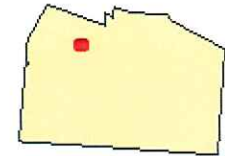
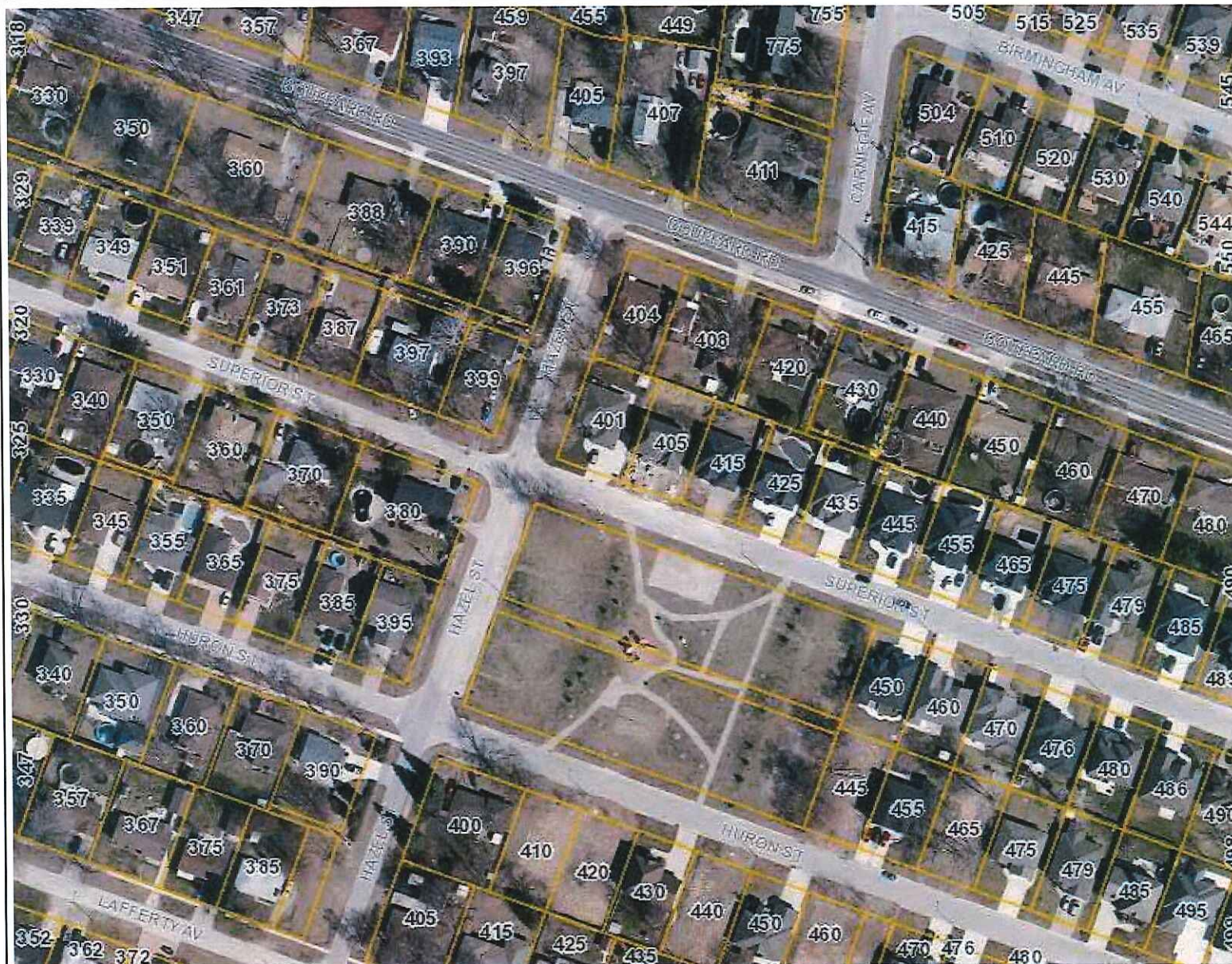
0 29

59 Meters

Printed: 6/23/2017

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THIS MAP IS NOT A LEGAL SURVEY

FIGURE 14



Legend

-  Essex Terminal Railway
-  Water Features
-  Addresses
-  Parcels

Scale: 1:1,756



0 29

59 Meters

Printed: 6/23/2017

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Notes

FIGURE 15



Original Land Use Configuration

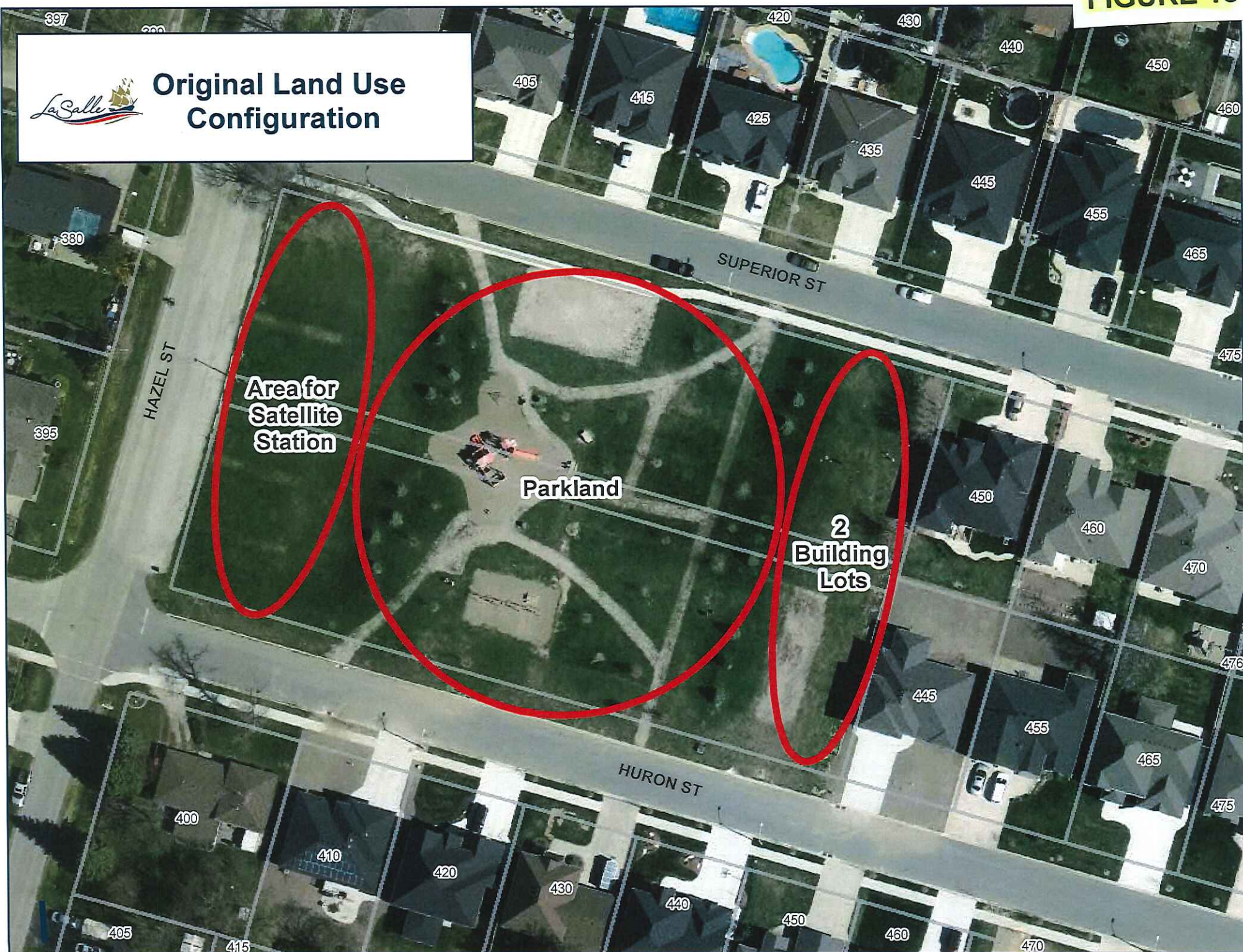


FIGURE 16



Proposed Land Use Configuration



FIGURE 17



HAZEL STREET RECONSTRUCTION FOR PROPOSED FIRE STATION

PROPOSED HAZEL STREET
UPGRADES WILL FORM PART OF
THE RECOMMENDATION FOR THE
TOWN OF LASALLE SATELLITE FIRE
STATION PROVIDED THAT THE
FINAL LOCATION ON HAZEL
STREET AT THE FORMER COLONEL
BISHOP SCHOOL SITE REMAINS
THE PREFERRED LOCATION.

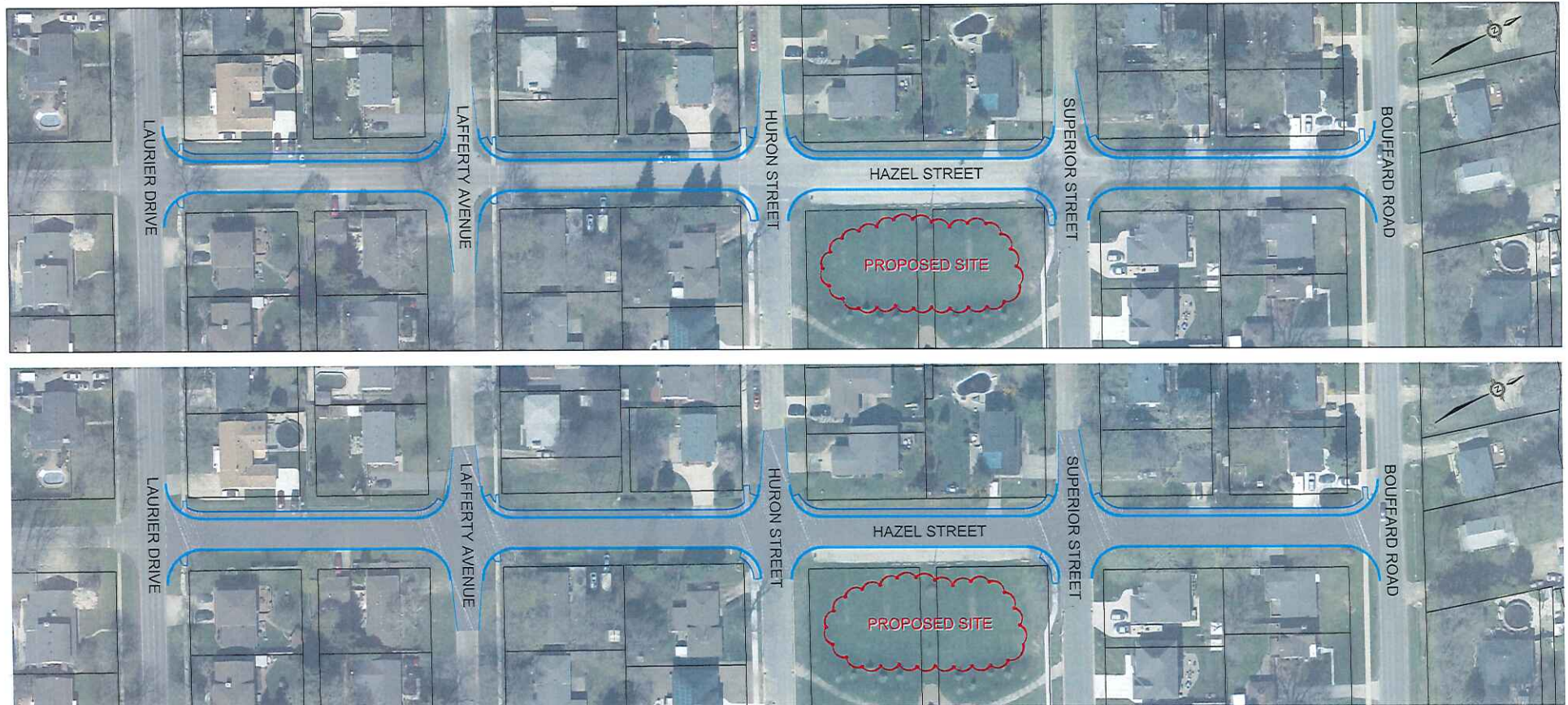
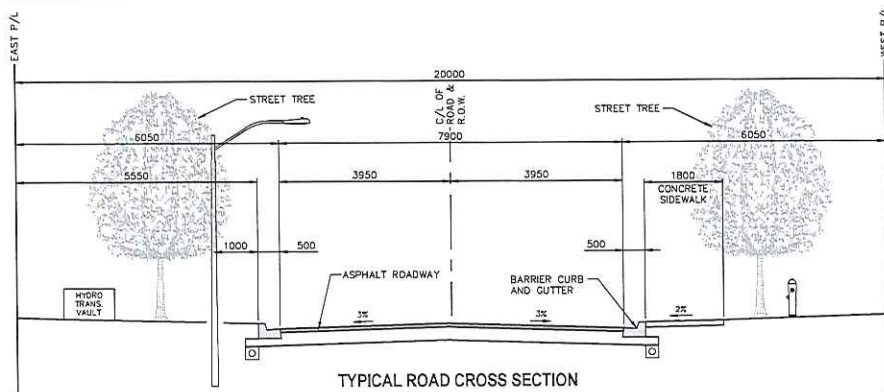
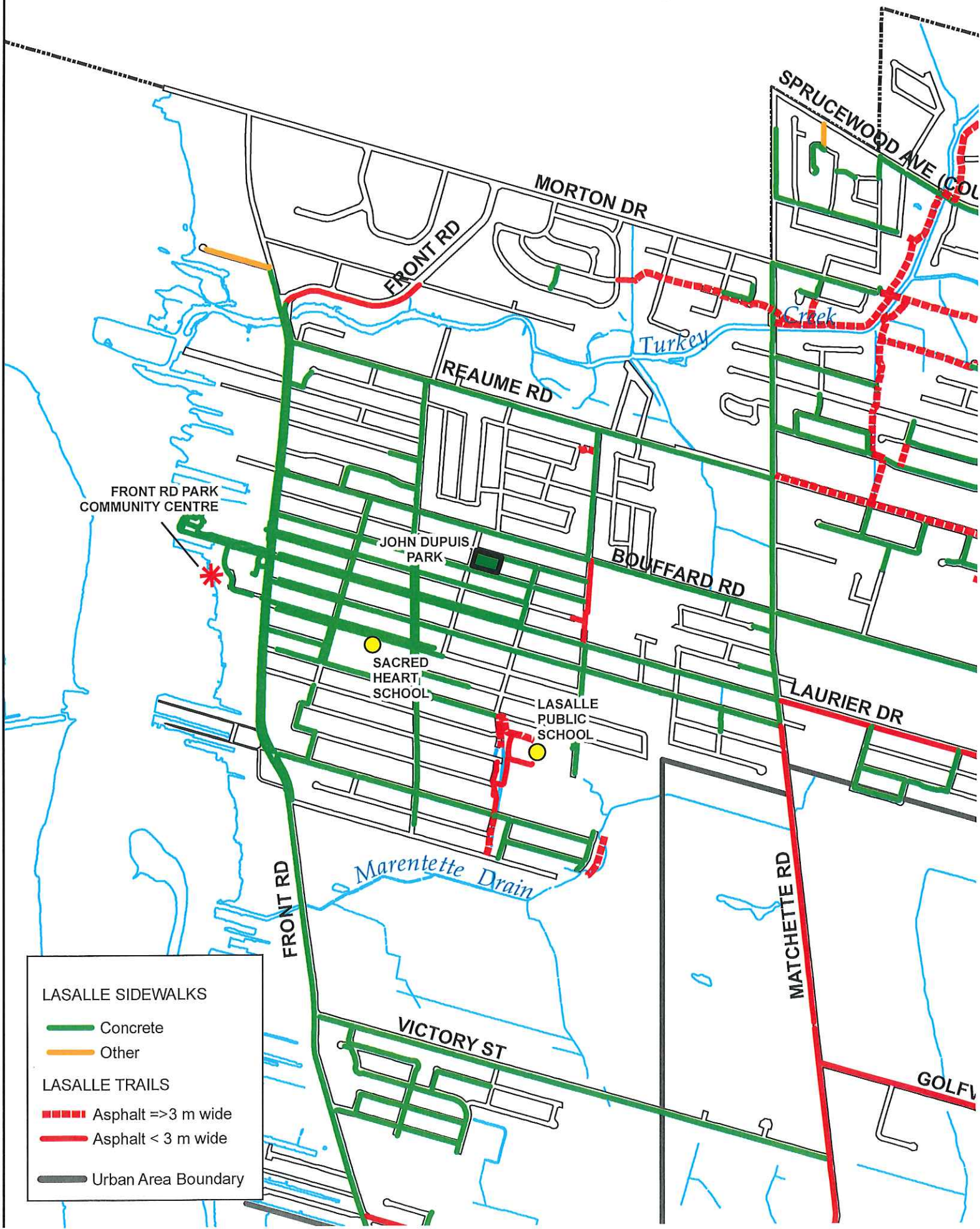


FIGURE 18



BP

Bezaire Partners

Urban Planners, Landscape Architects,
Planning & Construction Mediation, Public Consultation, Project Management,
Environmental Impact Studies, Park and Recreation Planning

3514 Walker Rd. Unit 1A Windsor ON N8W 3S4

C 519 816 6844 | V 519 966 6844 | F: 519 966 4088 | E: pbezaire@bezaire.ca

June 22, 2017

Town of LaSalle

5950 Malden Road
LaSalle, ON N9H 1S4

Att: Mr. Kevin Miller

Dear Kevin:

RE: Clarification of Parks Masterplan - John Dupuis Park

Thank you for the opportunity to clarify the portion of the LaSalle Parks Masterplan with respect to John Dupuis Park.

BACKGROUND:

John Dupuis Park is classified as a neighbourhood park serving a population living within about a one-half mile radius of the site. It is grouped together with two community parks, one other neighbourhood park, and four parkettes, together comprising "Family of Parks "A".

COMMENT:

At the time that the parks masterplan was being prepared, it was known that a portion of the subject lands might be utilized for a fire station and another portion would be sold as residential building lots. However, until approved, the entire parcel could and would temporarily be utilized as park.

As shown in the attached drawing, we were commissioned in 2009 by the town to prepare a specific park design for the site with a portion of the land used for park, a portion for the fire station, with the balance to be sold for residential building lots. Park amenities were to be installed only on the "parkland" section of the site.

We understand that the current fire station proposal occupies more of the site than originally thought, but that the residential lots which were to be sold, will be retained and utilized on a permanent basis for parkland. It is our opinion that the resulting park area will be sufficient both to satisfy the demand for park land in the area and to accommodate the proposed park amenities.

We note that the overall supply of neighbourhood parks in LaSalle is about 2.61 acres per 1,000 of population. This exceeds the town's benchmark of 2 acres per 1,000. This

oversupply will continue through the end of the 2031 planning horizon and will not be materially impacted by the proposed site revisions at the subject location.

CONCLUSION:

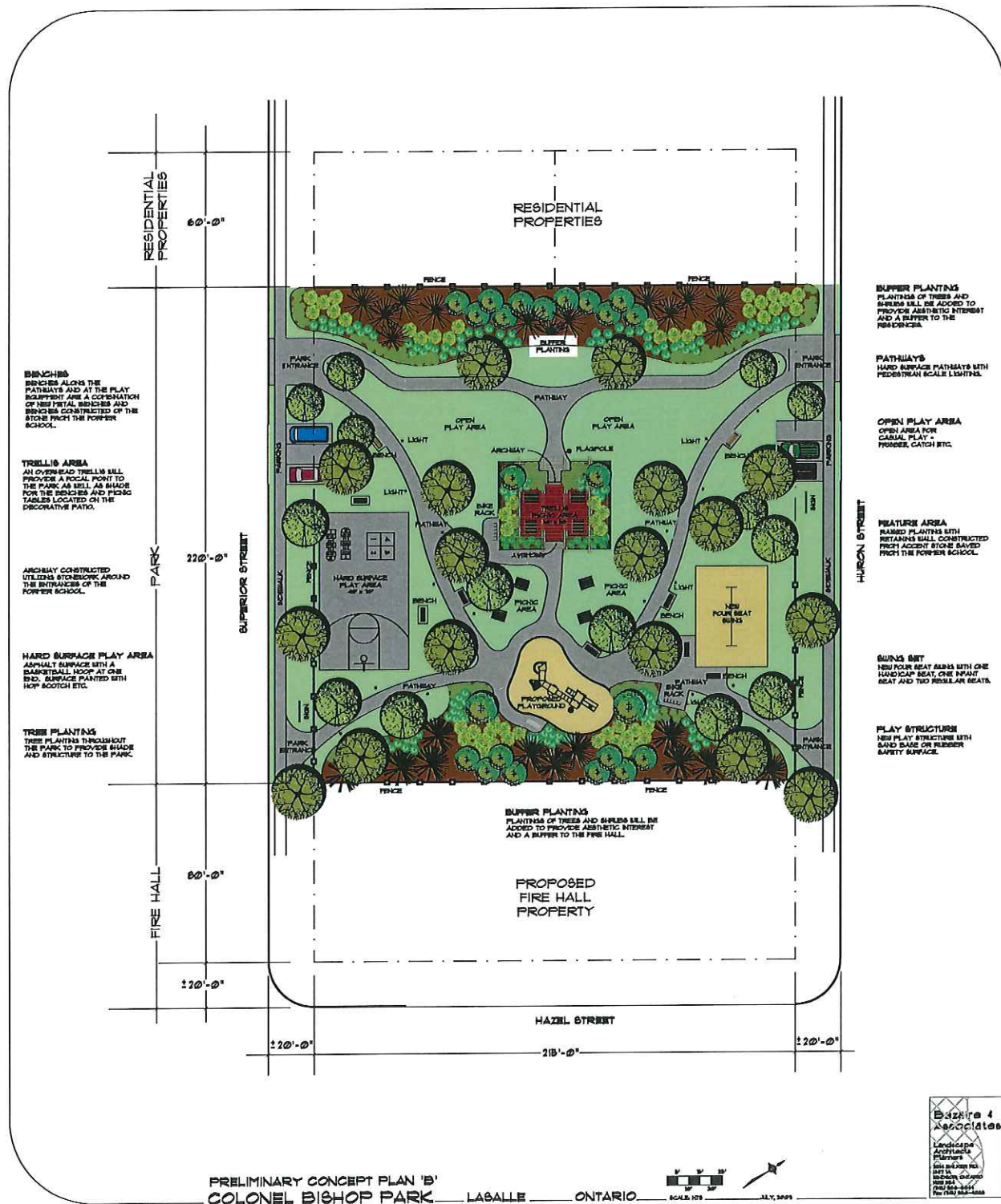
It is our professional planning opinion that increasing the amount of land to be utilized by the proposed fire station while at the same time adding residential building lots to the lands utilized for John Dupuis Park is compatible with the findings and recommendations of the LaSalle Parks Masterplan.

Sincerely,

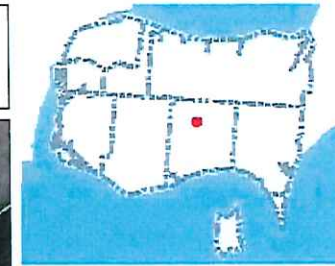
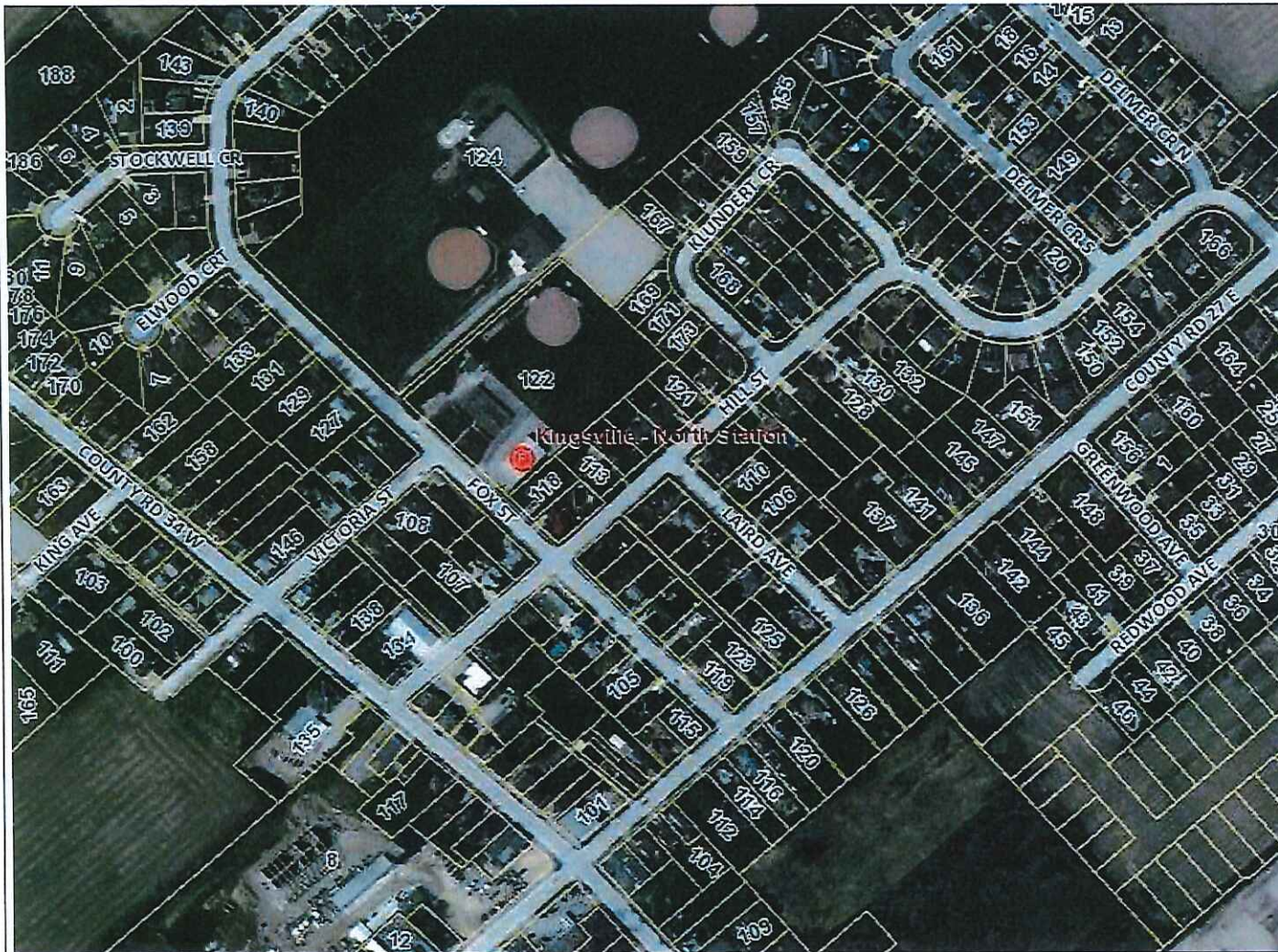
A handwritten signature in blue ink, appearing to read 'P. Bezaire', followed by a period.

Paul Bezaire OALA, RPP MCIP
Partner












**Bazzire &
Associates**
Landscape
Architects
Planners
2014 BULLYARD PK.
SUITE 1A
BROOKLYN, OHIO 44130
MAIN 2014
(440) 564-4014
FAX (440) 564-4008



Kingsville North Fire Station



Legend

-  Landmarks
-  Fire Stations
-  Windsor Airport
-  Streets (20,000 >) White
-  Streets (20,000 >) Black
-  Street
-  Assessment Parcels
-  Municipal Boundary
-  <all other values>
-  Pelee Island
-  Lakes

Notes

Enter Map Description

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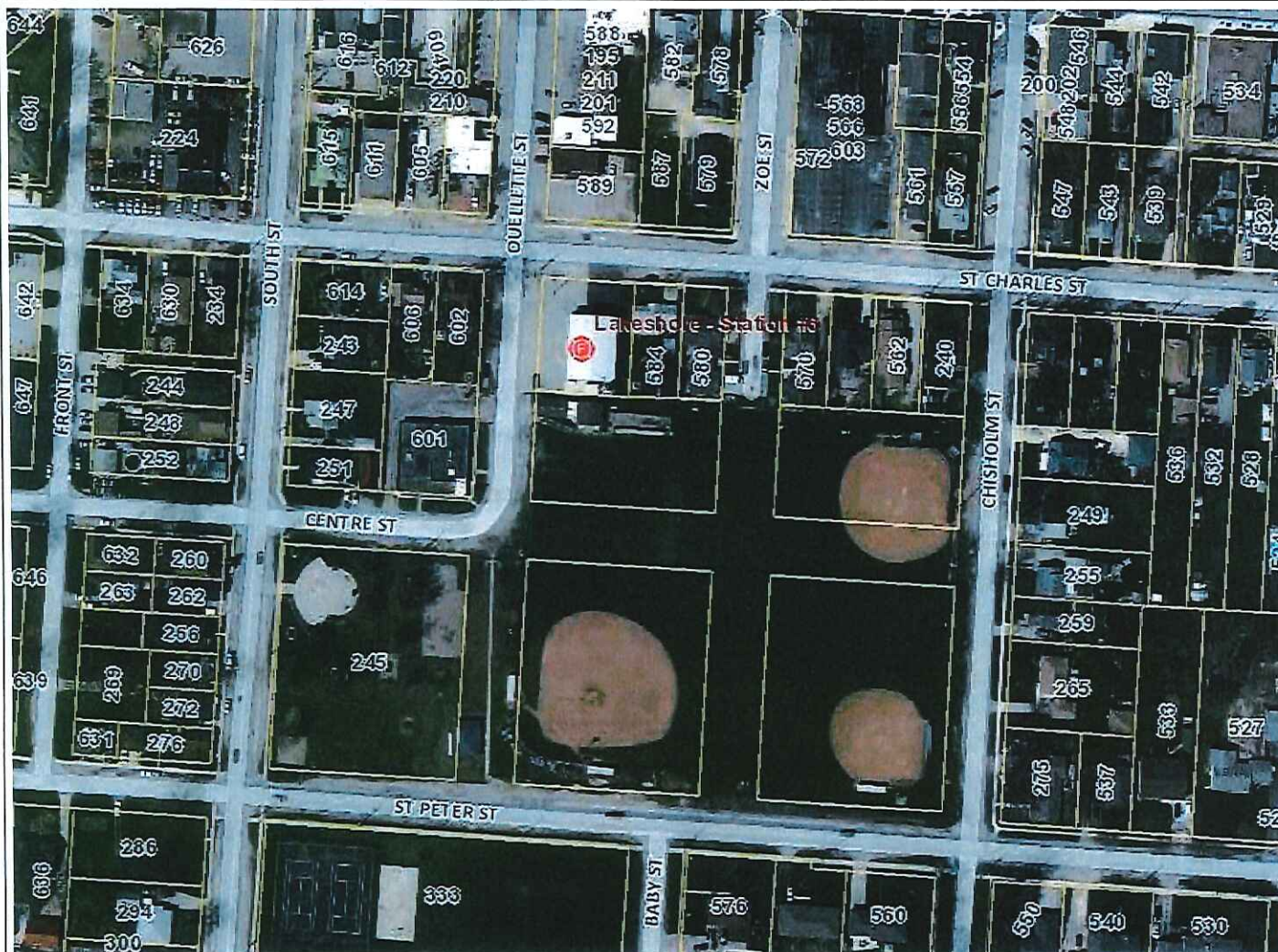
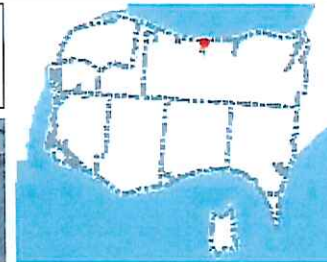
0 68.83 137.7 Meters

1:4,129














6/16/2017

Lakeshore Fire Station 3



Legend

-  Landmarks
-  Fire Stations
-  Windsor Airport
-  Streets (20,000 >) White
-  Streets (20,000 >) Black
-  Street
-  Assessment Parcels
-  Municipal Boundary
-  <all other values>
-  Pelee Island
-  Lakes

Notes

Enter Map Description

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0 34.42 68.8 Meters

1:2,065



6/16/2017



Legend

1:3,916

Notes

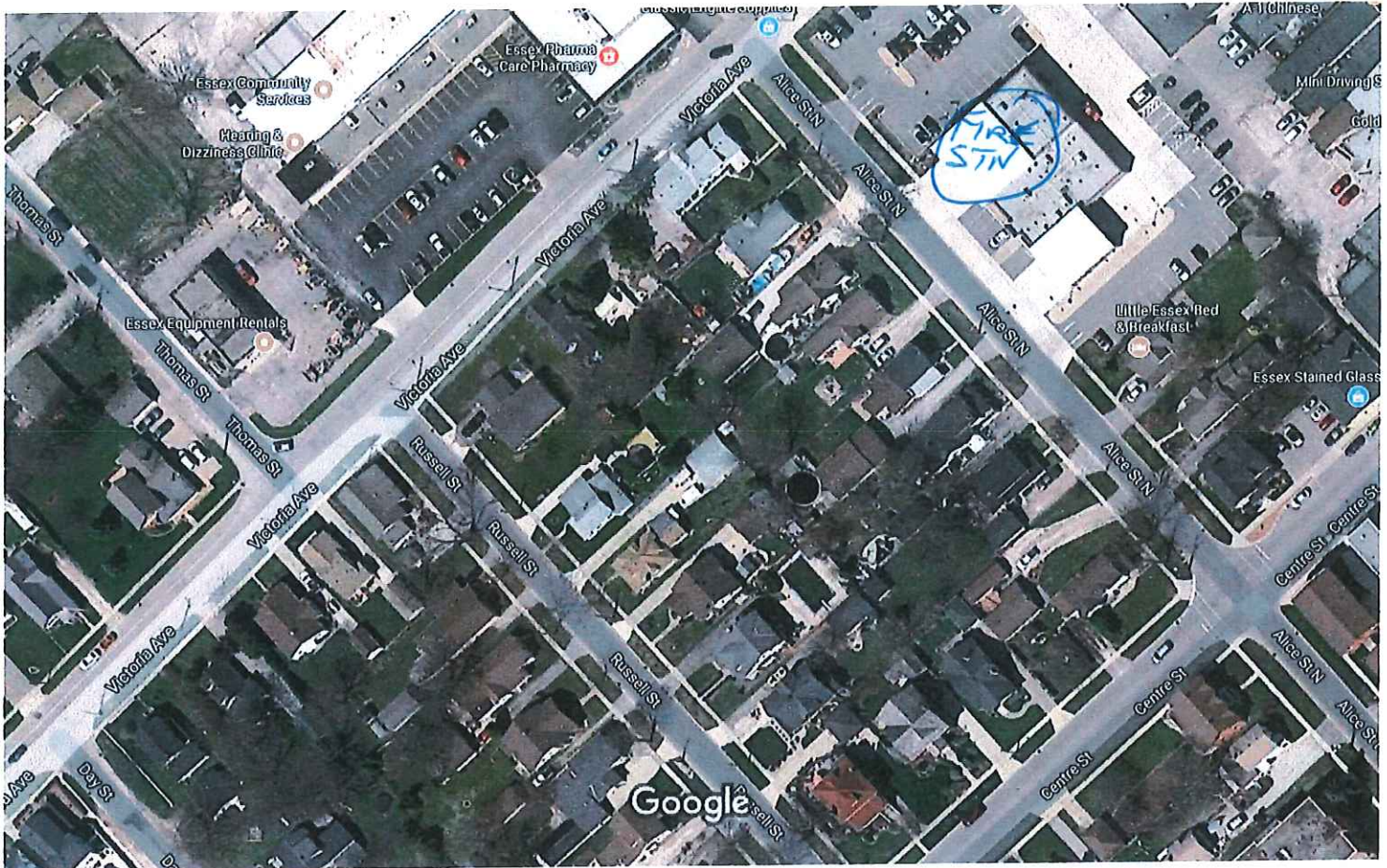
198.9 0 99.47 198.9 Meters

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Google Maps Essex Fire Station 1



Imagery ©2017 DigitalGlobe, First Base Solutions, Map data ©2017 Google 20 m

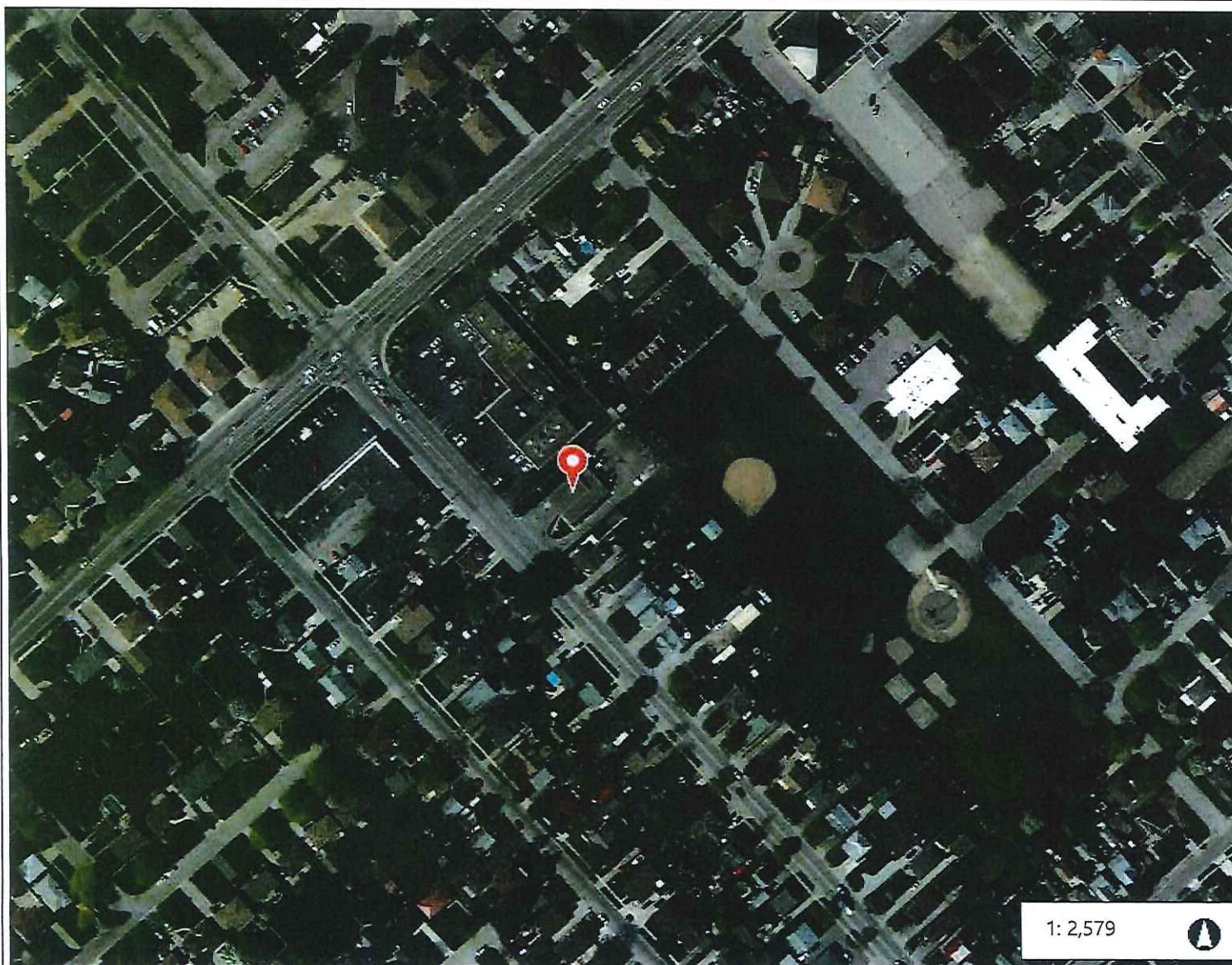


Essex Fire Station 1

Fire Station



20 Victoria Ave, Essex, ON N8M 1M3



1: 2,579



131.0 0 65.50 131.0 Meters

NAD_1983_UTM_Zone_17N
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Wallaceburg Bothwell
Mitchells Bay Thamesville
Chatham Ridgeway
Tilbury Blenheim
Merlin
Wheatley

Legend

 Municipal Bridge

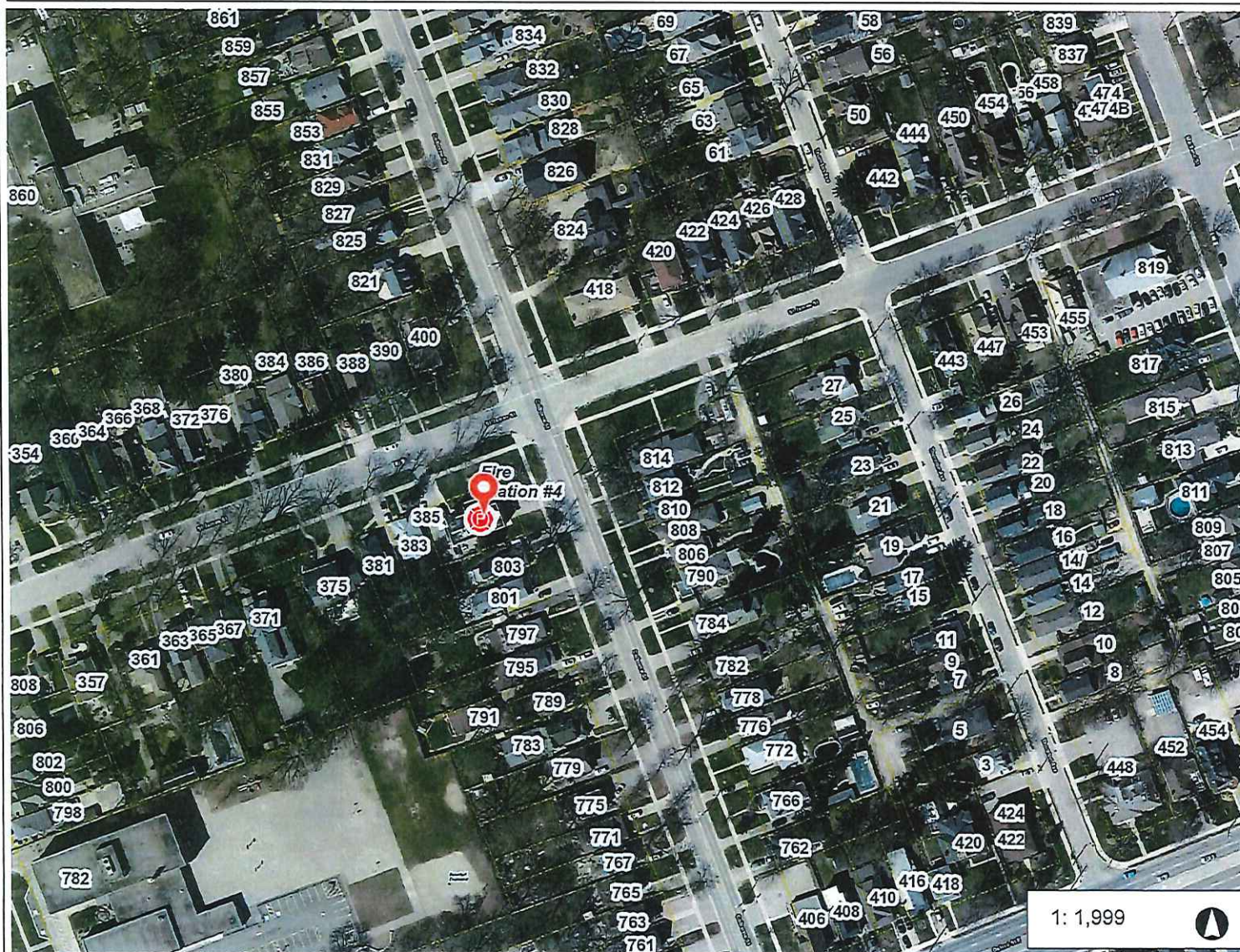
Notes



City of London Map

Notes

London Fire Station 4



0.1 0 0.03 0.1 Miles

NAD_1983_UTM_Zone_17N
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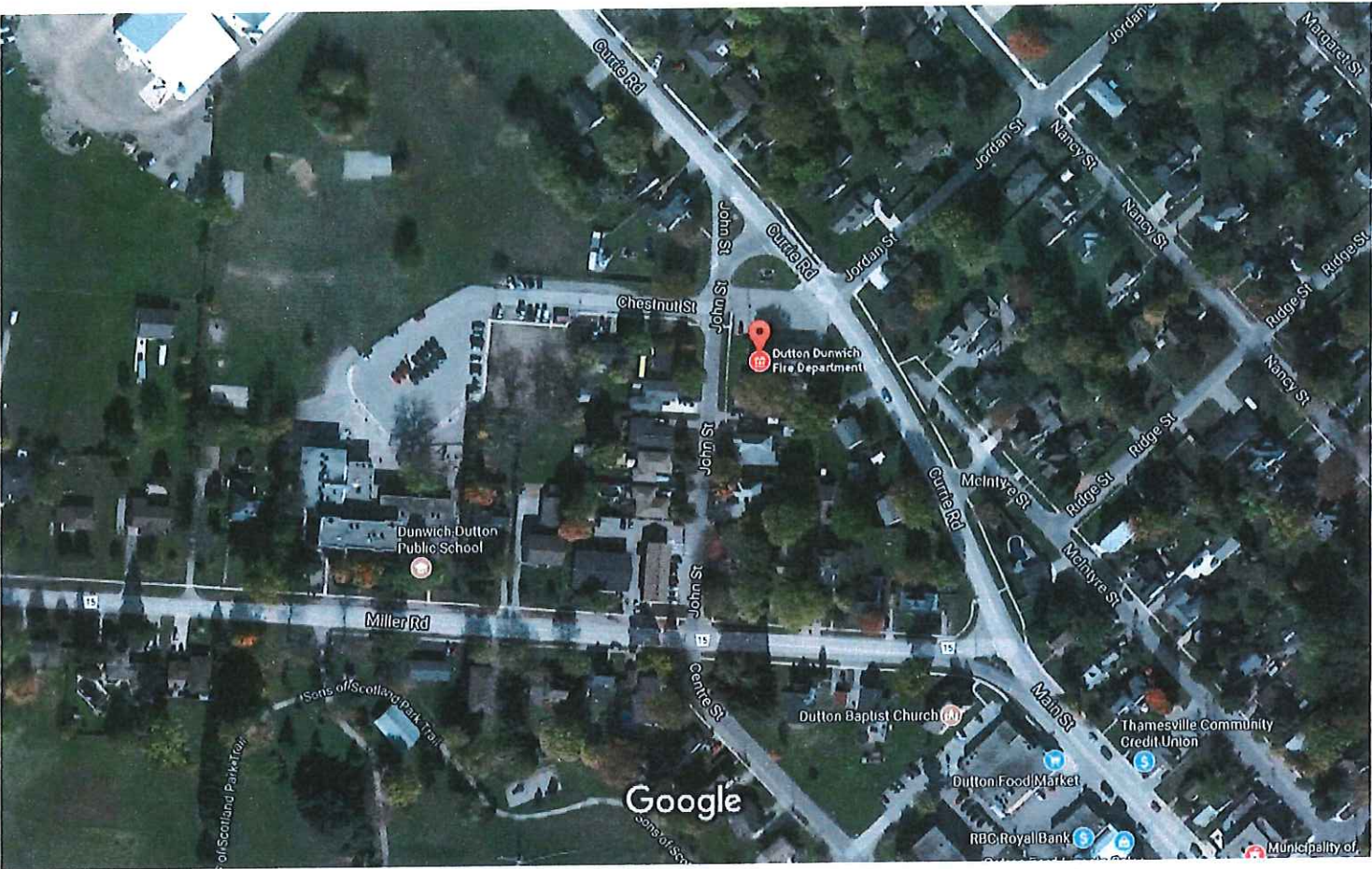
London Fire Station 10



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Google Maps Dutton Dunwich Fire Department



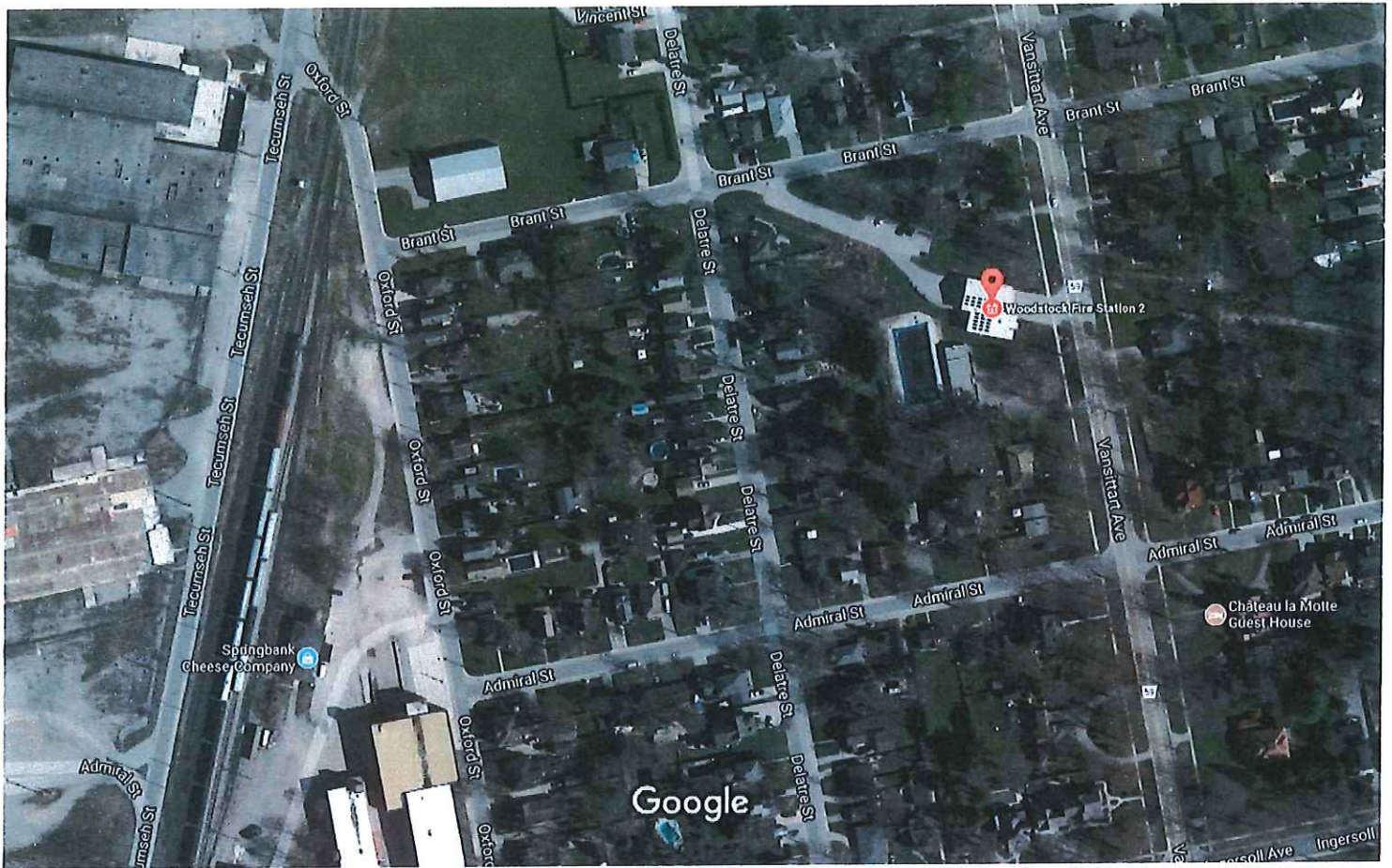
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Dutton Dunwich Fire Department
Fire Station

226 John St, Dutton, ON N0L 1J0

Google Maps Woodstock Fire Station 2



Imagery ©2017 DigitalGlobe, First Base Solutions, Map data ©2017 Google 50 m



Woodstock Fire Station 2

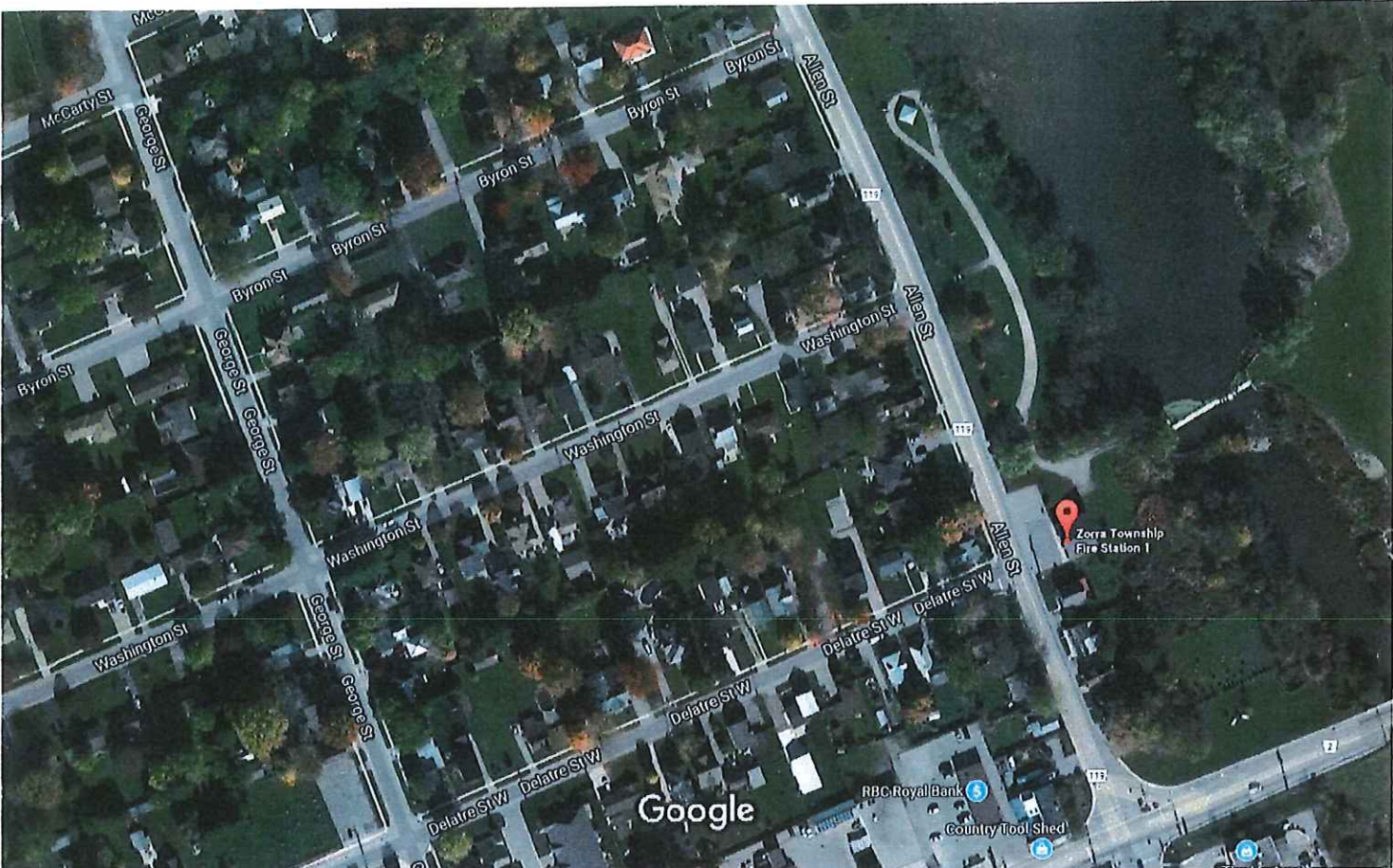
5.0 ★★★★★ · 1 review

Fire Station



251 Vanstien Ave Woodstock ON N4S 5H8

Google Maps Zorra Township Fire Station 1



Imagery ©2017 DigitalGlobe, First Base Solutions, Map data ©2017 Google 50 m



Zorra Township Fire Station 1
Fire Station

124 Allen St, Thamesford, ON N0M 2M0