



PELHAM FIRE DEPARTMENT STATION NO. 1 FEASIBILITY

Town of Pelham
(177 RR 20, Fonthill, ON)

Presentation to



May 23, 2024



CONTENTS

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BACKGROUND

Raimondo + Associates Architects were appointed by the Town of Pelham to assist with their assessment of the costs required to build a new station or renovate the existing Station 1. We offer the following Feasibility Report for review. Comments contained within this report are not intended to be all-inclusive but rather offer an opinion.

Key Dates

02.21.24 Concept Designs Issued
05.23.24 Feasibility Report Issued

Pelham Fire Department Station 1, situated at 177 RR Highway #20 in West Fonthill, was erected in 1982 and designed by Architect Raffaele Belvedere from Welland.

The station, now 42 years old, boasts a construction of non-combustible materials, specifically load-bearing "architectural split face concrete block," without any veneer brick adornments.

Primary structural elements comprise structural steel components such as columns, lintels, and open web steel joists supporting a 1.5" steel deck. The flat roof features a robust 4-ply bituminous roofing system, while the roof parapet is encased by corrugated metal-clad siding frieze and soffit detailing.



Figure 1 –Existing Site– Town of Pelham Fire Station 1

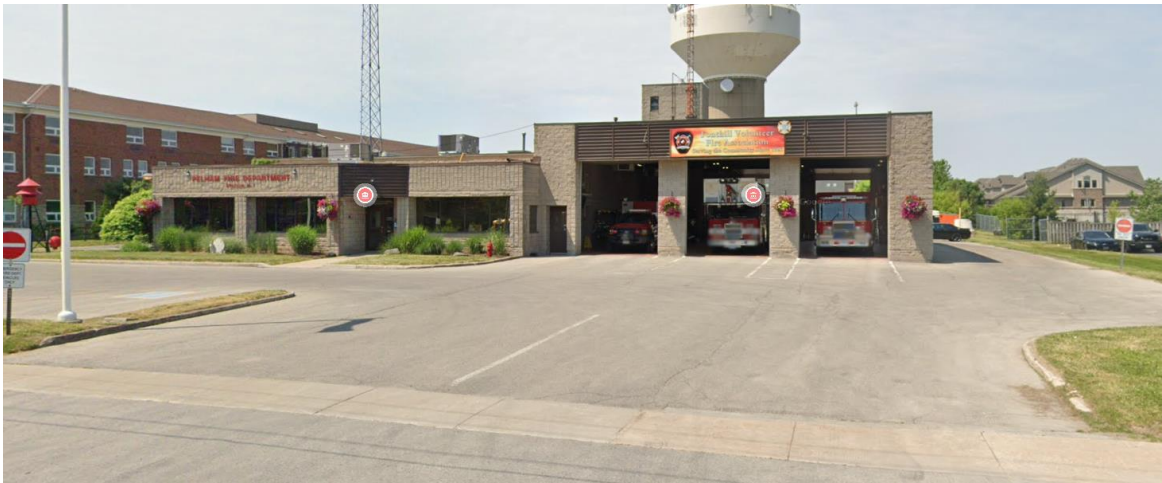


Figure 2 –Existing Building – Town of Pelham Fire Station 1

BACKGROUND

The architectural design is discernible in both the truck apparatus bays and the offices, administration, and training areas. In comparison to more recent fire stations, Station 1 surpasses the four-decade mark, a considerable lifespan within the realm of emergency services. Despite its age, the station accommodates training, administrative functions, and equipment within its 9,000 square feet of total area.

While modern technological advancements are reflected in the fleet of service trucks, firefighting equipment (currently undergoing a transition from gas-powered to battery-powered rescue tools), and communication systems (in the process of migrating from analog to digital), the physical infrastructure of Station 1 has not evolved to meet contemporary standards required by fire departments.

Fire Chief Bob Lymburner, boasting a 32-year tenure with Pelham Fire, initially served as a volunteer and has led the department for the past twelve years. Notably, Station 1, erected in 1982, stands as the eldest among Pelham's three fire halls. Station 2, situated at 766 Welland Road in Fenwick, commenced operations in 2010, while Station 3, located at 2355 Cream Street in North Pelham, is a mere nine years old.

"Given that Station 1 has not undergone any significant enhancements thus far, it is poised for a substantial upgrade," remarked Lymburner. "We anticipate these improvements will materialize within the coming years."



Figure 2 – Existing Town of Pelham Fire Station 1



ARCHITECTURAL REVIEW – EXISTING

Existing Building – Town of Pelham Fire Station 1



South



North

ARCHITECTURAL REVIEW – EXISTING

Upon our assessment, it is our professional judgment that the fire station building does not adhere to current Ontario Building Code (OBC) standards, health regulations, and safety code requirements. There exists a lack of accessibility for individuals with mobility impairments, and inadequate provisions for locker and shower facilities.

Constructed in 1982, the fire hall was designed and built using technologies and architectural trends of that era, featuring a single large apparatus bay accommodating all vehicles and equipment. In contrast, contemporary fire stations incorporate designated areas for sleeping quarters, bunker gear storage, and specialized systems for gear compression and washing.

While the current station remains operational, it necessitates upgrades to meet present-day standards and expectations. The existing number of apparatus bays proves insufficient to accommodate the expanding fleet of emergency vehicles, encompassing pumpers, tankers, rescue vehicles, and aerial trucks.

The introduction of government-mandated certification for volunteer firefighters underscores the heightened importance of training. Pelham Fire Department boasts a roster of over 100 volunteer firefighters, with 40 stationed at Station 1 alone. Each of the three fire halls maintains its own volunteer firefighter association, indicative of the community's commitment to fire service.



ARCHITECTURAL REVIEW – EXISTING

When reviewing the current station, the building is beginning to exhibit end of life cycle challenges, for example:

- Replacement of 4-ply Bituminous Roof System with a new 2-ply modified bituminous roof system, with higher roof insulation standards to meet present OBC standards.
- Replacement of corroded and deteriorated exterior steel lintels over masonry openings. Due to moisture infiltration into the single wythe masonry walls.
- Replacement of deteriorated exterior Concrete masonry block (CMU's) again due to moisture infiltration into the exterior block masonry units and subject to Freeze-thaw cycle leading to block surface spalling and surface disintegration.
- Replacement of steel hollow metal doors and frames that have rusted and corroded due to the nature of the CMU's wall assembly.
- Dealing with Moisture infiltration concerns that is contributing to severe exterior wall deterioration, the single with masonry exterior wall is not constructed as a "rain Screen" system that function in a manner that will direct any moisture infiltration due to driven rains out of the wall via a drainage air space.
- Replacement of existing HVAC systems to more energy-efficient units as they are at their 20-year life expectancy.
- Upgrade of life safety and electrical systems and lighting, to more energy-efficient systems and LED lighting and controls.
- Upgrade of insulation and thermal wall systems such as doors and windows in order to compile with the OBC and in order to make the facility more energy efficient.
- Eventual repaving of exterior asphalt surface due to heavy truck traffic.

In our analysis, the costs to deal with the above-noted 9 items alone in our opinion would be in excess of \$1.75M.



DESIGN INTENT

With these costs in mind *Raimondo + Associates Architects Inc. (RAAI)* was engaged by the Town of Pelham to undertake a series of design concepts that would consider renovations to the existing facility; as well as a phased approach to a rebuild; a stand-alone total rebuild on the same site and a stand alone rebuild at a different site.

Each concept has its challenges, risks and associated costs to contend with.

In preparation for the design concepts, RAAI was given a tour of various fire stations in the Niagara Region by the Pelham Fire Department.

The following pages present four design concepts as well as the option for a new site.



CONCEPT A

Additions and Alterations to Existing Fire Station 1



CONCEPT B

2 Staged Demolition and Reconstruction of Existing Fire Station 1



CONCEPT C

Complete Demolition of Existing Fire Station 1

Temporary Apparatus Building On Site

Complete Construction of New Fire Station

Relocation of Temporary Apparatus Building to New Town of Pelham Property



CONCEPT D

Complete Demolition of Existing Fire Station 1

Temporary Apparatus Building On Site

Complete Construction of New Fire Station

Relocation of Temporary Apparatus Building to New Town of Pelham Property



CONCEPT E – NEW SITE

Concepts Notes:

- Existing facility can remain operational until the new station is constructed
- Resolves apparatus bay truck storage dilemma.
- New construction is generally less money spent than renovations
- Station Territory/boundary remains unaffected.
- Present Station 1 site can be sold and proceeds earmarked to offset new station construction costs (no demolition costs)

COST ESTIMATE

Estimated Costing

a) Concept A	\$8,303,425
b) Concept B	\$7,401,000
c) Concept C	\$7,300,260*
d) Concept D	\$6,934,140*
e) Concept E – New Site	\$TBA

*Temporary Apparatus building for Concept C and D \$560,000

* Cost to relocate Temporary Apparatus building to another site \$280,000

NEXT STEP

This report acts as a comprehensive guide to understanding the scale and viability of the project, reaffirming the Town's dedication to enhancing and meeting current needs.

Following this document, Appendix A contains concept drawings prepared by RAAI offering both technical insights and visual representations.

After reviewing five concept and design approaches, RAAI has concluded that the construction of a new Pelham Fire Department Station 1 would ultimately be the most prudent course of action in addressing existing Ontario Building Code (OBC), health, and fire safety code requirements.

This approach would effectively resolve issues concerning temporary truck storage during construction, mitigate potential rises in associated costs through phased reconstruction, and align with current standards for energy efficiency, building durability, and operational functionality.

FURTHER DEVELOPMENT

- Should the Town of Pelham feel confident in our report and recommendations presented in this document and subject to positive discussions, RAAI could be commissioned to continue the development of the design(s) into construction documents and submit for approvals.



APPENDIX A

Raimondo + Associates Architects Concept Drawings

Town of Pelham Fire Station No. 1 - Option A

177 Highway 20, Fonthill, Ontario

Option A
Additions and Alterations to Existing Station



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Site Plan
scale: 1 : 250

Fire Station No. 1 - Option A

Town of Pelham
177 Highway 20, Fonthill, Ontario

Site Plan

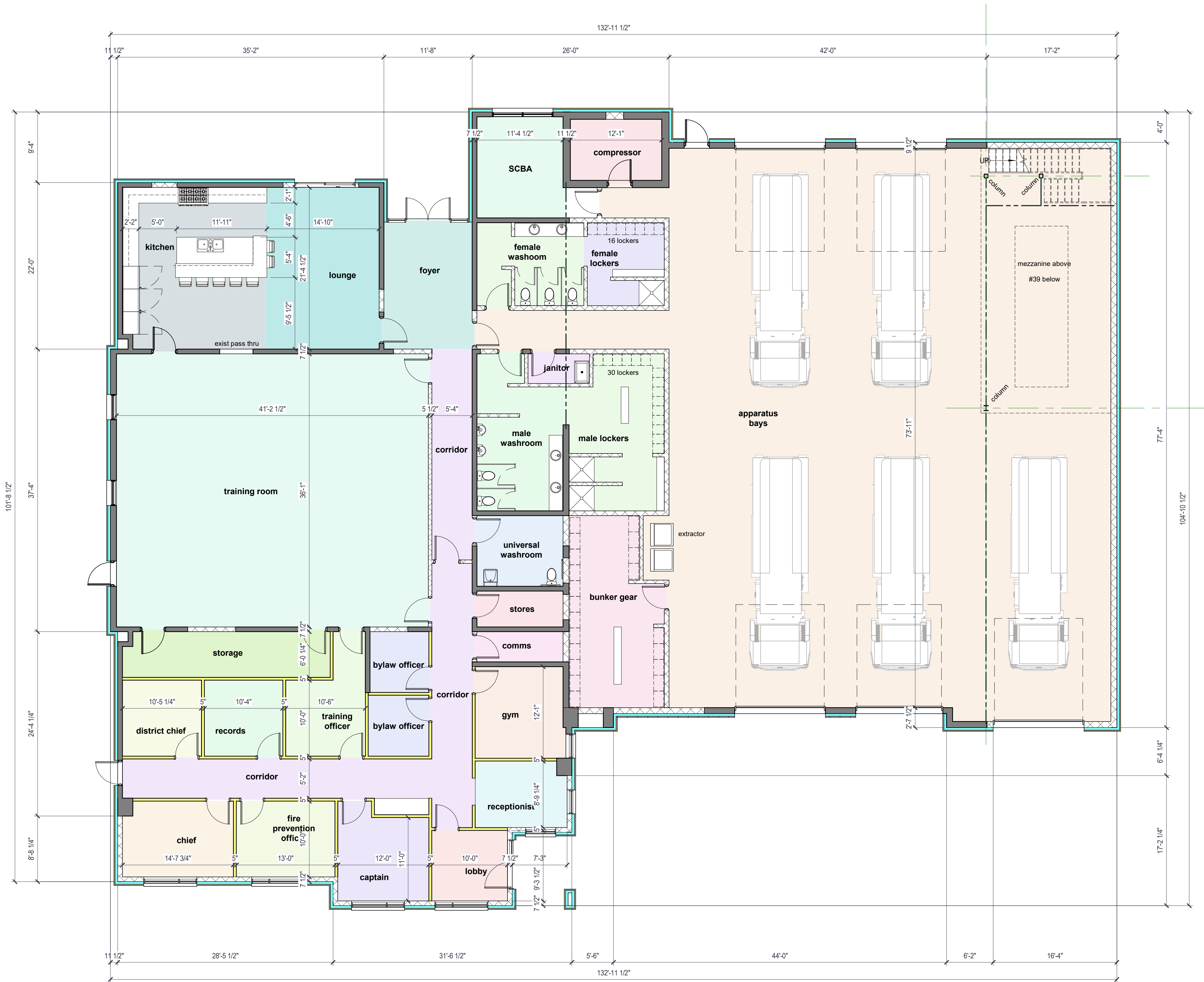
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Floor Plan
scale: 1/8" = 1'-0"

Fire Station No. 1 - Option A

Town of Pelham
177 Highway 20, Fonthill, Ontario

Floor Plan

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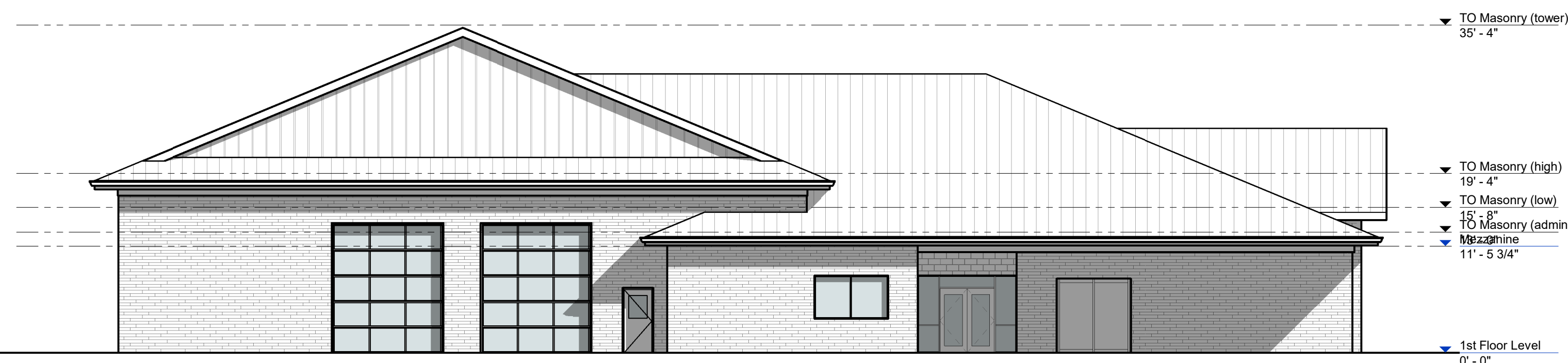
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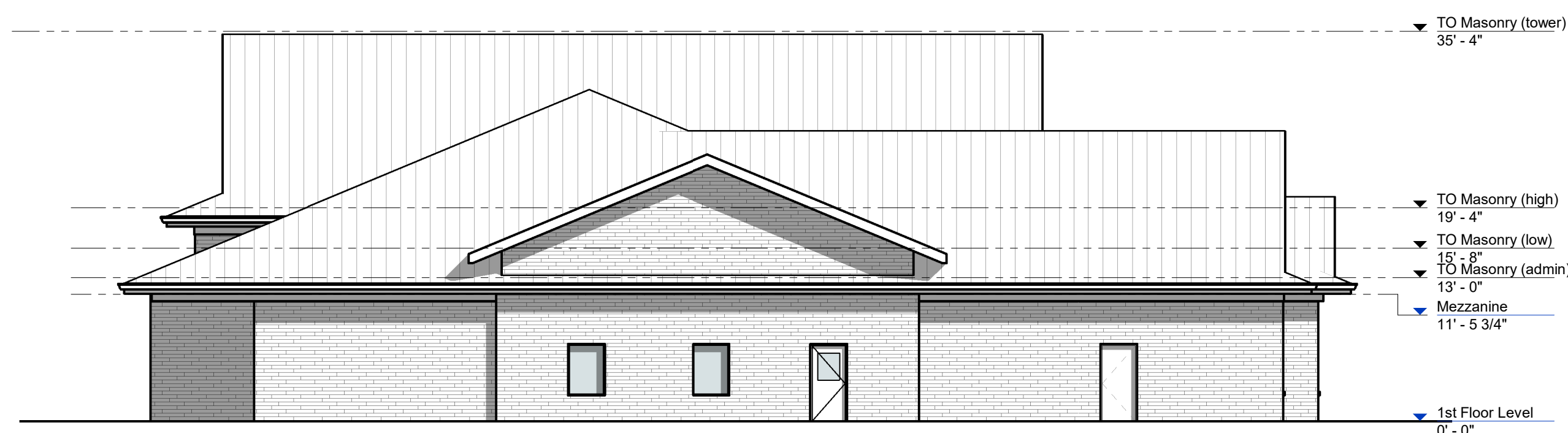
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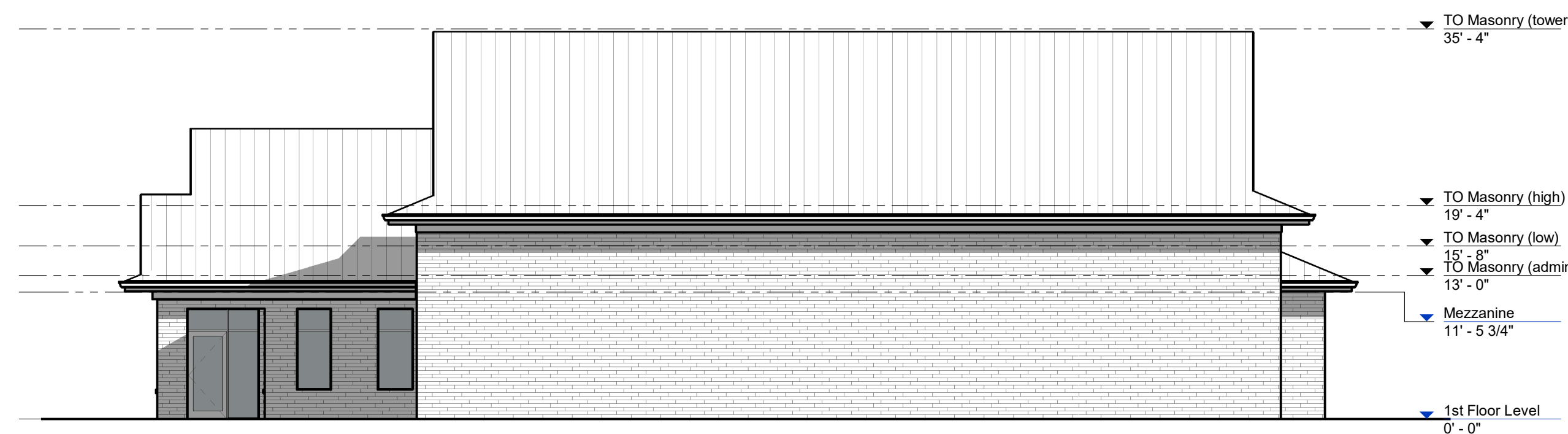
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scale: $3/32'' = 1'-0''$



Elevation - North
scale: $3/32'' = 1'-0''$



Elevation - West
scale: 3/32" = 1'-0"



Elevation - East
scale: 3/32" = 1'-0"

[illegible]

Town of Pelham Fire Station No. 1 - Option B

177 Highway 20, Fonthill, Ontario

Option B
2 Staged Approach - Demolish Existing Station in
Stages and Build New Station in Stages



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Site Plan
scale: 1 : 250

Fire Station No. 1 - Option B

Town of Pelham
177 Highway 20, Fonthill, Ontario

Site Plan

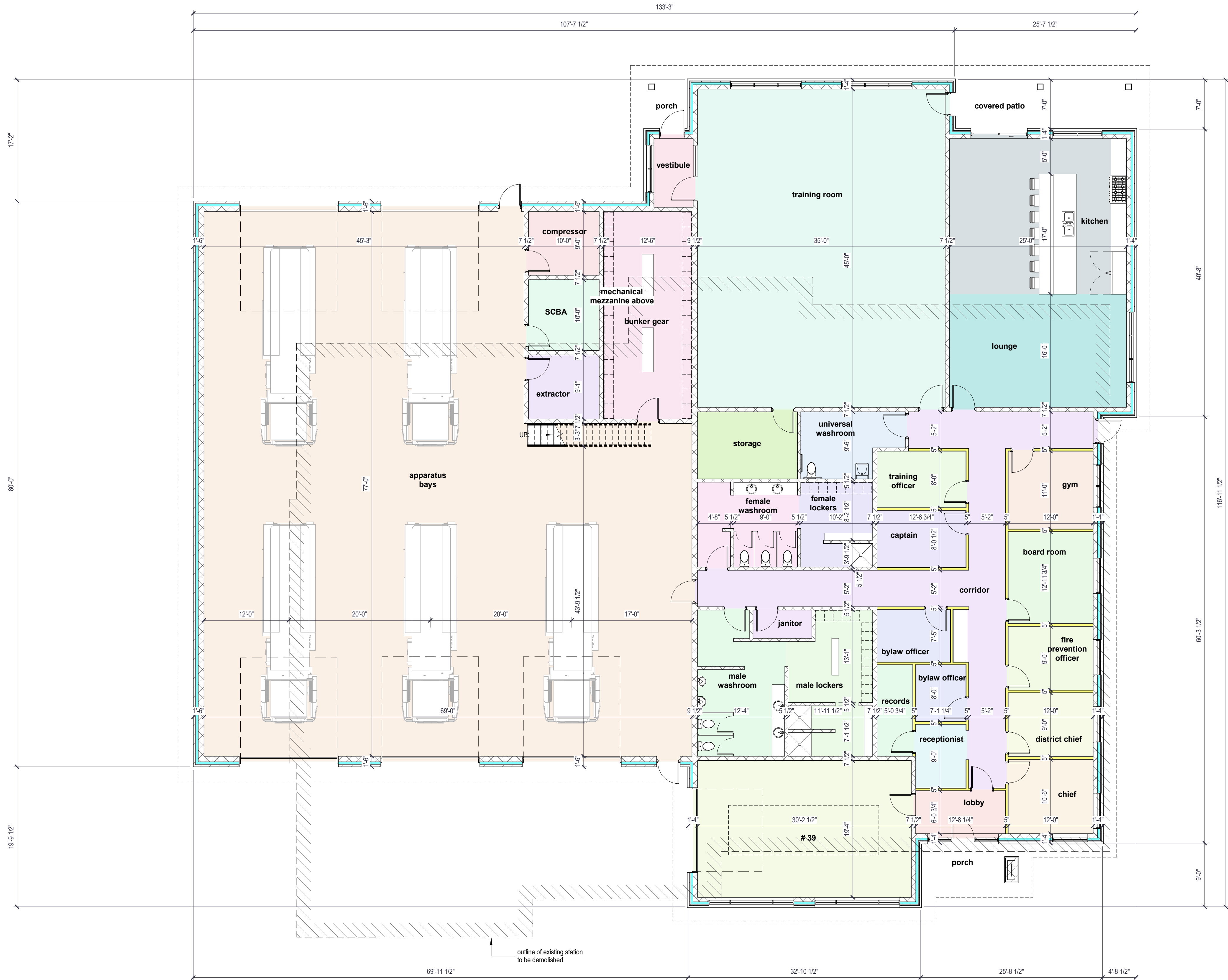
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Floor Plan
scale: 1/8" = 1'-0"

Fire Station No. 1 - Option B

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177 Highway 20, Fonthill, Ontario

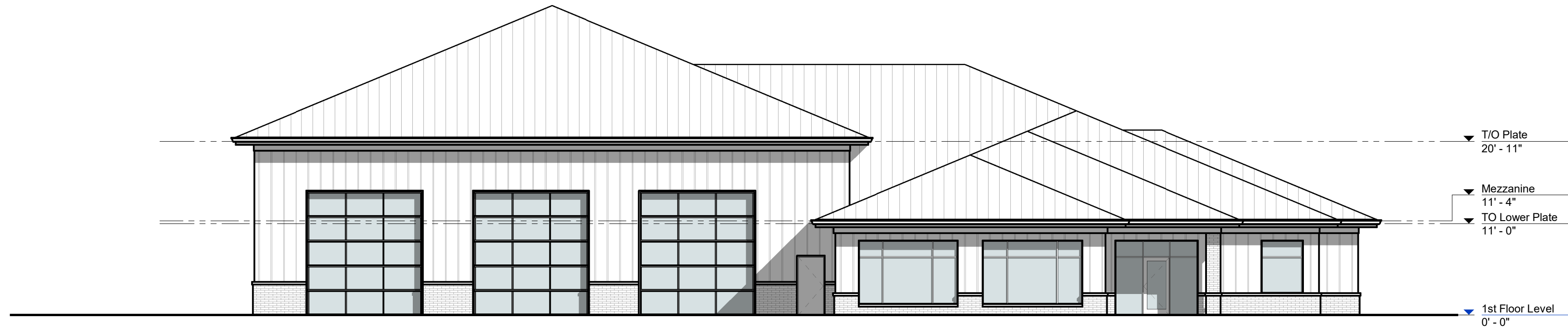
Floor Plan

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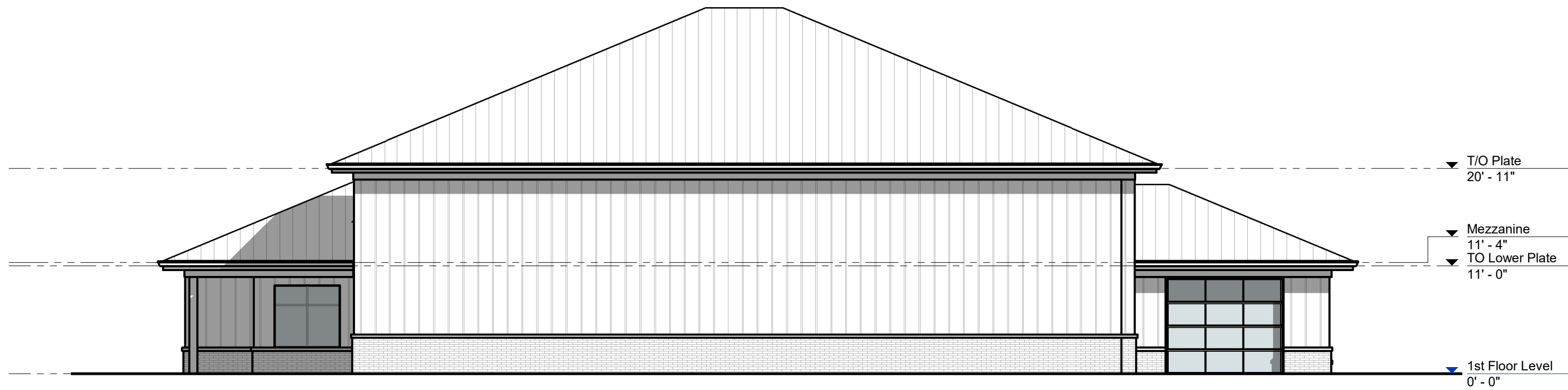
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Elevation - South
scale: 3/32" = 1'-0"



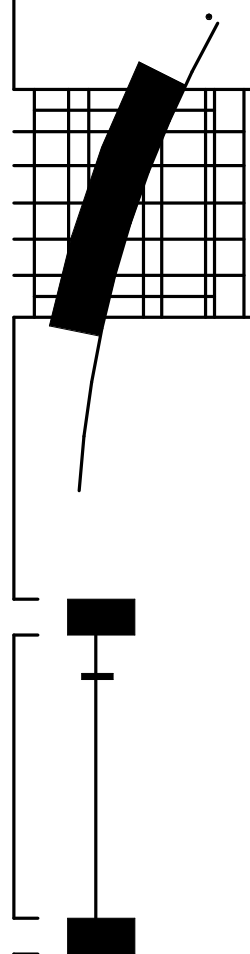
Elevation - North
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Elevation - West
scale: 3/32" = 1'-0"



Elevation - East
scale: 3/32" = 1'-0"



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Fire Station No. 1 - Option B

Town of Pelham
177 Highway 20, Fonthill, Ontario

Building Elevations

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Town of Pelham Fire Station No. 1 - Option C

177 Highway 20, Fonthill, Ontario

Option C
Complete Demolition of Existing Station - Temporary
Apparatus Building and New Station

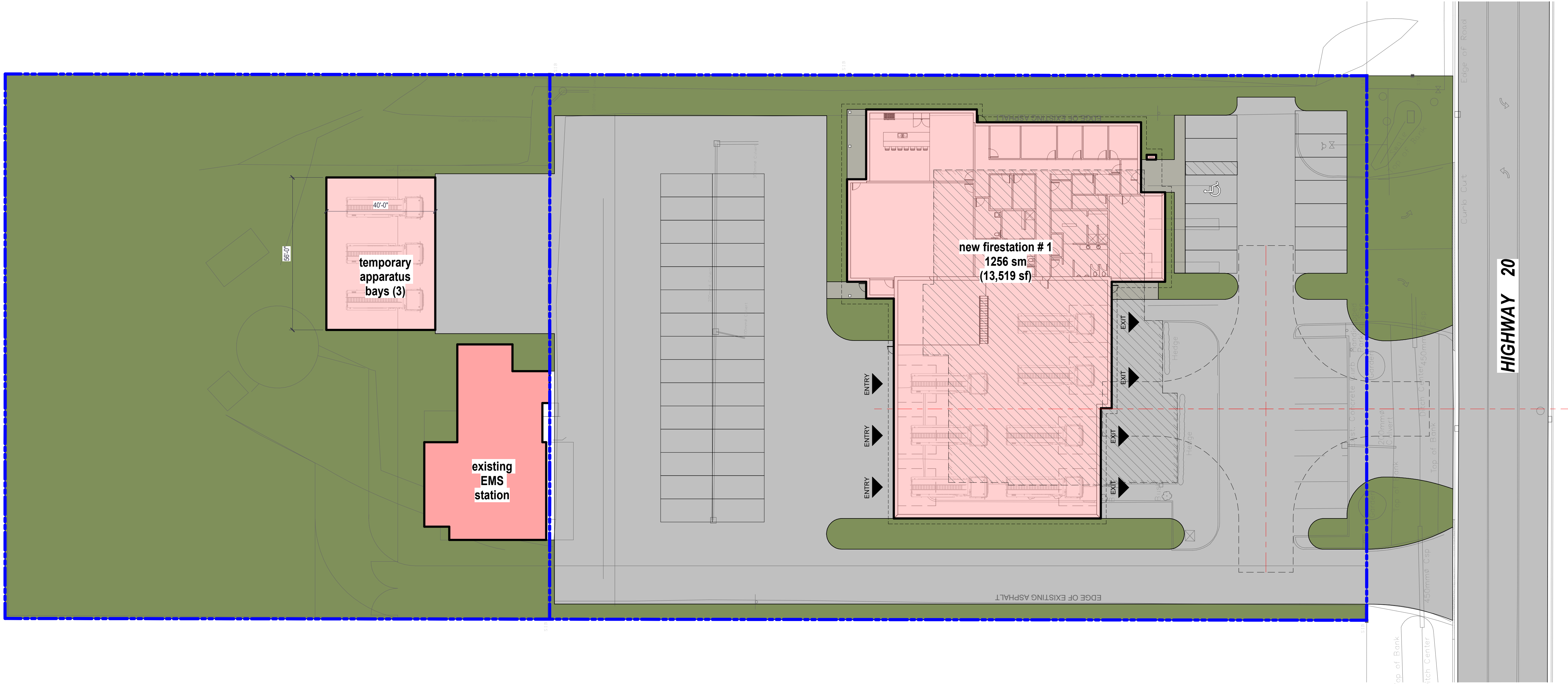


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Site Plan
scale: 1 : 250

Fire Station No. 1 - Option C

Town of Pelham
177 Highway 20, Fonthill, Ontario

Site Plan

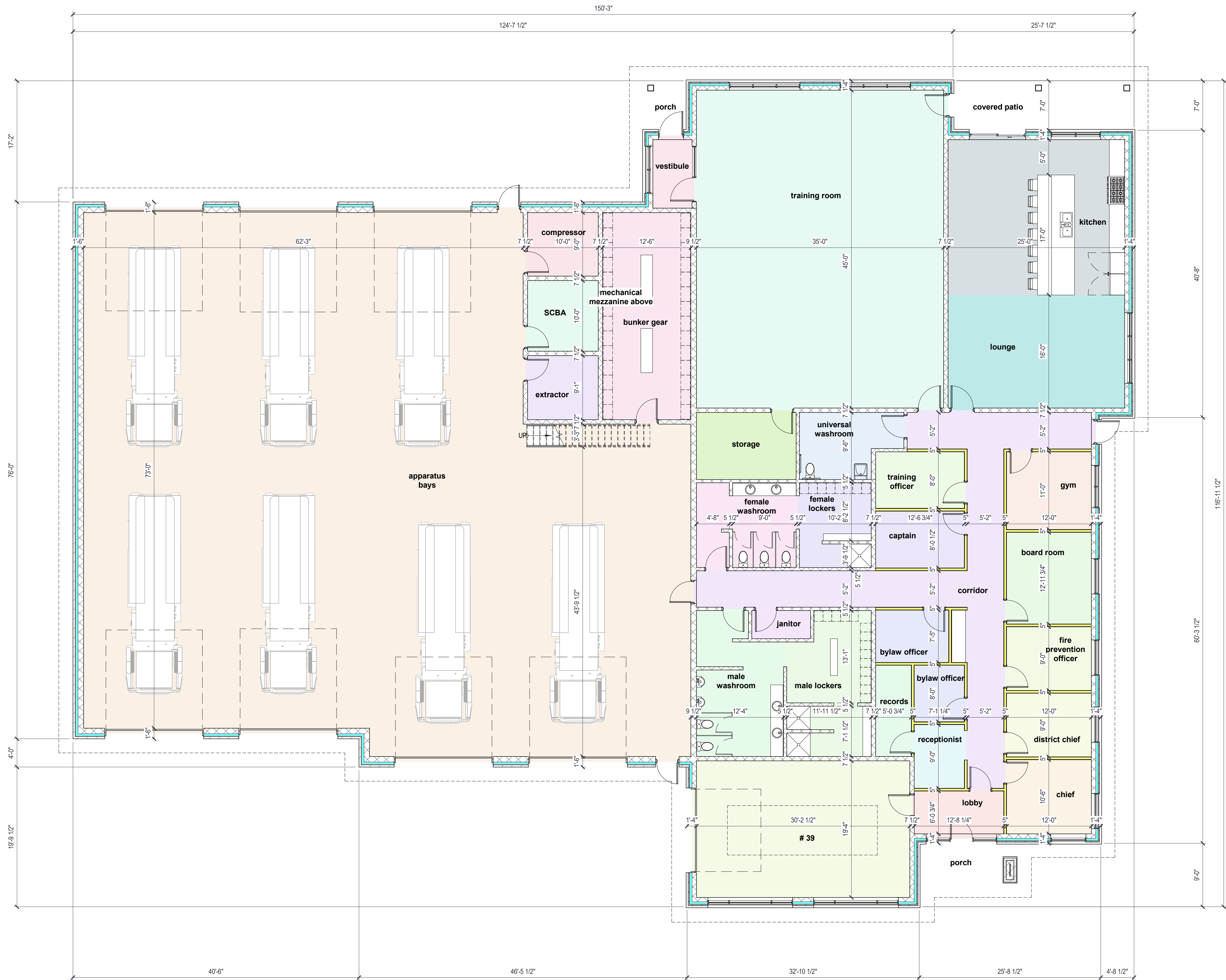
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Floor Plan
scale: 1/8" = 1'-0"

Fire Station No. 1 - Option C

Town of Pelham
177 Highway 20, Fonthill, Ontario

Floor Plan

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Architectural elevation drawing of a building facade. The drawing shows a long, low-profile building with a gabled roof. The facade features several large windows and a central entrance. To the right, there are three large, multi-paned glass doors. The drawing includes height markers on the right side:

- T/O Plate: 20' - 11"
- Mezzanine: 11' - 4"
- T/O Lower Plate: 11' - 0"
- 1st Floor Level: 0' - 0"

Architectural elevation drawing of a building. The drawing shows a central section with a large gabled roof and two side sections with smaller gabled roofs. The central section has a mezzanine level. The drawing includes dimension lines and labels for the T/O Plate, Mezzanine, and 1st Floor Level.

- T/O Plate
20' - 11"
- Mezzanine
11' - 4"
TO Lower Plate
11' - 0"
- 1st Floor Level
0' - 0"

Architectural elevation drawing of the proposed building. The drawing shows a long, single-story structure with a complex, multi-gabled roof. The roof has several peaks and valleys. The building has a series of windows along its front facade, including a large multi-paned window on the right. A central entrance is visible. To the right of the building, there are three horizontal dashed lines with corresponding labels and arrows indicating levels: "T/O Plate 20' - 11\"", "Mezzanine 11' - 4\"", and "TO Lower Plate 11' - 0\"". At the bottom left, there is a label "1st Floor Level 0' - 0\"" with an arrow pointing to the ground line.

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Town of Pelham Fire Station No. 1 - Option D

177 Highway 20, Fonthill, Ontario

Option D

Complete Demolition of Existing Station - Temporary
Apparatus Building and New Station



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Site Plan
scale:1:250

Fire Station No. 1 - Option D

Town of Pelham
177 Highway 20, Fonthill, Ontario

Site Plan

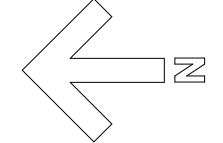
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Floor Plan
scale: 1/8" = 1'-0"

Fire Station No. 1 - Option D

Town of Pelham
177 Highway 20, Fonthill, Ontario

Floor Plan

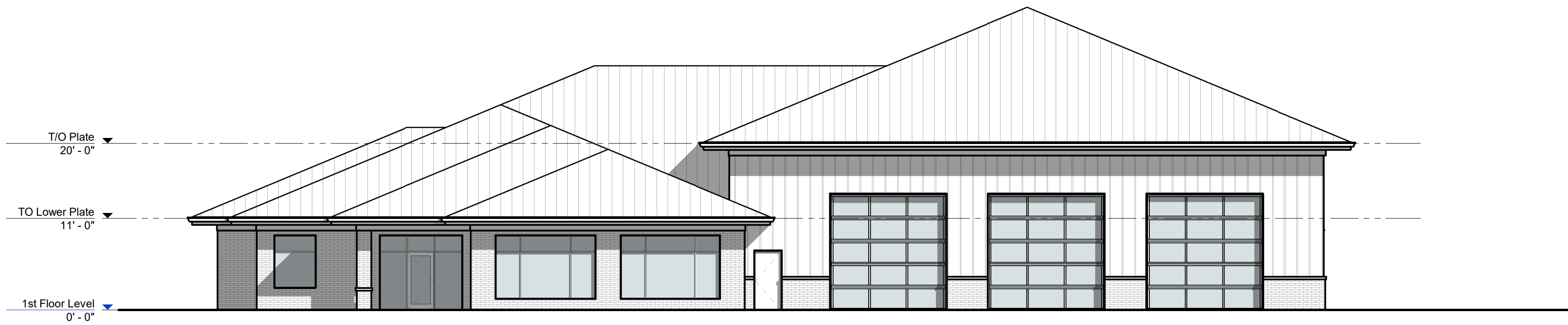
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EMAIL: mail@raimondarchitects.com

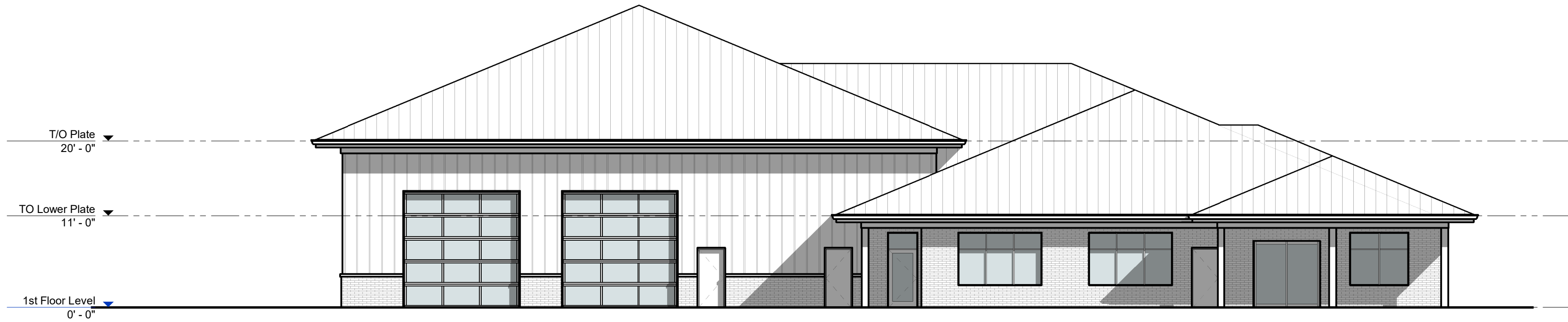
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DATE: 2024-05-23 3:51:59 PM
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PROJECT NO.: 23-038
CHECKED: ---

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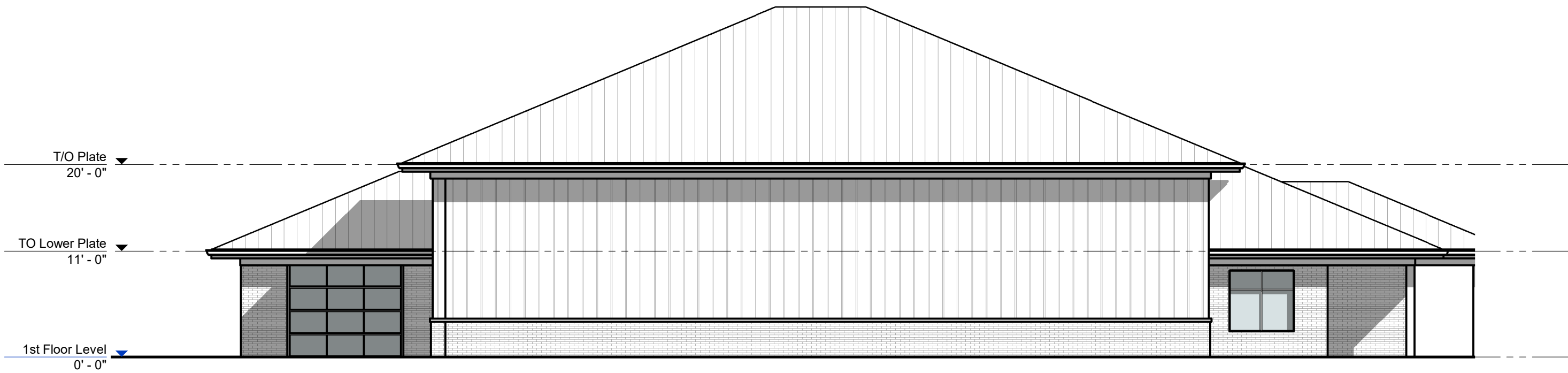
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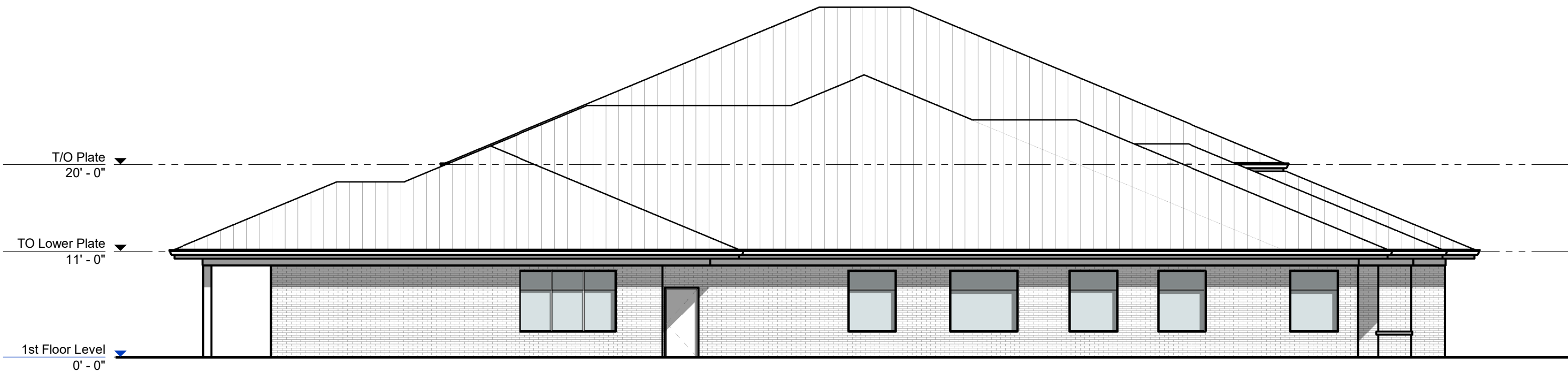
Elevation - South
scale: 3/32" = 1'-0"



Elevation - North
scale: 3/32" = 1'-0"



Elevation - East
scale: 3/32" = 1'-0"



Elevation - West
scale: 3/32" = 1'-0"

Fire Station No. 1 - Option D

Town of Pelham
177 Highway 20, Fonthill, Ontario

Building Elevations

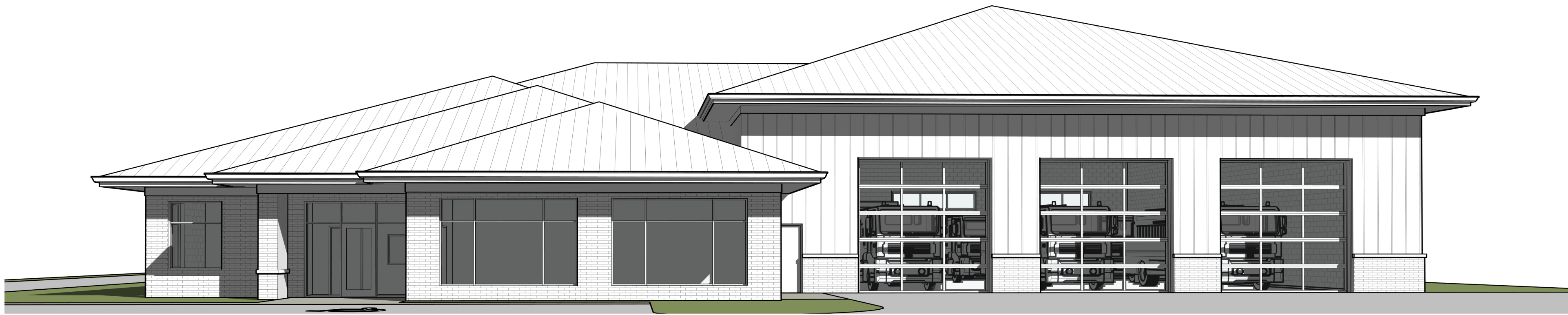
RAIMONDO + ASSOCIATES
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South View



North View

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Checklist

Checker

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