

Jack Krill

Subject: FW: Agency Notice L-96-S-740

From: Jack Krill [mailto:jkrill@timberlakefire.com]

Sent: Friday, August 07, 2009 12:33 PM

To: Jim Brady

Cc: Dennis Scott; Dale Haaland

Subject: RE: Agency Notice L-96-S-740

Mr. Brady:

I have been requested to re-evaluate and more thoroughly review this permit application and provide more specific comments regarding fire protection and life safety issues. I admit that due to other pressing fire district issues limiting my time, I did not thoroughly consider the implication of my original response of “no objection” to the application. This through application review has taken over 3 hours and is my opportunity as Fire Chief to provide you with the necessary input to provide for the safety of both the public and the firefighters. Please add this response below as part of the official records for this application.

Currently, Harborview contains the longest line of continuous floating structures of any marina in Bayview. These structures do not have an adequate separation between them to prevent a fire from extending to adjoining structures. Without adequate separation, the front dock is like one 1,200 foot long by 30 foot wide combustible building that the fire district cannot safely protect. The application narrative states “*reorganizing existing space for an additional six float homes.*” This will place as many floating structures on the dock as possible, putting structures dangerously close to each other and increasing the fire hazard. It is not uncommon for floating structures in Bayview to lean against or touch each other, such as the case when the heavy snow load tipped homes against each other this past December or when the Floating Patio was on fire in March and listed to one side. When floating structures become unstable, their risk of fire significantly increases.

According to Section 6.9 of National Fire Protection Association Standard 303, *Fire Protection Standard for Marinas and Boatyards 2006 Edition*, “*Exposure Protection. The hazards of fire exposure and appropriate protection methods shall be evaluated.*” The annex further explains “*A.6.9 See NFPA 80A, Recommended Practice for Protection of Buildings from Exterior Fire Exposures.*” In researching NFPA 80A and other related documents, we must insist that the minimum distance between floating structures/homes/sheds be no less than six (6) feet measured from the farthest projecting part of the structure. This separation distance will provide gaps between structures which could be attractive to dock users as a place to moor a boat or store other large objects – measures must be in place to prevent this. As a matter of setting precedence with this review, if there is any reorganization of the structures on this dock, or any dock in Bayview, the fire district must review the reorganization and there must be at least 6 feet of separation between structures along with a means to ensure large objects (such as boats) are not placed in this separated space. We strongly object to adding more structures without providing adequate separation because it will add to the fire load and fire exposure hazard on the marina.

We also require a dedicated fire lane and fire apparatus parking at the entrance to the Harborview Dock with appropriate signs (and striping if paved). The parking lot arrangement when the temporary office building was in place did provide marginally adequate access to the entrance to the dock. However, the parking space arrangement shown in the drawings does not allow for adequate fire apparatus access within 150 feet of the entrance to the dock, also there is inadequate width and inadequate turning radius. We do not approve on the parking lot arrangement.

The document addresses reconstruction of the docks. The construction materials used must be non-combustible, similar to the docks/walkways for the boat sheds at Harborview.

The document also states *"In addition, the Fire District has indicated that fire extinguishers and dry fire lines need to be installed within the marina. Fire extinguishers shall be installed within the marina by August 30, 2009 and a plan for dry fire lines, emergency notification, labels for power shut-offs and addresses will be submitted by August 1, 2009 to the Fire District for approval with implementation within 5 years or when the last private parking space is sold – whichever occurs first."* As of today, August 7, 2009, I have not received any formal plan submissions regarding these fire protection measures. It should be noted that the fire chief must approve the type, spacing, and exact location of all fire extinguishers prior to the installation of them. This approval is through the submittal of a site plan indicating the location of the fire extinguishers as well as a catalog or cut sheet of the fire extinguishers to be installed.

The marinas are by far, our greatest fire hazard in this fire district. I have no doubt that someday, one of these homes will be on fire. We lost the life of firefighter Gerald Franz at a Bayview marina fire in 1986. We must do all that we can to prevent that type of tragedy from happening again through means such as proper fire prevention and code enforcement. In order to prevent a major fire, we must insist on proper fire protection measures with each new IDL permit. I appreciate your consideration of my comments.

Respectfully,
Jack Krill

Jack Krill, Fire Chief

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From: Jim Brady [mailto:jbrady@idl.idaho.gov]
Sent: Friday, July 17, 2009 2:30 PM
To: Jim Brady
Cc: Dennis Scott; Dale Haaland
Subject: Agency Notice L-96-S-740

All, attached is an encroachment application for privatization of Harborview Marina. Thanks and have a great weekend.

Jim Brady, Lands Resource Specialist Sr.-
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