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Wadsworth Fire Station Study

Wadsworth, Ohio

December, 2016

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ACKNOWLEDGMENTS

Wadsworth Fire Station Study
Wadsworth, Ohio

City of Wadsworth

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Carl Rommel, Fire Chief
Robert Lindner, Assistant Fire Chief

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Architect's Project No. 16096
January, 2017

ACKNOWLEDGMENTS

Participant Stakeholders

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Eric Bowling
Michael Benson
Dave Cleckner
Shandra DeVoe
Jim Fox
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Troy Lorton
Tim McCurry
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(29) anonymous stakeholder survey/questionnaire responses received

EXECUTIVE SUMMARY

WADSWORTH FIRE STATION STUDY
WADSWORTH, OHIO

In September 2016 the City of Wadsworth engaged Brandstetter Carroll, Inc. to perform a study for Wadsworth Fire Station 1. The scope of the study included a facility and site assessment of the current Fire Station 1, a Facility Spaces Needs study for Fire Station 1, a Site Selection Study to identify potential locations for a new Fire Station 1, and Conceptual Planning for a new Fire Station facility on the potential sites.

BACKGROUND

The Wadsworth Fire Department, located in Medina County, Ohio, is a combination style municipal fire & EMS department currently comprised of 10 full time Firefighter/Paramedics, Fire Chief, Assistant Fire Chief, (1) full-time and (1) part-time maintenance person, an administrative assistant, and approximately (50) part-time paid on call fire and EMS personnel. The department maintains two fire stations equipped with (8) pieces of fire apparatus and (4) Advanced Life Support level ambulances. The apparatus includes (1) aerial tower, (3) Class A Pumpers, (1) heavy rescue unit, (1) tanker, (1) 4WD brush truck, and (1) utility response vehicle.

The department's coverage area is comprised of approximately 25 square miles which includes the City of Wadsworth and Wadsworth Township. The jurisdiction consists of sections of Interstate 76, State Routes 94, 57, and 261; (5) primary school buildings, an intermediate and middle school building, and a joint high school/community center campus; the Summa Health System at Wadsworth-Rittman; a municipal airport; large commercial districts on the north and east end of town; several expanding industrial facilities; and a resident population of approximately 26,000. Current Wadsworth Fire Department roles and responsibilities include fire suppression, advanced life support emergency medical services, fire education and prevention programming, fire inspections, investigations, supervisory and administration duties and responsibilities.

HOW TO USE THIS REPORT

The intent of the study is to identify future facility needs for the Fire Department and provide recommendations for either renovation of the existing Fire Station 1 or the size and location of a potential new facility. The study is used to share this information and build consensus on a direction for the City to pursue in fulfilling the needs of the Fire Department and community.

The study included four tasks: Facility assessment, Facility Space Needs, Site Selection Study, and Conceptual Plan. Each of these tasks provides key information to be considered for future facility planning for the department.

EXECUTIVE SUMMARY

FACILITY ASSESSMENT

The Facility Assessment for the existing Fire Station 1 considered both the physical facility as well as the operational aspects of the facility. The existing Fire Station 1, while structurally sound, is comprised of several building additions and does not function well for Fire Station operations. Circulation both inside the building and access for emergency vehicles is difficult. The existing facility is 10,530sf in size.

FACILITY SPACE NEEDS

The Facility Space Needs assessment consisted of written surveys, discussions with the Chief and Assistant Chief, stakeholder meetings, and observation of current operations at both Wadsworth Fire Stations. This information, along with the Consultant's knowledge of fire station design guidelines and regulations, contributed to the development of the Facility Space Needs Program. This program identifies a total of 25,000 - 27,000sf of space for a new Fire Station 1. The anticipated project cost should be between $9,000,000 and $10,000,000.

SITE SELECTION STUDY

The Site Selection Study considered 26 potential sites within the City limits of Wadsworth. These were then narrowed down to seven sites near the downtown area, two towards the east, one towards the west, and two towards the south. Emergency vehicle response times were reviewed for each site, as well as a series of factors from property acquisition to neighborhood impact and the ability of the site to support the needed structure and vehicle circulation.

Based on the Facility Space Needs developed in this study, an appropriate size for Fire Station 1 would be more than twice the size of the existing Fire Station 1. The existing site cannot accommodate either a renovation/addition of the existing facility nor a replacement facility, whether single or two-story.

The results of the Site Selection Study identifies the two most ideal sites as:

- **Site 8: 289 Broad Street**
- **Site 25: West Walnut Street at L Street**

Site 8 provides response times commensurate with the existing Fire Station 1. Site 25 reaches further south and southwest while maintaining an overlap with Station 2 in an eight-minute response area.

CONCEPTUAL PLAN

The Facility Space Needs Program was used to create two conceptual plan options for a potential new facility, a one-story option and a two-story option. These are merely conceptual plans for study purposes and should not be considered finalized recommended floor plans at this stage. These include the necessary spaces for the Fire Station 1 operation and represent appropriate adjacencies of space. The potential sites were then diagrammed with the proposed building footprint and vehicular circulation to evaluate the feasibility of each site.

RECOMMENDATIONS

The recommendation of this study is to consider a new Fire Station 1 of approximately 25,000sf on either Site 8 or Site 25.

NEXT STEPS

There are a series of steps in order to move forward from this Study towards the development of a new Fire Station for the City of Wadsworth.

Government/Council approval of this report

1. City to decide which recommended site option to pursue.
    - Pursue Land Acquisition
    - Obtain Appraisal
    - Title Search
    - Phase I Environmental Assessment
    - Geotechnical Investigations (Soil Borings)
    - Topographic and property boundary survey
2. Issue RFQ for Operational Assessment for the new Station location.
3. Identify Funding Sources
    - Levy
    - Bond
    - Other sources
4. Issue RFQ for Professional Design Services.
5. Select design team and enter into contract for services.

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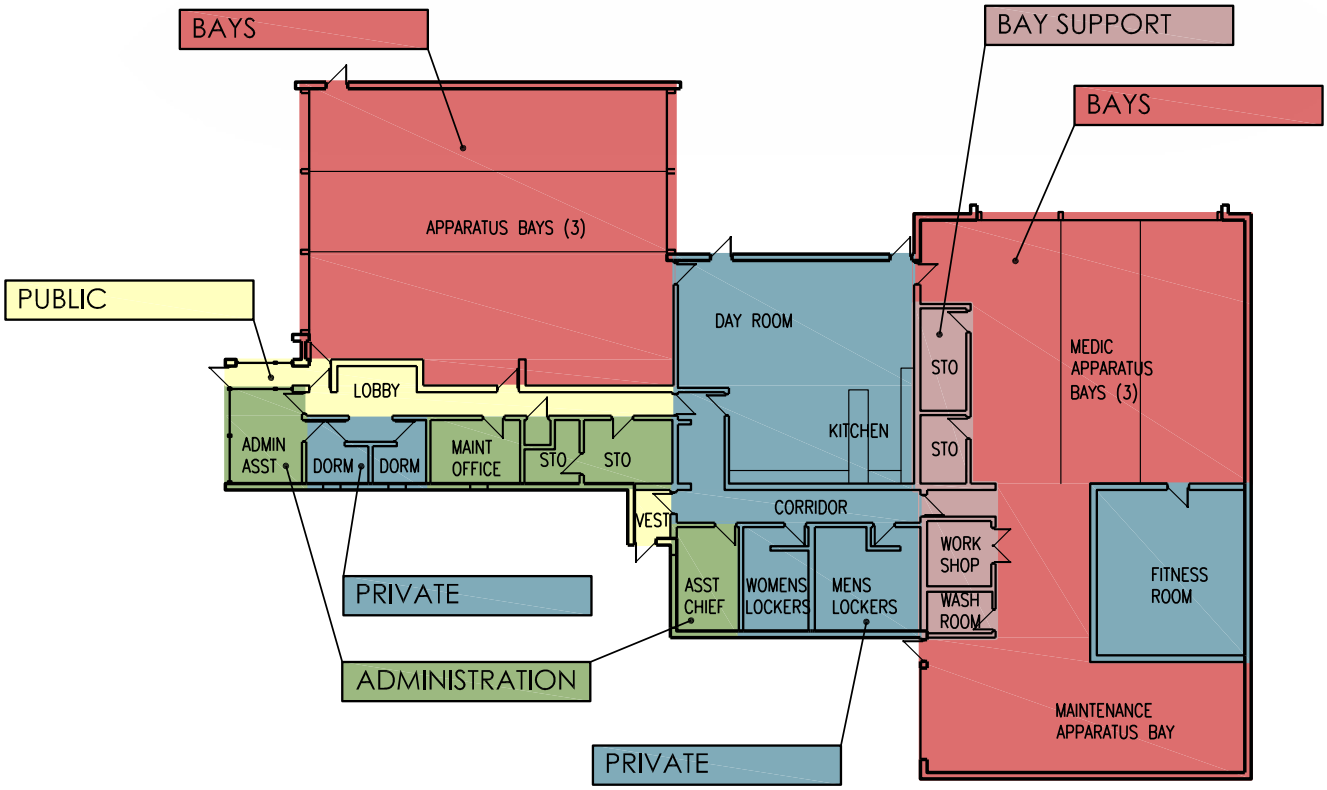
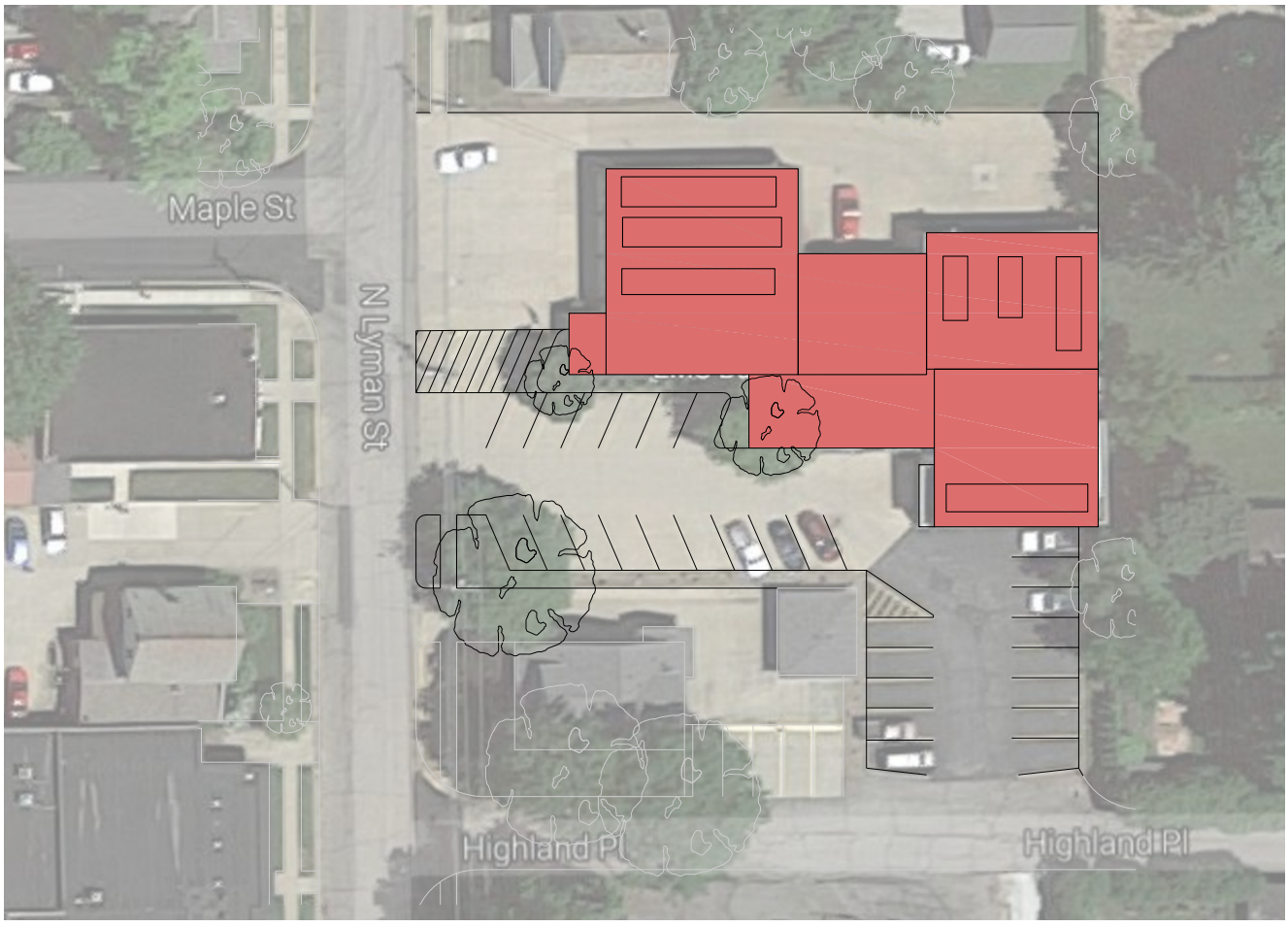
Fire Station No. 1 Existing Floor Plan



Fire Station No. 1 Existing Site Plan



I. FACILITY ASSESSMENT

The assessment of the existing Fire Station 1 included both the physical building and systems as well as the operational efficiency of the Station. A summary of key findings is discussed here, while the full assessment can be found in Appendix A. The assessment was based on best practice industry standards from the following codes or standards:

- NFPA 1 Uniform Fire Code
- NFPA 1221 Standard for the Installation, Maintenance, and Use of Emergency Services Communication Systems
- NFPA 1500 Standard on Fire Department Occupational Safety and Health Program
- NFPA 1581 Standard on Fire Department Infection Control Program
- NFPA 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments
- FEMA Safety and Health Considerations and Special Operations to the Public by Volunteer Fire Departments
- Whole Building Design Guide (WBDG) National Institute of Building Sciences

Key Issues Identified

Response Time

The station consists of the original structure plus (2) separate additions. These additions were designed to fit within the site constraints, and do not represent an ideal functional layout. The configuration of both the bay locations and the interior spaces affect the operational efficiency and resulting response times.

- The fire apparatus bays are in three separate areas, with difficult vehicular access to the rear bays.
- In addition to the storage of apparatus and ambulances, the bays are currently used for storage of personnel turnout gear, hoses, and other equipment, which makes maneuverability difficult for both staff and vehicles.
- There are not enough bays to store fire department utility response vehicle and staff vehicles.
- Bunk rooms are remote from both the restrooms/locker rooms and rear apparatus bays.

Exhaust, Contaminates and Carcinogens Systems

Protection of firefighters from exhaust and contaminates, and carcinogens is a critical concern in today's fire service. Exposure to these elements is a significant contributing factor for the high rate of cancer in firefighters.

- The existing apparatus bays have three separate systems for exhaust containment, none of which are working effectively.

- The existing building mechanical systems do not allow for proper separation of positive and negative pressure zones between the living spaces and the apparatus bays.
- Proper storage and ventilation of gear is not provided.
- A separate decontamination area is not provided. This would minimize the tracking of carcinogens and contaminates into the living areas. A restroom provided in the bays is recommended for the same reason.

Physical Deficiencies

The following items affect the manner in which the staff perform their duties as well as how they interact with the public.

- Concrete apron at the front bays does not meet NFPA standards of 50 feet before accessing a main thoroughfare.
- Apparatus bays do not have proper NFPA clearances for equipment.
- Firefighter living quarters are not separated from the public.
- Public is directed to use the front entrance, however it is not ADA accessible. ADA entrance is to the side, next to the Assistant Chief's Office and firefighter restroom/locker rooms, which compromises ADA access.
- Main lobby and vestibule at the front entrance is small and inadequate for public use. It is difficult for public who may come to the station for a medical need such as physical assessment or blood pressure check.
- Public lobby area and staff time clock is located directly outside bunk rooms.
- Offices are haphazardly spread out throughout the facility.
- Offices do not have visibility to the apparatus exit and entry aprons.
- Storage areas are lacking.
- Fitness room is part of the apparatus bays with no separation from the fumes and carcinogens.

Deferred Maintenance

This Consultant has identified approximately $1,625,000 in deferred maintenance items. Investment in these items will improve the building envelope and building systems, however it will not address the operational inefficiencies both within the building and on the site; nor will it provide the space as defined in the Facility Space Needs section of this report to meet the current and future needs of the department and this station in particular. For those reasons, it is recommended that the funds needed to address

deferred maintenance instead be invested in a new facility on a site that will support current and future operations. Recommended immediate maintenance includes:

Interior Improvements	$100,000.00
Exterior Improvements	50,000.00
Structural Repairs	150,000.00
Roof Replacement	600,000.00
Mechanical Upgrades	350,000.00
Electrical Upgrades	190,000.00
Plumbing Upgrades	85,000.00
Fire Protection Upgrades	35,000.00
Window Replacement	65,000.00
Total	$1,625,000.00

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II. FACILITY SPACE NEEDS

A few strategies were employed to determine the recommended space / size for a new Fire Station. A written survey of (24) questions was prepared and distributed to all Fire and EMS personnel as well as City Council. (29) responses were received, reviewed, and compiled. In addition, two stakeholder meetings were held to get input in person. The needs and wants of the current fire chief, assistant fire chief, and director of public safety were discussed in detail. Finally, the consultant applied their knowledge of best practices and fire safety recommendations and guidelines.

Best practices and guidelines are utilized to evaluate the required space needed to efficiently function and operate in a Fire Station. Some of these best practices are as follows:

Apparatus Bays

The apparatus bays are vitally important to the operation of the Fire Station. The bays house the emergency vehicles, and the design of the space is key in facilitating daily functions and response time. Industry standards for the bays to have adequate maneuverability around and between all vehicles is 5'-0" between the rear and front of vehicles and the doors, 7'-0" between vehicles (side by side), 6'-0" between vehicles and the station structure, and 8'-0": between vehicles (rear to rear).

Bay ceilings should provide adequate clearance between the top of the largest vehicle's station structure. The ability for a firefighter to stand on top of a vehicle and not be impeded by structure should be considered.

Bay doors should be minimum 14'-0" wide with height able to accommodate the largest vehicle size. Typical practice is 14' to 18' high.

Drive-thru bays are most economical and flexible due to the ability to have double the bay space in a more compact arrangement, with easier maneuverability of the trucks. It also allows for dual exit by parking vehicles rear to rear.

Bay Support

Bay support should be located adjacent to and in close proximity to the bays for efficient operation and quicker response time. These spaces include Gear Room, Gear Wash, Maintenance Workshop, Storage SCBA, Training Tower, and Hose Storage/Drying. These spaces should not be included within the bays to avoid interference with the bay's intended use. These spaces should allow for the proper ventilation of off-gases of all stored items.

Public Spaces

Fire Stations provide a public service and therefor become a public building. It is incumbent on the public entity developing a fire station to include public function spaces. This is usually accomplished in the design of a public entry with access to restrooms, a training or meeting room, and lobby seating where a person can be assessed for health concerns or general inquiries. However, with today's growing security concerns, it is critical for a fire station to consider maintaining safety for the firefighters on duty. Therefor the lobby is the only area the public has access and all other circulation is controlled and locked to maintain the security of the facility.

Training and Staff Support

Training and staff support is vitally important to the success and vitality of the Fire Station. Accommodations for firefighters such as bunk rooms, locker rooms, day room, kitchen, and dining rooms provide the firefighters with the daily needs of life, but also the ability to get away from the stress of the job function. These areas are important, but must be located in close proximity to the bays for response and operational efficiency.

Training opportunities such as a mezzanine, tower, or other accommodations allow the fire department staff to meet training requirements, but also allow the training to be conducted on site and become a part of their daily operations.

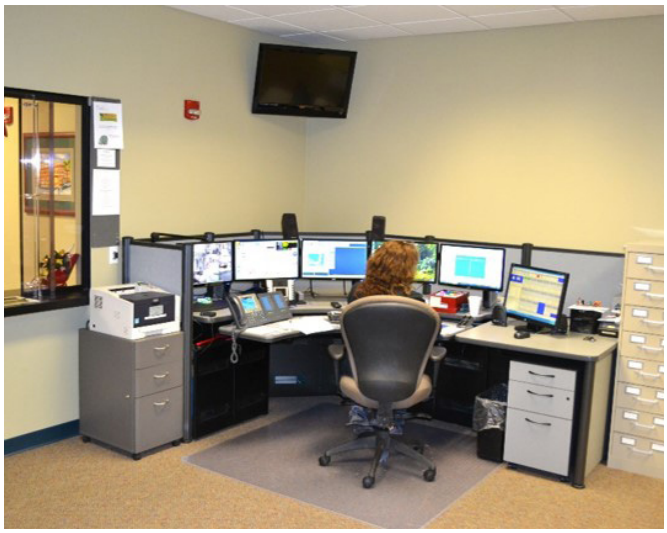
Cardiovascular health and strength training areas should be open and inviting. With the physically demanding nature of firefighting operations and EMS activity, and with cardiac related incidents being a leading cause of firefighter deaths, it is essential to incorporate these spaces into heavily used areas of new stations.

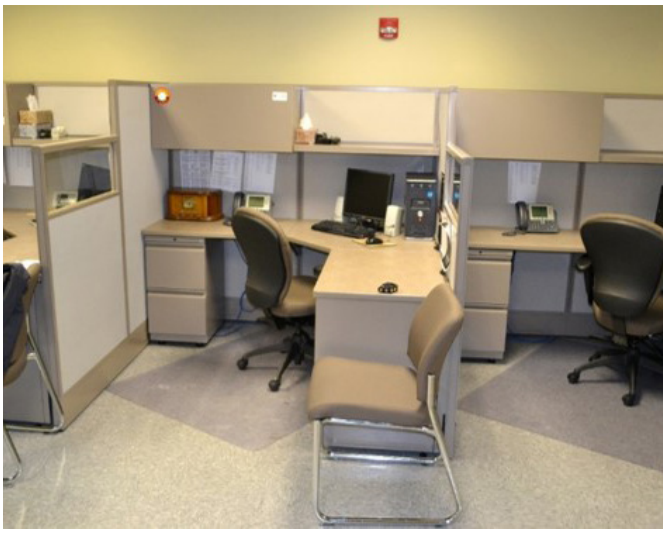
Administration

Administrative functions such as offices, files, storage, etc. are a necessary requirement at a fire station. These functions should be maintained around the other functions of the station. They can, however,

be more remote from the bays and support. It should be noted that living and administrative spaces, known as "clean" areas, should be kept separate from the bays and bay support spaces known as "dirty" areas, both mechanically and physically, to limit and prevent contamination of the harmful carcinogens inherent in the chemicals and particulates encountered by firefighters in the daily job they perform.

The design of a fire station must account for these functions and guidelines to achieve the most efficient operation and delivery of service possible. All decisions in arrangement, size, and location of these spaces can affect efficiency and operations.





References

The best practice industry standards follow these codes or standards:

NFPA 1 Uniform Fire Code

NFPA 1221 Standard for the Installation, Maintenance, and Use of Emergency Services Communication Systems

NFPA 1500 Standard on Fire Department Occupational Safety and Health Program

NFPA 1581 Standard on Fire Department Infection Control Program

NFPA 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments

FEMA Safety and Health Considerations and Special Operations to the Public by Volunteer Fire Departments

Whole Building Design Guide (WBDG) National Institute of Building Sciences

Facility Space Needs Program

The resulting Facility Space Needs Program lists each space, its function, and the recommended size. These spaces include Public Areas, Fire Administration, Fire Station Support, Apparatus Bays, and Building Support. The proposed facility would be between 25,000 - 27,000sf. For comparison, the current Fire Station 1 is 10,530sf and Fire Station 2 is 11,256sf.

This Facility Space Needs Program is not a building design, but represents the order of magnitude for a new station that will serve the community into the future.

Space Description		Notes	Qty.	Program Net (Each)	Program Net (Total)
1.00	**BUILDING ENTRANCE (PUBLIC)**				
1.01	Vestibule	Airlock / ADA Compliant	1	100	100
1.02	Lobby & Assessment Room	Waiting / Seating / Assessment Room & Exam Table / Display Area	1	150	150
1.03	Police Squad Room	Workstations / Book Case / File Cabinet	1	200	200
1.04	Interview Room	Table and Chairs	1	200	200
1.05	Restrooms	ADA Compliant / Automatic Flush Valves & Faucets	2	85	170
				Subtotal Net Square Footage	**820**
2.00	**FIRE ADMINISTRATION**				
2.01	Chief Office	Small Table and Chairs / Desk / Book Case / File Cabinet (Combine with Asst. Chief)	1	250	250
2.02	Asst. Chief Office	Desk / Book Case / File Cabinet (Combine with Chief)	1	150	150
2.03	Officers	(4) Workstations	1	200	200
2.04	Inspector Storage	Filing Cabinets/Drawing Storage	1	100	100
2.05	Inspector Office	(2) Workstations/Storage/Filing Cabinets	1	150	150
2.06	Maintenance Office	Adjacent to Bays and Work Shop/ Desk / File Cabinets /Shelving	1	100	100
2.07	Administrative Assistant Office	Adjacent to Lobby and Administration / File Cabinets / Desk / Book Case / Near Record Files	1	160	160
2.08	Training/Community Meeting Room	AV Equipment / EOC Accommodation / Storage / Display Area/Kitchenette/Tactical Training/Rubber Flooring	1	1,500	1,500
				Subtotal Net Square Footage	**2,610**
3.00	**STATION SUPPORT**				
3.01	Kitchen and Dining Area	Hood / Griddle & Stove / Dining / Cabinets / Appliances / (1) Refrigerator / Pantries / Dishwasher / Double Sink	1	550	550
3.02	Dayroom	Chairs / Couch / TV's / Ceiling Fans/Counter with (3) workstations	1	625	625
3.03	Locker Room - Men	(12)18"X24" Lockers	1	370	370
3.04	Locker Room - Women	(4) 18"X24" Lockers	1	250	250
3.05	Showers/Restroom - Men	Showers / Water Closets / Lavs / Exhaust	1	350	350
3.06	Showers/Restroom - Women	Showers / Water Closets / Lavs / Exhaust	1	185	185
3.07	Bunk Room	Individual rooms / Bed / Night Stand / Storage Unit / Ceiling Fans / Near Locker Rooms	6	70	420
3.08	Fitness/Gym	Cardio and Strength Training / Near Common Areas / Away from Bunk Room	1	700	700
3.09	Linen Closet	Storage of Towels / Bed Linens / Wash Rags / Towels / Near Bunk Rooms and Locker Rooms	1	30	30
3.10	Records/Files	Department Records / Station Files	1	150	150

Table II-1: Facility Space Needs Program (Continued)

Space Description		Notes	Qty.	Program Net (Each)	Program Net (Total)
3.11	EMS Storage	Medical Cabinets and Sink / Access Control / Clean Room / Lockable Storage / Lockable Cabinets / Dedicated HVAC	1	100	100
3.12	Dispatch	(4) Dispatch Consoles / Large Monitors / HVAC / Raised Floor / Secure Room / Hardened	1	350	350
				Subtotal Net Square Footage	**4,080**
4.00	**APPARATUS BAYS**				
4.01	Apparatus Bays (Fire)	(5) Apparatus (2) Staff Vehicles (1) Utility Response Vehicle / 80' Drive Thru Bays / Electrical Outlets / Exhaust / Water / Air / Trench Drains / Oil Water Separator / NEMA Plugs / Heaters / (1/2 Bay) Dedicated as Maintenance Bay / O2 Tank Storage / Mezzanine Access / Ceiling Fans	4	1,440	5,760
4.02	Apparatus Bays (EMS)	(2) EMS Vehicles (1) Staff Vehicle / 80' Drive Thru Bays / Electrical Outlets / Exhaust / Water / Air / Trench Drains / Oil Water Separator / NEMA Plugs / Heaters / Mezzanine Access / Ceiling Fans	2	1,440	2,880
4.03	Work Shop	Tool storage / Work Bench / Near Bays and Maintenance Office	1	200	200
4.04	Decontamination	Shower / Grease & Oil Trap / Double Sinks / Eye Wash / Near Gear Wash	1	150	150
4.05	Gear Storage	(48)Gear Lockers-Open Style with Lock Box / Exhaust / Ceiling Fans	1	250	250
4.06	Self Contained Breathing Apparatus (SCBA)	Refill and Maintenance Area with Compressor / Electric Outlets for Compressor / Bottle Storage / Cascade System	1	150	150
4.07	Fire Storage	Large Doors / Shelving	1	200	200
4.08	Laundry/Gear Wash	Washer / Dryer / Extractors / Near Decontamination	1	125	125
4.09	Training Tower	Bay Access / Doors / Windows / Grating / Stair Access	1	400	400
4.10	Janitor Closet	Mop Sink / Wash Tub / Storage	1	65	65
4.11	Hose Storage	Movable / Roller & Permanent Racks	1	150	150
4.12	Mezzanine	Access to Bays and Training Tower / Doors / Windows / Anchors / Stair Access	1	2,800	2,800
				Subtotal Net Square Footage	**13,130**
5.00	**BUILDING SUPPORT**				
5.01	Mechanical Room	HVAC Equipment	1	350	350
5.02	Electrical Room	Main Service Entry / Panels	1	200	200
5.03	Telecomm/IT Room	Separate AC/ Server / Switches / Racks	1	150	150
5.04	Janitor Closet (Administrative Area)	Mop sink / Storage Shelving	1	75	75
5.05	Water/Sprinkler Room	Water Entry / Water Heater / Sprinkler Riser	1	100	100
5.06	Outdoor Power Equipment Storage	Drive / Walk-In Storage with Shelving	1	100	100
5.07	General Building Storage	Shelving	1	200	200
				Subtotal Net Square Footage	**1,175**
				Total Net Square Footage	**21,815**
				Walls, Corridor, Support	**5,454**
				Total Gross Square Footage	**27,269**

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III. SITE SELECTION STUDY

Introduction

Site selection for a Fire Station involves many factors such as size, location, response times, cost, site restrictions, utilities, and soils. Many of these are common for most projects, however fire stations require size, location, access, and response time to be more important. The standard size for a fire station lot is 2 acres to allow for vehicle turning, building size, parking, and access to main roads. This is not often possible, and a smaller size lot will attribute to many compromises which can affect cost, response time, and safety. A simple compromise to use a two-story building affects all factors mentioned.

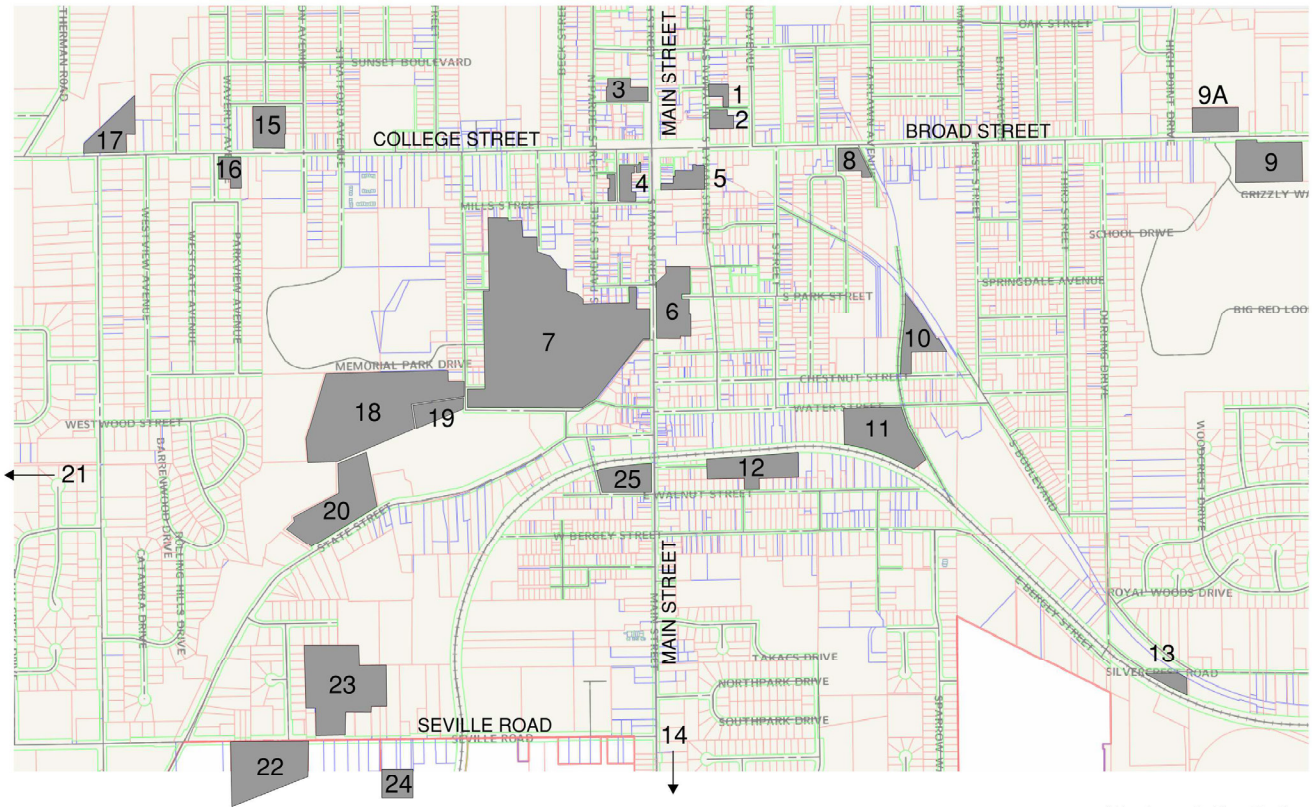
The access to main thoroughfares is critically important for emergency response and public safety. Vehicle travel through neighborhoods or other areas to reach a major thoroughfare during an emergency is not advisable and will create conflicts with pedestrians and public use. This access also affects reaction and response times, as major thoroughfares allow for more direct travel by responders to station and from stations to incidents, at improved response rates.

The station location is important not only for access to major roads, but also to put the station in relationship to the response areas with the highest volumes of calls, or to serve under-serviced areas.

There is currently no City-owned property that is available and ideal for a new Fire Station 1 location. As a result, (26) potential properties were identified to be considered. Each property was reviewed in terms of acreage, ownership, current auditor values, response and responder locations, access to major thoroughfares, potential for expansion, and possible environmental conditions. The full list of (26) sites is included in Appendix C.

After review, the potential sites were narrowed down to 12. A facility and site development diagram was prepared for each, to see how the fire station could operate on the site. In addition, emergency vehicle response time diagrams were prepared for each site indicating both 4-minute and 8-minute response times. These were overlaid with the same response time measures from Fire Station 2.

Figure III-1: All Potential Sites



The stakeholder groups and survey responses indicated a desire to provide the fire station in the downtown area. Five sites were identified in the downtown area. The Primary Recommended Site, Site 8, is located just east of downtown and still considered a "central" location. The Alternate Recommended Site, Site 25, is located due south of downtown. These sites were considered closely, and comments regarding viability are included in the following individual site pages.

Consideration was given for a third satellite station in the future to meet the needs of additional development that may occur in the southwest of the fire district. Sites 22 or 23 may be appropriate for this purpose. Planning for a satellite station should begin with an operational analysis that would look at the call volume for that area and identify the staffing and apparatus needs to support that station. Additionally, if the City decides to pursue a new Fire Station 1 at Site 25, it may be beneficial to maintain emergency operations and apparatus at the current Station 1 for a period of time, which would provide a level of confidence that the downtown area will continue to be served efficiently. Once it can be demonstrated that the downtown area is effectively served by the new station at Site 25, the former Station 1 could be eliminated or repurposed by the City.

Response Times

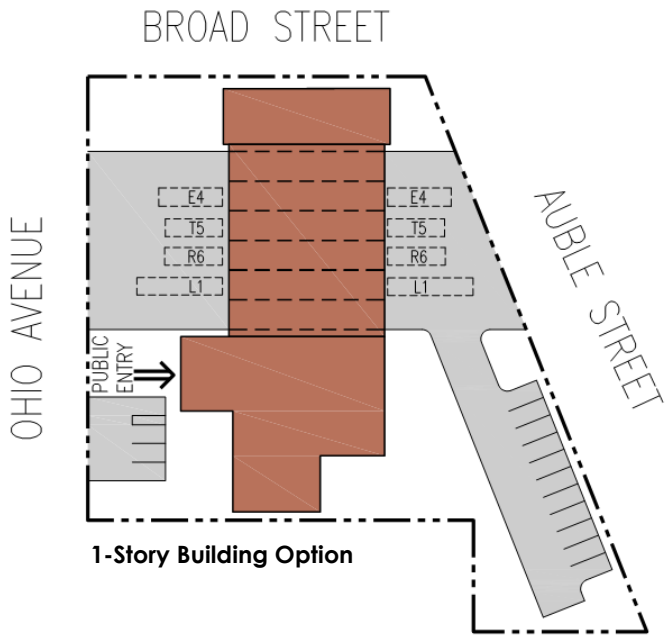
The Consultant ran a response time simulation utilizing ARCGIS 10.4 software. This accounts for emergency response vehicles traveling on the roads with appropriate traffic light signaling. There are separate diagrams showing a 4-minute response time and an 8-minute response time. The existing Fire Station 2 is shown in each case, in yellow, with the potential new site location response times shown in blue. The overlap of the response time from each station is shown in green.

RECOMMENDED SITE 8

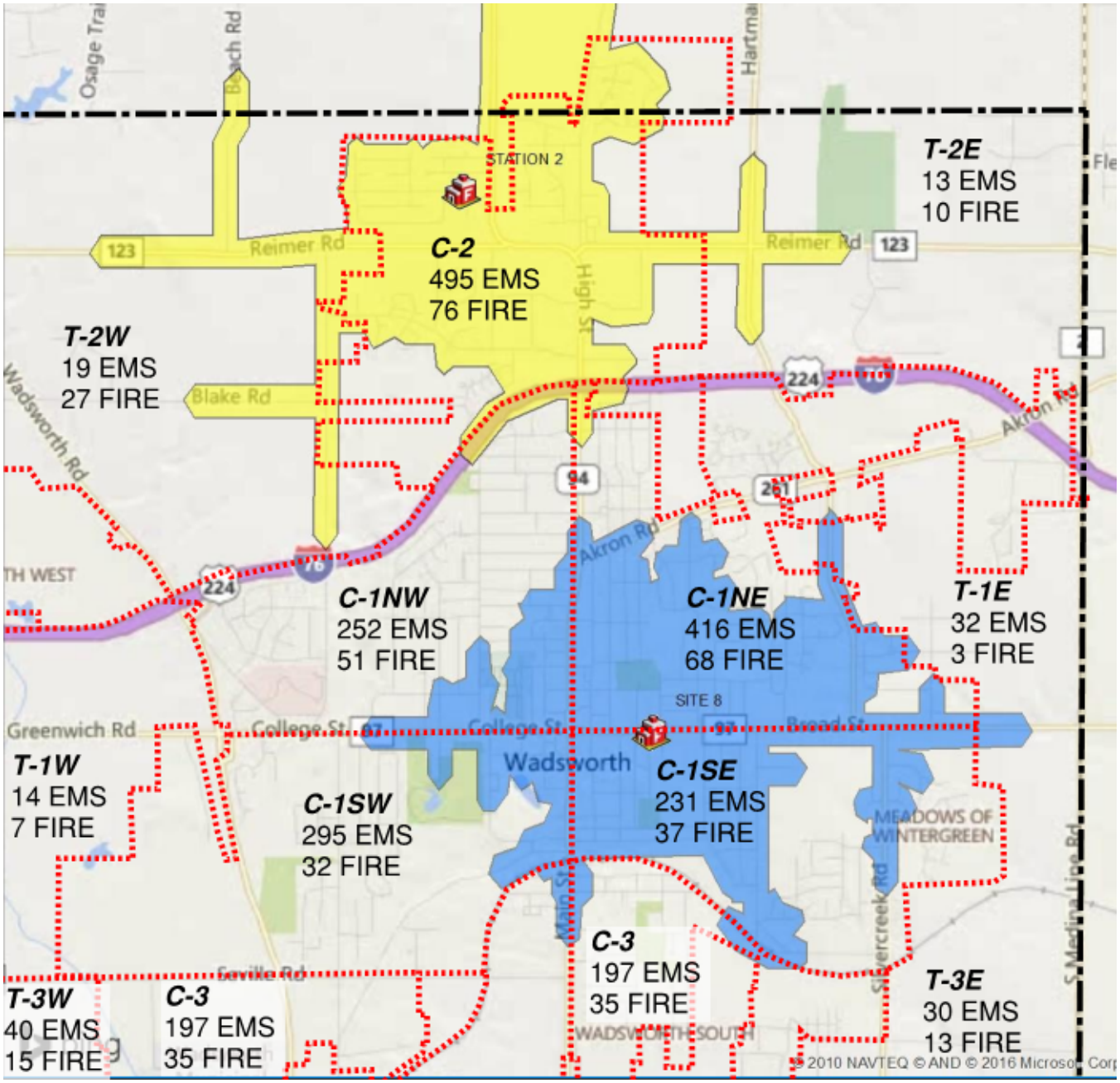
PRIMARY RECOMMENDED SITE: Site 8: 289 Broad Street, is just east of downtown and adjacent to the City Service Facilities. This is one of the two recommended sites. The location provides excellent response times to the central part of the fire district, very similar to the current facility location, and has good proximity to on-call responder residences. The negative for this site is the fact that there is no clear room for expansion. Additional residential lots to the south would need to be purchased in the future if expansion was necessary.

289 Broad Street

Parcel No. 040-20D-03-244
1.0957 acres
Owner: JD Real Estate Investments, Inc.: Jeff's Motorcars
Value (per Medina Co. Auditor): $197,450



Site 8: 4-Minute Response Time

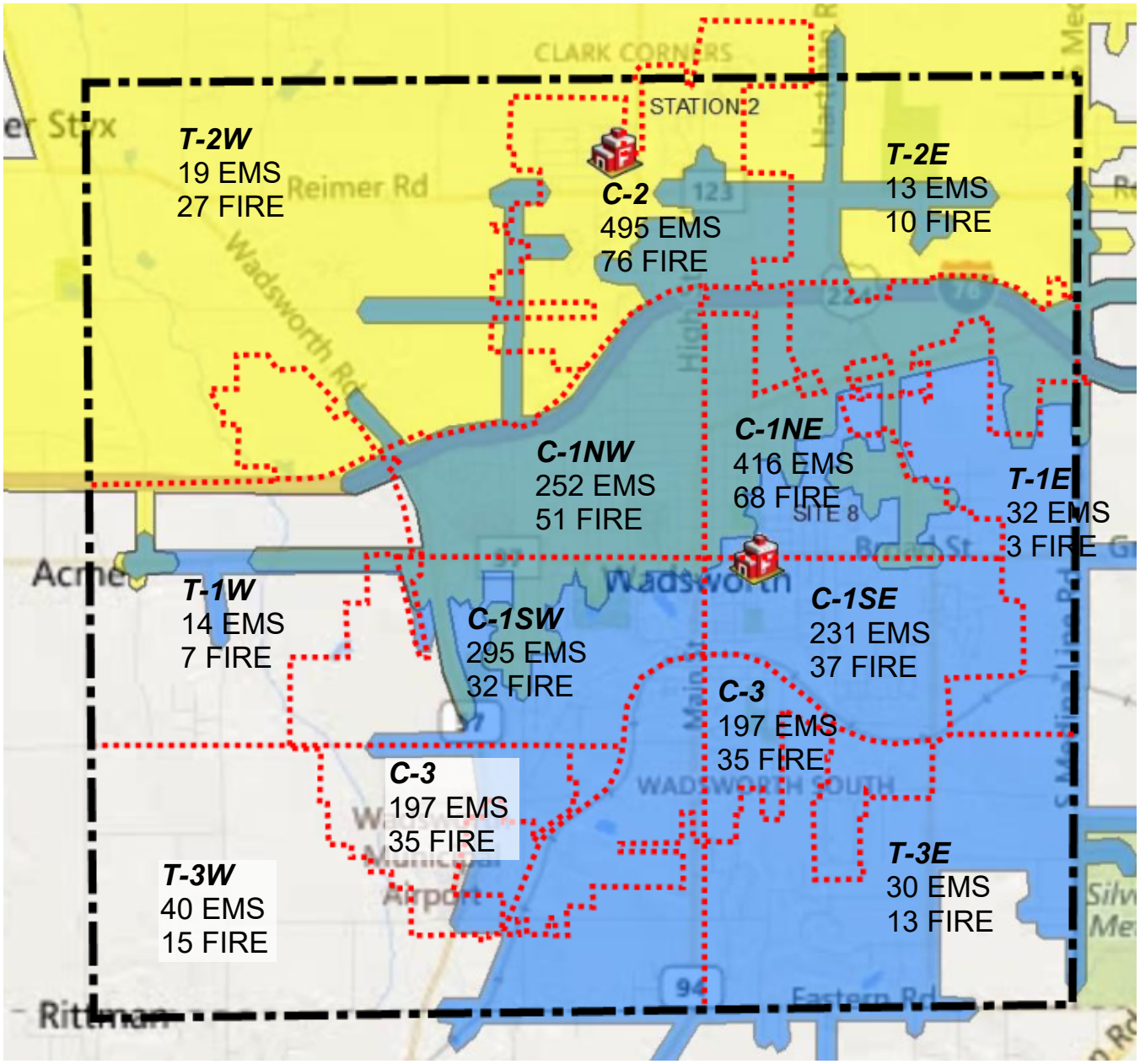


4-MINUTE RESPONSE TIME

STATION 2

SITE 8

Site 8: 8-Minute Response Time



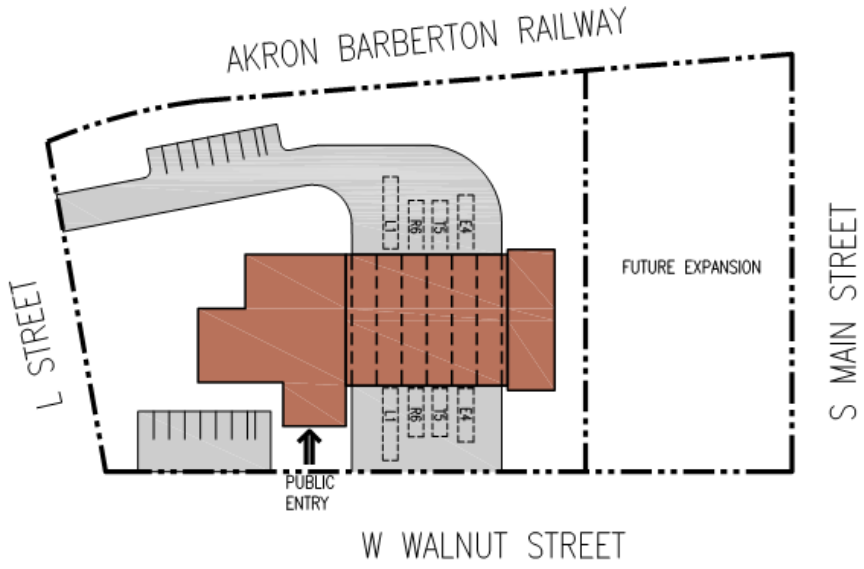
RECOMMENDED SITE 25

ALTERNATE RECOMMENDED SITE: Site 25: West Walnut Street and L Street, is just south of downtown. This is the second recommended site. The site provides for improved response coverage to the southern portion of the fire district, is near major thoroughfares, while maintaining good response coverage to the central part of the fire district. Future expansion could occur to the east with property acquisition along South Main Street. This site is also just south of the railroad tracks, which may be a cause for concern.

W. Walnut Street
Parcel No. 040-20C-10-040, -041
1.95 acres
Owner: Michael L. Kelly
Value (per Medina Co. Auditor): $71,640

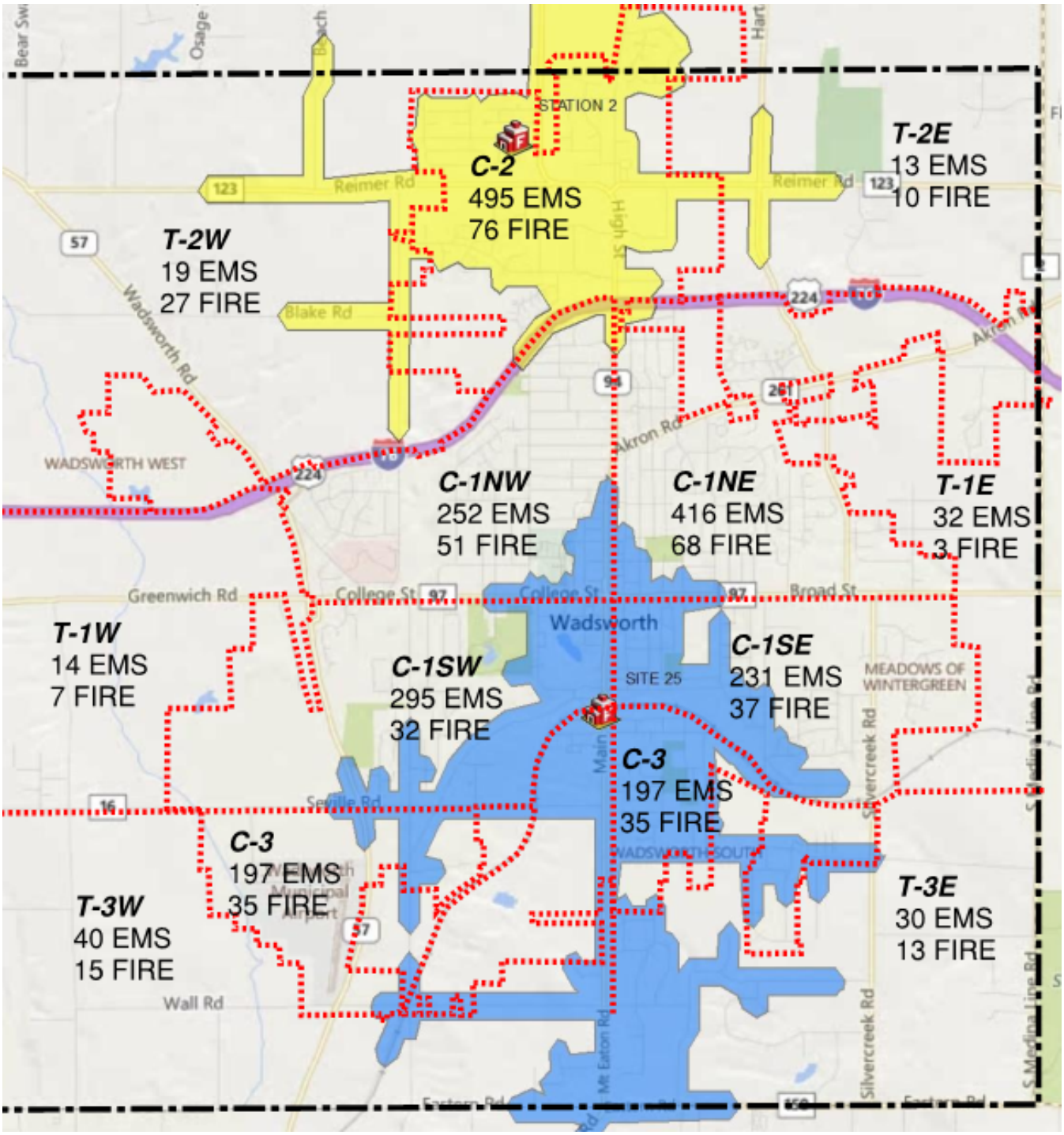
FUTURE EXPANSION: 400 S. Main Street

Parcel No. 040-20C-10-038, 10-039
0.8364 acres
Owner: Jennifer Marchinko
Value: $417,510



1-Story Building Option

Site 25: 4-Minute Response Time

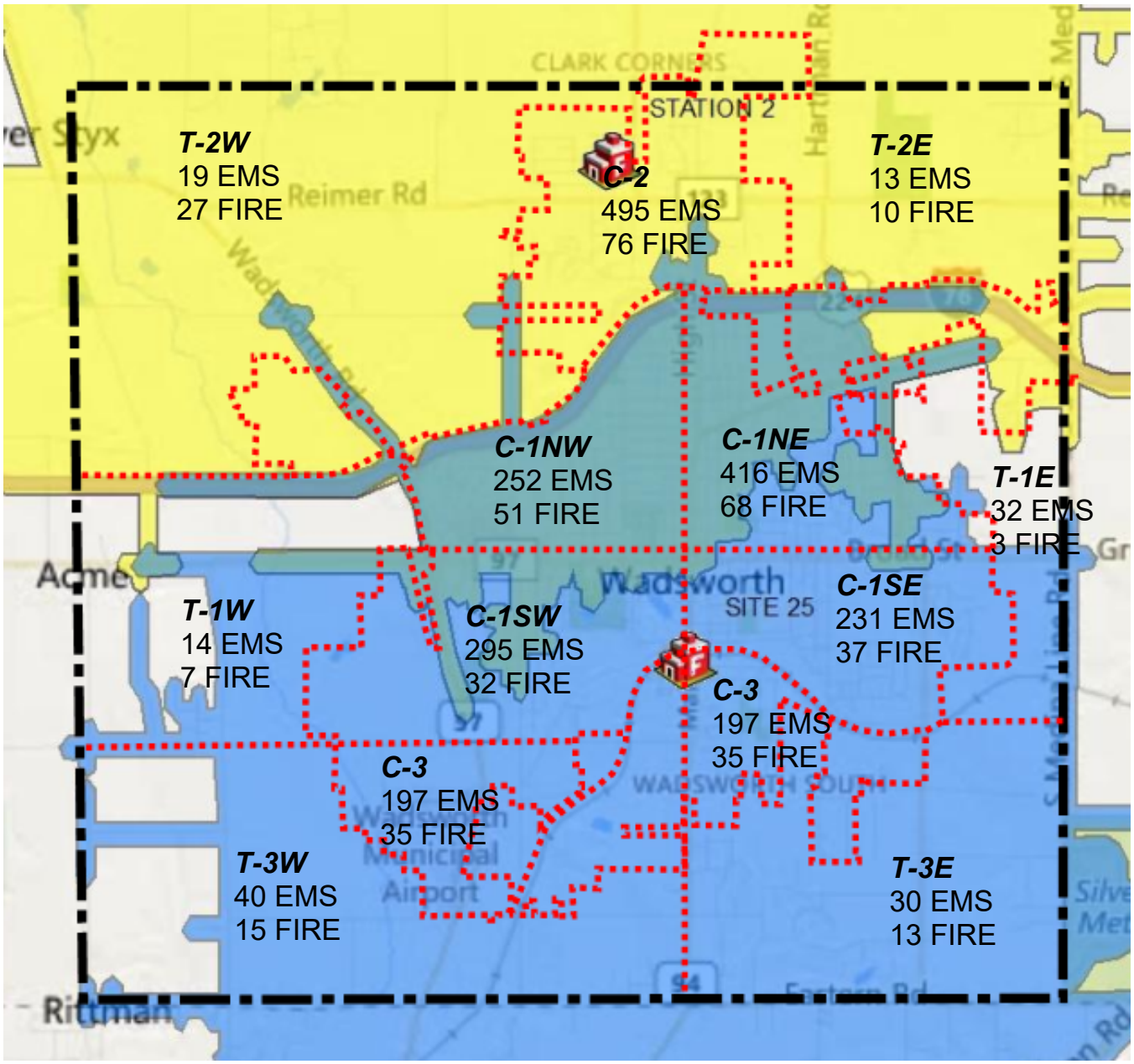


4-MINUTE RESPONSE TIME

STATION 2

SITE 25

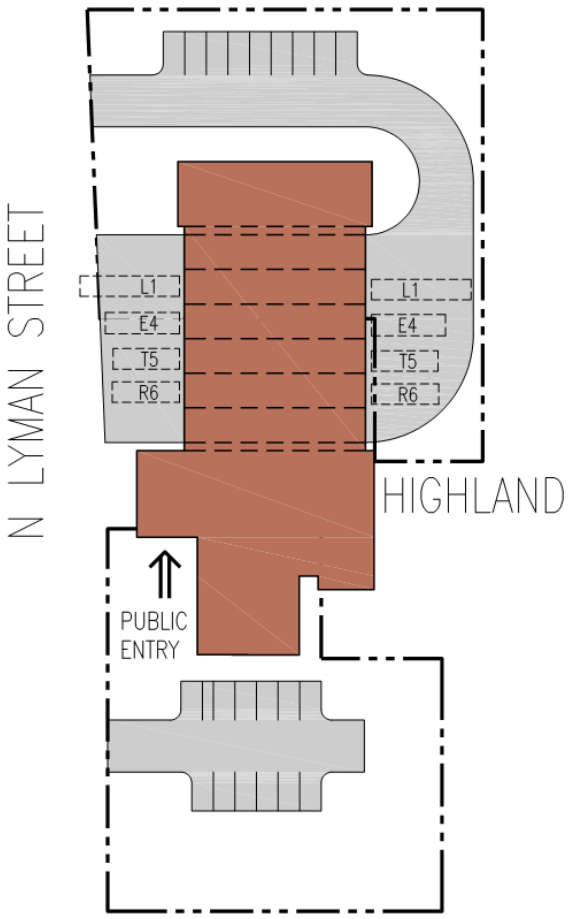
Site 25: 8-Minute Response Time



Site 1 and Site 2

Site 1: Existing Fire Station 1, and Site 2: N. Lyman Street just south of Highland Place, cannot support a new fire station independently. A conceptual diagram was prepared utilizing both sites, as well as property in between. The benefit of this site is that it maintains the current proximate location and response times of the existing facility. However, this development requires additional site acquisition as well as the abandonment of Highland Place as a street.

Site 1: 153 N. Lyman Street
Parcel No. 040-20D-13-295, -296, -298
0.6967 acres
Owner: City of Wadsworth: Fire Station 1
Value (per Medina Co. Auditor): $1,044,580



2-story Building Option

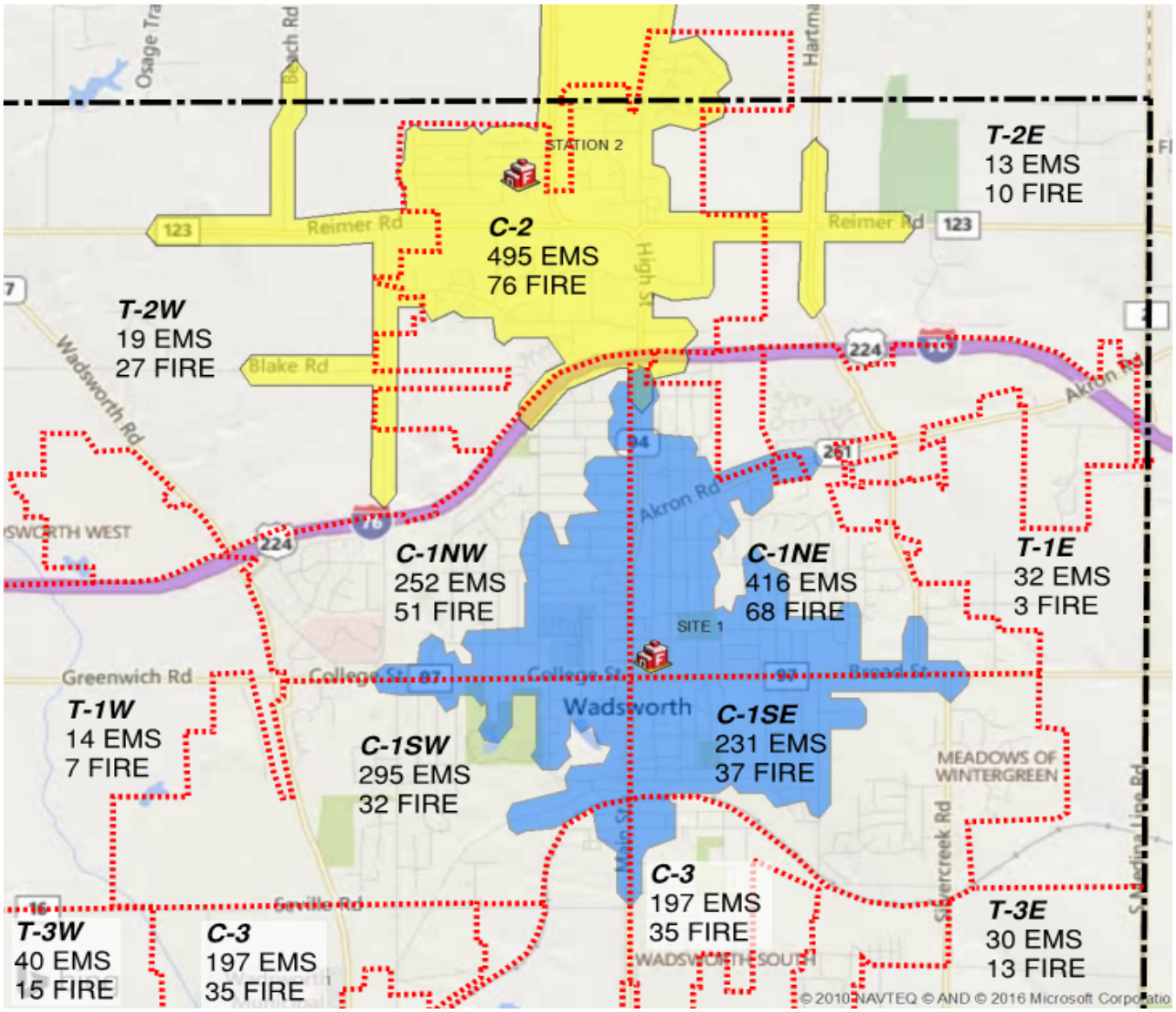
Site 2: 131, 123 N. Lyman Street

Parcel No. 040-20D-13-299, -13-300
0.4326 acres combined
Owner: Charles D. Boos
Value (per Medina Co. Auditor): $220,700 combined

117, 115 N. Lyman Street

Parcel No. 040-20D-13-301, -13-253
0.3964 acres combined
Owner: Everhard Public Library
Value: $240,510 combined

Site 1: 4-Minute Response Time

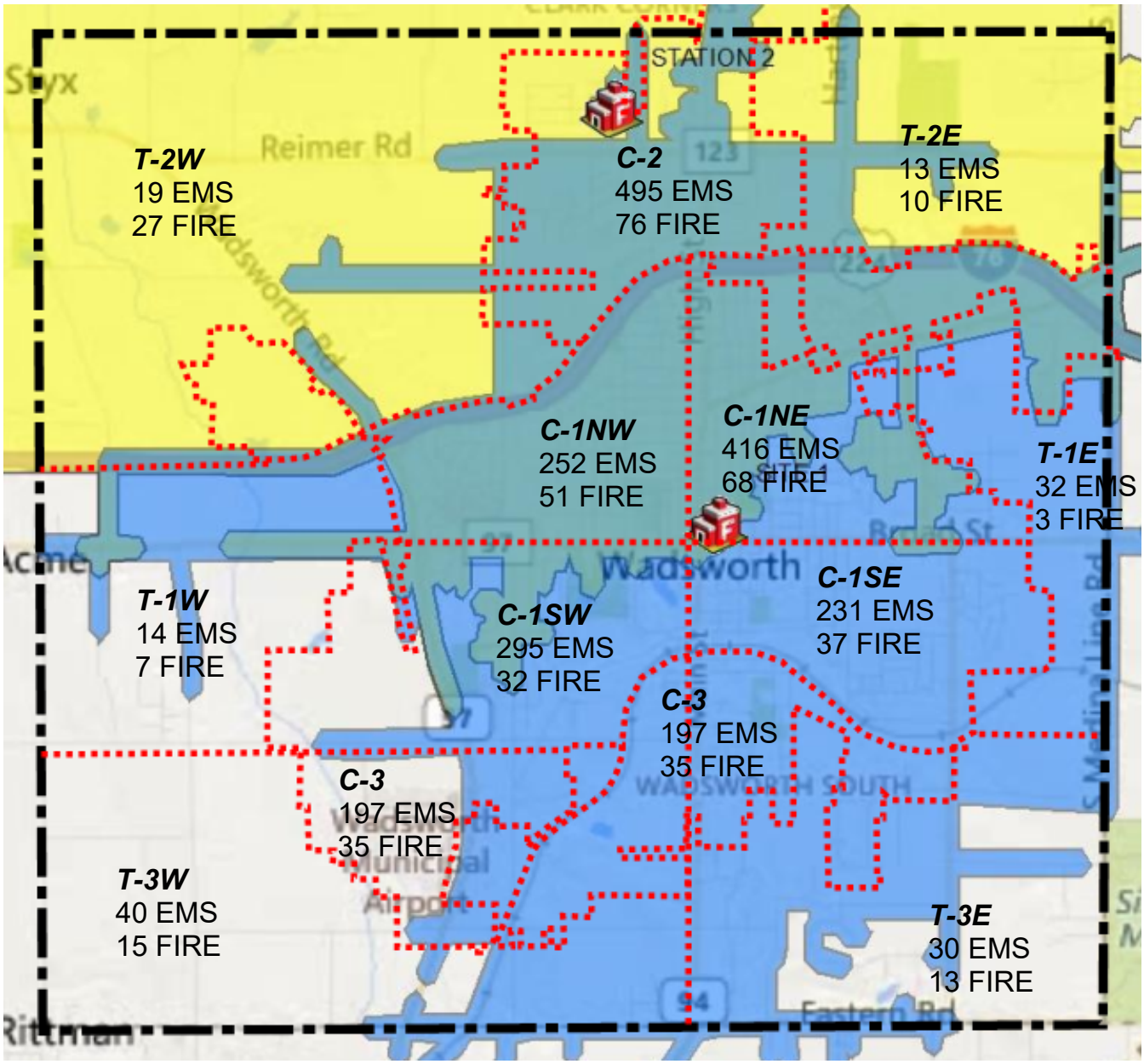


4-MINUTE RESPONSE TIME

STATION 2

SITE 1

Site 1: 8-Minute Response Time



Site 3

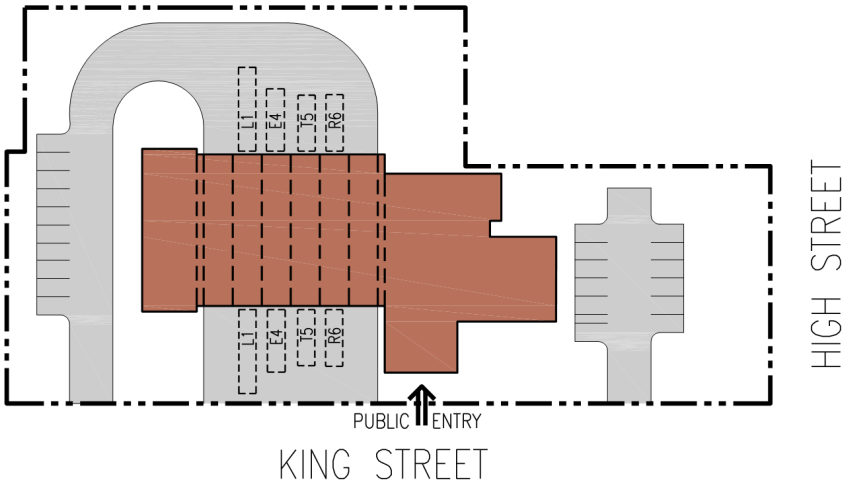
Site 3: 120 King Street, is the home of the Grace Evangelical Lutheran Church. This would provide a prominent location across from City Hall for the new fire station, however the removal of the historical church facility may not be acceptable to the community and proposed development would include large demolition costs.

120 King Street

Parcel No. 040-20A-17-085
0.62 acres
Owner: Grace Evangelical Lutheran Church
Value (per Medina Co. Auditor): $2,686,520

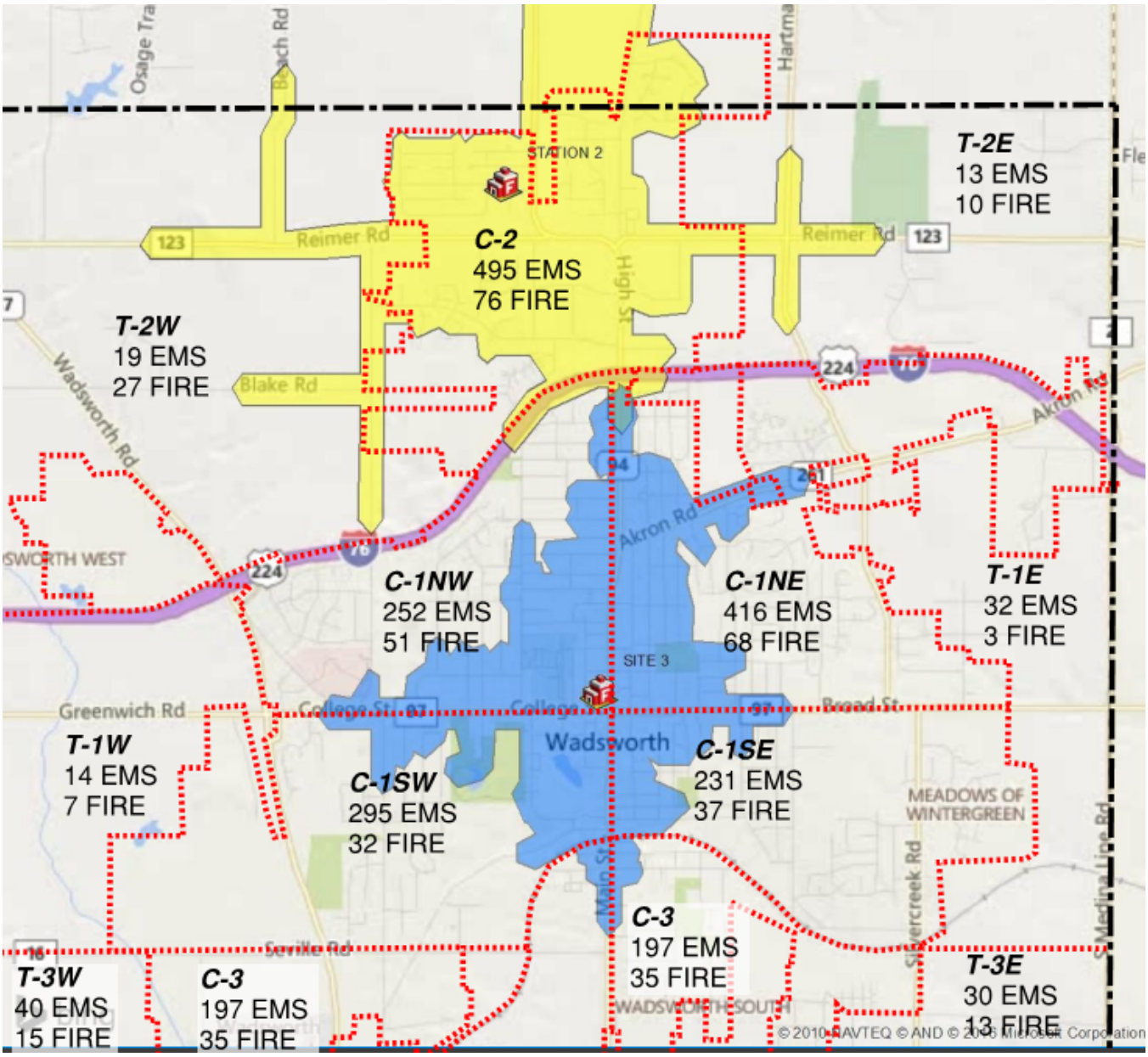
134 King Street

Parcel No. 040-20A-17-069
0.4619 acres
Owner: City of Wadsworth
Value: $64,870



2-story Building Option

Site 3: 4-Minute Response Time

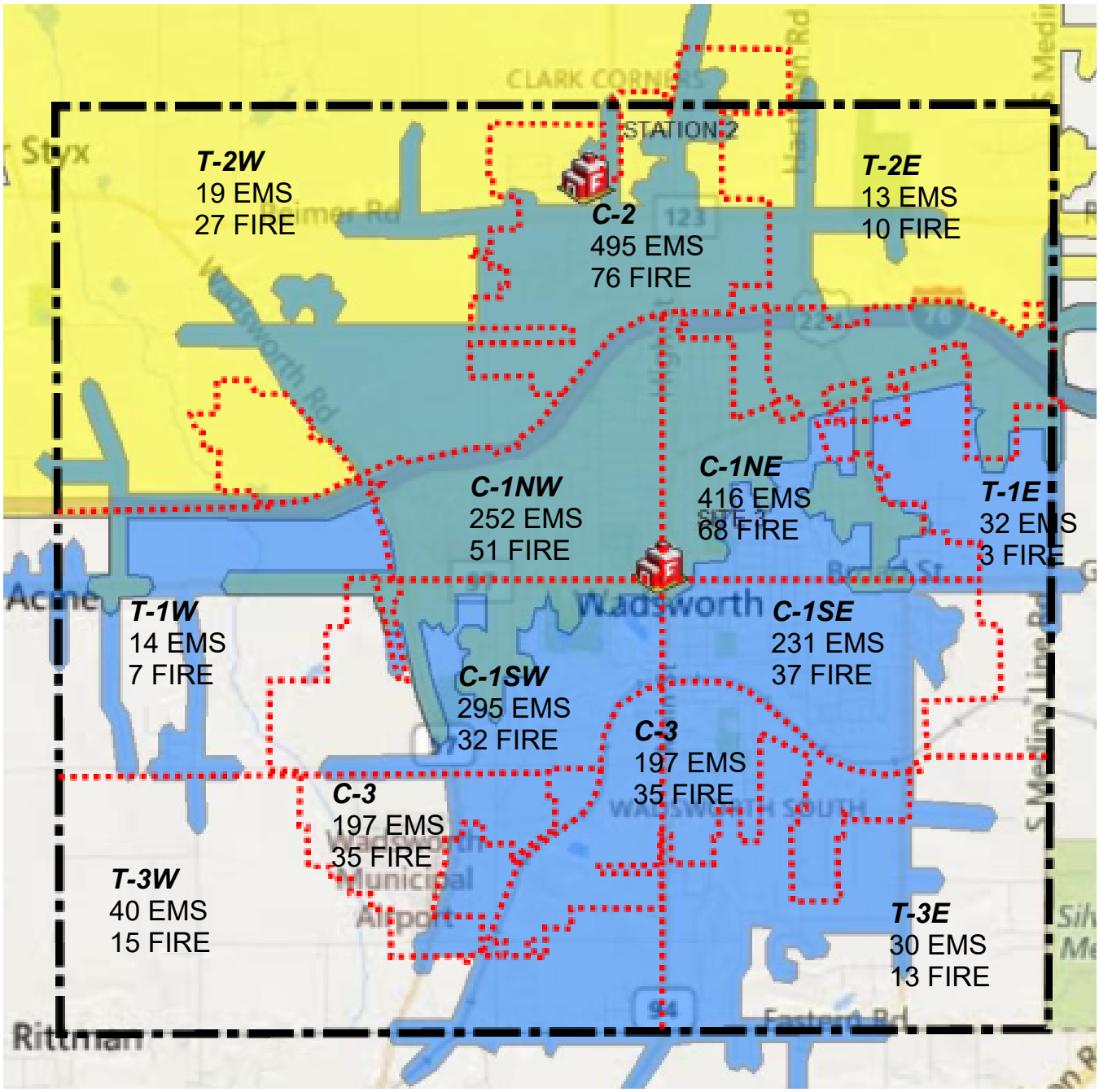


4-MINUTE RESPONSE TIME

STATION 2

SITE 3

Site 3: 8-Minute Response Time



Site 4

Site 4: Watrusa Street, contains primarily City-owned parking lots, however there are two privately owned parcels within. The loss of this parking would be difficult. The configuration of the site does not allow for pull-thru bays for the emergency vehicles. And finally, the new Downtown Plan identifies portions of this site as new medium density housing and as a potential trail-head for the new interurban trail.

Watrusa Street: City of Wadsworth
Parcel No. 040-20C-05-012, -013, -041, -039
1.1417 acres combined
Owner: City of Wadsworth
Value (per Medina Co. Auditor): $158,810 combined

Watrusa Street: First Merit
Parcel No. 040-20C-05-011
0.2028 acres
Owner: First Merit Bank
Value: $66,390

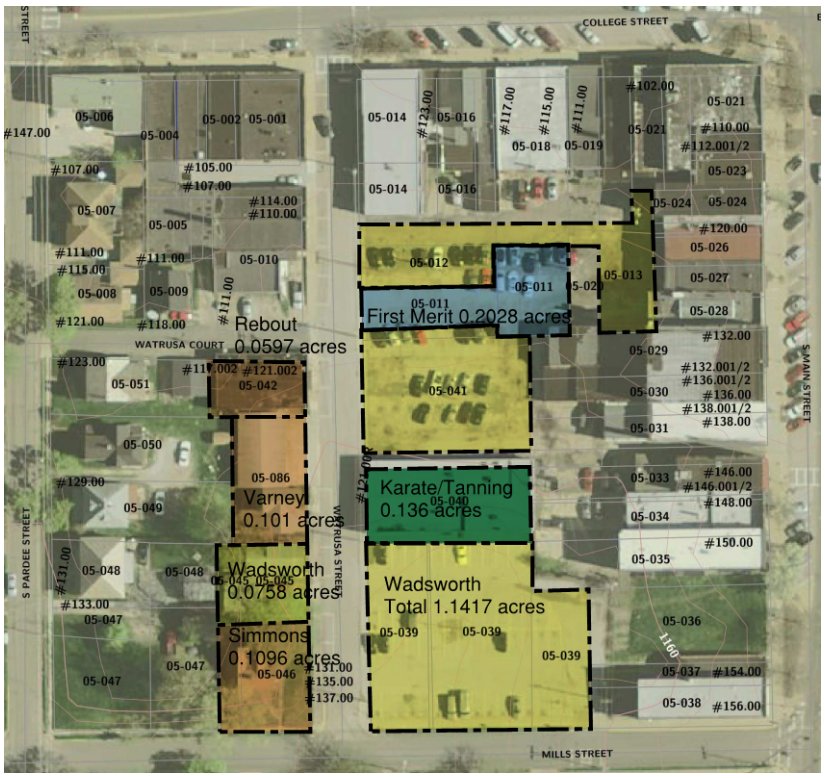
Watrusa Street: Karate
Parcel No. 040-20C-05-040
0.6967 acres
Owner: The World Karate Institute
Value: $188,100

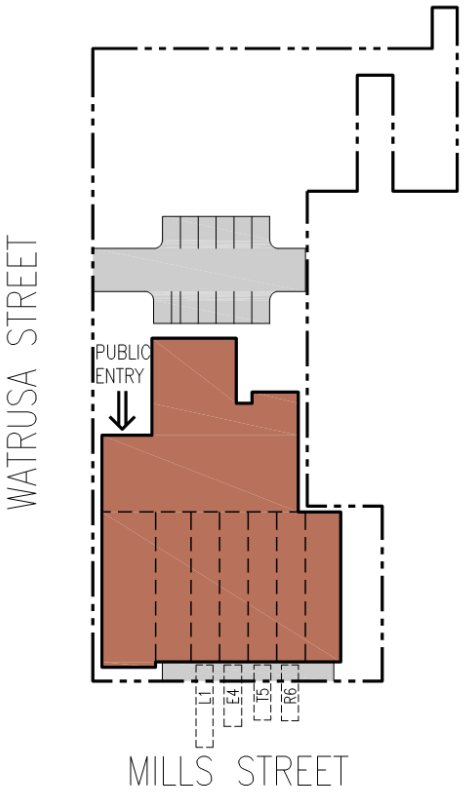
122 Watrusa Street
Parcel No. 040-20C-05-042
0.0597 acres
Owner: Mark Rebout & James Miller
Value: $59,510

124 Watrusa Street
Parcel No. 040-20C-05-086
0.101 acres
Owner: James Leland & Joanne Varney
Value: $81,780

136 Watrusa Street
Parcel No. 040-20C-05-045
0.0758 acres
Owner: City of Wadsworth
Value: $69,300

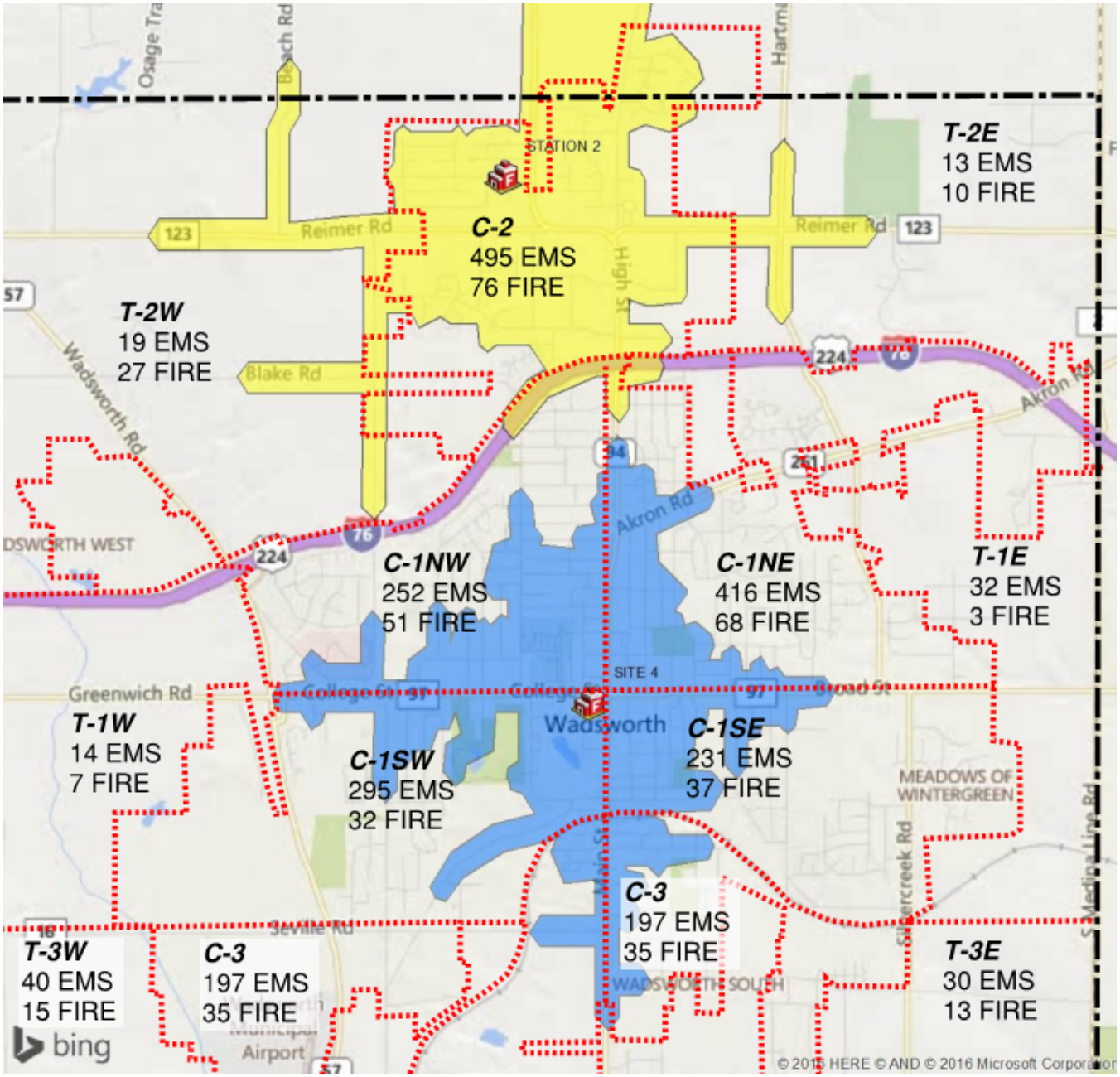
137 Watrusa Street
Parcel No. 040-20C-05-046
0.1096 acres
Owner: Jason R & Amanda Simmons
Value: $107,530





Compromised 2-story Building Option

Site 4: 4-Minute Response Time

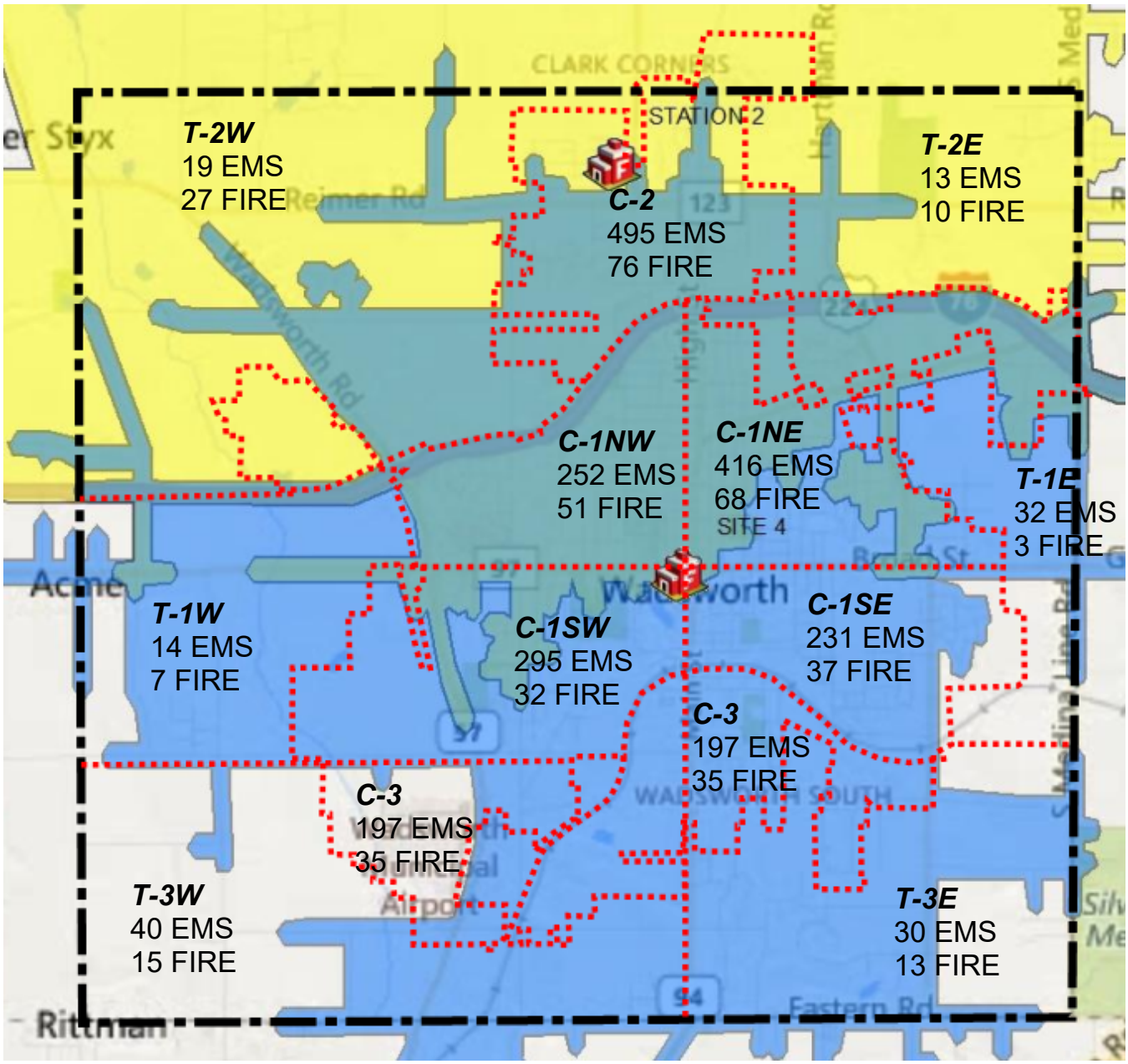


4-MINUTE RESPONSE TIME

STATION 2

SITE 4

Site 4: 8-Minute Response Time



Site 5

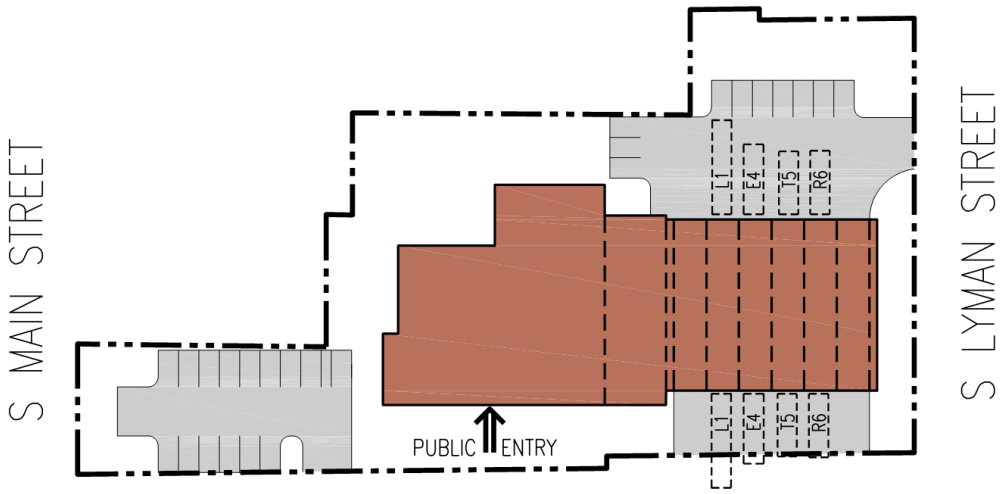
Site 5: S. Lyman Street and Wright Drive, contains a large parking lot owned by the City, as well as a structure that is privately owned. The Downtown Plan identifies this site to be enhanced public parking and Wright Drive as a main mixed use connector for the new Interurban Trail.

S. Lyman Street & Wright Drive

Parcel No. 040-20D-03-030
0.3357 acres
Owner: HAH Investments of Medina LLC
Value (per Medina Co. Auditor): $347,350

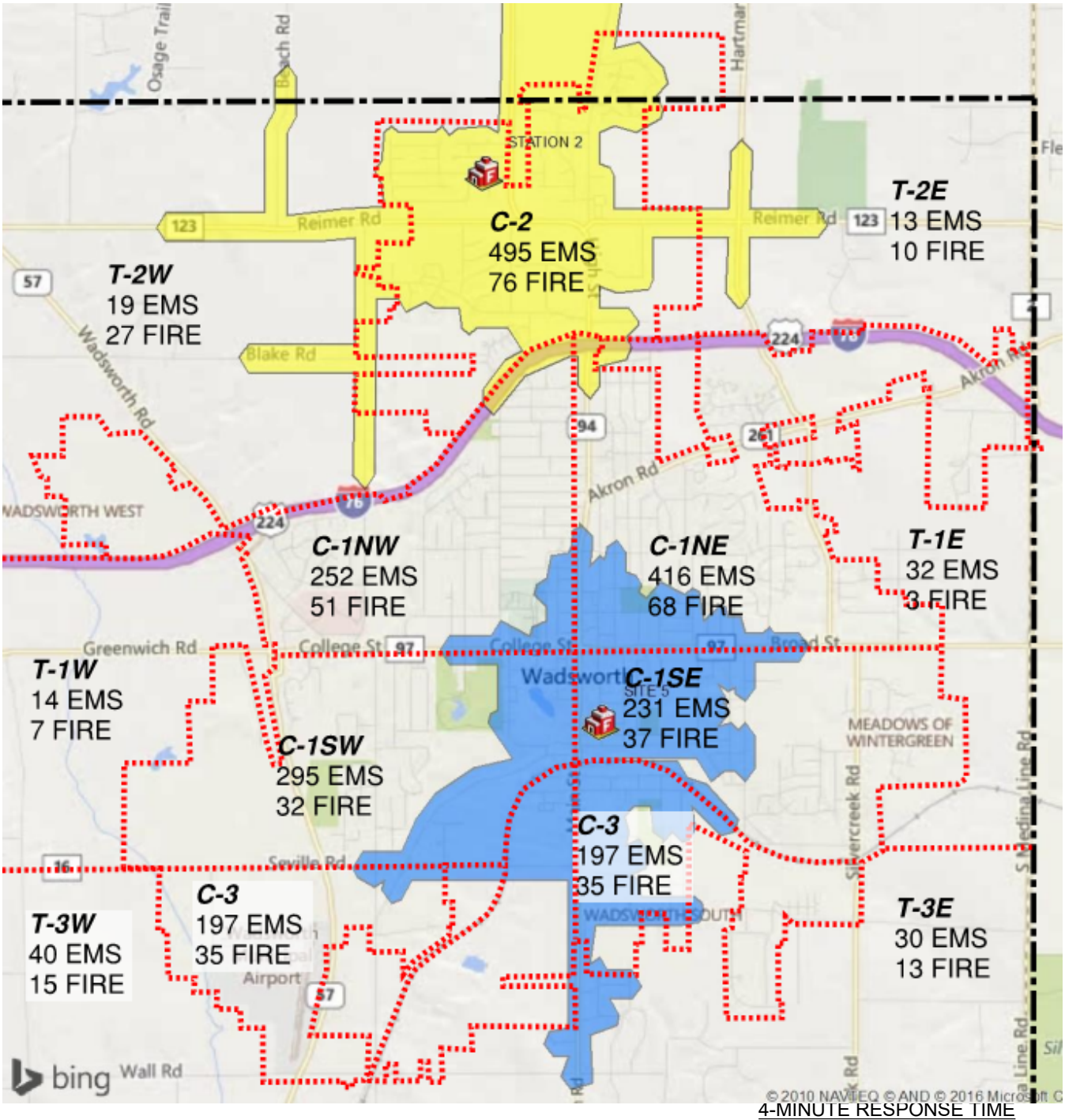
Main Street Parking

Parcel No. 040-20D-03-294
0.72 acres
Owner: City of Wadsworth
Value: $90,680

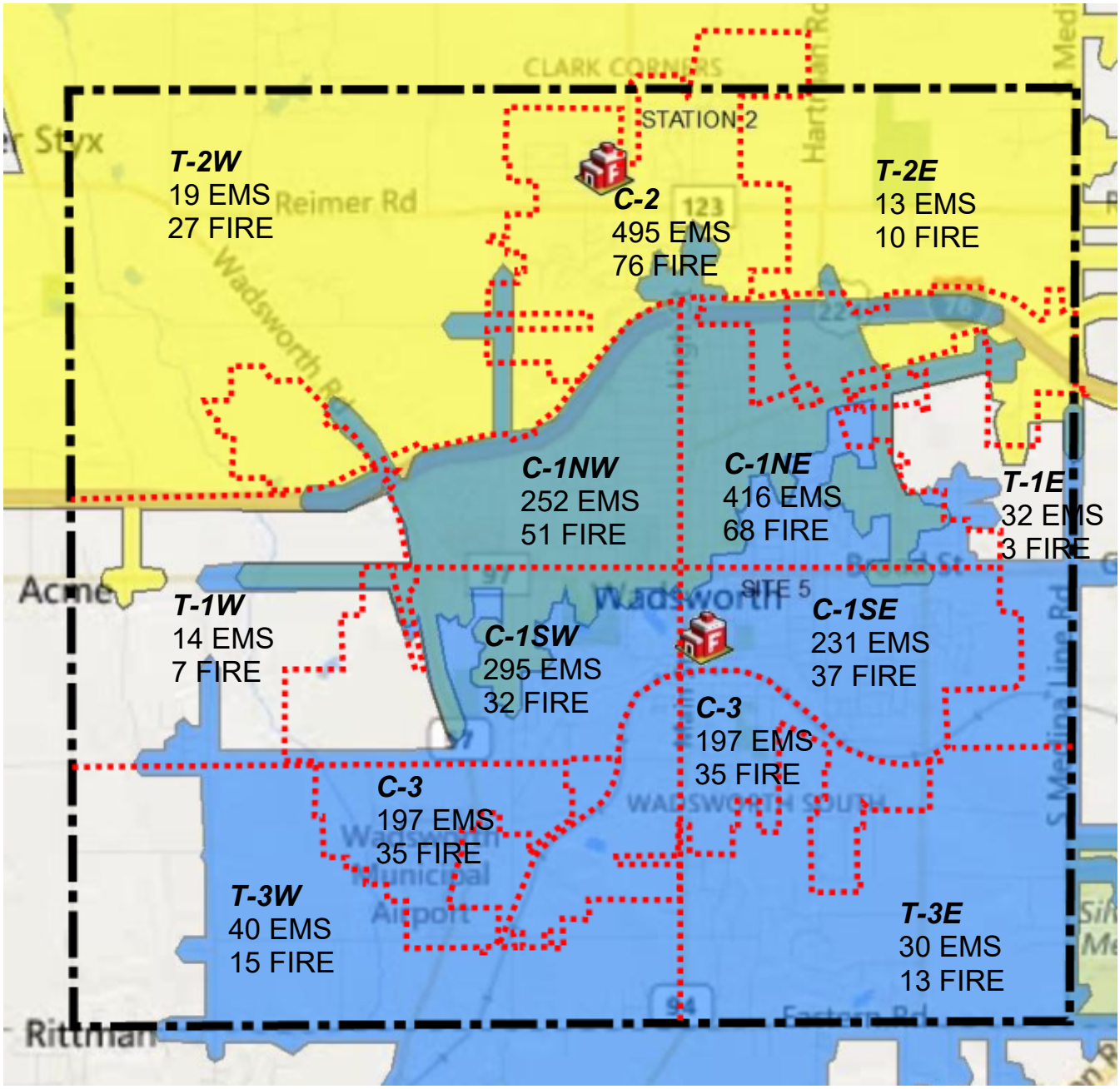


1-Story Building Option

Site 5: 4-Minute Response Time



Site 5: 8-Minute Response Time



Site Evaluation Matrix

The following evaluation matrix was prepared to compare the 12 sites across a variety of factors.

1. Size of property
2. Potential acquisition cost (from County Auditor's data)
3. Ranking based on cost factors
    - Land Cost
    - Environmental Conditions: similar to remediation from demolition or previous use
    - Demolition: the extent of demolition anticipated
4. Ranking based on functional factors
    - Site Size/Compliance: will the site size and configuration allow for the facility to be developed appropriately
    - Response Time: the amount of coverage achieved at the 4 and 8-minute response times
5. Community Factors
    - Downtown Enhancement: Is the proposed location in the central downtown district?
    - Visual impact: This relates to whether the facility is on a main thoroughfare, and will make a positive impact visually. A fire station is a significant public building, similar to a City Hall or Courthouse, and can become an iconic element in the streetscape.
6. Other Considerations
    - Comments are added in the right-hand column for factors specific to each site. These are given a ranking based on their positive or negative impact on the potential for that site's development.
7. Total Points
    - All points are totaled for each ranking category.
8. Rank
    - The highest number is determined to have the best potential for development of a new Fire Station.

Table III-1: Site Evaluation Matrix

Rank	Map Location	Site Name	Address	Acres	Acquisition Cost*	Cost Factors			Function Factors		Community Factors		Other Considerations	Total Points	Other Considerations
						Land Cost	Environmental Conditions**	Demolition	Site Size / Program compliance	Response Time	Downtown Enhancement	Visual Impact			
	Recommended Sites														
1	8	Jeff's Motor Cars	289 Broad Street	1.0957	$197,450	8	2	4	8	10	2	4	5	43	Limited future expansion.
2	25	Kelly Property	W. Walnut / L Street	1.95	$71,640	8	2	5	8	8	2	3	5	41	South of Railroad Tracks. Future expansion with purchase of Marchinko property.
	Downtown Sites														
9	1	City of Wadsworth Fire Station 1	153 N. Lyman Street	0.6967	$0	10	2	2	0	7	5	3	0	29	Sites 1 & 2 must be combined with additional land purchase in order to be viable. Considerations must be given to phased development or relocation during construction.
12	2	Boos / Library	115, 117, 131,123 N. Lyman Street	0.829	$461,210	4	3	2	0	7	5	3	0	24	Acquisition and demolition costs.
10	3	Lutheran Church / City of Wadsworth	120, 134 King Street	0.8228	$2,686,520	2	3	1	4	7	5	5	1	28	Requires demolition of historic church.
8	4	City of Wadsworth/First Merit/That New Bar	Watrusa Street	2.0412	$254,490	6	3	5	1	7	4	3	1	30	Downtown Plan shows future medium density residential and trailhead. Site configuration does not allow for drive-thru bays.
5	5	HAH Investments	S Lyman Street and Wright Street	1.0557	$347,350	4	3	5	4	8	4	3	2	33	Downtown Plan shows enhanced parking, green space access, and interurban trail route.
	Southern Sites														
4	22	Stewart Properties	400 Seville Road	9.6923	tbd	4	3	10	10	5	0	1	2	35	Far southern location, future Station 3 location.
3	23	Harris Property	Seville Road	11.042	$102,500	8	3	8	10	5	0	1	2	37	Far southern location, future Station 3 location.
	Eastern Sites														
6	9	Shaffer Property	691 Broad Street	5.37	$487,250	4	3	5	10	4	0	3	3	32	Near school entrances, potential school arrival & departure traffic delays.
7	9A	Jones Property	612 Broad Street	2.249	$150,040	8	3	3	8	4	0	3	2	31	School wishes to re-route entry road, which would bisect this property.
	Western Sites														
11	15	Ghost Alley / Renee Maries Salon & Spa	442, 456 College Street	2.6023	$478,440	4	3	4	8	4	0	3	1	27	Unlikely to acquire. Additional private business valuations along with properites.

Notes:

* Assumed Costs are taken from Auditor values, not appraisal values.

** Environmental Concerns are based on Professionals Opinion of potential risk. If property purchase is proposed, an Environmental Phase 1 Assessment should be conducted before purchase

**Soil Conditions of each site are beyond the professionals ability to determine from visual inspection. If property purchase is proposed, a Geotechnical Exploration Report should be conducted before purchase.

Ranking:

0 Does not comply
1 Low
5 Moderate
10 Highest - Best

IV.CONCEPTUAL PLAN

Conceptual floor plans and site plans were developed to illustrate the desired adjacencies of spaces within the building as well as the site elements.

Floor Plan Diagrams

The floor plan diagrams provide an appropriate footprint that should be allowed for each site. The floor plan diagrams below indicate the primary spaces in the building. Please see Appendix E for detailed diagrams.

Figure IV-1: One Story Diagram

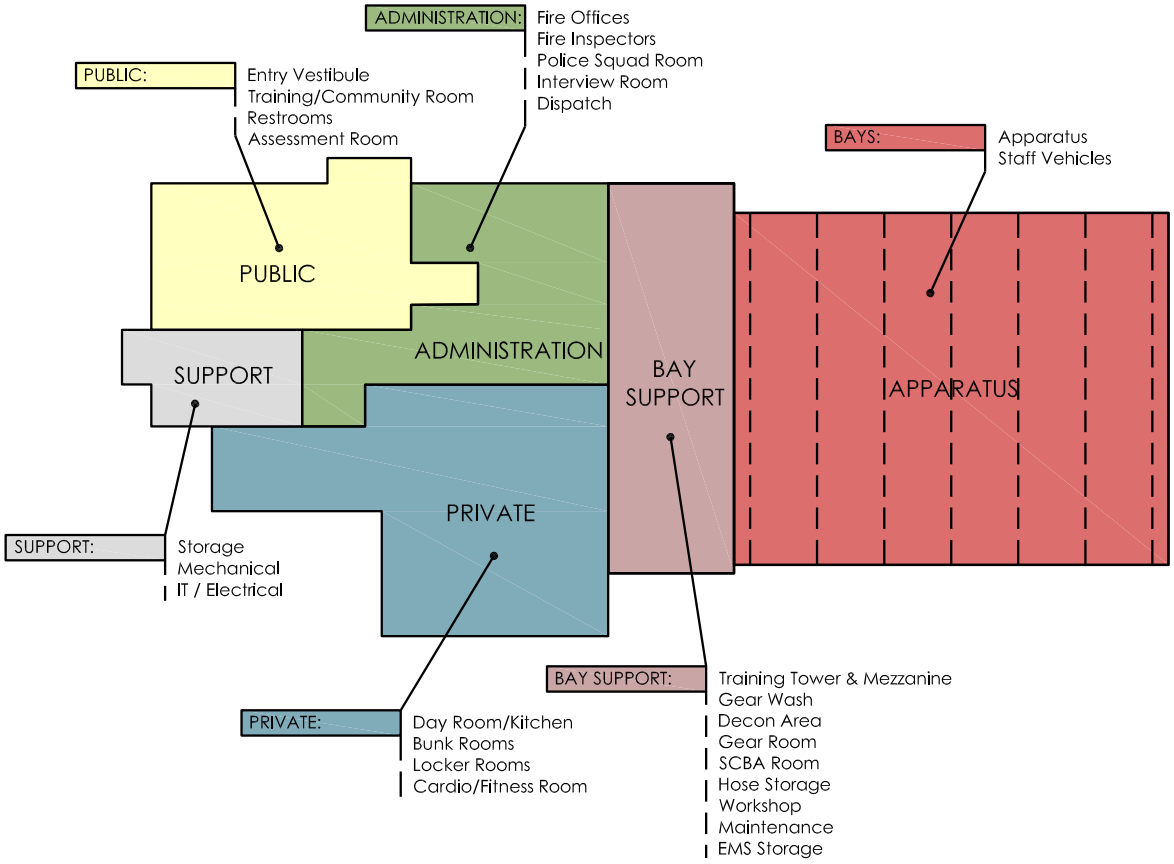
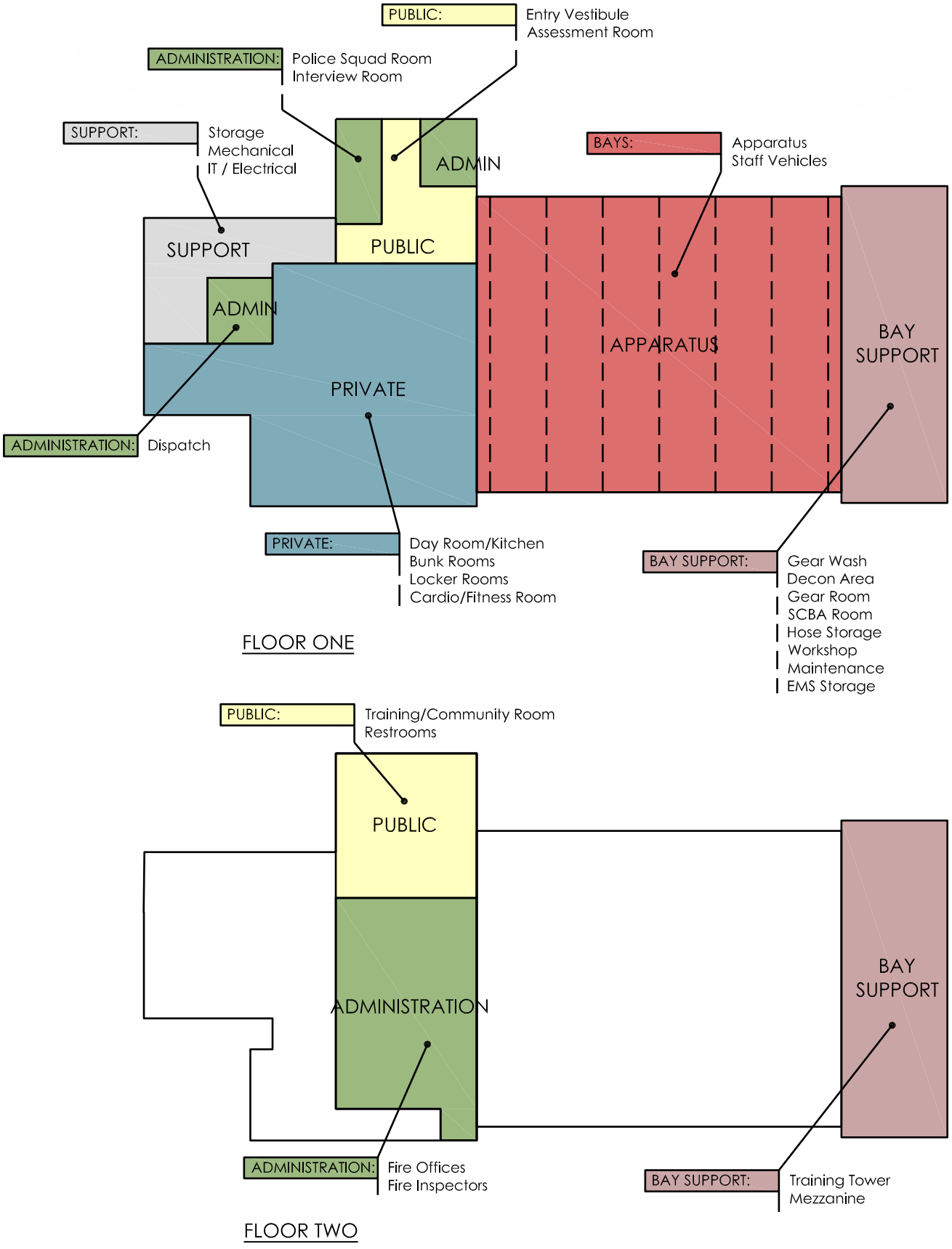


Figure IV-2: Two Story Option



Site Plan Diagrams

The site plan diagrams are used to determine the viability of each potential site location and floor plans are only conceptual and used to depict possible layouts or configurations. Key factors considered include:

1. Access to main thoroughfare
2. Adequate apron space between apparatus bays and main thoroughfare
3. Access for drive-through bays with adequate turning radii for the largest fire truck
4. Parking for firefighters
5. Parking for public
6. Access to public entrance
7. Space for future expansion
8. Space for on-site training

Figure IV-3: Site 8 Diagram

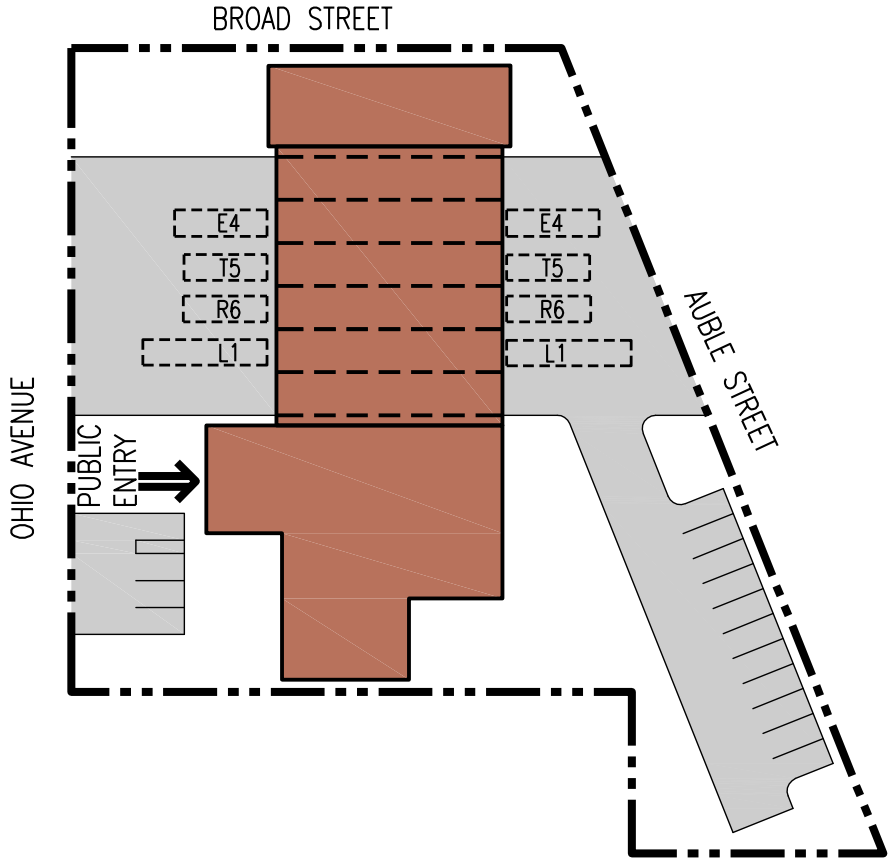
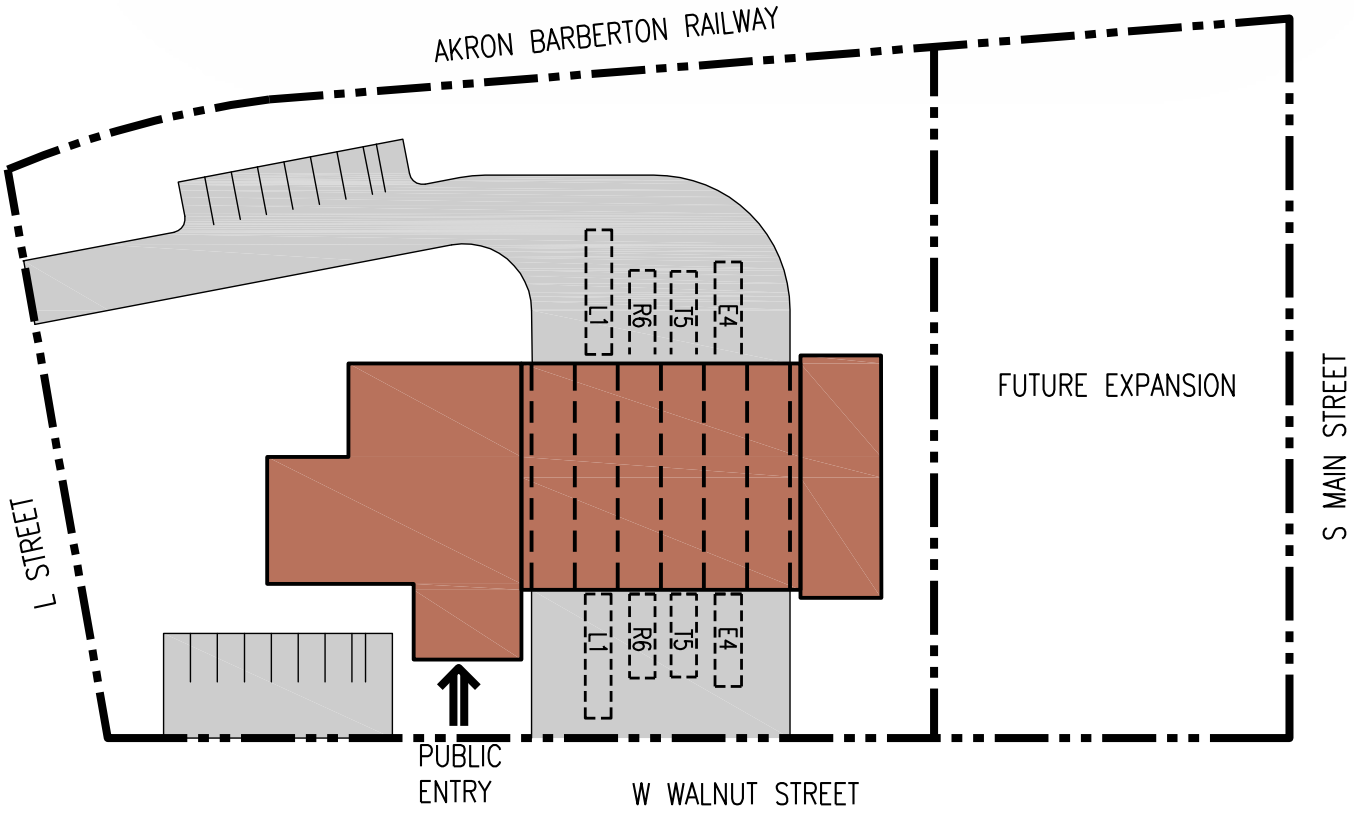


Figure IV-4: Site 25 Diagram



Opinion Of Probable Cost

An Opinion of Probable Cost has been prepared to indicate the potential funding required for construction of a new Fire Station facility. Probable costs are broken down for construction costs, contingency and soft costs, and owner costs. The intent is to represent a full project cost, not just the construction cost. Two versions of the Opinion of Probable Cost are included; for the one-story building option and for the two-story building option.

Probable Construction Costs

The primary areas of construction are represented for the physical elements of the proposed facility. This includes the building, systems, and site development.

Contingency and Soft Costs

Furniture, Fixtures, and Equipment (FF&E) is an allowance for all "loose" items in the building. This includes all furniture, kitchen equipment and appliances, laundry appliances, fire support equipment, and office equipment such as printers and copiers.

Two separate contingencies are listed. The Design Contingency accounts for the fact that this Opinion of Probable Cost is based solely on a space program, and not a building design. Once the actual design is initiated, there may be changes in the size, configuration, and/or materials desired, which will affect the overall construction cost. At this conceptual stage, a 5% contingency is allowed. Once the facility has been fully designed and construction cost estimates are prepared based on that design, the Design Contingency can be eliminated.

The Construction Contingency is an allowance for unforeseen items that occur during construction. This may include unknown site conditions that are uncovered once excavation begins, or last-minute design

changes or additions as directed by the Owner. The Construction Contingency is maintained throughout construction.

Owner Costs

There are a series of costs that the Owner will bear beyond the construction costs. These include professional design fees, testing fees, administrative and legal fees, utility connection fees, and special inspections during construction. Based on the site selection study, it is anticipated that the City will have property acquisition costs. The amount included at this point is an allowance, to acknowledge that this cost needs to be considered in the full project cost.

Table IV-1: 1 Story Option Opinion of Probable Cost

	Quantity	Unit	Cost	Total	Subtotal
Construction Cost					**$7,080,760**
General Construction	24,350	s.f.	$225.00	$5,478,750	
Plumbing Construction	24,350	s.f.	$8.50	$206,975	
HVAC Construction (Main Building)	12,847	s.f.	$26.00	$334,022	
HVAC Construction (Apparatus Bays)	11,500	s.f.	$16.00	$184,000	
Electrical Construction	24,350	s.f.	$22.00	$535,700	
Fire Protection Construction	24,350	s.f.	$3.75	$91,313	
Site Construction	25,000	s.f.	$10.00	$250,000	
Contingency and Soft Costs					**$814,287**
FF&E Cost (% of Estimated Construction Cost)	1	@	1.5%	$106,211	
Design Contingency (% of Estimated Construction Cost)	1	@	5.0%	$354,038	
Construction Contingency (% of Estimated Construction Cost)	1	@	5.0%	$354,038	
Owner Costs					**$1,194,961**
A/E Fees (% of Estimated Construction Cost)	1	@	8.0%	$566,461	
Geotechnical	1	Lump Sum	$8,500	$8,500	
Commissioning	1	Lump Sum	$20,000	$20,000	
Administrative and Legal Fees	1	Lump Sum	$5,000	$5,000	
Sewer Tap Fee	1	Lump Sum	$25,000	$25,000	
Utility Allowances (Electric/TComm/Water/Cable/Gas)	1	Lump Sum	$50,000	$50,000	
Property Acquisition	1	Lump Sum	$500,000	$500,000	
Special Inspections	1	Lump Sum	$20,000	$20,000	
TOTAL PROJECT COST					**$9,090,008**

Table IV-2: 2 Story Option Opinion of Probable Cost

		Quantity	Unit	Cost	Total	Subtotal
Construction Cost						**$7,645,633**
General Construction		26,330	s.f.	$225.00	$5,924,250	
Plumbing Construction		26,330	s.f.	$8.50	$223,805	
HVAC Construction (Main Building)		14,830	s.f.	$26.00	$385,580	
HVAC Construction (Apparatus Bays)		11,500	s.f.	$16.00	$184,000	
Electrical Construction		26,330	s.f.	$22.00	$579,260	
Fire Protection Construction		26,330	s.f.	$3.75	$98,738	
Site Construction		25,000	s.f.	$10.00	$250,000	
Contingency and Soft Costs						**$879,248**
FF&E Cost (% of Estimated Construction Cost)		1	@	1.5%	$114,684	
Design Contingency (% of Estimated Construction Cost)		1	@	5.0%	$382,282	
Construction Contingency (% of Estimated Construction Cost)		1	@	5.0%	$382,282	
Owner Costs						**$1,240,151**
A/E Fees (% of Estimated Construction Cost)		1	@	8.0%	$611,651	
Geotechnical		1	Lump Sum	$8,500	$8,500	
Commissioning		1	Lump Sum	$20,000	$20,000	
Administrative and Legal Fees		1	Lump Sum	$5,000	$5,000	
Sewer Tap Fee		1	Lump Sum	$25,000	$25,000	
Utility Allowances (Electric/TComm/Water/Cable/Gas)		1	Lump Sum	$50,000	$50,000	
Property Acquisition		1	Lump Sum	$500,000	$500,000	
Special Inspections		1	Lump Sum	$20,000	$20,000	
TOTAL PROJECT COST						**$9,765,031**

APPENDIX A - BUILDING AND SITE ASSESSMENT

Preliminary Operation Assessment

Exterior

1. Due to the limitations of area, and with two additions to the original structure, the site circulation is circuitous and it is difficult to maneuver vehicles. The circulation does not meet NFPA standards. Currently, the Apparatus Bays have multiple locations for entry and exit.

2. The concrete aprons do not meet NFPA standards. A minimum of 50' before accessing a main thoroughfare is preferred. Many of these aprons are severely cracked and damaged due to the weight of the apparatus. (See Photo #2 at the end of this Appendix)

3. The rear Apparatus Bays require the apparatus and EMS vehicles to access a long narrow drive aisle between the existing building and retaining wall on the north side of the property, which adds time to the Department's ability to respond to an emergency. (See Photo #2 at the end of this Appendix)

4. Public access to the building is limited and the front door is not ADA accessible. This makes visitor access to the building confusing. Public parking is on the south side of the building. However, the Station is staffed with a full-time Administrative Assistant located at the west front entry facing Lyman Street. (See Photo #1 at the end of this Appendix)

5. Parking surrounds the main apparatus and emergency vehicle aprons and drives which causes potentially serious conflict between pedestrians and emergency vehicles. (See Photo #45 at the end of this Appendix)

6. Parking of administrative and maintenance vehicles outside creates a response issue, especially during winter months. This also presents a long term maintenance problem for these vehicles. They should be housed in Apparatus Bays.

7. The roof has minimal insulation. The original building has no insulation. The current energy code requires a minimum rating of R30 for roof insulation value. The efficiency of the mechanical systems and the energy efficiency of the building is greatly compromised.

8. The exterior windows of the original facility are aluminum frame, single glass pane windows. These windows do not meet current Building and Energy Codes. They are very inefficient and cause a tremendous amount of heat loss and heat load for the building. This also puts undue stress on the HVAC system which creates energy inefficiencies. The exterior windows of the addition are aluminum storefront with insulated glazing. This glazing is more energy efficient than the single pane glazing but is still outside energy code requirements for glazing values for heat loss, gain, and R-values.

Apparatus Bays

1. The Apparatus Bays are not only used for apparatus storage, but they are also utilized for storage of gear, hoses, and other equipment. Due to the limited storage and support areas for the Apparatus Bays, the Apparatus Bays themselves are unable to provide adequate maneuverability for equipment and Staff. This causes an undue burden on daily operations and can result in higher response times. (See Photo #53 at the end of this Appendix)

2. The Apparatus Bays do not have proper NFPA clearances for equipment. This would still be the case if all of the equipment and gear were removed from the bays. The height is very limited and not within NFPA Standards. This does not allow for staff to service the vehicles effectively without pulling them out of the bays.(See Photo #19 & 54 at the end of this Appendix)

3. The mezzanine in the Apparatus Bay is being utilized for mechanical and electrical needs. This causes the mezzanine to be inefficient for fire equipment storage or training purposes. (See Photo #17 at the end of this Appendix)

4. There are multiple electrical panels in the Apparatus Bays. This makes it dangerous for apparatus to

be cleaned and maintained during inclement weather. Staff would most likely wash and clean the vehicles inside the bays during inclement weather.. (See Photo #55 at the end of this Appendix)

5. Currently, there are seven Apparatus Bays. The bays are not connected and are on opposite sides of the building. It is extremely inefficient and causes safety concerns. It is extremely difficult to maintain contamination areas and clean areas without duplicating services at each bay area.

6. One of the Apparatus Bays is utilized for maintenance purposes. This bay, due to a lack of storage, is also being utilized for storage of a variety of equipment and items that have no other place in the building to be located. This makes accessing the equipment or vehicle difficult and inefficient. (See Photo #45 at the end of this Appendix)

7. Firefighting gear is housed in the Apparatus Bays, however, NFPA Standards require that gear be housed in a separate Storage Area that is well ventilated to minimize carcinogen and diesel fume contamination. (See Photo #18 at the end of this Appendix)

8. The Apparatus Bays utilize overhead doors which have been replaced. These doors create maintenance and safety issues for the Department. The use of newer technology such as bi-fold or four-fold doors would be beneficial, not only from a maintenance and operation perspective, but also from a response time perspective. These doors offer approximately 3 to 4 seconds of reduction in response time.

9. Currently, the Tool Maintenance and Tool Room are separated from the bays. They are also located away from the fire apparatus. The Tool Room and Maintenance should be located adjacent to all bays. Tools and equipment utilized for Maintenance should be stored in a separate room adjacent to the Apparatus Bay with plenty of storage and a work bench.

10. A separate Decontamination Room should be provided that allows for decontamination of gear and Staff. This should also allow for quick access to the gear washer. Per NFPA Standards and Best Practices, this will minimize the tracking of carcinogens and contaminates into the living areas.

11. There should be a Restroom facility provided in the Apparatus Bay. Per NFPA Standards, this is highly recommended to minimize tracking of contaminates and carcinogens into the living areas.

12. Per NFPA Standards and Best Practices, gear lockers should be provided near the bays for gear storage. These should be open type lockers that are approximately 24" x 24" with lockable storage compartments for personal items. There should also be electricity and venting provided within the lockers. Gear lockers should be stored in a separate Gear Room that has its own exhaust system and ceiling fans for circulating air. (See Photo #56 at the end of this Appendix)

Lobby / Main Entry / Staff Work Area

1. The main Lobby and Vestibule at the front of the building is small and inadequate for public use. This makes it difficult to assess anyone who may come into the Fire Station for a medical need, such as blood pressure check or even for assistance if they are having a heart attack.

2. Any use of the main corridor of the facility directly adjacent to the Bunk Rooms is ineffective and disruptive to staff using these Bunk Rooms. These uses should be separated from the Bunk Room area. Public services should be contained in the Public area for security and separation of use purposes.

3. The staff work area is directly outside of the bunk rooms. This function should be separated from the bunk room area. This function should be located near the bays and within the Administration Area.

Bunk Rooms

1. Currently, the Bunk Rooms are located near the main entry of the building. These should be located in a private area of the building. The current Bunk Rooms are also a considerable distance from the rear Apparatus Bays and the Locker Rooms. The Bunk Rooms per NFPA Standards should be located close to all Apparatus Bays and Locker Rooms. (See Photo #26-28 at the end of this Appendix)

2. The Bunk Rooms do not have central air conditioning and have been retrofitted with thru-wall units. The Bunk Rooms should have adequate HVAC. These wall units are inefficient, and make it difficult to control temperature.

3. The Bunk Rooms do not have windows to the exterior. As a means of health, safety, and welfare of the staff, the Bunk Rooms should have a means of natural light.

Offices

1. The office arrangement at the current station is not desirable as the Assistant Chief is on the opposite end of the building away from other offices. NFPA Standards and Best Practices for Fire Station design locate all of the offices in a general Administration Area. This would minimize duplication of spaces and services such as the need for copy machines, file cabinets, etc.

2. Multiple offices do not have exterior windows. All offices should be provided with opportunities for natural light.

3. Offices should have visibility to exit and entry aprons, which currently, is not possible.

4. Some offices are located adjacent to the Bunk Rooms which is not an ideal situation.

5. A few desks have been located in the Day Room and the Dining Room due to the lack of office space. These desks should be contained within an Administrative area. (See Photo #57 at the end of this Appendix)

6. Some offices are being utilized for storage which has caused desks to be relocated elsewhere in the facility. Storage should be provided so that offices and other staff spaces can be utilized as offices. (See Photo #31 at the end of this Appendix)

7. Due to limited space at Station 1, the Fire Chief is located at Station 2. The Fire Chief should have their office located at Station 1. The goal will be to relocate the Fire Chief to the new Station 1.

Storage

1. The Storage Rooms are scattered throughout the building and have reduced the number of offices in order to accommodate storage needs.

2. The storage capacity of this building is woefully short of the needs of the station. As aforementioned, the Apparatus Bays are being utilized for storage as are Offices and other Staff spaces.

3. The medical and EMS storage is also inadequate for the storage of medical and EMS supplies. There is limited ability to lock and secure supplies.

Kitchen, Dining Room, and Day Room

1. The Kitchen, Dining Room, and Day Room functions are contained in one large room. This area has been infiltrated with office functions, due to lack of office space. There are file cabinets, desks, and other office equipment in the Day Room and Dining Room. These need to be located in the Administrative Area.

2. The Kitchen, Dining Room, and Day Room are adjacent to the Apparatus Bays without positive pressure to provide adequate separation from the Apparatus Bays. This allows for diesel fumes and other contaminates to infiltrate the living areas. Per NFPA standards, these areas known as clean areas should be separated from the bays with both a vestibule and a negative/positive pressure differential between the spaces. (See Photos #34, 35, & 57 at the end of this Appendix)

Fitness Room

1. A Fitness Room should be provided that is separated from the Apparatus Bay. Currently, the Fitness Room is directly in the Apparatus Bay and is open to diesel fumes and carcinogens. (See Photo #58 at the end of this Appendix)

2. The Fitness Room should be visible to the Apparatus Bays and Administration Areas and should contain an emergency alert button. Many deaths of emergency responders occur due to cardiovascular stress and cardiac arrest.

3. The fitness room is cramped and undersized for the amount of existing department fitness equipment.

Locker Rooms

1. The Locker Rooms including the Restrooms and Showers are located a considerable distance from the Bunk Rooms and Apparatus Bays. NFPA Standards require that Locker Rooms, including Restroom and Shower facilities be located in close proximity to Bunk Rooms. They should also be located close to Apparatus Bays unless there are adequate facilities provided in the Apparatus Bays.

2. It would be highly recommended that a Restroom be provided in the Apparatus Bay for use by Staff. This will minimize the contaminates and carcinogens being brought into the living areas.

3. The current lockers are small for the type of equipment and gear that is stored in the lockers. Lockers should be sized at a minimum of 18" x 18" x 72". (See Photo #51 at the end of this Appendix)

4. The part-time, paid on-call staff do not use the lockers for personal use. They typically bring their personal items and store them in the Bunk Rooms.

5. The Locker Room should be sized to accommodate current ADA accessibility codes and provide adequate facilities for the number of staff and volunteers to utilize the facility. (See Photo #59 & 52 at the end of this Appendix)

Miscellaneous Support

1. Currently, there is no Janitorial Closet for the Apparatus Bay. There should be a separate room for janitorial purposes containing a wash tub and mop sink, along with shelving for chemicals and other cleaning equipment.

2. There should be a Janitorial Closet in the Living Area, again separate from the Apparatus Bay to minimize contaminates and carcinogens being tracked into the living area.

3. There should be a Laundry Area in the Living Areas separate from the Laundry in the bays to minimize contaminates in the Living Areas.

4. There should be a storage area for outdoor power equipment and maintenance supplies.

Systems

HVAC

1. Both Apparatus Bays' exhaust system has three separate options. The original design had a ducted mechanical exhaust system that would evacuate exhaust from the bays directly to the exterior through the wall or through the roof. Some are no longer being utilized and others are not operating. (See Photo #43 at the end of this Appendix)

   The second approach is the internal air purification system. These are operational, but do not appear to be solving the problem. These units recirculate the diesel fumes and carcinogens back into the space. (See Photo #41 at the end of this Appendix)

   The third approach is a down draft exhaust system below the slab. Currently, this is not utilized very often.

   Since these systems are not satisfying the need for exhaust and purification of air in the bays, the quality of air required per the Building Code and per NFPA Standards is not being met.

2. The exhaust system should be a combination system. There should be a direct connection exhaust

system (pipe to exhaust pipe of vehicle) along with a standard building automated exhaust system that allows dual levels of exhausting from the bays. There should also be a separate exhaust system in the Gear Room to exhaust off-gassing contaminates from this space.

3. Currently, the gear storage is housed in the Apparatus Bays, however, current NFPA Standards require that gear be housed in a separate storage area, well ventilated to minimize carcinogen and diesel fume contamination. It should also be protected from UV light which causes breakdown of gear fibers, weakening them and making them vulnerable and susceptible to damage. (See Photos #56 & 18 at the end of this Appendix)

4. The arrangement of mechanical systems does not allow for proper separation of positive and negative pressure zones between the living spaces and the Apparatus Bays. This allows contaminates and diesel fumes to infiltrate the living area.

5. A Kitchen exhaust and ANSUL system is provided in the existing building. The exhaust for the Kitchen area should be increased to meet current Energy and Building Codes. (See Photo #16 at the end of this Appendix)

6. The current HVAC system is a conglomeration of multiple systems. There is a rooftop unit and condenser system in part of the facility to supply conditioned air. There are areas of the original building that have baseboard heating, but do not have air conditioning. Air conditioning is provided in some of these areas through the use of thru-wall air conditioning units. These are highly inefficient and it is difficult to regulate temperature.

7. The rooftop units utilized in the addition areas are past their useful life and are highly inefficient. The entire facility should be utilizing one system that is zoned for the specific purposes within the building.

8. Infrared heaters are being utilized in the Bay Areas for heat. The current heaters are in need of replacement. New infrared heaters should be installed to meet Energy Code Standards and Requirements.

9. The Locker Rooms and Restrooms should have adequate exhaust provided. Both of these areas have minimal exhaust and supply.

Electrical

1. The natural gas emergency generator does not power the entire building in the event of a power failure. NFPA Standards and the Ohio Building Code for "essential facilities" require that the building be able to withstand an event and be able to fully function during a weather or catastrophic event if power has been lost. Typical time requirements for fully operational essential facilities during a power failure should be (72) hours minimum.

2. The fuel source for the emergency generator should be explored. It is typical in a natural disaster or a catastrophic event that natural gas is shut off by the utility. The fuel source for the generator would then be compromised. A dual fuel source or other fuel source except natural gas should be explored in a new station concept.

3. Lighting fixtures in the Apparatus Bays are high bay fixtures. These are inefficient and not Energy Code compliant. The Ohio Building Code and Energy Code require energy efficient fixtures such as compact fluorescent or LED types, which minimize electrical consumption and lower operation and maintenance costs. It is understood that the City pays for electric consumption in buildings which is offset from the electric department budget and AMP community purchase power program. It does still benefit the Department to minimize the consumption of energy.

4. Surface mounted conduit and outlets are noticeable throughout the facility. The facility has limited technological, communication and electrical capabilities to meet current technology needs of standards for a Fire Station. It is extremely difficult to add future technology and communication systems to the building, resulting in inefficient operations.

5. Lighting within the building consists of standard fluorescent fixtures. Most of these fixtures do not

meet current Building and Energy Code requirements. Again, it is understood that the electrical consumption is not directly charged to the Department, however, these fixtures should be replaced to make them more energy efficient.

6. Ceiling fans have been added throughout the facility. This is desirable as it helps to maintain airflow and minimize HVAC usage. It would be recommended that ceiling fans be utilized throughout the facility in major spaces such as the Apparatus Bays, Fitness Room, Dining Room, Day Room, and Bunk Rooms.

7. The building is equipped with a functioning fire alarm. This should be upgraded to current Building Codes by adding additional pull stations and horn strobes.

8. Automatic door operators should be added to the ADA accessible entry.

Plumbing and Fire Sprinkler

1. The current facility does not have a fire sprinkler system, which is required for an essential facility. The facility has only limited area sprinklers in a few storage closets. NFPA recommends a sprinkler system as there are approximately (100) to (150) fires in Fire Stations annually.

2. The use of automatic control fixtures in the Restrooms would help conserve water. It is good practice for a public entity to conserve water.

3. Plumbing fixtures are vitreous china and are in acceptable condition. The fixtures are standard flow fixtures. Low flow fixtures are available but not required. (See Photo #52 at the end of this Appendix)

4. Existing bays have limited drainage. It is recommended that a trench drain be placed in each bay.

5. The building has limited cleanouts and access panels. This meets building code but for maintenance purposes, additional cleanouts and access panels are recommended.

6. Isolation water valves should be provided for maintenance purposes. Shutting water off is difficult without affecting the entire building.

Energy Efficiency

As noted in the Operational Assessment, there are various items that have energy implications, such as the roof, HVAC, lighting, and plumbing fixtures. These items can be addressed to increase the energy efficiency of the facility. The City provides utility services to the building at no cost to the department. However, it is still good practice to be energy efficient and proactive in the event that something in the future changes. These decisions are beneficial and will also increase the quality of life within the facility.

Other items for consideration are as follow:

1. Install a building automation system that has night setbacks. This will help reduce energy consumption. Understanding that this building is a 24/7 facility, the energy reduction is minimal in comparison to typical public facilities, however, it would still provide some operational costs savings over the life of the building.

2. Install a lighting control system in public areas. Lighting will be turned off by occupation or motion sensors if rooms are not being utilized.

3. Automatic flush valves and faucets will help reduce the water usage.

4. New energy efficient windows and daylight harvesting controls to the facility will reduce energy consumption for the building. This will also benefit the HVAC system, reducing the load on the system, therefore, decreasing energy use and operation costs.

5. The use of ceiling fans throughout the facility will minimize the energy consumption of the HVAC system.

6. Utilization of proper exhaust methods and the creation of positive and negative pressure areas in the

facility will deter a "sick building syndrome". This will also benefit the health and welfare of the Staff.

7. Increasing insulation at the roof will mitigate heat loss in the building. This will reduce the load on the HVAC system, making it more efficient and reducing operational costs.

8. Use of an energy recovery unit would be a benefit to the facility. This would allow for energy generated by the HVAC and exhaust systems to be recaptured and converted to heat or a tempered distribution.

Existing Conditions

Building Description

Fire Station No. 1 is located at 153 North Lyman St. The building is 10,530sf in size. The station was constructed in 1963 and consisted of a 5,100sf three bay station. It is composed of concrete block and brick veneer. An addition to the building was built in 1974 which provided an additional 2,200sf and consisted of three more bays. In 1991, a second addition was built consisting of 3,223sf This new space equipped the station with new Locker Rooms, a Maintenance Bay, an Office and an Entry Vestibule. (See Photo #1 at the end of this Appendix)

General

1. The City provides all utility services, except for the gas utility. These services are provided at no cost to the Fire Department.

2. The building is not 100% sprinkled. There are a few limited area sprinklers for Storage Rooms.

3. There are two people on duty at Station 1. Full-time staff currently located at the Station consists of the Assistant Fire Chief, one maintenance person, and one Administrative Assistant. Current operations dictate that there is two staff members dedicated exclusively to EMS responses and duties twenty-four hours a day located at the station. There is a part-time maintenance person that is at Station 1. All fire calls out of Station 1 would be handled by volunteers, outside of full-time staff.

4. There are approximately (40) to (50) part-time paid on-call members of the Fire and EMS Departments.

5. Station 1 currently houses an aerial platform (strike ladder), an engine, a reserve pumper, (2) EMS medic units, (1) tanker/tender, a heavy rescue, (2) administrative vehicles and a maintenance truck.

Exterior

Site

1. The original entry to the building, which is most commonly used, does not meet current ADA accessibility codes. (See Photo #1 at the end of this Appendix)

2. The entry at the new addition meets ADA accessibility codes. (See Photo #2 at the end of this Appendix)

3. There is a perimeter retaining wall on the east side, which is in need of repair in multiple locations where block has been damaged. The access drive to get to the back of the building is very narrow. The north retaining wall that runs the entire length of the access drive, has been replaced. There are a few damaged blocks that are in need of repair. (See Photo #3 at the end of this Appendix)

4. There is a wood plank fence at the rear of the building, separating the Fire Department from the residential homes. This fence appears to be in good condition. (See Photo #4 at the end of this Appendix)

5. The existing parking lot is severely cracked and in need of repair. The parking lot has a number of parking spaces but there are no ADA accessible parking spots provided. (See Photo #5 at the end of this Appendix)

6. The storm drainage in the parking lot and at the drive aprons has a multitude of problems and is

does not remove the surface run off from these areas in an appropriate amount of time. These drains and drain lines should be investigated using a camera and scope to determine if there is significant blockage or if any of the piping is damaged or even crushed due to the surface damage in the parking lot and drive aprons. (See Photo #6 at the end of this Appendix)

7. The drive aprons at each of the apparatus bay locations is severely cracked and in desperate need of repair. (See Photo #5 at the end of this Appendix)

Façade

1. Several exterior hollow metal doors and frames are rusting and deteriorating. The lintels are also in need of repair and repainting due to corrosion. (See Photo #4 at the end of this Appendix)

2. The metal fascia materials are delaminating.

3. Window sills around the building are in decent condition, however, joints and sealants are in need of repair. (See Photo #7 at the end of this Appendix)

4. Brick is in acceptable condition for the age of the building.

5. The windows are aluminum frame with single pane glazing which has minimal insulation value.

6. The façade of the east exterior wall of the EMS Bays is exposed concrete block with no brick veneer.

Roof

1. The entire roof has not been replaced, but there have been some miscellaneous repairs of flashing and some patching conducted in the past. These repairs have not fixed the water leaks.

2. The roof consists of asphalt membrane over the original building. The new additions have what appears to be an EPDM membrane. The existing asphalt membrane is original to the building and is in need of replacement. The membrane is brittle and delaminated from the roof substrate. The existing EPDM membrane has delaminated in multiple locations. The membrane has also bubbled at the seams and around the parapets. This membrane is also in need of replacement. The roof over the EMS Bays has been replaced in the last four years with a new EPDM roof and flashings. (See Photo #8 at the end of this Appendix)

3. There is stone coping at the parapets. The coping is in need of new joint sealants. It should also be removed, re-flashed, and reinstalled when the roof is replaced. (See Photo #9 at the end of this Appendix)

4. The vent and roof penetrations are deteriorated. (See Photo #10 at the end of this Appendix)

5. There is wood blocking utilized for pipe supports which are damaged and out of alignment.

6. The flashings, curbs, and roof penetrations should be replaced when the roof is replaced.

7. There is downspout drainage used from upper level roofs down to lower level roofs. There are also internal drains at the lower roofs to provide roof drainage to grade for discharge. The roof drains are not at the lowest points of the roof in some locations, and are full of debris. (See Photo #11 at the end of this Appendix)

8. There are multiple HVAC rooftop units. Each unit has a disconnect. However, conduit and the unit housings are deteriorated. Curbs and flashings appear to be in good condition in locations where they have been repaired, however, there are other locations where they are in desperate need of replacement. (See Photo #12 at the end of this Appendix)

9. Over the Administration portion of the original building, the internal roof drain is in need of repair. There is ponding water over 50% of this roof due to this drain not functioning. This is causing undue stress on the roof structure. (See Photo #13 at the end of this Appendix)

10. There is ivy and leaf debris that should be removed from the roof areas. (See Photo #14 at the end of this Appendix)

11. There are miscellaneous antennas and radio repeaters attached to the building and the roof itself. These connections need to be sealed.

12. The station has multiple antennas. Currently, there are no other services utilizing the antennas other than the Fire Department. Expansion of services on these antennas will be difficult.

Interior

Structure

The structure consists of precast concrete tee framing at the roof, concrete floor slab, glazed block, and concrete block walls. The exterior facades consist of brick veneer. (See Photo #15 at the end of this Appendix)

Fire Apparatus Bays

1. The natural gas emergency generator is located on the mezzanine. It is original to the building. It was stated that it has an oil leak which is difficult to repair due to the age of the generator. The generator does not support the entire building. (See Photo #16 at the end of this Appendix)

2. The mezzanine is utilized for storage and also for miscellaneous mechanical equipment. (See Photo #17 at the end of this Appendix)

3. The infrared heaters are in need of repair.

4. The bays are small for the size of the apparatus. The amount of equipment stored in the bays limits the maneuverability of staff. Hose drying racks, gear racks, gear washers, and the apparatus are all stored in the bays. (See Photos #18 & 19 at the end of this Appendix)

5. The wash tub and hose drying area is recessed under the mezzanine. The drain has standing water. (See Photo #20 at the end of this Appendix)

6. The overhead doors were replaced approximately eight years ago.

7. There are height limitations. The size of the equipment being housed in this station requires higher ceilings for access to the top of the apparatus. The ladder truck is cramped with minimal maneuverability due to the low roof structure. (See Photo #21 at the end of this Appendix)

8. The north rear bay door is manual operation only.

9. The bay only has one central trench drain for all three bays. There is a history of difficulty with the storm line between the bays and the street.

10. The lights are positioned between trucks. Lighting output in this area is very low. (See Photo #19 at the end of this Appendix)

11. The bay contains multiple electrical panels located on the east wall of the bays below the mezzanine.

12. There are overhead water fill lines not being utilized due to difficulty with hose connections and maneuverability around vehicles and building structure. The water connection next to the washtub on the east wall is being utilized to fill trucks.

13. The angle iron at each door slab is beginning to deteriorate and delaminate from the concrete slab. This is creating a hazard for vehicles and staff. (See Photo #22 at the end of this Appendix)

14. The north wall of the bay has various structural cracks above the exterior door that are in need of repair. If the station is going to be renovated, these will need to be reviewed by a Structural Engineer. (See Photo #23 at the end of this Appendix)

15. The bay slab is cracked in multiple locations. It is our opinion this is primarily due to the weight of the trucks, particularly the ladder truck. When the building was built in 1963, it was not designed to house 80,000 pound vehicles.(See Photo #25 at the end of this Appendix)

Vestibule/Main Entry

1. Exposed conduit is visible throughout these areas.
2. There is inadequate lighting in this area.
3. The ceiling is deteriorating due to water infiltration.
4. The vestibule does not meet ADA accessibility codes for width, clear floor space, or turning radius requirements.

Lobby/Staff Work Area

1. There is exposed conduit visible throughout this area.
2. There are general cosmetic needs in this area such as wall base, flooring, painting, etc.
3. The Lobby is utilized for public assessment and other public uses. It is small and essentially a corridor with a desk, and is not ADA accessible.
4. This area is utilized for daily operational functions such as the time clock, reports, mail, and staff interaction. This is disruptive to the staff utilizing the bunk rooms.

Administrative Assistant Office

1. The Administrative Assistant Office is small for intended the use. There is a desk, files, and storage contained in the office. These should be separated to make the office function more efficiently.
2. The sliding window in the Administrative Assistant Office is utilized quite often and is easily operable. However, the window has some cosmetic needs that should be addressed. The window is also non-secure.

Bunk Rooms

1. HVAC thru-wall units are utilized in the Bunk Rooms. There is severe water infiltration around these wall penetrations. (See Photo #26 at the end of this Appendix)
2. There are general cosmetic needs in the Bunk Rooms such as flooring, wall base, painting, etc. (See Photo #27 at the end of this Appendix)
3. The Bunk Rooms are small for the standard needs of the Fire Department Staff. The Bunk Rooms have limited storage. (See Photo #28 at the end of this Appendix)
4. The Bunk Rooms are adjacent to the Lobby and corridor. The walls are not sound-proof, which causes issues for staff sleeping.
5. The Restroom location is not in close proximity to the Bunk Rooms or the bays. This is extremely inefficient and creates hardships for the staff.

Part-Time Maintenance Office

1. There is a thru-wall unit that has been installed on the wall.
2. There are general cosmetic needs in the Office such as paint, flooring, and wall base, etc. (See Photo #29 at the end of this Appendix)
3. There are no windows in the Office.

4. This office is large and could be utilized as a double Office.

Storage 1

1. The Storage Room is small.
2. Movement in the floor slab is damaging the door and the tile.

Storage/IT Server Room

1. This Storage Room was an office, but has been converted to storage for general use. The server equipment for the station is located here. (See Photo #30 at the end of this Appendix)
2. There is a secondary storage closet in this room which was formerly a Restroom. (See Photo #31 at the end of this Appendix)
3. The temperature in these rooms is exceptionally cool due to the fact that they have their own dedicated unit to accommodate the technology equipment.
4. This room has a limited area sprinkler system.

Storage 2

1. This is a secondary storage closet off of the Storage/IT Server Room. This was formerly a Restroom and has also been converted to storage. This room is utilized for document storage and drawings.
2. This room has a limited area sprinkler system.

Kitchen/Dining/Day Room

1. These functions are all combined in one open area. This space is also used for file storage and office functions. There is a display area for trophies and plaques.
2. There is a popcorn machine, residential stove, microwave, commercial coffee pot, and an Ansul suppression exhaust hood. In addition, there is a griddle located underneath the popcorn machine. There are two refrigerators. (See Photos #32, 33, 34 & 35 at the end of this Appendix)
3. There is a separate central heating and air conditioning system for this space. Miscellaneous ceiling tiles are stained, especially along the back wall due to water infiltration.
4. In the corridor entering this area, there are miscellaneous ceiling tile stains where water has infiltrated the building. (See Photo #36 at the end of this Appendix)
5. The exit doors on the Day Room and the Kitchen Area have been replaced. The north exterior door is unable to be opened during the winter due to heaving of the concrete on the exterior, and both doors have had severe deterioration occurring at the base.(See Photo #24 at the end of this Appendix)
6. There is cracking along the north wall window and door head where the Apparatus Bay connects to the Day Room. This crack continues the length of the interior masonry wall. The cracking is not transferring to the exterior veneer. (See Photo #37 at the end of this Appendix)
7. The lintels are also deteriorating at the doors and windows. (See Photo #37 at the end of this Appendix)
8. There is cracking and corrosion occurring along the window and door next to the west Apparatus Bay. (See Photo #38 at the end of this Appendix)

EMS Storage

1. This room has a limited area sprinkler.

2. This room is too small for the amount of supplies required to operate a modern EMS operation.

EMS Bays

1. The EMS bays have two doors, one single bay overhead door, and a double bay overhead door. (See Photo #39 at the end of this Appendix)

2. Multiple hose dryers are located in the transition area between the EMS and Maintenance bay.

3. Exhaust fan units located on the exterior wall are not being utilized. This is due to the exhaust not exhausting enough air to make them efficient causing them to run for extended periods of time. The exhaust duct and vents located in the transition area between the two bay areas is still operational but again inefficient. (See Photo #40 at the end of this Appendix)

4. The internal air purification system takes in contaminated air from the bays and sends it through a series of filters to purify the air and redistribute it into the bays. The filters are expensive and must be changed periodically. This system if not maintained will tend to recycle the air and redistribute some of the diesel and other carcinogens back into the bays. This poses an operation and maintenance cost. These systems alone cannot fully prevent the exposure to carcinogens and other contaminants. (See Photo #41 at the end of this Appendix)

5. Infrared heaters are utilized for heating and are in need of repair.

6. The Tool Storage Room is too small for the amount of tools and equipment required for the facility. The Maintenance Office is also too small.

7. The Decontamination Room houses a washer and dryer, a stainless steel sink, and chemical storage. This area is small and does not allow for a proper decontamination process to occur. (See Photo #42 at the end of this Appendix)

8. The rear wall of the bays has severe water infiltration. The wall is deteriorating and is in need of repair. This wall is approximately 4'-0" underground, and the waterproofing has failed.

9. High bay light fixtures are utilized in the Bay Areas along with standard fluorescents. There are multiple high bay light fixtures that are not functioning. (See Photo #44 at the end of this Appendix)

10. Miscellaneous electrical panels are in the bays.

11. Ceiling fans have been added in the bays and the transition area between the bays. (See Photo #44 at the end of this Appendix)

Maintenance Bay

1. There is a third bay that is perpendicular to the EMS bays. It has a single overhead door, and is used for maintenance. (See Photo #45 at the end of this Appendix)

2. There are clerestory windows that allow natural light into this bay. (See Photo #60 at the end of this Appendix)

3. The Downdraft and Exhaust fan units are not being utilized. This is due to the exhaust not exhausting enough air to make them efficient causing them to run for extended periods of time. The downdraft ports are located in the path of travel for the vehicles making them difficult to open and utilize when vehicles are in the bay for maintenance. (See Photo #46 at the end of this Appendix)

4. Infrared heaters are utilized for heating and are in need of repair.

5. The Maintenance Bay has miscellaneous storage located alongside the west wall making it very difficult to access equipment or work on the vehicles. (See Photo #47 at the end of this Appendix)

6. The tilt cabs of apparatus cannot be easily tilted due to limited height in the bays. This makes maintenance difficult.

7. There are multiple high bay light fixtures that are not functioning.

Fitness Room

1. Partial height walls were constructed to create this room within the bays. There is no ceiling in this room which causes it to be open to the bays.
2. There is no temperature control in this room.
3. A rubber exercise floor has been installed over the slab in the Fitness Room. (See Photo #48 at the end of this Appendix)
4. This room has severe water damage along the exterior wall. This occurs from the clerestory all the way down to the floor. There is evidence that water has ponded in this area in the past due to staining on the floor. (See Photo #49 at the end of this Appendix)
5. Clerestory windows are capable of operating, but do not work. The windows also appear severely deteriorated due to water infiltration and diesel exhaust and other contaminants.

Vestibule at Addition

1. There is water staining on the ceiling tiles.
2. This is the only ADA accessible entry for the building.

Corridor at Addition

1. The corridor has brick walls with tile floors. The brick is a dark color which makes the corridor very dark. The brick is in good condition.
2. The drinking fountain provided in this hallway is not a dual height station which does not meet the current building code.

Women's Restroom and Locker Room at Addition

1. The Women's Restroom and Shower Area is not accessible per current ADA accessibility codes. (See Photo #50 at the end of this Appendix)
2. The lockers in the Locker Rooms are too small for staff needs and there is limited use of these lockers by the part-time, paid on-call staff. (See Photo #51 at the end of this Appendix)
3. The Assistant Chief noted that the Green Light, Red Light feature outside of the Restrooms is well received as it allows someone going into the Locker Room to know that someone else is taking a shower or utilizing the Restroom.

Men's Restroom and Locker Room at Addition

1. There are miscellaneous stained ceiling tiles along the exterior wall.
2. Limited ADA accessibility is provided in this Restroom for clearances and turning radius's. This does not meet current ADA accessibility codes. (See Photo #52 at the end of this Appendix)
3. The lockers in the Locker Rooms are too small for staff needs and there is limited use of these lockers by the part time, paid on-call staff. (See Photo #51 at the end of this Appendix)

Assistant Chief's Office at Addition

1. This office is sufficient size for its intended use.
2. There are cosmetic needs such as flooring, paint, and wall base, etc.

Preliminary Building Code and ADA Compliance Review

A preliminary Building Code and ADA Compliance Review shows deficiencies throughout Fire Station No. 1. Code review is based on the International Building Code (2012 IBC), and the State of Ohio Building Code (2012 OBC), and 2010 ADA and ANSI Guidelines.

Fire Station No. 1 Code Data Analysis

Building Area (Section 503):

Area included within exterior walls:
Group B = 3,560sf
Group S-2 = 6,970sf

Occupancy Classifications (Chapter 3 and Chapter 10):

Group B Occupancy (Section 304, Table 1004 1.1) Business
100 Grosssf/Occupant Maximum = 3,650sf/100 = (36) Occupants

Group S-2 Occupancy (Section 311.3) Low-Hazard Storage
200 Grosssf/Occupant Maximum = 6,970sf/200 = (35) Occupants

Occupancy Separation (Table 508.4):

A (2) hour separation is required to separate Group B and Group S-2. A (2) hour separation is not evident per the Existing Building Condition Assessment.

Allowable Height and Area (Table 503):

Type II B – (4) Stories, 19,000sf/Floor. The existing building is one story which = 10,530sf The existing allowable height and area meet the current Building Code.

Type of Construction (Chapter 5 and Chapter 6):

Type II B is assumed based on existing materials encountered during Existing Condition Assessment.

Sprinkler System (903): A sprinkler system is required throughout the building. The existing building only has limited area sprinkler systems in the Storage Rooms.

Fire Resistance of Building Elements for Type II B (Table 601):

Structural Frame = (0) hr.
Bearing Walls – Exterior = (0) hr.
Bearing Walls – Interior = (0) hr.
Non-Bearing Walls – Exterior = (0) hr.
Non-Bearing Walls – Interior = (0) hr.
Floor Construction = (0) hr.
Roof Construction = (0) hr.
Fire-Resistance Rating Requirements for Exterior Walls of Type II B (Table 602):
Less than 30' (fire separation distance) = (0) hr.
Greater than 30' (fire separation distance) = (0) hr.

Means of Egress:

Occupant Load = (71) Occupants
Number of Exits (Table 1621.1) (2) Required. The existing building has (6) exits.

Minimum Width of Exit Passage (Section 1005.1) = 44":

The existing building meets this requirement in the new addition area, however, the existing original building does not meet this code requirement.

Minimum Corridor Width (Sections 1005.1 and 1018.2) = 44":

The existing building meets this requirement in the new addition area, however, the exiting original building does not meet this code requirement.

Plumbing Fixture Count (Table 2902.1)

Water Closets:
Male 1:50 = (2) Required, Have (1) Existing and (2) Urinals
Female 1:50 = (2) Required, Have (2) Existing
0 Unisex

Lavatories:

Male 1:80 = (1) Required, Have (2) Existing
Female 1:80 = (1) Required, Have (1) Existing
(0) Unisex Existing

Service Sinks = (1) Required, Have (2) Existing

Drinking Fountain:

1:100 = (1) ADA Accessible Unit Required. There is (1) ADA accessible unit provided, however, there is no standard stand-up height provided which does not meet the current ANSI or Building Code.

Showers = Male – (0) Required, Have (1) Existing
Female – (0) Required, Have (1) Existing

Parking:

Public Stalls = (2) Existing
Private Stalls = (26) Existing
Handicap Stalls (Regular and Van Accessible) = Minimum of (2) Required, (0) Existing

Restrooms:

- There are enough total fixtures for the Code Requirements, however, ADA accessibility is limited.
- There are enough total lavatories, however, ADA accessibility is limited.
- The existing Restrooms have some ADA accessibility accessories and some ADA accessible stalls provided, however, they do not meet the current ADA or ANSI accessibility codes with respect to clear floor space.
- These stalls need to have a 60" clear turning radius which they do not have.
- The Restrooms do not have the required clear turning radius or clear floor space at the Lavatories or entry door locations.
- There is a shower located in each of the Men's and Women's Locker Room. Currently, these showers do not meet ADA accessibility requirements for transfer or pull-in type showers.
- There are lockers located in both the Men's and Women's Locker Room. The current lockers do not meet ADA or ANSI accessibility requirements for lockers. The clear turning radius and clear floor space in front of the lockers is not achievable, even if lockers were converted to ADA accessible lockers.

Doors:

- ADA clear floor space and maneuvering clearances do not meet current ADA or ANSI accessibility standards at 46% of the doors in the Station.

Egress:

- Exiting through adjoining spaces is not acceptable. Currently, there are instances where the second means of egress would need to go through the Kitchen Area or through an Apparatus Bay (S-2) which is not admissible by the Building Code.

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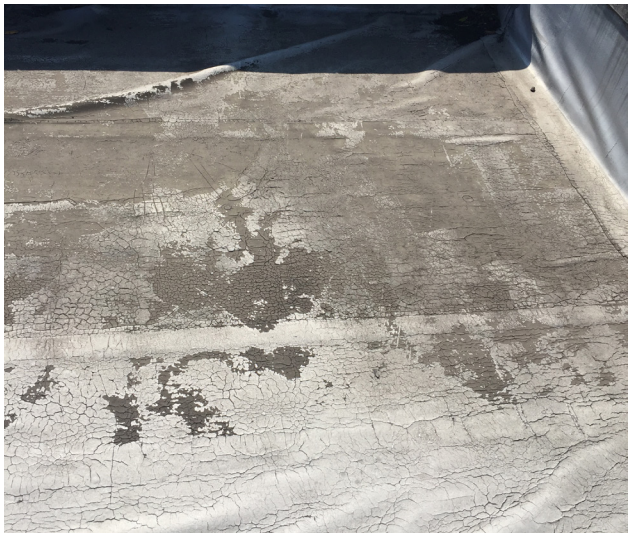

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APPENDIX B - SURVEY RESULTS AND STAKEHOLDER MEETING NOTES

STAKEHOLDER SURVEY/QUESTIONNAIRE RESPONSES
WADSWORTH FIRE DEPARTMENT STATION NO. 1
WADSWORTH, OHIO
PROJECT NO. 16096

From (29) participants

BRANDSTETTER CARROLL INC
ARCHITECTS | ENGINEERS | PLANNERS

SUMMARY STAKEHOLDER PARTICIPANT RESPONSES
November 15, 2016

1. **What are the positive aspects of Fire Station No. 1?**

   Location – 23
   Weight Room - 7
   Bay size, variety - 6
   Offices - 4
   Dedicated area for vehicle maintenance - 3
   Separate bunks - 2

2. **What are positive aspects of Fire Station No. 2?**

   Bunk rooms - 10
   Pull through bays - 10
   Training Room - 11
   It's newer - 11
   Day Room separate from public area - 7
   Amount of Restrooms - 5
   Kitchen - 5
   Fitness Room - 5

3. **What are negative aspects of Fire Station No. 1?**

   Apparatus bay layout - 23
   Bunk rooms / bathrooms - 18
   Old / outdated - 12
   Terrible layout - 8
   Bad roof - 7
   Fitness area - 7
   Diesel fumes - 6
   Inadequate parking - 5

4. **What are negative aspects of Fire Station No. 2?**

   Bay utilization (either too large or too small) - 15
   Location - 6
   Landscaping - 4
   Poor water pressure - 5
   Ventilation separation - 3

5. **What are the top priorities for a new Fire Station if you were making all of the decisions?**

   Bay space, equipment access, storage - 20
   Bunk Rooms / Bathrooms - 16
   Separate day room - 8
   Location - 6
   Weight Room - 5
   Training/meeting room - 4
   Room to grow, allow for expansion - 4

Exhaust fume management - 2

6. What are the needs for the Apparatus Bays for a new Station?

Drive through bays - 14
Adequate size bays - 5
Exhaust mitigation - 6
Separate turnout gear area - 5
Doors that are wide and tall enough – 3
Decon area near bay - 2
Dedicated maintenance bay -2

- Outdoor storage
- Hoses to wash apparatus/fill the truck
- Good floor drain locations
- Floor striping for apparatus
- Direct street access
- Air fill station
- Non – slip floor
- Adequate apron in front of bays

7. What are the needs for an SCBA Room?

A small room for fit testing and SCBA storage, sound proofing - 10
Work bench and stool – 4
Refill station – 4
Cascade system - 3
Prefer air compressor over cascade system - 1

8. What are your needs for a Work Room and Tool Room?

Adequate storage - 10
Large tool room – 7
Work bench – 6
Attached to maintenance bay - 3

9. Where would you prefer to store turnout gear when on duty?

In a turn-out gear room - 13
In the bays - 6
On the truck - 5

Where would you prefer to store turnout gear when off duty?

In a gear room - 8
Gear rack - 5
In a locker – 4

10. What is your preferred method of exhaust for the Apparatus Bay?

1) Vacuum removal system – 13
2) Overhead automatic exhaust - 4
3) No preference - 3

11. What is your desire for training opportunities for a new Fire Station?

Training Room – 12
Large outside area for training - 7

Training Tower - 7

- I would like to see us be able to do pump operations. Maybe put an underground cistern in to do pump testing.
- Possible special room for drivers training able to handle up to 6 stations simulation. I have seen them at FDIC.
- Use Medina & Wayne County training area and save $ - we don't use now what's available.

12. What does your desired Dining and Day Room consist of?

Similar to Station 2 - 7
Large kitchen w/updated appliances – 7
Privacy – no public access - 5
Day Room recliners -5
Table for up to 10 persons – 4
Separate storage and refrigerators for each shift - 3
Access to private patio/outdoor area – 2

- Controlled lighting
- Library space for various books/training materials/publications/postings

13. What is your desired Bunk Room arrangement? Group or individual Rooms?

Individual – 26
Combination – 2
Modified rooms without walls/doors - 1

14. What does your ideal Locker Room and Restroom/Shower facilities consist of?

Enough lockers for everyone – 5
Combined locker rooms/showers/restrooms - 4
Large lockers with hanging space – 4
Locker rooms separate from showers/restrooms – 3
Gender specific - 3

15. What type of storage is needed for your operations?

Fire equipment storage - 5
EMS storage equipment - 5
Office supplies, admin - 3
Training equipment storage - 3
Storage for gas cans and outdoor equipment like mowers -2

- Spare tables, chairs, extra kitchen supplies, bedding.
- All hazards equipment – need area for special equipment stored by 3 cities.
- Officer car parked in garage.
- Decon room with floor drain and large sink.
- Department mailbox.

16. Are there any special electrical or plumbing needs for the Fire Station?

Hose drops to fill trucks - 8
Generator - 7
A hydrant for training.
Adequate water pressure - 3

- Air pressure – we fill tires to 120 psi, not 35 psi like a car.
- A decon shower for turn out gear after fire.
- LED lighting with automatic sensor lights.
- Hallways from bunk room to apparatus with low level floor lighting.

- Washer/dryer hook-up - 3
- I would like to see cable TV hook-up in each room so that if individual wants to bring in a small TV to watch they can do so.
- Multiple phone and computer hook-ups to be used in the event the station is used as a command or operation center during a disaster.
- A lot of outlets in all rooms for computers and phones as well as in the bays for sweepers and tools.
- Integrated sprinkler training prop.
- Fire line for sprinklers, alternative energy generation (wind/solar), battery storage to go with alternative energy generation.

17. Are there any Fire Stations that you have visited and toured that you think the Architect should look at as a good example?

- Norton, OH Fire Station
- Wadsworth Station 2
- Bath/Copley #2
- Medina #1, #3
- Jackson Township Safety Center in Stark County
- Canton Fire Dept. Station 4
- Hilton Head Island Station 2
- Hinckley Fire Dept
- Kent Fire Station 1
- Cuyahoga Falls Station 5
- Parma Fire Station 1 or 2
- North Royalton St. 2 for a satellite St.
- Newark OH Fire Station.
- Akron Fire Station #11.
- Charlottesville, VA #10
- Hinckley FD
- Violet Twp FD
- CR Architecture Portfolio
- See through bay doors so the public can feel connected and lends to operational transparency.
- Stow #2

18. Are there any operational or functional items that should be considered for future expansion?

Future increase in personnel – 6.
Training facility - 5
Additional bunk facilities - 4
Push button/keypad on outside doors - 2

- Like a Flu-shot, prescription office, something for walk-ins. W/this community medicine coming who knows what we will be doing.
- Multiple places to clock in/out away from breakrooms.
- Electronics for future.
- Easy, double ended bay doors are nice.
- Accommodate all apparatus.
- Additional office space.
- St. 1 should have offices for Chief/Asst. Chief/Inspection/Maintenance.
- Larger trucks; new technologies; community EMS services; co-habitation or co-locating with neighboring departments; police or law enforcement space.
- Training tower, EMS triage room, Law Enforcement space.
- Community paramedicine, partnership with health department/hospital, regional asset/team equipment/vehicle storage.
- Training facility: multi-level burn building, area to conduct driver's training, and conduct pump testing.

- An area to be used as Command Center with all the proper equipment.
- Design against natural hazards.
- Back up generators.
- A concrete pad on the premises in order to put burn training props on.
- Outside storage building for lawn and outside equipment.

19. Do you prefer a single story or a two story scheme? If you prefer a two story scheme, what is your thought on utilizing a fire pole or slide?

Single story - 12
Two story - 9
No preference on 1 or 2 story – 7
Pole, yes – 8
Pole, no – 6
Pole, no preference - 5

20. What EMS specific needs are there in a new or renovated building?

Equipment Room/Storage - 19
Single front facing bay that can accommodate 2 squads – 8 (one said 4 squads)
Training area – 5
Decon area - 5
Pull thru bays – 2
Locked drug storage - 2

- Public triage/treatment area near main entrance.
- Battery charging bank.
- A room separate from that used for cleaning the station is needed for cleaning of EMS equipment with proper ventilation.

21. What specific vehicle maintenance needs are there in a new or renovated building?

A bay with a pit or lift only for working on apparatus – 11
Separate maintenance area - 9

- I would recommend building a new Station 1 and using the current station for maintenance and storage of spare equipment.
- LED lighting.

22. What are your general thoughts on preferable locations for a new or renovated Headquarters Building?

Close to downtown - 17
Slightly further south – 8
Current location – 5
Based on response time - 3

23. What are the specific needs for a Fitness or Workout Area?

Enclosed room with air conditioning -11
Variety of equipment and large enough space – 8
TV, radio – 5
Maintenance of equipment - 5
Restroom – 4
Outside access for other city departments - 3

24. Are there any other needs/requirements that you want to identify regarding a new or renovated headquarters building?

A building for the future of WFD - 4
Storage - 3

- Lighting is poor in all offices.
- Windows are needed.
- No flat roof.
- Brick and steel building, no wood truss.
- Spare office facilities for use by on-duty staff.
- The ability to segregate tones for each stations EMS calls to prevent waking up all personnel at night for an EMS call that only requires one ambulance.
- Wash bay available.
- Outdoor area –table, grill, corn hole…
- Adequate parking.
- Space for police or law enforcement services.
- Low maintenance.
- Community safety town facility.
- Green is good if the economics make sense – alternative energy generation on an otherwise empty roof makes sense and pays for itself.
- Limit green space.
- Radio/PA speakers in bathrooms.

STAKEHOLDER MEETINGS
WADSWORTH FIRE STATION 1
WADSWORTH, OHIO
PROJECT NO. 16096

Present: **Matt Hiscock, Director of Public Safety, City of Wadsworth**
Chief Carl Rommel, Wadsworth Fire Department
Assistant Chief Robert Lindner, Wadsworth Fire Department (3:00 p.m. Only)
Nancy Nozik, Brandstetter Carroll Inc. (6:00 p.m. Only)
Eric Chambers, Brandstetter Carroll Inc.
Mike Carroll, Brandstetter Carroll Inc.

BRANDSTETTER CARROLL INC
ARCHITECTS | ENGINEERS | PLANNERS

October 25, 2016

Two separate Stakeholder Meetings were conducted at 3 p.m. and 6 p.m. The participants were told that the purpose of the meeting was to collect information and opinions from the participants in regard to Fire Station 1 Study. Mr. Hiscock gave a brief introduction noting the purpose of the meeting, encouraging people to put forth their opinions, and noted that there would be follow-up meetings for the participants to see how their input has been USED and to offer further input in the future. Mr. Carroll noted that there was no information to be disseminated by the Architect that it was merely a chance to expand upon some questions that had been covered in the questionnaire and more specifically a brief discussion in regard to site location. Mr. Carroll noted that the Architects work was broken down into four phases which were, a Facility Assessment of Fire Station 1, Developing Facility Space Needs, Site Selection Study, and finally Conceptual Planning for a new or renovated Station.

3:00 p.m. Meeting

The participants were:

Eric Bowling
Michael Benson
Tim McCurry
Scott Vallant
Andrew Hontert
Andrew Reid

1. **In response to a question in regard to "What does a Fire Station mean to me?", the following comments were noted:**
   A. Identified in the Community as a safe place.
   B. It is a closed place, but is user friendly.
   C. It is a safe, efficient, effective design. The design makes sense.
   D. It is a "home" to the people who work there.
   E. The ability to respond.
   F. It is home.
   G. It is home.
   H. It is a comfortable and functional place.
   I. It has proficiency.
   J. It provides health and safety to the Community.
   K. It is very functional.
   L. It is very functional, and safety procedures need to be in place for the health and welfare of the people who work there.
   M. It is a home away from home.
   N. The flow of the building is very important. There needs to be adequate storage.
   O. Modern fire apparatus does not fit in our current Station.

2. **In response to a question regarding the positive features of the existing Station 1:**

   A. Location.

   B. It is not on a main artery, however, it has good access to main arteries

   C. It has a designated Maintenance Area.

   D. Location.

   E. The facility enhances Downtown Wadsworth.

   F. Location.

   G. It has a flagpole.

3. **The Architects noted that in their brief review of the questionnaire, there seemed to be a strong feeling that the building should be a two story facility. Why?**

   A. Disagree with that opinion. There is a greater expense for the construction of an elevator.

   B. Disagree because of a concern for safety, utilizing a traditional fire pole.

   C. Concern about liability with a two story downtown location.

   D. It would be a small footprint on the site and would take up less space.

   E. A multi-level facility does not help the Fire Fighter in their operation.

4. **These comments are in response to a question noting that, "If you were in charge of making all of the final decisions on a new Fire Station, what would be your priority items?" The following comments were noted.**

   A. There should be a door for every piece of apparatus on site.

   B. A pitched roof.

   C. Plenty of space.

   D. The equipment should not block the Maintenance Bays.

   E. Anticipate future needs.

   F. Be efficient.

   G. Develop for the future.

   H. Pull-through bays.

   I. Take advantage of energy conservation with the possibility of solar panels and other features. If not included, design the building so that they can be retro-fitted.

5. **The Architects unveiled a town map of the City of Wadsworth indicating the areas of future growth as proposed in the City's 2011Comprehensive Plan. The question was posed, "Where do you think the best location for a new Fire Station 1 should be?"**

   A. The Brick Yard is being developed on the south side, and could the City acquire some land from the developer?

   B. It should be in the downtown area. In particular, Jeff's Car Sales was noted as a likely candidate.

   C. The property in front of the High School would work, but may be a little too far east.

   D. The existing station should be renovated and used as a third satellite station and a new Station 1 Headquarters should be located in the southern area off Seville Road.

6:00 p.m. Meeting

The participants were:

Mayor Robin Laubaugh	Ralph J. Copley
Dave Cleckner	Jim Fox
Shandra DeVoe	Troy Lorton

1. **In response to a question in regard to "What does a Fire Station mean to me?", the following comments were noted:**
   A. It fits in the Community, it should be modern.
   B. Sets the stage for the Community when one enters town.
   C. Provides protection.
   D. A cool place for kids to visit.
   E. A great place to work.
   F. It is a landmark in the Community
   G. A safe place.
   H. A gathering place.
   I. It is the hub for Fire Fighters as well as the Community.
   J. It becomes a second home.
   K. It is a landmark and sets standards for the Community.
2. **In response to a question regarding the positive features of the existing Station 1:**
   A. The building could be made to fit a contemporary Fire Department.
   B. It should be modern in design.
   C. Nothing.
   D. It is outgrown and outdated.
   E. It is outgrown.
   F. The public recognizes a need for an upgrade.
   G. It looks bad.
   H. The Bunk Rooms have never functioned well in this building
3. **These comments are in response to a question noting that if you were in charge of making all of the final decisions on a new Fire Station, what would be your priority items:**
   A. Cost. Assess the risk of relocating the facility in terms of what it means to the Community, particularly ISO.
   B. Location. If the building is located out of downtown, there may be a loss of support for the project.
   C. Pull-through bays.
   D. Fitness.
   E. Adequate lockers, because there are not enough at Stations 2 or 1.
   F. Try to get the public to understand the facility and what happens within it.
   G. Response time.
   H. Location and functionality
   I. Workout Room, Bunk Room, training, and location.
   J. A front bay access for the EMS units.

4. **The Architects noted that in their brief review of the questionnaire, there seemed to be a strong feeling that the building should be a two story facility. Why?**

   A. It is traditional. It would have pole slide.

   B. It was noted that more people are hurt on stairs than on slides.

   C. It would conserve land.

   D. The size of the footprint.

   E. It would provide a break between levels.

   F. Like the idea of living upstairs and having the Workout Room upstairs.

   G. A one story plan would work better.

5. **The Architects unveiled a town map of the City of Wadsworth indicating the areas of future growth as proposed in the City's 2011Comprehensive Plan. The question was posed, where do you think the best location for a new Fire Station 1 should be:**

   A. Carefully located.

   B. Center.

   C. Going south or southeast, will lose response time between Downtown and 76.

   D. All about response time.

   E. Demolish Station 1 and replace on site.

   F. Satellite Station down south.

   G. Identify risk – residential, commercial, and industrial. If the station is moved east, will be out of County. If it is more to the southwest, a joint Station with Rittman or Guilford may be considered.

If you should disagree with any information contained herein, please kindly notify our office in writing within 10 days of receipt of this memorandum.

Michael E. Carroll 10/26/2016

MEC/meg

c: Matt Hiscock
Chief Carl Rommel
Assistant Chief Robert Lindner
Nancy Nozik
Eric Chambers
File

STAKEHOLDER SURVEY/QUESTIONNAIRE RESPONSES From (29) participants
WADSWORTH FIRE DEPARTMENT STATION NO. 1
WADSWORTH, OHIO
PROJECT NO. 16096

BRANDSTETTER CARROLL INC
ARCHITECTS | ENGINEERS | PLANNERS

November 15, 2016

1. What are the positive aspects of Fire Station No. 1?

1) Location.
2) Weight Room.
3) Holds a lot of equipment.
4) Center of town.
5) Location.
6) Centrally located.
7) Centrally located.
8) Room to store equipment.
9) Near City Hall – people know where we are.
10) Assistant Chief's office size is good and has a big window.
11) Secretary's office near main entrance.
12) Station has somewhat a dedicated area for vehicle maintenance.
13) Location. It works.
14) Current location and response times that it accommodates.
15) Adequate maintenance bay for apparatus.
16) Weight training/exercise room.
17) Centralized location.
18) Able to house a variety of apparatus.
19) Variety of exercise equipment.
20) Receptionist desk.
21) Free weight work-out facility.
22) Location.
23) Central location for response for fire.
24) Public response.
25) Well-built for its time.
26) Location – centrally located.
27) Centrally located.
28) Houses all "specialty equipment" (Ladder, Tanker, Rescue).
29) None, we need a new Station One with better facility access and closer response areas in central and southern part of district.
30) Good building-solid.
31) Central location - near City Hall.
32) Typically main fire stations are located downtown.
33) Number of bays, centrally located.
34) It's centrally located.
35) Its central location within the community makes it a positive; the ability for apparatus to respond in any direction with similar response times.
36) The proximity to City Hall makes the location of Fire Station 1 an excellent location for the department's headquarters. The chief of the department should be in a location where minimal times is wasted traveling to City Hall.
37) The number of office spaces available.
38) Numerous ways to get apparatus in and out of station.
39) Good water pressure.
40) History and location.
41) Location is good.
42) Separate bunks.

43) Location of front door.
44) The fact that we have a workout room.
45) It functions, not much else, decent weight room.
46) It has a history with the members.
47) Separate bunk rooms.
48) Designated maintenance area for vehicles.
49) Location.
50) Community knows the location.
51) Large exercise room.

2. What are positive aspects of Fire Station No. 2?

1) Planned for future staffing for 6 bunk rooms.
2) Pull through bays.
3) Bedrooms.
4) Amount of Restrooms.
5) Pull through bays.
6) Training Room.
7) Kitchen.
8) Gear/Hose dryer.
9) It's newer and the design.
10) Newer station.
11) Great facility.
12) New and modern.
13) 6 individual bunk rooms.
14) Separate living quarters from public area.
15) Potential for pull through bay.
16) Fitness Room with air conditioning and restroom
17) Good Kitchen storage.
18) Meeting Room with EOC
19) Fire alarm system and sprinkler system for entire building.
20) Wide apparatus doors
21) Floor low level lighting for at night in Hallways.
22) It has easy access bays.
23) Pull-through apparatus bays.
24) Adequate bunk room space.
25) Restrooms/locker rooms and location in regards to bunkrooms and day room.
26) Office area separate from day room/living spaces.
27) Weight training/exercise room.
28) Storage for bunker gear.
29) Training room and storage for materials.
30) Newer design.
31) Pull through bays.
32) 6 individual bunk rooms.
33) Closed off workout facility.
34) Training/meeting room.
35) Adequate offices.
36) Parking behind station.
37) Room for outdoor training activities.
38) Separate room for gear lockers.
39) Aesthetically pleasing.
40) More spacious/open layout.
41) Good training facilities.
42) It's newer, has room to pull the squad thru the building, less backing, room to do some training activities.
43) Up to date kitchen.
44) Drive-thru bays, large doors height and width.

45) Good location for north of 76.
46) Training room.
47) Day room.
48) Offices ok.
49) Parking.
50) Layout.
51) Bunk rooms,
52) Training Room.
53) Conference Room.
54) New.
55) Plenty of sleeping quarters.
56) Plenty of restrooms (personal restrooms).
57) Newer. Overall poor layout and shortsighted design for substation. Poor build craftsmanship. Over time will prove to be inefficient, unaccommodating and not meet needs of department.
58) Newer – easy to access.
59) Less traffic.
60) Newer.
61) It is newer, more efficient, has a community training room, more space for personnel.
62) Its location in the northern quadrant of the city to handle the rising number of EMS calls to the senior citizen facilities.
63) The number of dorm rooms is positive for the future expansion of full time personnel.
64) More setup for being manned 24 hrs. Bathrooms close to sleeping quarters. Nice training room.
65) Room, location for north end calls, closed work out room, open floor plan
66) Better layout, fells more like a house, clean, new.
67) Large training Room
68) Bunk rooms,
69) Day room.
70) Large kitchen space.
71) A lot. Most of Station 2 is good.
72) Workout room is enclosed.
73) No maintenance done there.
74) Location of bunker gear.
75) Layout of building:
    a. Pull through.
    b. Up on a hill.
    c. Separate day room/training area.
    d. Separate entrances.
76) Pull-through bays, separate bunk rooms, separate exercise room, full-size lockers, separate bathrooms from public areas, modern amenities, modern spacious training room.
77) It's newer than Station 1.
78) Has the training room.

3. What are negative aspects of Fire Station No. 1?

1) Old building needs repair. Every winter and spring the leaks in the building are bad.
2) Every piece of equipment has to be backed in.
3) Layout
4) 2 bedrooms, need more
5) Back bay "getting into" squads and R6
6) Diesel fumes everywhere
7) No gear dryer

8) Bathrooms too far away from Bunk Rooms.
9) Age
10) No air circulation – bad heating and air conditioning
11) Poor drainage
12) No windows
13) Bad roof
14) Terrible use of space
15) Out of date
16) Outdated
17) Broken up too much
18) Sleeping quarters and bathrooms are too far apart and need updated.
19) Better egress and ingress to Station Road.
20) No ADA for main entrance
21) Fitness area wall leaks with heavy rains
22) No pull through bays
23) Inadequate parking
24) Restrooms far away from sleeping quarters
25) Inadequate EMS storage supply room – too small
26) No sprinkler system
27) No separation from living quarters and public.
28) No triage/treatment room
29) No true decon room
30) No separation from turn-out gear and apparatus.
31) Generator is inside apparatus bay.
32) Only 2 sleeping quarter rooms
33) Not enough maintenance repair area.
34) Fitness area is right next to vehicle maintenance.
35) Not enough Restrooms.
36) Roof leaks
37) Small bay doors and ceiling heights.
38) Dark office rooms and hallways.
39) Apparatus floor drains not in proper locations.
40) Not enough room to keep all fire vehicles inside
41) Sleeping rooms near main entrance.
42) Makeshift bunkrooms.
43) Location and quantity of restrooms.
44) Day room in central part of station and currently part of a high traffic area and used as a cut-through to offices, apparatus bays and maintenance area.
45) Kitchen is outdated.
46) Lack of designated office space. Currently have office work being done at computers set up in hallways or middle of day room/kitchen/dining area.
47) No designated private outdoor area.
48) Current weight room (was made just to accommodate equipment) not adequate.
49) Overall age and condition of building.
50) Apparatus bays/access.
51) Low overheads in apparatus bays.
52) Climate control in bunkrooms.
53) Plumbing.
54) Turn-out gear exposed to exhaust from apparatus.
55) No vehicle exhaust extrication system.
56) Older building.
57) Only 2 bunk rooms.
58) No pull-through bays.
59) Many bays do not have immediate street access.
60) Gear storage exposed to exhaust.

61) Exercise room open to the bays, no heat or A/C.
62) Roof leaks.
63) Outdated kitchen.
64) Difficult to accommodate with repairs need done to exterior/driveways.
65) Exposed parking.
66) Not set up well for training.
67) Parking.
68) Ease of access/egress for apparatus.
69) Tight quarters.
70) Limited/outdated living and sleeping quarters.
71) Extremely congested/cramped setup for storage/cleaning/accessibility of turn-out gear.
72) Limited expansion capabilities.
73) Limited/no work area for maintenance.
74) Limited/no training facilities.
75) No exterior space to conduct test/training operations.
76) Everything is old and outdated. Many people came on tours of Station and it's hard to be proud of the Station looking as old as it does. The ceiling often leaks when it rains, the bunk rooms are terrible, hard to keep temperature comfortable to get a good night's sleep when we're not running calls.
77) Exercise room put in bay area where equipment should be. Safety forces should have same agreement with Y for exercise area or contract for private gym use in community.
78) Waterline in street is poor. Fire hydrant example.
79) Height and width of doors not big enough.
80) Flat roof needs repairs.
81) Parking problems.
82) No smoking areas established. Smoking and spitting too close to building. Designated area needs to be addressed.
83) Old – high maintenance costs.
84) Not enough bunk rooms.
85) EMS bays at back of building (backing accidents).
86) Only one bathroom.
87) No special quarters for officer in charge.
88) A lot! Old ad hoc legacy building. Poor inefficient layout with numerous haphazard additions. Not enough space for current needs let alone future needs. No separation between building use spaces. Poor roof and structural conditions. Aging HVAC, electrical, plumbing, and mechanical systems. Water pressure is weak. Lack of technology infrastructure, inadequate lot size for responder parking, building and training needs. No multi-gender thought. Unhealthy and dangerous living and occupancy issues. Outdated kitchen. No training room, no SCBA storage, no exterior generator, no lobby, no area or public facilities. Not enough dormitories. No training room or true physical fitness area. Need more professional mechanic area and fully equipped maintenance bay. No real accessible drive-thru bays. Need more space between vehicles in bays. Turn-out gear area separate from apparatus bay. Separate decon area with gear extractor/washer. Museum or department history space.
89) Limited size – trucks are getting bigger.
90) Limited expansion.
91) No parking future, no drive-thru bays, old mechanicals, no training room, no bad flow, inadequate dormitories.
92) The location is bad for 2016, the space is small, parking is a problem, and there is no room to expand.
93) The flat roofs! The building has been added onto so many times that there are multiple roof levels and each one draining onto another. With the number of

additions, personnel need to travel through living quarters to go from one apparatus bay to another.
94) Not set up for manning 24 hrs. Restrooms too far from bedrooms, lack of parking for events, the concrete swells by the meeting room door and doesn't allow door to open.
95) No room, difficult to move vehicles around, open work out room, broken vp areas. Leaking roof.
96) Layout of apparatus bays, layout of rooms/offices, not a lot of space. Lack of windows, fells a bit claustrophobic, parking lot isn't well laid out, needs renovated.
97) Layout of bunk rooms too far from bathrooms.
98) Squads out the rear, exercise room in bay. Overall size or amount of equipment.
99) Land-locked, poor apparatus deployment/return avenues, cannot house a full shift, small lockers, no vehicle maintenance area by design, shared bathrooms with public, no separate training area, difficult to access storage area, leaks.
100) Old, outdated.
101) Small lot.
102) Equipment hard to maneuver.
103) No training room.
104) Workout room open to garage.
105) No designated area for maintenance of vehicles.
106) Mold.
107) EMS squads in rear, crew quarters in front.
108) Limit drive-through for vehicles limiting turn-around and backing vehicles necessary.
109) Limited space for maintenance of vehicles.

4. What are negative aspects of Fire Station No. 2?

1) Too far from City Hall. When the Chief has meetings it's too far. Also, Chief is removed from rest of department.
2) Way too much landscaping to maintain.
3) The plumbing.
4) The water pressure.
5) Nowhere to fill air bottles.
6) Size.
7) Pull-through bays are not utilized.
8) Swat takes up half the space.
9) Poor water pressure.
10) Not enough bay space.
11) Not enough gear racks.
12) Too much landscape maintenance in summer time – weeds.
13) Need better ventilation separation from living quarters to apparatus bay.
14) Need true decon area
15) Need better ventilation separation for turnout gear storage/apparatus.
16) Direct access from outside.
17) Currently unable to fully utilize pull-through bays as designed.
18) Inadequate storage for trailers. Lack of office space.
19) No vehicle exhaust extrication system.
20) Landscaping requirements.
21) No air bottle fill station.
22) Bays become overcrowded defeating intended purpose.
23) Location/proximity to neighborhood.
24) Location along neighborhoods primary entrance road.
25) Limited apparatus bay design with poor potential for expansion.
26) No more room to grow/add equipment.
27) No water pressure.

28) Limited space for training evolutions.
29) It was built as most buildings for the future past. Not big enough for Fire Department equipment that sits outside. Used as Police vehicle storage.
30) Need a smoking and spitting area away from the building.
31) Swat truck location.
32) Parking for responding volunteers.
33) Not enough room for GEM/Bunker gear.
34) Too big. Should be a small satellite station (engine/squad only).
35) Should not have training room (isolates all resources to one side of town).
36) Too far north in jurisdiction. Not much thought to real response area. Terrible design elements for a combination style department. Didn't speak to firefighters or EMS staff before building. Apparatus bays totally undersized. Space enough for storage of vehicles between bays but no additional bay doors and built station too close to property line to effectively add third bay w/o eliminating future parking spaces. Building could have been closer to street to maximize buildable lot. Auxiliary space around perimeter of bay poorly thought out in terms of open turnout gear storage supply rooms and adequate separations from trucks. Lacks true decon area and gear washers. Offices are small and not adequate as work spaces. Small day room and kitchen. Individual dormitories are not really necessary and cab be counterproductive. Tower is a joke and never used. Mezzanine is too narrow for adequate storage. Fitness room is too small and shouldn't be out of way on 2nd floor. Poor alternative dispatch center layout. Technology infrastructure inadequate for modern facility. No outside storage. Landscape maintenance sucks.
37) Smaller apparatus bays.
38) Edge of response area, individual dorms not necessary, old technologies.
39) Its location is too remote, on the edge of the city, not big enough to be a main station.
40) Should have more bays. Horrible water pressure, lack of parking, drinking fountains not working, lighting in flower bed shines in bedrooms windows.
41) Only 2 bay doors, in 3 bay.
42) Apparatus bay is a bit small, works fine, is meant to be a pull-through but we have to back in a lot it seems.
43) Should have 3 bay doors front and rear.
44) File storage for inspection reports and plans.
45) Gear room not big enough.
46) Weight room too small.
47) Need more garage space.
48) Need bigger workout room.
49) Need office for medics to complete reports/training.
50) Not enough room to house added county and police apparatus, so cannot be used often/well with pull-through bays as intended. Garage door remote antennas not mounted for effective exterior use.
51) Should have had 3rd bay door installed.
52) Small exercise area.

5. What are the top priorities for a new Fire Station if you were making all of the decisions?

1) Location
2) Plan for future staffing
3) "Green Energy"
4) Keeping diesel exhaust fumes off of everything!!!
5) Weight Room not packed full of stuff.
6) Drinking fountains
7) Bathrooms near Bunk Room.
8) No flat roof.
9) Better A/C and heating in Bunk Rooms.

10) Equipment access
11) Not backing in all the time
12) Size – big enough for all equipment.
13) Separate day room.
14) Roof
15) Better heating and A/C
16) Better air circulation
17) Updated Bed/Bath and Kitchen/Living quarters.
18) Bedrooms away from main traffic and closer to Restrooms.
19) More private showers like Station 2.
20) Built and designed for the next 50 years.
21) Safety (from fire/health-cancer risks) lighting/ADA
22) Good location – response and access to main roads.
23) Big enough.
24) Good work flow from area to area.
25) Ability to maintain current location.
26) Functionality.
27) Living Space.
28) Individual bunk rooms.
29) Multiple restrooms designated as M/F that are separate form office area or public access.
30) Public accessible restrooms separated from day room/living space.
31) Modern, updated kitchen and appliances to match.
32) Exercise room that is designed as such with adequate space for equipment, exercise and cubby storage for personal items while exercising.
33) Separate maintenance bay and tool room.
34) Utility/laundry room.
35) Bunker gear room close to apparatus bays.
36) All front facing apparatus bays.
37) Designated SCBA room with storage for spare packs and bottles as well as a cleaning station.
38) Hose washing/drying/storage area.
39) Locker room.
40) Private outside patio area with tables chairs and grill.
41) Training/meeting room that is separate from living area.
42) Pull-through bays.
43) Direct street access.
44) Accommodations for increased staffing.
45) Training facilities.
46) Central location.
47) Ease of access and mobility for apparatus.
48) Access and egress to/from apparatus bays and roadway.
49) Living sleeping quarters similar to those at Station 2.
50) Maintain/expand workout facility at Station 1 (possibly A/C, radio, etc.)
51) Create better area/arrangement for storage/cleaning/accessibility of turn-out gear.
52) Room to grow, room to train, comfortable living/sleeping areas. A station we can be proud to take care of.
53) A place for people to study quietly and comfortably.
54) Better sleeping quarters and more room for personal.
55) High and wide areas to enter. All bays should be able to hold largest vehicle.
56) Textured flooring on no-slip coating with floor drains for each bay to handle water, snow and ice.
57) Location.
58) # of bunk rooms.
59) Placement of engine/ladder truck/EMS squads.

60) Day room separation.
61) Building and staff at Station 3 (small satellite station).
62) Bulldoze Station 1 and start over.
63) Should be Department Headquarters and house all specialty apparatus.
64) Big lot size large enough for a (4) drive-thru bay station, rooms for (6) shift staff, training opportunities, personnel safety features, more public access, lobby, triage space but separate from department spaces, technology enhanced tier classroom style training room, fitness area, modern kitchen, dayroom, and exterior space, more storage areas, separate decon and outdoor equipment spaces.
65) Southern location or south west.
66) Drive-through bays for all apparatus, more staff dorms, training room and built ins, more technology.
67) Must be sized tnot just for now, but for the future. Should be properly located for current and future demand. Training spaces/props should be built into the building. Training room should be of adequate size for combined police/fire trainings. Administration, maintenance, storage needs adequate space, The building needs to be safe; diesel exhaust, sprinklers, alarms, etc.
68) If the station is being built is going to be a satellite station, then I believe that the same plans and construction type as Station 2 should be followed. The station built with brick and mortar, no wooden trusses, that is conducive to the neighborhood. No flat roof!
69) Follow all NFPA recommendations regarding the construction of a new fire station.
70) Built to accommodate future needs such as Fire Station 2, number of dorm rooms.
71) Drive through bays with enough bays to have squads in front not in back. Private bunk room w/close access to bathrooms, An area for the workout room not in garage.
72) Room, easy access.
73) Have all apparatus available for response without having to move other apparatus. Have seen this occur at other fire departments. Have a layout built around response.
74) Have ample bunk rooms, good interior design, windows.
75) Enough space in the bays so you don't have to jockey apparatus from middle, more bunk rooms for future employee's growth.
76) Separate bunk rooms, defined living/dining/exercise space, storage for each shift (4) in kitchen area.
77) All apparatus on same side of building, same garage space, office space, separate area for maintenance, separate day/training rooms, separate bunk rooms. 2 stories, workout area, bunker seat room, laundry room.
78) Pull thru bays.
79) Good fitness room.
80) Lots of room for gear and enough lockers for everyone.
81) Move ambulances to front bays.
82) Improve sleeping quarters.
83) Create maintenance bay for vehicle service and maintenance.

6. What are the needs for the Apparatus Bays for a new Station?

1) We need to drive through, no backing.
2) Wide enough to get trucks back in service without having other trucks in the way.
3) Outdoor storage.
4) Pull through bays would be nice.
5) Hoses to wash apparatus/fill the truck.
6) Exhaust removal system.
7) Need to be able to pull through.
8) Big enough for all equipment.

9) More of them.
10) Better use of space.
11) Separate area for turnout gear.
12) Garage door openers for all doors.
13) Easy ingress and egress.
14) Wide bay doors.
15) Tall bay door/ceilings for cab tilt needs.
16) Good exhaust ventilation.
17) Good floor drain locations
18) Floor striping for apparatus.
19) Multiple bays with pull through capabilities.
20) Decon area near bay.
21) Separate turnout gear area.
22) All should be front facing bays and should be able to accommodate all apparatus in 6 bays.
23) Bays should be at least 2 to 2.5 x's deep as apparatus is long.
24) Maintenance bay should be separate from other apparatus bays and to the rear of the structure with an attached tool/utility room.
25) Pull-through bays.
26) Accommodate multiple apparatus.
27) Direct street access.
28) Gear locker room.
29) Air fill station.
30) Larger area for gear storage (lockers for each person).
31) Taller bay doors (there is currently potential for ladder truck to strike bay door if brakes are applied hard while backing).
32) Pull-through bays and accommodating driveways for all equipment/apparatus.
33) One large apparatus bay for all equipment (not like Station 1).
34) Dedicated maintenance bay with better setup/equipment.
35) See above. Adequate space between bays for maintenance dolly and passage. Non-slip surfaces, paint and proper drainage. Plug in exhaust removal system. Mezzanine space for search and rescue, laddering training and storage. Adequate barriers between gear storage and living quarters. Decon area with shower and gear washer/dryer. Supply and equipment rooms. Folding bay doors rather than slow, heavy, high-maintenance overhead doors. Adequate apron space to park trucks in front and rear of bays.
36) I would rather see 3-4 across and less deep.
37) (4) double bays, room for (8) apparatus bays with adequate space around each, folding doors, exhaust remover system, separation from other spaces.
38) Two to three bays only, large enough to accommodate two apparatus or one aerial in each bay. The drive through style should be utilized but with apparatus parked back to back. In the event of a mechanical problem with one apparatus the other could be utilized.
39) I think 4 or 5 drive-thru would be the best. We definitely need the squads up front.
40) All bays have doors.
41) At Station 1 we have several different bays throughout, would like to see all apparatus housed in one bay, pull through would be a nice addition.
42) Drive thru bay s large enough for future growth.
43) Pull through, exhaust mitigation, easy access to bunker gear.
44) Definitely, pull thru bays.
45) Large enough for all equipment, pull through, double bays.
46) Auto disconnect exhaust devices.

7. What are the needs for an SCBA Room?

1) What is that?

2) Do not see a real need. Somewhere to place it to get it back in service would be nice.
3) A small room for fit testing and SCBA storage would be good.
4) Cascade system w/storage.
5) Yes, it would be nice to have a work bench for SCBA's with compressor and storage of spare SCBA's.
6) There should be a separate room for an SCBA filling station and accommodations for storage of spare bottles/packs and a cleaning/maintenance area.
7) Accommodate spare SCBA's and bottles.
8) Fill station.
9) Prefer air compressor over cascade system.
10) Work bench.
11) Storage racks for spare SCBA bottles.
12) Storage lockers for spare SCBA units.
13) Multi-bottle filling station.
14) Separate/isolated compressor/bank room to reduce exposure to high decibel noise while operating.
15) I'm not sure what a SCBA room is.
16) Compressor and filling area separated by sound proofing.
17) Work station for repairs.
18) Well-lit sink and counter – storage racks for extra bottles.
19) It would be nice, but not completely necessary. Could be incorporated into maintenance/tool room.
20) Cascade filling station, spare bottle, mask, regulator, and PASS device storage. Work bench and stool.
21) Clean- fresh air supply for compressor.
22) Cascade, bottle storage, work area.
23) Minimum requirements for each station.
24) A refill station would be nice at each satellite station but very cost prohibitive. In addition, quarterly and annual maintenance cost are expensive. The excessing system at Station 1 could be utilized.
25) A place to fill and keep safe with a noise control room for compressor.
26) Dedicated area.
27) To fill maintain a clean area for testing and maintenance.
28) All-encompassing storage/maintenance.
29) Easy access filling station, separate from living quarters.
30) We need one; at present SCBA's are cleaned and serviced on the same table we eat off of.

8. What are your needs for a Work Room and Tool Room?

1) We need to have a tool/work room for repairs of equipment. Maintenance is awesome here.
2) Just for Andy's needs.
3) Tool Room must be bigger w/ better storage and bench to work at/on.
4) Big enough to work on small projects.
5) Enough tools to do the job.
6) Tool Room is needed, it needs to be big enough for storage and work bench.
7) Tool room needs to be attached to maintenance bay and have required storage for all tools and equipment. Tire racks need to be located in maintenance bay on ground level so as not to have to climb stairs.
8) Adequate room for all maintenance needs.
9) I believe a place to work and repair things is important. We should be able to trust our members and not have to lock everything up.
10) Large enough to hold all present equipment and tools.
11) Wide doors – double is needed.
12) Work benches with cabinet and counter space.

13) Well-lit and ventilated.
14) Additional area needed for large replacement parts/tires, special tools stored on second floor. No short steps – need overhead lifting system.
15) Both are needed.
16) A/C and heat control for work out room.
17) Tool room would be nice too.
18) Tool storage on and along walls including lockable storage cabinets. Area for large movable mechanics tool box and air compressor large tools. Large work bench at proper height and stool.
19) Work benches and storage.
20) Hanging tool storage, work bench, moveable tool counter.
21) If maintenance is to remain in house in the fire department, there needs to be a dedicated maintenance bay with tool and supply storage, and a lift/pit.
22) The rooms, work or tool, should be located where the major maintenance of the apparatus is being performed.
23) I think the one we have at Station 1 could be a little bigger and more organized so things area easier to find.
24) Dedicated areas.
25) Work room and tool room separate, tool chests/cabinets and wall mount storage, work room with open bin storage for supplies.
26) No opinion, except enough room. There isn't enough room at Station 1 and tools and equipment are everywhere.
27) Connect w/maintenance bay, make sure large enough for all tools w/a work space.

9. Where would you prefer to store turnout gear when on duty?

1) In a turn-out gear room.
2) On the truck.
3) Locker/gear rack is fine but in separate area away from exhaust.
4) Rack or by truck
5) I like a turnout gear room like Station 2 for on and off duty.
6) I'm fine with where it's stored now.
7) There should be a bunker gear room that is attached to the apparatus bay with gear lockers like that at Station 2.
8) On/Off duty, all bunker gear needs to be stored in the designated areas.
9) A separate room away from truck exhaust.
10) Accommodate all members.
11) In the gear room or on the truck.
12) In a turn-out gear room like Station 2, more organized.
13) In bay or room off of main apparatus bay.
14) Probably on racks in a room (like at St. 2)
15) On/near truck while on shift. In well ventilated space with contaminate/particulate barrier between bays and open storage lockers.
16) On the apparatus floor.
17) On apparatus.
18) I believe that a turnout gear storage room, such as at Station 2, is the proper location for both situations.
19) I think how we do it now is fine.
20) In a locker, not on floor.
21) Storage close to apparatus with room to put on gear.
22) Turnout gear room off bays, 1 set for each station.
23) Just as it is – racks are perfect.
24) Gear grid storage.
25) Near apparatus in the bay.
26) Personal locker in storage area off of primary apparatus bay.

27) A locker style which includes a small lockable section for personal items would be preferable but should not replace station mailboxes.
28) On the apparatus.

Where would you prefer to store turnout gear when off duty?

1) In a gear room.
2) In a metal locker w/ small vent holes, lockable so items don't come up missing.
3) Locker/gear rack is fine but in separate area away from exhaust.
4) Rack or locker.
5) I'm fine with where it's stored now.
6) A separate room away from truck exhaust.
7) In the gear room.
8) In a turn-out gear room like Station 2, more organized.
9) Same as when on duty.
10) In a room like at St. 2.
11) In lockers.
12) Well ventilated storage locked area.
13) Same as now.
14) In a locker, not on floor.
15) Same area.
16) Where I keep it when I'm working.
17) Gear grid storage.
18) In dedicated gear room.
19) See above.
20) Racks at the Station.

10. What is your preferred method of exhaust for the Apparatus Bay?

1) No preference.
2) Removal? Vacuum remove; the ones that connect to the exhaust.
3) I have no preference.
4) One that works
5) Both overhead automatic exhaust and plug in. Vehicle maintenance area should have a plug in system.
6) Things work fine now.
7) Exhaust extrication system that is built in so as to be able to accommodate each apparatus as well as in the maintenance bay.
8) Ventilation system.
9) Opening of bay doors.
10) Bay doors on timers that allow for ventilation.
11) I would like to use the method where exhaust vents are hooked up to each individual vehicle.
12) Quiet and effective. Able to override during training.
13) Hose connected to exhaust w/auto disconnect.
14) Pipe that hooks up to the exhaust and magnetically to the truck.
15) The system we have now is a joke, it doesn't catch the fumes and nobody changes the filters.
16) Plug in hose direct source exhaust system.
17) Automatic activation – lower level draw.
18) Plug in ventilation.
19) Extensive research has been conducted on this subject and the current method is probably the best method available. Anytime that the overhead doors are opened the system is activated taking all human elements out of the equation. With the method of connecting a hose hanging from the ceiling, someone needs to make sure that it is connected prior to backing the apparatus into the station. When pulling apparatus out of the station then the hose has a habit of shipping around striking other apparatus or personnel. Then the hose gets damaged and

never used. The in-floor method has a hose that attaches to the apparatus and travels along a track in the floor. The main problem with system is debris getting in the track prohibiting the movement of the hose. In the vehicle maintenance area, an in-floor system should be utilized along with the excessing system.
20) I feel either the way Station 2 is or having the hoses that hook on to the exhaust pipes.
21) Tubing?
22) Flexible pipe system.
23) Floor units (dealership).
24) No opinion.
25) A hose system.
26) Not preferred, required to have a direct capture diesel exhaust system.
27) Hose style apparatus exhaust removal system.
28) At present opening front and rear bay doors for cross ventilation, which is problematic in the winter.

11. What is your desire for training opportunities for a new Fire Station?

1) I don't think we need another Training Room. Maybe a large outside area for training.
2) We have a nice one. Space could be used at Station 2 for a Weight Room.
3) Have a Training Room.
4) Meeting Room like Station 2 would be good.
5) Training Room.
6) Training facility w/live fire/search & rescue building.
7) I think some training could be incorporated into a new building.
8) I would like to see us be able to do pump operations. Maybe put an underground cistern in to do pump testing. Big area for EVOC training would be nice.
9) I'm always up for more training opportunities.
10) Possibly construct a tower that would be esthetically accommodating to the overall structure as well as serve as a training tower for ladder/rescue training.
11) As far as a training room, if $$ allows, but we have one at Station 2.
12) Training room for EMS/Fire.
13) Grounds to conduct training.
14) Training tower with attached burn room.
15) A training facility would be a good idea.
16) Possible special room for drivers train able to handle up to 6 stations simulation. I have seen them at FDIC. They still need work on programming, future plan I would support. Can be used by Firemen and EMS combined. Use Medina & Wayne County training area and save $ - we don't use now what's available.
17) Room enough for approximately 14 people w/screen and white boards.
18) I would say St. 1 or the "Dept. Headquarters" should have the training room, but seeing as how St. 2 already has a training room it would be costly and pointless to include it in a St. 1 or St. 3 design.
19) Opportunities should be built into station or complex. Tower, with exterior access points and platforms for laddering and technical rescue opps; confined space tubes; retention basin use for pump testing, water/ice rescues; mezzanine with moveable walls for search and rescue/room cleaning evolutions; mezzanine access to apparatus bay for interior ladder/poor weather training opps.
20) Good well-lit class rooms, audio/video equipment. Station 2 is well equipped.
21) Laddering tower.
22) I believe that enough land should be purchased so that a burn building could be built, room to conduct the driving portion of drivers training, a structure that can be used for ladder drills along with the aerial, and facilities for conducting annual pump testing.
23) It would be nice to have a burn facility and a training tower.

24) Combat challenge.
25) Station 2 has a classroom that has worked well in the past but there could be more room, a similar setup at Station 1 would be great.
26) Pump training tank.
27) Love to have training facility capabilities.
28) An actual training tower would be nice but not necessary.
29) Tower stairway for training evolutions.
30) Props and spaces built-in, able to be shared with PD, large enough room for combined trainings, external access for ladder/aerial operations training.
31) Training room.
32) Adequate property and paved surfaces to conduct truck operations.
33) Adequate parking lot for vehicle operations training.

12. What does your desired Dining and Day Room consist of?

1) 3 cabinets and refrigerator for each shift.
2) Privacy – no access to people/public/employees at the station who don't need to be there like office workers or maintenance.
3) I like Station 2's layout.
4) I'd like to have a Kitchen with room to cook.
5) Just newer stuff
6) Separate from Administration. Too much traffic in current Day Room.
7) Kitchen w/ dishwasher.
8) Small lounge area w/ TV.
9) Decent size Kitchen w/updated appliances.
10) Dining/Day Room should be separate from public areas and apparatus. Good storage area kitchen cabinets, dishwasher, TV area, no carpet. Floor should be easy to clean.
11) Table and chairs.
12) Modern appliances: refrigerator, dishwasher, stove and microwave.
13) Actual 1-piece table for dining able to seat 8-10 people.
14) Day room:
    a. Open floor plan between kitchen, dining and day room.
    b. Lots of natural light.
    c. Access to private patio/outdoor area.
    d. Kitchen, dining, and day room need to be separated from any high-traffic areas that does not allow for it to become any type of cut-through for foot traffic and separate from any office space.
    e. Enough space to accommodate 6-8 reclining chairs with 3-4 tables in between.
    f. Controlled lighting.
    g. Library space for various books/training materials/publications/postings.
    h. Have bunk rooms accessible from this area as well.
15) Cabinet space for all shifts.
16) Stove and exhaust.
17) Dishwasher.
18) Refrigerator.
19) Plenty of counter space.
20) Table for eating.
21) Day room to adequately accommodate max staffing.
22) A dining area big enough to sit up to around 10 would be useful. It would provide a place for families to join the employees for meals on holidays and special occasions.
23) A day room with comfortable seating and outlets for chargers in the floor by the recliners.
24) An outdoor area with a grill and table.
25) Table seating for 6 to 8.

26) Chairs for 4 to 6 people (lazy boys).
27) Separate from public area.
28) Something similar to St. 2, open design, plenty of room.
29) Large flat screen TV and individual recliners; station specific dining room table; commercial grade appliances and cooking/prep surfaces.
30) Station 2 is very acceptable.
31) Commercial grade appliances, natural light, recliners.
32) An area where firefighters don't have to travel through to get to apparatus.
33) The way station 2 is set up works pretty well.
34) Carpeted day room, tile dining room.
35) Separate rooms for each, good appliances for cooking, counter area with stools in dining room.
36) Similar to station 2 area wise with 2 refrigerators.
37) Open – together.
38) Similar to Station would be great.
39) Separate/defined spaces for each.
40) Dining island to eat around adjacent to kitchen.
41) Large enough for today and future, commercial appliances and finishes, ease of cleaning (drain and mop sink nearby), dining area in kitchen, day room separate but nearby (remote from public).
42) Updated versions of existing dining/day rooms (tv, recliners, work desks, full kitchen, etc.)
43) Similar to Station 2.
44) Absolutely have a work room, computers, "Resource area".

13. What is your desired Bunk Room arrangement? Group or individual Rooms?

1) Individual.
2) I love individual rooms but if we had to bunk together to provide a better service I would.
3) Individual Room, as is.
4) Individual Room.
5) Individual Rooms.
6) Individual rooms with good sound proofing. Station 2 size is pretty good. Should be big enough for bed, chair, end table, and window. It would be nice to have a closet space for that room.
7) Individual is preferred.
8) Individual rooms to allow for maximum privacy.
9) Each room should have a bed, night stand, desk and chair, television, phone, individual climate control, clothing and bedding storage and a window.
10) Individual rooms.
11) Accommodate possible future staffing.
12) Away from public eye/privacy.
13) Individual rooms due to privacy, noise and gender issues.
14) Individual rooms.
15) Individual rooms – large enough to double if need arises in future.
16) Individual rooms like at St. 2, multiple bathrooms nearby.
17) Combination. Individual rooms are too costly and not needed. Privacy can be achieved by separating beds with ¾ height walls, policy changes, hot sheeting and adding station alerting technologies with lowlighting capacity.
18) Individual. You get someplace to go for quiet.
19) Modified individual rooms w/o all walls/doors.
20) Individual rooms as at Station 2.
21) Individual for sure with close access to bathrooms.
22) Individual rooms.
23) Individual.
24) Individual rooms with locker storage for full time employees.

25) Individual rooms.
26) Individual rooms.
27) Individual rooms with a small desk space.
28) Individual rooms are a must.
29) Individual rooms with shared bathrooms similar to setup at Station 2.
30) Individual rooms.

14. What does your ideal Locker Room and Restroom/Shower facilities consist of?

1) Like Station 2 is good.
2) 2 showers (individual), personal lockers
3) Sauna ***unfortunately I'm serious*** Lots of research about sauna removing toxins from the body.
4) Larger Rooms.
5) Just newer.
6) Small Locker Rooms w/ showers/restrooms attached.
7) Station 1 needs more Restrooms.
8) Locker for everyone.
9) Restrooms close to Bunk Rooms.
10) More privatized shower area @ Station 2.
11) Big lockers for full time staff. Smaller lockers for part time.
12) Separate area for shower/decon.
13) Showers, lockers and clean.
14) Locker room should be separate from restrooms and showers.
15) Should have separate M/F restrooms and locker rooms that have a minimum of two urinals and two toilets, two sinks and two shower stalls as well as storage cabinets – Men's. The women's should be the same as the men's less the urinals.
16) These should be located in close proximity to the bunk rooms.
17) There should also be both M/F restrooms that are ADA compliant located in conjunction to the main/public entrance.
18) The locker room should have enough lockers to accommodate all staff members.
19) Locked for bedding/uniform/toiletry and other personal storage.
20) 1-2 showers per room, large enough to accommodate larger members.
21) Enough toilets/urinals to accommodate possible increased staffing.
22) Studies show a sauna at Fire Departments can be useful in fighting cancer to rid the body of toxins after fires.
23) Station #1 Medina off bay areas. Works well.
24) 2 showers connected to locker room.
25) Lockers available to all members.
26) 1 shower in each restroom.
27) Restroom showers like at St. 2, individual, multiple showers.
28) Locker room more like St. 1, separate with shower/bathroom.
29) Lockable lockers for valuables with hanging capacity. Separate gender facilities.
30) Station 2 is good.
31) Gender specific facilities.
32) A room large enough to contain lockers, shower and restroom facilities.
33) I think lockers should be in the restroom and shower that way you can store your clothes in it for the shower.
34) Lockers for all.
35) Station 1 has good layout, needs updated though.
36) Similar to Station 2 but larger to accommodate more personnel. Shower and restrooms in living area and restrooms for public similar to Station 2.
37) Separate shower/dress areas/restrooms.
38) Basic needs, doesn't have to be fancy.
39) Locker room separate of bathrooms, like Station 2, showers in bathrooms.
40) Lots of space, separate for male/female, individual shower stalls in separate male and female areas.

41) Personal full height lockers (personal padlock style).
42) 2 to 3 shower stalls with dressing area.
43) 2 toilet stalls.
44) 2 to 3 urinal stalls.

15. What type of storage is needed for your operations?

1) Outdoor storage for gas cans and outdoor equipment like mowers and stuff.
2) Need? Food, extra clothes, bedding storage.
3) Lockers, as is.
4) Shelves/Locked storage/multiple work station areas.
5) Lockers for members.
6)
7) Equipment storage.
8) Lots for storage area needed. Office supplies and files, EMS storage equipment, fire equipment storage, training equipment storage.
9) I'm ok with what I get.
10) Storage to accommodate all spare tables, chairs, extra kitchen supplies as well as any misc. items.
11) Gear storage.
12) Laundry.
13) EMS supply.
14) Tools.
15) SCBA/air bottle fill.
16) Spare fire apparatus equipment.
17) Hose storage.
18) A locker.
19) All hazards equipment – need area for special equipment stored by 3 cities.
20) Hose dryer.
21) Officer car parked in garage.
22) Decon room with floor drain and large sink.
23) Lots needed and more in future, admin/report and building plans and inspection storage; exterior storage for landscape maintenance; gear storage with proper ventilation; spare gear and equipment storage; decon and wash/dry areas; building maintenance closets; chemical storage; vehicle maintenance, tool, parts and repair storage; locked and secure EMS drugs and supply storage; AV storage in training room; training prop storage; hose storage; SCBA/Cascade system.
24) Just a locker.
25) A lot.
26) I would think a cage on a mezzanine would work like at Station 1.
27) Always need more room.
28) Our mechanic has his office on site. It seems we have a lot of maintenance equipment stored in the bays, more storage for him would be an improvement.
29) Larger EMS storage room with open shelves for supplies.
30) Lots, organized, easily accessible.
31) Open bin, wall mounted for EMS supplies to prevent over-ordering and ease in maintaining stock par levels at a glance.
32) Administration, records, maintenance, supplies, spare equipment, spare apparatus
33) Department mailbox.
34) Small personal locker with turnout gear.

16. Are there any special electrical or plumbing needs for the Fire Station?

1) It would be nice to have hose drops to fill trucks.
2) A hydrant for training.

3) Water pressure
4) Air pressure – we fill tires to 120 psi, not 35 psi like a car.
5) I would love to have a water fountain that can fill water bottles.
6) Should have Ethernet, cable, phone and several electrical outlets in each room.
7) A decon shower for turn out gear after fire.
8) Enough to do what we need and future growth.
9) Generator to run the entire building.
10) LED lighting with automatic sensor lights.
11) Hallways from bunk room to apparatus with low level floor lighting.
12) Water connection to fill trucks, wash trucks and connection to do hose testing.
13) That they work.
14) Exhaust extrication system for apparatus.
15) Direct gas line for grill on patio.
16) Whatever other as may be needed/required by code.
17) Adequate water pressure and hot water.
18) Sufficient electrical outlets.
19) Outlets for cable and internet sources.
20) Outlets for laundry equipment.
21) Generator put outside or inside sound proofed. Day room application. Able to fill truck inside quickly – new hose washing equipment.
22) Able to refill engine and tanker.
23) Washer/dryer hook-up.
24) Gear washing – Gear dryer.
25) Hose tower.
26) Big enough to refill trucks.
27) Generator system in event of power outages; station alerting and messaging system; IT Infrastructure for EOC and emergency shelter operations; radio communications towers/antennas.
28) No.
29) Large volume filling hose in station, Decon room with gear in apparatus bay.
30) I would like to see cable TV hook-up in each room so that if individual wants to bring in a small TV to watch they can do so.
31) Emergency generator should be large enough to handle heating and air conditioning, overhead doors, etc.…
32) Multiple phone and computer hook-ups to be used in the event the station is used as a command or operation center during a disaster.
33) Restrooms for the public separate from the locker rooms for staff.
34) Drops for the shore power in apparatus bays. A lot of outlets in all rooms for computers and phones as well as in the bays for sweepers and tools. Not nearly enough at Station 2.
35) Truck fill outlets.
36) A generator, though I believe we have one. An emergency water supply could be a good idea in case of disaster.
37) Large enough generator for operational needs.
38) Not my ?
39) Good water pressure (showers).
40) Generator back-up and a kitchen faucet able to wash pans with, that has suitable reach.
41) Integrated sprinkler training prop.
42) Fire line for sprinklers, alternative energy generation (wind/solar), battery storage to go with alternative energy generation.
43) 1-3/4" or 2-1/2" hose connections for truck fill
44) 3" or 4" hose connections for tanker fill.

17. Are there any Fire Stations that you have visited and toured that you think the Architect should look at as a good example?

1) No.
2) Norton, OH Fire Station is pretty nice.
3) Station 2 is pretty awesome.
4) Bath/Copley #2 is nice.
5) No.
6) Medina.
7) Norton FD in Summit County
8) Jackson Township Safety Center in Stark County.
9) Station 1 & 2 have very simple and easy to use layouts.
10) Canton Fire Dept. Station 4.
11) Hilton Head Island Station 2.
12) Hinckley Fire Dept. (possibly).
13) I feel Station 2 is a fairly good example.
14) Any station with direct access to major roadways.
15) Norton, Fire Department Station 1 – Norton, OH.
16) Kent Fire Station 1.
17) Cuyahoga Falls Station 5.
18) Ideas from Medina Station #3, #1.
19) Parma Fire Station 1 or 2 would be a good example for new Wadsworth ST. 1.
20) North Royalton St. 2 would make a good example for a satellite St. 3 for Wadsworth.
21) Cuyahoga Falls Fire Station #5.
22) Hinckley Fire Station.
23) Newark OH Fire Station.
24) Akron Fire Station #11.
25) No.
26) Cuyahoga Falls #5
27) Charlottesville, VA #10
28) Hinckley FD
29) Violet Twp FD
30) CR Architecture Portfolio
31) Station 2 angled roof!
32) Cuyahoga Falls Station #5.
33) No
34) See through bay doors so the public can feel connected and lends to operational transparency.
35) Stow #2, angled roof!

18. Are there any operational or functional items that should be considered for future expansion?

1) Operation to include Fire at Station 1. Staff should run Fire and EMS.
2) Like a Flu-shot, prescription office, something for walk-ins. W/this community medicine coming who knows what we will be doing.
3) No.
4) Restroom closer to Bunk Rooms.
5) Multiple places to clock in/out away from breakrooms.
6) Push button/combination locks on outside doors.
7) Electronics for future.
8) Training facility.
9) Enough bays.
10) Future increase in personnel – not only FF/medics but potential for officers such as shift captains, training officer, EMS officer for Fire Marshall.
11) Easy, double ended bay doors are nice.
12) Allow for increased staffing and the accommodations that come with it.
13) Plan for increased staffing.
14) Accommodate all apparatus.
15) Future expansion to incorporate additional apparatus and personnel gear.

16) Additional office space.
17) Additional bunk facilities.
18) Potential for vertical (upper story) expansion for bunks or offices.
19) Extra space in sleeping and living areas for future growth as the City continues to grow and call volume increases.
20) Officer office w/bunk room.
21) St. 1 should have offices for Chief/Asst. Chief/Inspection/Maintenance.
22) When/if St. 3 is built make it small satellite station with room for expansion like training facility.
23) Larger trucks; new technologies; community EMS services; co-habitation or co-locating with neighboring departments; police or law enforcement space.
24) No.
25) Training tower, EMS triage room, Law Enforcement space.
26) Community paramedicine, partnership with health department/hospital, regional asset/team equipment/vehicle storage.
27) Training facility: multi-level burn building, area to conduct driver's training, and conduct pump testing.
28) An area to be used as Command Center with all the proper equipment.
29) 2nd floor for the bunk room with ability to add extra rooms.
30) Pull through bays.
31) Key pads on the doors. If someone forgot their key they could just punch in the code instead of having to bug the crew or drive home to find it.
32) Training facility, pump training facility.
33) Design against natural hazards.
34) Build for higher concentration of occupants.
35) Back up generators.
36) Central location: site location, room to expand.
37) A concrete pad on the premises in order to put burn training props on.
38) Outside storage building for lawn and outside equipment.
39) Pull through bays.

19. Do you prefer a single story or a two story scheme? If you prefer a two story scheme, what is your thought on utilizing a fire pole or slide?

1) Single story
2) Single story
3) Single story
4) No preference, but if on original site it would have to be two-story.
5) I have no preference.
6) 2 story w/pole
7) No preference.
8) Either and a pole wouldn't bother me.
9) Single story but not opposed to two-story.
10) Pole/slide and stairs if a two-story is decided.
11) Prefer single story for staff accommodations.
12) Not a fan of poles, slides, stairs during overnight calls.
13) No preference other than best overall design to accommodate required characteristics.
14) No personal issue with use of a pole or a slide, however a pole is likely more space effective.
15) I prefer a 2 story scheme. Bunk/day room above kitchen/offices provides needed space with smaller footprint. I believe fire poles are faster than using stairs and just as safe. I've never seen slides in use.
16) Two-story with a pole.
17) Two – living quarter in back of building second floor.
18) Two-story w/bunk room and restroom on 2nd level. Fire pole.

19) Single story would be nice, but with limited space that we have a 2-story design would be more feasible.
20) No fire pole – lame.
21) 2-story design, bunk rooms and day room upstairs, offices on first floor.
22) Whatever works on the right site.
23) I like the fire pole – but I'm old school and the pole is actually a liability.
24) Either, no problem with pole or slide.
25) Single story is best. If 2 story, must have a slide – poles = injuries. Macedonia main station is an example of a very dangerous pole.
26) A single-story facility should be built, other else all ADA regulations will need to be followed, including installing an elevator.
27) 2 story to keep bunk rooms and sleeping quarters separate. A pole or slide would be nice.
28) Single story if possible. Slide is safest.
29) Two story would be god, able to fit more in a smaller footprint. I would be pro pole/slide.
30) Single story. If two stories fire pole is safer.
31) No two story.
32) 2 story with pole or slide, especially with limited area of Station 1.
33) Either. A two-story would allow for a smaller footprint, but still have a lot of building. No fire pole or slide due to injury potential. Work-out, training rooms could be on 2nd floor. Living quarters on first.
34) Single story if possible. Slide is safest.

20. What EMS specific needs are there in a new or renovated building?

1) Not sure. All members should run Fire and EMS.
2) Equipment Room.
3) Larger Storage Room.
4) Lock on Supply Room door needs to be more for everyone to be able to access.
5) Training and decon area.
6) Plenty of EMS supply storage area.
7) Decon area.
8) Storage for EMS training supplies
9) Public triage/treatment area near main entrance.
10) EMS storage area.
11) O2 bottle storage area.
12) Single front facing bay that can accommodate 2 squads.
13) Training room with storage for equipment.
14) Room for EMS supplies and equipment/restock.
15) Bays accommodate 2 squads.
16) Tank fill.
17) Battery charging bank.
18) Larger storage area for supplies.
19) Separate apparatus bays from Fire which can contain items above.
20) Room for storage of extra equipment. Our current room is nearly at capacity.
21) A place to pull the squad through to avoid backing every return.
22) Proper living areas.
23) 2 squads placement easy out. Could be stacked.
24) Stock room.
25) Large EMS supply room.
26) Enough bay space for 2 squads.
27) Fire/EMS vehicles all in same bay, not separated.
28) Space for (4) squads; locked drug room (maybe refrigeration); large equipment, props and supply storage room; report writing areas; classroom and practical training area; IT infrastructure; oxygen storage.
29) Locked storage, training, squad storage.

30) Supplies, community paramedic vehicles, decon space, security of medications, training supplies/equipment, Administration, day shift staffing in addition to 24/7 staffing.
31) A room separate from that used for cleaning the station is needed for cleaning of EMS equipment with proper ventilation.
32) EMS supply room close to apparatus which should be up front of building.
33) Storage.
34) It's a process getting our squad backed into its bay currently. A pull through bay would be great but one that isn't in a tight corner behind the building would suffice.
35) Squads to run out of front bays, more bunk rooms.
36) Good training area.
37) EMS equipment storage.
38) Renovation of station.
39) Front of building deployment, decon room, closed, with floor drain and shower, hose and cement table, open bin style supply storage. Equipment battery charging bank, Oxygen cylinder storage.
40) Storage.

21. What specific vehicle maintenance needs are there in a new or renovated building?

1) A lift system for trucks or a pit to work in.
2) Lock on maintenance door needs better security to keep more people out.
3) A bay with a pit or lift only for working on apparatus.
4) Pit
5) Modern maintenance area w/supplies. See Andy H.
6) Maintenance area is needed like Station. Nice to separate that area away from other parts with wall and double doors. Good ventilation with good lighting.
7) Another Andy.
8) Maintenance bay should be separate from other apparatus bays and to the rear of the structure with an attached tool/utility room.
9) Facilities to accommodate repairs/maintenance.
10) Adequate work area for completing maintenance work.
11) Aerial lifting abilities (gantry crane?).
12) Sub-terrain bay for chassis access and completion of oil changes.
13) I would recommend building a new Station 1 and using the current station for maintenance and storage of spare equipment.
14) Well-lit room to work – unrestricted 4 to 6 ft. from vehicle. All sides work bench in area.
15) 1 to 2 bays separate from normal apparatus bays w/tool room.
16) Special maintenance bay (not for storing trucks because we have no extra space).
17) Specific maintenance bay with adequate perimeter space for movable maintenance table, air driven and hydraulic tool capabilities, adjacent parts/maintenance storage and tool room; moveable lift capable; tall interior heights for cab tilting; adequate lighting, ventilation, cleanable surfaces; exhaust removal system.
18) Cleaning and decon facility.
19) Room for tilting cabs, crane, air and hydraulic tools, maintenance bay.
20) If stay in-house see question #8.
21) An area with either a pit or portable lifts to make it easier to work underneath apparatus.
22) LED lighting.
23) A work/tool room large enough for the proper storage and securing of equipment and tools.
24) A heavy duty lift would be nice as well as safer than using jacks.
25) Separate maintenance bay with a pit.

26) Maintenance should be in a separate building.
27) Separate area!
28) Designed separate space, lift, below grade work pit.
29) Separate maintenance bay with a pit.

22. What are your general thoughts on preferable locations for a new or renovated Headquarters Building?

1) Close to downtown.
2) C-1 SW or C-3 area.
3) Try to keep it near downtown.
4) Staying in the center of town or slightly south but staying on Rt 94 is a must.
5) Somewhere central, perhaps on a corner.
6) Near the square or possible move south some.
7) South end, Brick yard area? Or stay downtown.
8) Current location and if need acquire property to the south of the current station on the corner of Highland Place.
9) Must consider current response time for both Fire and EMS based on the current organizational format.
10) For maximum cost effectiveness a new station would be the most feasible route.
11) A centralized location with direct access to a major roadway.
12) Seville Road between Main Street and RR tracks.
13) In place of old factories along Main Street.
14) Area behind strip mall off Main Street and Walnut Street.
15) I think the new station should be built close to its current location or further south to serve the community most efficiently.
16) Buy property around current station. Build new, after completed tear down old one, just like schools. People understand that work.
17) Centrally located.
18) Move Chief to Station 1.
19) We could continue to use the location we have, property is limited and expensive in town.
20) Build small satellite St. 3 and more apparatus and personnel to St. 2 and 3, then build St. 1 Headquarters.
21) Current location is too small and crowded for department facility needs and would need to acquire much more property. We need a new headquarters with better facility access and closer to response areas in central and southern part of district. Moving further south would appear to maintain central district response times and allow for better response times to developing south end, industrial areas and bulk of township areas. Ideally parcel size should allow fir future training building or opportunities.
22) Headquarters could be on 2nd floor of a main station. Chief's office could be in City Hall. Less smoke-eater Chiefs these days – more administrative responsibilities.
23) Move more southerly than current, large parcel (5) acres needed.
24) Depends on current and future call volume locations, central to city. Jeff's Motorcars area?
25) I believe that a headquarters building should be located close to City Hall.
26) I think either the present Station 1 location or a little further southwest.
27) Downtown.
28) New location. Possibly old Sash and door on L Street. Close enough to downtown and south side.
29) Mid-south end. There is enough room.
30) Large fully equipment control station, smaller basic sub-station.
31) Current Station 1 location is central. It does deploy into sometimes heavy traffic. One option would be to locate on Broad St. near the old car dealerships. Another would be to locate on 94 in front of the old brickyard and split districts at 261.
32) Downtown.

23. What are the specific needs for a Fitness or Workout Area?

1) Closed in and A/C so the fumes from trucks don't interfere.
2) It would be irresponsible not to have a Fitness/workout area.
3) Maintenance of equipment
4) Out of maintenance area, climate controlled.
5) Yes, equipment.
6) An absolute must! Enclosed room with air conditioning and restroom, TV, phone, radio, and possibly an emergency button/medical alarm.
7) People to use it? Scheduled group training?
8) Workout room should be able to accommodate all exercise equipment while allowing for adequate space in between each station and allow for the addition of new equipment to be added.
9) Exercise room should also have multiple locations for TV's to be added.
10) Exercise room should have storage cubbies for personal property while working out.
11) Should also consider a restroom and shower.
12) Accommodate multiple people.
13) Variety of equipment.
14) Closed off room with HVAC.
15) Attached restroom with shower.
16) Expanded version of current station with workout facility.
17) Air conditioning.
18) TV, radio, portable media player hook-up.
19) A fitness area with up to date equipment with a plan for maintenance of the equipment. Cardio and weight training.
20) Large enough to fit current equipment.
21) Outside access for PD members.
22) Workout area similar to St. 2, isolated so we're not breathing in exhaust fumes.
23) More space, more natural light, good air flow, barriers from contaminants/pollutants and not isolated from other areas of station.
24) Yes, well maintained. Access by WPD as well.
25) Space, windows, natural light, Big Ass Fan near day room.
26) Big enough to share with rest of city departments as needed.
27) Free weights and machine both are necessary with at least 3 to 4 treadmills with a service agreement since ours has been broken for years.
28) Separate.
29) We currently have a decently sized area at Station 1. It is a walled off section of one of the apparatus bays, however, a dedicated room would be nice.
30) Proper ventilation.
31) Enclosed, heated, A/C, lots of equipment options, TV, radio.
32) Plenty of room and good maintenance program.
33) Bathroom with shower, wall mount TV/stereo with ceiling mount speakers, phone, radio hand set, wall mount fan(s), floor receptacles for power equipment.
34) Separate.
35) Workout room should be able to accommodate all exercise equipment while allowing for adequate space in between each station and allow for the addition of new equipment to be added.
36) Exercise room should also have multiple locations for TV's to be added.
37) Exercise room should have storage cubbies for personal property while working out.
38) Better service of treadmills and mechanical devises, and replacement when needed.

24. Are there any other needs/requirements that you want to identify regarding a new or renovated headquarters building?

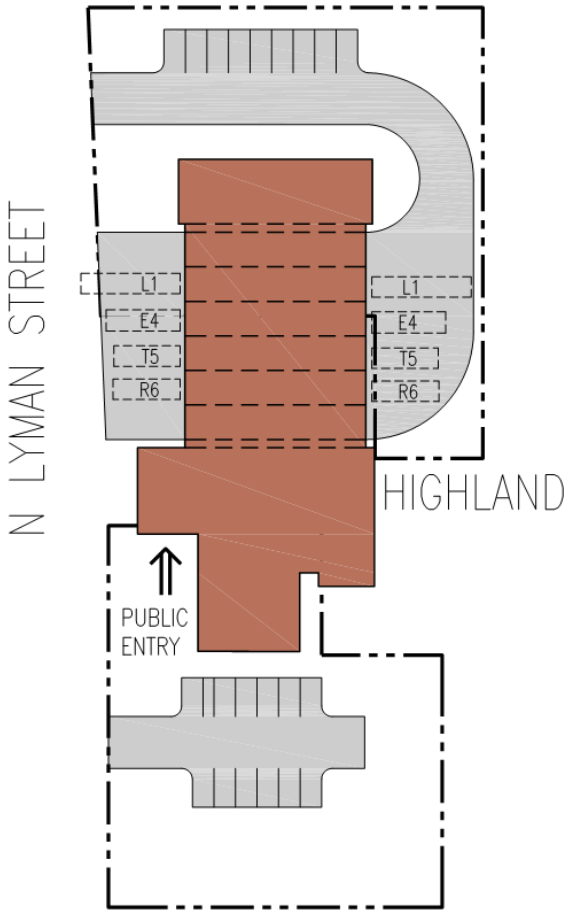
1) A building for the future of WFD.
2) It should be new. I like current location but station needs to be torn down and rebuilt.
3) Lighting is poor in all offices.
4) Windows are needed.
5) Heat and A/C needs upgraded.
6) Sewer system is poor.
7) Storage (more) if making storage on 2nd floor need equipment elevator/dolly.
8) No flat roof – they always leak.
9) Brick and steel building, no wood truss.
10) Plan for future operations.
11) Open for discussion.
12) Spare office facilities for use by on-duty staff.
13) The ability to segregate tones for each stations EMS calls to prevent waking up all personnel at night for an EMS call that only requires one ambulance.
14) Drive-thru bay not needed.
15) Wash bay available.
16) Outdoor area –table, grill, corn hole…
17) Use of natural lighting.
18) Adequate parking.
19) Officer in charge should be centrally located within the city, not isolated at one end of town.
20) Space for police or law enforcement services.
21) Nope, just red trucks!
22) Low maintenance, spaces for future born building and a community safety town facility.
23) Green is good if the economics make sense – alternative energy generation on an otherwise empty roof makes sense and pays for itself.
24) Storage.
25) Large enough for future growth, fire apparatus only. WPD should have own garage for SWAT truck.
26) One that has ability to grow with the changes.
27) Limit green space.
28) Radio/PA speakers in bathrooms.
29) Storage.

APPENDIX C - FIRE STATION NO. 1 SITE LOCATION MAPS

SITE 1 and SITE 2

Site 1: Existing Fire Station 1, and Site 2: N. Lyman Street just south of Highland Place, cannot support a new fire station independently. A conceptual diagram was prepared utilizing both sites, as well as property in between. The benefit of this site is that it maintains the current proximate location and response times of the existing facility. However, this development requires additional site acquisition as well as the abandonment of Highland Place as a street.

SITE 1: 153 N. Lyman Street
Parcel No. 040-20D-13-295, -296, -298
0.6967 acres
Owner: City of Wadsworth: Fire Station 1
Value (per Medina Co. Auditor): $1,044,580



2-story Building Option

SITE 2: 131, 123 N. Lyman Street
Parcel No. 040-20D-13-299, -13-300
0.4326 acres combined
Owner: Charles D. Boos
Value (per Medina Co. Auditor): $220,700 combined

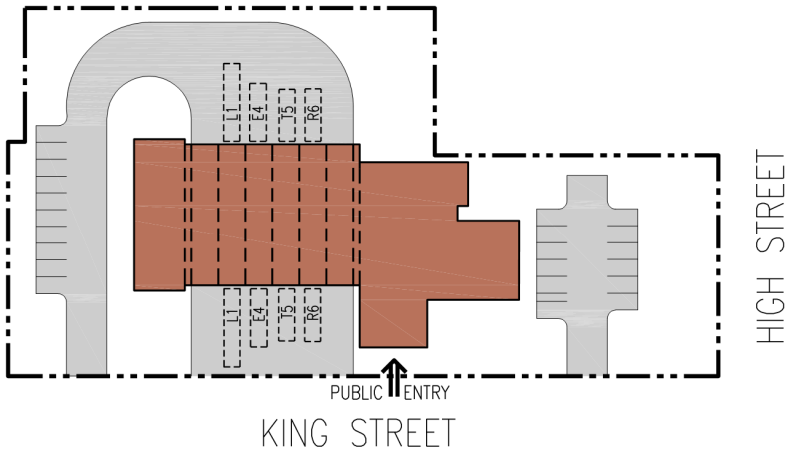
117, 115 N. Lyman Street
Parcel No. 040-20D-13-301, -13-253
0.3964 acres combined
Owner: Everhard Public Library
Value: $240,510 combined

SITE 3

Site 3: 120 King Street, is the home of the Grace Evangelical Lutheran Church. This would provide a prominent location across from City Hall for the new fire station, however the removal of the historical church facility may not be acceptable to the community and proposed development would include large demolition costs..

120 King Street
Parcel No. 040-20A-17-085
0.62 acres
Owner: Grace Evangelical Lutheran Church
Value (per Medina Co. Auditor): $2,686,520

134 King Street
Parcel No. 040-20A-17-069
0.4619 acres
Owner: City of Wadsworth
Value: $64,870



2-story Building Option

SITE 4

Site 4: Watrusa Street, contains primarily City-owned parking lots, however there are two privately owned parcels within. The loss of this parking would be difficult. The configuration of the site does not allow for pull-thru bays for the emergency vehicles. And finally, the new Downtown Plan identifies portions of this site as new medium density housing and as a potential trail-head for the new interurban trail.

Watrusa Street: City of Wadsworth
Parcel No. 040-20C-05-012, -013, -041, -039
1.1417 acres combined
Owner: City of Wadsworth
Value (per Medina Co. Auditor): $158,810 combined

Watrusa Street: First Merit
Parcel No. 040-20C-05-011
0.2028 acres
Owner: First Merit Bank
Value: $66,390

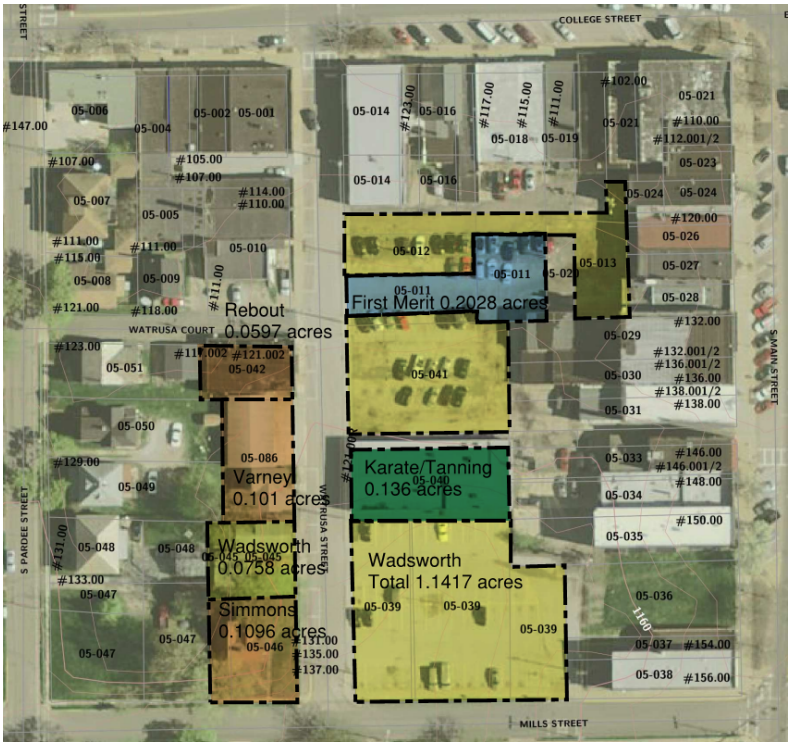
Watrusa Street: Karate
Parcel No. 040-20C-05-040
0.6967 acres
Owner: The World Karate Institute
Value: $188,100

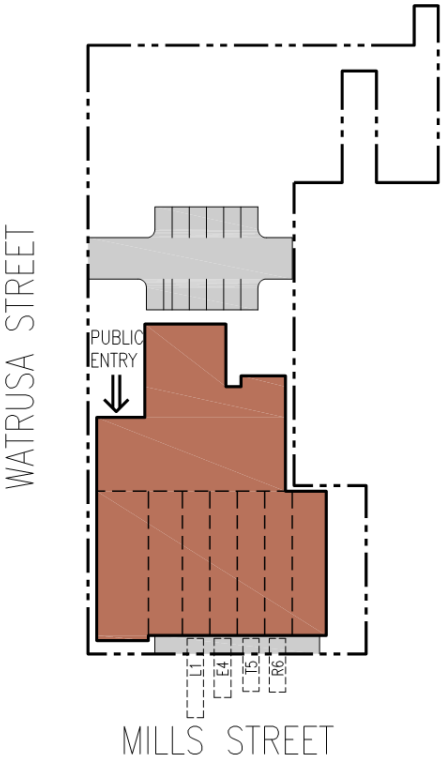
122 Watrusa Street
Parcel No. 040-20C-05-042
0.0597 acres
Owner: Mark Rebout & James Miller
Value: $59,510

124 Watrusa Street
Parcel No. 040-20C-05-086
0.101 acres
Owner: James Leland & Joanne Varney
Value: $81,780

136 Watrusa Street
Parcel No. 040-20C-05-045
0.0758 acres
Owner: City of Wadsworth
Value: $69,300

137 Watrusa Street
Parcel No. 040-20C-05-046
0.1096 acres
Owner: Jason R & Amanda Simmons
Value: $107,530





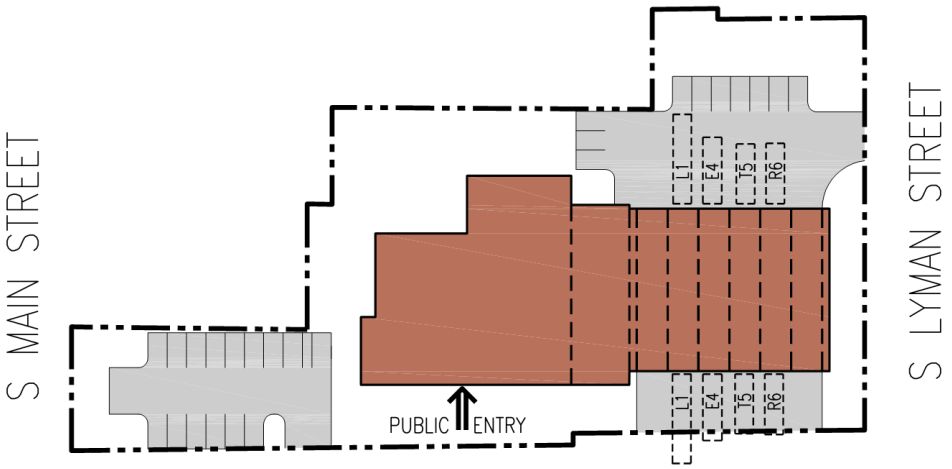
Compromised 2-story Building Option

SITE 5

Site 5: S. Lyman Street and Wright Drive, contains a large parking lot owned by the City, as well as a structure that is privately owned. The Downtown Plan identifies this site to be enhanced public parking and Wright Drive as a main mixed use connector for the new Interurban Trail.

S. Lyman Street & Wright Drive
Parcel No. 040-20D-03-030
0.3357 acres
Owner: HAH Investments of Medina LLC
Value (per Medina Co. Auditor): $347,350

Main Street Parking
Parcel No. 040-20D-03-294
0.72 acres
Owner: City of Wadsworth
Value: $90,680



1-Story Building Option

SITE 6

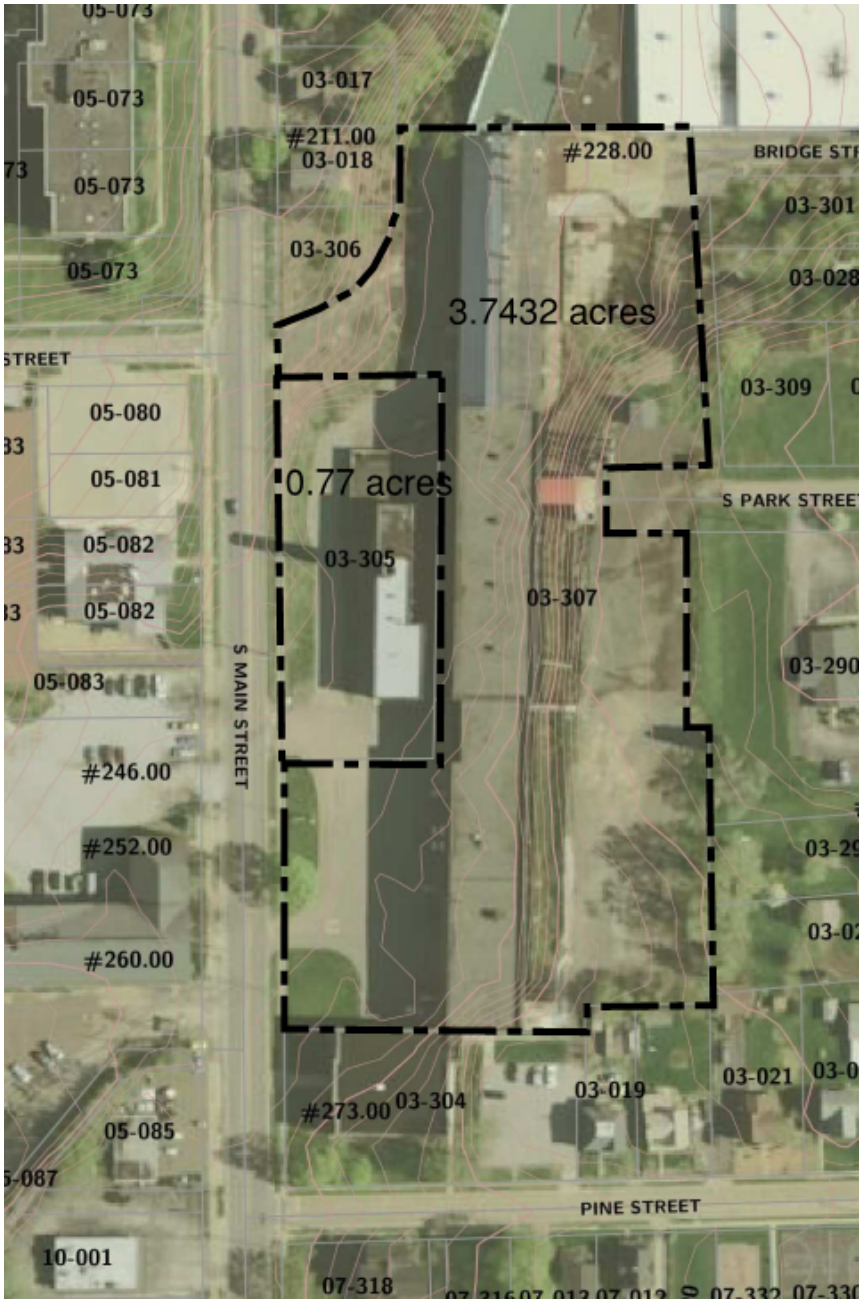
S. Main Street: Former Ohio Injector

Parcel No. 040-20D-03-305
0.77 acres
Owner: Lyon Homes LLC

Value (per Medina Co. Auditor): $200,000

Parcel No. 040-20D-03-307
3.7432 acres
Owner: JGL LLC

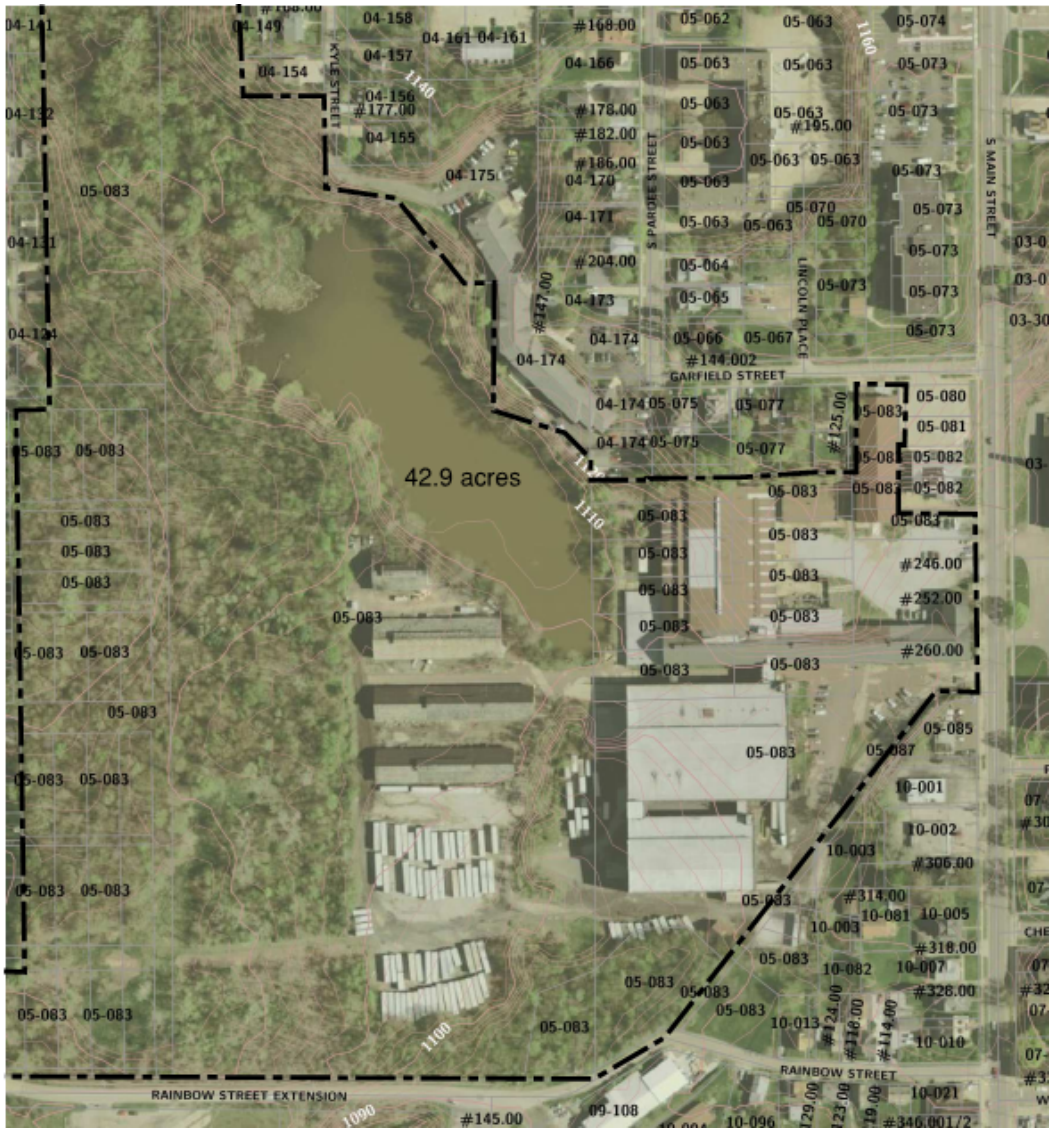
Value: $732,540



SITE 7

260 S. Main Street: Former Ohio Match
Parcel No. 040-20D-05-183
42.9 acres
Owner: OHMAT Enterprises, Inc.

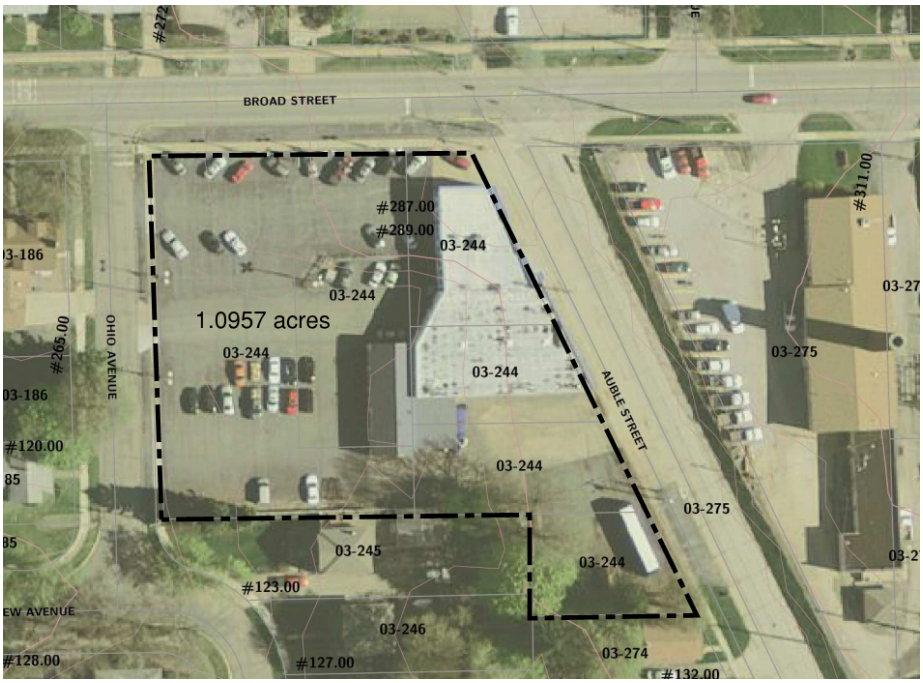
Value (per Medina Co. Auditor): $1,322,360

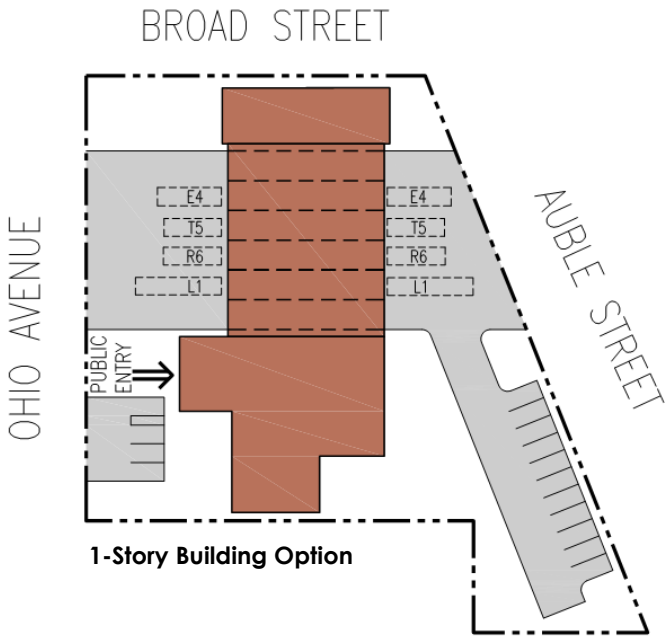


SITE 8

PRIMARY RECOMMENDED SITE: Site 8: 289 Broad Street, is just east of downtown and adjacent to the City Service Facilities. This is one of the two recommended sites. The location provides excellent response times to the central part of the fire district, very similar to the current facility location, and has good proximity to on-call responder residences. The negative for this site is the fact that there is no clear room for expansion. Additional residential lots to the south would need to be purchased in the future if expansion was necessary.

289 Broad Street
Parcel No. 040-20D-03-244
1.0957 acres
Owner: JD Real Estate Investments, Inc.: Jeff's Motorcars
Value (per Medina Co. Auditor): $197,450





SITE 9

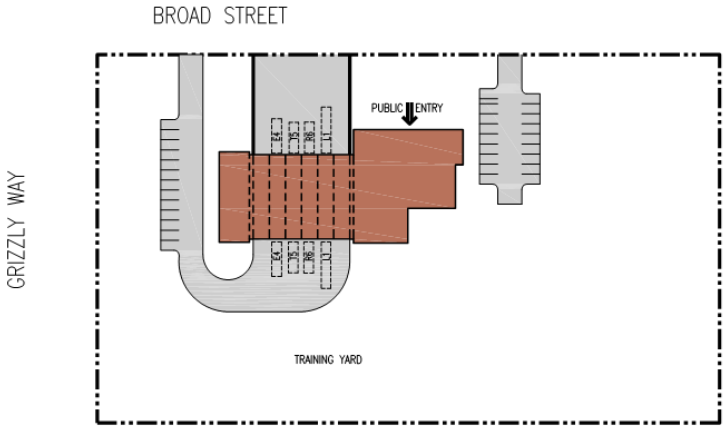
691 Broad Street
Parcel No. 040-20D-01-023
2.64 acres
Owner: Virginia Shaffer, Alan Shaffer, Michelle Serra (trustees)
Value (per Medina Co. Auditor): $112,880

649 Broad Street
Parcel No. 040-20D-01-001
0.96 acres
Owner: Robert & Mildred Blackmore

Value: $137,660

659 Broad Street
Parcel No. 040-20D-01-002
0.89 acres
Owner: William & Eleanore Rabung
Value: $159,790

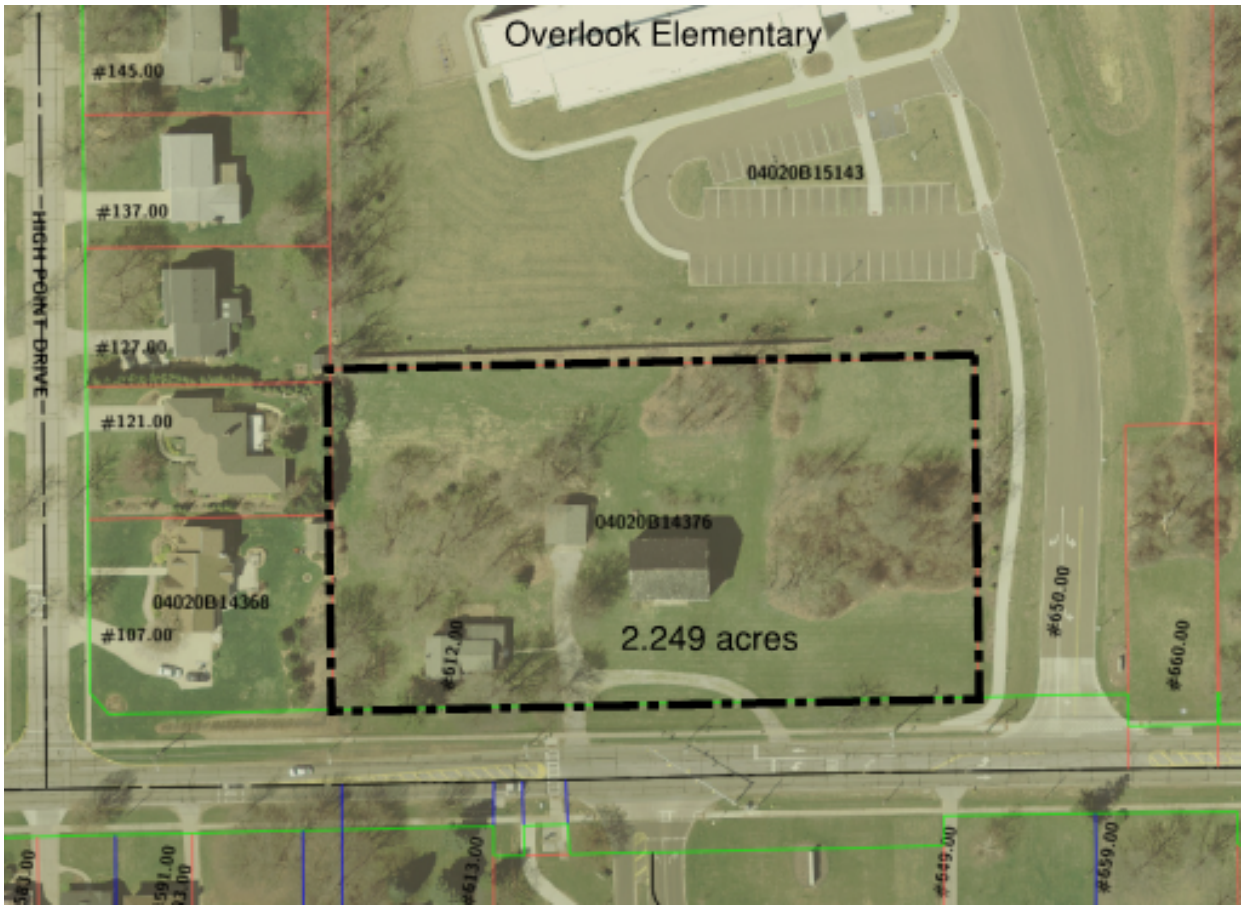
673 Broad Street
Parcel No. 040-20D-01-022
0.88 acres
Owner: Wadsworth Board of Education
Value: $76,920

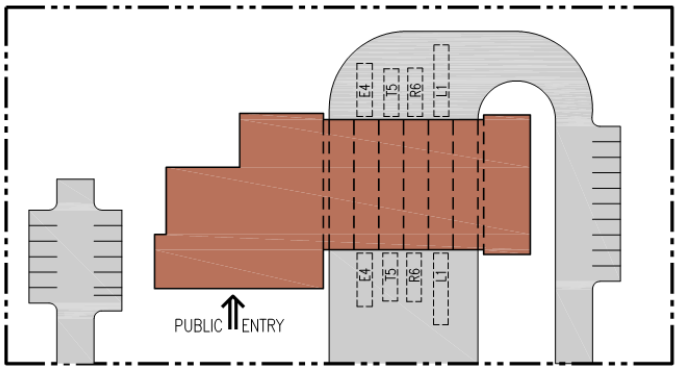


SITE 9A

612 Broad Street
Parcel No. 040-20B-14-376
2.249 acres
Owner: Marie G & Douglas R Jones (trustee)

Value (per Medina Co. Auditor): $150,040





BROAD STREET

SITE 10

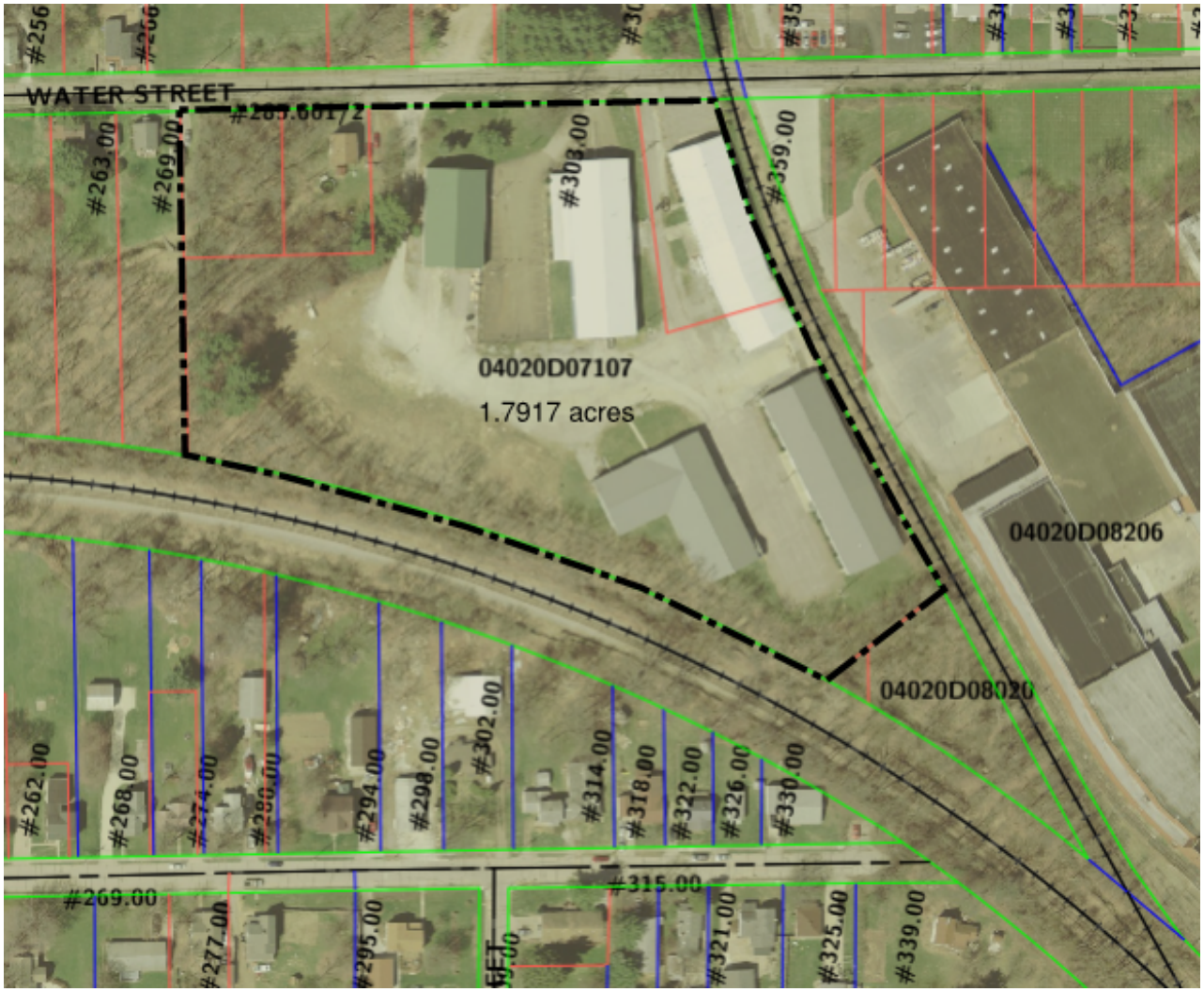
330 Chestnut Street
Parcel No. 040-20D-07-043
2.888 acres
Owner: Wadsworth Township

Value (per Medina Co. Auditor): $435,460

SITE 11

303 Water Street
Parcel No. 040-20D-07-106, 040-20D-07-107, 040-20D-07109
1.7917 acres
Owner: 303 Water Street Corporation

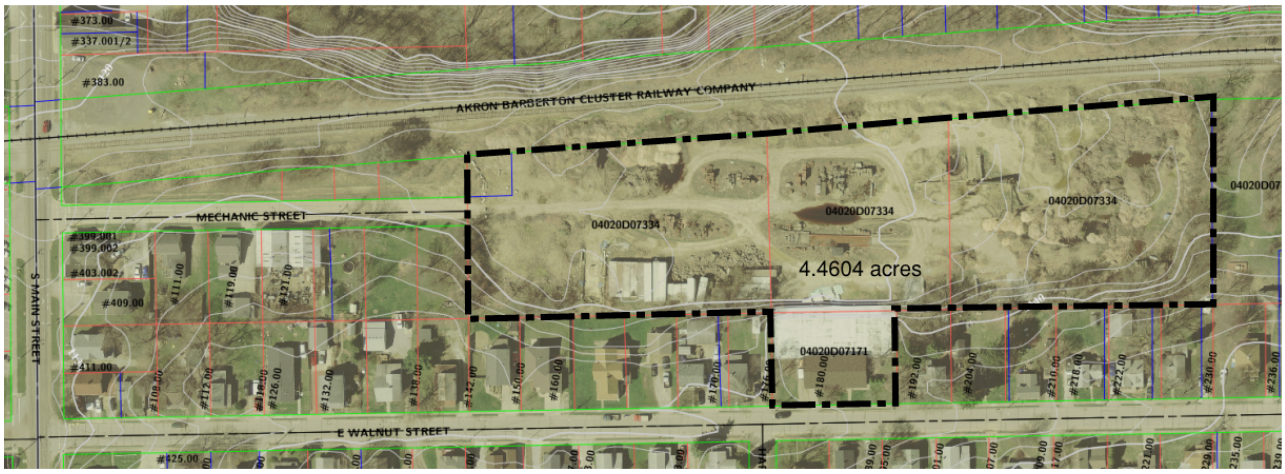
Value (per Medina Co. Auditor): $1,131,060



SITE 12

180 E. Walnut Street
Parcel No. 040-20D-07-171, 07-334
4.4604 acres
Owner: Wadsworth Supply Land Company LLC

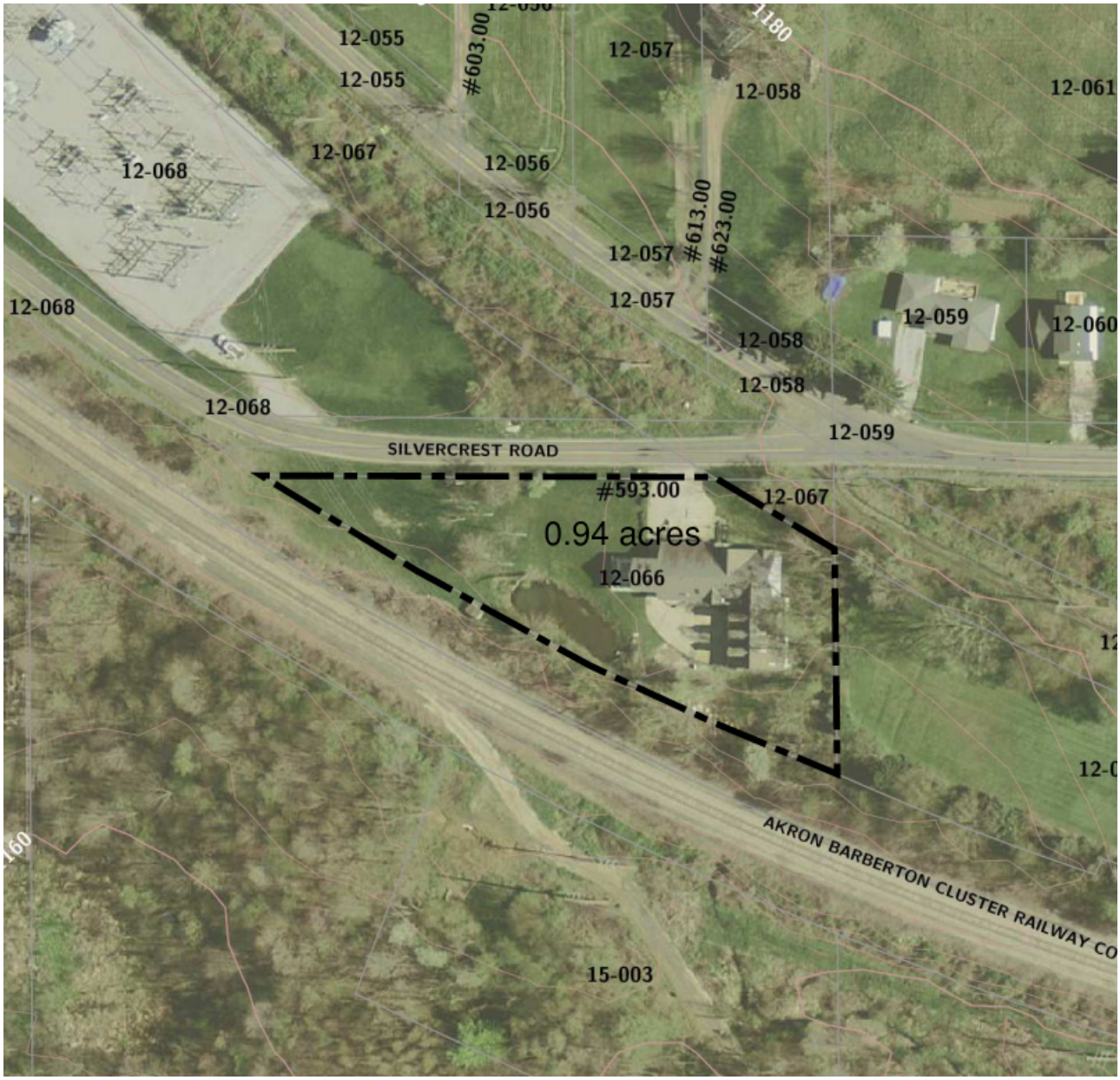
Value (per Medina Co. Auditor): $315,770



SITE 13

593 Silvercrest Road
Parcel No. 040-20D-12-066
0.94 acres
Owner: Ronald E. Durbin

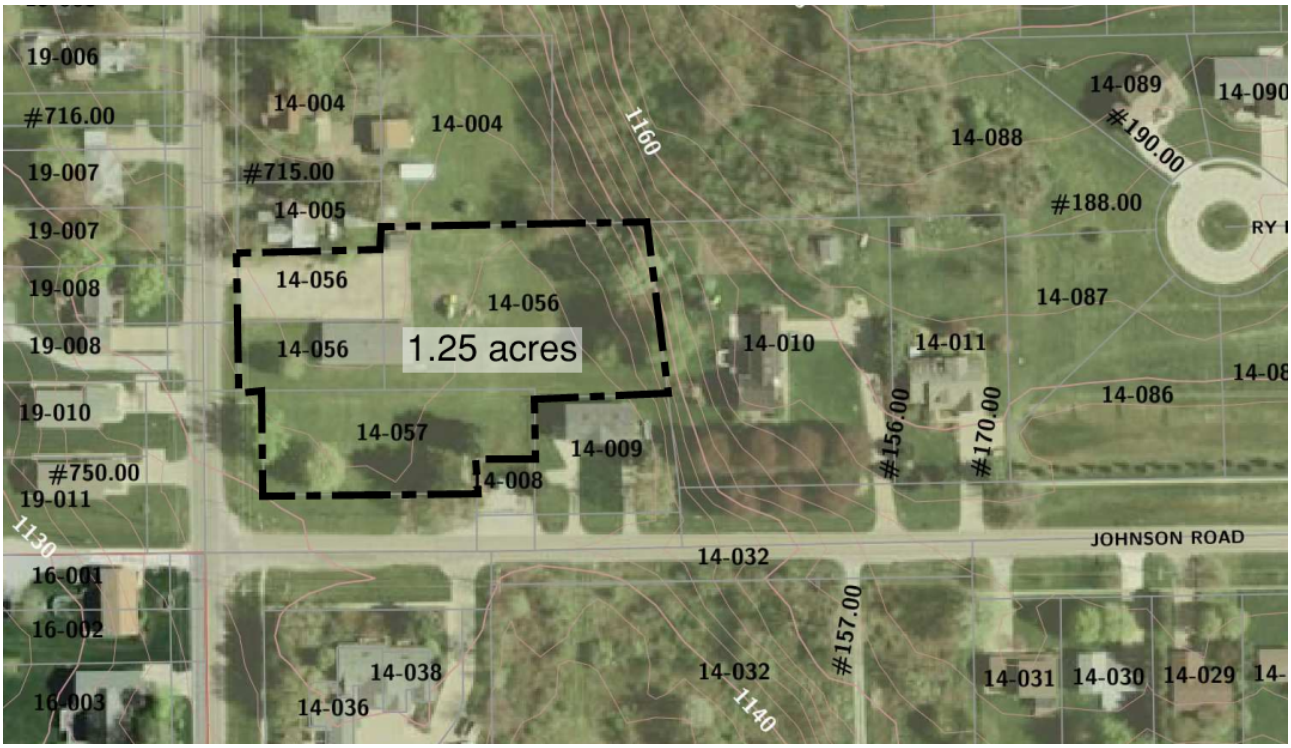
Value (per Medina Co. Auditor): $274,880



SITE 14

735 Main Street
Parcel No. 040-20D-14-056, 14-057
1.25 acres
Owner: John E. and Sandy F. Schooling

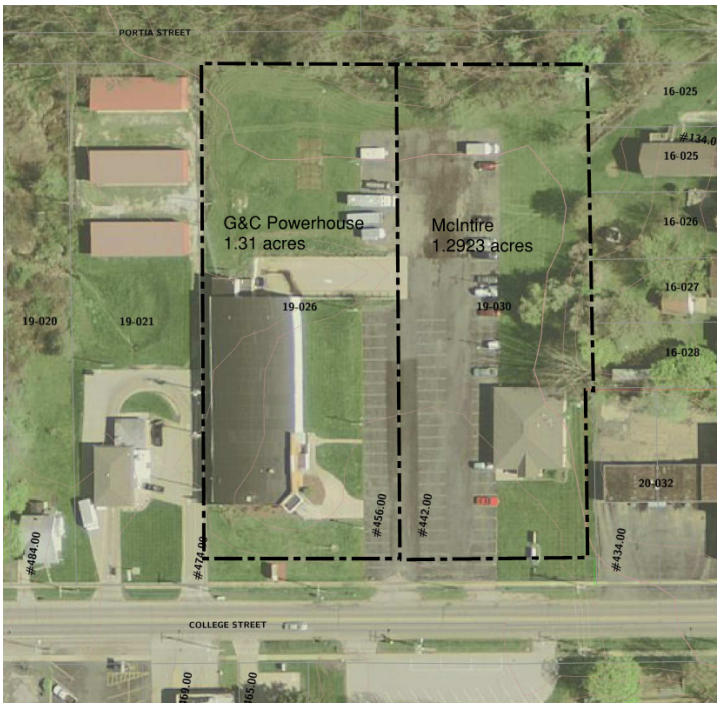
Value (per Medina Co. Auditor): $164,240

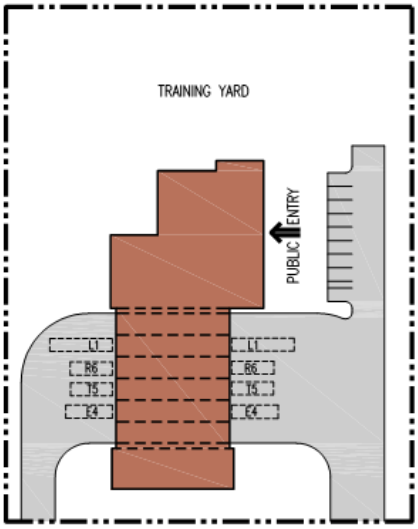


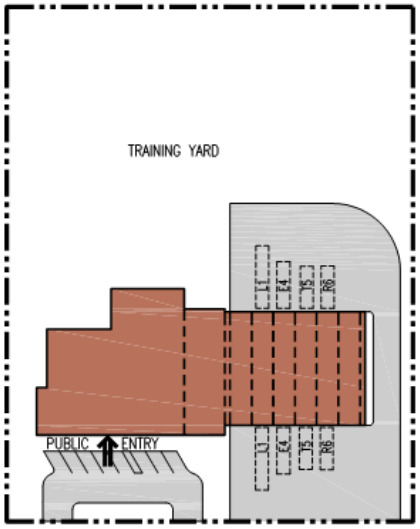
SITE 15

456 College Street
Parcel No. 040-20A-19-026
1.31 acres
Owner: G&C Powerhouse Properties LLC
Ghost Alley
Value (per Medina Co. Auditor): $247,420

442 College Street
Parcel No. 040-20A-19-030
1.2923 acres
Owner: Douglas & Renee McIntire
Renee Marie's Salon & Spa
Value: $231,020

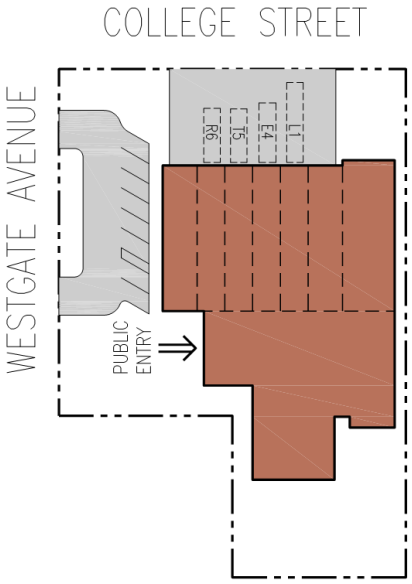






SITE 16

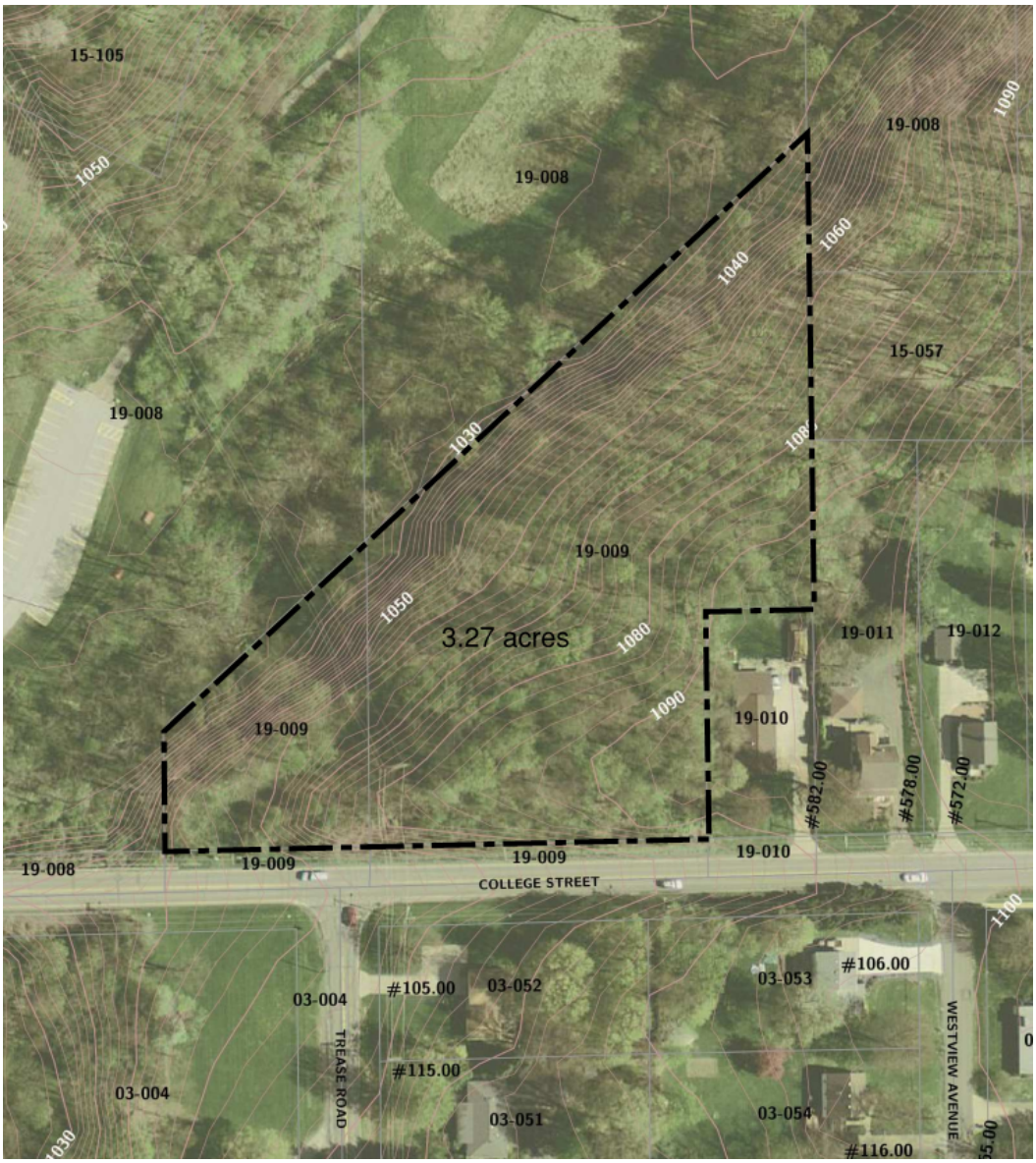
487 College Street
Parcel No. 040-20C-13-169, -170
1.2626 acres
Owner: Robert R. Bault
RBA Graphic Communications
Value (per Medina Co. Auditor): $208,910



SITE 17

College Street & Trease Road
Parcel No. 040-20A-19-009
3.27 acres
Owner: Welden W. Bauer, trustee

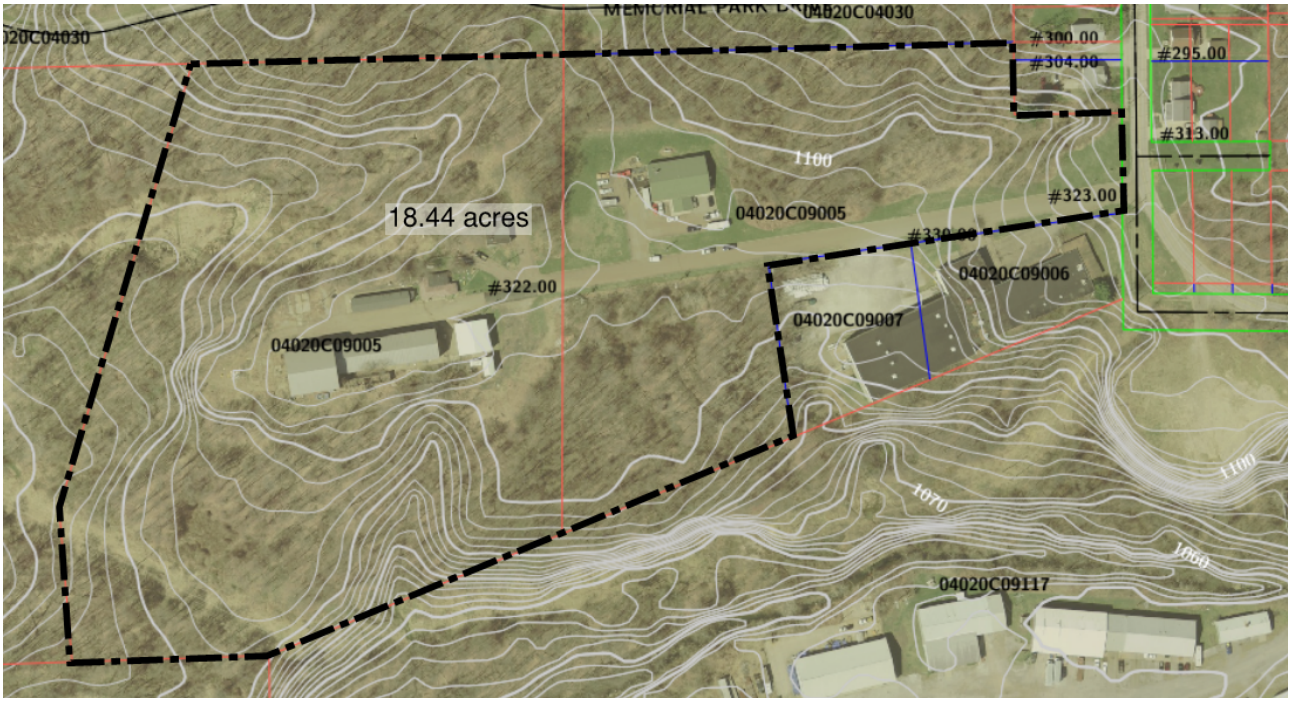
Value (per Medina Co. Auditor): $62,500



SITE 18

322 Grandview Avenue (Flare Building)
Parcel No. 040-20C-09-005
18.44 acres
Owner: Carolyn L. Norberg

Value (per Medina Co. Auditor): $633,930



SITE 19

330 Grandview Avenue
Parcel No. 040-20C-09-006, -007
2.04 acres
Owner: LRC-B Wadsworth Investors Ltd.

Value (per Medina Co. Auditor): $832,030

SITE 20

350, 450 State Street

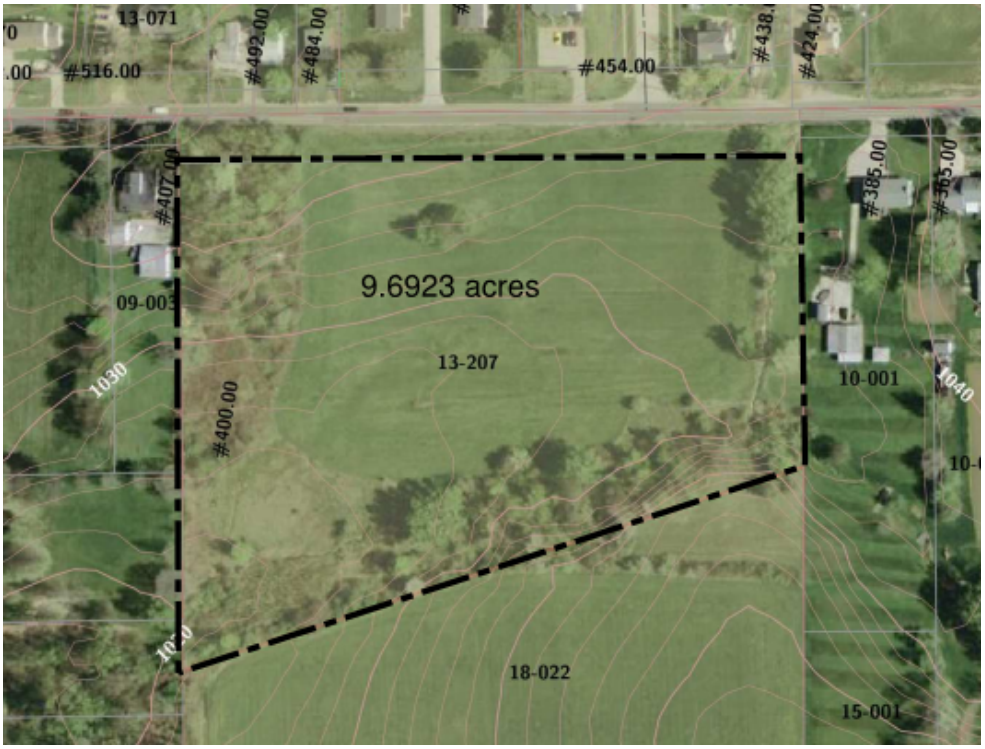
SITE 21

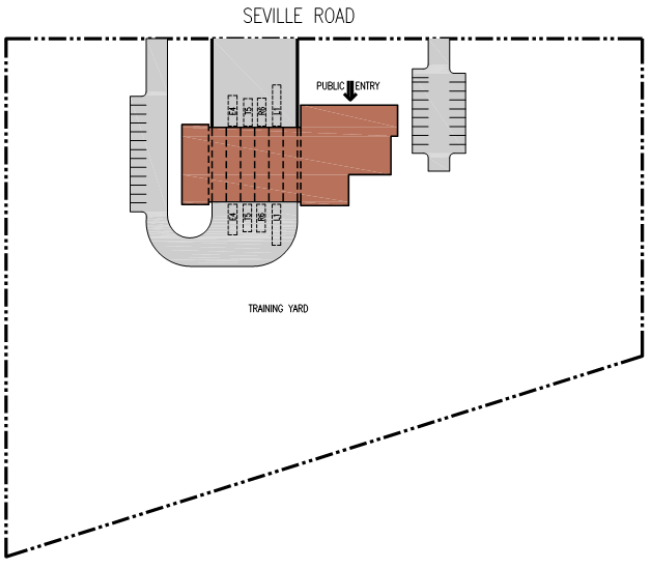
Wadsworth Road at Muhl Field
Parcel No. 040-20C-07-001, -002
8.68 acres
Owner: City of Wadsworth

Value (per Medina Co. Auditor): $127,080

SITE 22

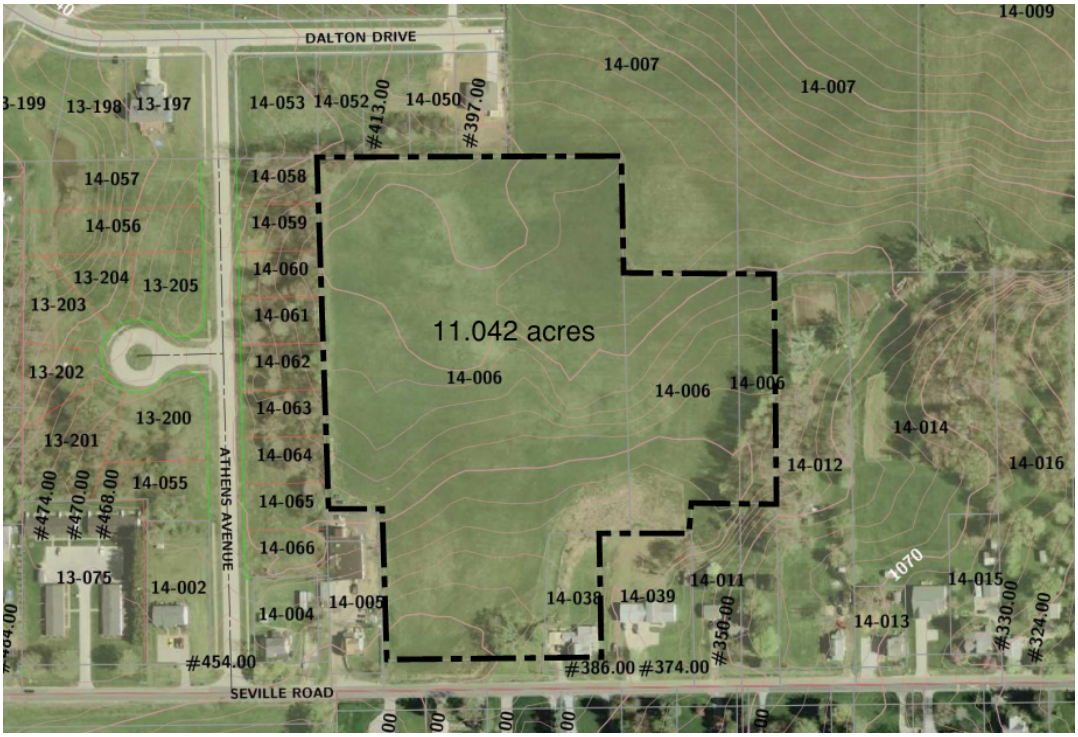
400 Seville Road
Parcel No. 040-20C-13-207
9.6923 acres
Owner: W. R. Stewart Properties Ltd.
Value (per Medina Co. Auditor): Not available until 2017 tax year

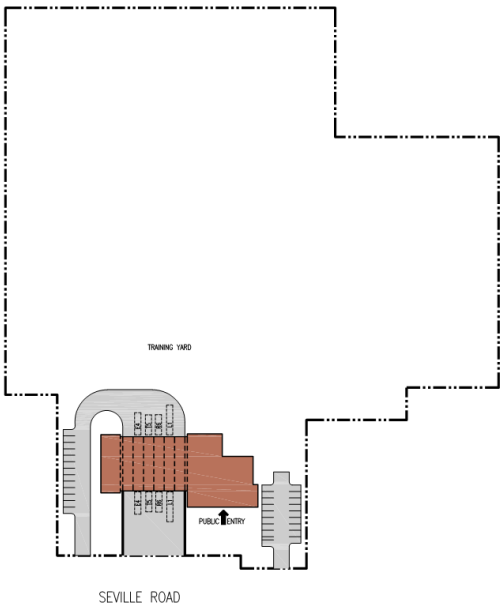




SITE 23

Seville Road
Parcel No. 040-20C-14-006
11.042 acres
Owner: Jarred Harris
Value (per Medina Co. Auditor): $102,500





SITE 24

Seville Road, Wadsworth Twp
Parcel No. 038-17C-15-004
2.0 acres
Owner: Jonathan D. Stotler

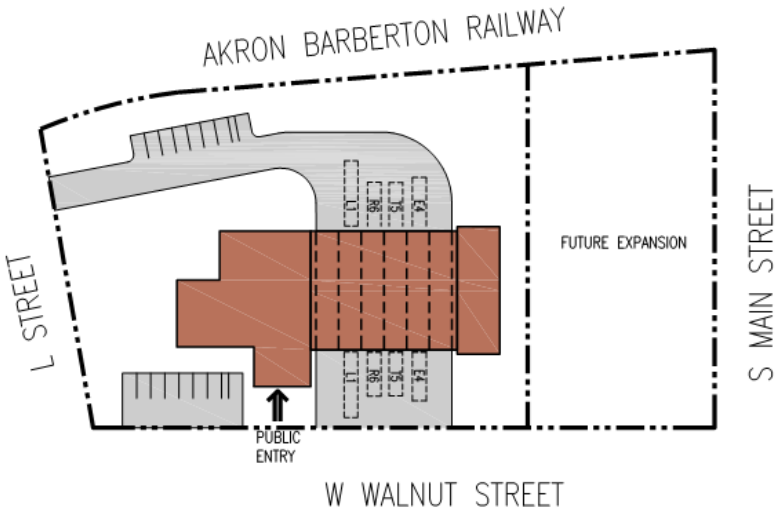
Value (per Medina Co. Auditor): $15,000

SITE 25

ALTERNATE RECOMMENDED SITE: Site 25: West Walnut Street and L Street, is just south of downtown. This is the second recommended site. The site provides for improved response coverage to the southern portion of the fire district, is near major thoroughfares, while maintaining good response coverage to the central part of the fire district. Future expansion could occur to the east with property acquisition along South Main Street. This site is also just south of the railroad tracks, which may be a cause for concern.

W. Walnut Street
Parcel No. 040-20C-10-040, -041
1.95 acres
Owner: Michael L. Kelly
Value (per Medina Co. Auditor): $71,640

FUTURE EXPANSION: 400 S. Main Street
Parcel No. 040-20C-10-038, 10-039
0.8364 acres
Owner: Jennifer Marchinko
Value: $417,510



1-Story Building Option

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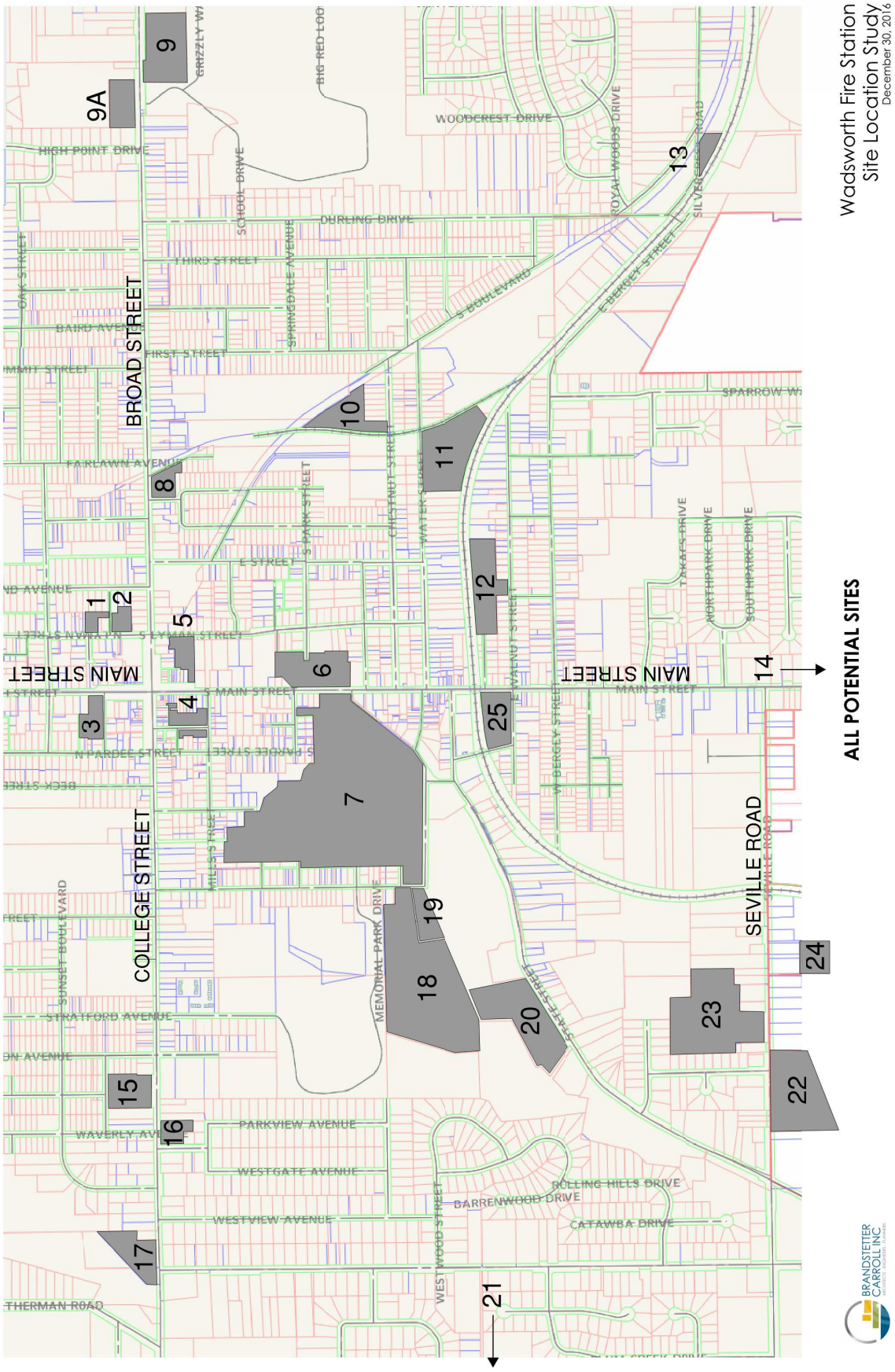
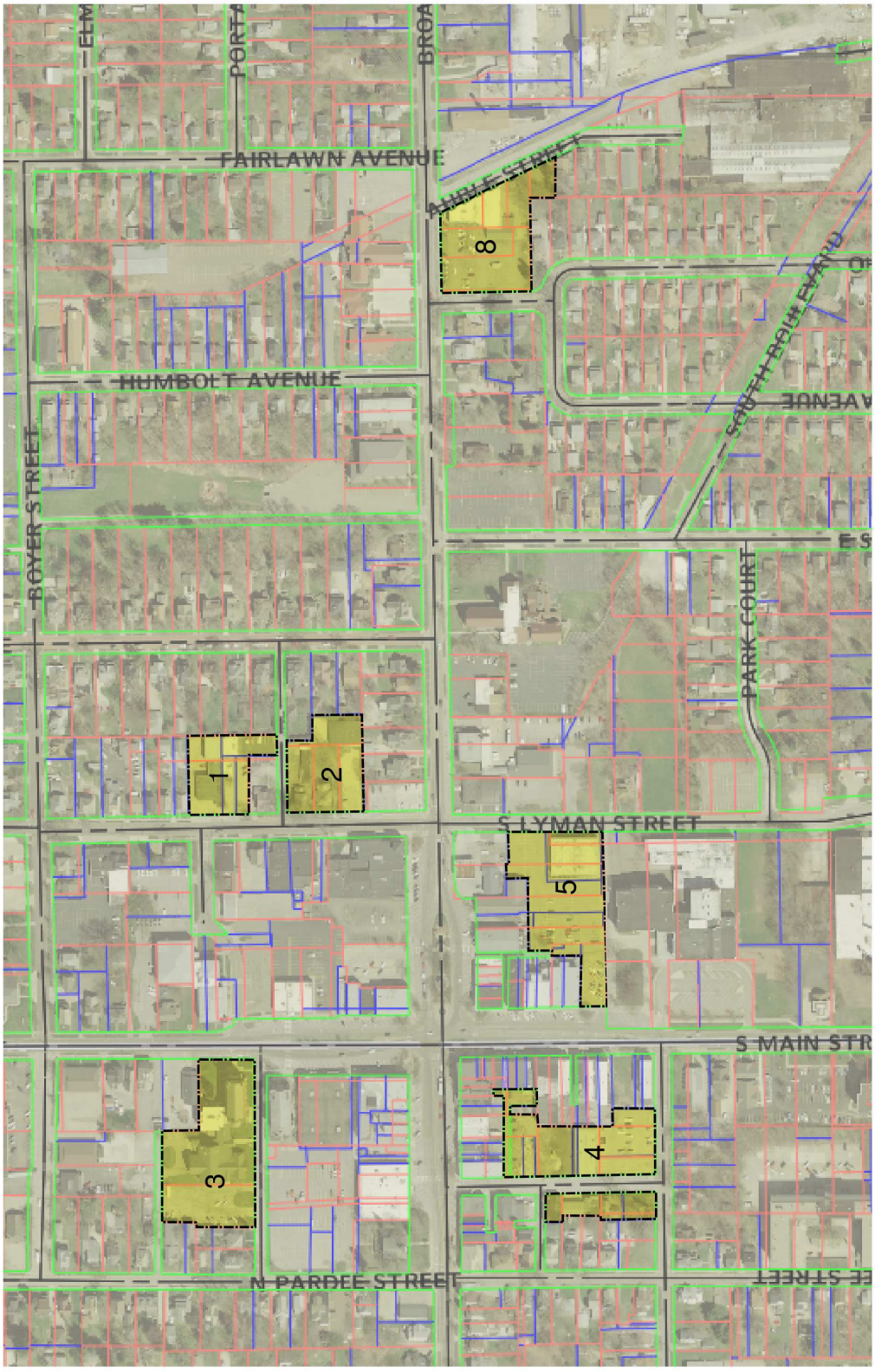
APPENDIX D - OVERALL SITE MAPS

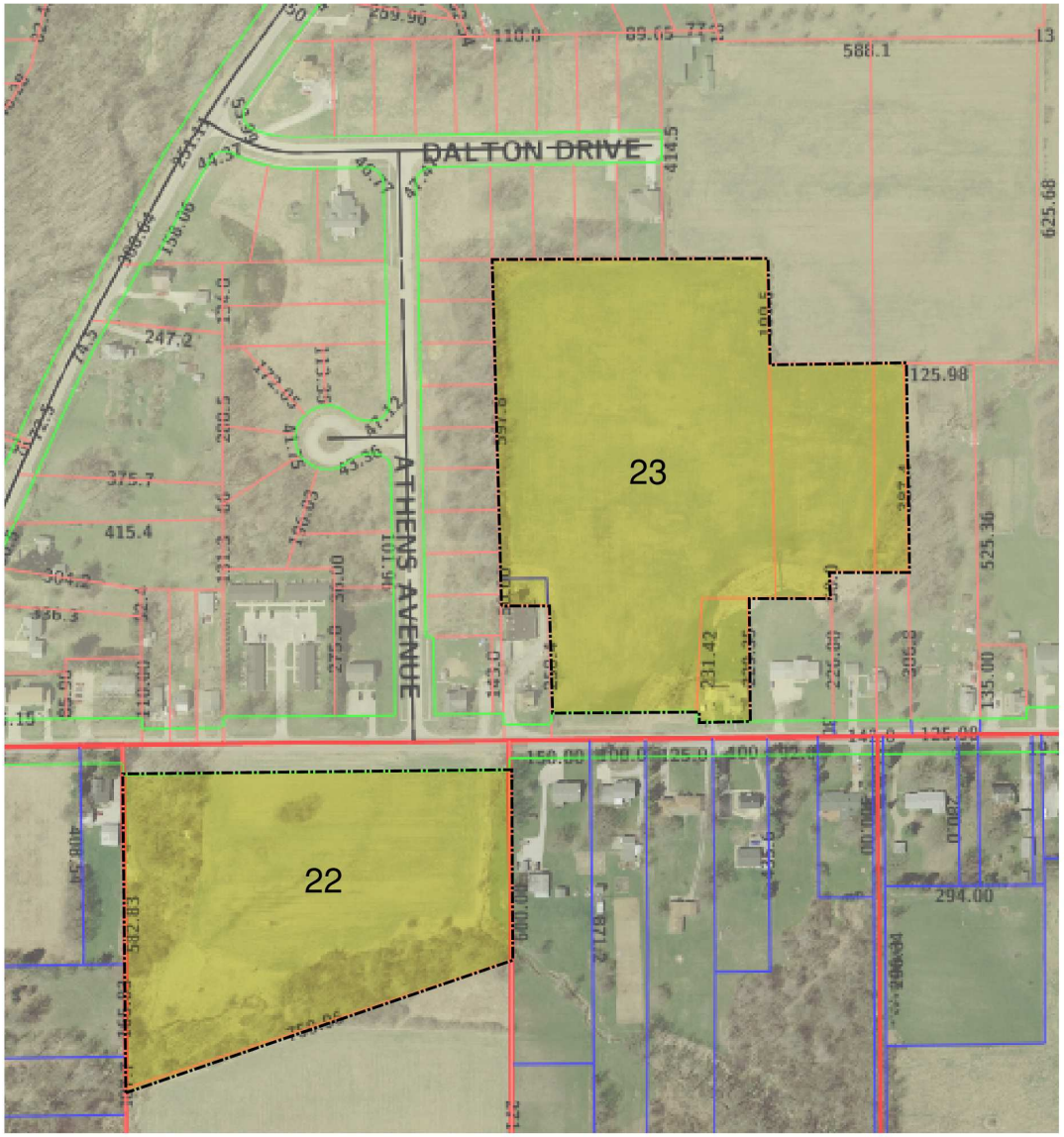


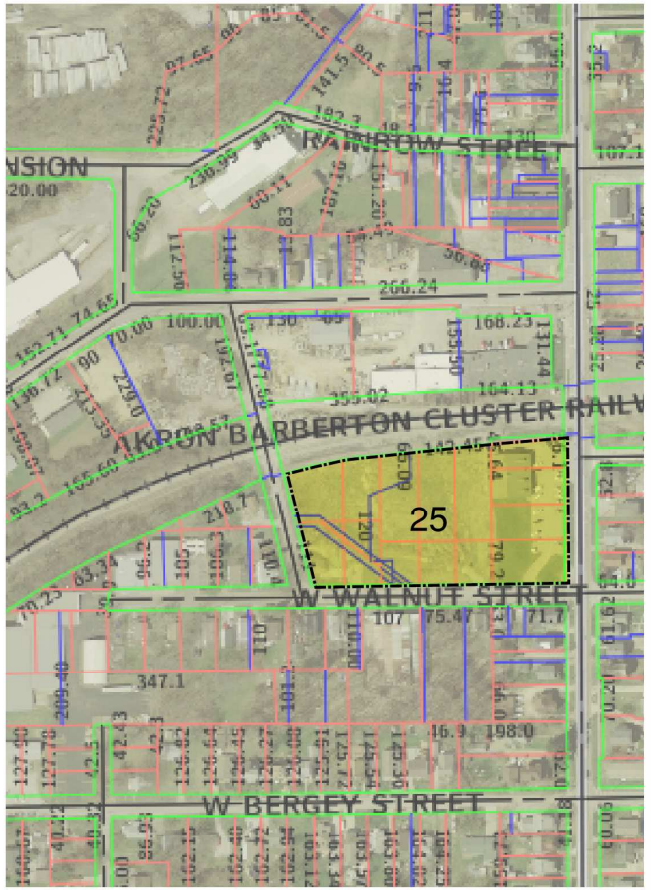


Wadsworth Fire Station
Site Location Study
December 30, 2016

CENTRAL SITES

BRANDSTETTER CARROLL INC.

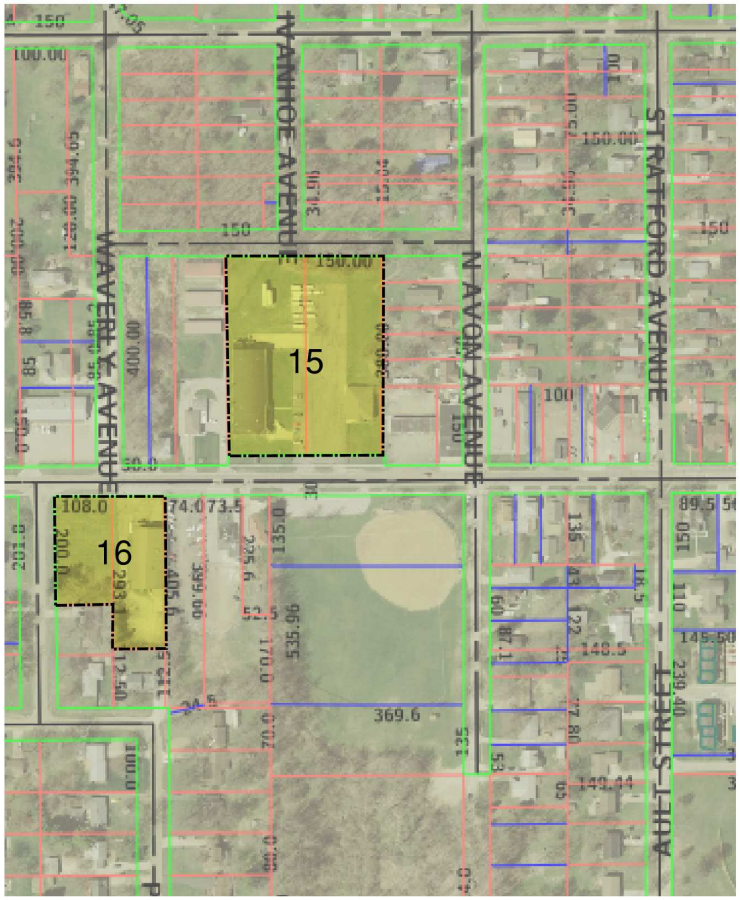




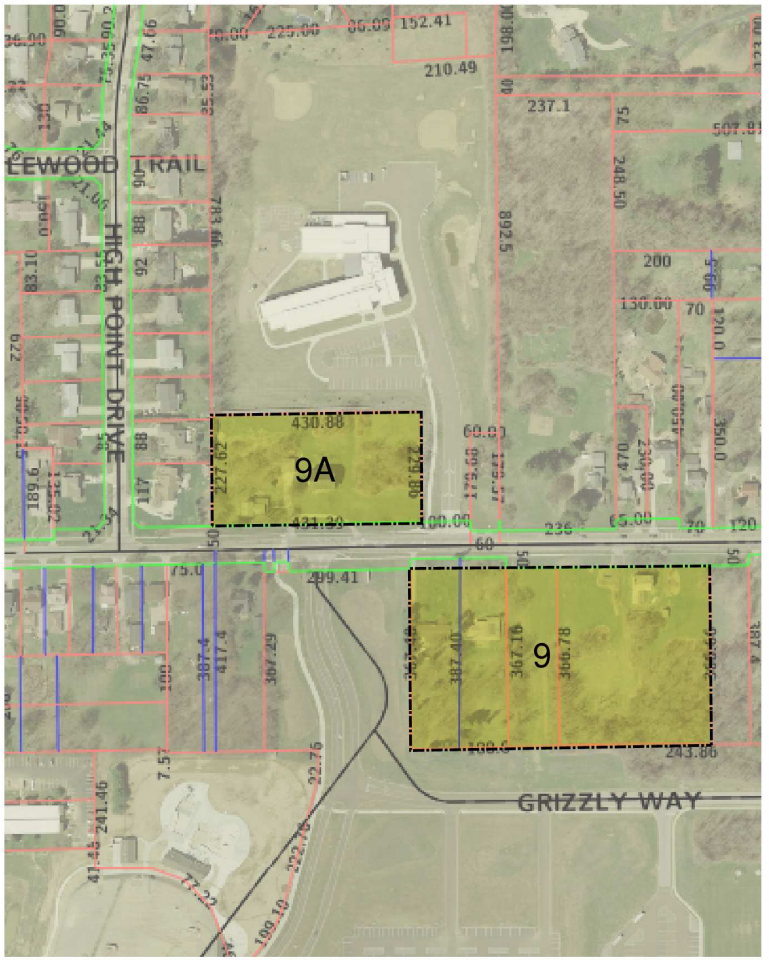
SOUTHERN SITES

BRANDSTETTER CARROLL INC
ARCHITECTS · ENGINEERS · PLANNERS

Wadsworth Fire Station
Site Location Study
December 30, 2016



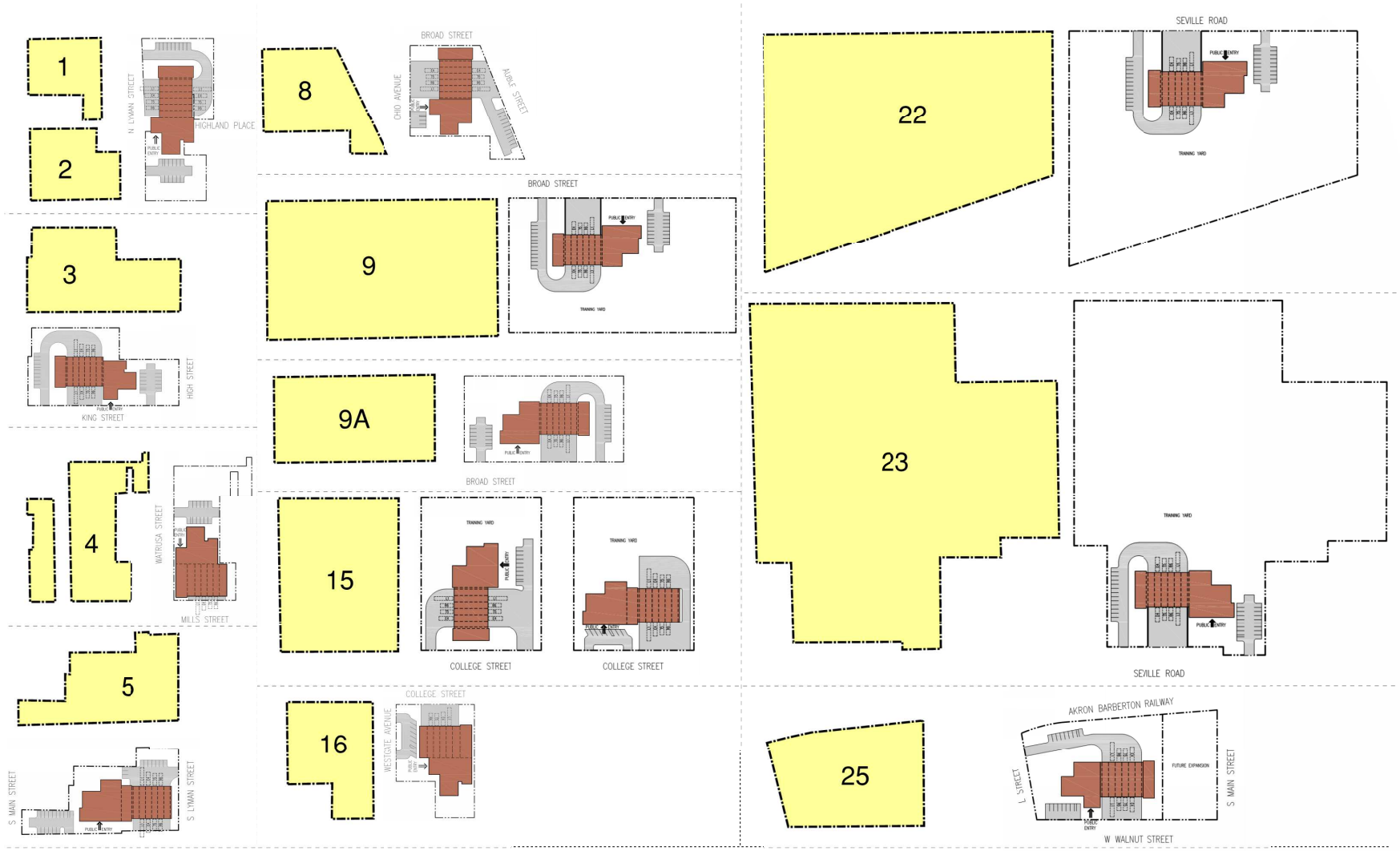
WESTERN SITES



EASTERN SITES

BRANDSTETTER CARROLL INC
ARCHITECTS · ENGINEERS · PLANNERS

Wadsworth Fire Station
Site Location Study
December 30, 2016



SITE FIT PLANS

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Wadsworth Fire Station
Site Location Study
December 31, 2016

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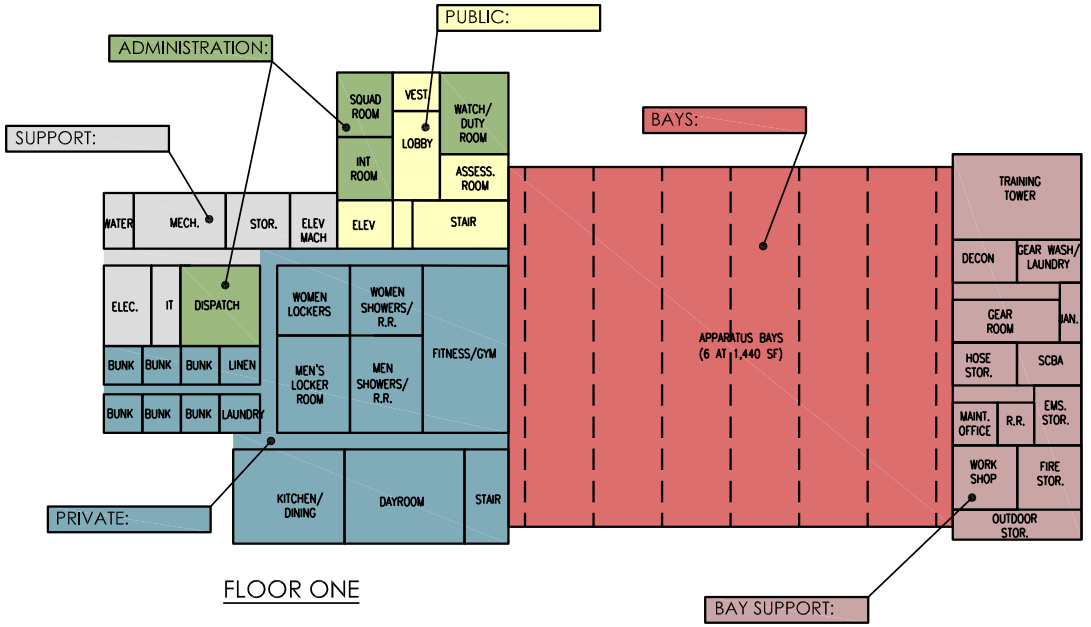
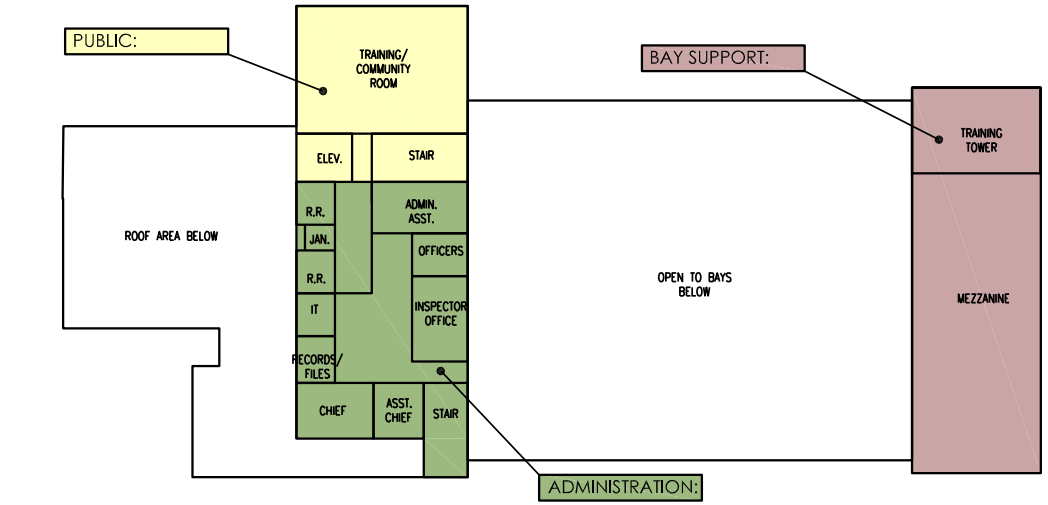
APPENDIX E - FACILITY DIAGRAMS



FLOOR ONE



FLOOR TWO

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Lexington· Cincinnati· Cleveland· Dallas

Adjacency Concept 2
26,330sf

0 40' 80'

Wadsworth Fire Station
Needs Assessment
December 30, 2016