Winnipeg

Winnipeg Fire Paramedic Service 2020 Strategic Direction Detail

February 2020

Vision

To be a vibrant and healthy city which places its highest priority in quality of life for all its citizens.

Corporate mission

Working together to achieve affordable, responsive and innovative public service.



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Winnipeg Fire Paramedic Service at a glance[¤]

1,837 | Total fires

8,668 | Alarm *(no fire)*

1,058 | Gas/odor/hazardous materials emergencies

210 | Rescue emergencies

365 | Fire investigations

10,836 | Fire Prevention By-Law/ Fire Code inspections

184 | Fire safety lectures/presentations

186 | Medical/injury prevention lectures/ presentations

83,354 | Emergency medical incidents

23,392 | Medical incidents with ambulance only dispatched

44,287 | Medical incidents with ambulance and fire dispatched

15,675 | Medical incidents with fire dispatched only

[¤] City of Winnipeg 2020 Community Trends and Performance Report, Volume 1 (2018 data)

Citizen satisfaction survey highlights

The City conducts an annual citizen satisfaction survey to solicit opinions on its performance in the delivery of key services. In 2019, 602 Winnipeggers, aged 18 and older, provided their thoughts on what the City is doing well and what needs improvement.

93% rate **quality of life** as very good or good

81% rate **customer service** as very good or good

68% rate **value of tax dollar** as very good or good

Citizen satisfaction with City services

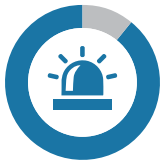
88% rate **overall City services** as very good or good



98%
are very satisfied or somewhat satisfied with **fire & rescue response to fire emergencies**



83%
are very satisfied or somewhat satisfied with **emergency response capability for medical emergencies**



89%
are very satisfied or somewhat satisfied with **level of City preparedness to respond and assist during natural and human caused disasters**



88%
are very satisfied or somewhat satisfied with **fire & injury prevention education**



91%
are very satisfied or somewhat satisfied with **safety of existing buildings through fire inspections & enforcement**



About the department

The Winnipeg Fire Paramedic Service (WFPS) is a public service whose principal operations are directed at preserving the safety, quality of life, and the property of the residents, and visitors to, the city of Winnipeg. WFPS provides services in the areas of fire, rescue and medical response, fire and injury prevention, and emergency preparedness and response.

The department operates an integrated fire and paramedic service rather than operating as two separate departments.

From a fiscal perspective, an integrated service-delivery model enables the organization to provide a broader range of services to members of the public while eliminating the duplication of administrative and support function staff and associated costs. Consolidation has also decreased the cost of operations for both fire and paramedic services, allowing the City to maintain and even improve upon its level of service prior to integration.

For instance, at least one trained firefighter-primary care paramedic is present on each fire vehicle. This provides additional added-value service to the public by enabling independent fire unit response to low acuity medical calls with minimal likelihood of patient transport. It also provides faster paramedic response to high acuity medical calls to begin treatment before an ambulance arrives. This increases emergency medical service coverage across the city, shortening the time between the occurrence of a life-threatening medical or trauma event and intervention by patient care professionals.

WFPS employs approximately 1,400 full-time staff in front line emergency response positions and supporting roles. The Fire Paramedic Chief oversees the entire department, and reports to the City's Chief Corporate Services Officer. Three deputy chiefs oversee multiple divisions within Operations & Communications; Professional Development; and Support Services.

The Information Technology, Finance, and Human Resources branches have a dual reporting relationship to both the Fire Paramedic Chief and their respective corporate chief executive officers. In 2017, the position of Assistant Chief of Emergency Management and Public Information was filled through the promotional process, reporting directly to the Fire Paramedic Chief, and to the CAO during major emergencies.

The department currently has 30 stations: three (3) stations housing paramedics/ambulances-only; eight (8) stations housing fire personnel and apparatus only; and 19 combined fire paramedic stations.

WFPS has over 80 emergency response and support vehicles providing a full array of emergency services, including fire suppression, emergency medical services and patient transportation, hazardous materials response, technical rescue, and water rescue services.

The City's 9-1-1 calls are answered by the Winnipeg Police Service, and calls requiring or requesting WFPS service are transferred to its communication centre.

As an all-hazard emergency services organization, WFPS seeks to respond rapidly with the right resources, personnel, and equipment to time-critical events.

2020 ORGANIZATION CHART

(As at February 1, 2020)

Michael Jack
Chief Corporate Services Officer

↓

John Lane
Chief, Winnipeg Fire Paramedic Service

↓

Christian Schmidt
Deputy Chief, Operations & Communications

↓

Ihor Holowczynsky
Assistant Chief, Fire/Rescue Operations

Ryan Sneath
Assistant Chief, Paramedic Operations

Tom Wallace
Deputy Chief, Support Services

↓

Mark Reshaur
Assistant Chief, Fire and EMS Prevention & Public Education

Russell Drohomereski
Deputy Chief, Professional Development

↓

Andre Berard
Assistant Chief, Service Quality

Jason Shaw
Assistant Chief, Emergency Management & Public Information

Sandeep Anand
Manager, Information Technology

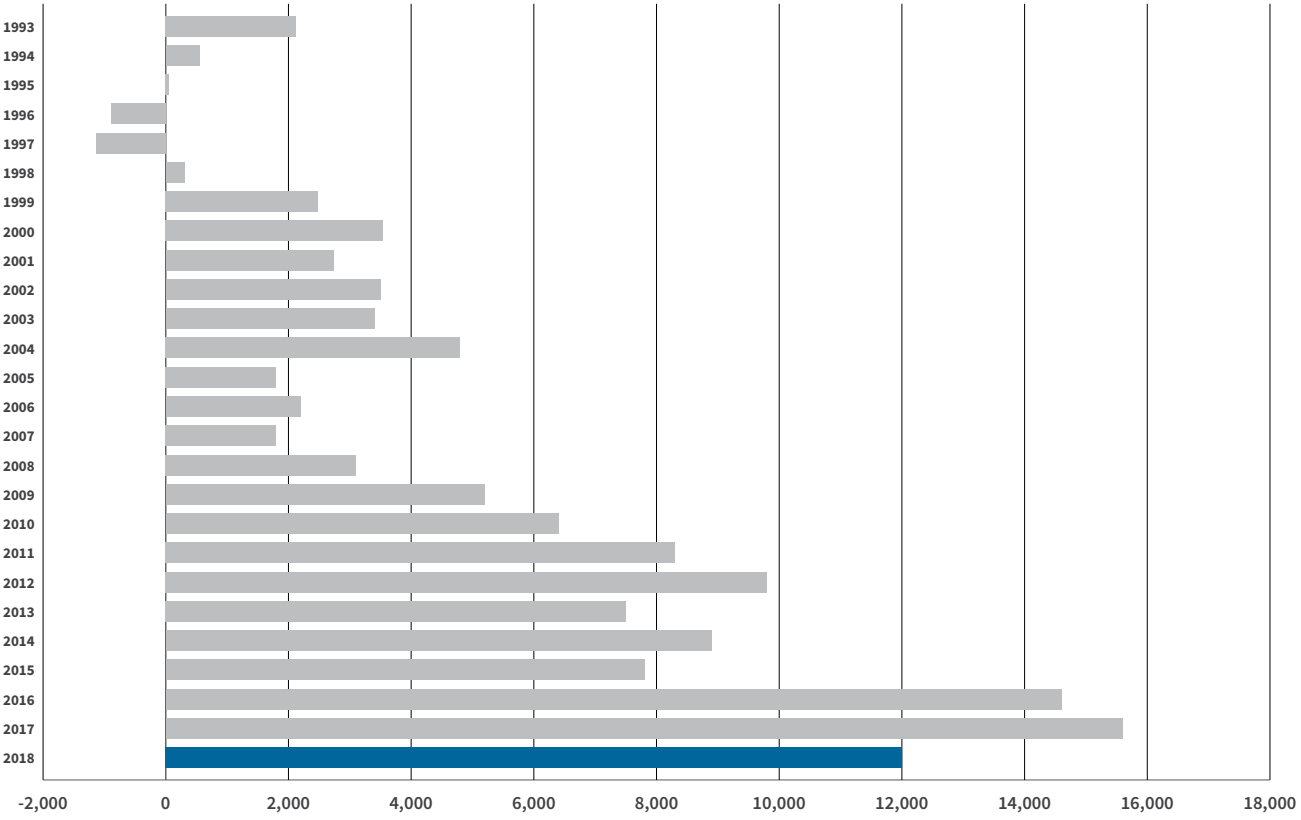
Corinne Pierce
Manager, Human Resources

John Hall
Controller

Growth in Winnipeg

Winnipeg is growing at a pace not seen for decades.

City of Winnipeg annual population change



According to the 2016 City of Winnipeg Population, Housing, and Economic Forecast, Winnipeg's average annual population is estimated to increase by 8,200 people per year over the next 25 years. It also notes that the city's Census Metropolitan Area population is predicted to exceed 1 million people by 2034/2035 and surpass 1,055,000 by 2040.

Winnipeg itself is expected to grow to a population of approximately 922,600 by 2040. In 2018, Winnipeg's population was 753,700.* Furthermore, the number of households is expected to increase by around 32 percent, or approximately 100,000, to a total of 391,100 by 2040.

Investments in key services and infrastructure are critical to support a growing, thriving, modern city, now and into the future.

The City must balance a multitude of competing spending priorities with limited resources. As the city continues to grow at historically high rates, the need to make sustainable, well-timed operational and capital investments in WFPS is essential to ensure the department continues to deliver high-quality services for members of the public.

* Source: Statistics Canada

Demand for service

As the city continues to grow, there is increasing pressure on existing WFPS resources.

WFPS has experienced increased 911 emergency calls, fire incident frequency, added property loss, and lengthened response times in both fire and medical incidents. This growth trend and increased service demand is expected to continue for the foreseeable future.

Overall, service demand increased by 5.4 percent between 2011 and 2016. Demand for WFPS services decreased by approximately 2.3 percent between 2011 and the end of 2013. The decrease was due to the replacement of "autobin" garbage receptacles which were frequent targets of back lane arson. Between 2013 and 2016, service demand grew by 7.8 percent.

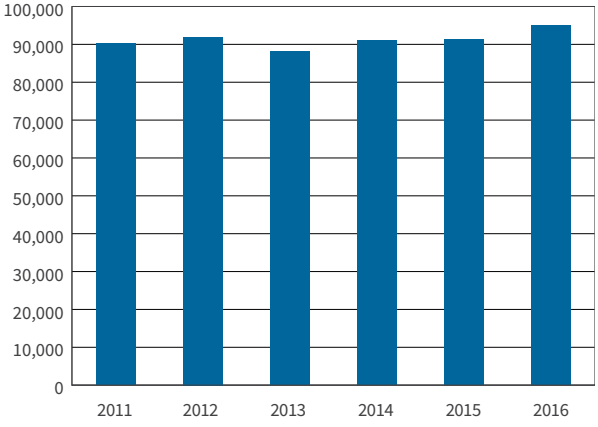
In 2016, emergency medical incidents represent approximately 81 percent of WFPS service demand, while the remaining 19 percent of incidents were identified as fire/rescue responses. The department's integrated fire and paramedic service allows it to bolster medical response enabling the most efficient use of existing resources. While the model is beneficial, fire resources must also be maintained for rapid response to fires.

WFPS emergency service demand is distributed throughout Winnipeg. However, the downtown area experienced the highest incident density in 2016.

In 2016, WFPS recorded 95,069 incidents. It's anticipated that WFPS service demand will increase to over 124,200 incidents in 2040 based on the City's population growth projections, an increase of 31 percent.

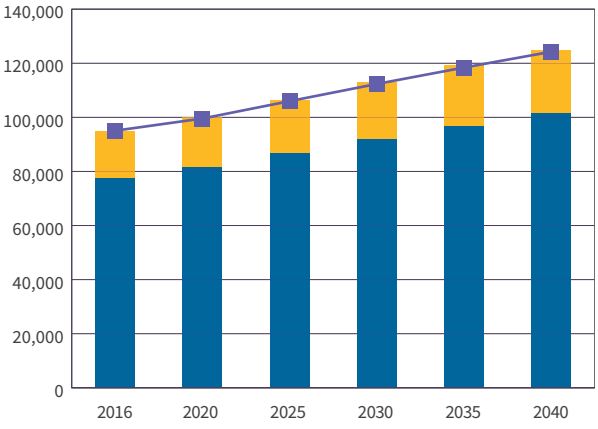
The WFPS has utilized multiple innovative practices in an attempt to mitigate increased strain on limited resources, but continued pressure is evident in multiple areas including reduced response times, staff well-being, and resource availability.

WFPS Historical Service Demand
(2011–2016)



	2011	2012	2013	2014	2015	2016
Overall Service Demand	90,240	91,970	88,164	90,981	91,315	95,069

WFPS Future Service Demand by Call Type
(2016–2040)



	2016	2020	2025	2030	2035	2040
WFD	17,729	18,667	19,869	21,061	22,197	23,289
WAD	77,340	81,431	86,677	91,874	96,831	101,596
Total	95,069	99,567	105,981	112,336	118,397	124,223

2020 Strategic Direction Detail

WFPS developed a comprehensive strategic plan to help ensure current and future service demands are met. A forward-looking assessment of this nature has never previously been conducted for the department.

The *2020 Strategic Direction Detail* contains elements necessary to prepare WFPS to appropriately meet current and future needs, and takes into consideration three reports: the *WFPS Master Plan*, the *Community Risk Assessment Standards of Cover*, and findings in the *Fire Underwriters Survey*.

The recommendations in each report are transformative, moving from the current state which has changed very little since unicity amalgamation in the 1970s to a future state which includes new traffic management technology, updated performance standards and industry best practices, and preparation for a consistently growing population and the coinciding call volumes.

The recommendations address serious infrastructure and operating capacity deficits that threaten the ability of the department to fulfill its response and regulatory mandates.

WFPS MASTER PLAN

The *WFPS Master Plan* consisted of four phases.

In the first phase, a baseline assessment of current conditions and service performance was conducted. The purpose was to assess the department's infrastructure, operations, and service delivery in comparison to industry standards and best practices. It also created a benchmark against which future service delivery can be measured.

The project team assessed potential future community conditions, service demand, and risks in the second phase to determine what impact growth may have on planning and emergency service delivery.

In the third phase of the project, team members identified future service delivery models and associated staffing levels.

In the fourth phase, the project team recommended program, staffing, equipment, and capital facilities strategies to meet the needs of the community now and into the foreseeable future. The recommendations are intended to address current gaps where possible and to keep pace with population growth.

COMMUNITY RISK ASSESSMENT STANDARDS OF COVER

The *Community Risk Assessment Standards of Cover* documents community risks, response resources, deployment strategies, and service levels. Overall, the study recommended that the WFPS should formally adopt response performance objectives; report performance annually; improve call-processing performance; improve turnout times; and make improvements to its facilities. The 39 recommendations contained therein are broadly captured in this document's Recommendations section.

FIRE UNDERWRITERS SURVEY

The *Fire Underwriters Survey* (FUS) is a national organization of private sector property and casualty insurance providers. FUS provides data from surveys of fire protection programs throughout Canada. The results of these surveys are utilized by insurance providers to establish the Public Fire Protection Classification (PFPC) and Dwelling Protection Grade (DPG) within a community, both of which have an impact on insurance premiums of affected properties.

The PFPC grading system evaluates the ability of a community's fire protection programs to prevent and control major fires that may occur in multi-family residential, commercial, industrial, and institutional buildings, as well as construction developments. The PFPC is a numerical grading system scaled from 1 to 10. Class 1 is the highest grading possible, whereas Class 10 indicates that little or no fire protection is in place.

The DPG assesses the protection available for buildings such as single-family dwellings. The DPG is a numerical grading system scaled from 1 to 5. One (1) is the highest grading possible, and five (5) indicates little or no fire protection is provided.

A community's FUS should be updated approximately every five years. The last FUS conducted in Winnipeg was in 1988, when it received a PFPC Grade 2 and a DPG Grade 1.

In 2014, a risk assessment was conducted to aid in determining the community's fire protection needs and to assist in assessing the adequacy of the current station locations, and the distribution of fire apparatus.

The risk and hazard assessment, along with a response distance review, lays the groundwork for determining fire protection needs within a community. This assessment is important in ascertaining organizational structure, personnel requirements, training requirements, fire apparatus and fire equipment needs, response time requirements, and adequacy of station locations.

Following the assessment, Winnipeg received a PFPC Grade 4, bordering on Grade 5, and a DPG Grade 1. Some improvements were made within existing budgets while the Community Risk Assessment, Standards of Cover, and Master Plan were being completed. A revised assessment in 2018 yielded a PFPC of 3, closely bordering on 4. These ratings would increase insurance premiums for affected property holders. However, the FUS will provisionally maintain the previous grades if the City provides a letter of intent to follow recommendations to restore previous ratings within a reasonable time period, including staffing changes, process improvements, program improvements, infrastructure improvements, and the review of new and existing bylaws related to fire safety. Pending approval of the recommendations by Council, the Public Service will draft a formal letter to the FUS which details the measures that have and will be undertaken subject to funding to preserve the PFPC grade and DPGs.

The recommendations contained in the FUS are outlined in the *2020 Strategic Direction Detail*, and are broadly captured in this document's *Recommendations section*.

RECOMMENDATIONS

The *2020 Strategic Direction Detail* outlines the elements necessary to prepare WFPS to appropriately meet current and future needs. Recommendations take into consideration the *WFPS Master Plan*, *Community Risk Assessment Standards of Cover* study, and findings in the *Fire Underwriters Survey*. Recommendations are organized in the following sections: programs, staffing, equipment, and facilities. Note that possible implementation of any of the recommendations will be further considered by the department in subsequent strategic plans and future budget submissions for Council's consideration.

PROGRAMS

A wide-ranging program of fire prevention and life-safety services enables a fire and paramedic service to minimize life and property loss, and injuries associated with fires and other events. The following represents some of the identified recommendations which could improve program delivery if implemented, subject to Council's consideration:

- Formally adopt response performance objectives
- Evaluate and update all training programs
- Focus efforts on community risk reduction through fire, illness and injury prevention programs, particularly for at-risk populations

STAFFING

Significant deficits in some areas of staffing throughout WFPS, particularly in administration, training, public education, and emergency medical services operations were identified. The following are some of the highest priority recommendations to address staffing deficits, although not in any particular order:

- Field personnel for paramedic operations, with an emphasis on Advanced Care Paramedics
- Additional staff at the WFPS Training Academy
- Dedicated IT staff for Communications
- Human Resource Consultants and Return-to-work Coordinators
- Fire Prevention Inspectors and Fire Protection Engineers
- Additional public education positions to increase fire, illness, and injury prevention programming

Any proposed changes would be subject to Council's consideration.

EQUIPMENT

Apparatus condition assessment

Ensuring apparatus are placed in the most optimum location and kept in reliable condition ensures that the department can arrive at emergencies in a timely manner. Many of the fire apparatus are in fair or good condition mechanically. Maintenance is scheduled on each apparatus four times a year, and daily inspections are conducted by fire personnel. Anything requiring immediate repair is submitted to the department's Emergency Mechanical Services Branch for repair.

Replacement of the fire fleet has not been consistent. Replacement is generally based on age, kilometers, hours, condition, and functionality. An apparatus may only be a few years old but meet the replacement criteria based on hours and kilometers. Ten-thousand (10,000) hours and/or 161,000 kilometers is generally held as the industry standard for fire apparatus replacement. Numerous apparatus currently meet or exceed this standard, and several others are rapidly approaching these criteria.

Using this standard, 25 fire apparatus meet replacement criteria based on hours, 17 apparatus meet replacement criteria based on kilometers, and nine (9) apparatus meet the criteria in both hours and kilometers.

Ambulance units were unavailable to be evaluated due to high utilization. This indicates that a much shorter replacement schedule may be required. Most of the City's ambulance units are supplied by the province, and were therefore beyond the scope of this work.

Due to the department's high call volume, apparatus age is not a practical replacement factor for most front line apparatus.

It's recommended that a preventative maintenance schedule based on hours of operation (300 hours as the industry standard) be implemented, as is making improvements to the replacement schedule to spread costs out more evenly.

FACILITIES

Current facility deployment

The department currently has 30 stations. Over half of the existing stations pre-date unicity amalgamation and their locations are based on the old municipal boundaries. Note that station locations influence response times to a large degree.

Ninety-eight percent (98%) of properties zoned as multi-family residential, commercial, industrial, or institutional (PFPC properties) are within five kilometers travel of a WFPS fire station. In general, the WFPS fire stations are adequately located, based on the credentialing criteria of the FUS.

Note, the FUS only addresses fire suppression activity and is primarily concerned with a community's fire protection programs. However, it must be noted that the FUS assessment is based only on distance, and does not consider response time. In contrast, the NFPA 1710 standard considers only response time. As the WFPS responds to all types of emergencies and provides emergency medical transport as an integrated department, the travel time required to respond from a fire paramedic station to any type of emergency call for service is of equal importance.

The WFPS does not currently meet industry best practice in the 90th percentile. The National Fire Protection Association's Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments 1710 (NFPA 1710) recommends that the first fire apparatus should arrive at a fire emergency within 4 minutes travel time or less, and the full first alarm assignment within 8 minutes travel time.

Total response time continuum (2016) *(mm:ss)*

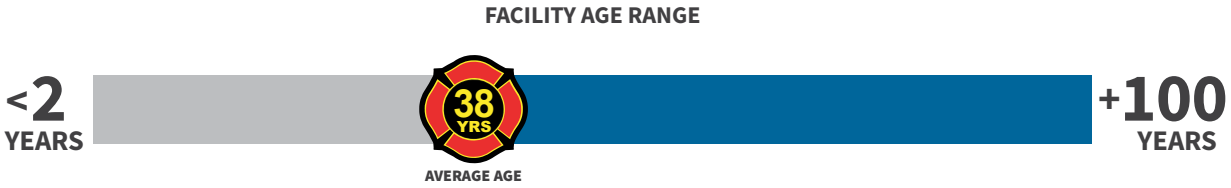
		Call Processing	Turnout Time	Travel Time	Total Response Time
90th percentile	WFPS	2:26	2:13	5:01	8:20
	NFPA 1710	1:00	1:20	4:00	6:20

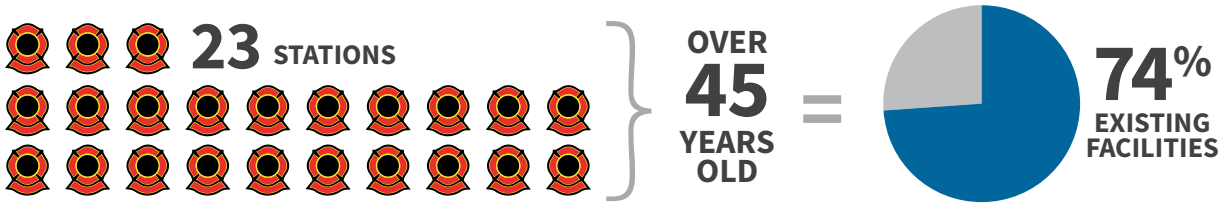
Based on the industry-standard four-minute travel time model for first arriving apparatus, WFPS crews can theoretically reach approximately 97 percent of current service demand in four minutes or less travel time in its current facility deployment.

Updated software for triaging, and newer engineered call-taking and dispatch screens with improved functionality both help to improve call processing times.

As well, technologies such as audible station-wide alerting systems, and automated mechanical features such as station lighting, bay door activations and appliance shut-off devices are also recommended. Many of these recommendations are currently underway within scope of the computer-aided dispatch project.

Current facility conditions





Travel time can effectively be improved by using an emergency traffic signal pre-emption system, which allows technology within the emergency vehicles to control traffic signals through a device mounted on the vehicle. This not only improves travel time performance, but also reduces the risk of collision. Further details on this recommended system can be found in subsequent sections of this report. Implementation of any of the recommendations would be subject to Council's consideration.

A survey of each of WFPS's existing stations was conducted. The assessment was not a structural engineering evaluation, but an assessment of the condition of each facility, its effectiveness and functionality of its current use, its intended purposes, and its ability to meet the department's needs into the foreseeable future.

Stations vary greatly in design with differing floor plans. The older station designs are generally not conducive to efficient emergency response egress. Living quarters are in many cases located far from the apparatus bay and require circuitous personnel travel routes to get to the apparatus bays, which adds to the crew turnout time. Many of the stations have multiple floors with stairs, which are a factor in injuries due to slips, trips, and falls. Stations often have rooms which combine rest areas with the dayroom and may also include fitness facilities and equipment. This can lead to unsanitary conditions.

Generally, the truck bay areas have adequate depth; however, many did not provide enough width to safely maneuver around the apparatus. All stations are equipped with vehicle exhaust extraction systems. Two of the ambulance-only stations were not equipped with these systems and should be. Stations are also equipped with extraction washers for turnouts and had decontamination sinks available. However, clothing washers and dryers are not available in most stations, which means employees may be taking contaminated clothing home to be laundered, potentially transferring carcinogens to their homes and loved ones.

Except for Station No. 11 (the newest station), none of the stations are protected by an automatic fire sprinkler system. The older stations were built prior to consideration of sprinkler systems; however, some newer stations were constructed without sprinkler systems.

Only two fire stations are equipped with auxiliary power equipment (an emergency generator).

Many of the stations do not have adequate facilities to support a mixed-gender workforce. The addition of designated female washrooms, locker areas, and rest quarters is recommended as a high priority.

Few of the stations include public meeting or training rooms. Community support for this type of space is generally a very positive feature of facilities. Training rooms are invaluable resources for crew development.

Implementation of any of the recommendations to address the noted deficiencies would be subject to Council's consideration.

Proposed future facility deployment

Through the *Community Risk Assessment: Standards of Cover*, it was proposed that operating fewer stations (a reduction from 30 stations to 23, plus a proposed net new station in Waverley West), properly positioned and configured, could improve response performance over the current model. The repositioning of the facilities provides greater balance in travel time coverage over the current deployment, and the opportunity to remodel, reconfigure, or rebuild stations with a focus on egress from all areas of the station for improved turnout time. Both improve total response time.

It is important to note the reduction in station count does not infer any reduction in first responder positions. In fact, response staffing increases are recommended for additional ladder coverage and for ambulance coverage. In concert with emergency vehicle traffic pre-emption, fewer but larger, properly located, and more efficiently designed stations will improve current response times and ensure that future demands are met.

There are significant opportunities to capture several efficiencies, such as:

- Many of WFPS's facilities are in need of significant remodeling or total replacement as determined by site assessments, thus any reconfiguration consideration is timely
- While facility reconstruction is an expensive and complicated logistical endeavor, it is a one-time cost; reducing the number of facilities that require maintenance is an ongoing cost-avoidance strategy
- Existing station sites are utilized as much as practical to capture as much efficiency as possible and reduce expense
- Existing inventory of facilities that become surplus to the needs of the City as a result of implementing the proposed station consolidation are able to be liquidated, with the proceeds of the sale of these properties reinvested to offset the capital costs

Redeveloping the stations for greater efficiency also improves turnout times; by orienting all living spaces toward the apparatus bays and providing quick ingress to the bays for an immediate response can reduce turnout times.

Using the proposed station deployment model (excluding the proposed net new Waverley West station), nearly 98 percent of 2016 emergency incidents are within four minutes travel or less of a WFPS station. This represents a slight improvement over the current 30 station deployment (97.2 percent). It also achieves slightly better emergency service demand coverage.

Using FUS criteria (excluding the proposed net new Waverley West station), the proposed station deployment model would ensure 99 percent of commercial, industrial, one or two family detached residential, and multi-family residential properties would be within five kilometers driving distance of a proposed station location.

Any proposed changes to station deployment would be subject to Council approval of the plan and budget, and predicated on the implementation of an emergency vehicle traffic pre-emption system. More details are available in the following section.

Emergency vehicle traffic pre-emption system

As noted, the proposed major infrastructure changes are predicated on the implementation of an emergency vehicle traffic pre-emption system. In essence, emergency vehicle traffic pre-emption gives green lights to traffic in the direction of travel of an emergency vehicle. The proposed system leverages the highly innovative transportation management system (TMC) that was recently established at the City.

Using a centralized control methodology integrated with the new computer-assisted dispatch (CAD) system, approved in the City's 2019 budget, will permit city-wide implementation of this essential program at a small fraction of the cost of traditional commercially-available emergency vehicle traffic pre-emption systems. The system allows each station to effectively provide service to a larger area due to faster and safer response.

Implementation of this system and associated costs would be subject to Council's approval.

Proposed new facility: Waverley West station

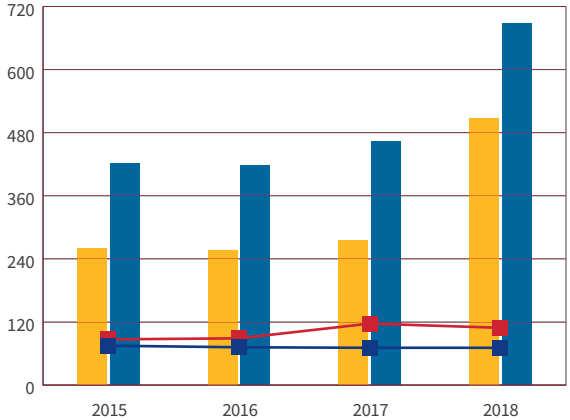
Increased development, high service demand, and a lack of additional resources on the western edge of WFPS's current service area are negatively affecting emergency response performance in the Waverley West area and beyond, exceeding the industry standard total response time.

Based on the possible road network through the currently undeveloped portions of Waverley West, the Bison Drive/Brady Road area is being proposed as a location for a future station to provide good coverage to current and future development in the area.

A station in the area of Bison Road and Brady Road is within four minutes travel of all the service demand currently beyond four minutes travel of the existing stations. Additionally, this location demonstrates sufficient overlapping coverage in the Waverley West area to increase response reliability within the four-minute service area of the existing stations. The proposed station would also increase the concentration of resources available on the southwestern perimeter of the WFPS service area.

Any proposed new station would be subject to Council's approval of the project and budget.

Waverley West Average Emergency Response Time Performance (2015–2018)



	2015	2016	2017	2018
Travel Time	04:20	04:17	04:35	08:28
Total Response Time	07:02	06:58	07:44	11:27
Call Processing	01:27	01:29	01:57	01:49
Turnout Time	01:15	01:12	01:11	01:11



Detailed overview of current facilities

The following section describes current facilities in greater detail, as well as proposed future facility deployment and rationale. Note, this overview does not include the proposed net new facility in Waverley West. The WFPS Training Academy is addressed in a subsequent section.

Winnipeg Fire Paramedic Station No. 1

65 Ellen St.

Year built:	1965
Overall facility condition:	Poor
Current condition recommendation:	Replace
Proposed future facility deployment strategy:	Site of new consolidated station with Station No. 5 & Station No. 31

Rationale: The facility is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce, and inadequately sized for its typical staff complement. The overall condition of the building is poor, and it should be considered for replacement.

Winnipeg Fire Paramedic Station No. 2

55 Watt St.

Year built:	1990
Overall facility condition:	Good
Current condition recommendation:	Update
Proposed future facility deployment strategy:	Site of consolidated station with Station No. 3

Rationale: The facility is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce. In general, the facility is in good condition with the exception of the kitchen/dayroom area, which is in poor condition. The station should be considered for a remodel/update.

Winnipeg Fire Paramedic Station No. 3

337 Rue Des Meurons

Year built:	1967
Overall facility condition:	Poor
Current condition recommendation:	Consolidate
Proposed future facility deployment strategy:	Consolidate with Station No. 2

Rationale: This facility is poorly configured and not practical for emergency response. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The kitchen, lockers and shower areas are in poor condition, and both the dorm and kitchen areas are a safety concern and holes were noted in several interior walls. The facility is also ill-equipped for a mixed-gender workforce. Due to its age, overall condition, and poor station configuration, the station is recommended to be consolidated.

Winnipeg Fire Paramedic Station No. 4

150 Osborne St.

Year built:	1955
Overall facility condition:	Poor
Current condition recommendation:	Replace
Proposed future facility deployment strategy:	Site of new consolidated station with Station No. 30

Rationale: This facility is poorly configured and inefficient for emergency response. It is also not large enough to house the number of assigned personnel. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce, and lacks a formal dorm area. Due to its age and poor condition, this station is recommended to be replaced. The proposed replacement and consolidation with Station No. 30 will provide permanent river access for the department's water rescue team.

Winnipeg Fire Paramedic Station No. 5

845 Sargent Ave.

Year built:	1919
Overall facility condition:	Poor
Current condition recommendation:	Consolidate
Proposed future facility deployment strategy:	Consolidate with Station No. 1

Rationale: This facility was not designed for modern-day fire apparatus, nor is it efficient for emergency response. The station is over 100 years old, and its last renovation was approximately 35 years ago. The roof leaks, it has damaged bay doors, and evidence of rodent infestation. It is not protected by an automatic sprinkler system and does not have a wired alarm system. Due to its age, configuration, and poor condition, it is recommended to be consolidated.

Winnipeg Fire Paramedic Station No. 6

603 Redwood Ave.

Year built:	1998
Overall facility condition:	Good
Current condition recommendation:	Update
Proposed future facility deployment strategy:	Remain Station No. 6

Rationale: In general, the station is in good condition. The kitchen area needs refurbishment, and a remodel of the dorm area is recommended, potentially designed with individual dorms or a separate women's dorm. The addition of an automatic fire sprinkler system and an emergency power generator is also recommended.

Winnipeg Fire Paramedic Station No. 7

10 Allan Blye Dr.

Year built:	1996
Overall facility condition:	Good
Current condition recommendation:	Maintain
Proposed future facility deployment strategy:	Remain Station No. 7

Rationale: Overall, the station is in good condition and of adequate design for emergency response. Continual regular maintenance will prolong the usable life of the facility. The addition of an automatic fire sprinkler system and an emergency power generator is recommended.

Winnipeg Fire Paramedic Station No. 8

640 Kimberley Ave.

Year built:	1969
Overall facility condition:	Fair
Current condition recommendation:	Maintain
Proposed future facility deployment strategy:	Remain Station No. 8; however, relocate station further east if possible (in the area of Lagimodiere Boulevard and Grassie Boulevard)

Rationale: Overall, the station is in fair condition. The kitchen area is in in need of an update, and the addition of an automatic fire sprinkler system and an emergency power generator is recommended. The proposed relocation of Station No. 8 is due to anticipated future development at the north end of Lagimodiere Boulevard.

Winnipeg Fire Paramedic Station No. 9

864 Marion St.

Year built:	1955
Overall facility condition:	Poor
Current condition recommendation:	Consolidate
Proposed future facility deployment strategy:	Consolidate with Station No. 15

Rationale: This facility is poorly configured and inefficient for emergency response. It is also not large enough to house the number of assigned personnel. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce, and the shower facilities are not easily accessible from its living quarters. Due to its configuration and poor condition, it is recommended to be consolidated.

Winnipeg Fire Paramedic Station No. 10

1354 Border St.

Year built:	1969
Overall facility condition:	Good
Current condition recommendation:	Maintain
Proposed future facility deployment strategy:	Site of consolidated station with Station No. 17

Rationale: The station is in generally good condition with an appropriate layout for emergency response. Additional interior updates and maintenance will extend the life of the station. Installation of an automatic fire sprinkler system should be considered. This facility is being recommended as the location for consolidation with Station No. 17 based on response time considerations.

Winnipeg Fire Paramedic Station No. 11

1705 Portage Ave.

Year built:	2013
Overall facility condition:	Good
Current condition recommendation:	Maintain
Proposed future facility deployment strategy:	Remain Station No. 11

Rationale: This is a well-designed and up-to-date facility. An adequate level of maintenance and repair will assure that the station serves the community for many years. The addition of an emergency generator is recommended.

Winnipeg Fire Paramedic Station No. 12

1780 Taylor Ave.

Year built:	2012
Overall facility condition:	Good
Current condition recommendation:	Maintain
Proposed future facility deployment strategy:	Remain Station No. 12

Rationale: Overall the station is well designed. As the station is virtually new, an adequate level of maintenance and repair will allow the station to serve the community for many years. The installation of an automatic fire sprinkler system should be considered, and the addition of an emergency generator is recommended.

Winnipeg Fire Paramedic Station No. 13

799 Lilac St.

Year built:	1979
Overall facility condition:	Poor
Current condition recommendation:	Update
Proposed future facility deployment strategy:	Remain Station No. 13; however, relocate station further south if possible (in the area of McGillivray Boulevard and Pembina Highway)

Rationale: The facility's location is not optimal for emergency response. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The mixed-gender dorm has no dividers, and the locker areas has no doors for privacy. Should the station's location be determined adequate, a complete remodel of the facility is recommended. Reconfiguration of the station would extend its life for several years. An automatic fire sprinkler system and emergency generator should be installed.

Winnipeg Fire Paramedic Station No. 14

1057 St. Mary's Rd.

Year built:	1965
Overall facility condition:	Poor
Current condition recommendation:	Replace
Proposed future facility deployment strategy:	Remain Station No. 14

Rationale: This facility is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce, and the kitchen area is in extremely poor condition. Due to its age, configuration, and poor condition, it is recommended to be replaced.

Winnipeg Fire Paramedic Station No. 15

1083 Autumnwood Dr.

Year built:	1970
Overall facility condition:	Poor
Current condition recommendation:	Replace
Proposed future facility deployment strategy:	Site of new consolidated station with Station No. 9

Rationale: This facility is poorly configured and not practical for emergency response. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The kitchen, lockers and shower areas are in poor condition, and both the dorm and kitchen areas are a safety concern and holes were noted in several interior walls. The facility is also ill-equipped for a mixed-gender workforce. Due to its age, overall condition, and poor station configuration, the station is recommended to be replaced. This is the proposed site of the consolidation with Station No. 9 as it is located in the middle of the biggest concentration of calls for this area.

Winnipeg Fire Paramedic Station No. 16

1001 McGregor St.

Year built:	1971
Overall facility condition:	Poor
Current condition recommendation:	Replace
Proposed future facility deployment strategy:	Remain Station No. 16

Rationale: This facility is poorly configured and not effective for emergency response. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce. Due to its age, configuration, and poor condition, it is recommended to be replaced.

Winnipeg Fire Paramedic Station No. 17

1501 Church St.

Year built:	1969
Overall facility condition:	Poor
Current condition recommendation:	Replace
Proposed future facility deployment strategy:	Site of new consolidated station with Station No. 10; however, relocate further west if possible (area of Keewatin Street and Tyndall Avenue)

Rationale: This facility is poorly configured and not effective for emergency response, and there are multiple safety and sanitary issues. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce. Due to its age, configuration, and poor condition, it is recommended to be replaced. The station location was determined due to the concentration of calls.

Winnipeg Fire Paramedic Station No. 18

5000 Roblin Ave.

Year built:	2012
Overall facility condition:	Good
Current condition recommendation:	Maintain
Proposed future facility deployment strategy:	Remain Station No. 18

Rationale: This facility should serve the community for many years. Regular maintenance and repairs should be continued. The addition of an automatic fire sprinkler system should be strongly considered, along with the addition of an emergency generator.

Winnipeg Fire Paramedic Station No. 19

320 Whytewold Rd.

Year built:	1959
Overall facility condition:	End of life
Current condition recommendation:	Replace
Proposed future facility deployment strategy:	Site of new consolidated station with Station No. 36

Rationale: This facility is poorly configured and not effective for emergency response, and not all fire apparatus can fit inside the building due to a low door height. It is not protected by an automatic sprinkler system and does not have a wired alarm system. Due to its age, configuration, and poor condition, it is recommended to be replaced/consolidated as it has reached the end of its useful life.

Winnipeg Fire Paramedic Station No. 20

525 Banting Dr.

Year built:	1971
Overall facility condition:	Fair
Current condition recommendation:	Update
Proposed future facility deployment strategy:	Remain Station No. 20; however, relocate further west if possible (area of Portage Avenue and Cavalier Drive)

Rationale: A remodel and modernization of this facility is recommended, as well as installation of an automatic fire sprinkler system and an emergency generator is advised. Additionally, routine repair and maintenance should be conducted on a regular schedule. This proposed location is being recommended based on where calls are originating.

Winnipeg Fire Paramedic Station No. 21

1446 Regent Ave.

Year built:	2007
Overall facility condition:	Good
Current condition recommendation:	Maintain
Proposed future facility deployment strategy:	Remain Station No. 21

Rationale: The station is generally in good condition. Though it is one of the more modern stations, it was not constructed with a mixed-gender workforce in mind. With some minor remodeling, a women's dorm area could be constructed. The addition of an automatic fire sprinkler system and emergency generator is recommended. With these improvements, the station will serve the community for several years.

Winnipeg Fire Paramedic Station No. 22

1567 Waverley St.

Year built:	1983
Overall facility condition:	Fair to poor
Current condition recommendation:	Update
Proposed future facility deployment strategy:	Remain Station No. 22; however, relocate further south if possible (area of Waverley Street and Scurfield Boulevard)

Rationale: This facility is poorly laid out for emergency response. It is not protected by an automatic sprinkler system and does not have a wired alarm system. An extensive remodel to improve effective emergency response should be considered. However, the cost of a major renovation should be weighed against the cost of replacement due to the amount of work anticipated. The proposed location is based on call locations.

Winnipeg Fire Paramedic Station No. 23

880 Dalhousie Dr.

Year built:	1962
Overall facility condition:	Poor
Current condition recommendation:	Replace
Proposed future facility deployment strategy:	Remain Station No. 23

Rationale: This facility is poorly configured and not effective for emergency response, and there are multiple safety and sanitary issues. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce. Due to its age, configuration and poor condition, the facility has reached the end of its useful life and it is recommended to be replaced.

Winnipeg Fire Paramedic Station No. 24

1664 Rothesay St.

Year built:	1974
Overall facility condition:	Poor
Current condition recommendation:	Replace
Proposed future facility deployment strategy:	Remain Station No. 24; however, relocate further southwest if possible (area of Henderson Highway and Chief Peguis Trail)

Rationale: This facility is poorly configured and not effective for emergency response, and the apparatus bays are narrow making it difficult to work on and around the vehicles. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce, and the kitchen area is in poor condition. Due to its age, configuration, and poor condition, it is recommended to be replaced.

Winnipeg Fire Paramedic Station No. 25

701 Day St.

Year built:	1984
Overall facility condition:	Fair
Current condition recommendation:	Update
Proposed future facility deployment strategy:	Remain Station No. 25; however, relocate further east if possible (area of Wayoata Street and Kildare Avenue East)

Rationale: This facility is not optimally configured for emergency response. It is not protected by an automatic sprinkler system and does not have a wired alarm system. The station also lacks an emergency backup power generator. The facility is also ill-equipped for a mixed-gender workforce, and the kitchen area is in poor condition. A partial interior remodel will resolve the identified issues and improve emergency response. Coupled with routine maintenance and repair, the facility's lifespan could be extended. The proposed location is based on call locations and future development.

Winnipeg Fire Paramedic Station No. 26

1525 Dakota St.

Year built:	1991
Overall facility condition:	Good
Current condition recommendation:	Maintain
Proposed future facility deployment strategy:	Remain Station No. 26

Rationale: The station is acceptable for emergency response and mixed-gender use. General repair and maintenance, such as painting, would be beneficial. Installation of an automatic fire sprinkler system and emergency generator is recommended.

Winnipeg Fire Paramedic Station No. 27

27 Sage Creek Blvd.

Year built:	2011
Overall facility condition:	Good
Current condition recommendation:	Maintain
Proposed future facility deployment strategy:	Remain Station No. 27

Rationale: The station is generally of good design for emergency response and well equipped for a mixed-gender workforce. With routine general repair and maintenance, the facility will serve Winnipeg for many years. The installation of an automatic fire sprinkler system and emergency generator is recommended.

Winnipeg Fire Paramedic Station No. 30

524 Osborne St.

Year built:	1914
Overall facility condition:	Poor
Current condition recommendation:	Consolidate
Proposed future facility deployment strategy:	Consolidate with Station No. 4

Rationale: The station is over 100 years old and is in poor condition. This facility was not designed for modern equipment, nor is it efficient for emergency response, and poses a challenge for safe egress in the event of an emergency requiring a quick exit from the building. The roof leaks, it has damaged bay doors, and evidence of rodent infestation. It is not protected by an automatic sprinkler system and does not have a wired alarm system. Due to its age, configuration, and poor condition, it is recommended to be consolidated.

Winnipeg Fire Paramedic Station No. 31

726 Furby St.

Year built:	1992
Overall facility condition:	Fair
Current condition recommendation:	Consolidate
Proposed future facility deployment strategy:	Consolidate with Station No. 1

Rationale: This facility is in fair condition overall; however, the station does not have a dedicated dorm area and personnel sleep on couches rather than beds. This is also one of the only stations not equipped with an apparatus exhaust system. It is not protected by an automatic sprinkler system and does not have a wired alarm system. Though crews could be reassigned to other facilities if effective emergency response can be maintained; the preferred recommendation is to replace the facility due to its small size. It's a single-purpose station that does not properly accommodate crews. It can be consolidated into a dual-purpose station.

Winnipeg Fire Paramedic Station No. 36

2490 Portage Ave.

Year built:	1989
Overall facility condition:	Fair
Current condition recommendation:	Consolidate
Proposed future facility deployment strategy:	Consolidate with Station No. 19

Rationale: This facility is in fair condition overall; however, the station does not have a dedicated dorm area and personnel sleep on couches rather than beds. This is also one of the only stations not equipped with an apparatus exhaust system. It is not protected by an automatic sprinkler system and does not have a wired alarm system. Due to its size and configuration, it is recommended that the station be replaced or that the crew be moved to another station more suited for emergency response personnel.

Emergency Mechanical Services Branch (EMSB)

2546 McPhilips St.

Year built:	1980
Overall facility condition:	Poor
Current condition recommendation:	Update
Proposed future facility deployment strategy:	Not applicable

Rationale: The Emergency Mechanical Services Branch is co-located at the WFPS Training Academy. The portion of the building from which it operates was originally designated for garbage truck repair. The repair area is small relative to the size of the WFPS fire apparatus fleet and the shop does not have a lift that allows mechanics to raise equipment for repair. The facility also has poor lighting, uneven floors, inadequate parts storage, and an under-powered air compressor. A remodel of the facility with additional work and storage space should be considered. Additional space and organization is necessary before more staffing may be fully utilized. The addition of an automatic fire sprinkler system and emergency generator is also recommended.

Current vs proposed deployment

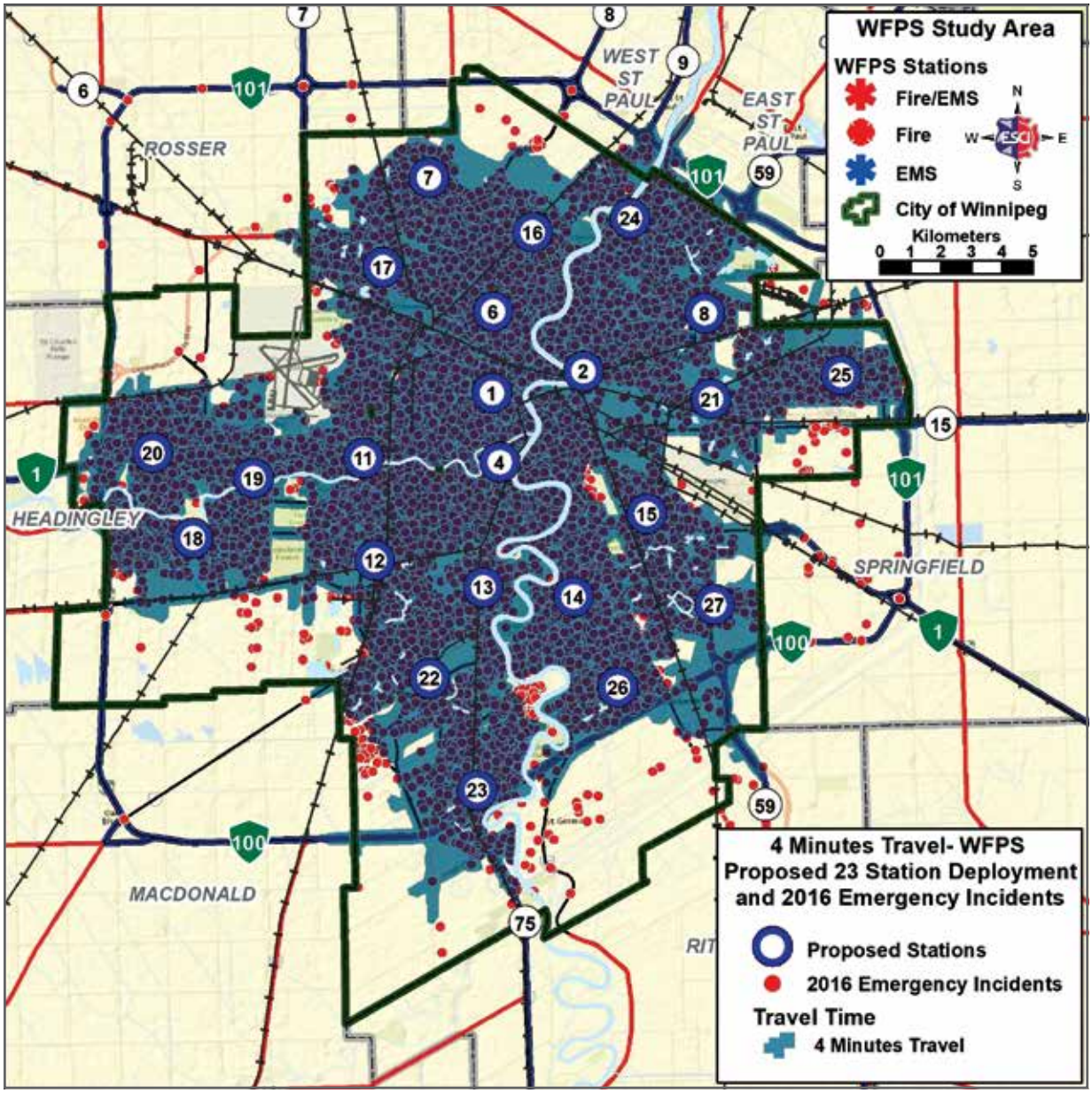
The following maps illustrate the current 30 station deployment, and the proposed station deployment respectively.

Note, WFPS utilizes automatic vehicle location (AVL) technology to dispatch the closest unit available to emergency incidents; therefore, apparatus responding may come from a nearby station and not necessarily from the station within its prescribed area.

WFPS Current Station Deployment



WFPS Proposed Station Deployment*



* Proposed net new station in Waverley West not displayed in this map; however, the Bison Drive/Brady Road area is being proposed as a location for a future station

WFPS Training Academy

The importance of fire, EMS, and other emergency services training and continuing education cannot be overemphasized.

The Paramedic Education & Training Branch shares the same limited and inadequate facilities as the Fire Training Academy, located at 2546 McPhillips St.

The building and drill grounds are inadequate to meet the continuing and growing demands of both fire and emergency medical services. To be most effective, educators must have adequate resources and the ability to provide education in an environment conducive to learning.

While it was beyond the scope of the *WFPS Master Plan* to recommend in detail what is required of a state-of-the-art training facility, there are some immediate recommendations that should be addressed. Among them, it's recommended that the department develop and design a training centre sufficient to meet training needs, designed to National Fire Protection Association guidelines, including:

- Purpose-built Paramedic Simulation Labs
- Fitness facilities for staff and recruits
- Resources sufficient for live fire training
- Multiple classrooms
- Space for driver training with permanently assigned fire apparatus and ambulance
- Sufficient washrooms and showers
- Indoor space to allow for drills
- Properly located to avoid spreading smoke through inhabited areas as much as possible

Any proposed changes to the existing, or new facility would be subject to Council's approval of the project and budget.



More information

For more information regarding the Winnipeg Fire Paramedic Service, please see:
winnipeg.ca/WFPSstrategicdirection

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