



# STANDARDS OF COVER

2023

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# EXECUTIVE SUMMARY



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## Executive Summary

The Sacramento Metropolitan Fire District (Metro Fire or District) is committed to providing professional and compassionate protection, education and service to our community. Ensuring the fulfillment of this mission continues to challenge the District as the provision of all-risk emergency response has evolved immensely since the District was first formed in 2000.

Some of the primary reasons to evaluate existing levels of service include expansion and growth, funding limitations, and changes in risk expectations. Regardless of the reason, any changes to levels of service should be based on empirical evidence and intentional evaluation in order to effect objective policy direction.

This Standards of Cover study is intended to provide the Board of Directors a factual view of the community we serve, risks we face, and service we provide. This study provides an in-depth evaluation and analysis of performance for the 2022 calendar year, and offers a framework for continuous improvement and data-driven decision making to determine “what better looks like.”

# SECTION 1

## Community Baseline

- Organizational Overview
- Community Overview
- Service Overview

## Organizational Overview | Who We Are

### Legal Basis & History

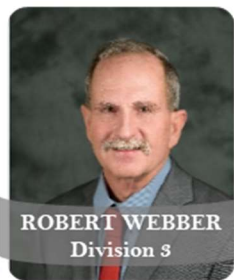
The Sacramento Metropolitan Fire District (Metro Fire or District) is an independent special district pursuant to Government Code Section 56839 and established under California Health and Safety Code 13800 (Fire Protection District Law of 1987), which empowers fire districts to provide fire protection, rescue, emergency medical services, hazardous materials response, ambulance transport, and other services relating to the protection of lives and property.

Metro Fire was established on December 1, 2000 after the unanimous adoption of reorganization resolutions by both the Sacramento County Fire Protection District and American River Fire Protection District. Metro Fire continues to carry forward the contributions and rich history of these districts and their 16 predecessor agencies:

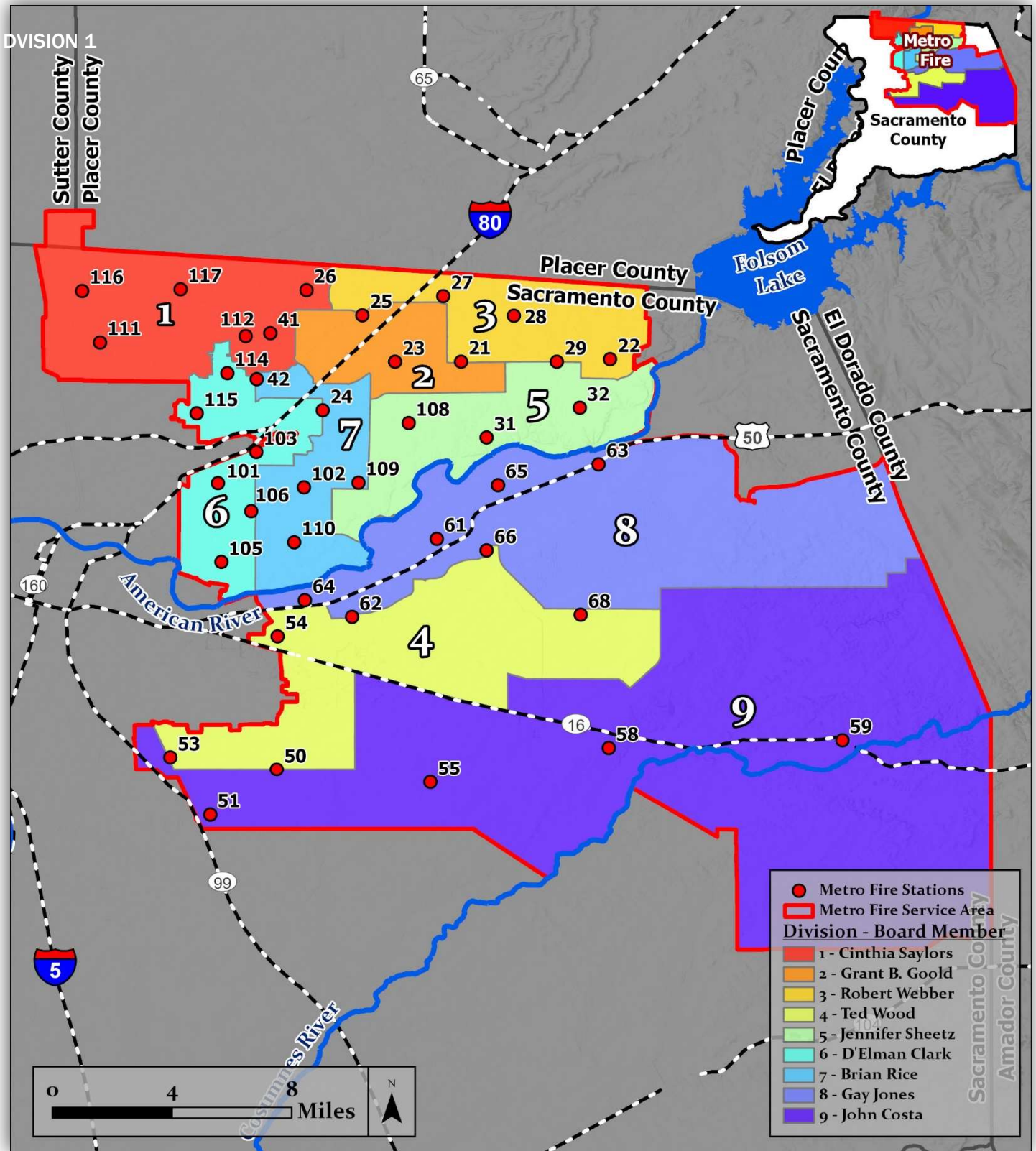
Arcade	44 years of service	McClellan Field	64 years of service
Arden	40 years of service	Michigan Bar	4 years of service
Carmichael	41 years of service	Mills	37 years of service
Citrus Heights	56 years of service	North Highlands	33 years of service
Elverta	61 years of service	Orangevale	9 years of service
Fair Oaks	65 years of service	Rancho Cordova	30 years of service
Florin	55 years of service	Rio Linda	63 years of service
Mather Field	75 years of service	Sloughouse	43 years of service

### Governance

Metro Fire is governed by a nine-member Board of Directors duly elected by citizens from nine distinguished divisions within the District’s geographical jurisdiction. The Board of Directors has adopted policies and procedures that provide a framework and direction for governance and administration, which includes service standards. The Fire Chief oversees the general operations of the District in accordance with the policy direction and strategic plan prescribed by the Board of Directors.



METRO FIRE DIVISIONS

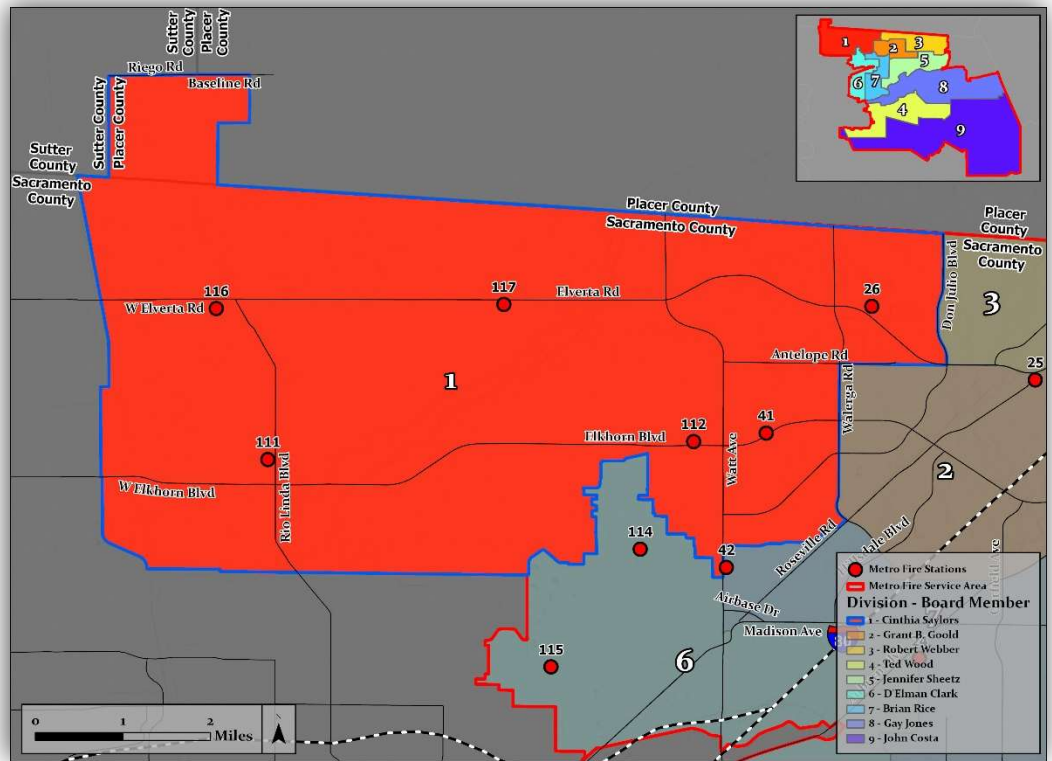


**DIVISION 1**



**Communities Served:**

- Antelope
- Elverta
- Foothill Farms
- North Highlands
- Placer Vineyards
- Rio Linda

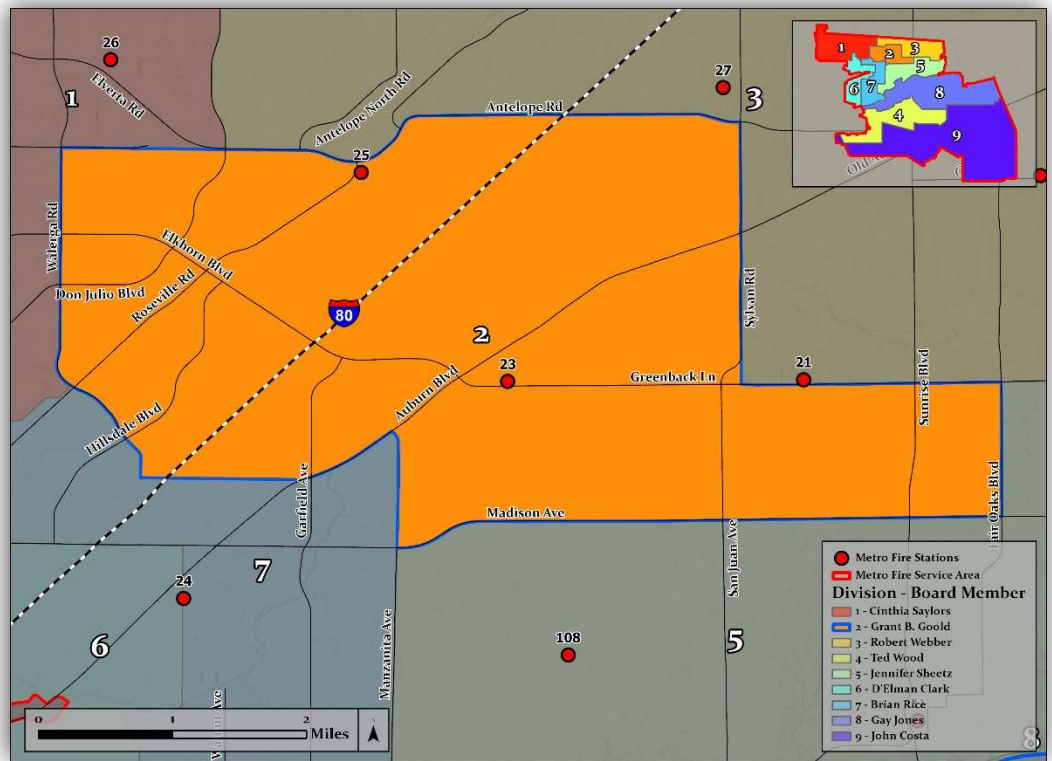


**DIVISION 2**



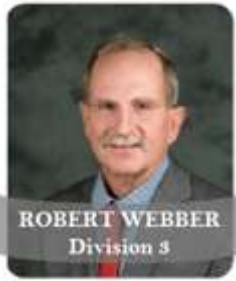
**Communities Served:**

- Carmichael
- Citrus Heights
- Foothill Farms





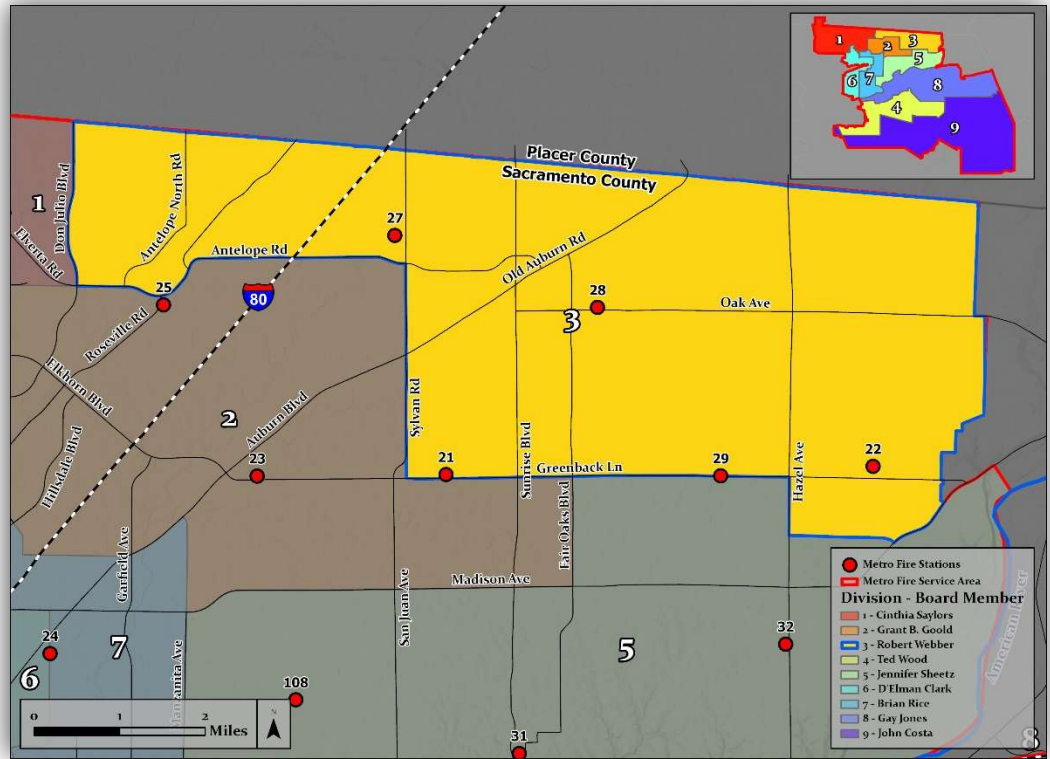
**DIVISION 3**



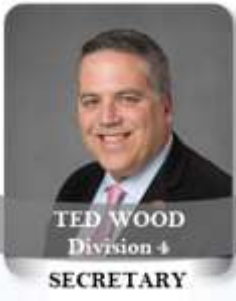
**ROBERT WEBBER**  
Division 3

**Communities Served:**

- Citrus Heights
- Fair Oaks
- Orangevale



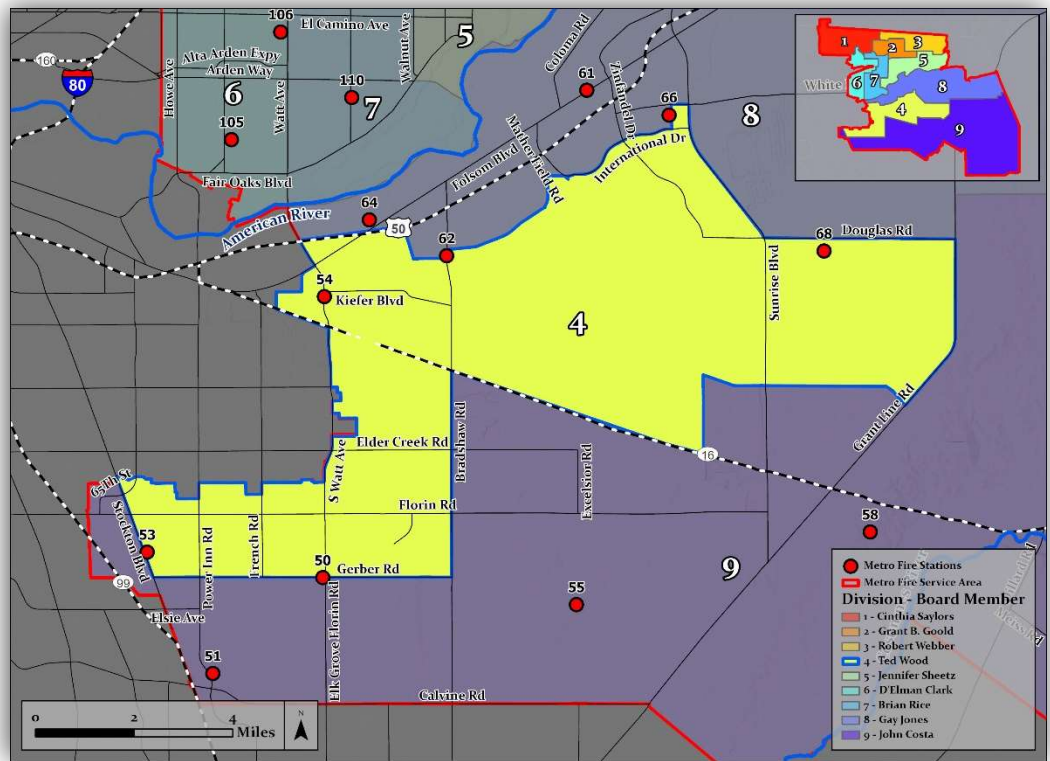
**DIVISION 4**



**TED WOOD**  
Division 4  
**SECRETARY**

**Communities Served:**

- Florin
- Jackson Highway Corridor
- Mather
- Rancho Cordova
- Rosemont
- Vineyard

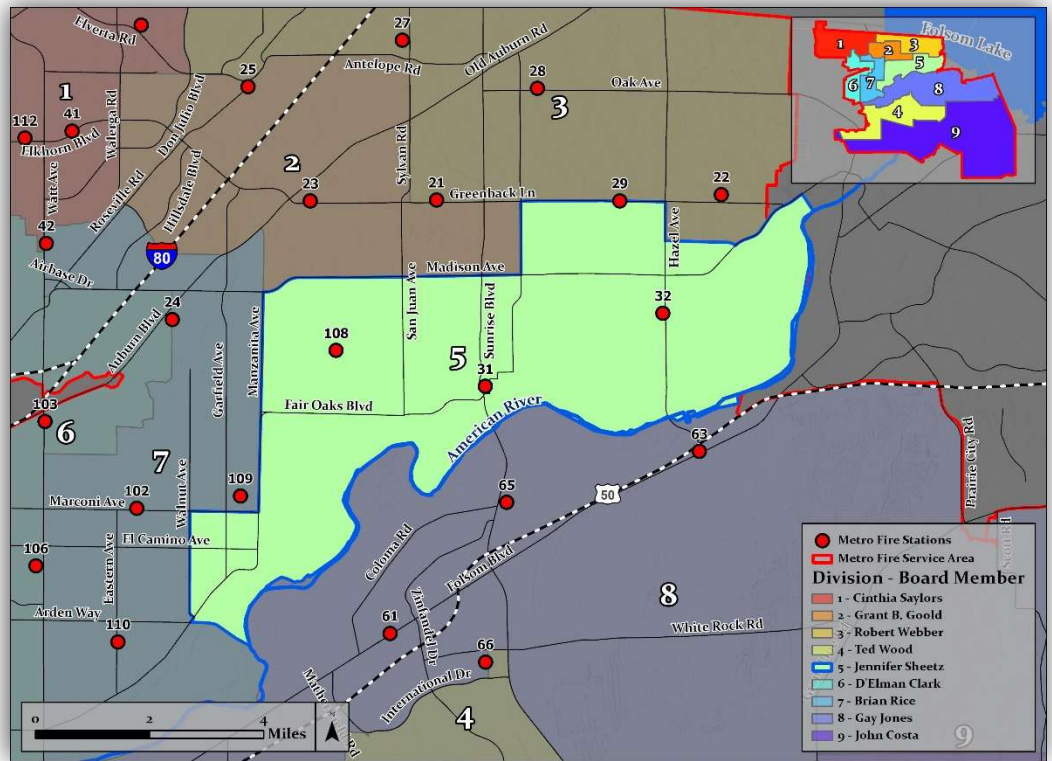


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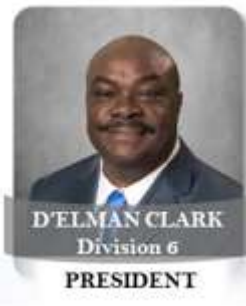


Communities Served:

Carmichael  
Fair Oaks  
Orangevale

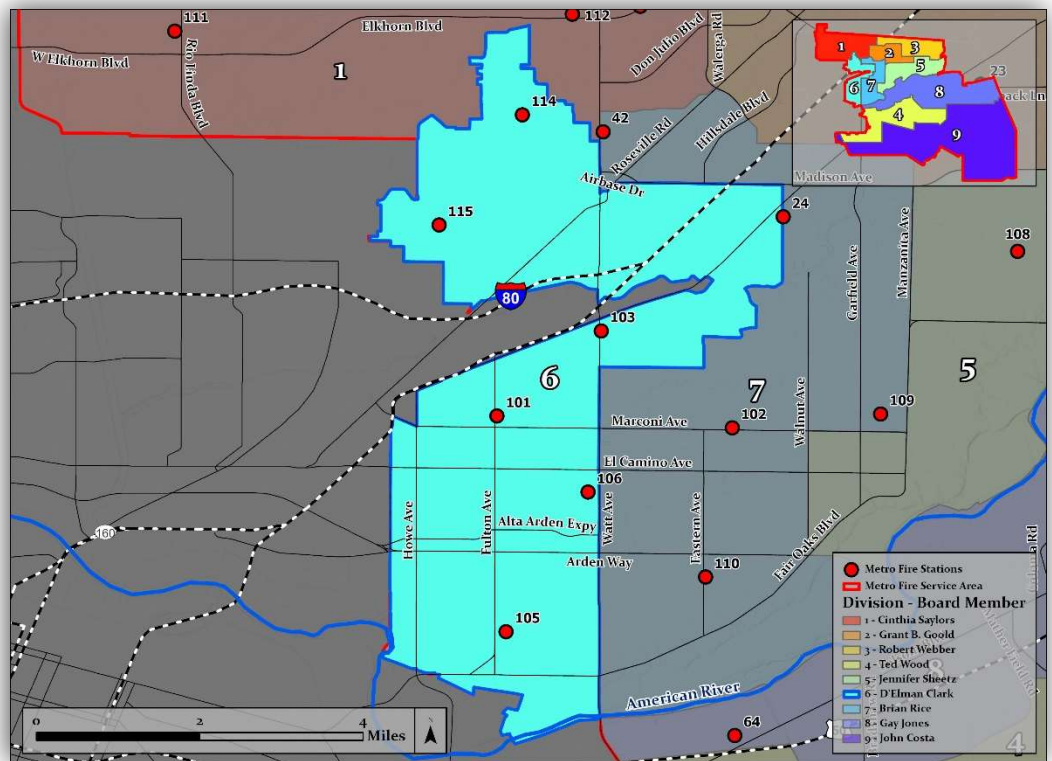


DIVISION 6



Communities Served:

Arden-Arcade  
North Highlands

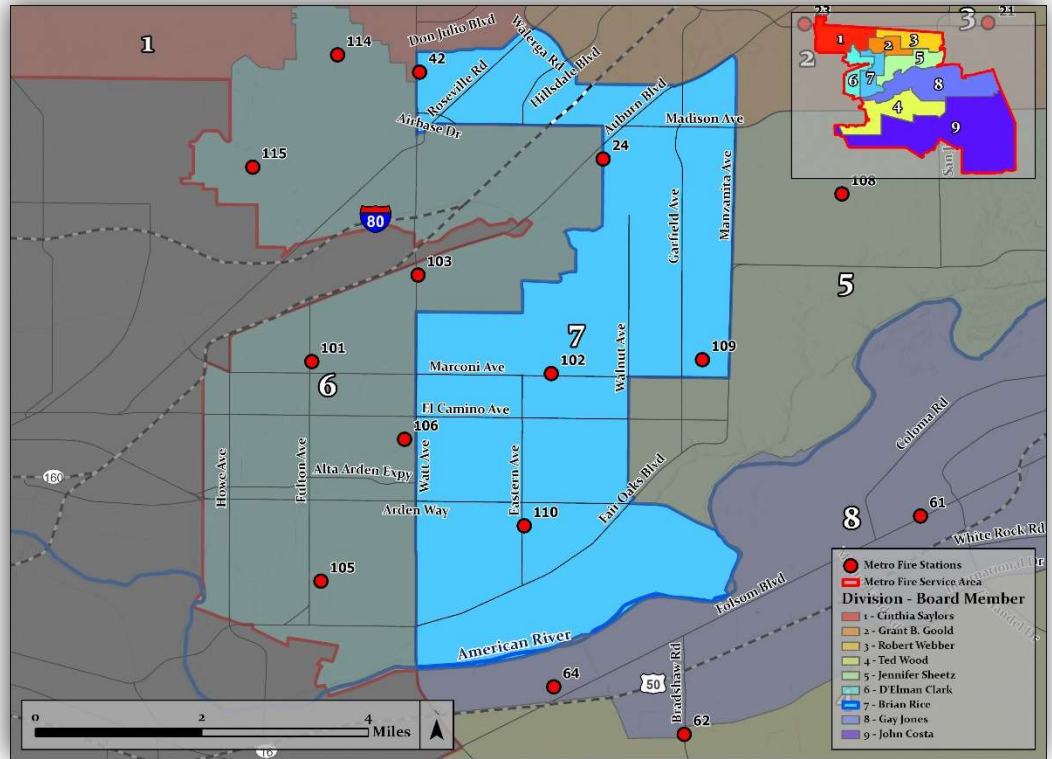


DIVISION 7



Communities Served:

- Arden-Arcade
- Carmichael
- Foothill Farms
- North Highlands

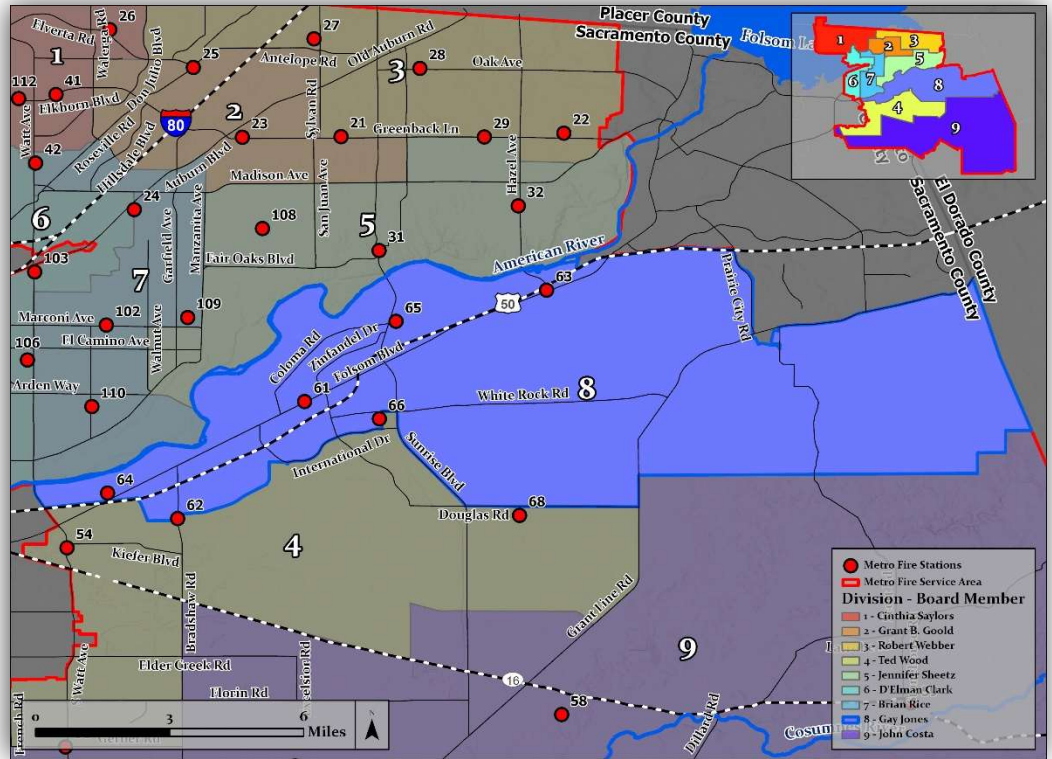


DIVISION 8



Communities Served:

- Easton/Aerojet
- Gold River
- La Riviera
- Rancho Cordova
- Rosemont
- Sloughouse

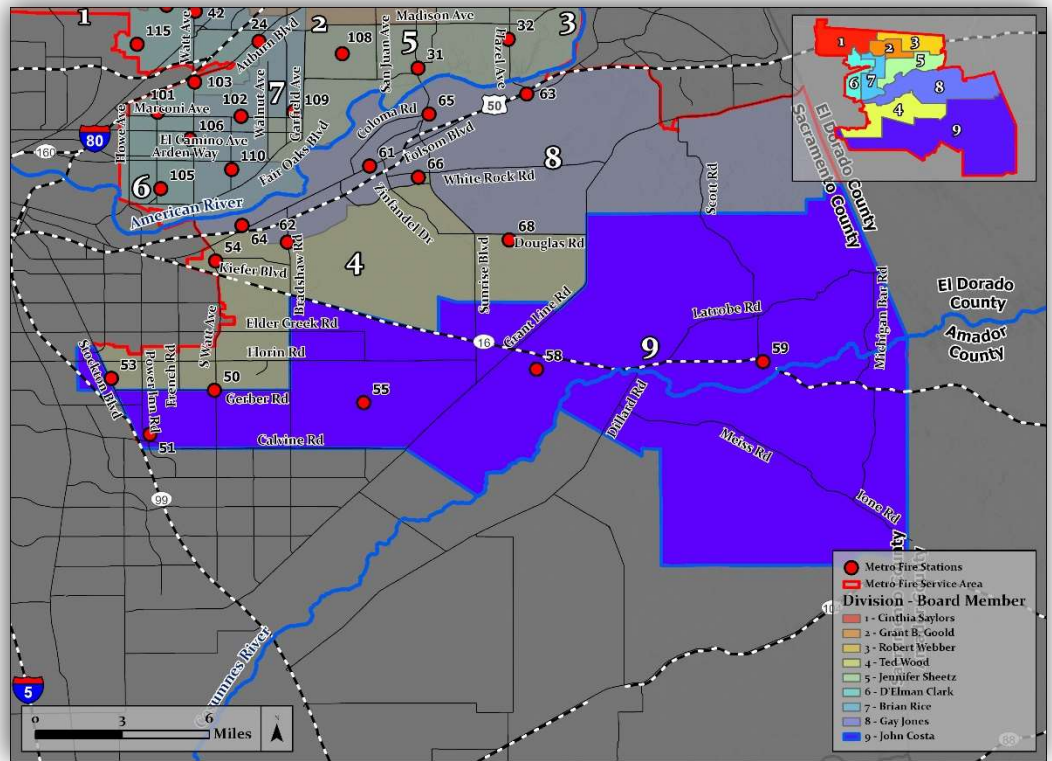


DIVISION 9

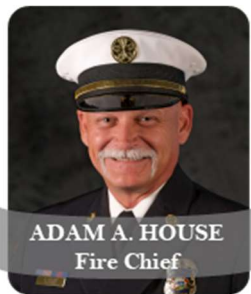


**Communities Served:**

- Florin
- Jackson Highway Corridor
- Rancho Cordova
- Rancho Murieta
- Sloughouse
- Vineyard



EXECUTIVE TEAM



**Ty Bailey**  
Deputy Chief, Administration

**Dave O'Toole**  
Chief Financial Officer

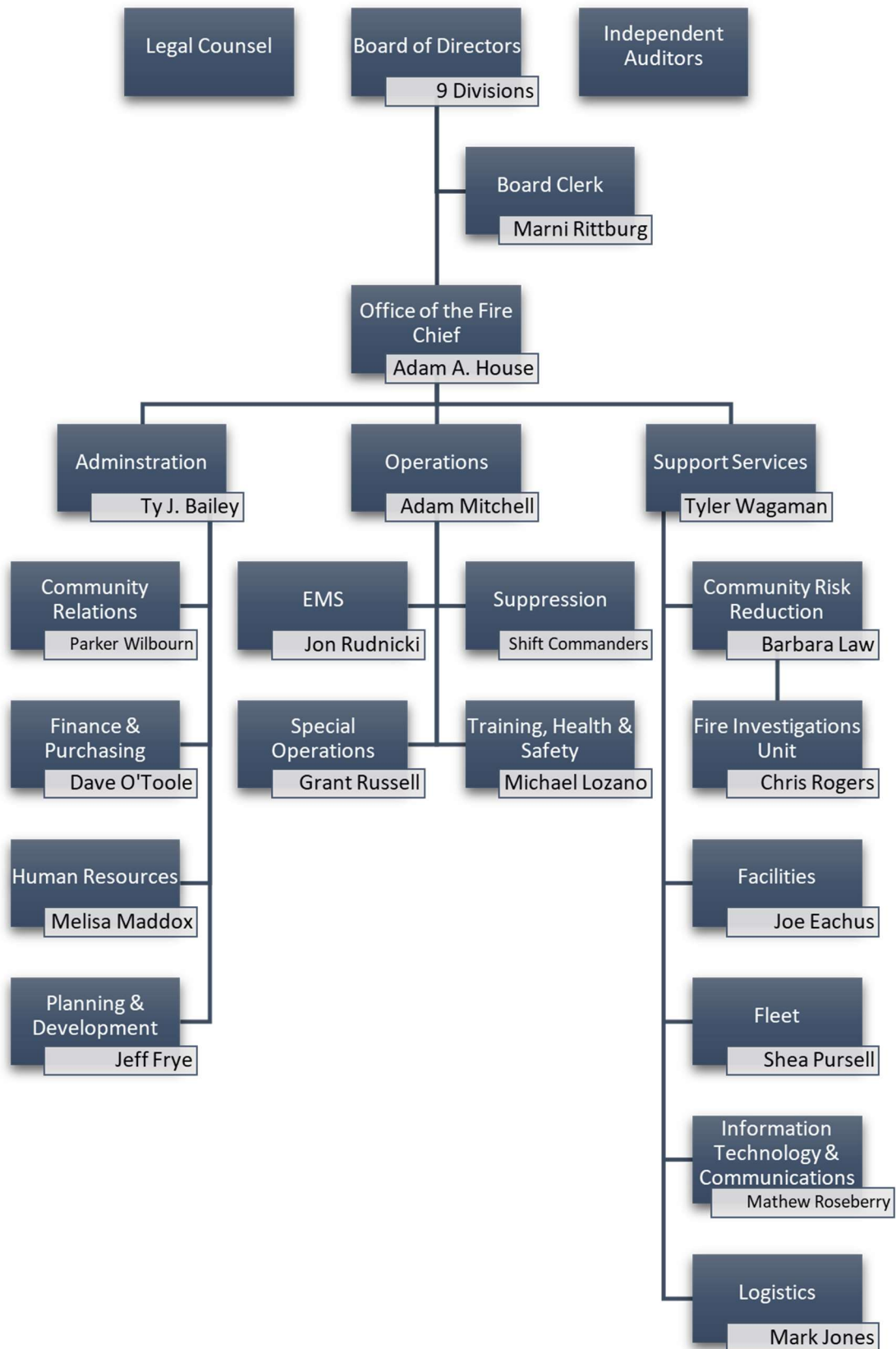
**Adam Mitchell**  
Deputy Chief, Operations

**Jeff Frye**  
Chief Development Officer

**Tyler Wagaman**  
Deputy Chief, Support Services



ORGANIZATIONAL STRUCTURE



## Mission

It is the mission of Metro Fire to provide professional and compassionate protection, education and service to the community.

## Vision Statement

Forged from a long line of tradition, we are Metro Fire – working together to serve our community with honor, integrity, and selfless devotion to duty.

## Core Values

Metro Fire's Core Values define the expectation for the attitudes and behaviors of every member of the organization, and apply to everyone without exception. In the pursuit of excellence, each member commits to embodying these values:

- **Devotion to Duty:** Recognizing and placing the needs of others before oneself
- **Integrity:** With honesty as the foundation, always doing what is right
- **Professionalism:** A personal commitment to exceed expectations in attitude, ability, and appearance
- **Teamwork:** A partnership of coordinated effort based on trust, empowerment, support, and communication

## Strategic Goals

Metro Fire's organizational goals set the stage for demonstrating value to the community and generate the right conditions for organizational success and sustainability.

- **Service:** Honor the public trust by exceeding expectations for service delivery
- **Culture:** Create a positive internal environment that promotes trust, commitment, and open communication
- **Financial Responsibility:** Act in the best interest of the public by providing transparent and responsible fiscal management
- **Organization Efficiency:** Ensure efficient use of resources in order to maximize levels of service
- **Partnerships:** Foster collaborative relationships internally and externally to enhance service

## The Metro Way

The Metro Way is a set of values and principles defining the ideals for how Metro Fire's members accomplishes its mission and work together. The Pillars of the Metro Way outline foundational principles that ensure how members go about their work always aligns with the Metro Fire mission. These are the Pillars of the Metro Way:

- Service Delivery
- High Trust State
- Strong Communications
- Adaptable
- Individual Initiative
- Continuous Improvement

## Funding

Metro Fire's Board of Directors is required to adopt a preliminary budget no later than June 30 preceding the beginning of the fiscal year on July 1 and a final budget no later than October 1 of each year. Budgetary fund variances are monitored by the Board of Directors during regular Finance and Audit Committee meetings. As necessary, the Board revises the budget when significant changes to the budget are anticipated.

## General Operating Fund

The General Fund is the operating fund of Metro Fire and is generally used to account for all financial resources relative to operations. The primary source of revenue for the General Fund is property taxes. Other revenue sources include charges for ambulance transport services, deployments, and other miscellaneous revenue.

### **Capital Facilities Fund**

The Capital Facilities Fund is used to account for capital lease proceeds and general operating transfers to fund capital purchases. Funding for infrastructure has historically come from development fees and property tax revenue. Since the recession, infrastructure and fire service apparatus needs have been funded through a combination of lease revenue bond issues and capital lease financing.

### **Development Impact Fee Fund**

The Impact Fee Fund accounts for the proceeds from development impact fees. The fund balance is restricted for use on capital outlay relating to construction of future fire stations and acquisition of apparatus to serve new developments.

### **Grants Fund**

The Grant Fund is used to account for various types of grants awarded to Metro Fire. Fund balance is restricted for purposes authorized in the grant awards.

The focus of Metro Fire's approach to financial sustainability is to ensure maximum cost recovery for fee-based services provided and to identify and sustainably fund long-term liabilities, aligning revenues and expenditures so that reserves are sufficient to cover future contingencies.

# Community Overview | Who We Serve

## Service Area

Metro Fire is the largest fire/EMS agency in Sacramento County, serving a population of over 720,000 throughout 359 square miles, including large portions of unincorporated Sacramento County, and a small area of Placer County. Metro Fire’s jurisdiction includes two incorporated cities, seventeen distinct communities classified as Census Designated Places, three master plan areas, and one census county division.

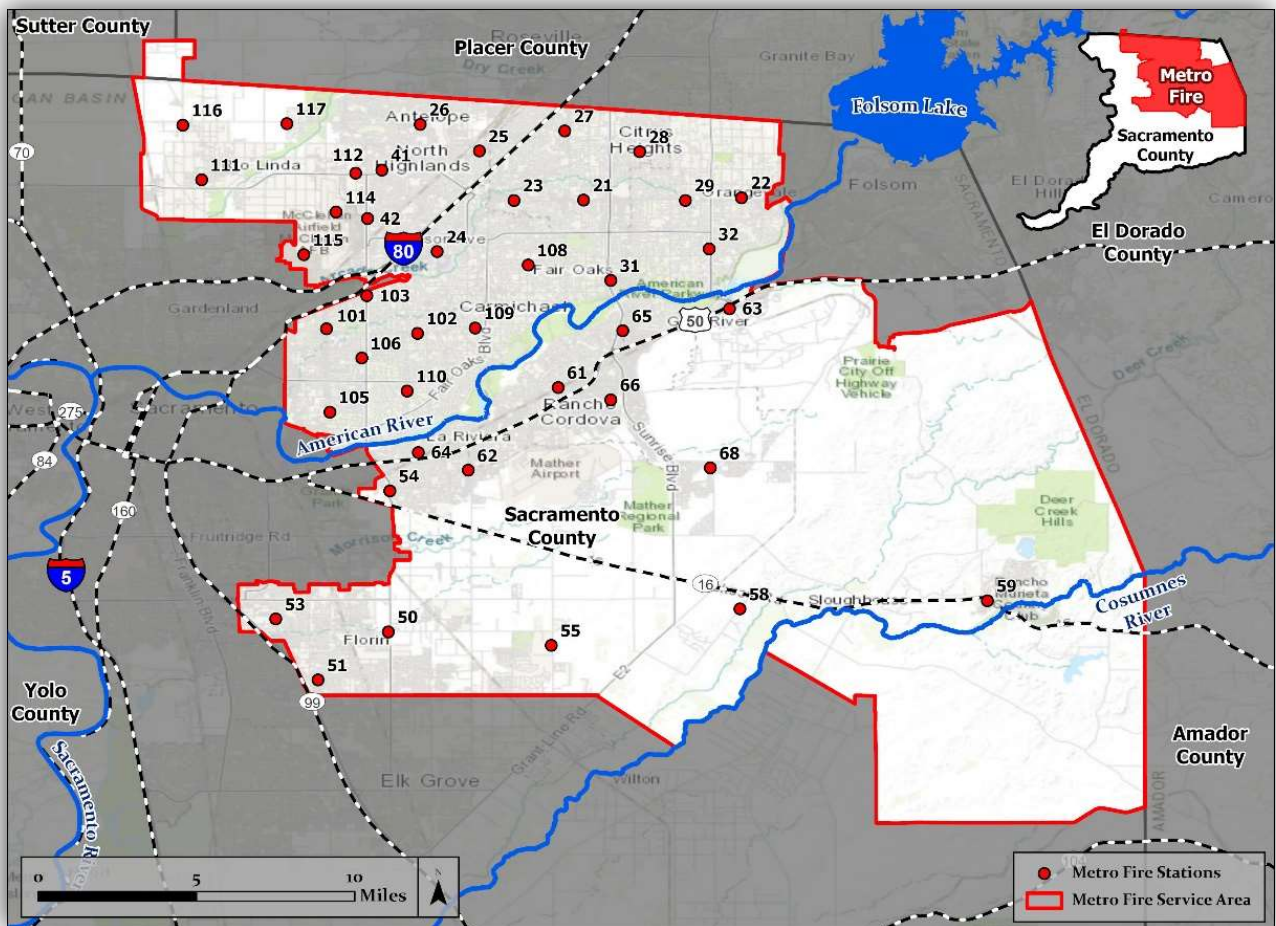
## Jurisdictional Boundaries

Metro Fire’s northern boundary follows the Sacramento County line between Santa Juanita Avenue at the City of Folsom’s boundary line to the east and Elwyn Avenue (Locust Avenue in Placer County) to the west, where it crosses the Placer County line in a 1.3 square mile area generally between Locust Avenue to the east, Baseline Road to the north, and Pleasant Grove Boulevard to the west.

The eastern boundary abuts the City of Folsom’s boundaries and then continues along the Sacramento County line south to the Union Pacific Railroad approximately one third of a mile south of Lone Road.

The southern boundary spans from the Union Pacific Railroad in the east and follows along the border of the City of Elk Grove west to State Route 99.

The western border abuts the boundary with the City of Sacramento from the City of Elk Grove in the south, to the Sutter County line in the north.



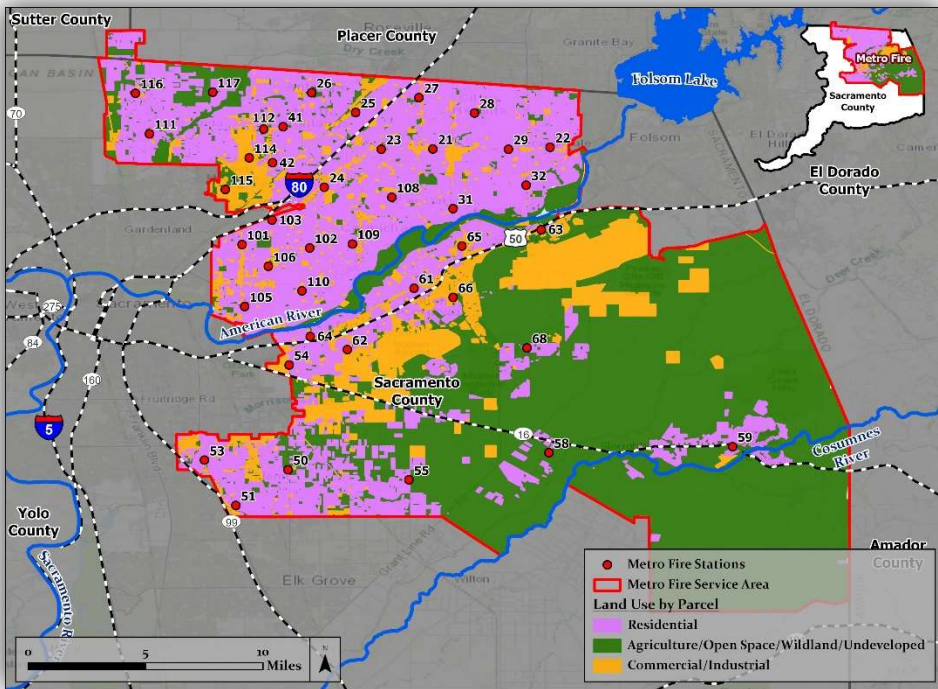


### Geography

Geographically located in the Sacramento Valley region, topography is relatively flat, with elevations close to sea level for most areas of Metro Fire’s service area. There are also several waterways that run through the service area including the American River, Cosumnes River, Lake Natoma, Dry Creek, Sierra Creek, Arcade Creek, Cripple Creek, Steelhead Creek, Buffalo Creek, Morrison Creek, Magpie Creek, Linda creek, Deer Creek, Laguna Creek, as well as a water canal system.

### Land Use

Land use in Metro Fire’s service area is diverse and ranges from metropolitan urban areas to suburban residential areas and rural undeveloped agricultural areas. It includes open grassland, to cultivated farmland, to large tracts of suburban single-family homes and apartment complexes; alongside multiple commercial and retail corridors, light industrial occupancies, and some heavy industrial uses.



**58%**  
Agriculture/  
Open Space/  
Undeveloped



**28%**  
Residential



**14%**  
Commercial/  
Industrial

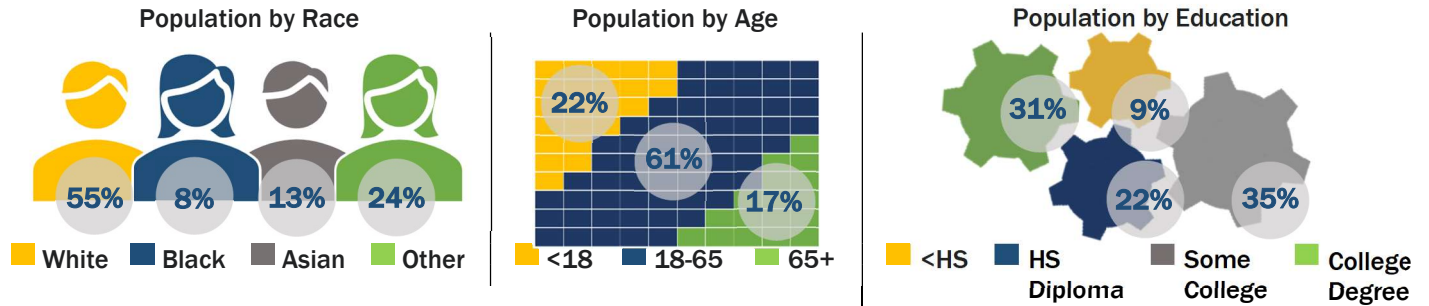
### Climate

The climate in Metro Fire’s service area is generally considered Mediterranean with hot, arid summers and short, cold, cloudy and wet winters. Temperatures vary over the course of the year with from lows of 39 °F to highs of 94 °F, with relatively low humidity all year. The hot season is typically from June to September, with an average daily high temperature above 86 °F. The hottest month of the year in Sacramento is July, with an average high of 93 °F and low of 60 °F. It’s not uncommon to have a brief period during the summer of triple-digit temperatures. The cool season of November to February has an average daily high temperature below 62 °F. The coldest month of the year in the Sacramento area is December, with an average low of 40 °F and high of 55 °F.

## Demographics

### Key Demographic Indicators

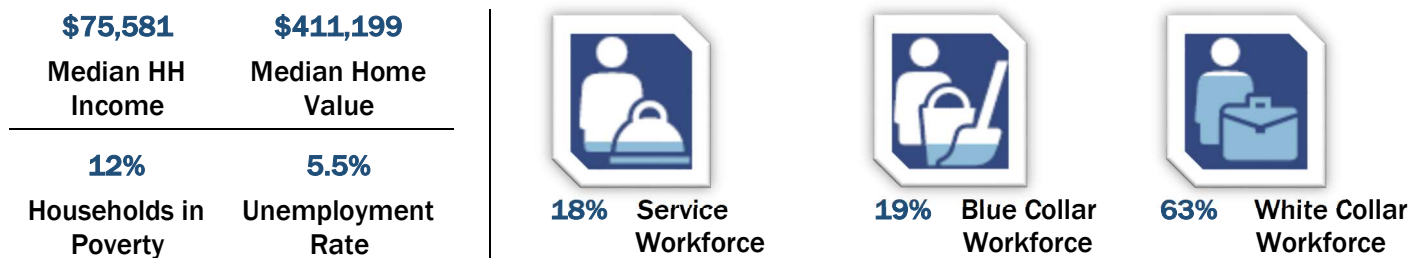
Metro Fire’s population of over 720,000 is mostly between the ages of 18-65 with a median age of 37.8. Education level ranges from no high school diploma to those with advanced graduate degrees, with most of the population having some college education. With a diversity index of 77, there is a substantially high likelihood that two people, chosen at random from the same area, belong to different race or ethnic groups.



### Key Economic Indicators

Metro Fire’s service area continues to see population growth due, in part, to its emerging technology and healthcare sectors, which continue to attract San Francisco Bay area transplants. Technology giants HP, Intel, Aerojet Rocketdyne, Oracle, and Apple already have a prominent presence in the region, along with major healthcare providers such as Kaiser Permanente, Sutter Health, UC Davis Health System, Veteran’s Administration, and Dignity Health. Job growth in the area continues in an upward trend, with the area boasting an almost fully employed workforce with unemployment at 5.5%. Nearly two thirds of the workforce is considered white collar, with the blue collar and service workforce evenly split.

Median household income in Metro Fire’s service area is \$75,581 and 12% of households are living below the poverty line. The median home value in the area is \$411,199 and a housing affordability index of 85 indicates that median household income is not high enough to purchase a median valued home. Additionally, the wealth index for the area is 98, indicating less than average wealth as compared to the national average.



## Communities

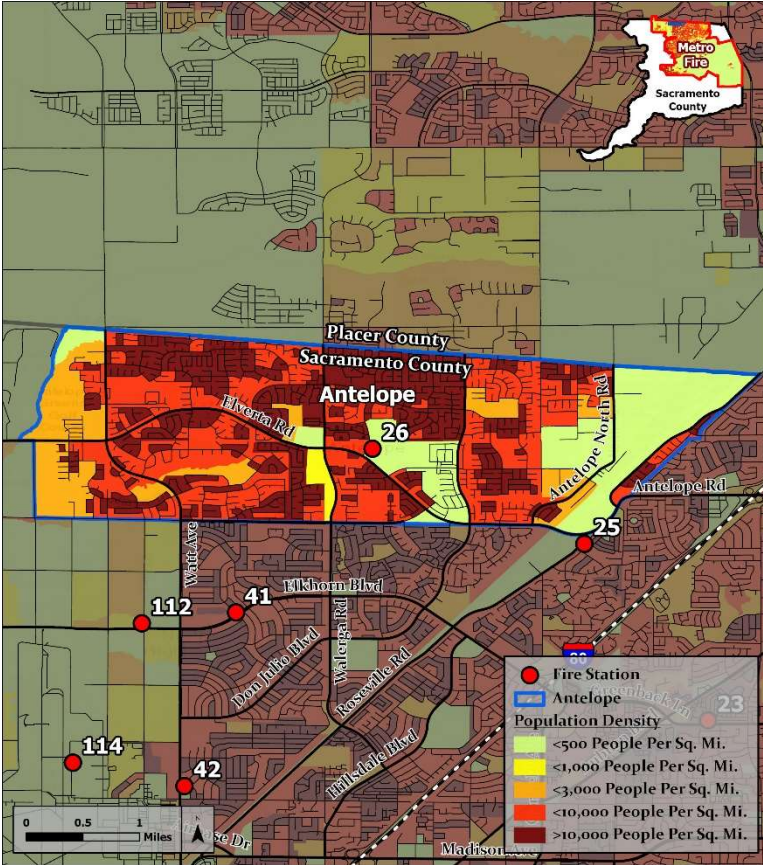
Metro Fire serves a total of 23 distinct communities including two incorporated cities, seventeen communities classified as Census Designated Places, one census county division, and three master plan areas (MPA).

Incorporated Cities	Census Designated Places (CDP)	Master Plan Areas (MPA)	Census County Division (CCD)
Citrus Heights	Antelope	Easton/Aerojet	Sloughouse
Rancho Cordova	Arden-Arcade	Jackson Highway	
	Carmichael	Placer Vineyards	
	Elverta		
	Fair Oaks		
	Florin		
	Foothill Farms		
	Gold River		
	La Riviera		
	Mather		
	McClellan Park		
	North Highlands		
	Orangevale		
	Rancho Murieta		
	Rio Linda		
	Rosemont		
	Vineyard		

# Antelope

## Community Profile

The community of Antelope is a Census Designated Place (CDP) located in unincorporated Sacramento County, in the northwest quadrant of Metro Fire's service area. The town name of Antelope was established by a vote in 1993 and town designation began July 1, 1994. What is known as Antelope today mostly began as a planned community in the late 1980's.



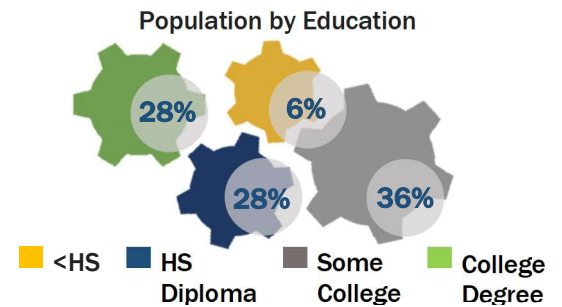
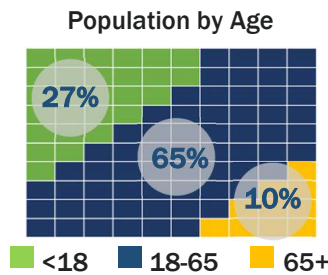
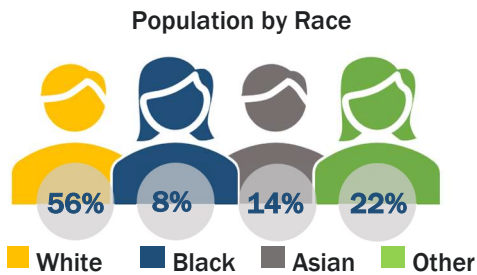
POPULATION AT A GLANCE		
<b>48,733</b>	<b>7,131</b>	<b>15,089</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

Antelope is a 6.84 square mile community located approximately 15 miles northeast of downtown Sacramento and 5 miles southwest of Roseville. Topography is mostly flat, with very few hills and no major bodies of water. The northern border of Antelope falls directly onto the line between Sacramento and Placer counties. To the east, the community abuts the Union Pacific rail line and follows Roseville Road south from the county line to Butternut Drive. The southern border follows Antelope Road. Dry Creek runs along the west side of Antelope and Sierra Creek also runs through parts of the community.

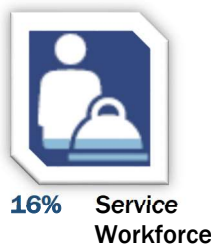
Land use in Antelope is primarily residential with a mix of single and multi-family units. There are a few commercial corridors comprised of retail and light industrial uses.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

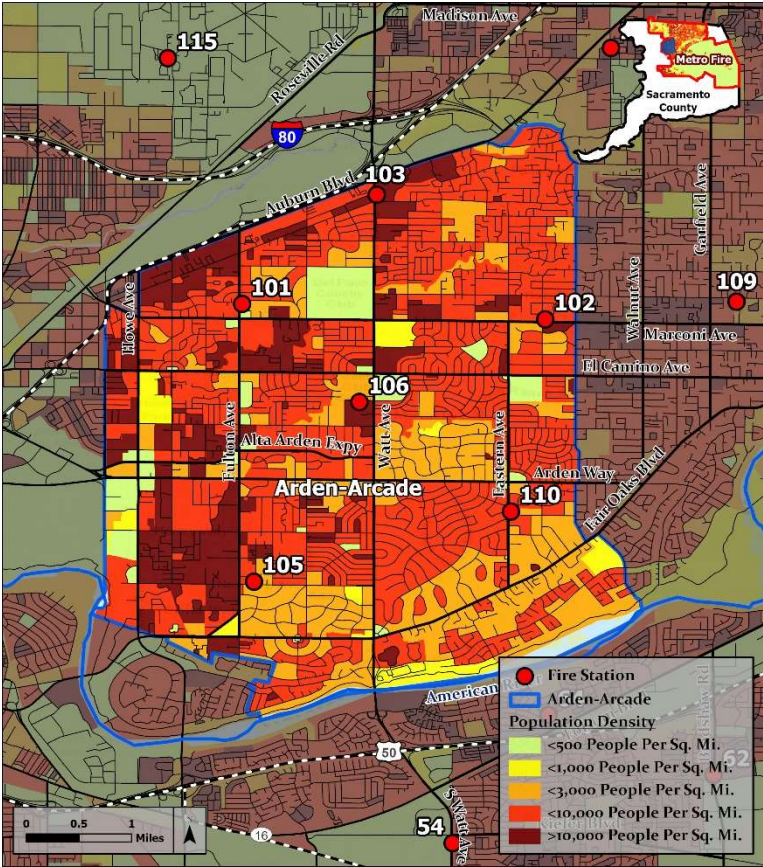
<b>\$86,368</b>	<b>\$379,225</b>
Median HH Income	Median Home Value
<b>9%</b>	<b>5%</b>
Households in Poverty	Unemployment Rate



# Arden-Arcade

# Community Profile

The community of Arden-Arcade is a Census Designated Place (CDP) located in unincorporated Sacramento County, in the west-central section of Metro Fire’s service area. It is east of the City of Sacramento and west of the community of Carmichael, its southern border is primarily the American River. The face of Arden-Arcade was built between 1945 and 1970 and remains a fine representation of a middle-class mid-century modern community.



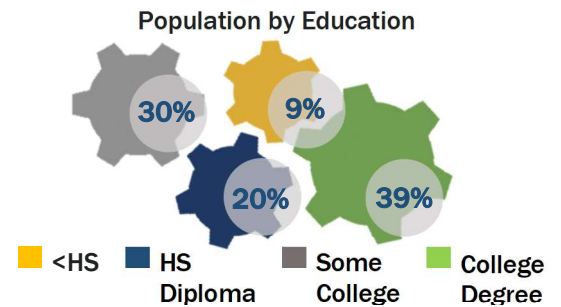
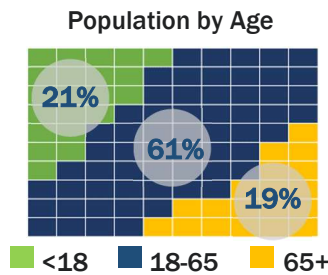
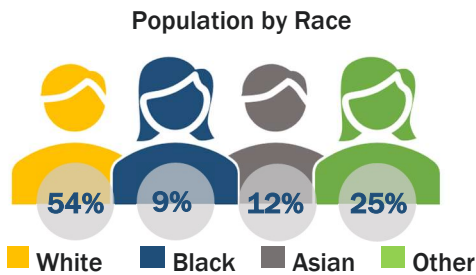
POPULATION AT A GLANCE		
<b>94,639</b>	<b>5,879</b>	<b>38,862</b>
Total Population	Density/Sq.Mi.	Total Households

## GEOGRAPHY & LAND USE

Arden-Arcade is a 16 square mile community served by three major highways; Interstate 80, Capital City Freeway, and US Highway 50. Arden-Arcade has convenient access to downtown Sacramento via Highway 160, as well as access to East Sacramento and North Sacramento. The American River runs along the southern edge of the community as well as a few smaller watercourses that also traverse sections of the community.

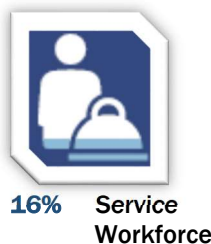
Land use in Arden-Arcade is primarily comprised of single-family homes. There are numerous multi-family apartment/condominium complexes and institutional facilities, as well as several commercial corridors comprised of retail, office, and light industrial uses.

## KEY DEMOGRAPHIC INDICATORS



## KEY ECONOMIC INDICATORS

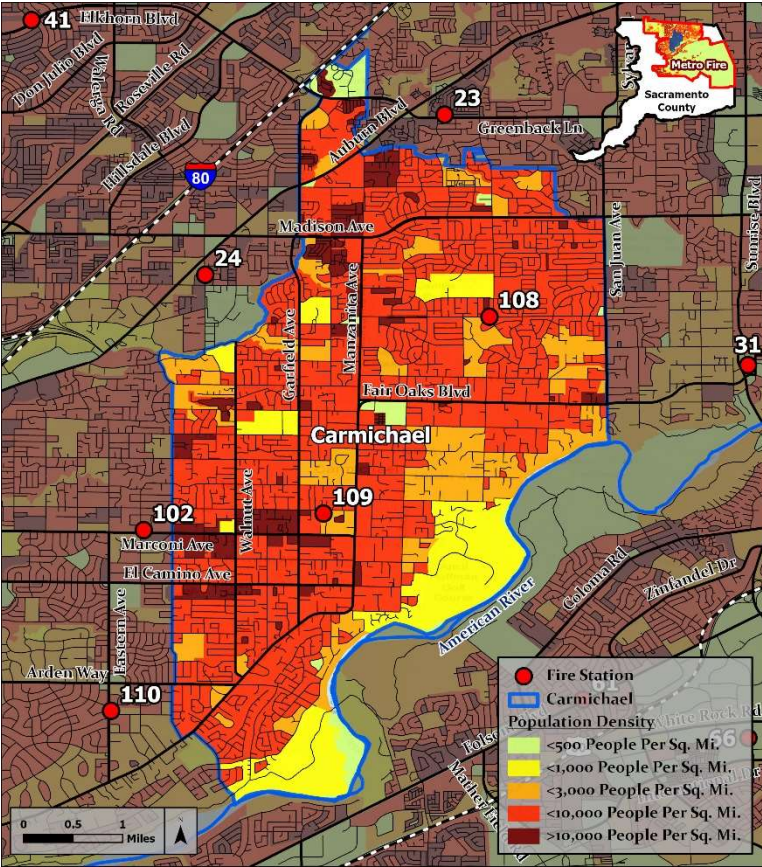
<b>\$63,384</b>	<b>\$467,587</b>
Median HH Income	Median Home Value
<b>16%</b>	<b>7%</b>
Households in Poverty	Unemployment Rate



# Carmichael

## Community Profile

The community of Carmichael is a Census Designated Place (CDP) located in unincorporated Sacramento County, in the central-north part of Metro Fire’s service area.



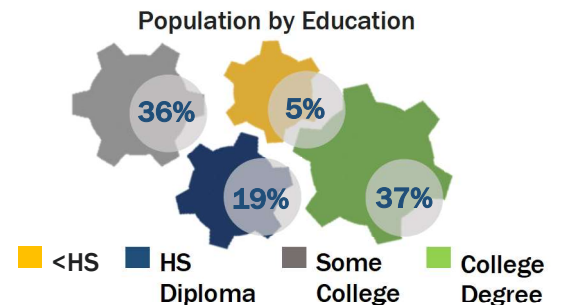
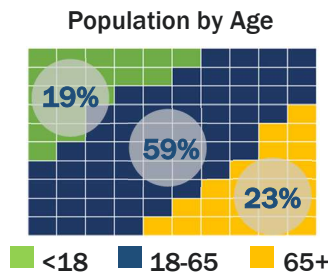
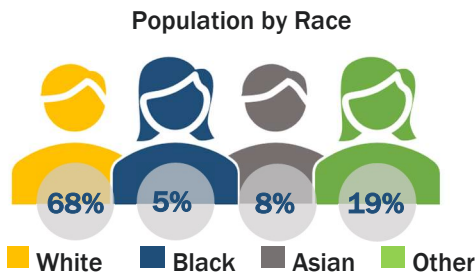
POPULATION AT A GLANCE		
<b>79,793</b>	<b>5,126</b>	<b>32,147</b>
Total Population	Density/Sq.Mi.	Total Households

**GEOGRAPHY & LAND USE**

Carmichael has an area of 13.8 square miles, of which 13.5 square miles is land and 0.3 square miles is water. The American River runs along the southern edge of Carmichael, and Arcade Creek is also located along the northwestern boundary of the community.

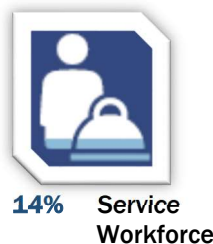
Land use in Carmichael is primarily comprised of single-family homes. There are numerous multi-family apartment/condominium complexes and institutional facilities, as well as several commercial corridors comprised of retail, office, and light industrial uses.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

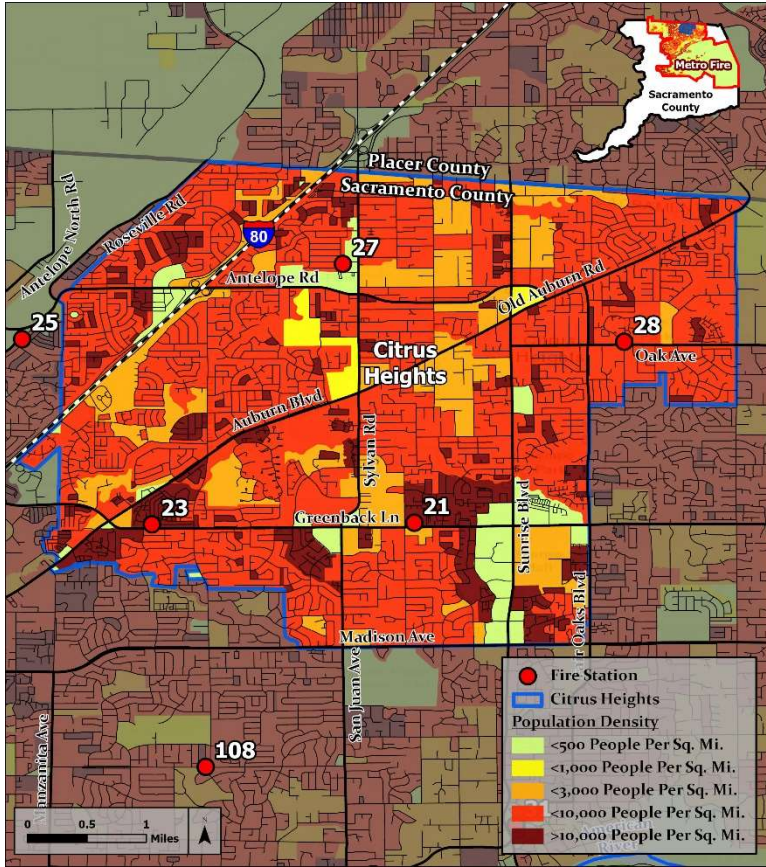
<b>\$78,349</b>	<b>\$462,720</b>
Median HH Income	Median Home Value
<b>11%</b>	<b>6%</b>
Households in Poverty	Unemployment Rate



# Citrus Heights

## Community Profile

The incorporated City of Citrus Heights is located along the north central border of Metro Fire’s service area. The city name of Citrus Heights was established by a vote in 1997; city designation began November 5, 1996, becoming the fifth city in Sacramento County.



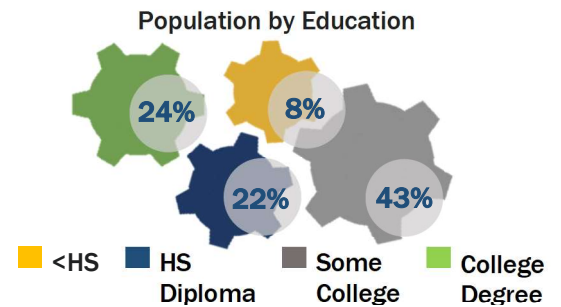
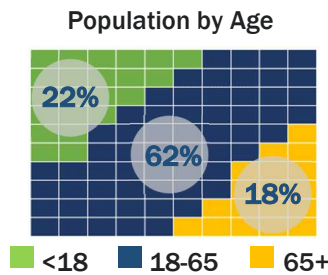
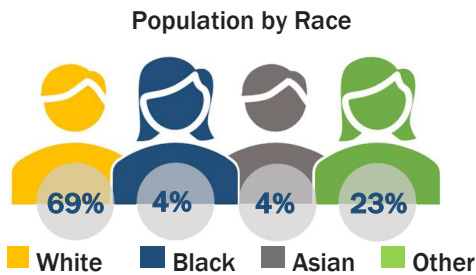
POPULATION AT A GLANCE		
<b>87,583</b>	<b>6,161</b>	<b>34,686</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

The City of Citrus Heights covers a land area of 14.23 square miles; centrally located between the region's major freeways and highways. Interstate 80 passes through the west side of the city, and Interstate 5, US Highway 50, and State Route 99 are all located from 3 to 11 miles from the city. Both Arcade and Cripple Creek run through the city boundaries.

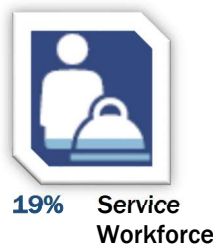
Land use in Citrus Heights is primarily comprised of single-family homes with numerous multi-family apartment/condominium complexes as well as some institutional facilities. Sunrise Mall and several other commercial corridors comprised of office, retail, and light industrial uses are also present.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

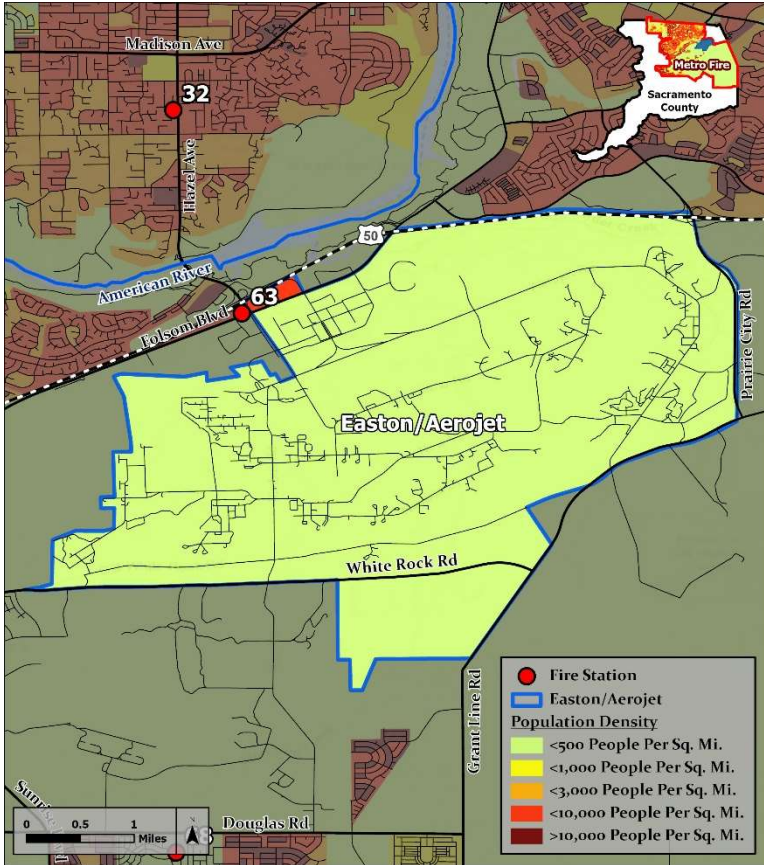
<b>\$69,658</b>	<b>\$366,037</b>
Median HH Income	Median Home Value
<b>9%</b>	<b>5%</b>
Households in Poverty	Unemployment Rate



## Easton/Aerojet

## Community Profile

The community of Easton is a master plan area located in the cities of Folsom and Rancho Cordova. Easton offers a balance of land uses in five distinct planning areas, called “boroughs.” All of the boroughs of Easton have been planned in accordance with smart-growth principles advocated by the Urban Land Institute.



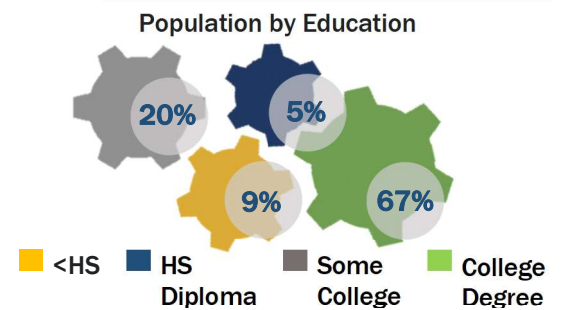
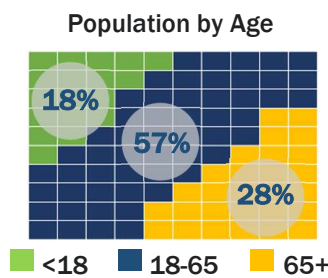
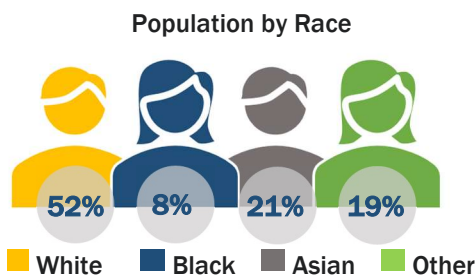
POPULATION AT A GLANCE		
<b>614</b>	<b>49</b>	<b>345</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

Easton is a 12.5 square mile community located 15 miles east of downtown Sacramento. Easton stretches nearly 6 miles along US Highway 50, from Sunrise Boulevard on the west to east of Prairie City Road. The community falls under three jurisdictions: the City of Rancho Cordova, Sacramento County and the City of Folsom.

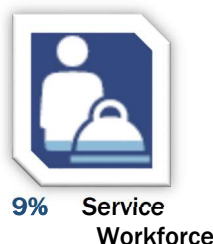
The Easton Plan reflects the efforts of a multidisciplinary team to create one of the finest master-planned communities in the nation. The beneficial reuse of approximately 6,100 acres involves building upon and enhancing the area’s infrastructure, including existing water, sewer, utility and transportation systems. Easton is fostering transportation solutions that will enhance overall mobility throughout the US Highway 50 corridor.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

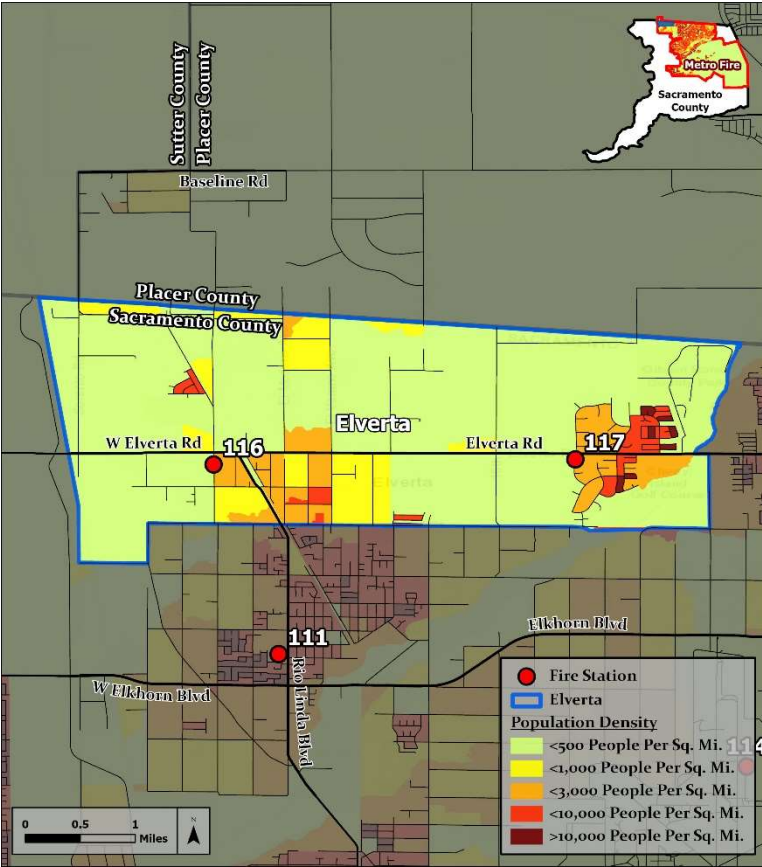
<b>\$150,000</b>	<b>\$536,624</b>
Median HH Income	Median Home Value
<b>9%</b>	<b>5%</b>
Households in Poverty	Unemployment Rate



# Elverta

## Community Profile

The community of Elverta is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, anchoring the northwestern corner of Metro Fire's service area. Elverta is approximately 20 miles from Sacramento, 2.5 miles from Rio Linda, 6 miles from Roseville, and 8 miles from Antelope.



POPULATION AT A GLANCE		
<b>5,435</b>	<b>618</b>	<b>1,805</b>
Total Population	Density/Sq.Mi.	Total Households

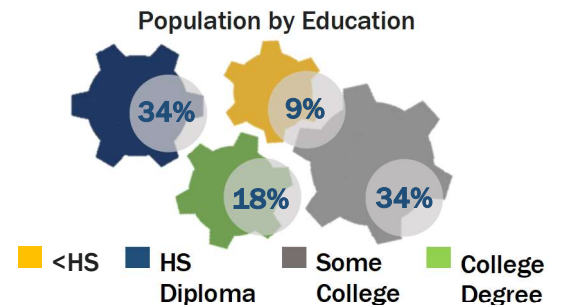
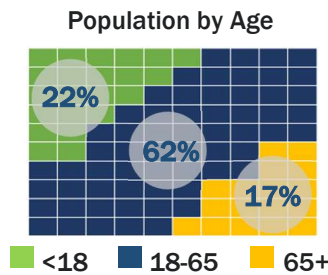
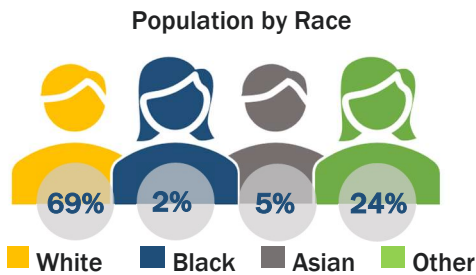
### GEOGRAPHY & LAND USE

The community of Elverta covers a total land area of 8.8 square miles.

Elverta is described as generally rural in nature and topography is mostly flat, with very few hills and no major bodies of water. It is characterized by large swathes of open space, pasture, and agricultural land. The Union Pacific railroad runs next to Steelhead Creek along the western side of the community.

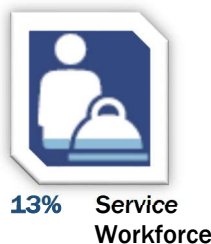
Land use in Elverta is almost entirely comprised of single-family homes. Many of the homes in Elverta are on large lots with multiple outbuildings. There are only a few commercial and retail occupancies in the community.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

<b>\$88,367</b>	<b>\$564,924</b>
Median HH Income	Median Home Value
<b>6%</b>	<b>3%</b>
Households in Poverty	Unemployment Rate

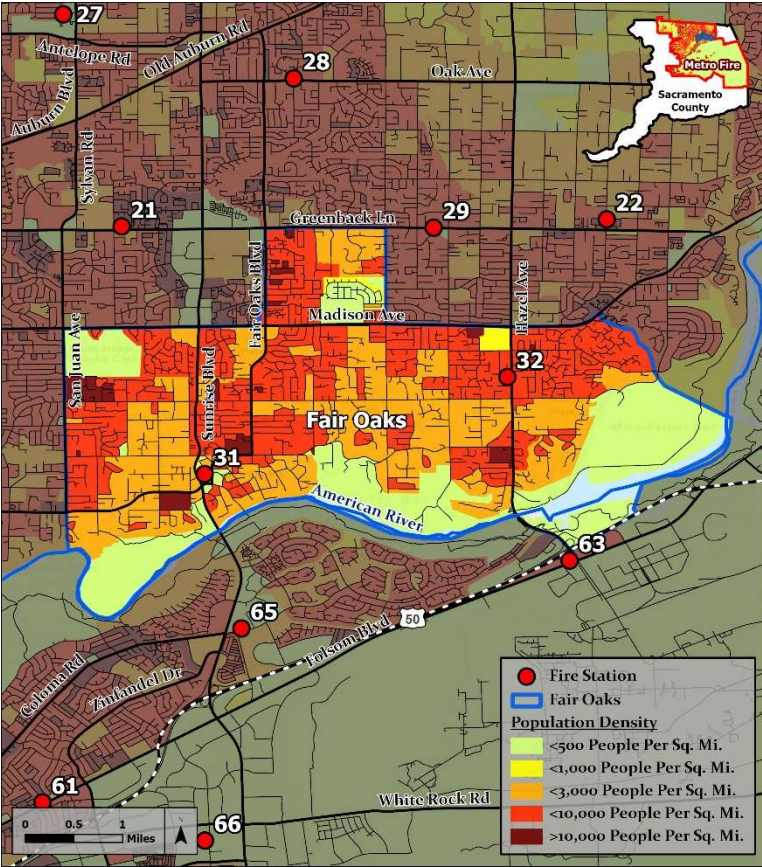




# Fair Oaks

## Community Profile

The community of Fair Oaks is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, roughly in the center of Metro Fire’s service area. Fair Oaks has a mix of upscale, custom home pocket areas, few apartments, and is a semi-rural neighborhood with easy access to US Highway 50.



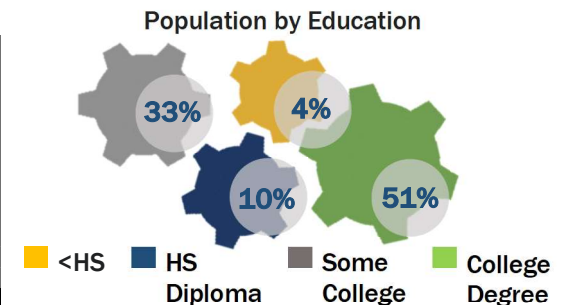
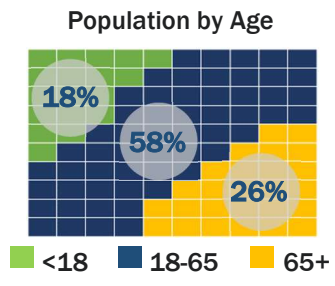
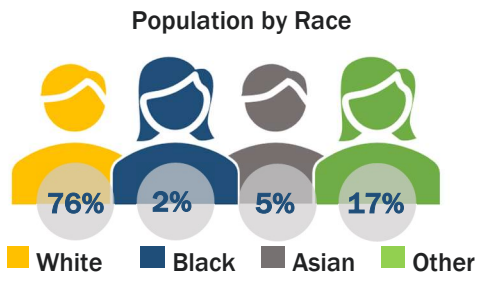
POPULATION AT A GLANCE		
<b>32,537</b>	<b>2,819</b>	<b>13,481</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

Fair Oaks covers a land area of 11.2 square miles between Sacramento and Folsom, including 0.5 square miles of waterways. Fair Oaks is bounded on the south side by the American River and the community of Gold River, on the north side by the City of Citrus Heights, on the west side by the community of Carmichael, and on the east side by the community of Orangevale and the City of Folsom. Fair Oaks is a natural, lush foliage town with rolling streets and canopies of trees.

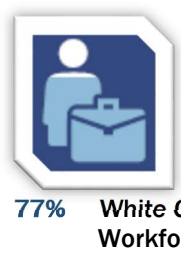
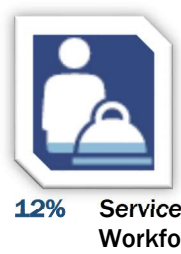
Land use in Fair Oaks is primarily comprised of single-family homes. There are numerous multi-family apartment/condominium complexes and institutional facilities, as well as several commercial corridors comprised of retail, office, and light industrial uses.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

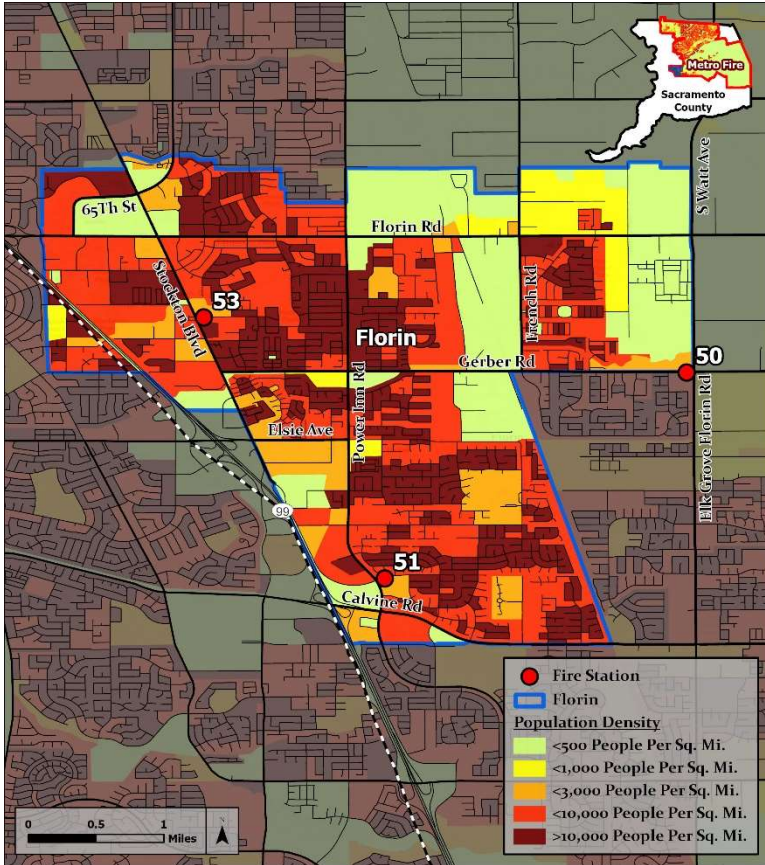
<b>\$98,593</b>	<b>\$579,774</b>
Median HH Income	Median Home Value
<b>8%</b>	<b>5%</b>
Households in Poverty	Unemployment Rate



# Florin

## Community Profile

The community of Florin is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County in the southwest corner of Metro Fire’s service area, adjacent to the City of Sacramento. It is urban in character and population density.



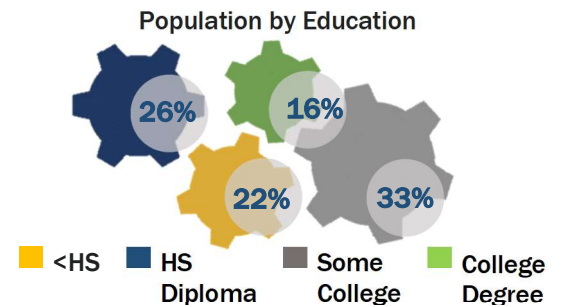
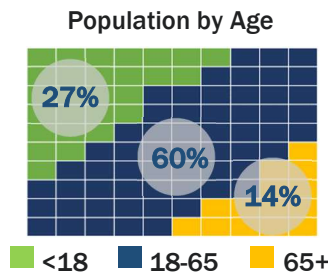
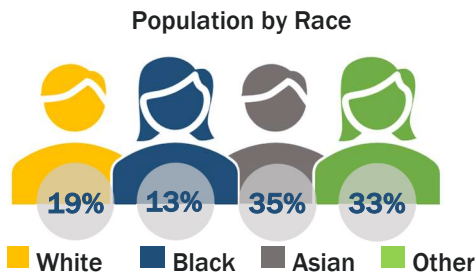
POPULATION AT A GLANCE		
<b>53,823</b>	<b>6,109</b>	<b>16,403</b>
Total Population	Density/Sq.Mi.	Total Households

**GEOGRAPHY & LAND USE**

Florin has a total land area of 8.7 square miles, with the Union Pacific railroad branch line bisecting the community and State Route 99 running along its southwestern boundary. A system of flood control channels also runs through the community of Florin.

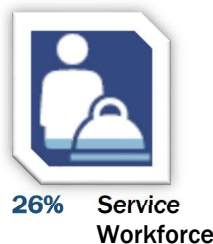
Land use in Florin is primarily comprised of single-family homes, including several large clusters of mobile homes. There are some multi-family apartment/condominium complexes and institutional facilities, as well. There are multiple commercial corridors comprised of retail and office uses, as well as several areas of light to heavy industrial activity.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

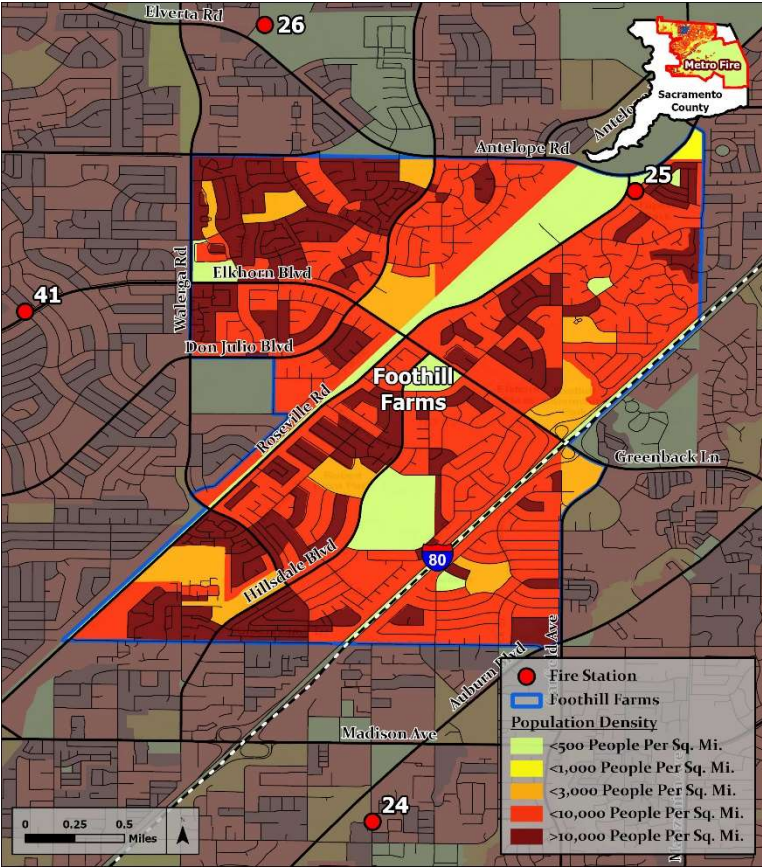
<b>\$54,749</b>	<b>\$309,214</b>
Median HH Income	Median Home Value
<b>19%</b>	<b>8%</b>
Households in Poverty	Unemployment Rate



# Foothill Farms

## Community Profile

The community of Foothill Farms is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the northwestern quadrant of Metro Fire's service area.



POPULATION AT A GLANCE		
<b>35,834</b>	<b>8,531</b>	<b>12,499</b>
Total Population	Density/Sq.Mi.	Total Households

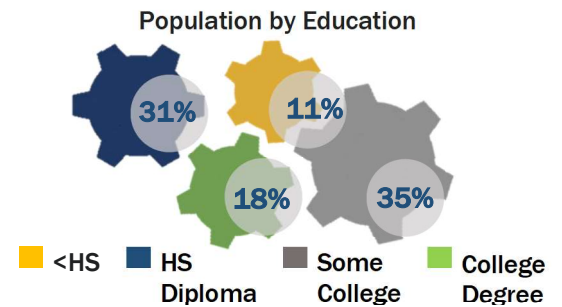
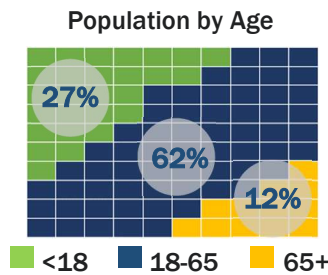
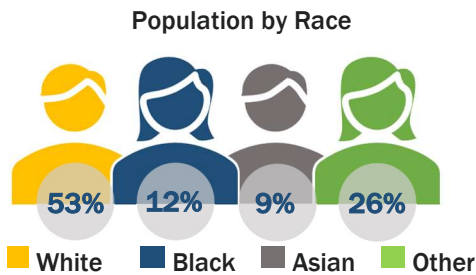
**GEOGRAPHY & LAND USE**

Foothill Farms is urban in character and population density with a total land area of 4.2 square miles. The Union Pacific mainline from Roseville to Southern California runs along the northwestern edge of Foothill Farms and Interstate 80 runs through the community in its southeastern section.

Land use in Foothill Farms is primarily comprised of single-family homes, including multi-family apartment/condominium complexes and institutional facilities, as well. There are a few commercial corridors comprised of retail, office, and light industrial uses.

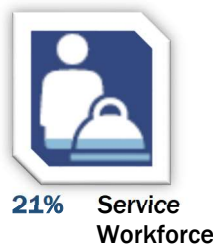
The remnants of Camp Kohler, a World War II era military installation, are also located in Foothill Farms.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

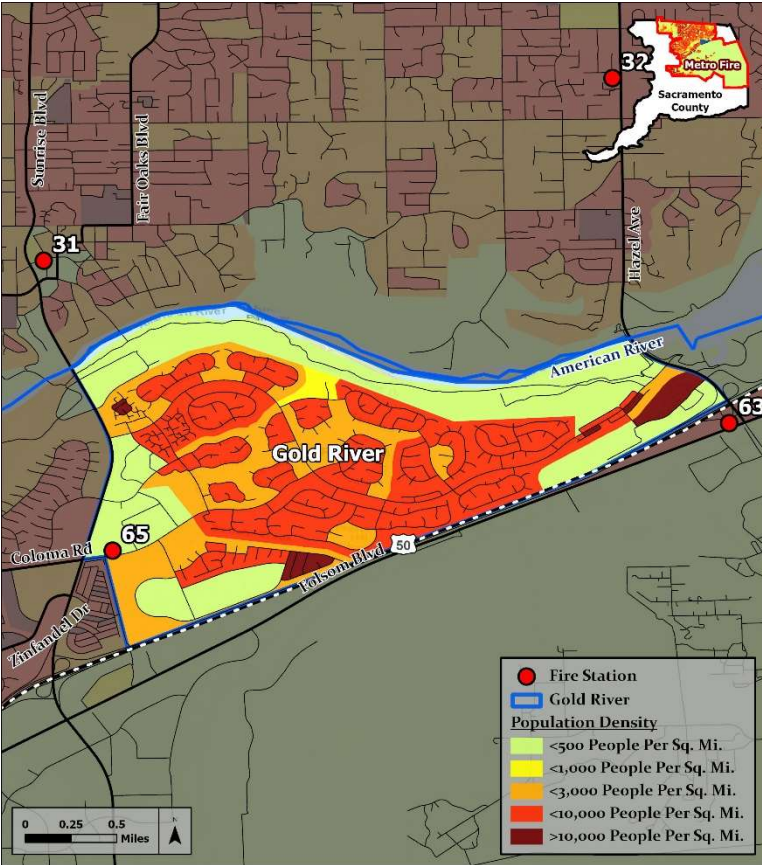
<b>\$59,346</b>	<b>\$316,285</b>
Median HH Income	Median Home Value
<b>17%</b>	<b>6%</b>
Households in Poverty	Unemployment Rate



# Gold River

## Community Profile

The community of Gold River is a relatively small Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the central-east area of Metro Fire’s service area.



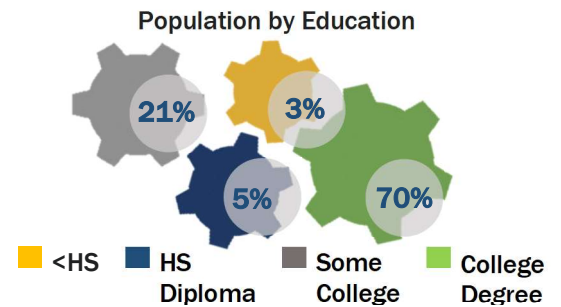
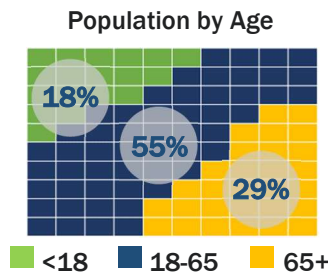
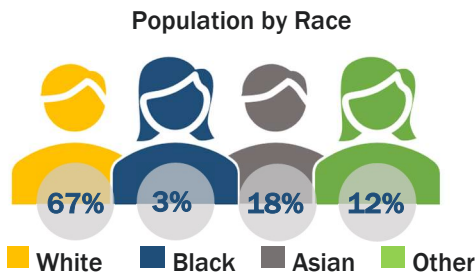
POPULATION AT A GLANCE		
<b>7,844</b>	<b>2,862</b>	<b>3,521</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

Gold River spans a 2.74 square mile area between the cities of Rancho Cordova on the south and Folsom on the east. The American River runs along the northern edge, Buffalo Creek through the southern part of the community, and an extensive canal system begins just above the adjacent Nimbus Dam.

Land use in Gold River is residential in nature, consisting of detached single family homes, duplex and triplexes, as well as condominiums. There are also some retail, commercial and light industrial areas.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

<b>\$135,830</b>	<b>\$575,170</b>
Median HH Income	Median Home Value
<b>2%</b>	<b>4%</b>
Households in Poverty	Unemployment Rate



**7%** Service Workforce



**7%** Blue Collar Workforce



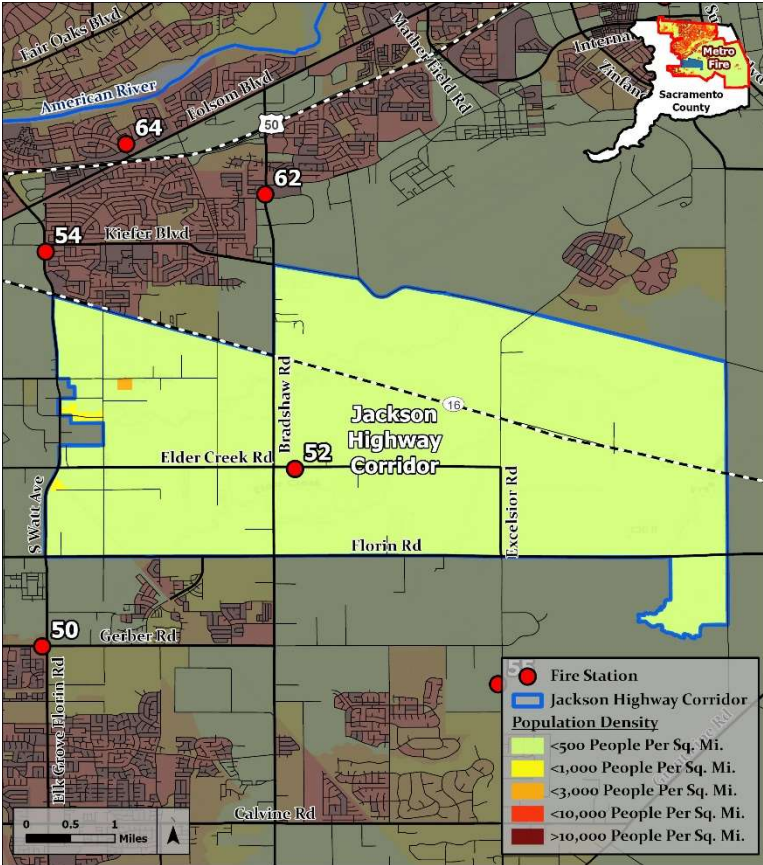
**86%** White Collar Workforce



# Jackson Highway Corridor

## Community Profile

The Jackson Highway Corridor is a master plan area located in the unincorporated area of Sacramento County, in the southwest quadrant of Metro Fire's service area.



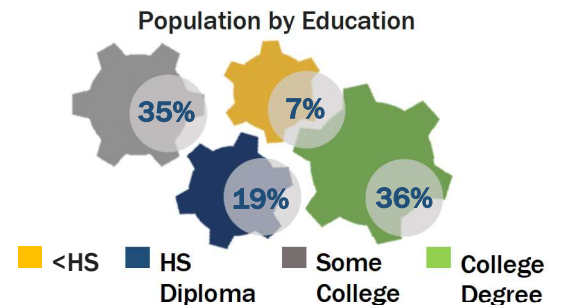
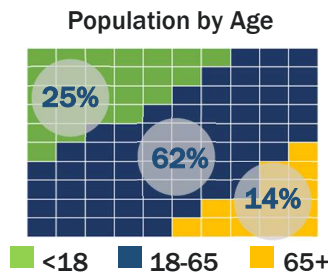
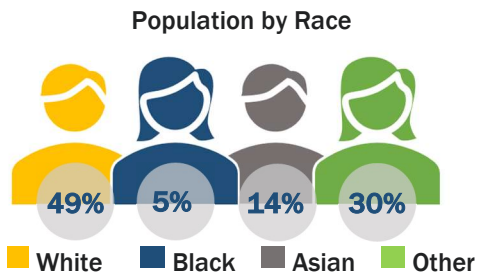
POPULATION AT A GLANCE		
<b>920</b>	<b>56</b>	<b>293</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

The Jackson Highway Corridor spans a 16.4 square mile area that is bisected by State Route 16 (also known as Jackson Highway).

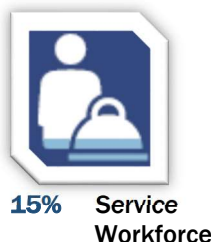
This growth area is comprised of the NewBridge Specific Plan, West Jackson Highway Master Plan, Jackson Township Specific Plan and a portion of the Mather South Community Master Plan. Additional details on these projects are available on the Project Profile pages below.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

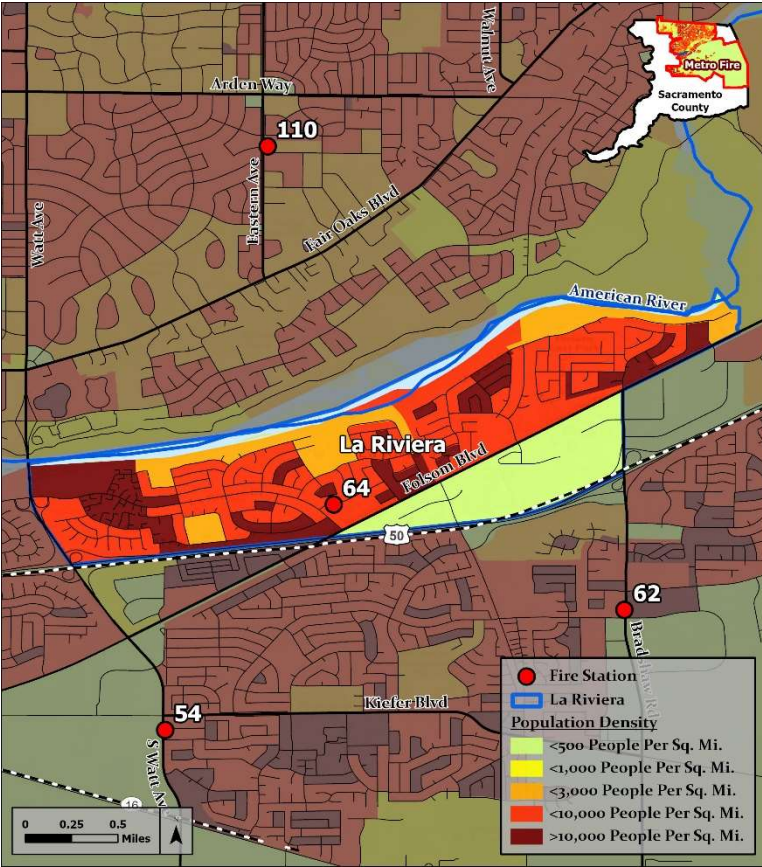
<b>\$75,701</b>	<b>\$471,154</b>
Median HH Income	Median Home Value
<b>13%</b>	<b>5%</b>
Households in Poverty	Unemployment Rate



# La Riviera

## Community Profile

The community of La Riviera is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, along the western border of Metro Fire's service area. La Riviera is a primarily residential neighborhood bordered by the American River on the north and US Highway 50 on the south.



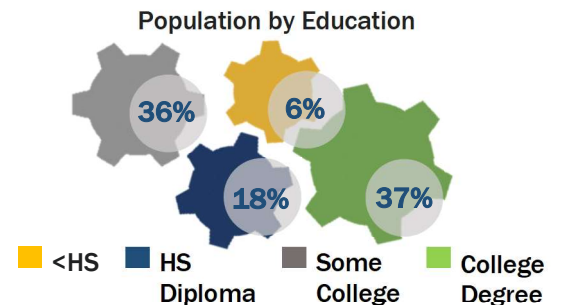
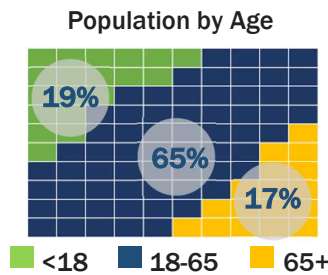
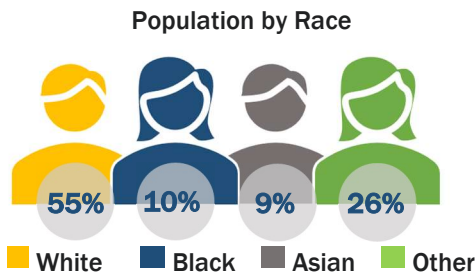
POPULATION AT A GLANCE		
<b>11,252</b>	<b>5,510</b>	<b>4,643</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

La Riviera has a total area of 2.1 square miles, of which, 1.9 square miles of it is land and 0.2 square miles of it is water. La Riviera is located on the "Gold Line" of Regional Transit's light rail line. The Watt/Manlove, Starfire, Tiber, and Butterfield light rail stations are located in the community of La Riviera.

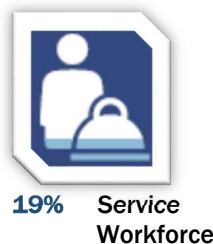
Land use in La Riviera is primarily comprised of single-family homes. There are numerous multi-family apartment/condominium complexes and institutional facilities, as well. There are also several commercial corridors comprised of retail, office, and light industrial uses.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

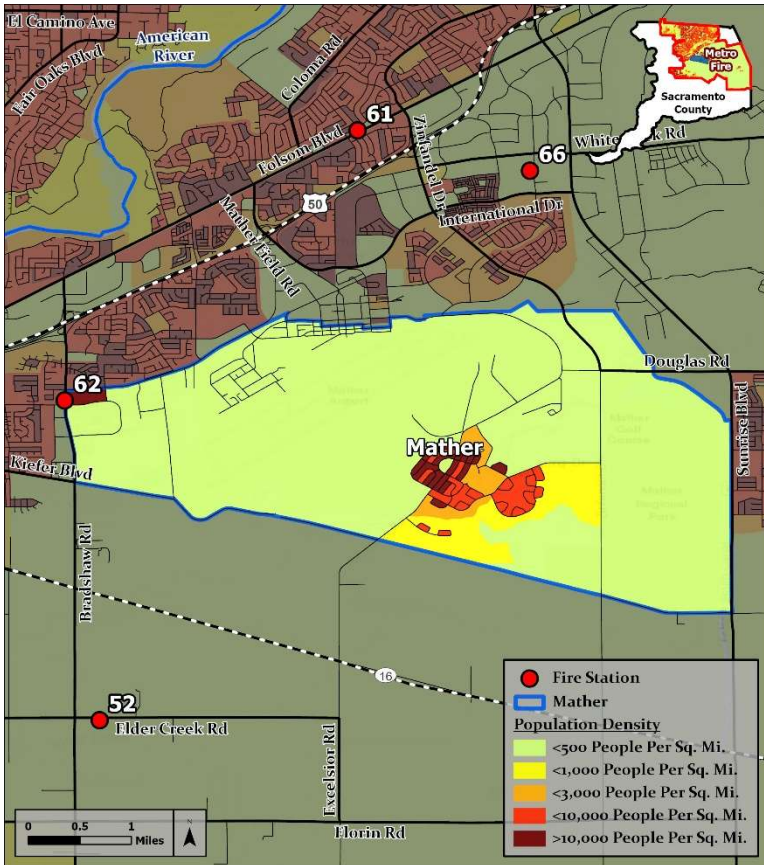
<b>\$75,197</b> Median HH Income	<b>\$352,426</b> Median Home Value
<b>9%</b> Households in Poverty	<b>4%</b> Unemployment Rate



# Mather

## Community Profile

The community of Mather is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County. Mather Air Force Base was closed in 1993 and repurposed for civilian uses after a Base Realignment and Closure (BRAC) decision. Mather Airport is still used by commercial freight traffic, the California Army National Guard, and several general aviation operators.



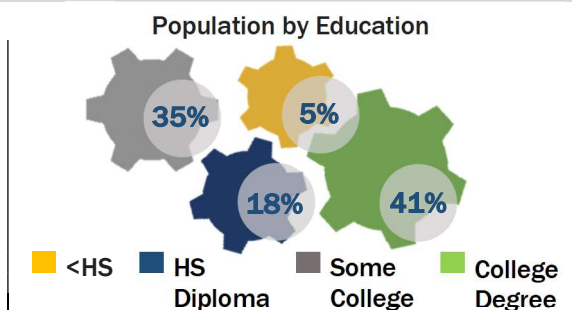
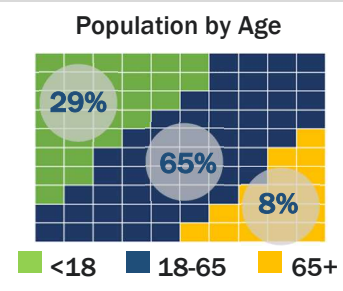
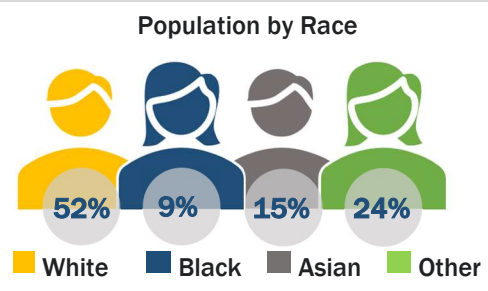
POPULATION AT A GLANCE		
<b>4,698</b>	<b>468</b>	<b>1,573</b>
Total Population	Density/Sq.Mi.	Total Households

**GEOGRAPHY & LAND USE**

Mather sits at an elevation of 108 feet and covers an area of 10 square miles. An adjacent sports center run by the Cordova Recreation and Park District provides the public with recently-renovated facilities such as a state-of-the art softball complex, a huge new skateboard park, an all-weather soccer field, a gym, racquetball courts, a weight room, aerobics classes, an outdoor jogging trail, lockers and showers.

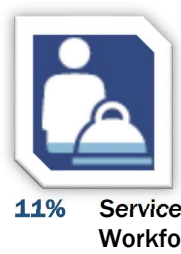
Land use in Mather ranges from legacy, Cold War-era military structures to aircraft hangars and other aviation support facilities of various vintages, as well as a pocket of single-family residential development. Most of the commercial activity is related to operations in or around Mather Airport.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

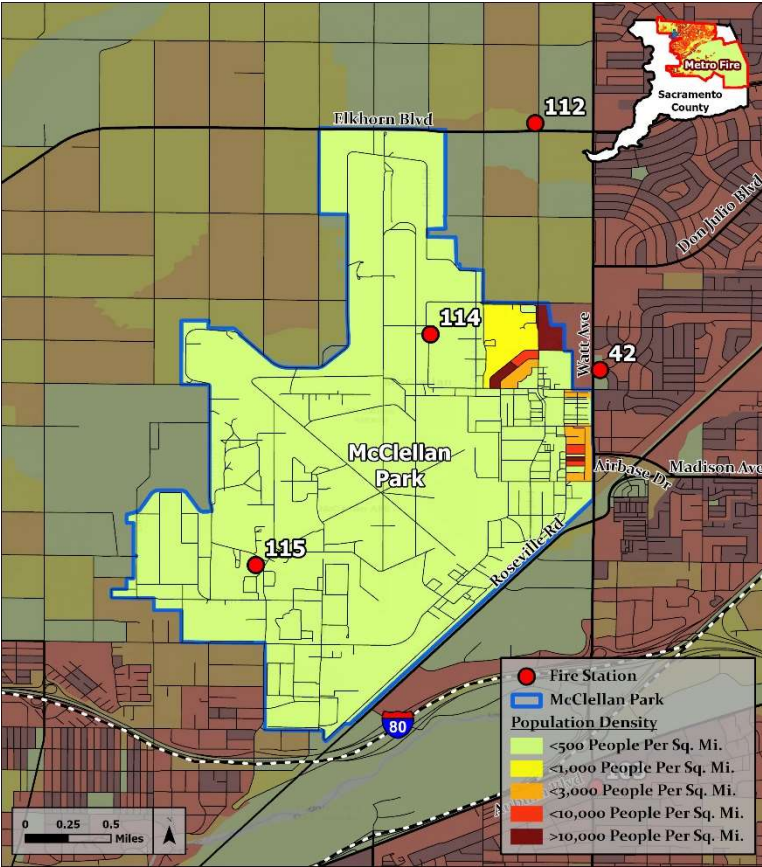
<b>\$93,810</b>	<b>\$438,153</b>
Median HH Income	Median Home Value
<b>6%</b>	<b>7%</b>
Households in Poverty	Unemployment Rate



# McClellan Park

## Community Profile

The community of McClellan Park (also known as McClellan) is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County and is another former Air Force installation that was closed and repurposed in 2001 after a Base Realignment and Closure (BRAC) decision. McClellan Airfield still hosts a substantial amount of aviation operations, including a CAL-Fire aviation facility and a Coast Guard Air Station.



POPULATION AT A GLANCE		
<b>926</b>	<b>228</b>	<b>314</b>
Total Population	Density/Sq.Mi.	Total Households

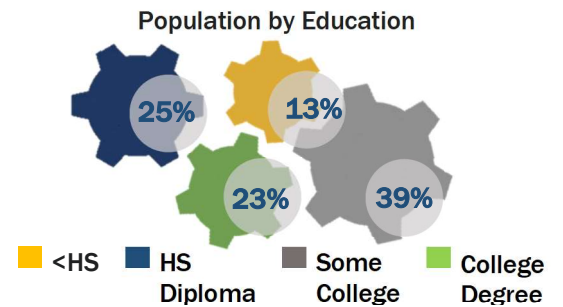
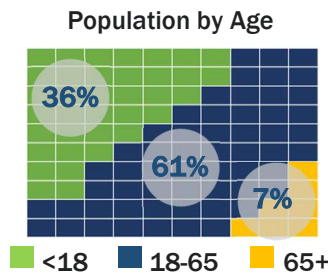
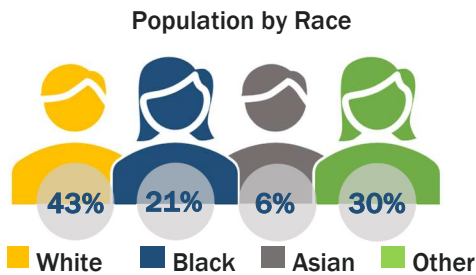
### GEOGRAPHY & LAND USE

McClellan Park sits at an elevation of 69 feet and covers an area of 4.1 square miles. Interstate 80 runs along the southern boundary of McClellan, along with Magpie Creek; the creek was cut off from Bush Lake and was altered and diverted in the upstream Robla, McClellan, and North Highlands areas.

Land use in McClellan Park ranges from legacy military structures to aircraft hangars and other aviation support facilities of various vintages. There are newer commercial and institutional buildings throughout McClellan, as well. Residential structures include converted base housing and multi-family apartments.

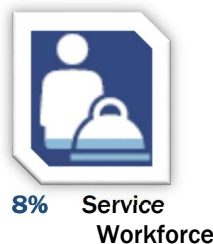
The west side of the Air Park is slated for redevelopment to industrial uses.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

<b>\$32,546</b>	<b>Not Available</b>
Median HH Income	Median Home Value
<b>45%</b>	<b>7%</b>
Households in Poverty	Unemployment Rate

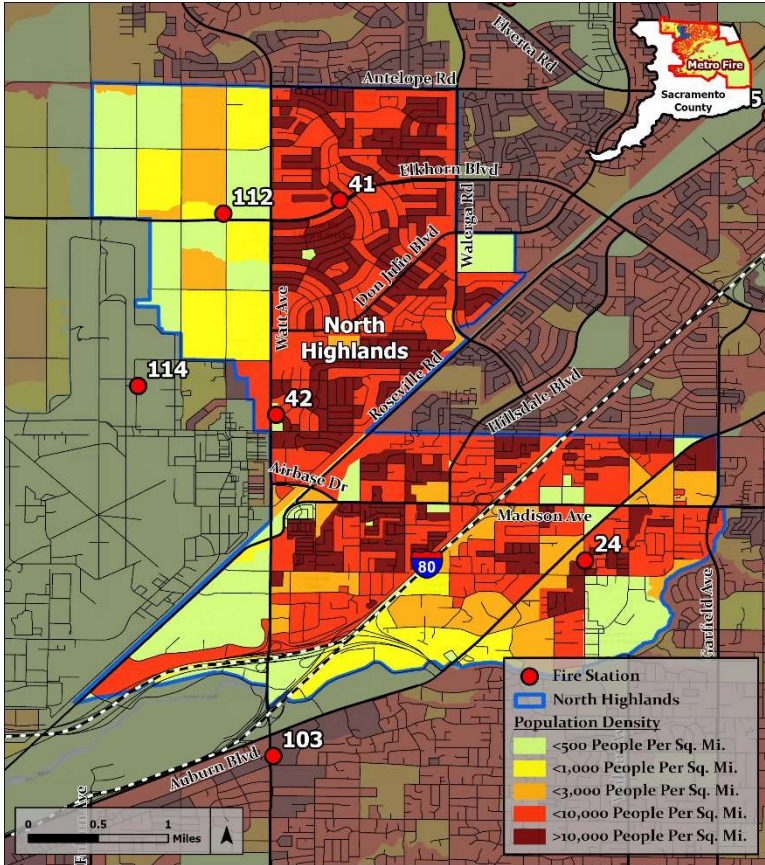




# North Highlands

## Community Profile

The community of North Highlands is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the north-central section of Metro Fire’s service area. North Highlands is adjacent to the former McClellan Air Force Base. Both Interstate 80 and the Union Pacific Railroad mainline traverse the community.



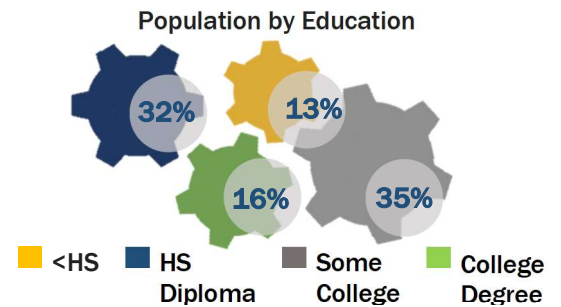
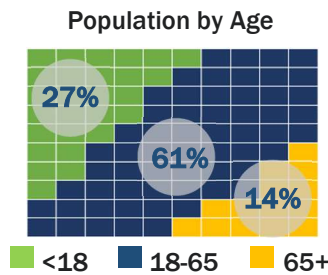
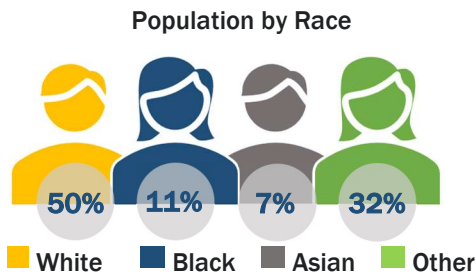
POPULATION AT A GLANCE		
<b>49,327</b>	<b>5,609</b>	<b>16,128</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

North Highlands has a total land area of 8.8 square miles. Magpie Creek runs through the community and Arcade Creek winds along its southern boundary.

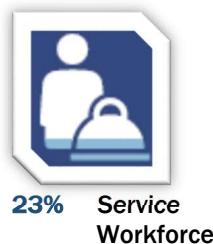
Land use in North Highlands is primarily comprised of single-family homes, including several clusters of mobile homes and RV parks. There are multiple apartment/condo complexes and institutional facilities, including America River College. Several commercial corridors are also present, comprised of retail and light industrial uses, along with industrial clusters adjacent to McClellan Airfield.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

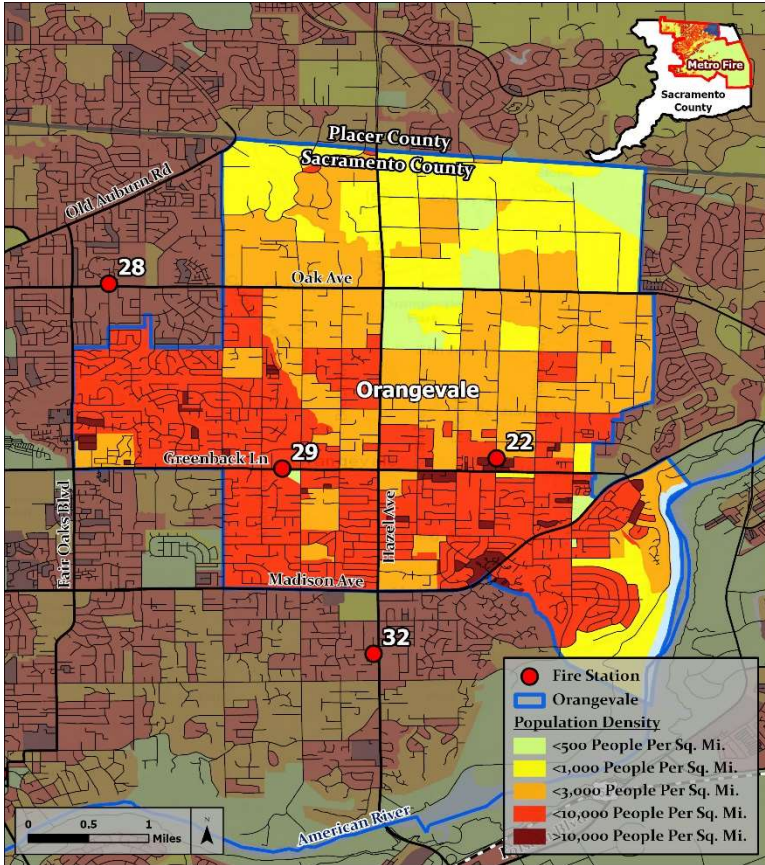
<b>\$53,250</b>	<b>\$310,055</b>
Median HH Income	Median Home Value
<b>17%</b>	<b>5%</b>
Households in Poverty	Unemployment Rate



# Orangevale

## Community Profile

The community of Orangevale is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, and anchors the northeastern quadrant of Metro Fire’s service area. Orangevale is known for its rolling hills that offer the best views of the Sierra Nevada Mountain range, its foothills, and a rural environment in the middle of a growing metropolitan area.



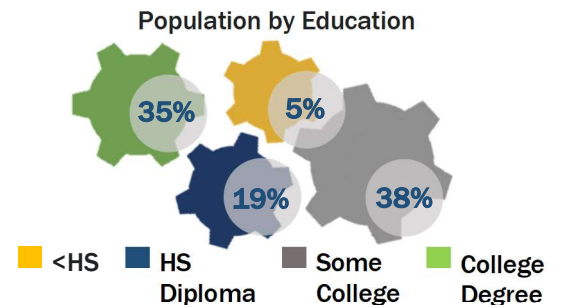
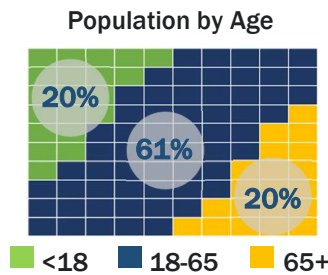
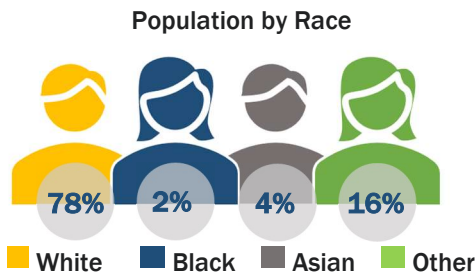
POPULATION AT A GLANCE		
<b>35,553</b>	<b>3,070</b>	<b>13,512</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

Orangevale spans 11.6 square miles with the City of Folsom bordering on the east and the Lake Natoma section of the American River to the south. Orangevale is characterized by rolling hills near the base of the Sierra Nevada Foothills, and was home to numerous orange groves and olive orchards; some original trees can still be found along Chestnut, Orangevale, Main, and Walnut Avenues.

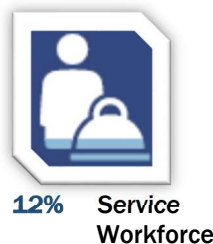
Land use in Orangevale is primarily single-family homes, with some residential properties zoned to accommodate horses and orchards. There are also a few multi-family apartment/condo complexes and institutional facilities. Several commercial nodes are present, comprises of retail industrial uses.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

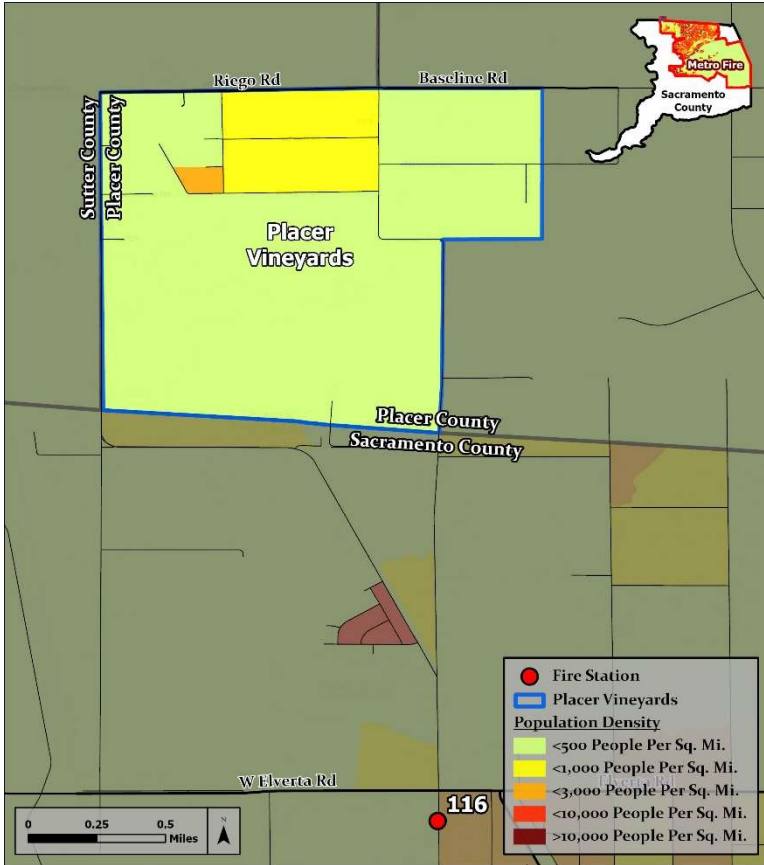
<b>\$92,364</b>	<b>\$483,447</b>
Median HH Income	Median Home Value
<b>9%</b>	<b>4%</b>
Households in Poverty	Unemployment Rate



# Placer Vineyards

## Community Profile

Placer Vineyards is a new master planned community with 5,230 acres of land located approximately 15 miles north of the City of Sacramento in the southwest corner of Placer County. The Sacramento Metropolitan Fire District serves a 1.3 square mile portion of this community. Placer Vineyards will connect to emerging developments in the City of Roseville and Sacramento County and will help define an urban character for this area.



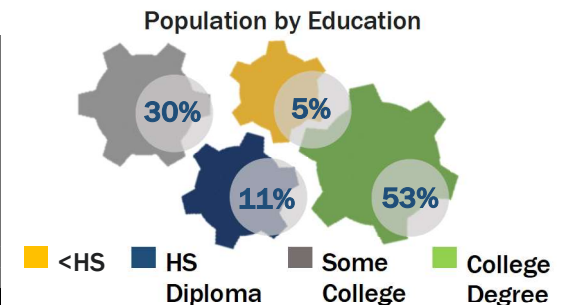
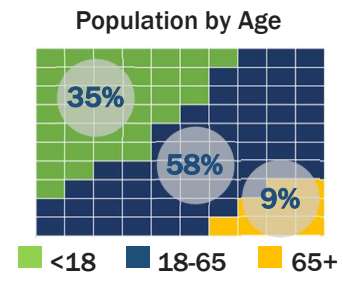
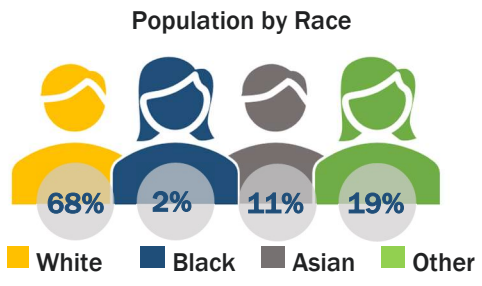
POPULATION AT A GLANCE		
<b>304</b>	<b>230</b>	<b>158</b>
Total Population	Density/Sq.Mi.	Total Households

**GEOGRAPHY & LAND USE**

The 1.3 square mile area of Placer Vineyards that is served by Metro Fire has gently rolling terrain that slopes primarily southwest and partially toward Dry Creek. The land consists mostly of undeveloped grazing and agricultural land with approximately 150 residences located in the Special Planning Area (SPA) concentrated in the northwest corner of the Plan Area.

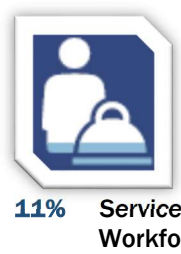
Land use in the area has historically been agriculture with rice lands, vineyards, orchards, grazing land and areas devoted to field crops. The community also contains a number of small tree groves and isolated oak stands primarily along the southern border adjacent to the Dry Creek parkway and existing Dyer Lane. Neighboring land uses in the area consist of agricultural grazing land, farming and large-lot rural residential uses.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

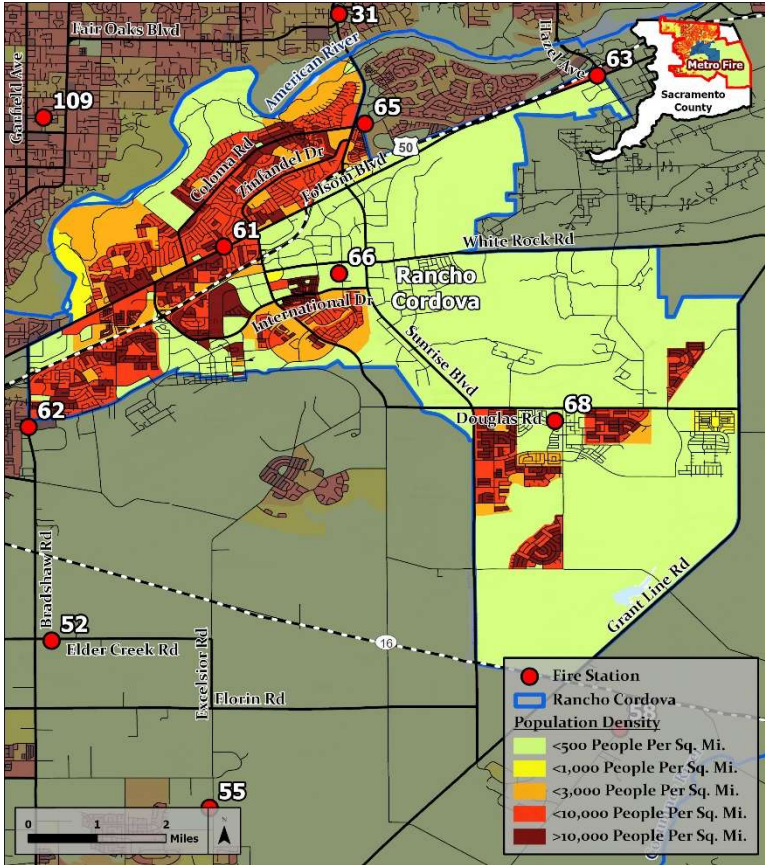
<b>\$144,168</b>	<b>\$521,552</b>
Median HH Income	Median Home Value
<b>3%</b>	<b>2%</b>
Households in Poverty	Unemployment Rate



# Rancho Cordova

## Community Profile

The City of Rancho Cordova, which was incorporated in 2003, is located in the central-south portion of Metro Fire's service area. Attempts to incorporate Rancho Cordova were made in 1961 and in 1978, and were finally successful by a vote in 2002. The Pony Express Trail ran along what is now Folsom Boulevard and Mills Station, and is a historical point of interest in the community.



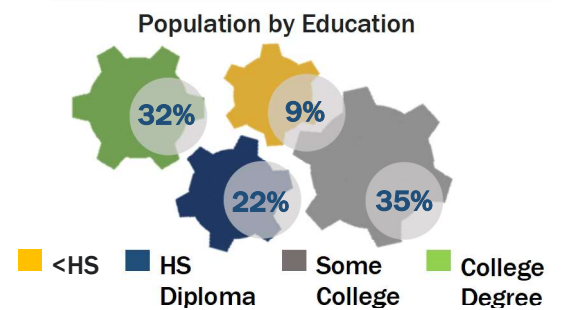
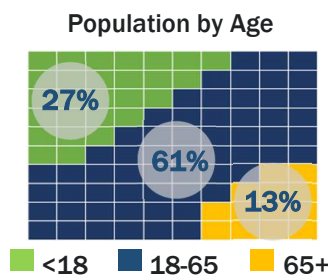
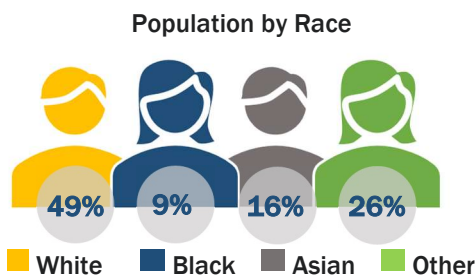
POPULATION AT A GLANCE		
<b>79,332</b>	<b>2,275</b>	<b>28,577</b>
Total Population	Density/Sq.Mi.	Total Households

**GEOGRAPHY & LAND USE**

The City of Rancho Cordova covers a 33.9 square mile area, including 0.4 square miles of waterways. The northwestern area of Rancho Cordova is largely developed while the southeastern area has large swathes of undeveloped and agricultural land. The Aerojet Rocketdyne facility and Mather Airport are both Superfund sites, making Rancho Cordova a unique and challenging built environment.

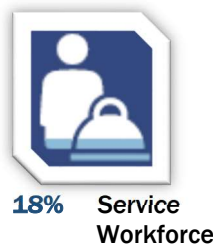
Land use in Rancho Cordova is primarily comprised of single-family homes, including some large clusters of mobile homes and RV parks. There are numerous multi-family apartment/condo complexes and institutional facilities. Multiple commercial corridors are also present, comprised of retail, office, and light to heavy industrial uses.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

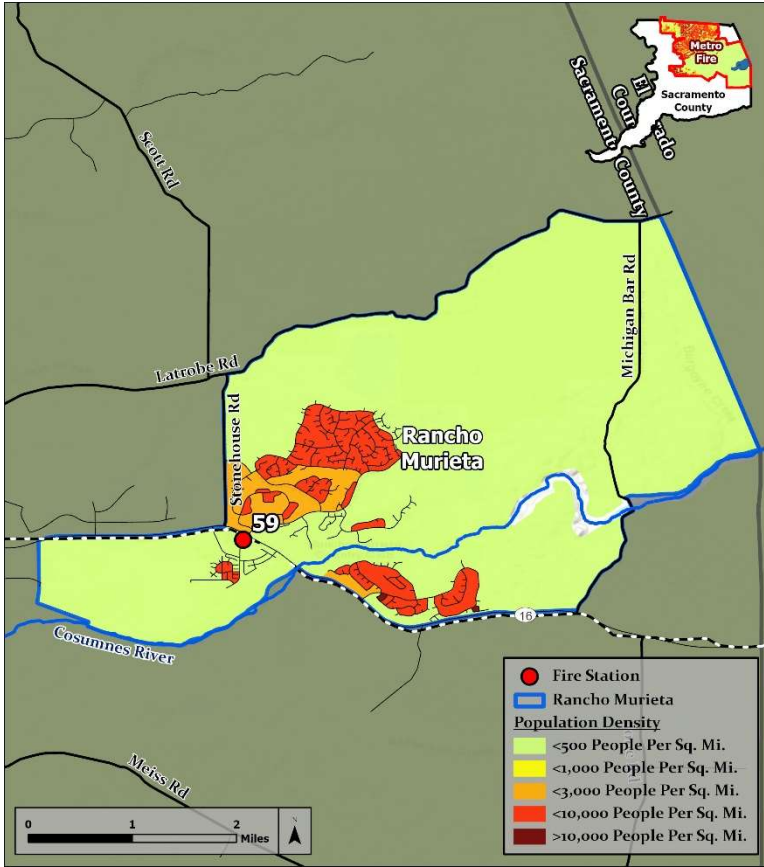
<b>\$79,960</b>	<b>\$397,573</b>
Median HH Income	Median Home Value
<b>10%</b>	<b>6%</b>
Households in Poverty	Unemployment Rate



# Rancho Murieta

## Community Profile

The community of Rancho Murieta is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the foothills of the Sierra Nevada range, about 25 miles east of Sacramento and in the southeast quadrant of Metro Fire's service area.



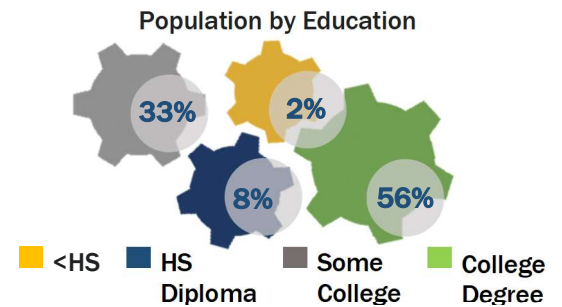
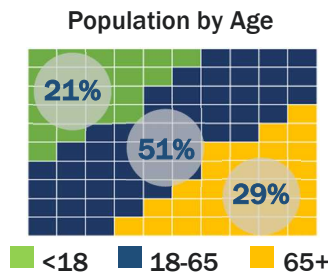
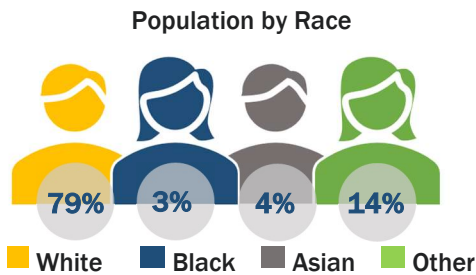
POPULATION AT A GLANCE		
<b>5,903</b>	<b>489</b>	<b>2,504</b>
Total Population	Density/Sq.Mi.	Total Households

**GEOGRAPHY & LAND USE**

Rancho Murieta has a total land area of 12.1 square miles, bordering the El Dorado County line to the east. The principal east-west access route is State Route 16 (also known as Jackson Highway), which connects Rancho Murieta with the Sacramento metropolitan area to its west and to El Dorado and Amador Counties to the east.

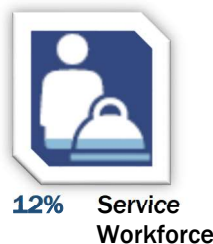
Land use in Rancho Murieta is almost entirely composed of single-family homes. There is a small commercial and retail center, hotel, equestrian center, along with a general aviation airfield and modular home neighborhood, located just outside the gates of the master-planned community.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

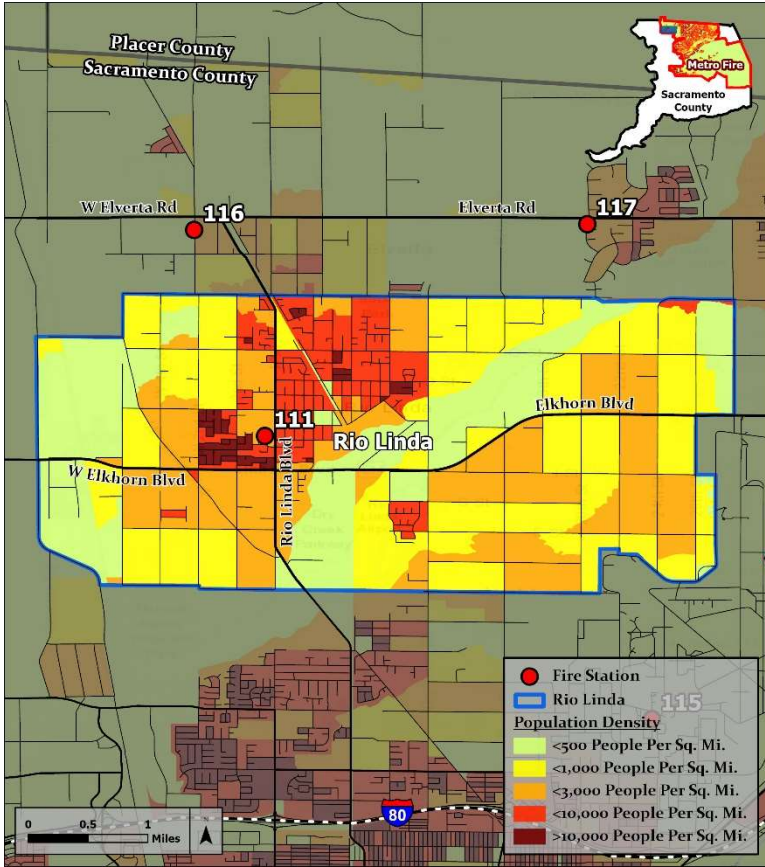
<b>\$127,212</b>	<b>\$590,019</b>
Median HH Income	Median Home Value
<b>2%</b>	<b>2%</b>
Households in Poverty	Unemployment Rate



# Rio Linda

## Community Profile

The community of Rio Linda is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, along the west-central border of Metro Fire's service area. McClellan Airfield anchors the community's southeast corner; the Rio Linda Airport is a general aviation field located in the area, as well.



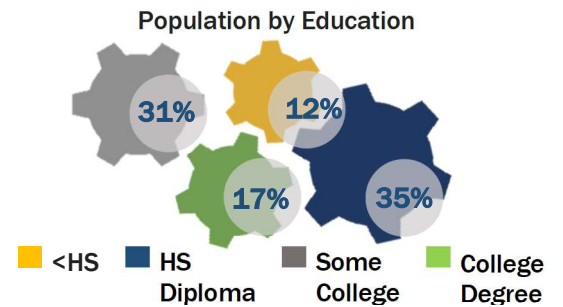
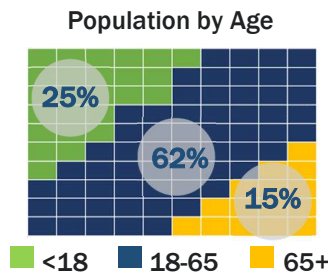
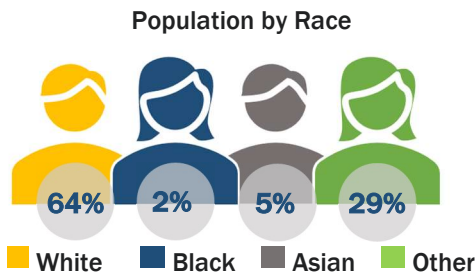
POPULATION AT A GLANCE		
<b>15,958</b>	<b>1,526</b>	<b>4,962</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

The community of Rio Linda has a total land area of 9.9 square miles and is primarily suburban in character and population density, with a swathe of open space following Dry Creek through the center of the community. A line of the Union Pacific railroad and Steelhead Creek run along the western edge of Rio Linda.

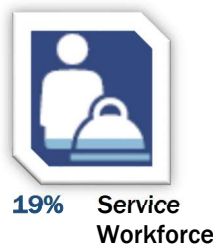
Land use in Rio Linda is primarily comprised of single-family homes, including several mobile home and RV parks. There are a few commercial corridors comprised of retail and light industrial uses. An agricultural products dealer and an asphalt plant are located along the western boundary of the community.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

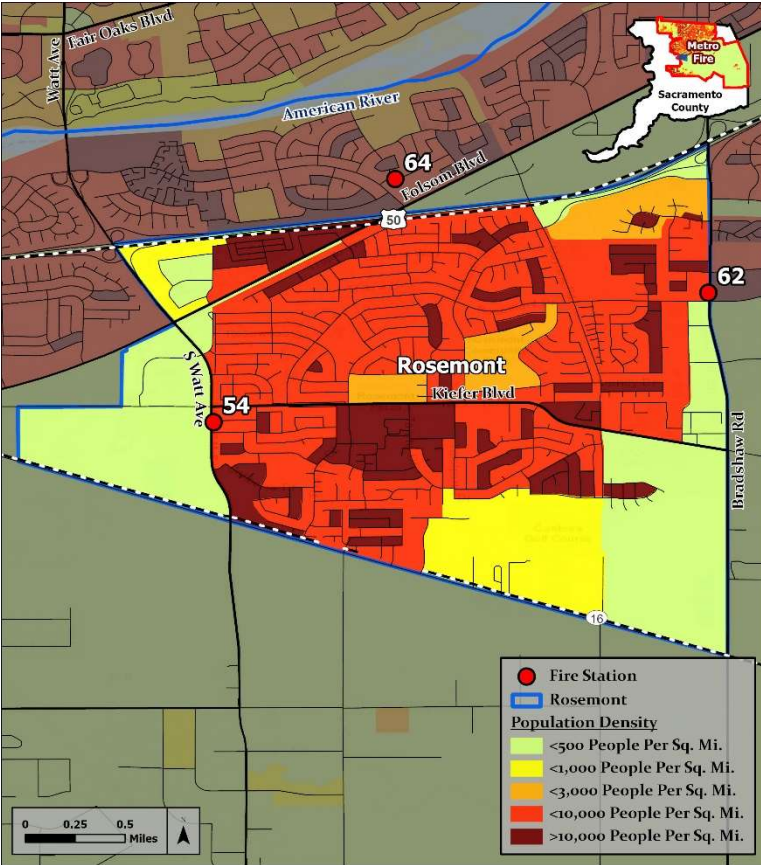
<b>\$78,229</b>	<b>\$437,601</b>
Median HH Income	Median Home Value
<b>15%</b>	<b>5%</b>
Households in Poverty	Unemployment Rate



# Rosemont

## Community Profile

The community of Rosemont is a Census Designated Place (CDP) located the unincorporated area of Sacramento County, in the central-south portion of Metro Fire’s service area.



POPULATION AT A GLANCE		
<b>23,510</b>	<b>5,362</b>	<b>8,857</b>
Total Population	Density/Sq.Mi.	Total Households

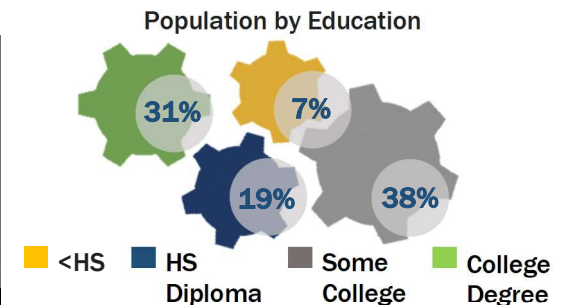
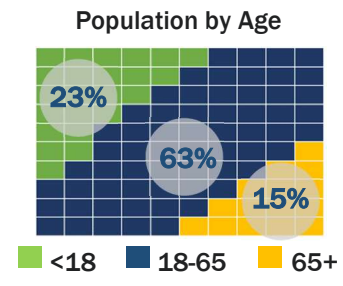
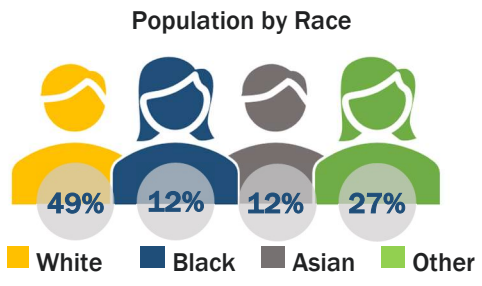
**GEOGRAPHY & LAND USE**

Rosemont spans a 4.3 square mile area, bordered by Folsom Boulevard to the north, Bradshaw Road to the east, Jackson Highway to the south, and South Watt Avenue to the west. US Highway 50 also runs along the northern edge of the community with the adjacent light-rail line.

Land use in Rosemont is primarily single-family homes, with a mixture of houses dating from the 1950s to newly constructed units. There are also a few multi-family apartment/condo complexes and institutional facilities as well as a few commercial corridors comprised of retail and light industrial uses.

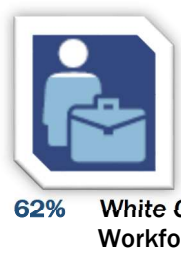
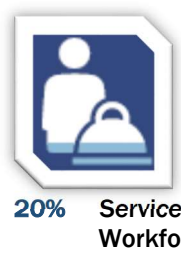
The commercial district of Rosemont, which includes retail and dining establishments, is primarily located along Kiefer Boulevard.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

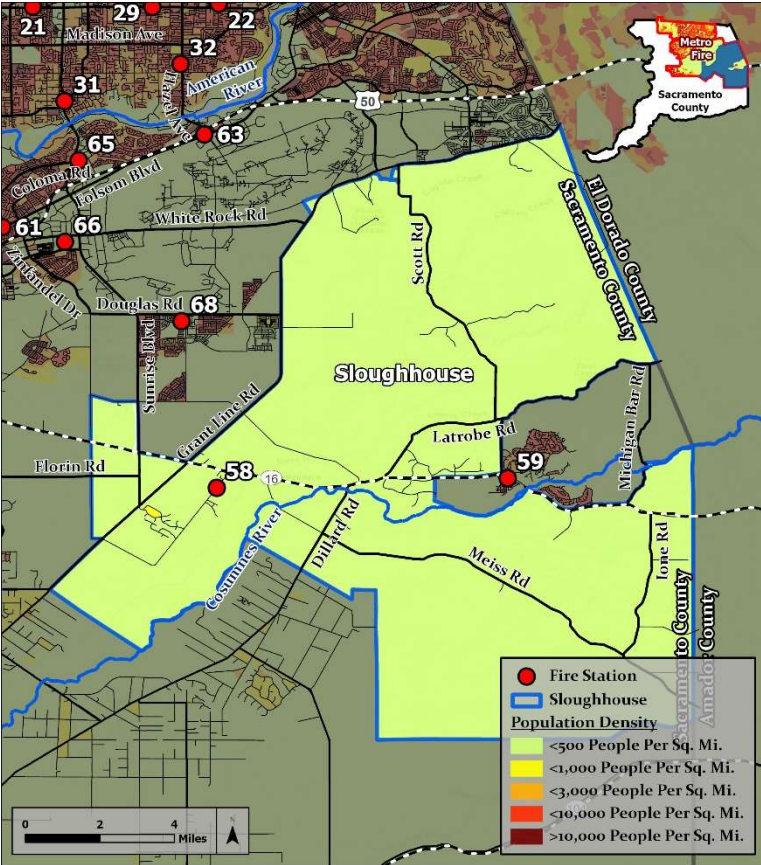
<b>\$76,488</b>	<b>\$358,911</b>
Median HH Income	Median Home Value
<b>13%</b>	<b>5%</b>
Households in Poverty	Unemployment Rate



# Sloughhouse

## Community Profile

The community of Sloughhouse is located in the unincorporated area of Sacramento County and was established in 1916. While Sloughhouse represents the largest portion of the District’s land area, its population is one of the smallest served. Due to its limited population, Sloughhouse is not recognized by the Census Bureau as a Census Designated Place, but it is considered a Census County Division (CCD).



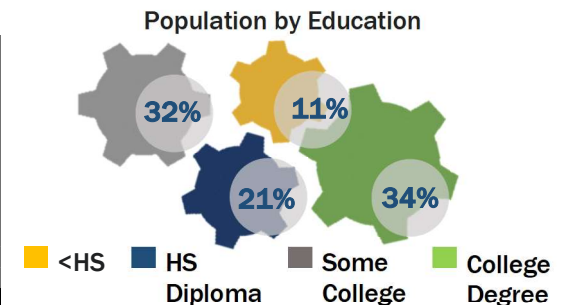
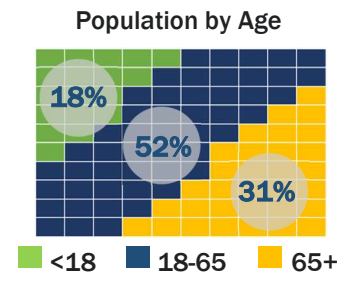
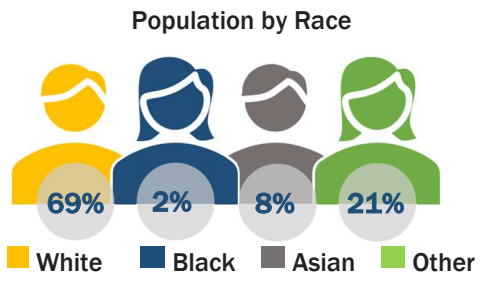
POPULATION AT A GLANCE		
<b>1,333</b>	<b>11</b>	<b>464</b>
Total Population	Density/Sq.Mi.	Total Households

**GEOGRAPHY & LAND USE**

Sloughhouse spans a 121.2 square mile area along State Route 16, 17 miles east/southeast of downtown Sacramento. In terms of land area, it encompasses much of the agricultural land in the south; both Deer Creek and Consumnes River run through the community. Sloughhouse is registered as a California Historical Landmark, due to its prominent hotel and stage station on the road to the Amador mines.

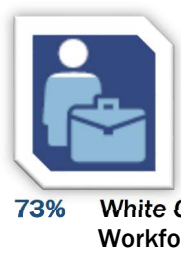
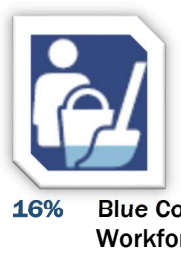
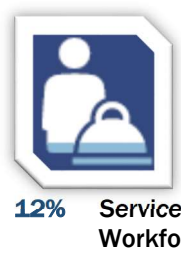
Land use in Sloughhouse is primarily single-family homes on large lots or ranches with outbuildings and agricultural structures. There is also a small cluster of retail structures, a large landfill, and an elementary school. Several historic buildings, including the oldest structures in the District, are located in this community.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

<b>\$103,832</b>	<b>\$661,008</b>
Median HH Income	Median Home Value
<b>6%</b>	<b>3%</b>
Households in Poverty	Unemployment Rate

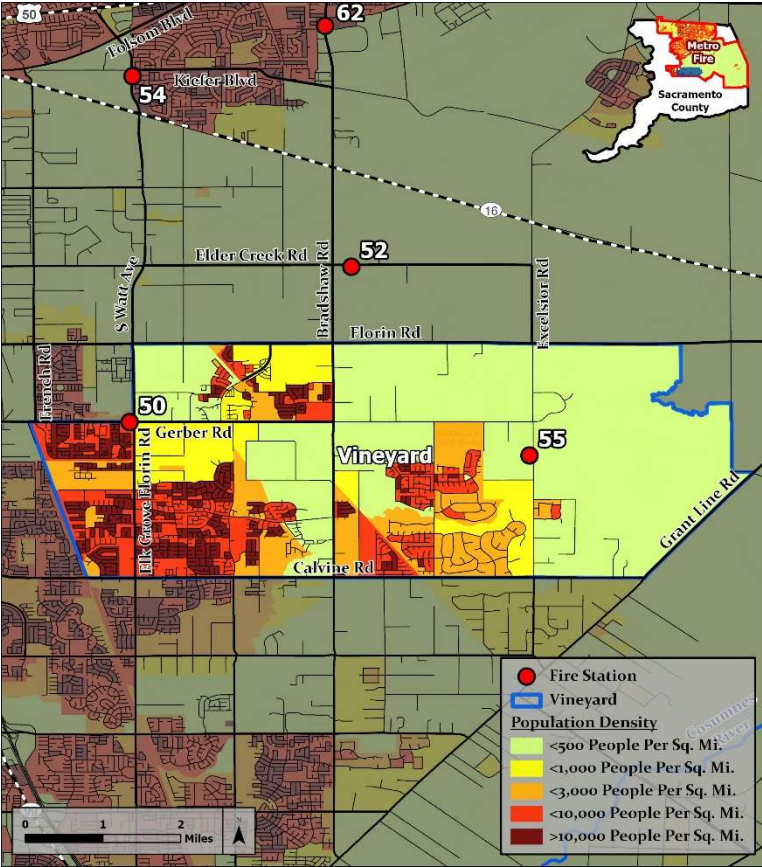




# Vineyard

## Community Profile

The community of Vineyard is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the southwestern corner of Metro Fire’s service area, between Sloughhouse and Florin. The community of Vineyard has grown to become one of the greater Sacramento area’s most racially diverse suburbs.



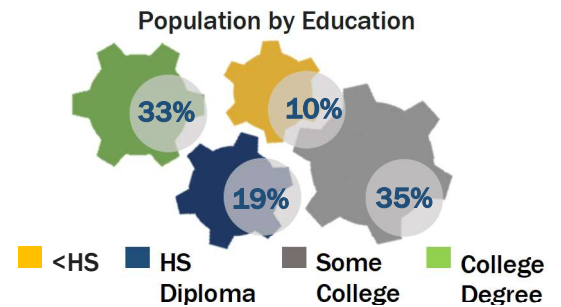
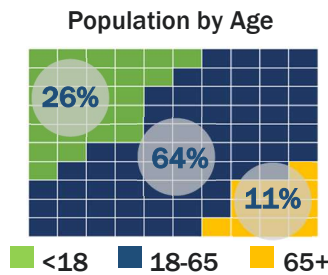
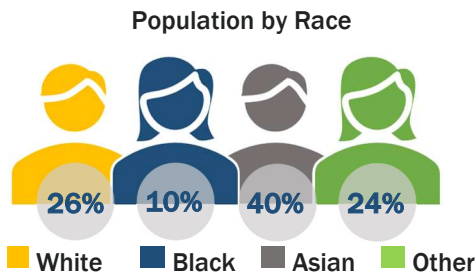
POPULATION AT A GLANCE		
<b>43,935</b>	<b>2,344</b>	<b>13,183</b>
Total Population	Density/Sq.Mi.	Total Households

### GEOGRAPHY & LAND USE

Vineyard has large tracts of open space and agricultural land covering a total of 17.2 square miles. It is bordered roughly by Jackson Road on the north, Grant Line Road to the east, Calvine Road on the south, and Elk Grove Florin Road on the west. There have been announcements of adding as many as 20,000 new homes to Vineyard, which could add as many as 60,000 new people; along with the houses would come new shopping centers, parks, and schools. There’s also plans to extend some sort of public transportation to Vineyard and to build around the train tracks that go through the town.

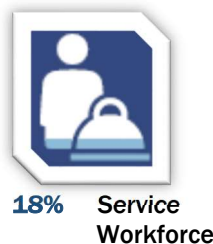
Land use in Vineyard is primarily comprised of single-family homes with some retail stores and other commercial structures in the area. New residential construction is evident in multiple locations throughout the community.

### KEY DEMOGRAPHIC INDICATORS



### KEY ECONOMIC INDICATORS

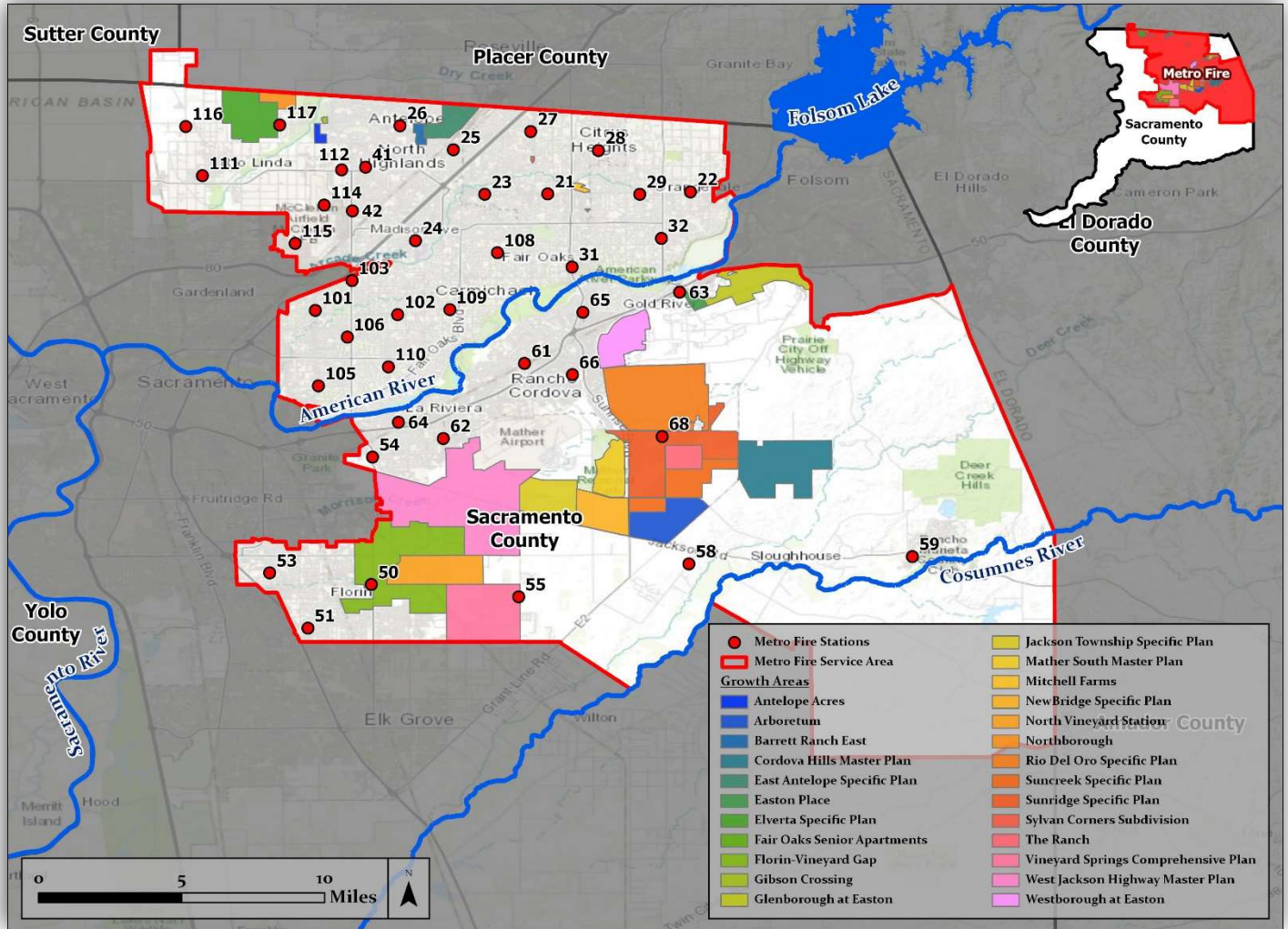
<b>\$95,952</b>	<b>\$445,034</b>
Median HH Income	Median Home Value
<b>9%</b>	<b>5%</b>
Households in Poverty	Unemployment Rate



## Growth Areas

As communities develop and grow throughout Metro Fire’s service area, this growth is monitored to plan for future service needs. The timeline for development projects can range from five years to multiple decades, depending on the size and scope of the project or plan. As growth occurs and communities change over time, levels of service required may also change.

In addition to the 23 communities that Metro Fire currently serves, there are 25 planning and development projects that the District is monitoring within its service area that may impact future service delivery.



# Antelope Acres

## Project Profile

### PROJECT AT A GLANCE

<b>75</b>	<b>5,240</b>	<b>44,715</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Antelope Acres project is a 75-acre residential project located in Antelope comprised of four sites that will provide high, medium and low-density housing. The project will provide low-income housing and senior housing in addition to the standard housing options. Intertwined throughout the site will be a well-situated park area as well as walking and biking trails that allow for easy access to existing adjacent trails to showcase the beautiful riparian setting along Sierra Creek.

### PROJECT STATUS

Application Submitted

### JURISDICTION

County of Sacramento

### RESIDENTIAL USE



**2,000**  
Proposed Dwelling Units



**5,240**  
Residential Population

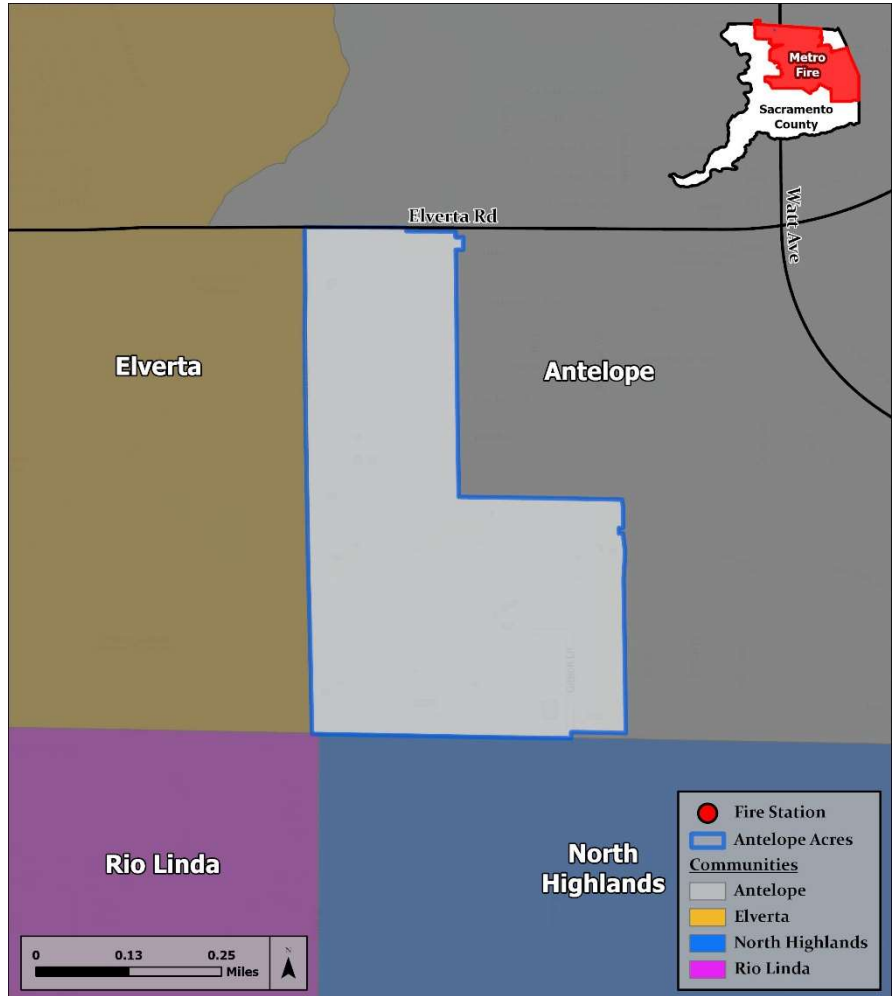
### BUSINESS USE



**0 SF**  
Proposed Business Use



**0**  
Workforce Population



# Arboretum

## Project Profile

### PROJECT AT A GLANCE

<b>1,349</b>	<b>14,221</b>	<b>6,747</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Arboretum project is a 1,349-acre project located in Rancho Cordova that will provide a diversity of residential housing types, retail and commercial opportunities, and public uses. The completed project includes 5,037 dwelling units, at an average density of approximately 8 units per acre. It will also include 48 acres of retail and village commercial uses. The project will supplement the public facilities of the city through the designation of a joint junior high and high school site as well as 450 acres of stream corridor, reservoir, and vernal pool reserves. The project will greatly enhance the character of the city, and serve to further define its identity as a vibrant place that supports a healthy lifestyle.

### PROJECT STATUS

Application Submitted

### JURISDICTION

City of Rancho Cordova

### RESIDENTIAL USE



**5,000**  
Proposed Dwelling Units



**13,100**  
Residential Population

### BUSINESS USE



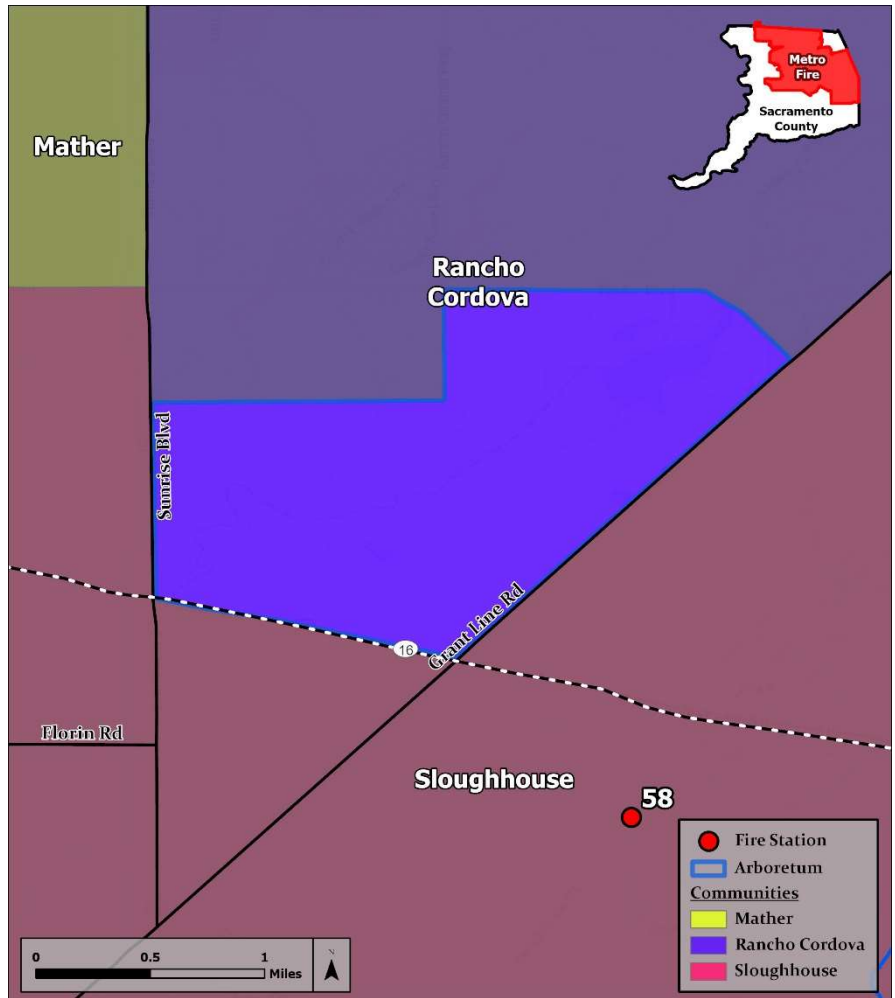
**465,000 SF**  
Proposed Business Use



**1,121**  
Workforce Population



- 465,000 SF** Commercial/Retail
- None Office
- None Industrial
- None Mixed Use



# Barrett Ranch East

## Project Profile

### PROJECT AT A GLANCE

<b>128</b>	<b>2,013</b>	<b>10,063</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Barrett Ranch East project is a 128-acre project located in Antelope that includes 106 acres of single and multi-family residential uses of varying densities; 6.5 acres of commercial uses for a shopping center and additional commercial site; and 15.7 acres of open space and park uses. The project will be divided into eight “villages,” with identifying characteristics such as varying lot sizes, housing product types, and design features. Commercial uses are intended to provide a village-like gathering place with retail and restaurant uses. Open spaces include a developed park area, community garden and a park/plaza area that would be integrated with the planned neighborhood commercial center.

### PROJECT STATUS

Construction in Progress

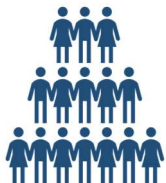
### JURISDICTION

County of Sacramento

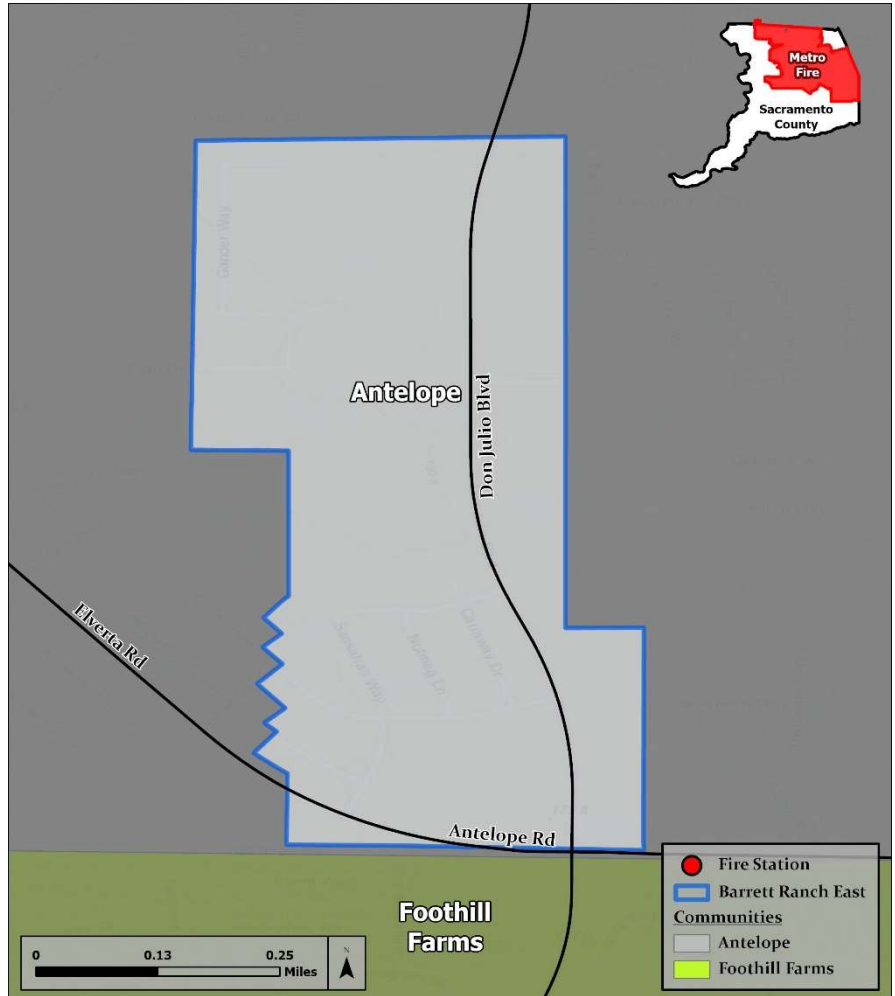
### RESIDENTIAL USE



**668**  
Proposed Dwelling Units



**1,750**  
Residential Population



### PROJECT STATUS

Construction in Progress

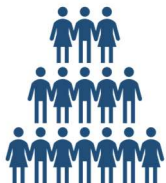
### JURISDICTION

County of Sacramento

### RESIDENTIAL USE



**668**  
Proposed Dwelling Units



**1,750**  
Residential Population

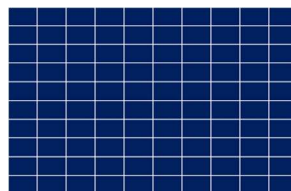
### BUSINESS USE



**108,900 SF**  
Proposed Business Use



**262**  
Workforce Population



**108,900 SF**

Commercial/Retail

None

Office

None

Industrial

None

Mixed Use

# Cordova Hills Master Plan

## Project Profile

### PROJECT AT A GLANCE

<b>2,669</b>	<b>25,252</b>	<b>6,055</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

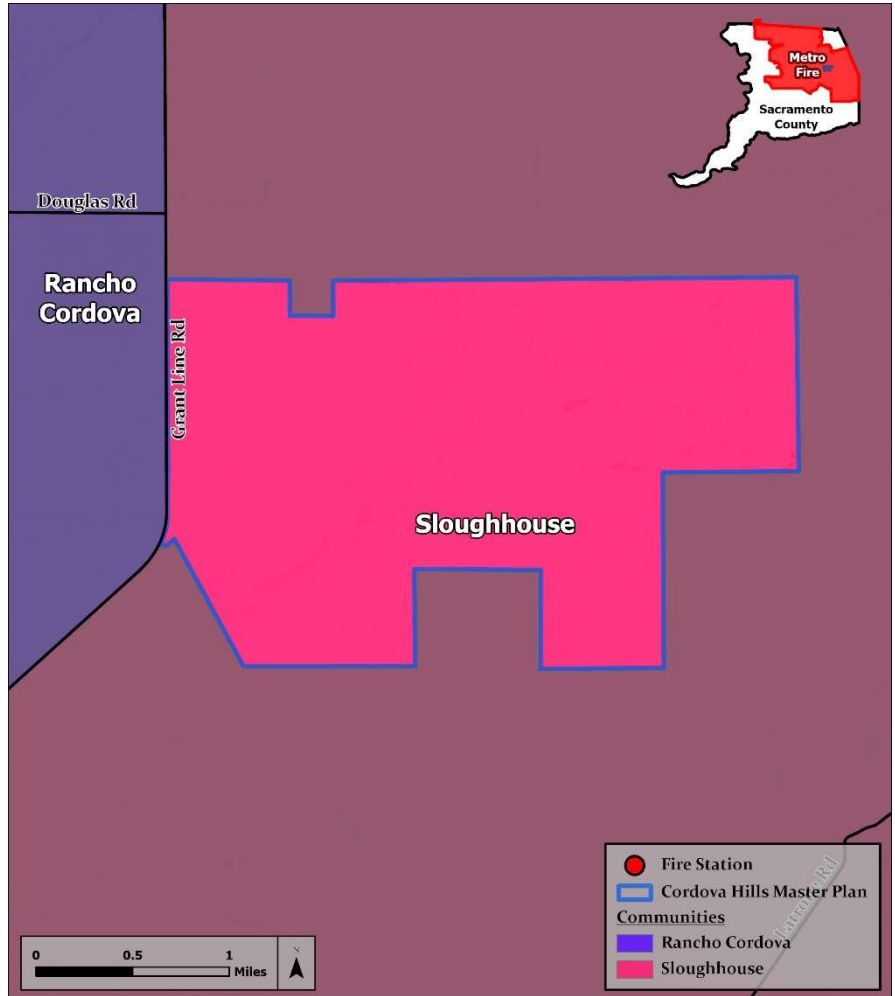
The Cordova Hills Master Plan is envisioned as a community that combines a town center with a major institution of higher learning, and a diversity of new homes, interwoven with extensive open space. The community will be inter-connected through an extensive system of transportation corridors and other open space linkages. The 2,669-acre plan area is located in Rancho Cordova and includes 950 acres of residential uses comprised of a proposed 8,000 dwelling units ranging from low to high densities; 35 acres of commercial uses; 569 acres of community uses including recreation, open space, and other public/quasi-public uses; 194 acres of agricultural uses; 493 acres of avoided area; and 224 acres for a university/college campus.

### PROJECT STATUS

Entitled –  
Subdivision Map Under Review

### JURISDICTION

City of Rancho Cordova



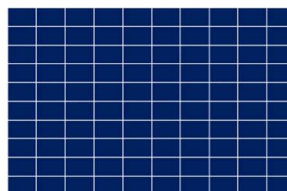
### BUSINESS USE



**1,349,419 SF**  
Proposed  
Business Use



**3,252**  
Workforce  
Population



- 1,349,419 SF** Commercial/Retail
- None Office
- None Industrial
- None Mixed Use

# East Antelope Specific Plan

# Project Profile

## PROJECT AT A GLANCE

<b>670</b>	<b>7,517</b>	<b>7,181</b>
Total Acres	Population @ Buildout	Density @ Buildout

## PROJECT DESCRIPTION

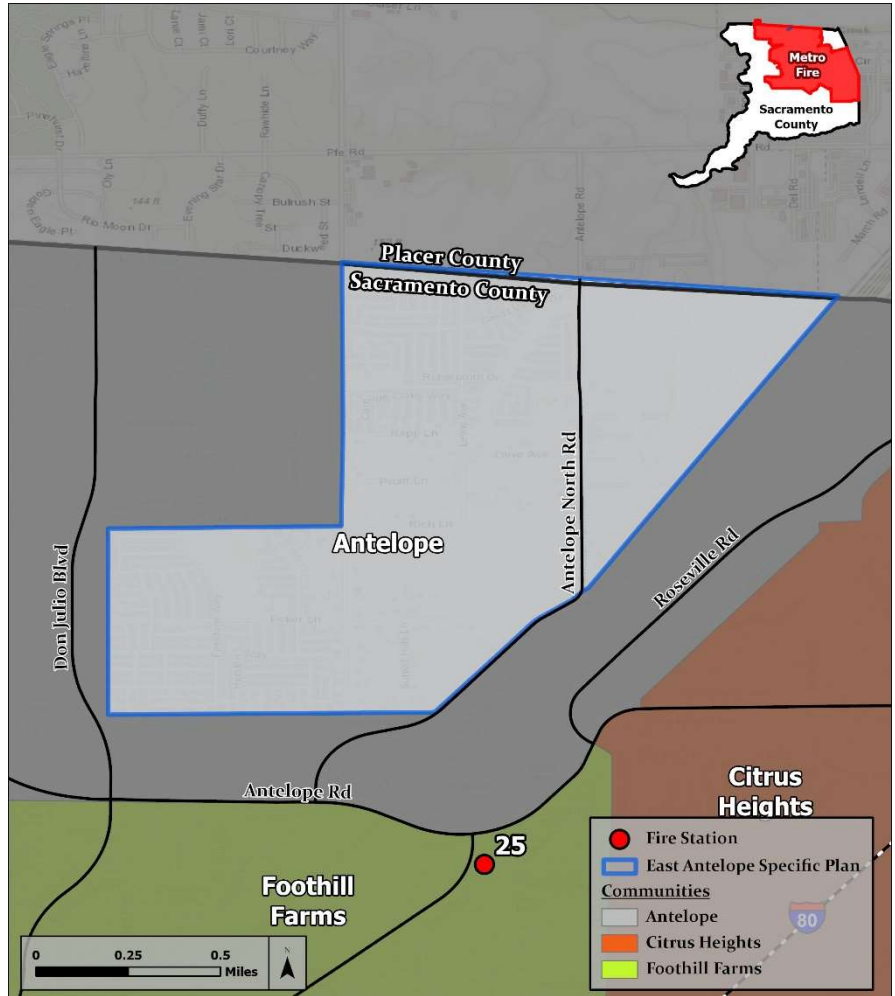
The East Antelope Specific Plan provides a comprehensive plan for development of an area that exists in an urbanizing portion in the north-central portion of Sacramento County immediately adjacent to the Sacramento/Placer County line. The 670-acre plan area consists of 510 acres of residential uses of varying densities; 154 acres of industrial uses; and 5 acres of commercial/office uses. There are 1,655 planned housing units ranging from urban-residential to agricultural-residential densities.

## PROJECT STATUS

Entitled

## JURISDICTION

County of Sacramento



## RESIDENTIAL USE



**1,655**  
Proposed Dwelling Units

## RESIDENTIAL USE



**8,000**  
Proposed Dwelling Units



**22,000**  
Residential Population

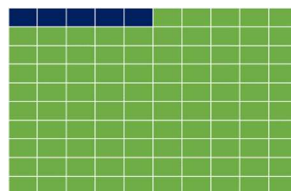
## BUSINESS USE



**1,745,880 SF**  
Proposed Business Use



**3,181**  
Workforce Population



90,600 SF

Commercial/Retail

None

Office

1,655,280 SF

Industrial

None

Mixed Use

# Easton Place

## Project Profile

### PROJECT AT A GLANCE

<b>183</b>	<b>14,926</b>	<b>52,200</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Easton Place project is a 183-acre project located in eastern Sacramento County just south of US Highway 50, and is a borough within the larger Easton project. Easton Place is envisioned as an active, urban community that will provide a higher intensity mix of uses in a comfortable, walkable environment. The community will be a center for regional employment, shopping, and entertainment that serves its residents as well as those of the surrounding boroughs. The project includes 55 acres of high-density residential uses totaling a proposed 1,644 dwelling units; 81 acres of varying commercial uses; and 14 acres of community uses including civic/quasi-public space, entertainment, and parks.

### PROJECT STATUS

Entitled

### JURISDICTION

County of Sacramento

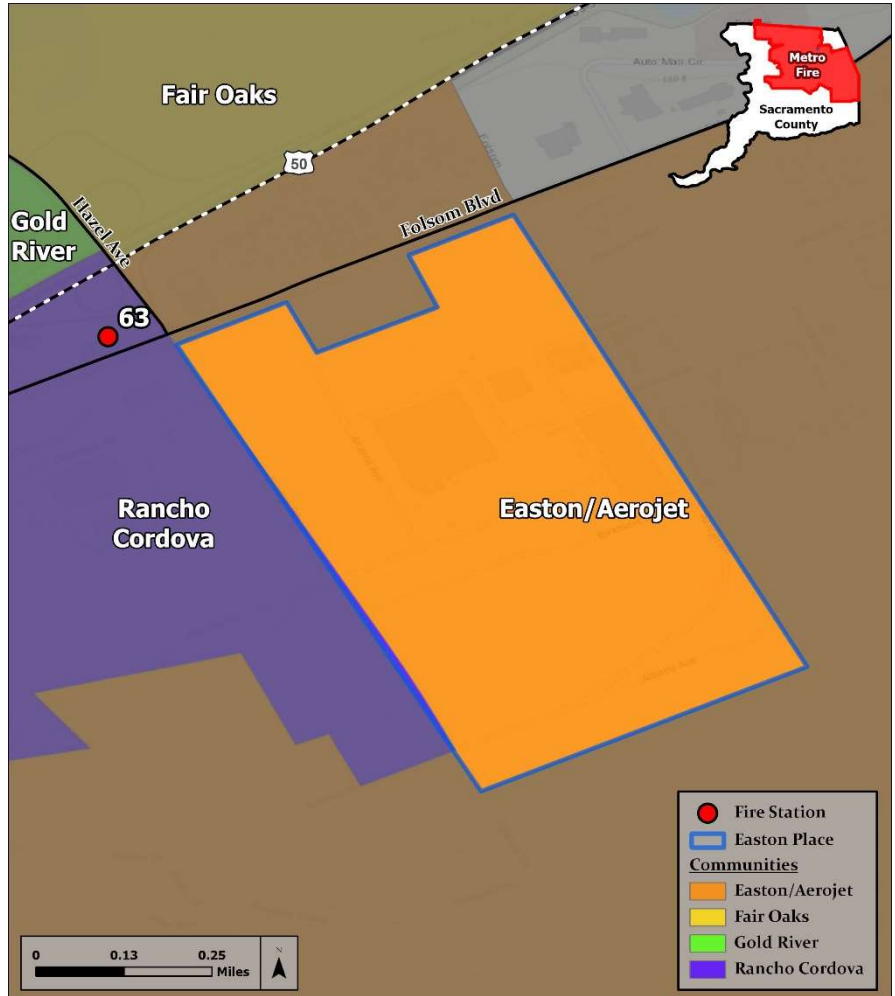
### RESIDENTIAL USE



**1,644**  
Proposed Dwelling Units



**4,307**  
Residential Population



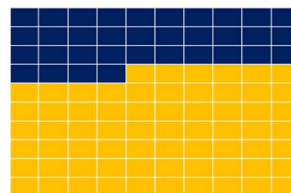
### BUSINESS USE



**3,527,100 SF**  
Proposed Business Use



**10,619**  
Workforce Population



**1,199,234 SF** Commercial/Retail  
**2,327,866 SF** Office  
 None Industrial  
 None Mixed Use



# Elverta Specific Plan

## Project Profile

### PROJECT AT A GLANCE

<b>1,449</b>	<b>11,069</b>	<b>4,889</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Elverta Specific Plan establishes a mix of housing, commercial, and public uses to promote a range of living environments and employment opportunities primarily to attract and retain a stable and diversified population. The 1,745-acre plan area is intended to reflect a self-supporting village-scaled community that includes 1,433 acres of residential uses ranging from 20 units per acre to 1-5 units per acre; 93 acres of community uses for schools, parks, and community center; 19 acres of commercial/office uses, and 126 acres of open space and other uses.

### PROJECT STATUS

Entitled

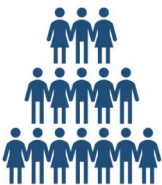
### JURISDICTION

County of Sacramento

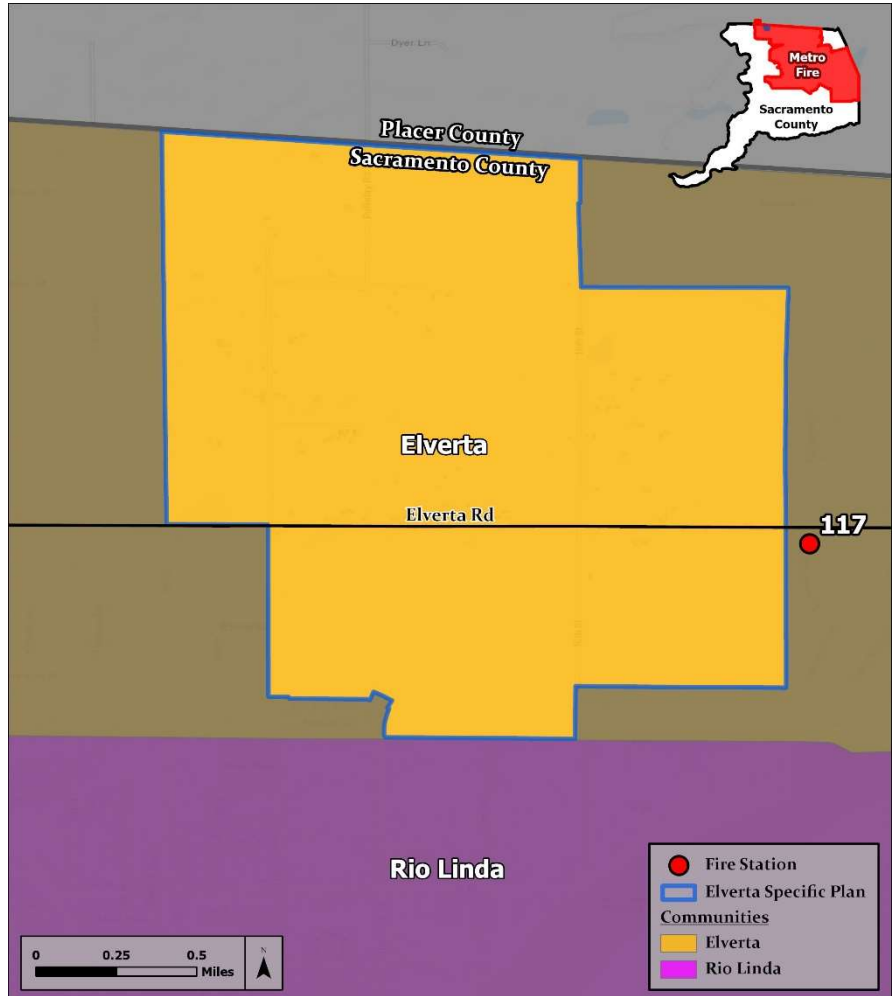
### RESIDENTIAL USE



**3,823**  
Proposed Dwelling Units



**10,016**  
Residential Population



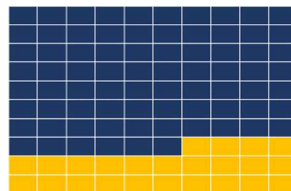
### BUSINESS USE



**400,752 SF**  
Proposed Business Use



**1,053**  
Workforce Population



# Fair Oaks Senior Apartments

## Project Profile

### PROJECT AT A GLANCE

<b>5</b>	<b>231</b>	<b>29,568</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Fair Oaks Senior Apartment project is a 5-acre residential project located in the City of Citrus Heights on Fair Oaks Boulevard. The proposed affordable housing project includes a 110-dwelling unit senior apartment complex that would include a mix of one- and two-bedroom units. The community is designed for ages 55+ and would also include a community clubhouse and a trail that links the housing units to the gathering areas and community gardens.

### PROJECT STATUS

Construction in Progress

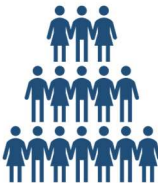
### JURISDICTION

City of Citrus Heights

### RESIDENTIAL USE



**110**  
Proposed Dwelling Units



**231**  
Residential Population

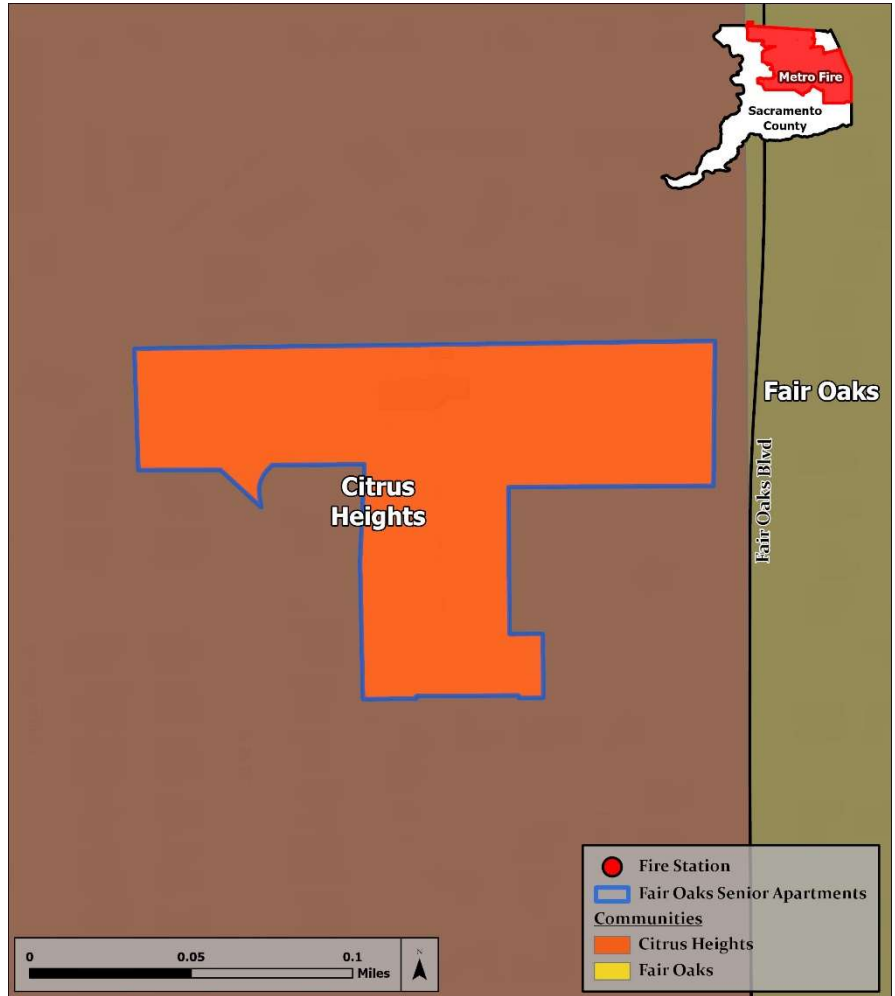
### BUSINESS USE



**0 SF**  
Proposed Business Use



**0**  
Workforce Population



# Florin-Vineyard Community Plan

## Project Profile

### PROJECT AT A GLANCE

<b>3,872</b>	<b>74,160</b>	<b>12,258</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Florin-Vineyard Community Plan, also known as the Florin-Vineyard Gap, was created to provide for a high quality, clean, safe, long-lasting sustainable community that develops in an orderly and systematic manner with adequate public infrastructure and services. The 3,872-acre plan area located between the Florin and Vineyard areas of south-central Sacramento County includes 2,349 acres of residential uses for a proposed 9,919 dwelling units ranging from agricultural residential to high density and multi-family units; 1,306 acres of commercial, office and industrial uses; and 218 acres of open space and other community uses.

### PROJECT STATUS

Construction in Progress  
(Multiple Projects)

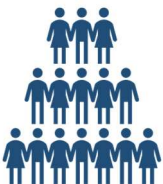
### JURISDICTION

County of Sacramento

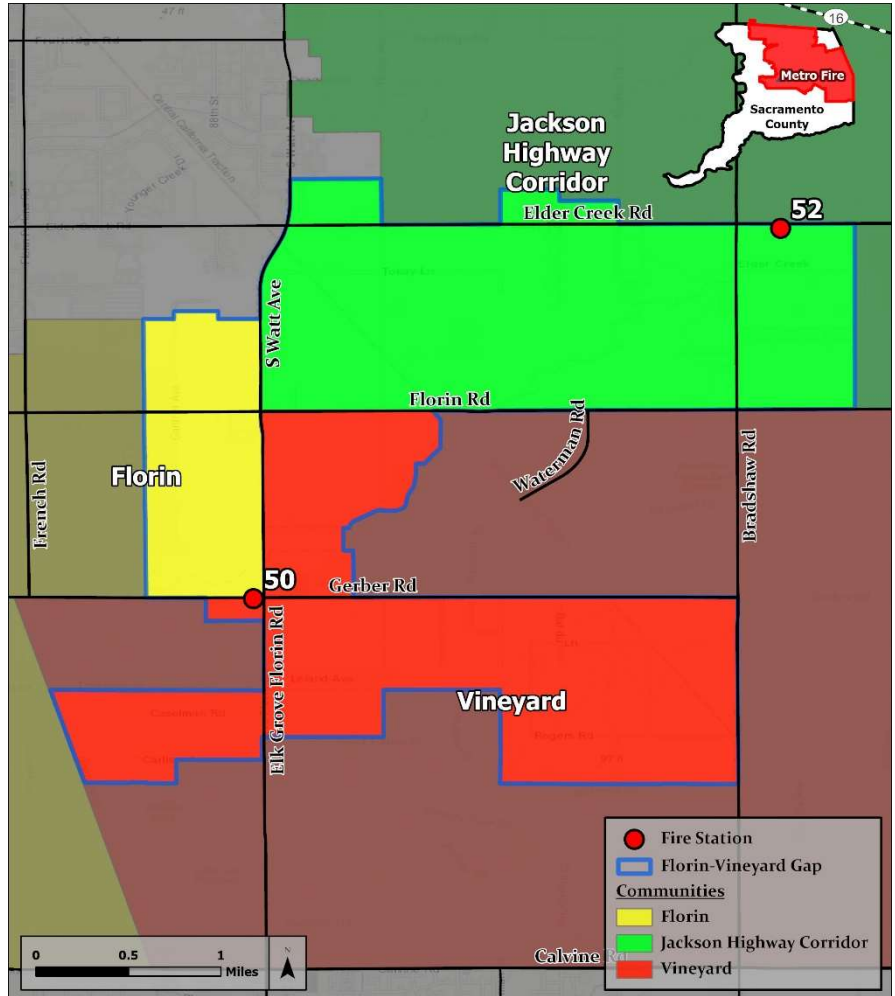
### RESIDENTIAL USE



**9,919**  
Proposed Dwelling Units



**25,988**  
Residential Population



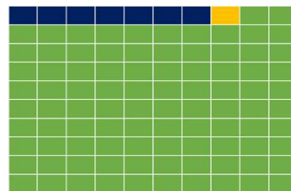
### BUSINESS USE



**26,075,177 SF**  
Proposed Business Use



**48,172**  
Workforce Population



<b>1,843,677 SF</b>	Commercial/Retail
<b>231,500 SF</b>	Office
<b>24,000,000 SF</b>	Industrial
<b>None</b>	Mixed Use

# Gibson Crossing

## Project Profile

### PROJECT AT A GLANCE

<b>22</b>	<b>558</b>	<b>16,234</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Gibson Crossing project is a 22-acre residential project located in Elverta that includes 19.7 acres of residential uses; 2.2 acres for a detention basin and drainage; and 0.06 acres for a cellular tower. The project will add 163 single-family residential units to the housing inventory and is located in an established community, reducing the demand for land development on the urban fringe.

### PROJECT STATUS

Construction in Progress

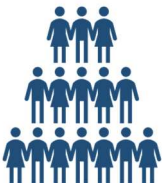
### JURISDICTION

County of Sacramento

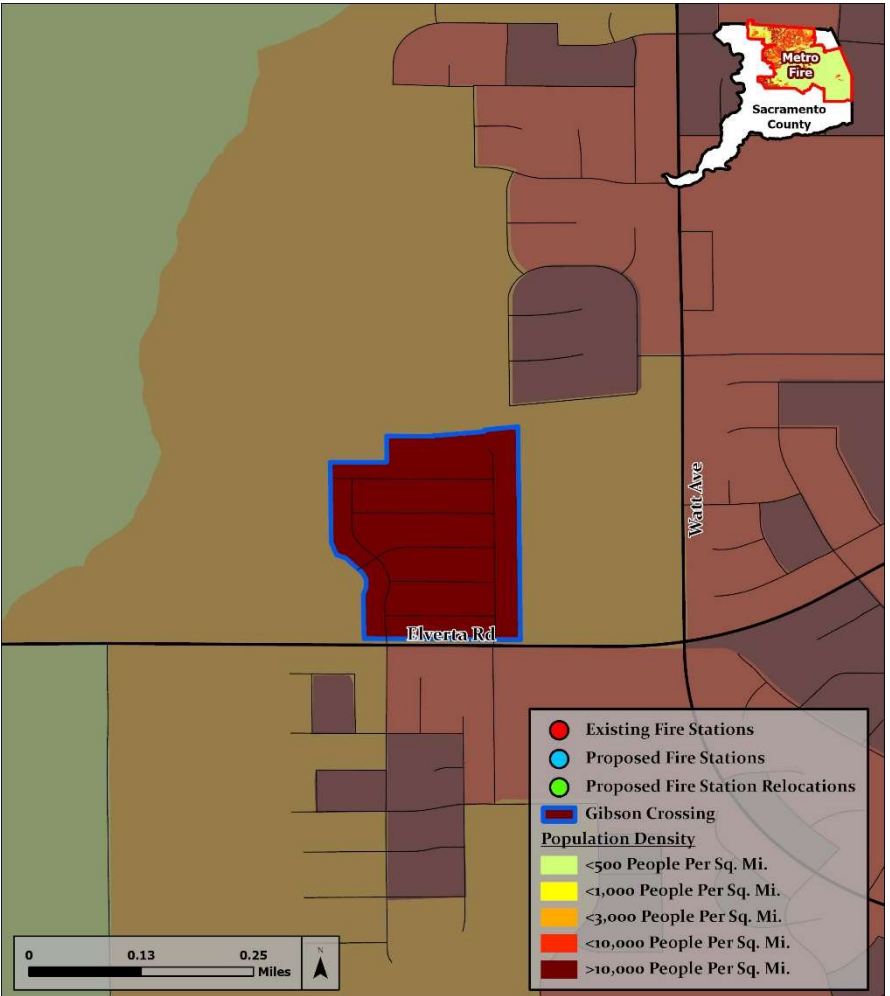
### RESIDENTIAL USE



**213**  
Proposed Dwelling Units



**558**  
Residential Population



### BUSINESS USE



**0 SF**  
Proposed Business Use



**0**  
Workforce Population

# Glenborough at Easton

## Project Profile

### PROJECT AT A GLANCE

<b>1,208</b>	<b>12,820</b>	<b>6,792</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Glenborough at Easton project is a 1,208-acre project located in eastern Sacramento County just south of US Highway 50, and is a borough within the larger Easton project. Glenborough is designed as a mixed-use community providing a balanced variety of land uses, transportation options, employment opportunities, housing diversity, and pedestrian-friendly amenities. The project is comprised of 486 acres of residential uses including low, medium and high density uses totaling a proposed 4,893 dwelling units; and 510 acres of community use including parks, open space, and public/quasi-public space.

### PROJECT STATUS

Entitled

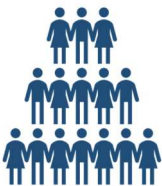
### JURISDICTION

County of Sacramento

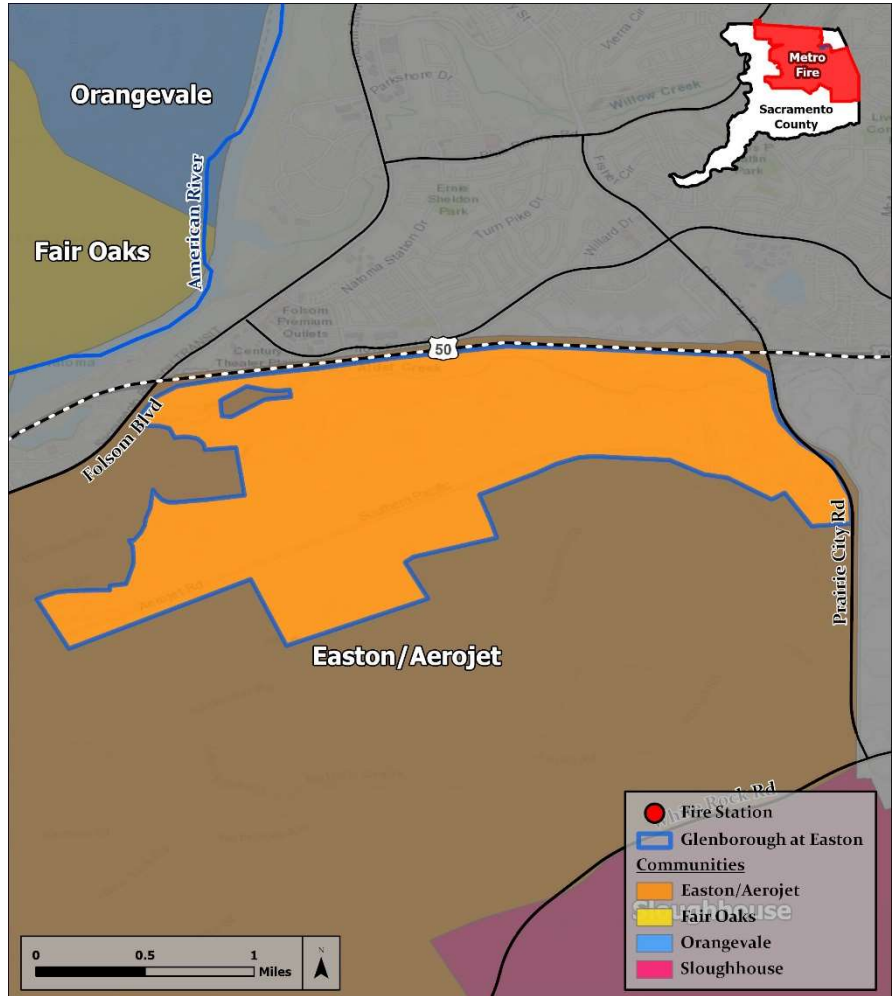
### RESIDENTIAL USE



**4,893**  
Proposed  
Dwelling Units



**12,820**  
Residential  
Population



### BUSINESS USE



**0 SF**  
Proposed  
Business Use



**0**  
Workforce  
Population

# Jackson Township Specific Plan

## Project Profile

### PROJECT AT A GLANCE

<b>1,391</b>	<b>20,317</b>	<b>9,348</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Jackson Township Specific Plan is envisioned as a vibrant and self-sustaining community that incorporates environmentally sustainable practices, distinct and walkable neighborhoods featuring complementary land uses and the integration of open space as the foundation of the community. The 1,391-acre plan area located in Sacramento County along the Jackson Highway Corridor is mixed-use community including 589 acres of low to high density residential uses totaling a proposed 5,690 dwelling units; 130 acres of commercial, mixed use and office uses; 101 acres of public/quasi-public uses including schools and a tank site; and 483 acres of open space, parks, wetland preserve, and agricultural uses.

### PROJECT STATUS

Application Under Review

### JURISDICTION

County of Sacramento

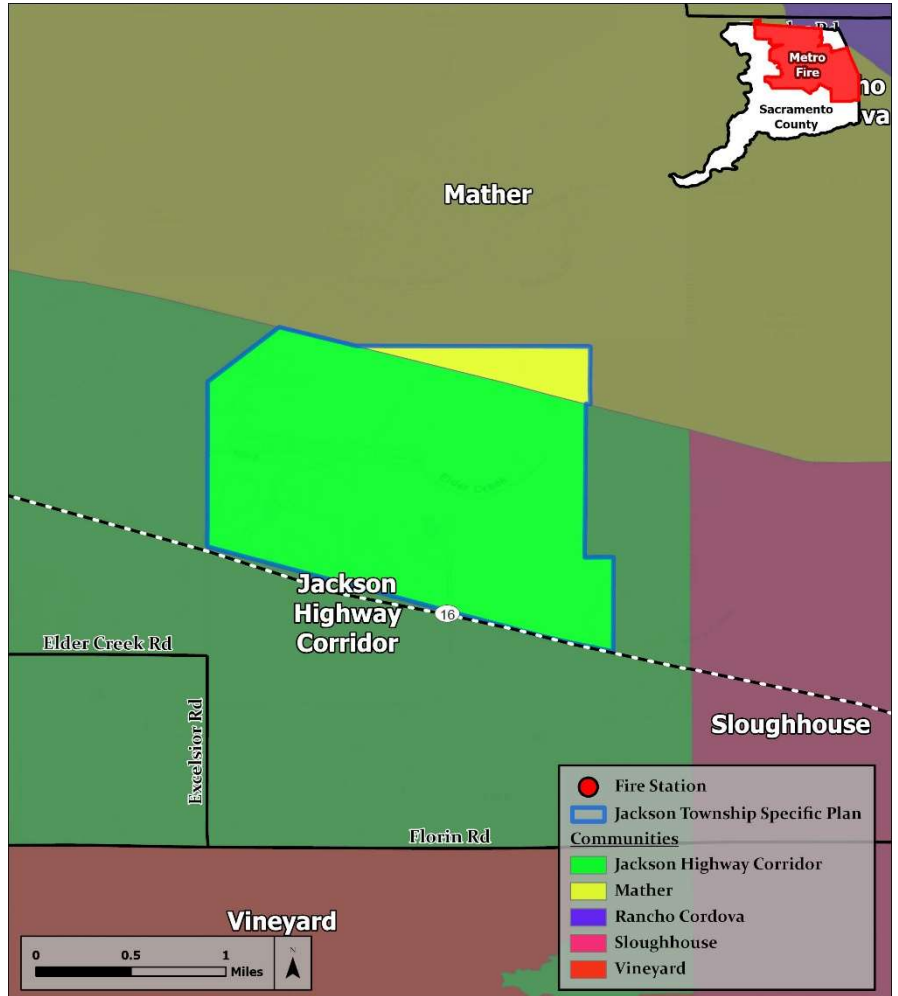
### RESIDENTIAL USE



**6,143**  
Proposed Dwelling Units



**16,095**  
Residential Population



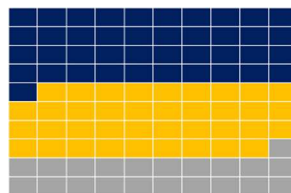
### BUSINESS USE



**2,022,100 SF**  
Proposed Business Use



**4,222**  
Workforce Population



**826,500 SF** Commercial/Retail  
**766,600 SF** Office  
**None** Industrial  
**429,000 SF** Mixed Use

# Mather South Master Plan

## Project Profile

### PROJECT AT A GLANCE

<b>848</b>	<b>9,673</b>	<b>7,301</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Mather South Master Plan is envisioned as a mixed use, walkable community with a diversity of housing. The 848-acre plan area located on a portion of the former Mather Air Force Base property is a mixed-use development that includes 427 acres of residential uses comprised of a proposed 3,522 detached and attached single family and multi-family dwelling units; 27 acres of commercial uses; 72 acres for community uses including parks, recreation, public facilities, and open space; and 49 acres for an environmental education center and research and development park. Mather South incorporates a wetland preserve and extensive open space corridors that will create a sense of place and foster a strong relationship of the residents with their natural community.

### PROJECT STATUS

Entitled –  
Large Lot Map Under Review

### JURISDICTION

County of Sacramento

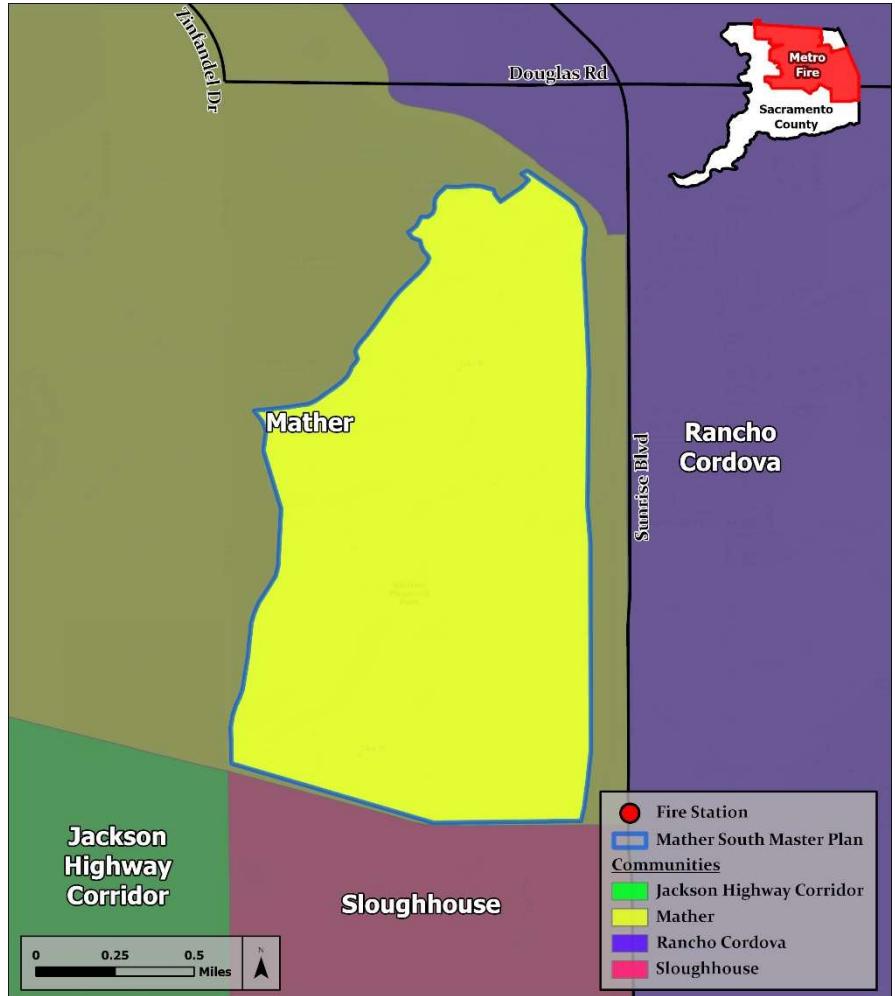
### RESIDENTIAL USE



**3,522**  
Proposed Dwelling Units



**9,228**  
Residential Population



### BUSINESS USE



**185,000 SF**  
Proposed Business Use



**446**  
Workforce Population



<b>185,000 SF</b>	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

# Mitchell Farms

## Project Profile

### PROJECT AT A GLANCE

<b>56</b>	<b>681</b>	<b>7,785</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Mitchell Farms project is a 56-acre residential project located in the City of Citrus Heights. The project includes 32 acres of residential uses including a proposed 260 dwelling units. The residences would be organized in five villages around the periphery of the site and would include a variety of housing types, ranging from 1,400-2,000 SF. The remaining 23 acres of the site, including the creek corridor in the center of the site would be devoted to open space and recreation uses, including trails and parks.

### PROJECT STATUS

Construction in Progress

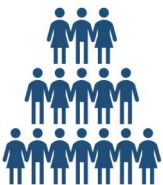
### JURISDICTION

City of Citrus Heights

### RESIDENTIAL USE



**260**  
Proposed Dwelling Units



**681**  
Residential Population

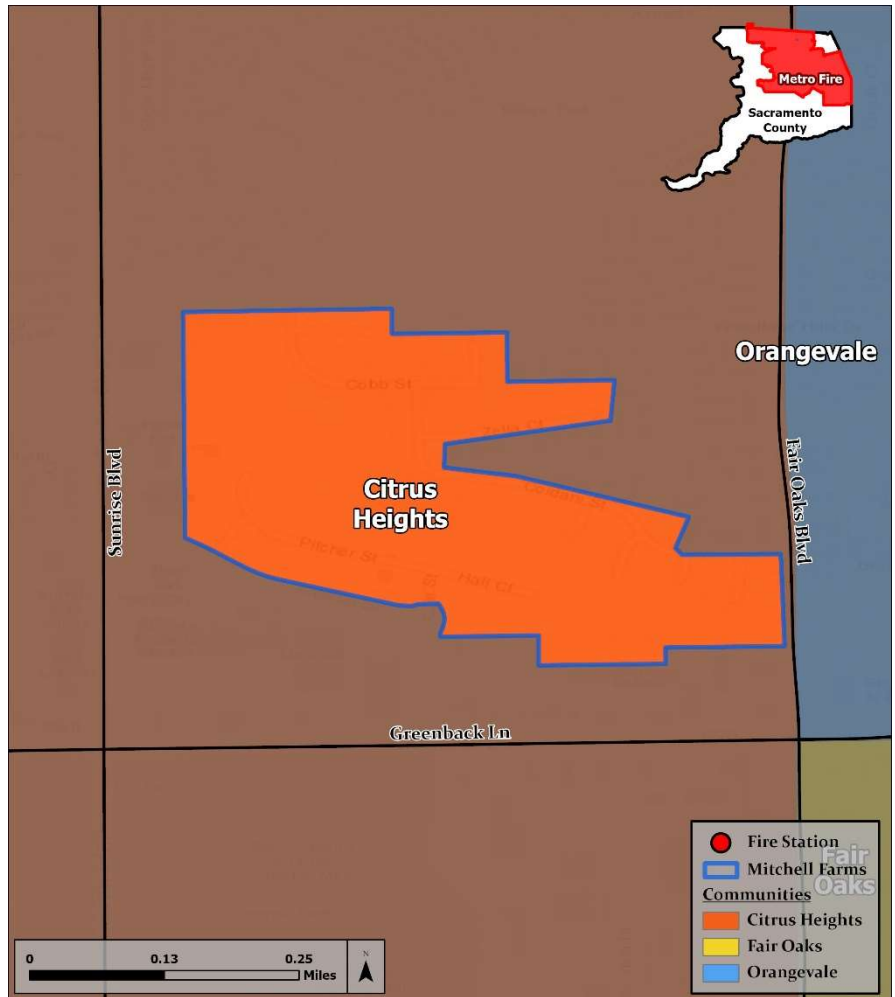
### BUSINESS USE



**0 SF**  
Proposed Business Use



**0**  
Workforce Population





# NewBridge Specific Plan

# Project Profile

## PROJECT AT A GLANCE

<b>1,095</b>	<b>9,610</b>	<b>5,617</b>
Total Acres	Population @ Buildout	Density @ Buildout

## PROJECT DESCRIPTION

The NewBridge Specific Plan is located in the Vineyard community of southeast Sacramento County, along the Jackson Highway Corridor. The 1,095-acre plan area offers a variety of housing types and configurations with services, recreation, and open space amenities. NewBridge includes a mix of land uses including 316 acres of low, medium, and high-density residential uses totaling a proposed 3,075 dwelling units; 9 acres of commercial, mixed-use and office uses; 281 acres of parks, open space, and agricultural uses; and 12 acres of public and quasi-public uses including an elementary school, fire station and electric distribution facility.

## PROJECT STATUS

Environmental Study Approved

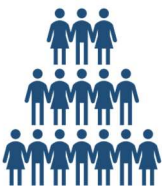
## JURISDICTION

County of Sacramento

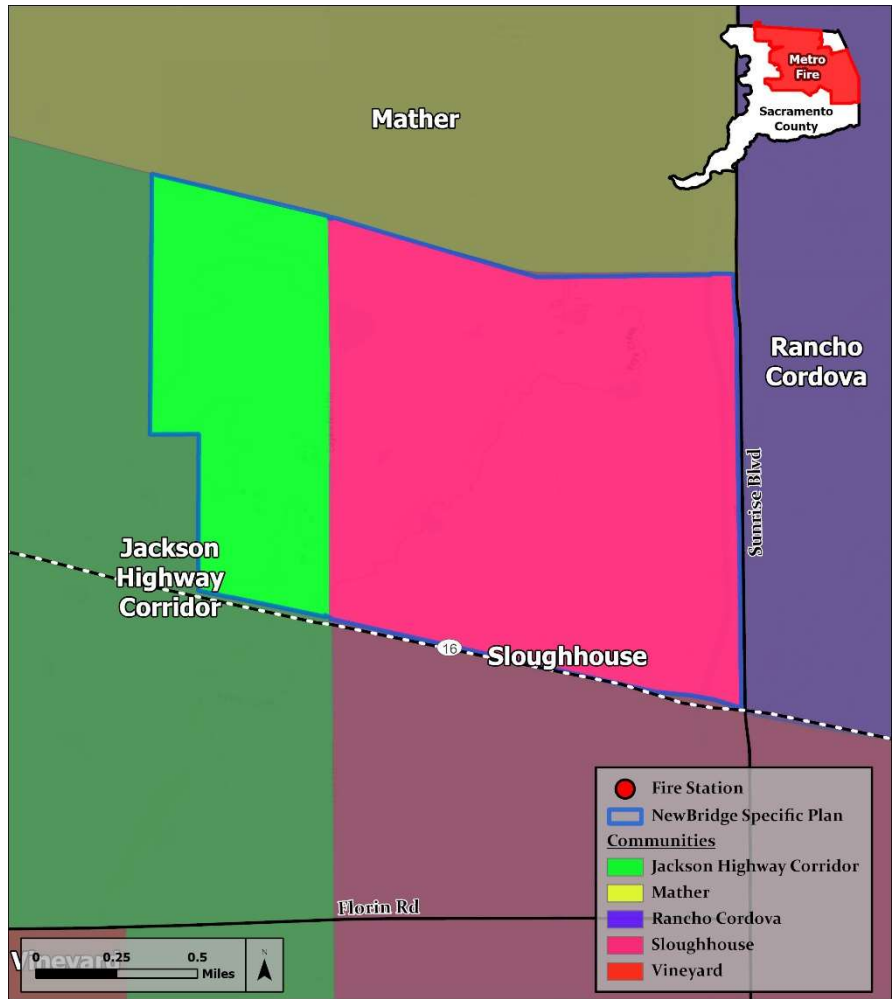
## RESIDENTIAL USE



**3,075**  
Proposed Dwelling Units



**8,241**  
Residential Population



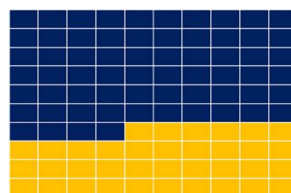
## BUSINESS USE



**500,000 SF**  
Proposed Business Use



**1,369**  
Workforce Population



**320,000 SF** Commercial/Retail  
**180,000 SF** Office  
 None Industrial  
 None Mixed Use

# Northborough

## Project Profile

### PROJECT AT A GLANCE

<b>296</b>	<b>2,953</b>	<b>6,384</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Northborough project is a 296-acre project at the northeast corner of the Elverta Specific Plan Area which was originally zoned under the Elverta SP for agricultural residential use ranging from 1-5 units per acre. The Northborough project was not included in the “urban area” for the Elverta SP, which is almost entirely designated for single-family residential uses with minor commercial, office and community uses. The Northborough project will increase densities to be more consistent with the urban uses in the Elverta SP including 262 acres for 1,127 single-family residential lots; 12 acres for open space and community uses; and 22 acres for detention/joint uses.

### PROJECT STATUS

Entitled - Subdivision Extension

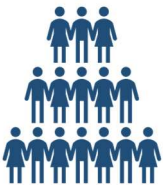
### JURISDICTION

County of Sacramento

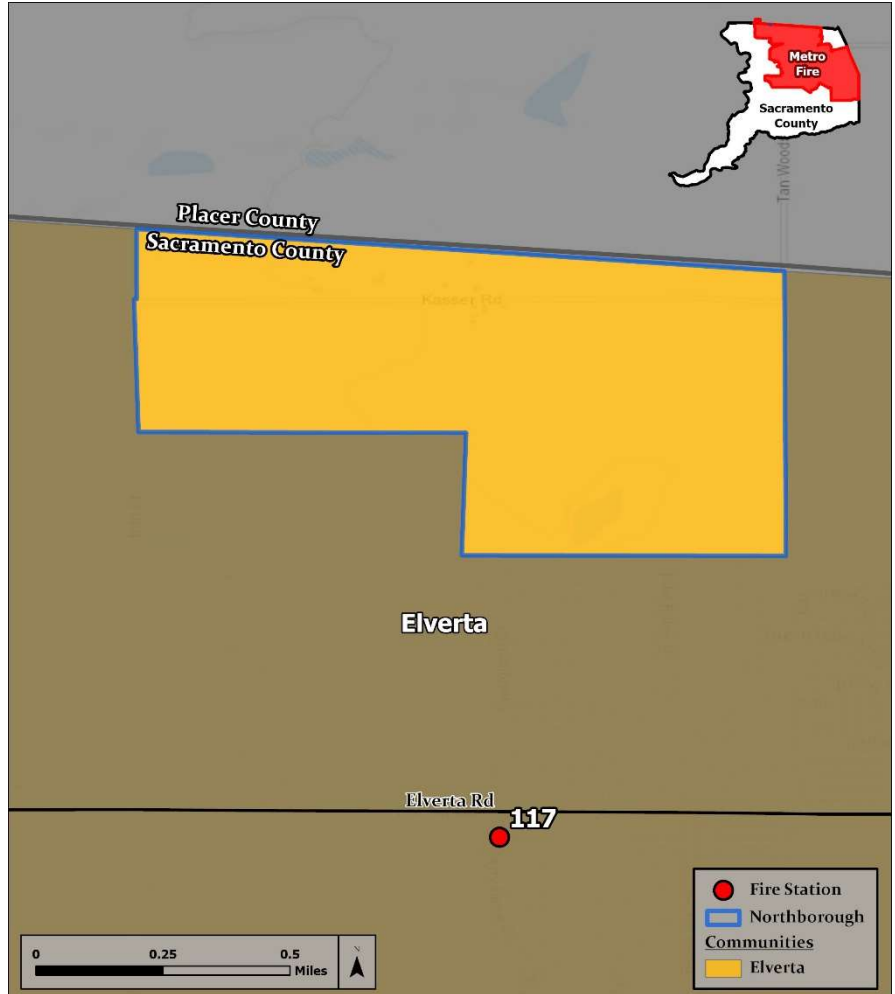
### RESIDENTIAL USE



**1,127**  
Proposed Dwelling Units



**2,953**  
Residential Population



### BUSINESS USE



**0 SF**  
Proposed Business Use



**0**  
Workforce Population

# North Vineyard Station Specific Plan

## Project Profile

### PROJECT AT A GLANCE

<b>1,595</b>	<b>16,058</b>	<b>6,443</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The North Vineyard Station Specific Plan is envisioned as a primarily residential community that includes a wide range of housing types and densities, served by necessary public infrastructure. The 1,595-acre plan area is located in the Vineyard area of south-central Sacramento County and includes 1,165 acres of residential uses comprised of a proposed 5,732 single and multi-family residential uses ranging from low to medium density; 38 acres of commercial and office uses; 298 acres of public and community uses including parks, schools, recreation, and other open space; and 15 acres for a railroad corridor designated as a future public transit right-of-way.

### PROJECT STATUS

Construction in Progress  
(Multiple Projects)

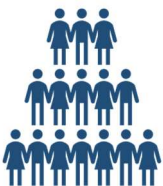
### JURISDICTION

County of Sacramento

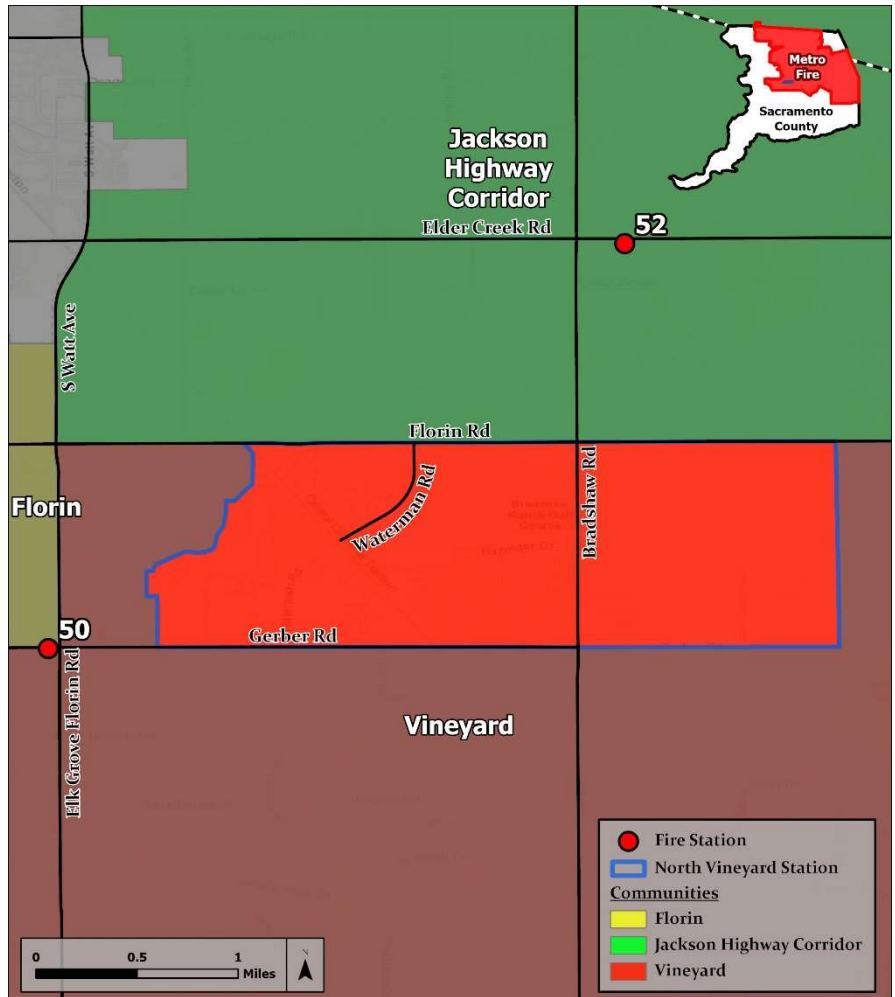
### RESIDENTIAL USE



**5,732**  
Proposed Dwelling Units



**15,018**  
Residential Population



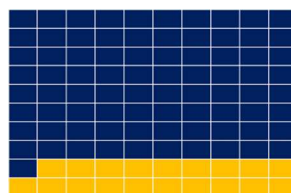
### BUSINESS USE



**402,930 SF**  
Proposed Business Use



**1,040**  
Workforce Population



**326,700 SF** Commercial/Retail  
**76,230 SF** Office  
None Industrial  
None Mixed Use

# Rio Del Oro Specific Plan

## Project Profile

### PROJECT AT A GLANCE

<b>3,828</b>	<b>50,198</b>	<b>8,393</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Rio Del Oro Specific Plan is designed as a balanced, mixed-use community that integrates village centers, and town centers with a variety of residential uses, commercial services, parks, schools, public uses and open space uses. The 3,828-acre plan area is located in Rancho Cordova and includes 1,948 acres of residential uses comprised of a proposed 12,820 single family and medium/high density dwelling units; 517 acres of commercial space that include general commercial, office and industrial uses; 153 acres for educational institutions; and 1,210 acres for open space and public uses including parks, wetland preserve, private recreation, and other public/quasi-public uses.

### PROJECT STATUS

Construction in Progress  
(Multiple Projects)

### JURISDICTION

City of Rancho Cordova

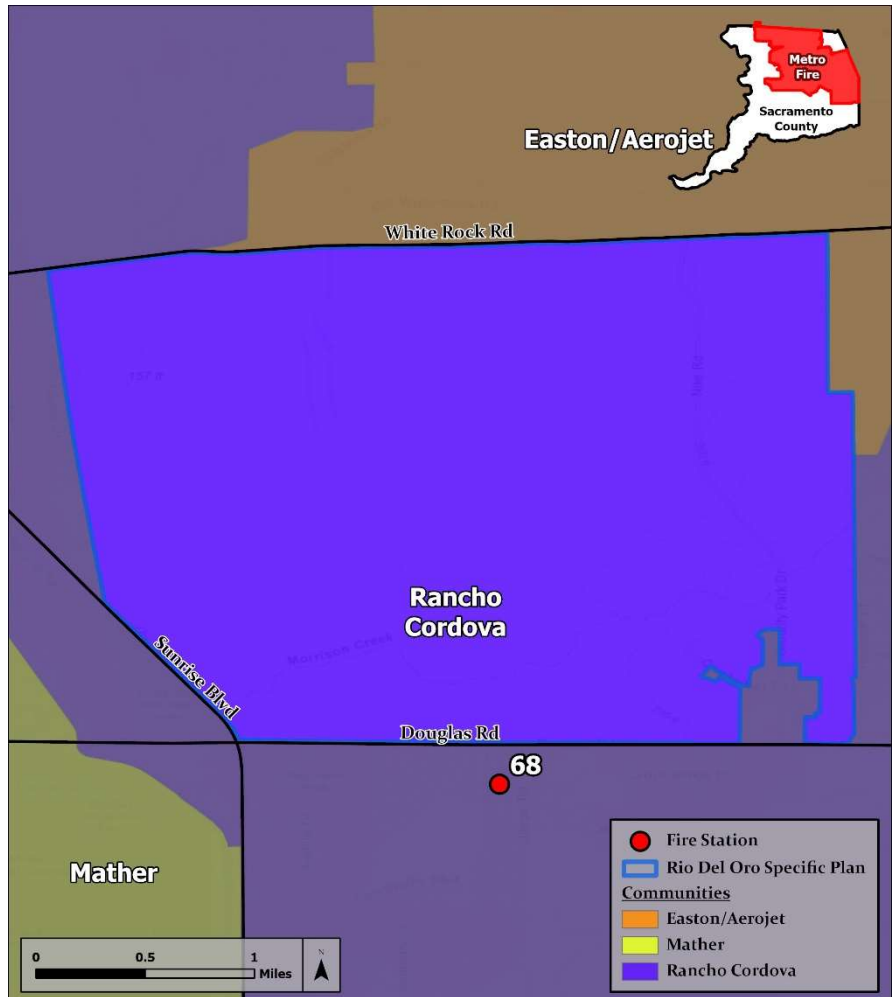
### RESIDENTIAL USE



**12,189**  
Proposed Dwelling Units



**31,935**  
Residential Population



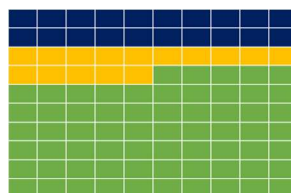
### BUSINESS USE



**8,505,090 SF**  
Proposed Business Use



**18,263**  
Workforce Population



**1,666,170 SF** Commercial/Retail

**1,311,156 SF** Office

**5,527,764 SF** Industrial

**None** Mixed Use

# Suncreek Specific Plan

# Project Profile

## PROJECT AT A GLANCE

<b>1,265</b>	<b>14,930</b>	<b>7,553</b>
Total Acres	Population @ Buildout	Density @ Buildout

## PROJECT DESCRIPTION

The Suncreek Specific Plan is a mixed-use development comprised of walkable residential villages and a major civic and recreation core that includes a network of interconnected, large open spaces linked by a pedestrian and bike trail system. The 1,265-acre plan area is located in Rancho Cordova and includes 703 acres of residential uses comprised of a proposed 4,893 dwelling units ranging from low to high density; 40 acres of commercial uses; and 500 acres of community use consisting of schools, open space, parks, trail system, wetland preserve, and other public/quasi-public uses.

## PROJECT STATUS

Entitled –  
Subdivision Map Under Review

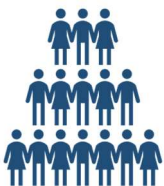
## JURISDICTION

City of Rancho Cordova

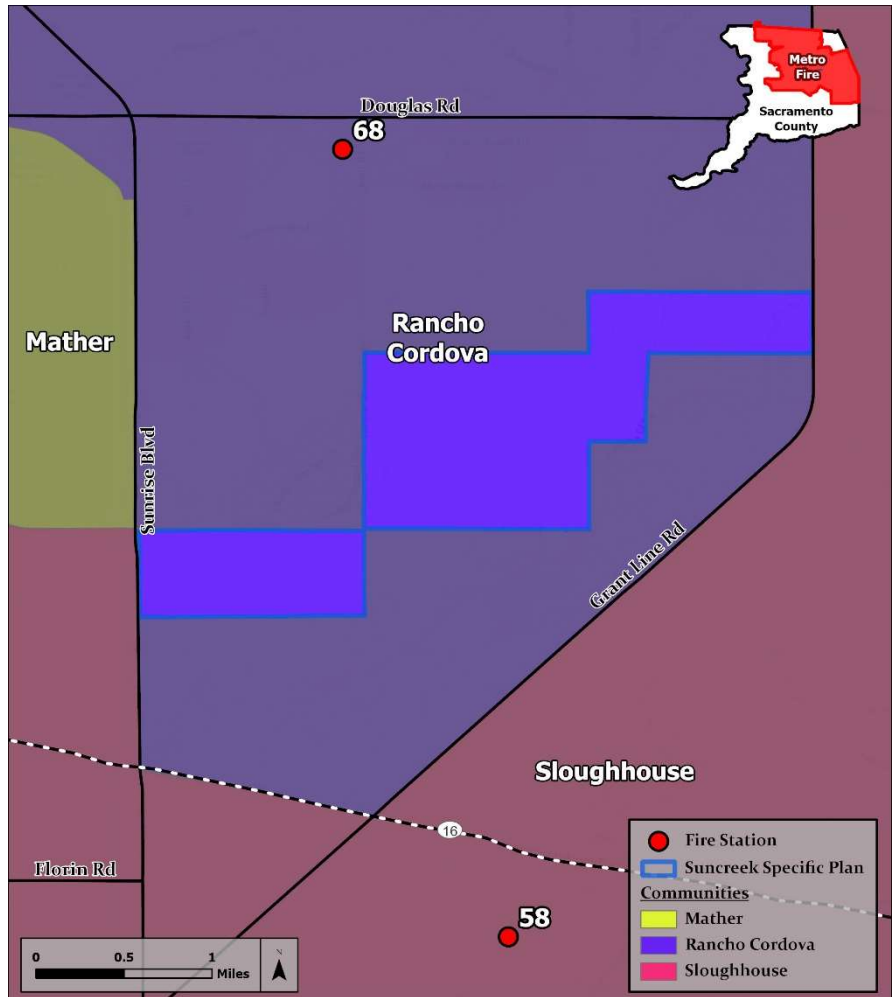
## RESIDENTIAL USE



**4,893**  
Proposed Dwelling Units



**12,820**  
Residential Population



## BUSINESS USE



**875,556 SF**  
Proposed Business Use



**2,110**  
Workforce Population



**875,556 SF**

Commercial/Retail

None

Office

None

Industrial

None

Mixed Use

# Sunridge Specific Plan

## Project Profile

### PROJECT AT A GLANCE

<b>2,606</b>	<b>23,583</b>	<b>5,792</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Sunridge Specific Plan provides a mix of uses organized around the neighborhood unit and a surplus of housing to offset the jobs and housing imbalance in Rancho Cordova. The 2,606-acre plan area is located in Rancho Cordova and is primarily residential, with 7,725 proposed dwelling units consisting mostly of single-family residential units, but also including multi-family garden apartments, townhouses, and condominiums. The plan area is supplemented with 32 acres of complementary commercial and office uses. Four elementary schools are also designated in the project, in addition to 99 acres of parkland.

### PROJECT STATUS

Construction in Progress  
(Multiple Projects)

### JURISDICTION

City of Rancho Cordova

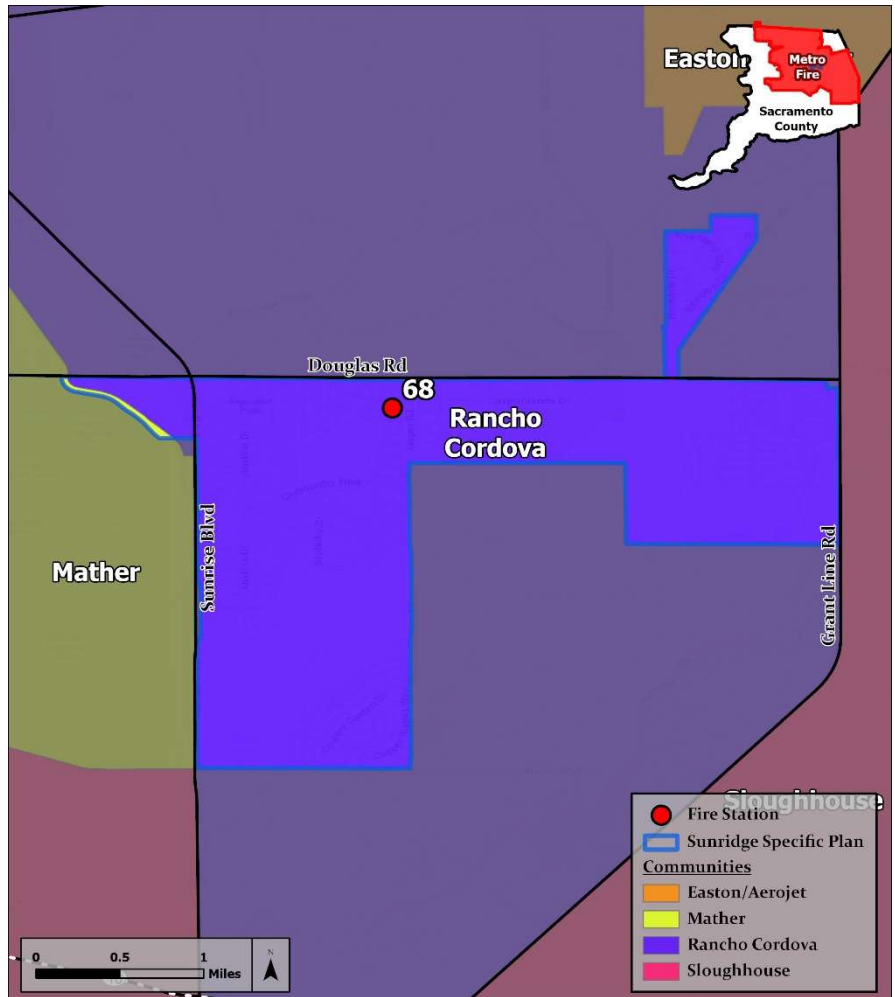
### RESIDENTIAL USE



**7,725**  
Proposed Dwelling Units



**20,240**  
Residential Population



### BUSINESS USE



**1,387,319 SF**  
Proposed Business Use



**3,343**  
Workforce Population



<b>1,387,319 SF</b>	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

# Sylvan Corners Subdivision

## Project Profile

### PROJECT AT A GLANCE

<b>11</b>	<b>249</b>	<b>14,481</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Sylvan Corners project is an 11-acre residential project located in the City of Citrus Heights that seeks to create an attractive neighborhood with an inviting street-facing presence along Auburn Boulevard. One of the goals of the project is to increase the pedestrian use in the area. The project includes 95 proposed dwelling units comprised of a combination of traditional single-family homes and 25 rear facing lots that will face outward toward Auburn Boulevard. A total of five open spaces are also planned for the project, including a detention basin for stormwater runoff. A pedestrian walkway is planned to connect the neighborhood with a path around the detention basin.

### PROJECT STATUS

Application Under Review

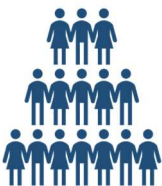
### JURISDICTION

City of Citrus Heights

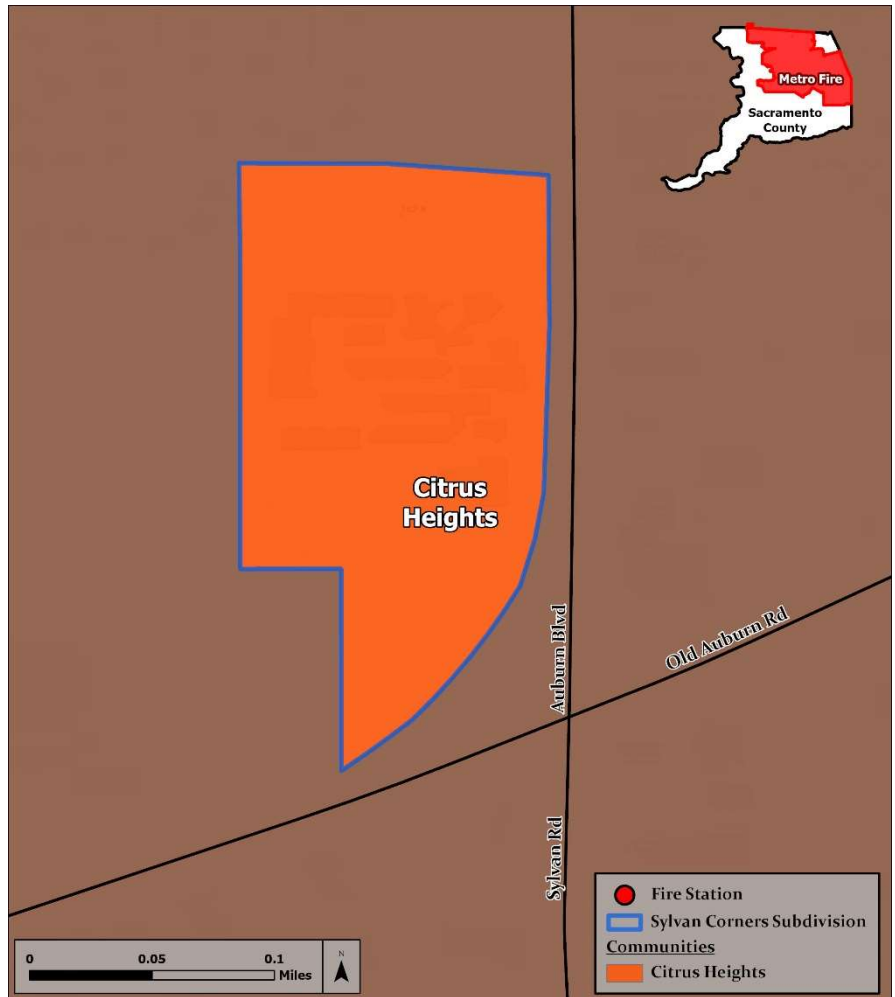
### RESIDENTIAL USE



**95**  
Proposed Dwelling Units



**249**  
Residential Population



### BUSINESS USE



**0 SF**  
Proposed Business Use



**0**  
Workforce Population

# The Ranch

## Project Profile

### PROJECT AT A GLANCE

<b>530</b>	<b>4,832</b>	<b>5,835</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Ranch project is a 530-acre project located in Rancho Cordova and is envisioned to be a focal community that ensures a walkable, livable and sustainable development by providing a mix of residential and nonresidential uses, creating neighborhood retail development, implementing compact design to preserve sensitive wetlands, providing market-rate neighborhoods with a variety of densities; and creating an active-adult neighborhood to meet the needs of an underserved segment. The project includes 253 acres of residential uses comprised of a proposed 1,725 medium and high density housing units; 6 acres of commercial uses; and 253 acres of open space, parks and wetland preserve.

### PROJECT STATUS

Construction in Progress

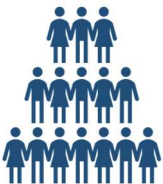
### JURISDICTION

City of Rancho Cordova

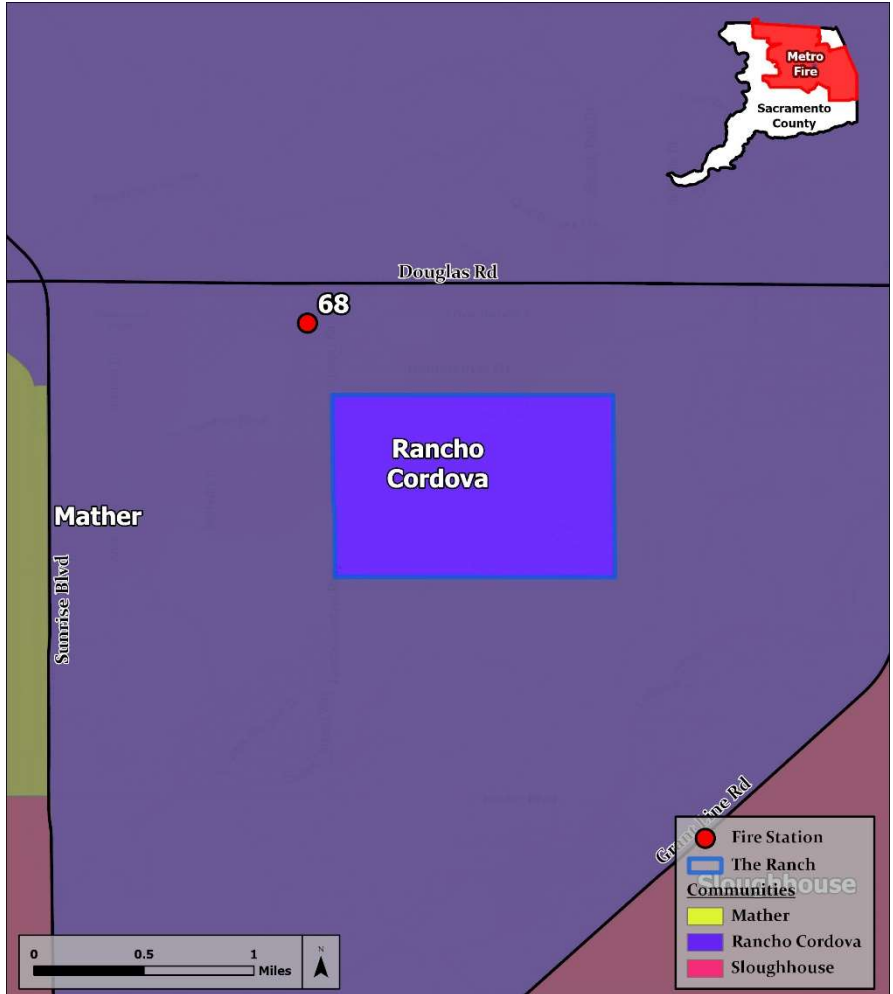
### RESIDENTIAL USE



**1,725**  
Proposed Dwelling Units



**4,520**  
Residential Population



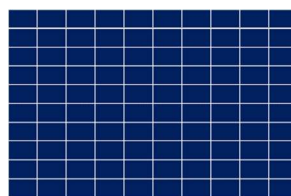
### BUSINESS USE



**129,783 SF**  
Proposed Business Use



**313**  
Workforce Population



**129,783 SF**

Commercial/Retail

None

Office

None

Industrial

None

Mixed Use



# Vineyard Springs Comprehensive Plan

## Project Profile

### PROJECT AT A GLANCE

<b>2,560</b>	<b>16,301</b>	<b>4,075</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Vineyard Springs Comprehensive Plan is intended as a well-planned, high quality suburban environment located in the Vineyard area of south-central Sacramento County. A key land use feature is the community’s “core/focus” area which features the mixing of higher density residential, commercial and public uses, and surrounded by predominantly low-density residential uses. The 2,560-acre plan area includes 2,129 acres of a variety of residential uses spanning agricultural residential to high density for a proposed 5,942 dwelling units; 24 acres of commercial uses; and 407 acres of recreation and open space uses including parks and a golf course.

### PROJECT STATUS

Construction in Progress  
(Multiple Projects)

### JURISDICTION

County of Sacramento

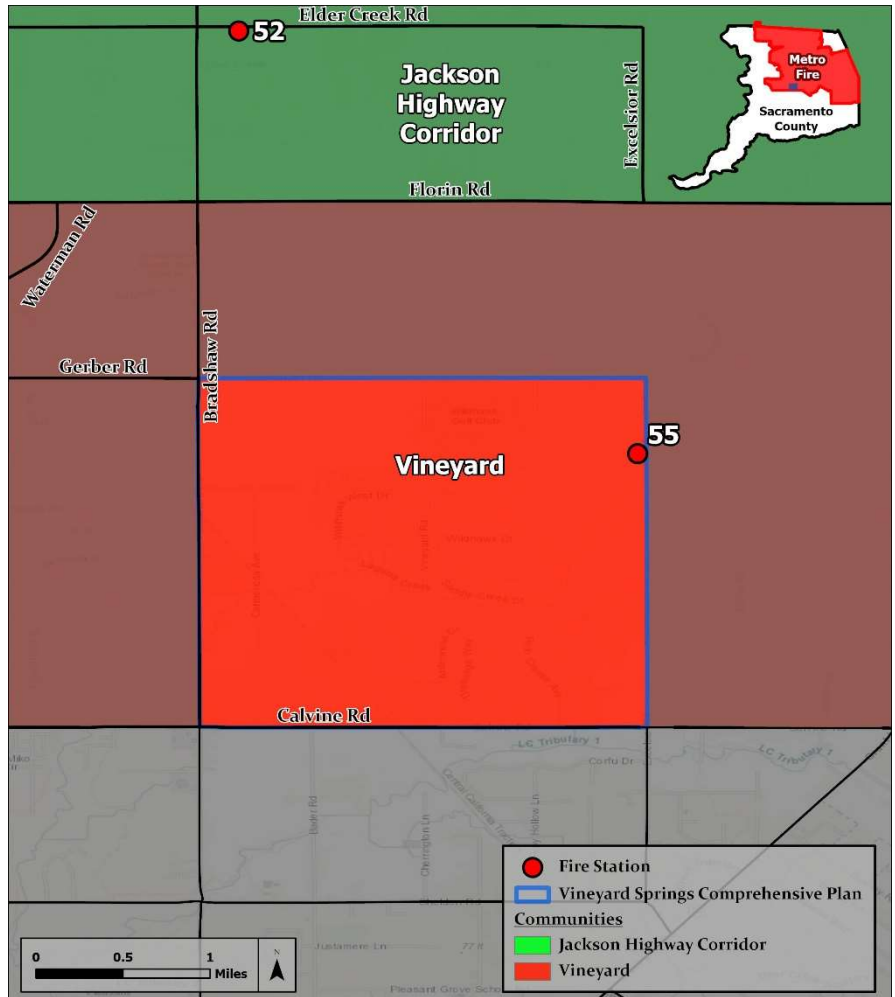
### RESIDENTIAL USE



**5,942**  
Proposed Dwelling Units



**15,568**  
Residential Population



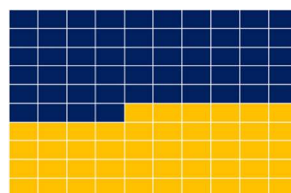
### BUSINESS USE



**259,000 SF**  
Proposed Business Use



**732**  
Workforce Population



**140,000 SF** Commercial/Retail

**119,000 SF** Office

**None** Industrial

**None** Mixed Use

# West Jackson Highway Master Plan

## Project Profile

### PROJECT AT A GLANCE

<b>5,913</b>	<b>61,820</b>	<b>6,691</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

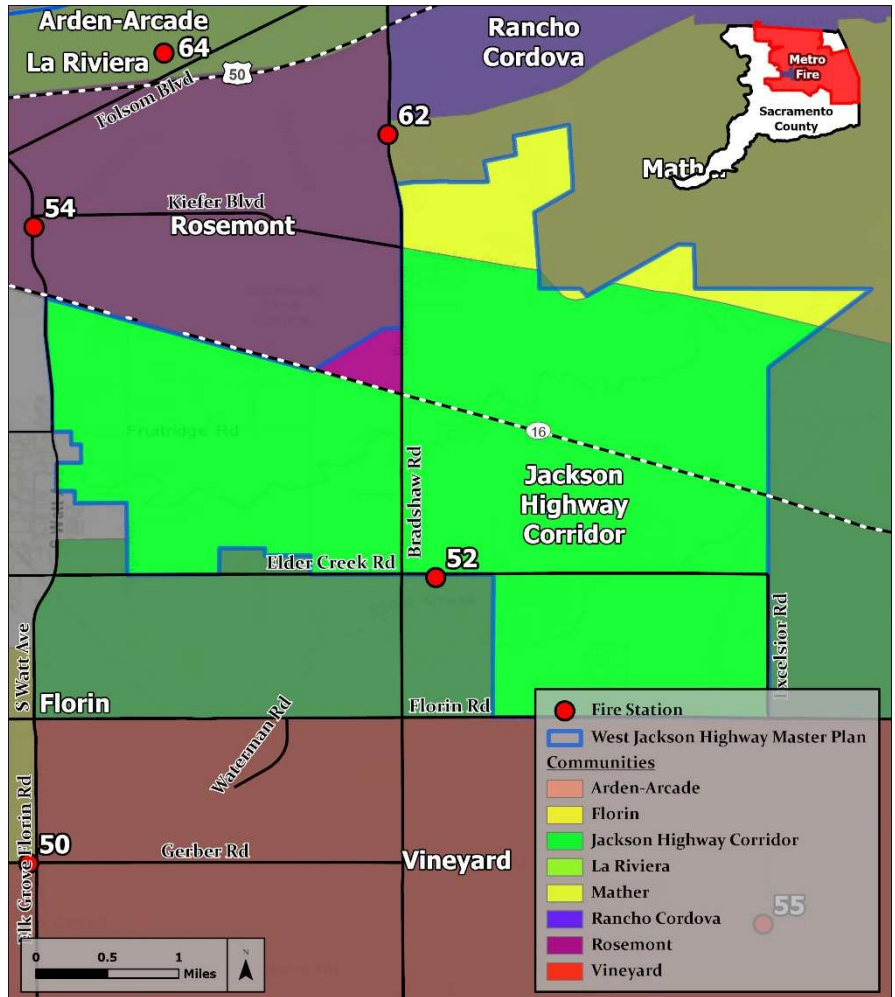
The West Jackson Highway Master Plan is a 5,913-acre master plan along the Jackson Highway Corridor in Sacramento County. West Jackson Highway is a comprehensive master plan that includes 2,251 acres of a proposed 14,460 low to high density residential dwelling units; 1,200 acres of commercial, mixed use, office, institutional, and industrial uses; 2,102 acres of open space uses including parks, urban farm/community gardens, and habitat preserve; and 132 acres of public/quasi-public uses.

### PROJECT STATUS

Application Under Review

### JURISDICTION

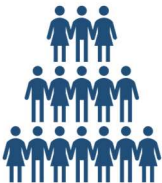
County of Sacramento



### RESIDENTIAL USE



**14,460**  
Proposed Dwelling Units



**37,885**  
Residential Population

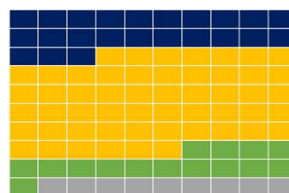
### BUSINESS USE



**13,508,391 SF**  
Proposed Business Use



**23,935**  
Workforce Population



**3,165,723 SF** Commercial/Retail  
**7,099,844 SF** Office  
**2,017,699 SF** Industrial  
**1,225,125 SF** Mixed Use

# Westborough at Easton

## Project Profile

### PROJECT AT A GLANCE

<b>1,665</b>	<b>23,321</b>	<b>8,964</b>
Total Acres	Population @ Buildout	Density @ Buildout

### PROJECT DESCRIPTION

The Westborough at Easton project is a 1,665-acre project located in the City of Rancho Cordova, and is a borough within the larger Easton project. Westborough will offer a diversity of uses including residential development totaling a proposed 7,130 dwelling units, a new regional town center, village centers, parks and open space, a high school, and an opportunity for commercial and mixed-use development. The Folsom South Canal runs through the project site, offering a potential amenity, and the General Plan calls for its integration with bicycle trails, pedestrian paths, running trails, and commercial paseos. Residential uses will include single-family, high density multi-family and mixed-use residential.

### PROJECT STATUS

Planning Entitlements Under Review

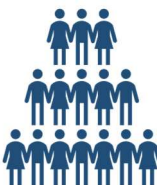
### JURISDICTION

City of Rancho Cordova

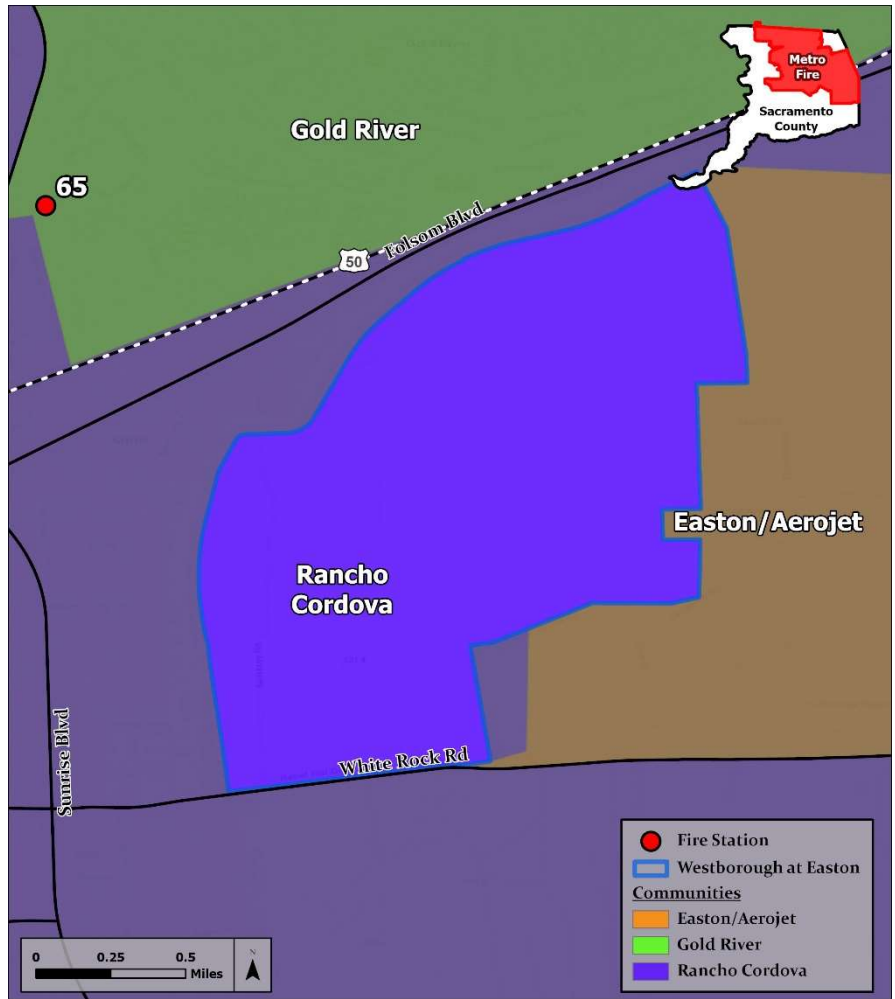
### RESIDENTIAL USE



**7,130**  
Proposed Dwelling Units



**18,681**  
Residential Population



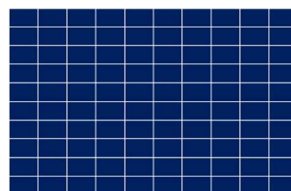
### BUSINESS USE



**1,925,352 SF**  
Proposed Business Use



**4,640**  
Workforce Population



**1,925,352 SF**

Commercial/Retail

None

Office

None

Industrial

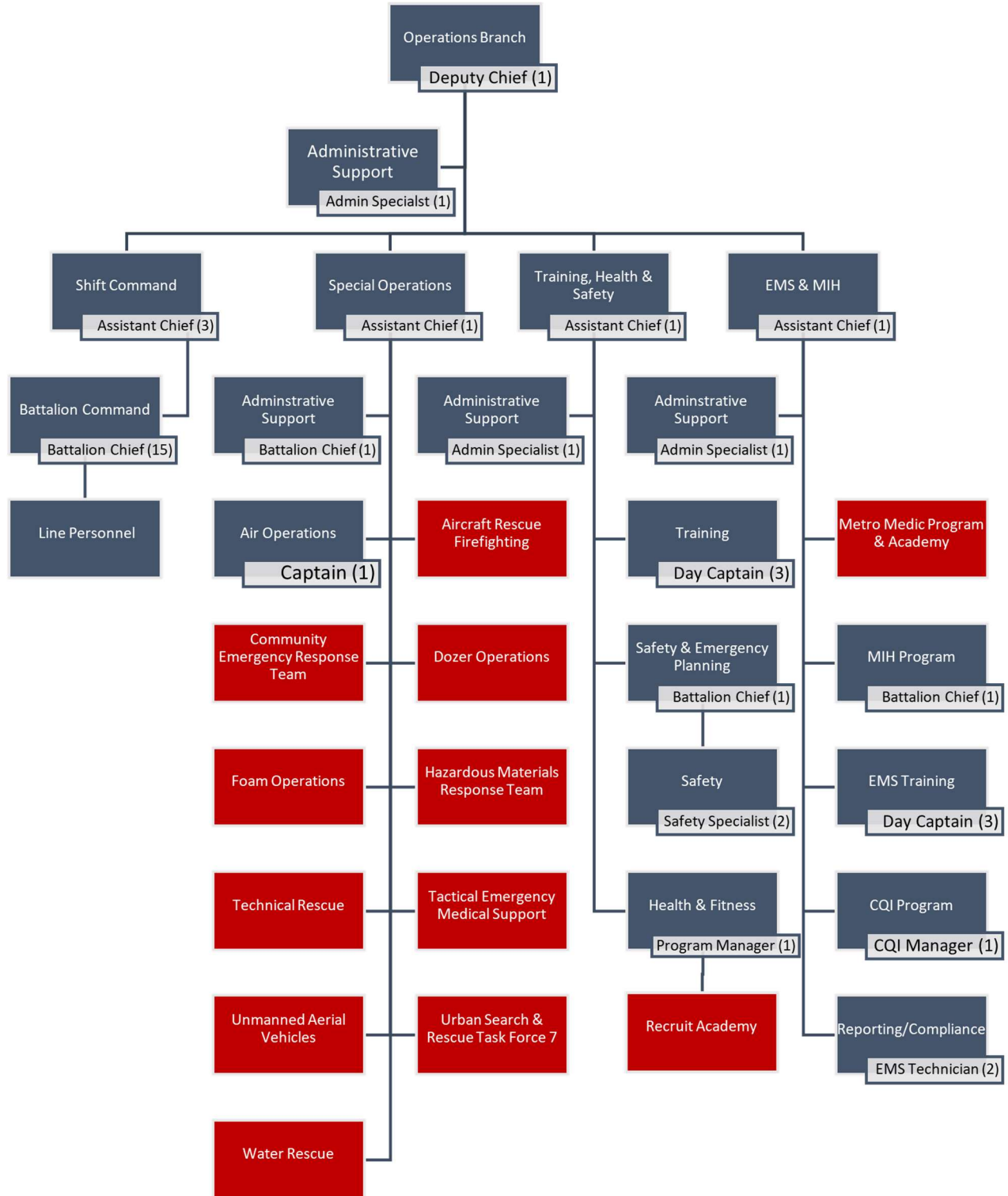
None

Mixed Use

## Service Overview | What We Do

### Emergency Services

The Operations Branch is responsible for the delivery of emergency services throughout Metro Fire’s service area, including coordination with Fire Dispatch and oversight of Fire Suppression, Emergency Medical Services (EMS), and Special Operations.



### Emergency Dispatch & Communications

Emergency fire/EMS dispatch services are provided to Metro Fire by the Sacramento Regional Fire/EMS Communications Center (SRFECC). The SRFECC is a 911 Secondary PSAP (Public Safety Answering Point) receiving approximately 350,000 phone calls per year, and dispatching over 199,000 fire and medical emergency incidents. SRFECC provides fire dispatching for nearly all of Sacramento County and part of Placer County, covering over 1,000 square miles and serving over 1.4 million residents. The SRFECC was organized through a Joint Powers Agreement (JPA) in 1981 and most recently amended in 2014, to provide public safety communications management/dispatch services for its member agencies.

#### Member Agencies

City of Folsom Fire Department\*  
 City of Sacramento Fire Department\*  
 Cosumnes CSD Fire Department\*  
 Courtland Fire Protection District  
 Herald Fire Protection District

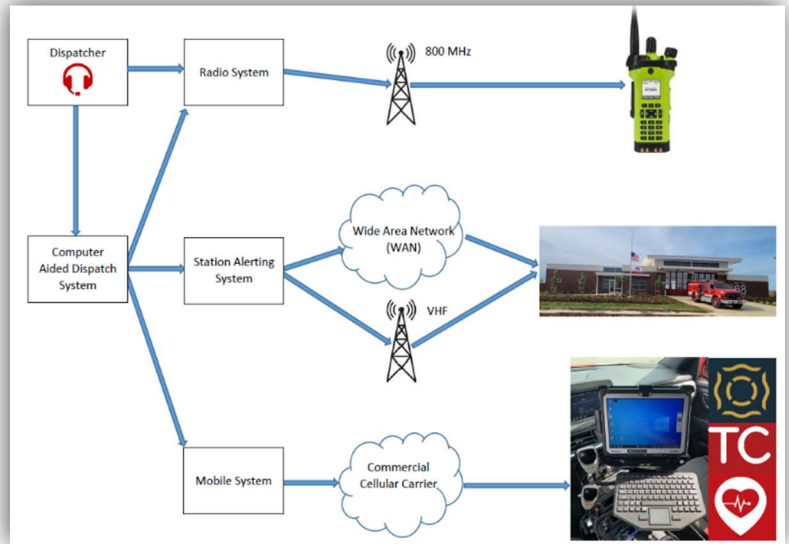
Isleton Fire Department  
 River Delta Fire Protection District  
**Sacramento Metropolitan Fire District\***  
 Walnut Grove Fire Protection District  
 Wilton Fire Protection District

*\*Denotes voting members*

As a PSAP, SRFECC’s mission is to answer emergency service requests for both fire and medical aid when citizens have dialed 911. The SRFECC receives, and processes, 911 emergency and non-emergency fire and EMS calls for service 24 hours a day, seven days a week. Fire/EMS dispatch services are provided for citizens who reside and work within the Cities of Sacramento, Folsom, Elk Grove, Galt, Citrus Heights, Rancho Cordova, and Isleton as well as many unincorporated areas of Sacramento County.

As each call is processed through a computer-aided dispatch (CAD) system, notifications are sent to units through various CAD/Mobile applications. Units at stations are notified through the WestNet First-In Alerting System via wide area network (WAN). As a redundancy, if the WAN fails, the system will alert stations using high speed Dual-Tone Multiple-Frequency (DTMF) tones broadcast over the VHF Radio System.

Units also receive notifications through their Mobile Data Computers (MDC) via commercial cellular networks. Redundant Notifications are sent through mobile applications via commercial cellular networks. The PulsePoint Respond app provides general call information to the public and to first responders. All Metro Fire units have iPads with the Active 911 and Tablet Command incident applications. These mobile applications are also available to First-Responders to receive notifications directly to their personal devices. Unit MDCs and mobile applications have mapping features used for navigation and preplanning.



The initial dispatch information is given by Automated Voice Dispatch (AVD) through the First-In Alerting System and simultaneously broadcast over the 800 megahertz and VHF radio systems. As a redundancy, dispatchers will voice dispatches if AVD fails. Radio Communications used for incident command and fire ground operations are primarily broadcast on the trunked 800-megahertz radio system and direct (radio to radio) frequencies. Repeated conventional radio frequencies are used as a redundancy if the trunked radio system fails.

The Communication Center’s Disaster Recovery (DR) Site, located at Metro Fire Headquarters, can be used as a back-up communications center in the event of an emergency.

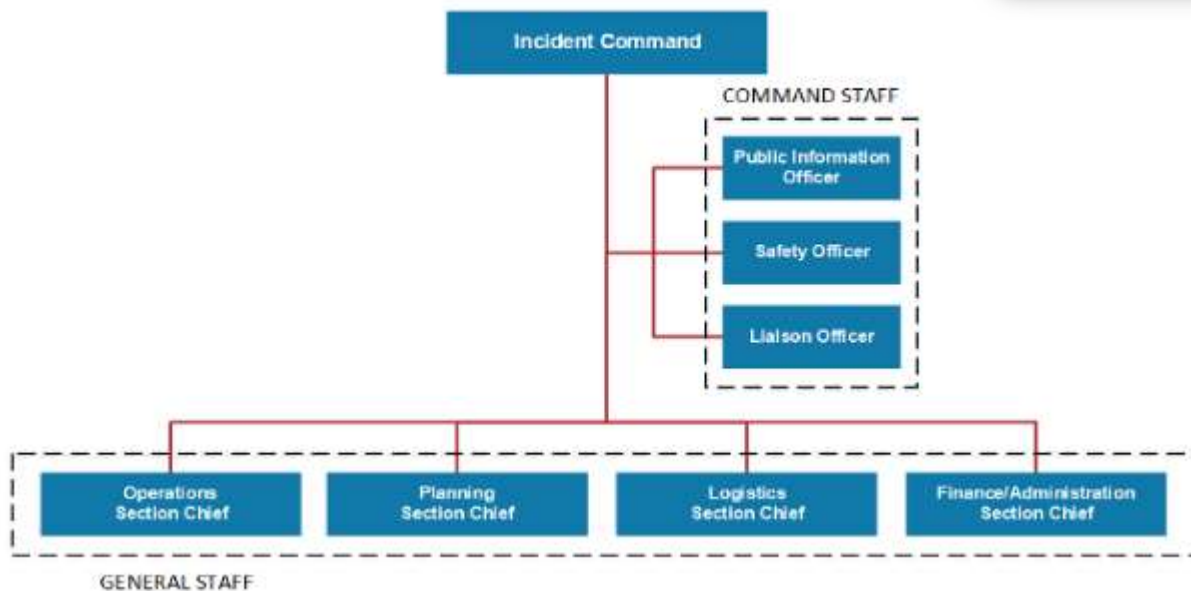
### Fire Suppression

Metro Fire provides structural and wildland fire protection throughout its service area. Current fire suppression shift resources include 36 Type I engine companies, seven truck companies (including one Heavy Rescue and one HazMat), one aircraft rescue firefighting (ARFF) unit, fifteen fire-based medics, one squad unit, one shift commander (assistant chief), and five battalion chiefs. Resources for wildland fire suppression include fourteen Type III engines and thirteen Type V engines, which are cross-staffed by shift personnel. Six water tenders are also available as additional water supply when needed.

Typical staffing on engine companies is three personnel consisting of a company officer (captain), engineer, and firefighter. Typical truck company staffing is four personnel consisting of a company officer (captain), engineer, and two firefighters.

The response model (types and number of apparatus assigned to an incident) is based on SRFEC's regional Standard Operating Guidelines (SOGs) and the effective response force required to respond to different incident types based on 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 (NFPA 1710). The District's response model is integrated into the CAD system to ensure resources are dispatched appropriately for each incident.

Metro Fire operates under the incident command system modeled in the Federal Emergency Management Agency's (FEMA) National Incident Management System (NIMS). Interior fire suppression tactics are applied whenever a danger to life or property warrants their use. It is the obligation of the incident commander and safety officer to consider the safety of the firefighters under their charge and to perform a continuous ongoing assessment of the fire ground to determine when the risk of such efforts outweighs their possible benefit.



## Emergency Medical Services

The Emergency Medical Services (EMS) Division is responsible for the management of the District's emergency medical system, which provides pre-hospital medical aid and patient transport through the daily staffing of 19 Advanced Life Support (ALS) ambulances. Daily shift staffing for suppression apparatus also includes ALS capabilities, with at least one paramedic staffed on each engine and truck.



The provision of ALS services is accomplished through the strategic deployment of dual-role fire department medic (FDM) units staffed with firefighter-paramedics and the Metro Medic Program (MMP), formerly known as the Single-Role Paramedic Program (SRPP), which is staffed with non-firefighter paramedics and EMTs. The MMP is managed in the field by three captains (EMS24) that alternate by platoon to oversee the operation of up to four 24-hour medic units assigned throughout the District to maximize ambulance coverage as staffing allows.

Metro Fire employs over 499 paramedics and 100 Emergency Medical Technicians (EMT) to staff these units as well as an ALS-capable helicopter, a Tactical Emergency Medical Services (TEMS) team, and bike medic teams for special events. In order to ensure adequate response to the community it serves, four reserve ambulances that can be upstaffed during high demand periods, known as peak or surge periods, are pre-positioned throughout the District. Additional surge protection is provided through contracts with private ambulance providers for additional ALS units to augment the EMS system during peak periods.

The EMS Division is responsible for ensuring that EMT and paramedic personnel are trained and equipped to serve the public at the highest levels. EMTs are certified health care professionals trained to provide basic life support in accordance with the State of California Scope of Practice for EMTs, while paramedics are licensed by the State of California to provide advanced life support (ALS). Metro Fire's EMS system operates under the oversight of a licensed physician who serves as Metro Fire's Medical Director and is responsible for ensuring compliance with the Local Emergency Medical Services Authority (LEMSA) medical protocols used in the pre-hospital setting. These protocols guide patient care provided by Metro Fire personnel, from basic monitoring to the most advanced, high-acuity interventions. A Continuous Quality Improvement (CQI) Manager serves as Metro Fire's Clinical Director for the EMS Continuing Education Program (CEP) and is responsible for providing education and training in support of the District's EMS and Quality Improvement (QI) programs, assisting with the coordination and maintenance of the EMS system, and monitoring EMS-related operational performance. The EMS division continually works with surrounding fire agencies, the Sacramento County Emergency Medical Services Authority, and local hospitals to develop and maintain high quality pre-hospital care.

## Mobile Integrated Health

Metro Fire's Mobile Integrated Health (MIH) program is designed to reduce EMS call volume in the system and relieve overburdened Emergency Departments in the region in order to create efficiencies in the EMS system, while ensuring patients receive appropriate care. In support of these objectives, the MIH program assists frequent 911 callers by identifying and implementing long term solutions to their health challenges; treats and releases low acuity 911 medical complaints on scene, avoiding care delays and providing significant savings in healthcare costs; and medically clears patients experiencing behavioral health issues, bypassing the Emergency Department, and connects them with appropriate resources to better address their care needs. Metro Fire deploys one (1) MIH unit staffed by a paramedic and an advanced provider (nurse practitioner or physician associate), that operates four (4) day per week (10-hour shifts).

To date, the MIH program has shown promising results in delivering community healthcare by reducing call volume from frequent 911 utilizers by 43% and treating and releasing low acuity 911 medical complaints 80%+ of the time.

## Special Operations

Metro Fire recognizes that there are certain risks and hazards that exist in the communities it serves that require specialized response outside of the usual scope of fire suppression and EMS. The District's Special Operations Division addresses this need by discipline-specific, highly trained, qualified, and experienced personnel that respond under twelve specialized programs, some of which are highlighted below.

Each of the programs has a Program Manager who reports to the Special Operations Battalion Chief. Each of these specialized programs exist to enhance service delivery and support Metro Fire's all-hazard response. Some of these programs are further described below.

### Air Operations

The Air Operations Division operates Bell UH1 helicopters for the purpose of Wildland Firefighting, Rescue and EMS. The aircraft are capable of water drops and supply command units on the ground with valuable intelligence in a timely manner. The aircraft are classified as rescue helicopters with capabilities to make rescues from hazardous environments and provide ALS medical transport to area hospitals. On board is a highly advanced rescue hoist that enables crews to perform rescues in areas no other resources are able to reach. Whether in remote mountainous terrain or lowland flooding events, hoist rescue emergencies are a highly technical skill set that requires the utmost coordination amongst the crew. The flight crews are staffed during the day out of Station 115 throughout the fire season, typically from May through November. In the off-season or at night, crews are on stand-by for a response. One of the unique capabilities is the ability to function 24 hours a day with the use of night vision goggles. Metro Fire is one of the only air rescue operations in northern California with this capability.



### Aircraft Rescue Firefighting (ARFF)

Metro Fire has been providing continuous Aircraft Rescue Firefighting (ARFF) services to the McClellan Airport and the United States Coast Guard by contractual agreement since April 2001. Located directly adjacent to the flight line, Station 114 houses seven full-time crew members per shift who are dedicated to fulfilling the mission of airfield fire suppression and rescue. Two front-line ARFF response vehicles (AF1 and AF2), each staffed with a captain, engineer, and a firefighter, are available to deliver around-the-clock protection to the Air Operations Area (AOA) under the direction of the on-duty battalion chief. Metro Fire also provides aid to Mather Airport through an automatic aid agreement with the Sacramento County Airport System. Based upon the nature and scope of an aircraft emergency, supplemental personnel and equipment from the vast pool of fire, medical, and other resources within the District and from allied agencies can be called upon to assist with the management of an incident.





### Dozer Operations

Metro Fire's Dozer Operations program supports wildland fire suppression by building and maintaining fire lines. Dozer Operations can also assist with the recoveries of stuck apparatus and vehicles. The Dozer is a three-piece unit consisting of the dozer, the transport, and the lowboy. Dozers have an enclosed, air-conditioned and protected cab for the safety of the operator. Metro Fire's Dozer Operations is deployed out of Station 58, located in Sloughhouse. During fire season, Dozer Operations is upstaffed with one qualified Dozer Operator on shift each day.



### Foam Operations

Large flammable or combustible liquid fires are high risk/low frequency incidents requiring the use of foam. Metro Fire's Foam Operations program deploys two Type I foam units, each carrying 660 gallons of Class B alcohol resistant-aqueous film forming foam (AR-AFF). Capabilities of Metro Fire's two foam units include special fire extinguishers, aspirating foam nozzles, and large caliber nozzles flowing up to 1,500 gallons per minute. Flammable or combustible liquid fires such as gasoline, diesel, and ethanol can require large quantities of foam. Foam 31 responds from Station 31 in Fair Oaks while Foam 114 is positioned in North Highlands at Station 114. Each foam unit is strategically located to protect local target hazards. If requested, these foam units can quickly respond as an automatic-aid resource to neighboring fire agencies or as a state wide mutual-aid resource through the California Office of Emergency Services.



### Hazardous Materials Response Team (HMRT)

Established in 2003, Metro Fire's Type 1 Hazardous Materials Response Team (HMRT) is an important component of Metro Fire's Special Operations. Housed at Station 109 in Carmichael, Metro Fire's HMRT operates a dual-purpose apparatus that functions as both a fire and hazardous materials incident response truck. The team is comprised of 55 personnel trained to the level of Hazardous Materials Specialist and is equipped to handle incidents varying in complexity from small chemical spills to large releases of industrial chemicals. The team utilizes a host of specialized tools, equipment, and the latest technology to detect, identify, contain, and mitigate hazardous materials in solid, liquid, and/or gaseous states. The team also employs a number of electronic databases and resources to assist with product identification and decision-making. Certified by the California Governor's Office of Emergency Services (CalOES) Hazardous Materials Team Typing Program, Metro Fire's Type 1 HMRT is uniquely equipped to respond to terrorism and/or weapons of mass destruction (WMD) incidents that may involve chemical, biological, radiological, nuclear, and/or explosive substances.



### Technical Rescue

With the increase in population, traffic, building construction, earthquakes and flooding, the need for specialized training in rescue techniques is greater today than it has ever been. In response to these potential hazards, early members of Metro Fire established the Technical Rescue program. In order to be prepared for any rescue situation, rescue team members are required to complete specialized training in structural collapse, confined space operations, trench rescue operations, rope rescue, and swift water rescue. In addition, Metro Fire sponsors team members to attend training classes with NASA, FEMA, Heavy Vehicle Lift Operations and HERS (Heavy Equipment and Rigging Specialist). These classes and continual training provide our community with a highly trained and specialized Technical Rescue program, ready at a moment's notice for any type of disaster. Metro Fire's Technical Rescue team includes 110 members with seven staffed daily at Station 21.



### Tactical Emergency Medical Support (TEMS)

Metro Fire provides Tactical Emergency Medical Support (TEMS) services, better known as SWAT Medics, to various law enforcement agencies throughout our region, including the Sacramento County Sheriff's Special Enforcement Detail (aka SWAT), as well as SWAT/tactical teams from Citrus Heights Police, Sacramento FBI, and Homeland Security Investigations. The TEMS team is composed of fifteen specially trained paramedics from the ranks of firefighter, engineer, and captain. Each member has completed extensive training in advanced medical procedures, trauma care, canine care, and specialized law enforcement techniques. TEMS medics are often deployed in austere and hostile environments alongside other law-enforcement counterparts. Examples of TEMS deployments include emergent and pre-planned high-risk warrant services, barricaded suspects, and hostage rescues.



### Unmanned Aerial Vehicle (UAV)

Metro Fire's Unmanned Aerial Vehicle (UAV) program is among the largest in the region. Used primarily to gather situational awareness on scene of emergencies, the UAVs work directly for the incident commander. All field deployed UAVs in the program are capable of day and night flight as well as thermal imaging and live remote video streaming, providing excellent information gathering capabilities over all types of incidents. Many aircraft also have spotlight and loud speaker capabilities. Metro Fire's aircraft and pilots can also provide orthomosaic mapping capabilities and payload delivery of items like personal floatation devices and radios. UAVs can also be requested for planned need incidents, such as documenting battalion level drills, providing pre-plan imaging of public areas, and any other instance that requires aerial imaging. The UAV program is staffed by 32 qualified pilots who can be deployed as needed. Each shift has several qualified pilots, with an average of three to four pilots available on shift each day. All pilots have completed Ground School and Flight training, and are qualified to fly a variety of different aircraft.



### Urban Search & Rescue Task Force 7 (US&R TF-7)

California Task Force 7 (TF-7) is a FEMA Urban Search and Rescue (US&R) team based in Sacramento. The team is comprised of over 200 members from Sacramento area fire agencies, including 37 members from Metro Fire. Team members are highly trained and certified, using some of the latest rescue techniques and equipment in collapse rescue, heavy rigging, logistics support, hazardous materials response, medical care, communications, canine search, technical search, and water rescue.

US&R TF-7 was established as one of the original US&R teams in the early 1990's. US&R Task Forces were originally designed to respond to structural collapse caused by earthquakes. Over the past three decades, the scope of US&R response and capability has grown to include disasters and catastrophes, both man-made and natural, incident support functions, and response to preplanned events.

Over the last five years, FEMA has activated US&R TF- 7 at least once a year, and with the increase in natural disaster damage, there have been some years with multiple deployments. A full team deployment, consisting of 80 members, will include a specified percentage of Metro Fire personnel.



### Water Rescue

The Water Rescue program provides emergency response to the American River and Lake Natoma for life safety incidents including swimmers in distress and rafting accidents. Resources include two rigid hull inflatable jet boats (RIB) that are cross-staffed out of Stations 62 and 65. Both stations also have the ability to deploy four jon boats with motors to assist with evacuation of flood inundated areas during a flood event. The Water Rescue team includes 118 qualified boat operators as well as approximately 300 personnel that are trained in river flood operations. Members of the Technical Rescue and Air Operations teams are also included, with Air Operations conducting hoist rescue operations during swiftwater rescue and flood response events.



### Automatic & Mutual Aid

Metro Fire also provides and receives automatic and mutual aid from other agencies within Sacramento County (automatic aid) and outside of Sacramento County (mutual aid).

Metro Fire and its neighboring agencies throughout Sacramento County operate in a regional boundary drop system whereby the closest resource is automatically dispatched to effectively mitigate an incident, regardless of jurisdictional boundaries (automatic aid). All fire/EMS agencies in Sacramento County give and receive automatic aid on a daily basis.

Mutual aid response is provided and received from jurisdictions outside of Sacramento County, by mutual agreement. Where automatic aid is provided automatically and managed by dispatchers, mutual aid must be specifically requested by an agency, and is typically requested when County resources have been exhausted. Metro Fire currently has mutual aid agreements with Placer County and the CalFIRE Amador-EI Dorado (AEU) and Yuba-Placer (NEU) Units. Metro Fire is also part of California's statewide mutual aid system for disaster response.

## Non-Emergency Services

### Community Risk Reduction

The Community Risk Reduction Division (CRRD) is responsible for protecting the public through coordinated efforts in fire prevention, code enforcement, fire protection engineering, fire and life safety education, and fire investigation.

#### Plan Review

In coordination with the Sacramento County Project Review Committee and Sacramento County Building Department, Metro Fire’s fire inspectors streamline new project development. Inspectors assist the business community through planning phases of new construction projects, recording of maps and granting of final occupancy. This partnership along with early resolution, reviewing plans for construction projects, and testing and inspection for those projects is crucial to encouraging new development within the County of Sacramento.

Fire departments are challenged with renovations, conversions, and alterations in well-established communities. Fire inspectors work diligently to provide safe living and working environments for the community. This is accomplished by ensuring new buildings are built in a manner consistent with regulation and standard practice.

#### Code Enforcement

CRRD is also responsible for code enforcement throughout Metro Fire’s service area. Code enforcement activities SB 1205 mandated inspections at schools, hotels, motels, lodging houses, and apartments. Fire Inspectors also inspect businesses and residential care facilities and follow up on complaints received from suppression crews and community members.

Fire inspectors ensure buildings are properly maintained by responding to code violation complaints and through code enforcement inspections of existing buildings.

#### Weed Abatement

The purpose of the weed abatement program is to prevent fire hazards created by vegetative growth and the accumulation of combustible debris through voluntary compliance. Property owners are required to maintain their properties cleared of weeds, grass, vines or other growth that is capable of being ignited and endangering neighboring properties. During the dry season of May through November, fire inspectors conduct inspections throughout the District. If a property is found to be non-compliant a Notice to Abate hazard is issued to the property owner, and enforcement action may be taken until the abatement of property is completed.



**3,845**  
Plans  
Reviewed



**7,297**  
Construction  
Inspections



**1,236**  
Production  
Home Permits



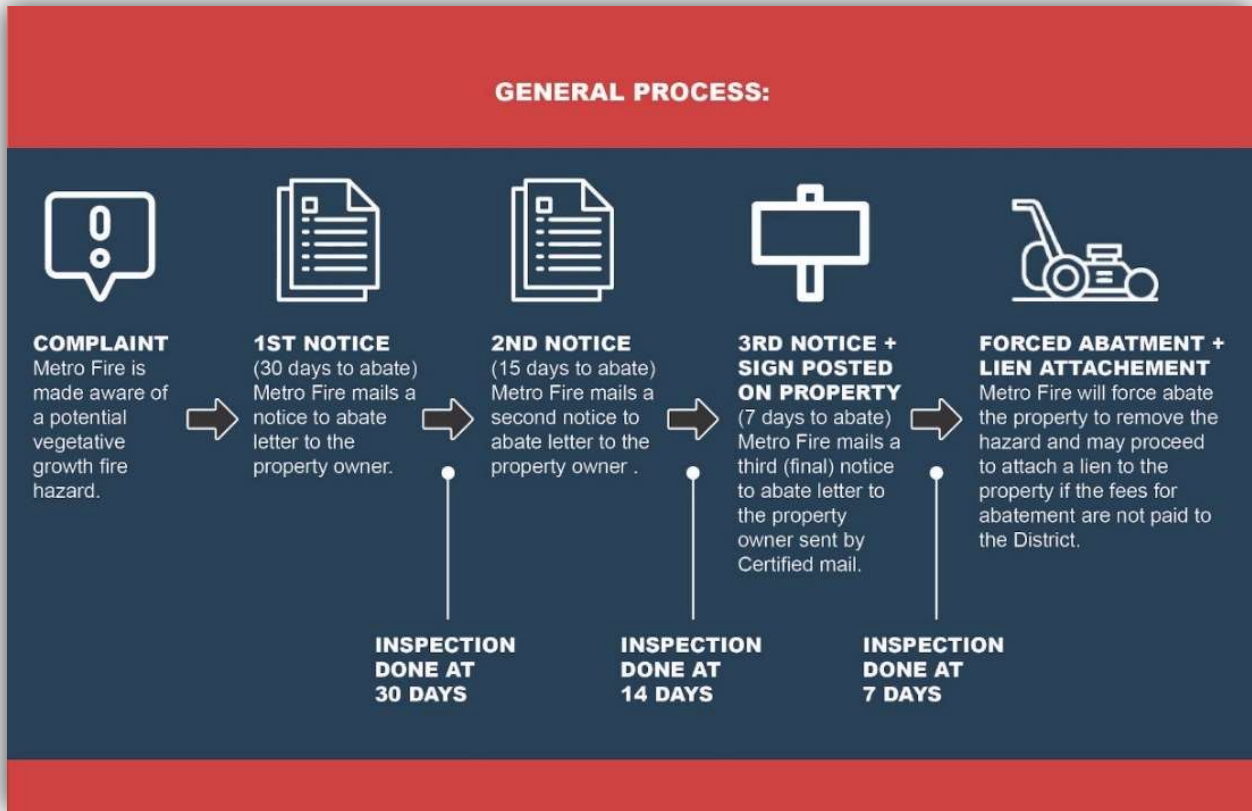
**8,136**  
Code  
Enforcement  
Inspections



**144**  
Fireworks  
Inspections



**597**  
Weed  
Abatement  
Inspections



**Fire Investigations**

The Fire Investigations Unit (FIU) has been an integral element of service delivery at Metro Fire and its predecessor agencies for over 30 years. In the early 1980's, the scope of the FIU was broadened from simple origin and cause determination to full scope arson investigations through an agreement with the Sacramento County Sheriff's Department (SSD). The primary role of the FIU is to investigate unidentified fire causes, the causes of fires resulting in serious bodily injury or death, and suspected arson related incidents that occur within the District.

Metro Fire staffs a minimum of one Fire Investigator II on a daily basis. Fire Investigator II is a unique position that requires specialized training in both fire origin and cause investigation as well as being currently certified by the California Commission of Peace Officer Standards and Training (POST), as a Peace Officer. Both disciplines require ongoing education and training to maintain certifications and meet law enforcement standards in California.

The FIU is an important component of CRRD and works collaboratively with CRRD's inspection staff in enforcing fire and building codes and subsequent violations through the legal system. The FIU also works as an assisting agency with local, state, and federal law enforcement agencies throughout the Sacramento region.

In 2022, the FIU conducted 559 investigations, with 129 determined as incendiary/intentional and 47 cases closed with an arrest.



### Community Relations

Metro Fire’s Community Relations team is committed to community safety through engagement, cooperation, and communication with all residents through tools like station tours, preparedness guides, education, and community programs.

#### School Visit, Stations Tours & Community Events

Metro Fire would love to come to your school or community event. Our firefighters will bring their fire engine and show off the equipment they use to keep the community safe. Fire engine crews will be on-duty and may need to leave at a moment’s notice for an emergency. Please provide them with a parking space near the event with the ability to leave quickly and safely. School visits usually last about one hour. Crews will show students their turnouts, equipment, fire engine, and have a fire and life safety discussion.



**52**  
Events/  
Parades

**84**  
Educational  
Programs

**27,729**  
Individuals  
Reached

#### Life Jacket Loan Program

In an effort to reduce risks and improve compliance with state law, Metro Fire offers a Life Jacket Loaner program which allows anyone 18 or older to borrow a life jacket at no cost. Under California law, every child under 13 years of age on a moving recreation vessel of any length must wear a Coast Guard-approved life jacket. There are 7 fire stations that serve as life jacket loaner stations:

- Station 31 (Fair Oaks)
- Station 32 (Fair Oaks)
- Station 59 (Rancho Murieta)
- Station 61 (Rancho Cordova)

- Station 63 (Rancho Cordova)
- Station 65 (Rancho Cordova)
- Station 110 (Carmichael)

A variety of sizes from infant to adult are available and borrowers can stop by any participating station where firefighters will collect their contact information and assist them in finding a properly fitted life jacket.

#### Fire Camp









Fire Camp is a 4-day, day camp for middle school children (ages 11-13) held annually since 1998. Fire Camp provides local children a once-in-a-lifetime opportunity to experience today’s fire service, first hand. The program is designed to instill self-confidence, teamwork, teach life safety skills and provide a basic understanding of the firefighting profession, in a fun and exciting atmosphere. Campers are grouped in “strike teams” of eight campers, and each strike team is mentored by two firefighters. Campers learn valuable life safety skills, while discovering what it means to be a firefighter.



## Resources & Staffing

### Constant Staffing

Metro Fire's 2022 daily shift staffing for emergency response (constant staffing) totals 190 personnel delivering service from 41 fire stations throughout the District's jurisdiction.

Resource	Unit Staffing	Daily Staffing
 1 Shift Commander 5 Battalion Chiefs	1 Assistant Chief 1 Battalion Chief	1 Assistant Chief 5 Battalion Chiefs
 36 Engine Companies	1 Captain 1 Engineer 1-2 Firefighters	36 Captains 36 Engineers 39 Firefighters
 5 Truck Companies	1 Captain 1 Engineer 2 Firefighters	5 Captains 5 Engineers 10 Firefighters
 1 Rescue Company	1 Captain 1 Engineer 2 Firefighters	1 Captain 1 Engineer 2 Firefighters
 1 HazMat Response Unit	1 Captain 1 Engineer 2 Firefighters	1 Captain 1 Engineer 2 Firefighters
 1 ARFF Response Unit	1 Captain 1 Engineer 1 Firefighter	1 Captain 1 Engineer 1 Firefighter
 1 EMS Shift Captain	1 Captain	1 Captain
1 Squad Unit	1 Firefighter-P 1 Firefighter-P/EMT	1 Firefighter-P 1 Firefighter-P/EMT
15 Fire Department Medics	1 Firefighter-P 1 Firefighter-P/EMT	15 Firefighter-Ps 15 Firefighter-P/EMTs
4 Metro Medic Units	1 Paramedic 1 EMT/Paramedic	4 Paramedics 4 EMT/Paramedics
 1 Fire Investigation Unit	1 Fire Investigator II	1 Fire Investigator II

**190 Total Daily Staffing\***










\* 182 Suppression  
8 Non-Suppression

## Resources

Metro Fire maintains a fleet of more than 360 vehicles and apparatus in order to ensure that necessary emergency response resources are available 24 hours a day, 7 days a week. Metro Fire's fire suppression apparatus have been equipped at the highest industry standards for fighting and extinguishing structural type fires and rendering assistance to patients on medical emergency incidents. Metro Fire's fire engines are capable of delivering water at rates up to 1,500 gallons per minute. Metro Fire's philosophy related to wildland fires revolves around strategically-located, specialized "off-road" wildland apparatus specifically designed to combat these difficult fires. Because of the potential for major wildland fires, Metro Fire deploys water tender units capable of supplying smaller attack vehicles during large incidents. These units are strategically placed within Metro Fire's service area for maximum effectiveness.

Metro Fire operates special assets that are critical to regional fire response. Metro Fire is the only fire agency in the region with aircraft and dozer response programs. Other support vehicles include mobile air units, fuel trucks, helicopter tender, an aircraft tow vehicle, battalion chief and staff vehicles, a self-contained breathing apparatus (SCBA) repair unit, trailers, flatbeds, forklifts, a pallet jack, a scissor lift, tractors, and tow vehicles.

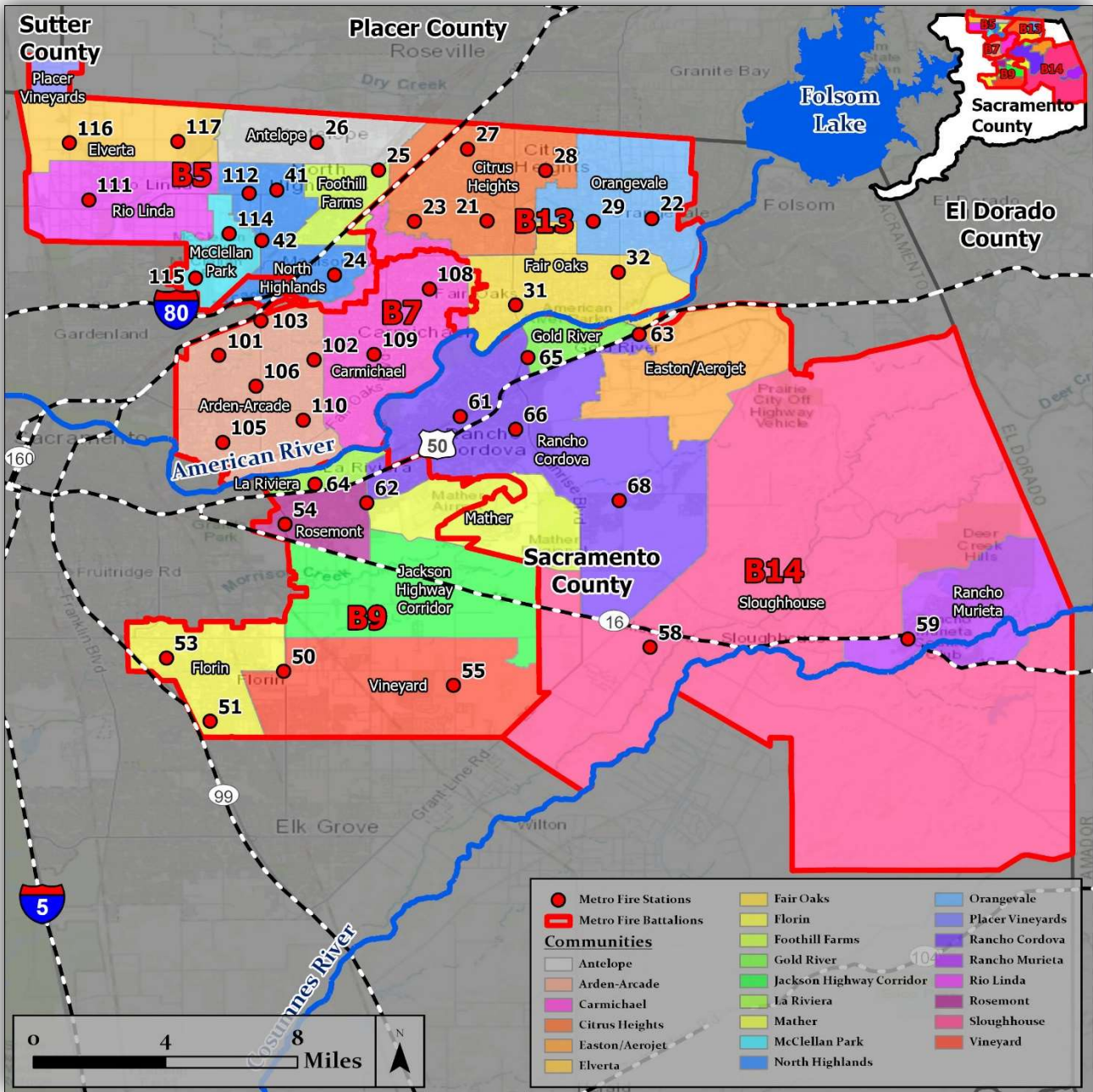
In addition to the daily staffed units, the following resources are deployed throughout the District and are either cross-staffed, seasonally staffed, or are in-service reserve units.

Resource		Unit Staffing
	2 Type I Engines	Reserve
	2 OES Type I Engines	Cross-Staffed
	14 Type III Engines	Cross-Staffed
	13 Type V Engines	Cross-Staffed
	6 Water Tenders	Cross-Staffed
	1 OES Type III Engine	Cross-Staffed
	1 Medic Unit	Cross-Staffed
	4 Medic Units	Reserve
	1 ARFF Response Unit	Cross-Staffed
	1 ARFF Response Unit	Reserve
	2 Foam Units	Cross-Staffed
	1 Decontamination Unit	Cross-Staffed
	2 Water Rescue Boats	Cross-Staffed
	2 Air Units	Reserve
	2 Helicopters	Cross-Staffed/ Seasonal
	2 Dozer Units	Cross-Staffed/ Seasonal



### Resource Deployment

Metro Fire’s service area is divided into five organizational command areas, known as battalions (Battalions 5, 7, 9, 13 and 14). Each battalion is led by a shift battalion chief who oversees emergency response for seven to eleven first due response areas.



The battalion chief directs the day-to-day operations of a fire fighting force in an assigned geographic area on an assigned shift; supervises and directs fire suppression, emergency medical service and fire prevention activities for stations under their command; participates in the administration, planning and training activities of assigned fire stations; assumes command responsibilities at the scene of emergencies and makes decisions on deployment of personnel and equipment; and is responsible for the conduct and operational efficiency of assigned subordinate supervisors and line personnel under their command.



## Battalion 5

Housed at 5824 Kelly Way in Station 114; located in the northwest corner of the Sacramento Metropolitan Fire District. It serves a total population of 169,241 across a first due area of 45.5 square miles.

### Address

Station 114  
5824 Kelly Way  
McClellan, CA 95652

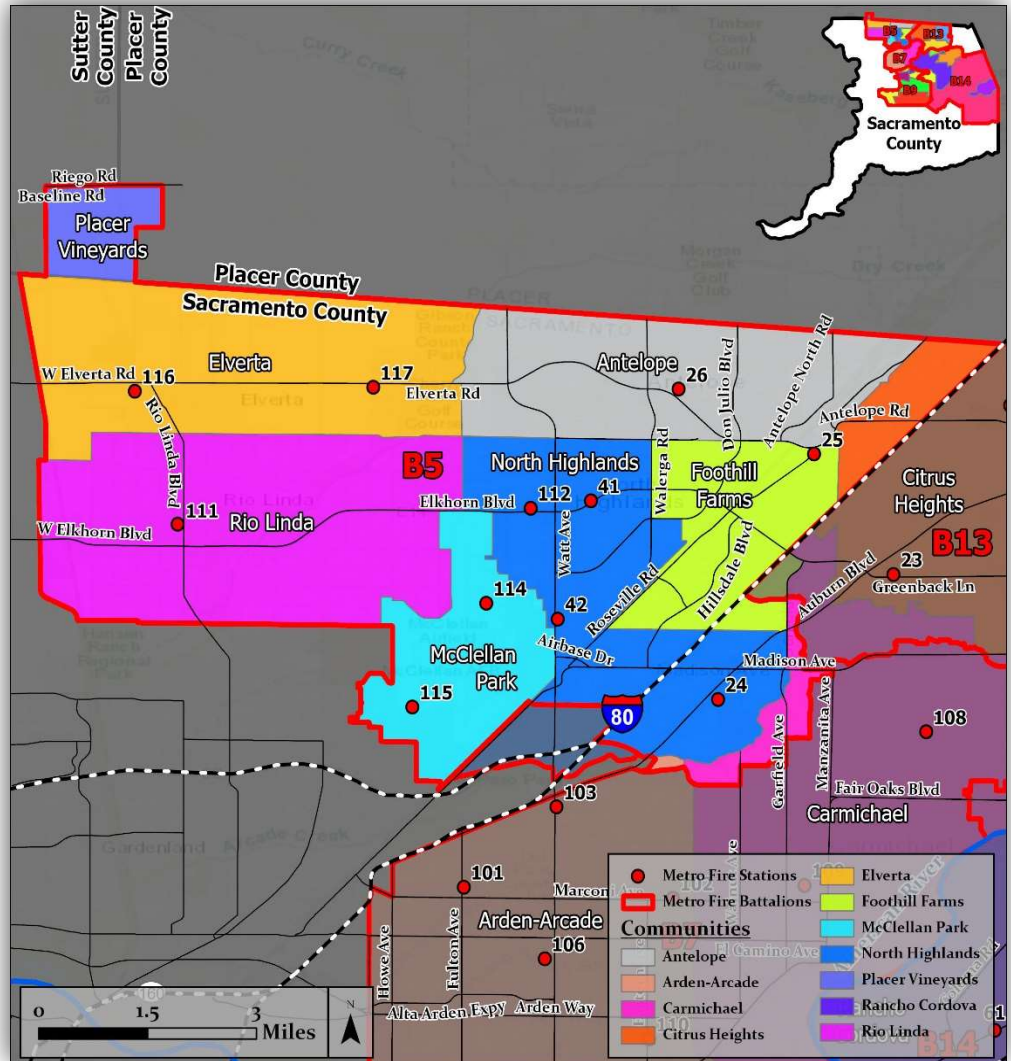
### Communities Served

Antelope  
Carmichael  
Citrus Heights  
Elverta  
Foothill Farms  
McClellan Park  
North Highlands  
Rio Linda

### Resource Deployment

- 10 Type I Engines
- 1 Truck
- 1 Squad Unit
- 6 Medic Units
- 3 Aircraft Rescue Units
- 4 Type 3 Engines
- 3 Type 5 Engines
- 2 Water Tenders
- 2 Helicopters
- 2 Air Units
- 1 Foam Unit
- 1 Battalion Chief

**Total Daily Staffing: 47**



## Stations in Battalion 5

### Station 24

Engine 24  
Squad 24  
Medic 24  
Medic 224

### Station 25

Engine 25  
Medic 25  
Engine 325

### Station 26

Engine 26  
Truck 26  
Engine 326

### Station 41

Engine 41  
Medic 41  
Engine 541

### Station 42

Engine 42

### Station 111

Engine 111  
Medic 111  
Engine 311

### Station 112

Engine 112 (R)  
Medic 112  
Engine 512  
2 Air Units

### Station 114

Engine 114  
ARFF 1, 2, 3  
Water Tender  
Foam Unit  
BC 5

### Station 115

Copter 1  
Copter 2

### Station 116

Engine 116 (R)  
Engine 516  
Water Tender

### Station 117

Engine 117  
Engine 317

## Station 24

Serving the community since 1977

Located at 4942 College Oak Drive, Station 24 serves a population of 27,825 across a first due area of 4.3 square miles. Station 24 is primarily bordered by Stations 42, 23 and 108. Station 24 serves the communities of Carmichael, Foothill Farms and North Highlands.



**Address**

4942 College Oak Drive  
Sacramento, CA 95841

**Communities Served**

Carmichael  
Foothill Farms  
North Highlands

**Predecessor Agency**

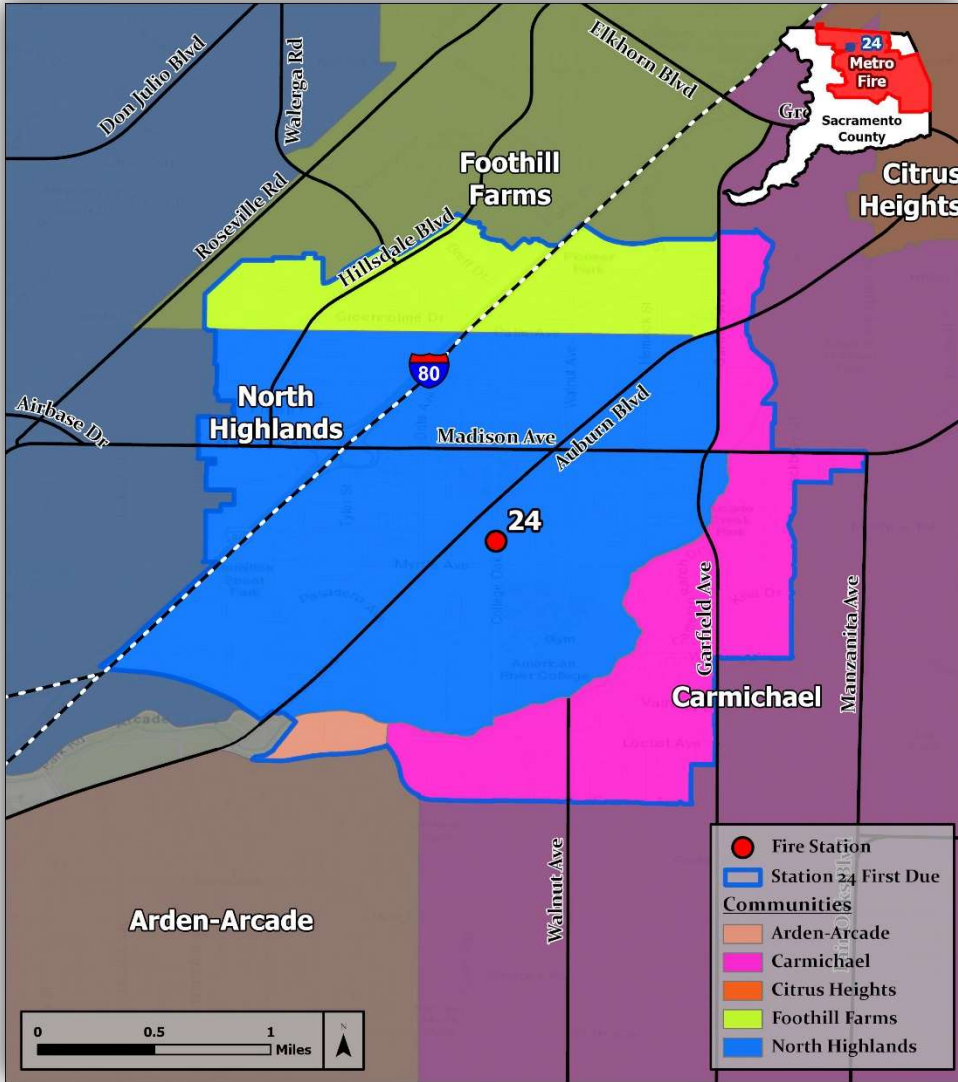
Citrus Heights Fire District

**Station Size & Capacity**

5,944 SF / 1.02 Acres  
3 Apparatus Bays

**Capabilities**

Station 24 houses a Type I Engine Company, two Medic Units, and is home of Metro Fire's first Squad Unit.



**Unit Deployment & Staffing**



**Engine 24**

1 Captain  
1 Engineer  
1 Firefighter

**Squad 24**

2 Firefighters



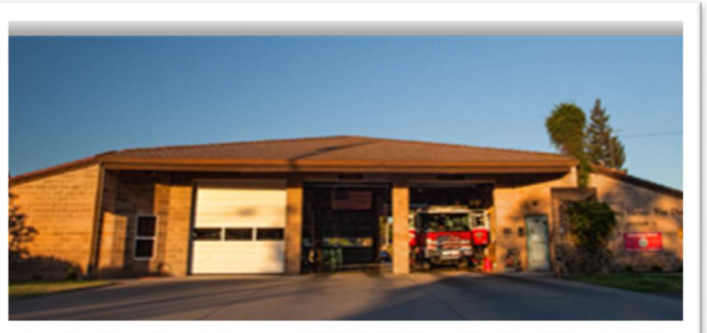
**Medic 24**

1 FF Paramedic  
1 FF EMT/Paramedic

**Medic 224**

1 Paramedic  
1 EMT/Paramedic

**Total Staffing: 9**



## Station 25

Serving the community since 1990

Located at 7352 Roseville Road, Station 25 serves a population of 32,696 across a first due area of 5.4 square miles. Station 25 is primarily bordered by Stations 26, 27, 23 and 41 and shares a border to the north with the Roseville Fire Department and Dry Creek Fire District. Station 25 serves the communities of Antelope, Citrus Heights and Foothill Farms.



### Address

7352 Roseville Road  
Sacramento, CA 95842

### Communities Served

Antelope  
Citrus Heights  
Foothill Farms

### Predecessor Agency

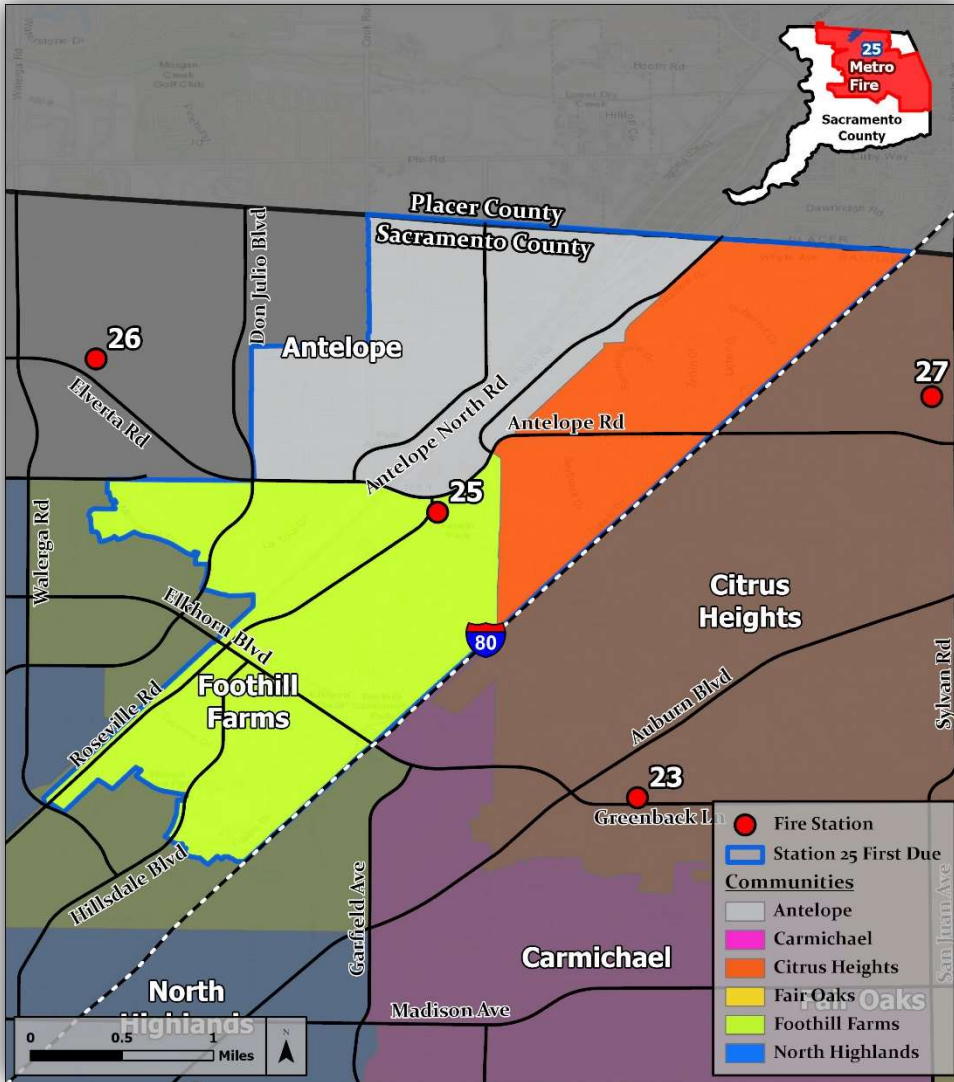
Sacramento County Fire  
Protection District

### Station Size & Capacity

5,400 SF / 0.92 Acres  
2 Apparatus Bays

### Capabilities

Station 25 houses a Type I Engine Company and a Medic Unit, as well as a Type III Engine that is cross-staffed.



### Unit Deployment & Staffing



**Engine 25**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 325**  
Cross-Staffed



**Medic 25**  
1 Paramedic  
1 EMT/Paramedic

**Total Staffing: 5**



## Station 26

Serving the community since 1971

Located at 8000 Palmerson Drive, Station 26 serves a population of 32,727 across a first due area of 3.5 square miles. Station 26 is primarily bordered by Stations 117, 112, 41 and 25 and shares a border to the north with the Dry Creek Fire District. Station 26 serves the community of Antelope.



### Address

8000 Palmerson Drive  
Antelope, CA 95843

### Communities Served

Antelope

### Predecessor Agency

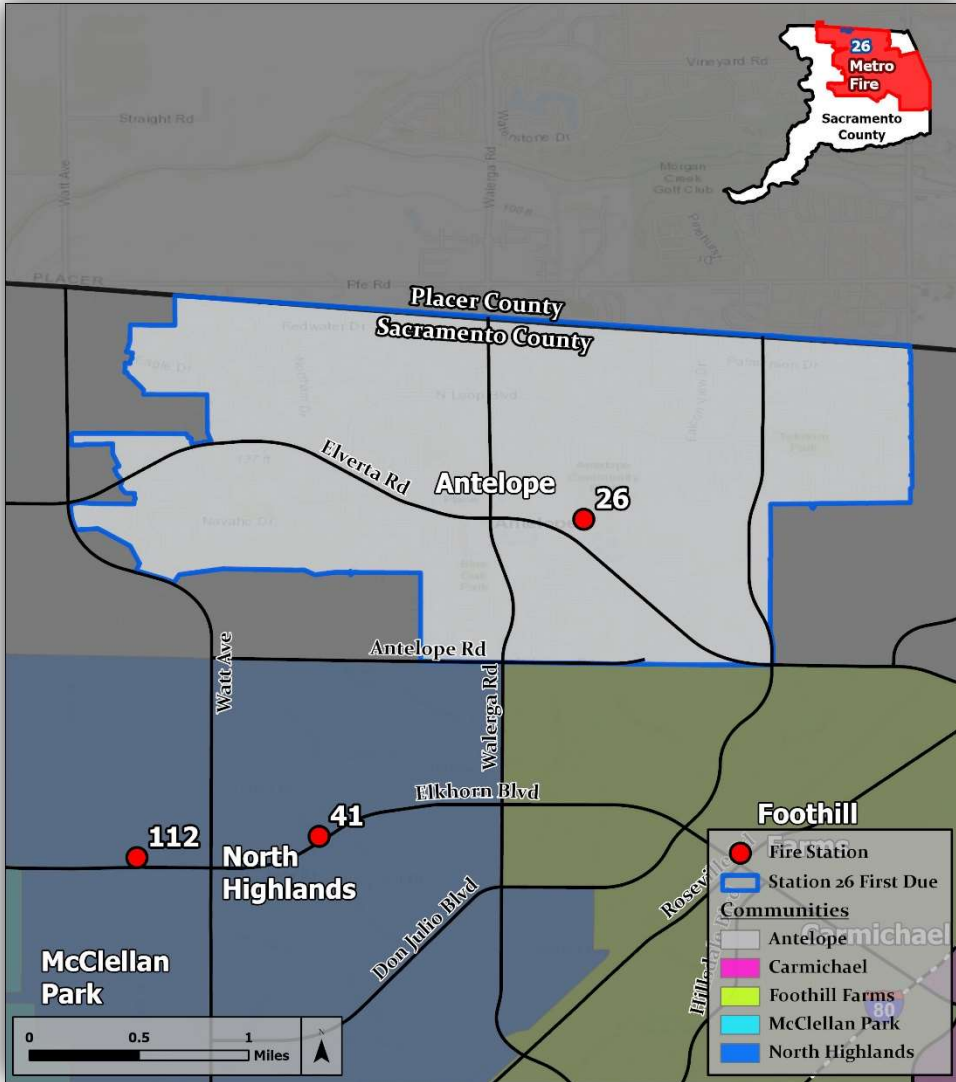
Citrus Heights Fire District

### Station Size & Capacity

6,830 SF / 0.95 Acres  
2 Apparatus Bays

### Capabilities

Station 26 houses a Type I Engine Company, a Truck Company, as well as a Type III Engine that is cross-staffed.



### Unit Deployment & Staffing



**Engine 26**  
1 Captain  
1 Engineer  
1 Firefighter

**Engine 326**  
Cross-Staffed



**Truck 26**  
1 Captain  
1 Engineer  
2 Firefighters

**Total Staffing: 7**



## Station 41

Serving the community since 1957

Located at 6900 Thomas Drive, Station 41 serves a population of 28,512 across a first due area of 2.9 square miles. Station 41 is primarily bordered by Stations 112, 26, 25 and 42. Station 41 serves the communities of North Highlands and Foothill Farms.



### Address

6900 Thomas Drive  
North Highlands, CA 95660

### Communities Served

North Highlands  
Foothill Farms

### Predecessor Agency

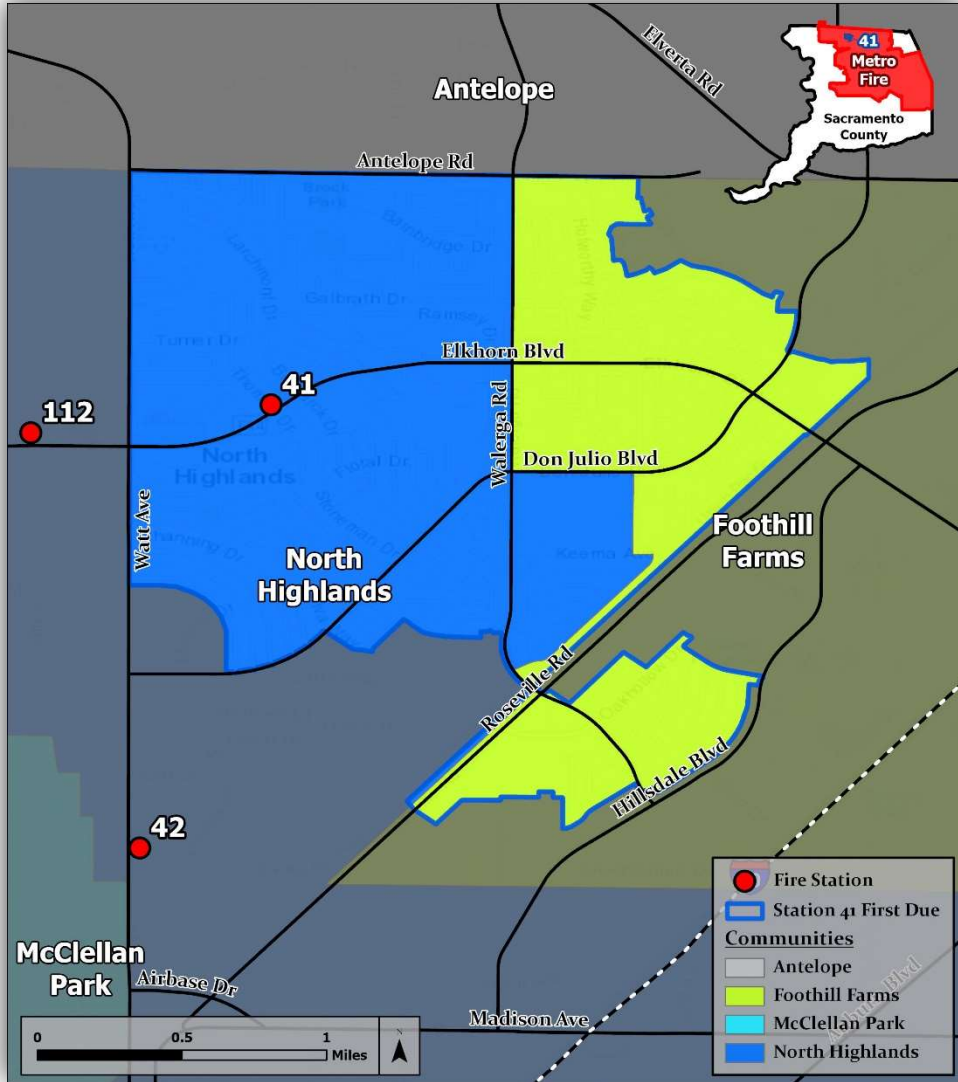
North Highlands Fire District

### Station Size & Capacity

5,200 SF / 0.49 Acres  
3 Apparatus Bays

### Capabilities

Station 41 houses a Type I Engine Company and a Medic Unit, as well as a Type V Engine that is cross-staffed.



### Unit Deployment & Staffing



**Engine 41**  
1 Captain  
1 Engineer  
2 Firefighters



**Engine 541**  
Cross-Staffed



**Medic 41**  
1 Paramedic  
1 EMT/Paramedic

**Total Staffing: 6**



## Station 42

Serving the community since 1952

Located at 5608 North Haven Drive, Station 42 serves a population of 14,939 across a first due area of 2 square miles. Station 42 is primarily bordered by Stations 41, 24, 103, 114 and 112. Station 42 serves the communities of North Highlands and Foothill Farms.



### Address

5608 North Haven Drive  
North Highlands, CA 95660

### Communities Served

North Highlands  
Foothill Farms

### Predecessor Agency

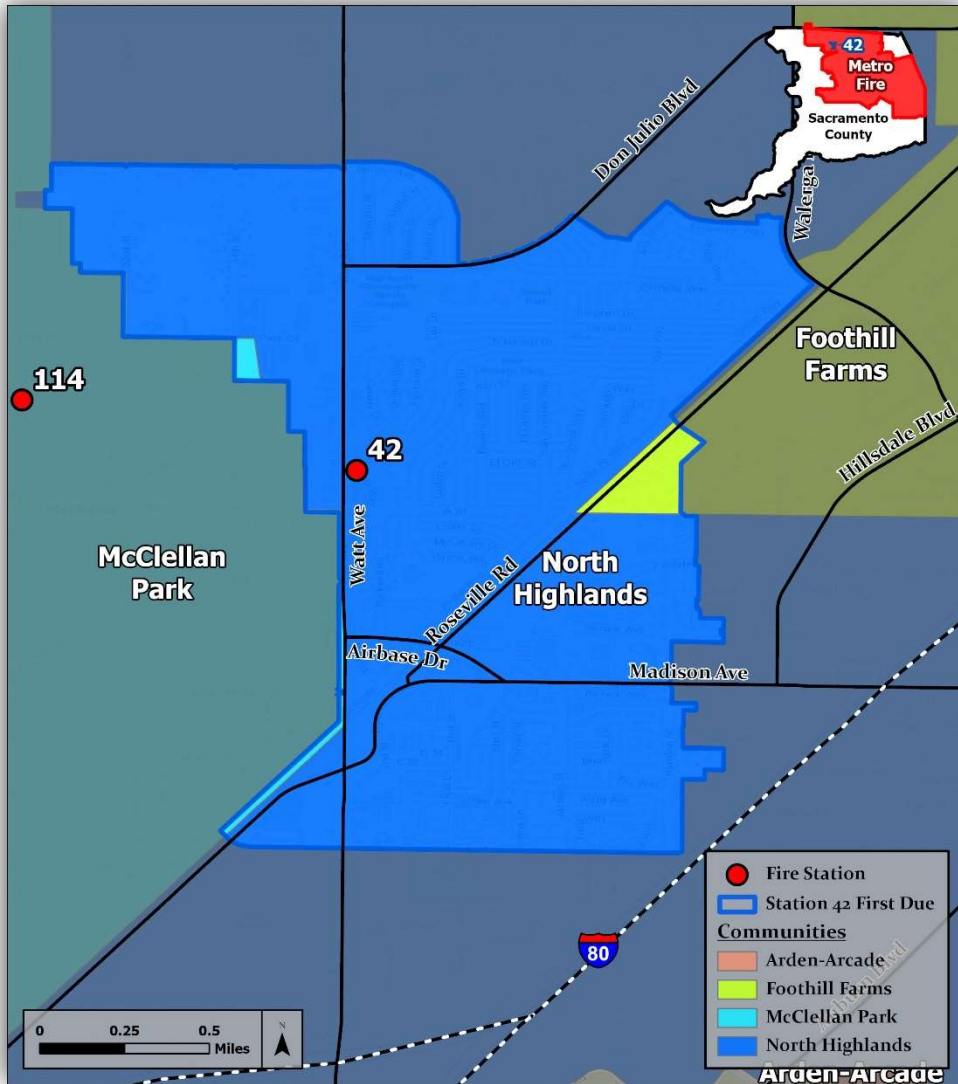
North Highlands Fire District

### Station Size & Capacity

2,150 SF / 0.11 Acres  
2 Apparatus Bays

### Capabilities

Station 42 houses a Type I Engine Company.



### Unit Deployment & Staffing



#### Engine 42

- 1 Captain
- 1 Engineer
- 1 Firefighter

**Total Staffing: 3**



## Station 111

Serving the community since 1945

Located at 6609 Rio Linda Boulevard, Station 111 serves a population of 12,394 across a first due area of 6.7 square miles. Station 111 is primarily bordered by Stations 116, 117 and 112 and shares a border to the west and south with the City of Sacramento Fire Department. Station 111 serves the community of Rio Linda.



### Address

6609 Rio Linda Boulevard  
Rio Linda, CA 95673

### Communities Served

Rio Linda

### Predecessor Agency

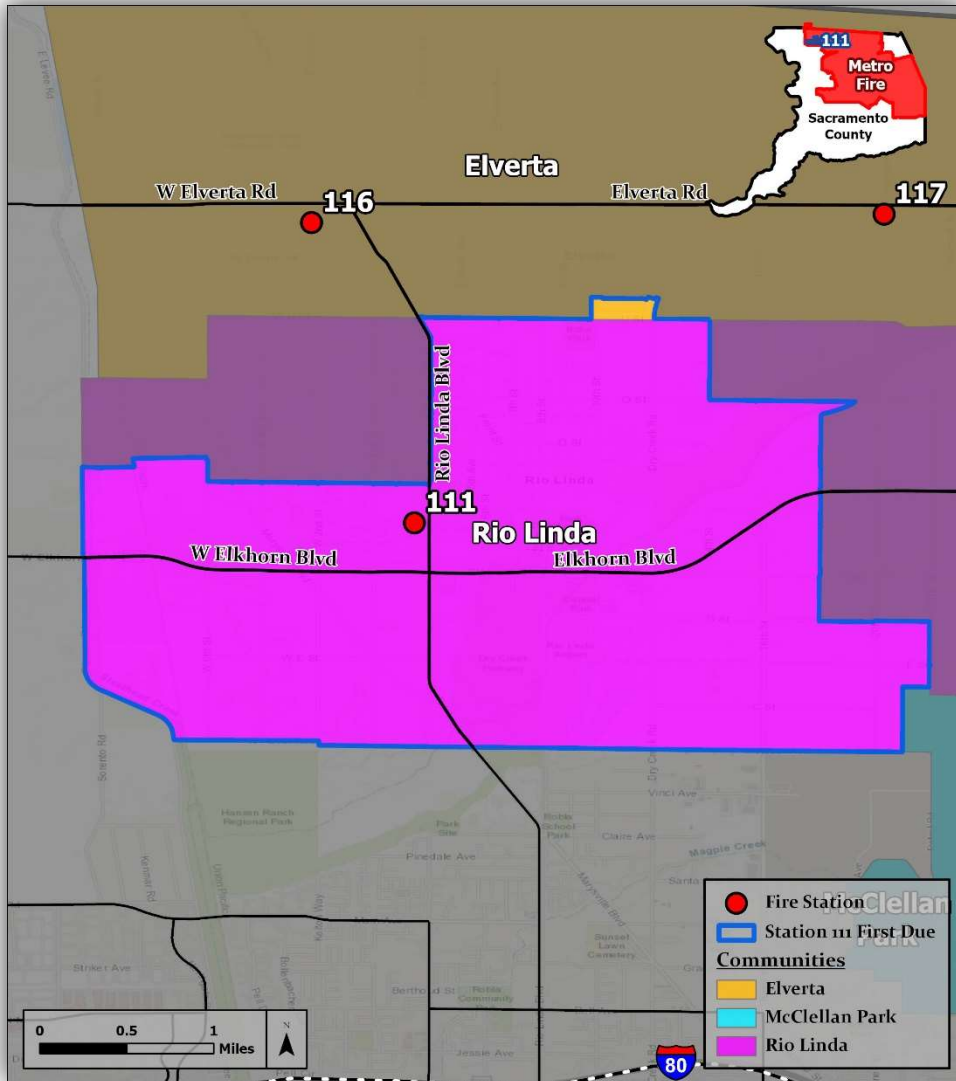
Rio Linda Fire District

### Station Size & Capacity

15,873 SF / 5.0 Acres  
3 Apparatus Bays

### Capabilities

Station 111 houses a Type I Engine Company and a Medic Unit, as well as a Type III Engine which is cross-staffed.



### Unit Deployment & Staffing



#### Engine 111

1 Captain  
1 Engineer  
1 Firefighter



#### Engine 311

Cross-Staffed



#### Medic 111

1 Paramedic  
1 EMT/Paramedic

**Total Staffing: 5**





## Station 112

Serving the community since 1958

Located at 6801 34<sup>th</sup> Street, Station 112 serves a population of 8,441 across a first due area of 4.1 square miles. Station 112 is primarily bordered by Stations 111, 117, 26, 41, 42 and 114. Station 112 serves the communities of North Highlands, Antelope, and Rio Linda.



**Address**

6801 34<sup>th</sup> Street  
North Highlands, CA 95660

**Communities Served**

North Highlands  
Antelope  
Rio Linda

**Predecessor Agency**

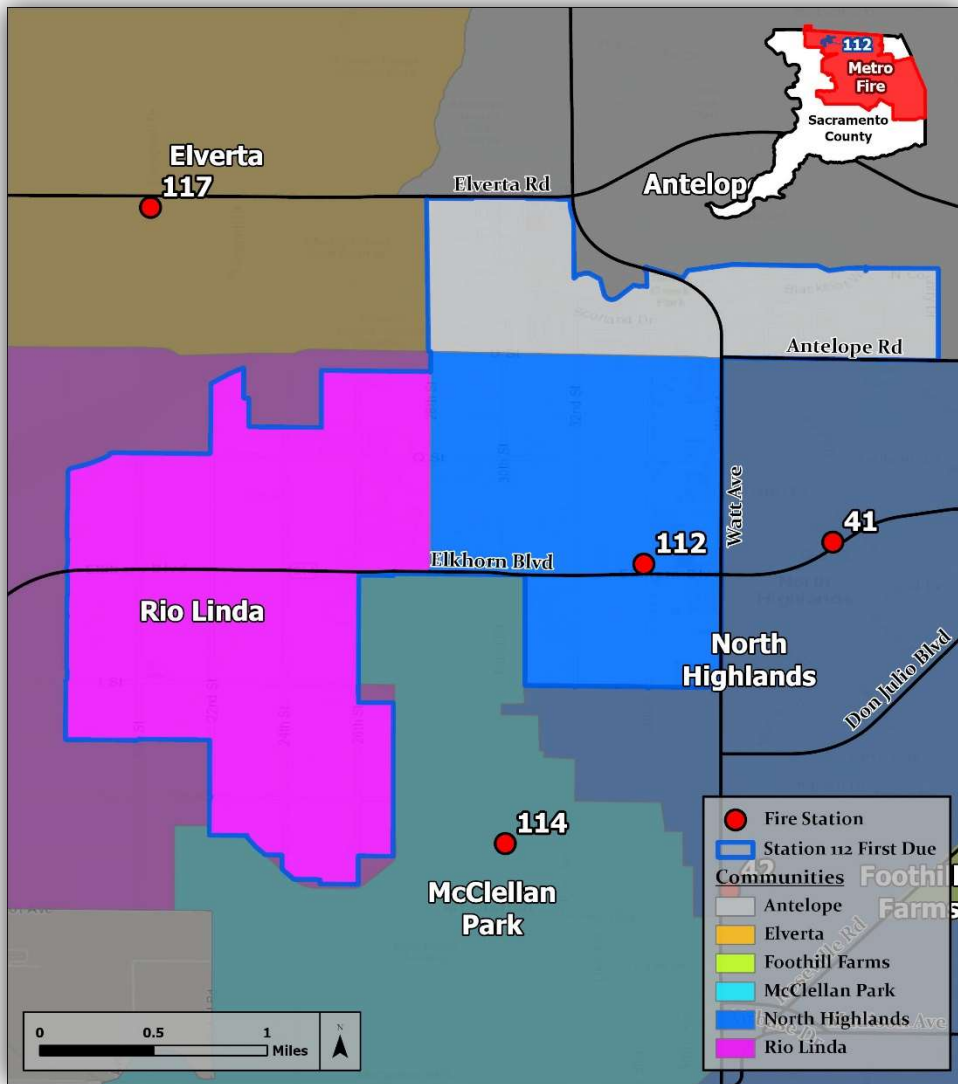
Rio Linda Fire District

**Station Size & Capacity**

3,609 SF / 1.32 Acres  
3 Apparatus Bays

**Capabilities**

Station 112 houses a Medic Unit and serves as a reserve station for two Air Units, one Type I Engine, and one Type V Engine.



**Unit Deployment & Staffing**



**Medic 112**  
1 Paramedic  
1 EMT/Paramedic



**Engine 112**  
Reserve



**Air Units (2)**  
Reserve



**Engine 512**  
Reserve

**Total Staffing: 2**



## Station 114

### Serving the community since 1955

Located at 5824 Kelly Way on the McClellan Air Field (formerly McClellan Air Force Base), Station 114 serves a first due area of 2.9 square miles and provides aircraft rescue and firefighting (ARFF) service to McClellan. Station 114 is primarily bordered by Stations 112, 42 and 115. Station 114 also serves a small residential population of 809 in the McClellan Park community.



#### Address

5824 Kelly Way  
McClellan, CA 95652

#### Communities Served

McClellan Park

#### Predecessor Agency

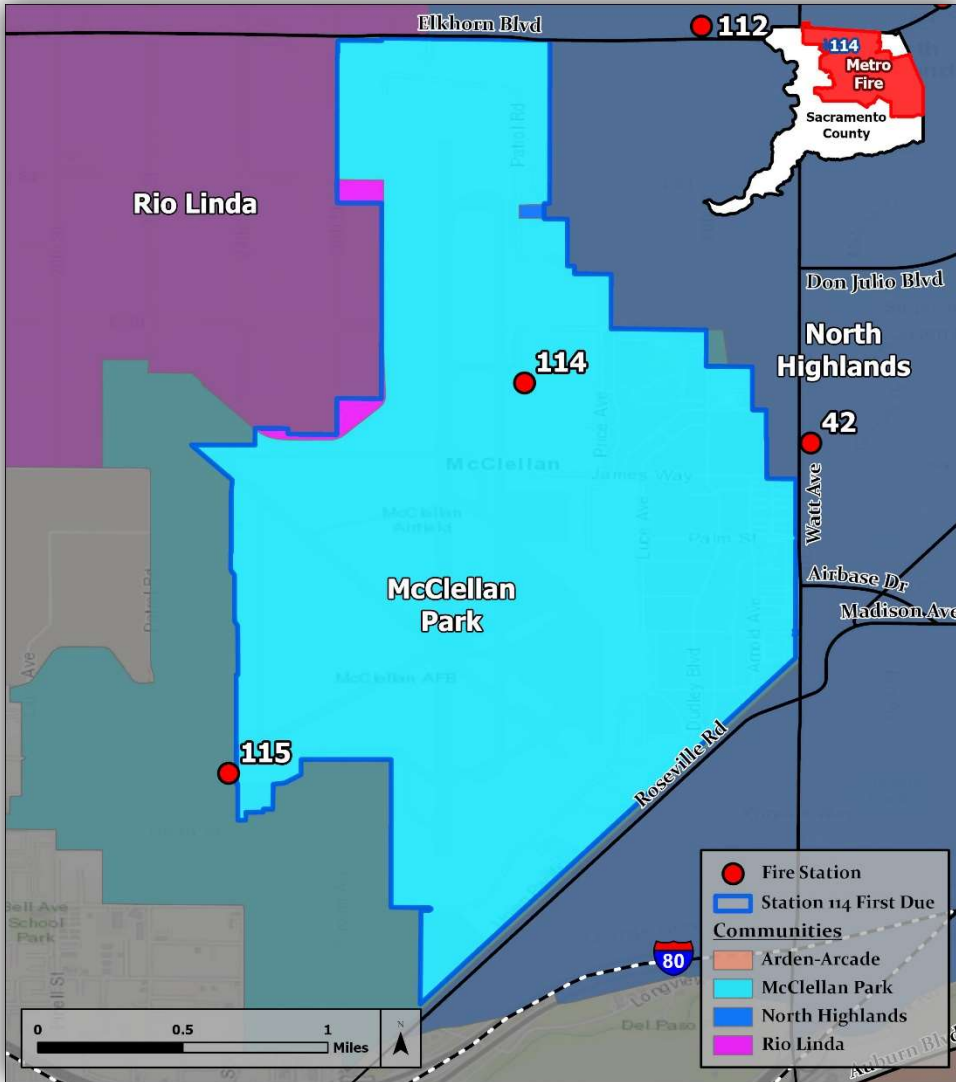
United States Air Force

#### History

Station 114 was built in 1955 on the former McClellan Air Force Base to provide ARFF service to the United States Air Force.

#### Today

Station 114 houses a Type I Engine Company and an ARFF Unit, as well as a Water Tender (cross-staffed), Foam Unit (cross-staffed), and two additional ARFF Units (one cross-staffed and one reserve). Station 114 is also home of Battalion 5.



### Unit Deployment & Staffing



#### Engine 114

- 1 Captain
- 1 Engineer
- 1 Firefighter



#### Battalion 5

- 1 Battalion Chief

**Total Staffing: 7**



#### ARFF 1

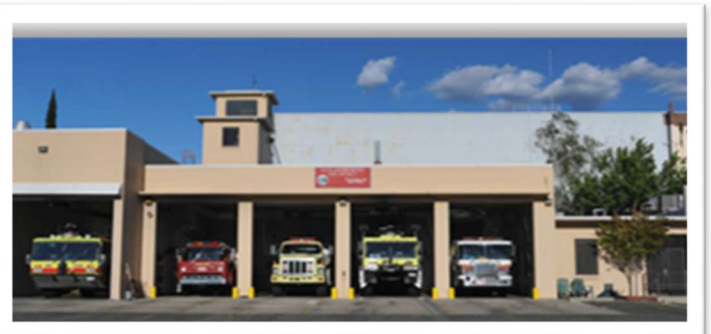
- 1 Captain
- 1 Engineer
- 1 Firefighter

#### ARFF 2

- Water Tender**
- Foam Unit**

Cross-Staffed

**ARFF 3 (Reserve)**



## Station 115

### Metro Fire Air Operations

Located at 4727 Kilzer Avenue on McClellan Air Field, Station 115 is home to Metro Fire's Air Operations division and is primarily bordered by Station 114. While Station 114 does have a 1.1 square mile first due serving the community of McClellan Park, it also serves Metro Fire's entire jurisdiction and beyond.



#### Address

4727 Kilzer Avenue  
McClellan, CA 95652

#### Communities Served

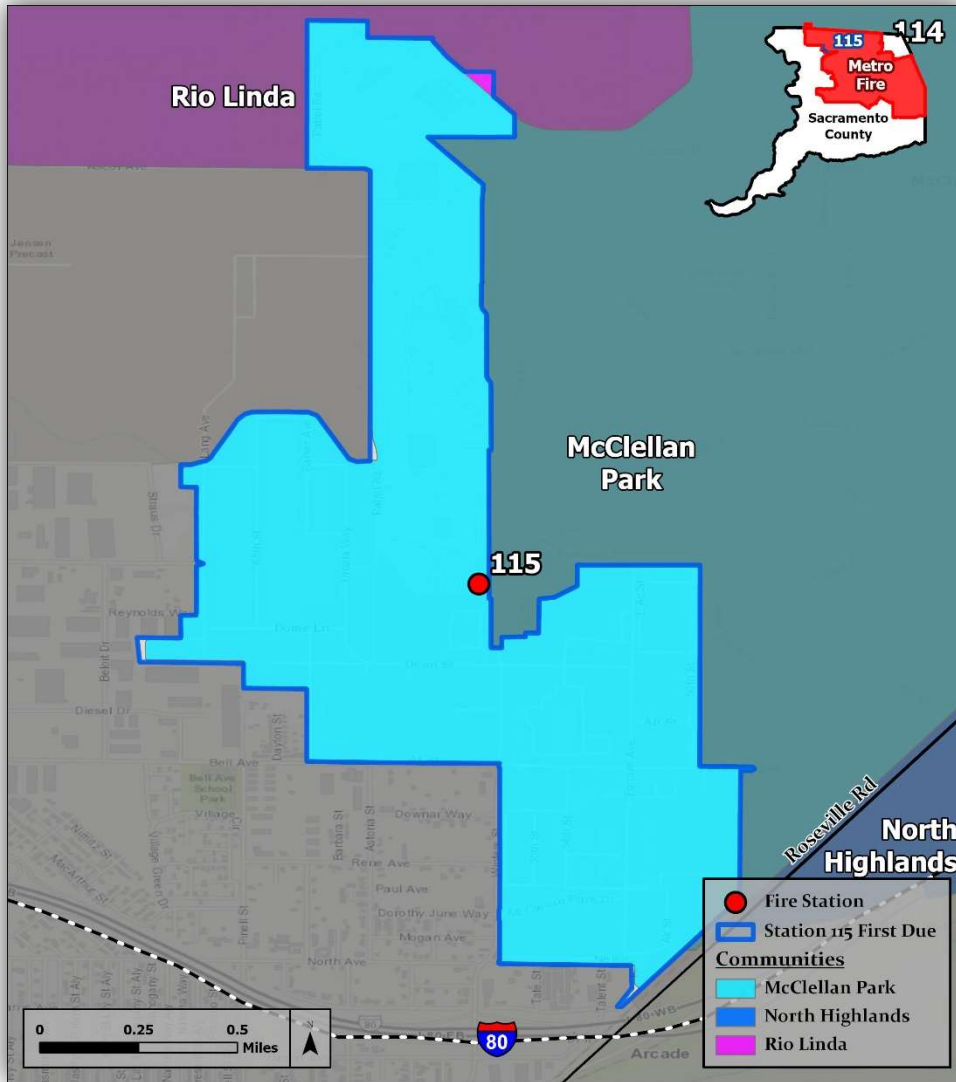
McClellan Park

#### Station Size & Capacity

6,952 SF / 2.9 Acres  
4 Apparatus Bays

#### Capabilities

Station 115 houses Copters 1 and 2. The station is upstaffed during fire season with a pilot and two firefighter paramedics.



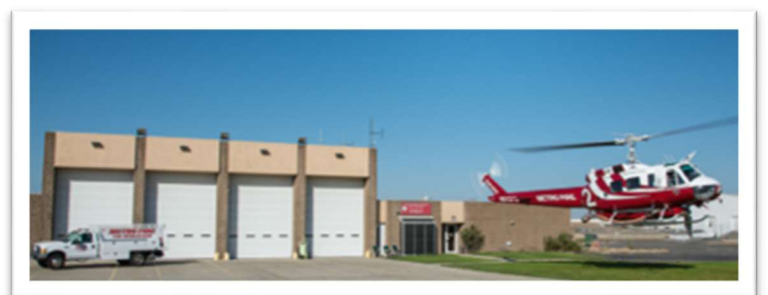
### Unit Deployment & Staffing



**Copter 1**  
1 Pilot  
1 Flight Officer  
1 Rescuer (ALS)  
(Seasonal)

**Copter 2**  
Reserve

**Total Staffing: 3**  
**(Seasonal)**



## Station 116

Serving the community since 1950

Located at 7995 Elwyn Avenue, Station 116 serves a population of 3,785 across a first due area of 6.4 square miles. Station 116 is primarily bordered by Stations 111 and 117 and shares a border to the north with the Dry Creek Fire District and to the west with the City of Sacramento Fire Department. Station 116 serves the communities of Elverta and Rio Linda.



### Address

7995 Elwyn Avenue  
Elverta, CA 95626

### Communities Served

Elverta  
Rio Linda

### Predecessor Agency

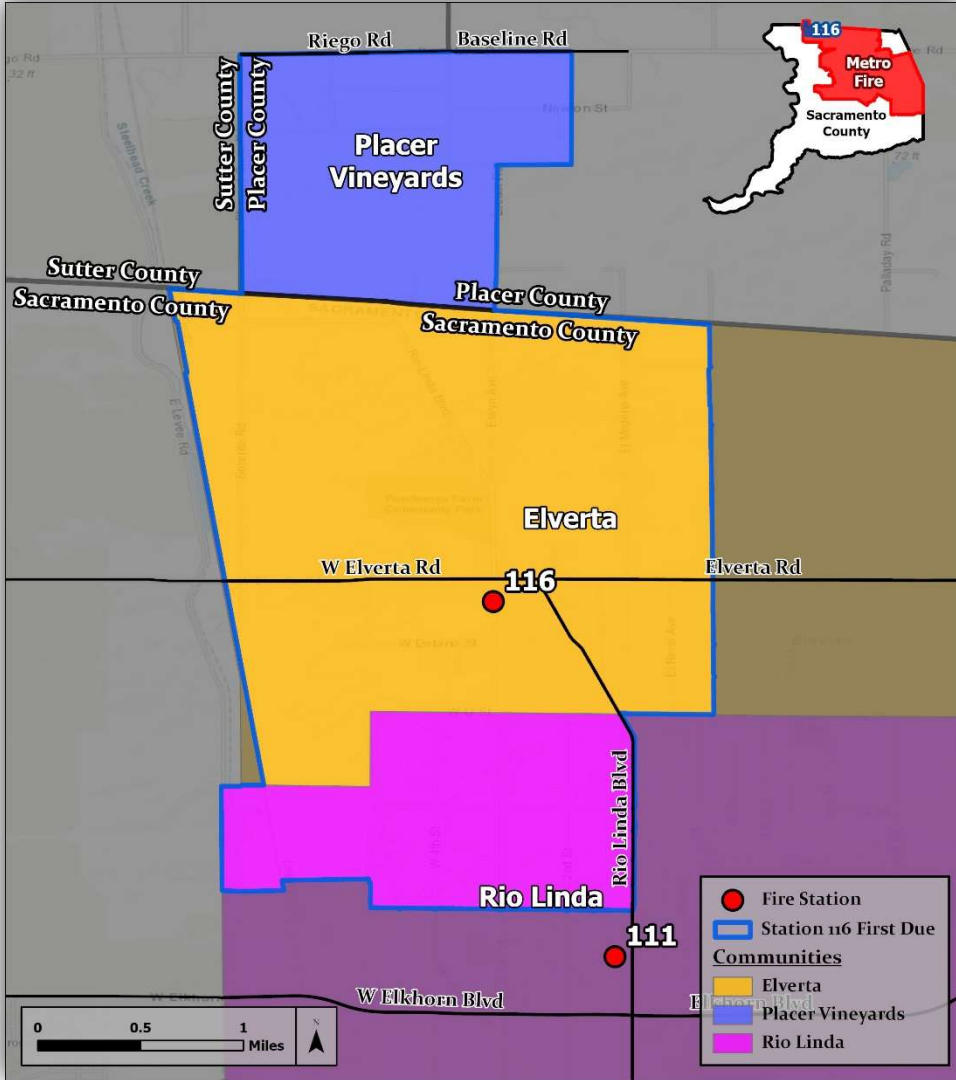
Elverta Fire District

### Station Size & Capacity

6,952 SF / 0.71 Acres  
2 Apparatus Bays

### Capabilities

Station 116 is home to Metro Fire's Reserve Firefighter program and houses one Type I Engine, one Type V Engine, and a Water Tender.



### Unit Deployment & Staffing



**Engine 116**  
Reserve



**Engine 516**  
**Water Tender**  
Reserve

**Total Staffing: Reserve**



## Station 117

Serving the community since 1990

Located at 7961 Cherry Brook Drive, Station 117 serves a population of 7,109 across a first due area of 6.2 square miles. Station 117 is primarily bordered by Stations 111, 116, 112 and 26 and shares a border to the north with the Dry Creek Fire District. Station 117 serves the communities of Elverta, Rio Linda and Antelope.



### Address

7961 Cherry Brook Drive  
Elverta, CA 95626

### Communities Served

Elverta  
Rio Linda  
Antelope

### Predecessor Agency

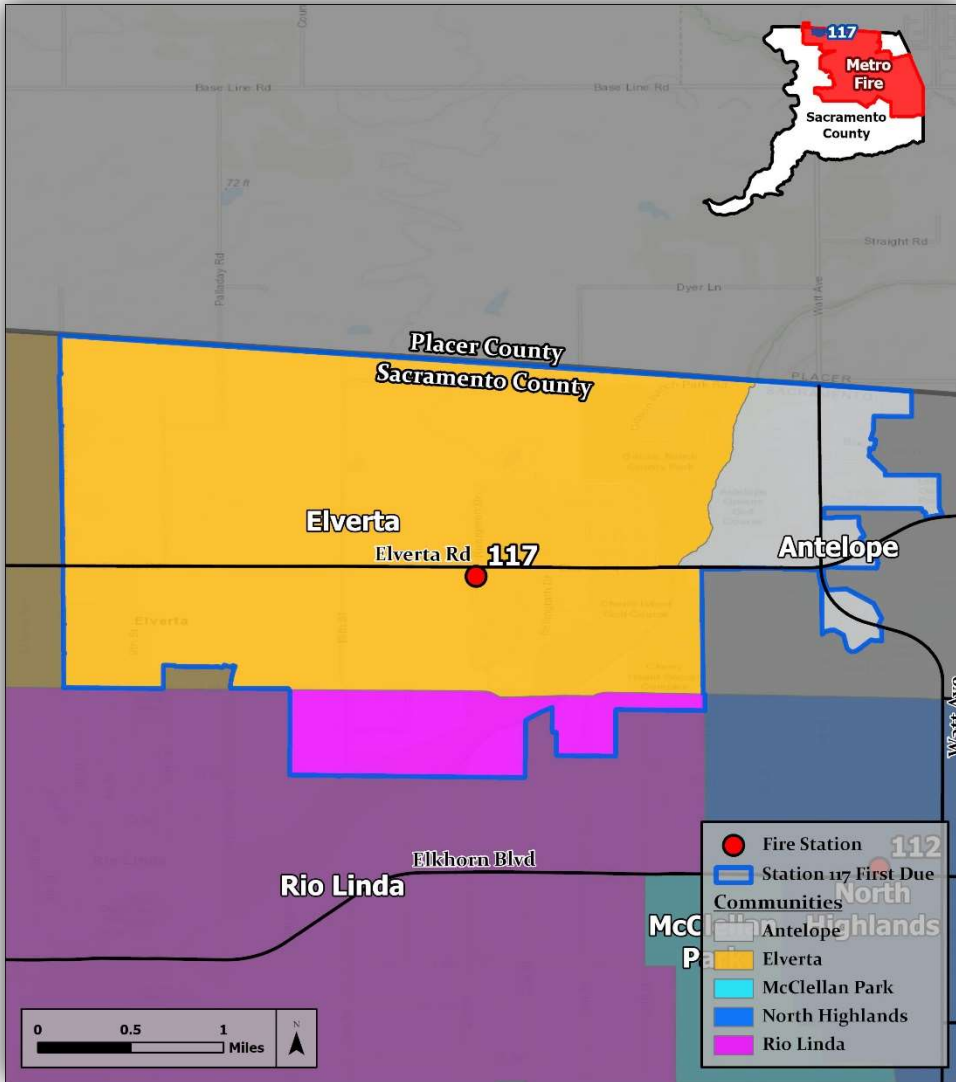
Elverta Fire District

### Station Size & Capacity

3,650 SF /0.66 Acres  
2 Apparatus Bays

### Capabilities

Station 117 houses a Type I Engine Company and a Type III Engine which is cross-staffed.



### Unit Deployment & Staffing



**Engine 117**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 317**  
Cross-Staffed

**Total Staffing: 3**



## Battalion 7

Housed at 2200 Park Towne Circle in Station 106; located in the west of the Sacramento Metropolitan Fire District. It serves a total population of 162,046 across a first due area of 30.4 square miles.

### Address

Station 106  
2200 Park Towne Circle  
Sacramento, CA 95825

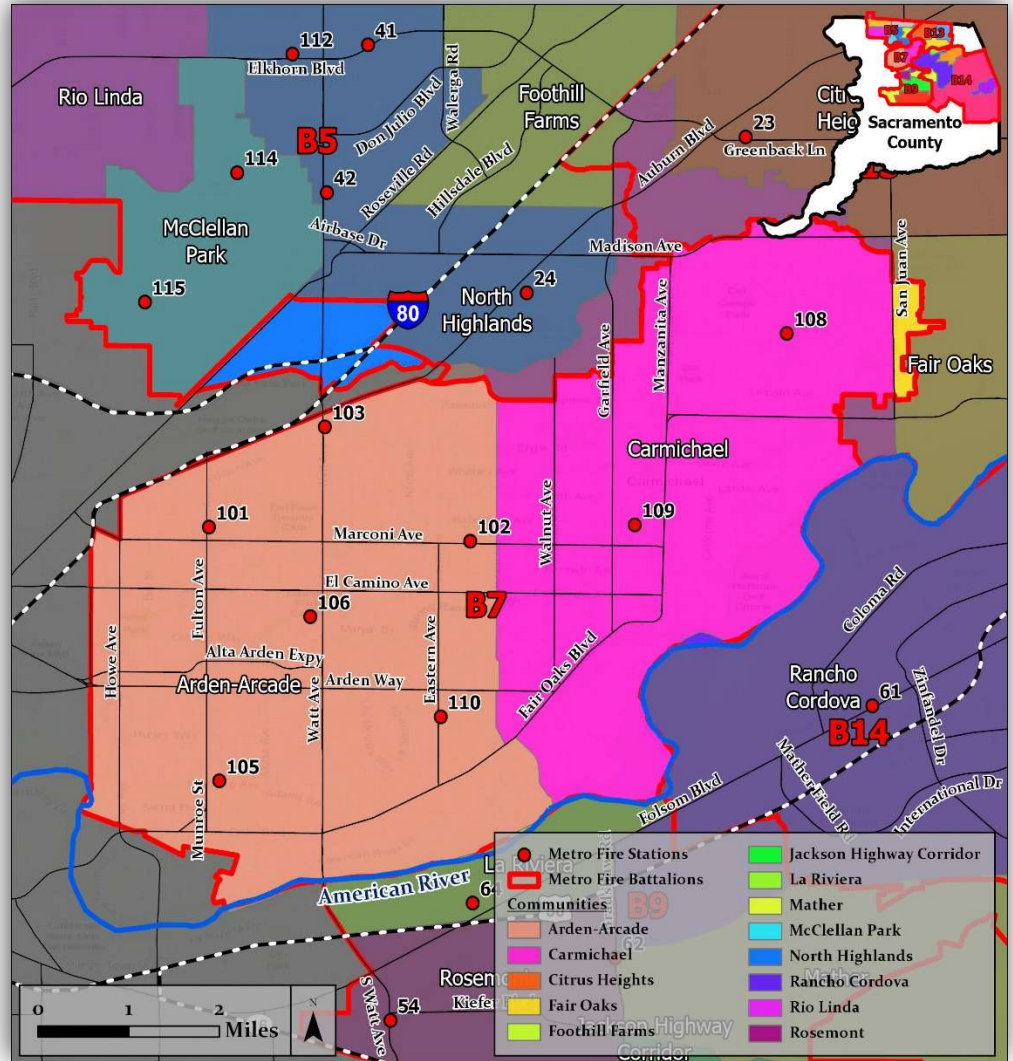
### Communities Served

Arden-Arcade  
Carmichael  
Fair Oaks

### Resource Deployment

- 7 Type I Engines
- 1 Truck
- 1 HazMat Unit
- 3 Medic Units
- 1 OES Type I Engine
- 4 Type 5 Engines
- 1 Decon Unit
- 1 Fire Investigations Unit
- 1 EMS Shift Captain
- 1 Battalion Chief

**Total Daily Staffing: 38**



## Stations in Battalion 7

### Station 101

Engine 101  
Medic 101  
Arson 24

### Station 102

EMS 24

### Station 103

Engine 103  
Engine 503

### Station 105

Engine 105  
Medic 105  
Engine 505

### Station 106

Engine 106  
Truck 106  
OES Engine 382  
BC 7

### Station 108

Engine 108  
Engine 508

### Station 109

Engine 109  
Medic 109  
HazMat 109

### Station 110

Engine 110  
Engine 510  
Decon Unit



## Station 101

### Serving the community since 1942

Located at 3000 Fulton Avenue, Station 101 serves a population of 21,010 across a first due area of 2.8 square miles. Station 101 is primarily bordered by Stations 103, 105 and 106 and shares a border to the north and west with the City of Sacramento Fire Department. Station 101 serves the community of Arden-Arcade.



#### Address

3000 Fulton Avenue  
Sacramento, CA 95821

#### Communities Served

Arden-Arcade

#### Predecessor Agency

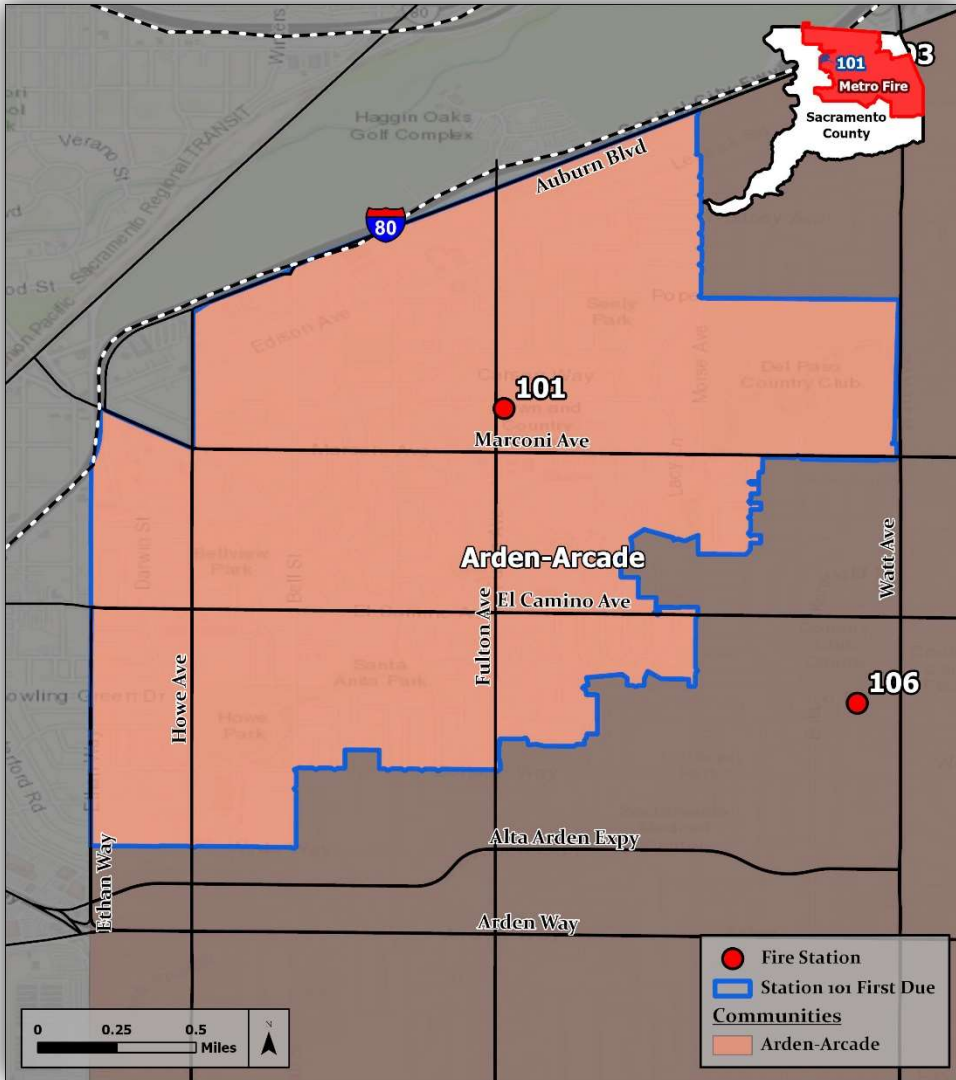
Arden Fire District

#### Station Size & Capacity

7,700 SF / 0.68 Acres  
5 Apparatus Bays

#### Capabilities

Station 101 houses a Type I Engine Company and a Medic Unit, along with the FIU in the adjacent building.



### Unit Deployment & Staffing



#### Engine 101

- 1 Captain
- 1 Engineer
- 1 Firefighter



#### Arson 24

- 1 Investigator



#### Medic 101

- 1 Paramedic
- 1 EMT/Paramedic

**Total Staffing: 6**



## Station 102

Serving the community since 1952

Located at 4501 Marconi Avenue, Station 102 serves a population of 16,956 across a first due area of 2.8 square miles. Station 102 is primarily bordered by Stations 103, 106, 109 and 110. Station 102 serves the communities of Arden-Arcade and Carmichael.



### Address

4501 Marconi Avenue  
Sacramento, CA 95821

### Communities Served

Arden-Arcade  
Carmichael

### Predecessor Agency

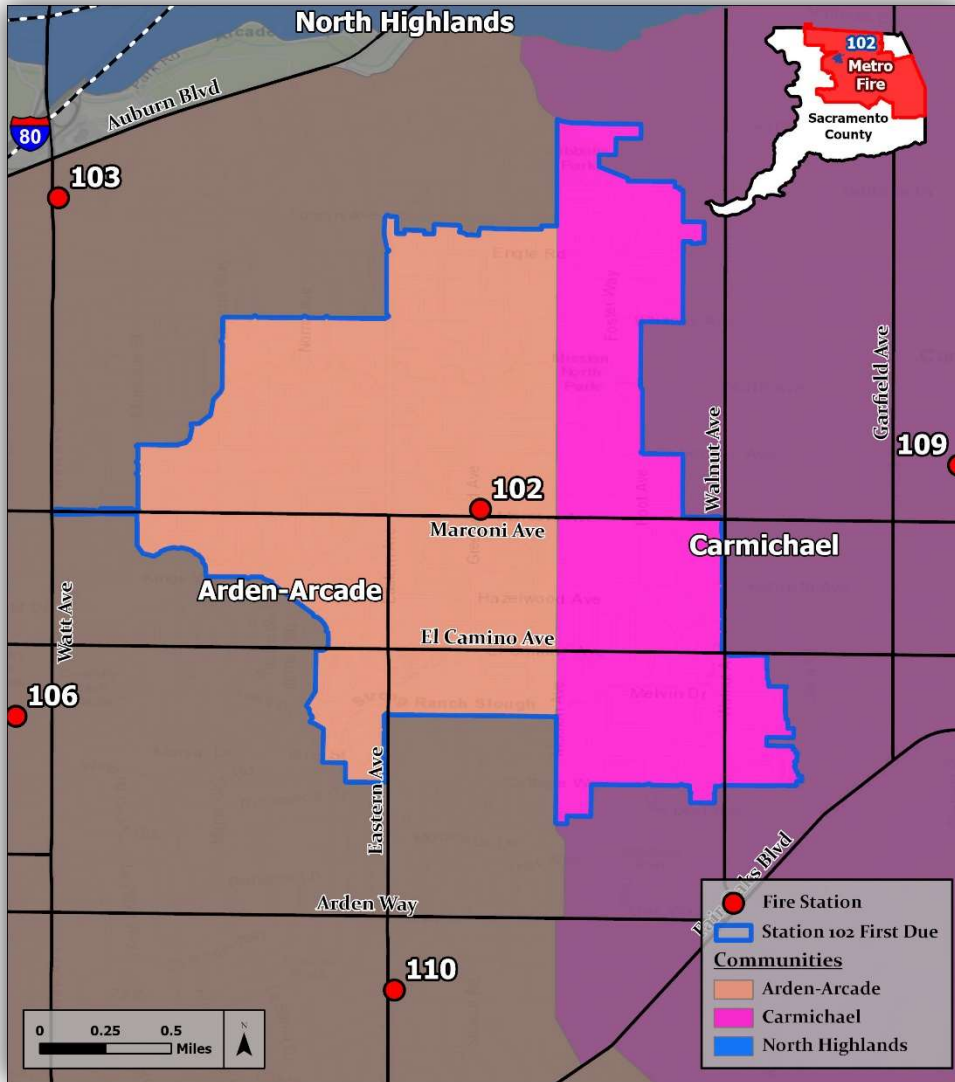
Arcade Fire District

### Station Size & Capacity

3,097 SF / 0.71 Acres  
3 Apparatus Bays

### Capabilities

Station 102 serves as quarters for the EMS Shift Captain.



### Unit Deployment & Staffing



**EMS24**  
1 Captain

**Total Staffing: 1**





## Station 103

Serving the community since 1957

Located at 3824 Watt Avenue, Station 103 serves a population of 13,787 across a first due area of 2.8 square miles. Station 103 is primarily bordered by Stations 101, 102 and 24 and shares a border to the north with the City of Sacramento Fire Department. Station 103 serves the community of Arden-Arcade.



**Address**

3824 Watt Avenue  
Sacramento, CA 95821

**Communities Served**

Arden-Arcade

**Predecessor Agency**

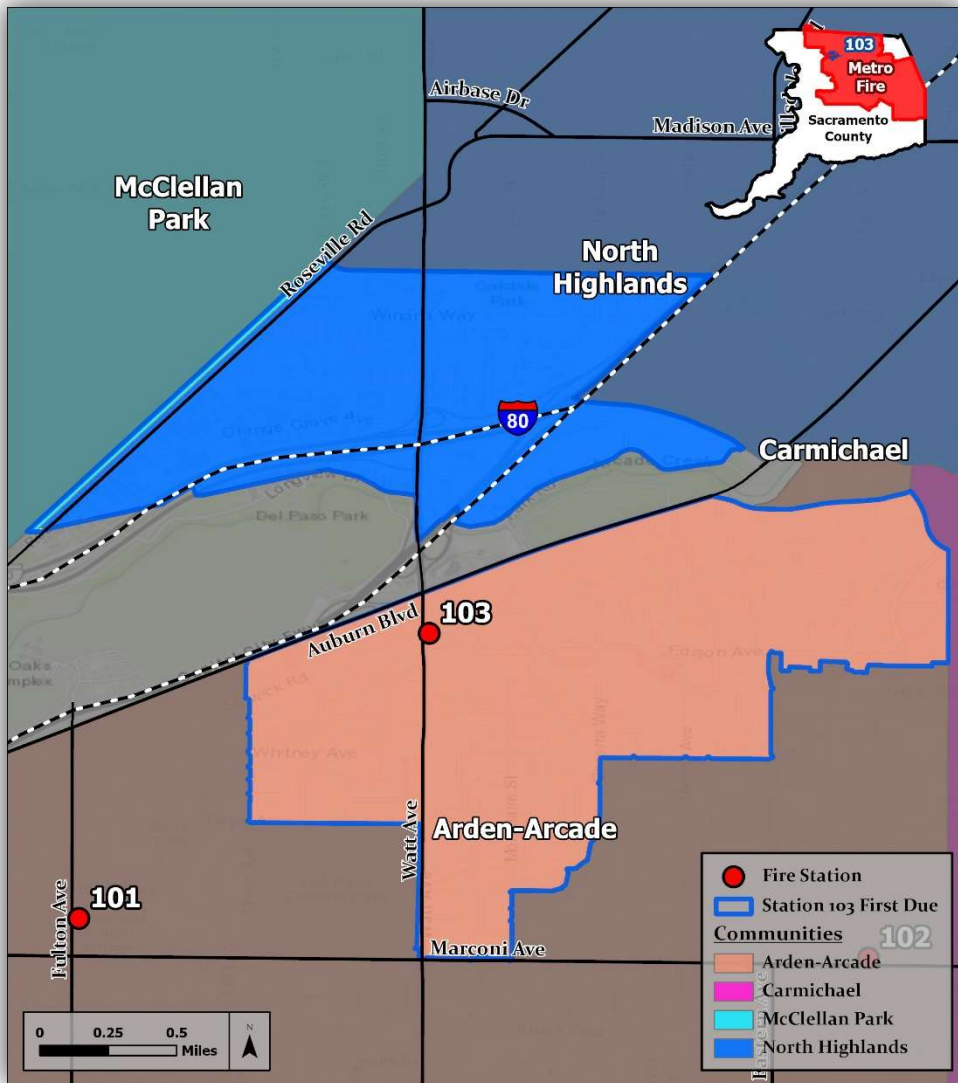
Arcade Fire District

**Station Size & Capacity**

3,250 SF / 0.33 Acres  
3 Apparatus Bays

**Capabilities**

Station 103 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed.



### Unit Deployment & Staffing



**Engine 103**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 503**  
Cross-Staffed

**Total Staffing: 3**



## Station 105

Serving the community since 1944

Located at 2691 Northrop Avenue, Station 105 serves a population of 29,148 across a first due area of 4.1 square miles. Station 105 is primarily bordered by Stations 101, 106 and 110 and shares a border to the west and south with the City of Sacramento Fire Department. Station 105 serves the community of Arden-Arcade.



### Address

2691 Northrop Avenue  
Sacramento, CA 95864

### Communities Served

Arden-Arcade

### Predecessor Agency

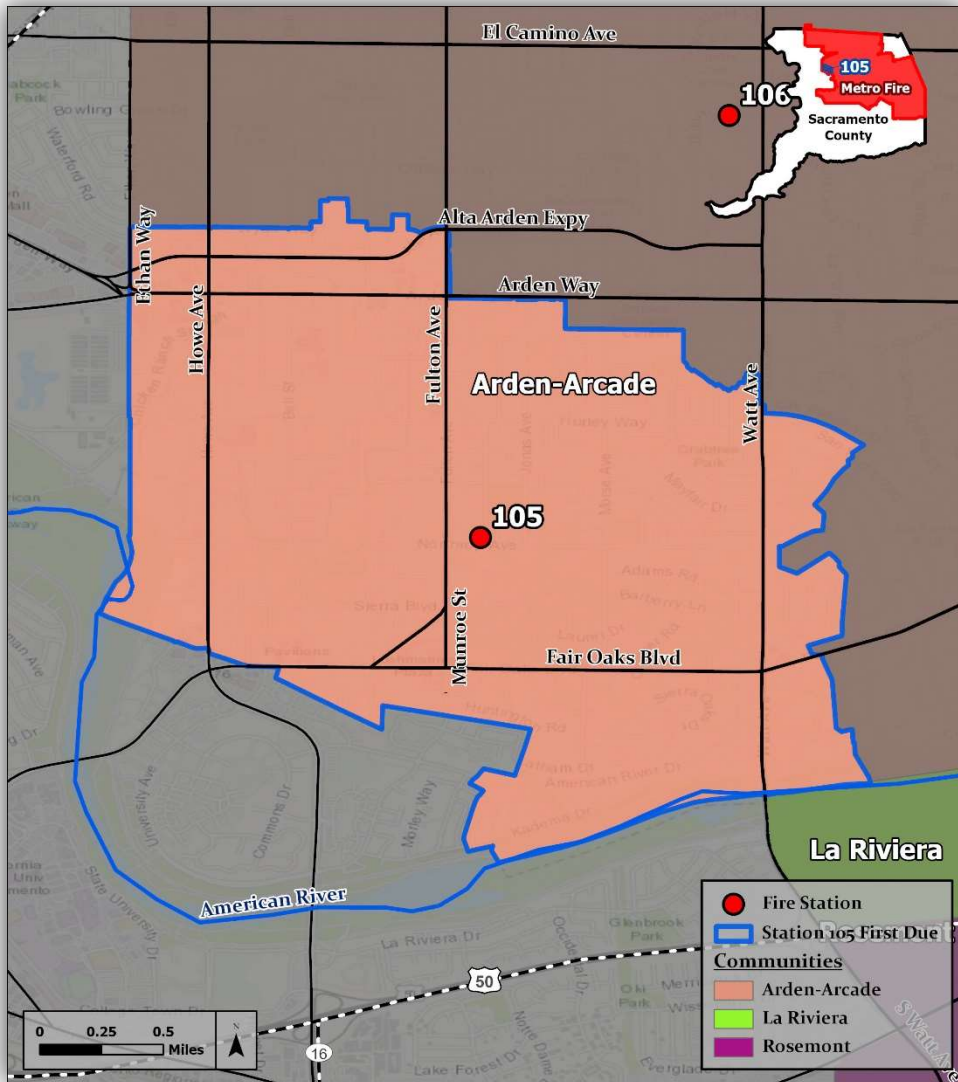
Arden Fire District

### Station Size & Capacity

7,747 SF / 0.64 Acres  
3 Apparatus Bays

### Capabilities

Station 105 houses a Type I Engine Company and a Medic Unit as well as a Type V Engine which is cross-staffed.



### Unit Deployment & Staffing



#### Engine 105

1 Captain  
1 Engineer  
1 Firefighter



#### Engine 505

Cross-Staffed



#### Medic 105

1 Paramedic  
1 EMT/Paramedic

**Total Staffing: 5**



## Station 106

### Serving the community of 1972

Located at 2200 Park Towne Circle, Station 106 serves a population of 12,348 across a first due area of 2.2 square miles. Station 106 is primarily bordered by Stations 101, 102, 103, 105 and 110. Station 106 serves the community of Arden-Arcade.



**Address**

2200 Park Towne Circle  
Sacramento, CA 95825

**Communities Served**

Arden-Arcade

**Predecessor Agency**

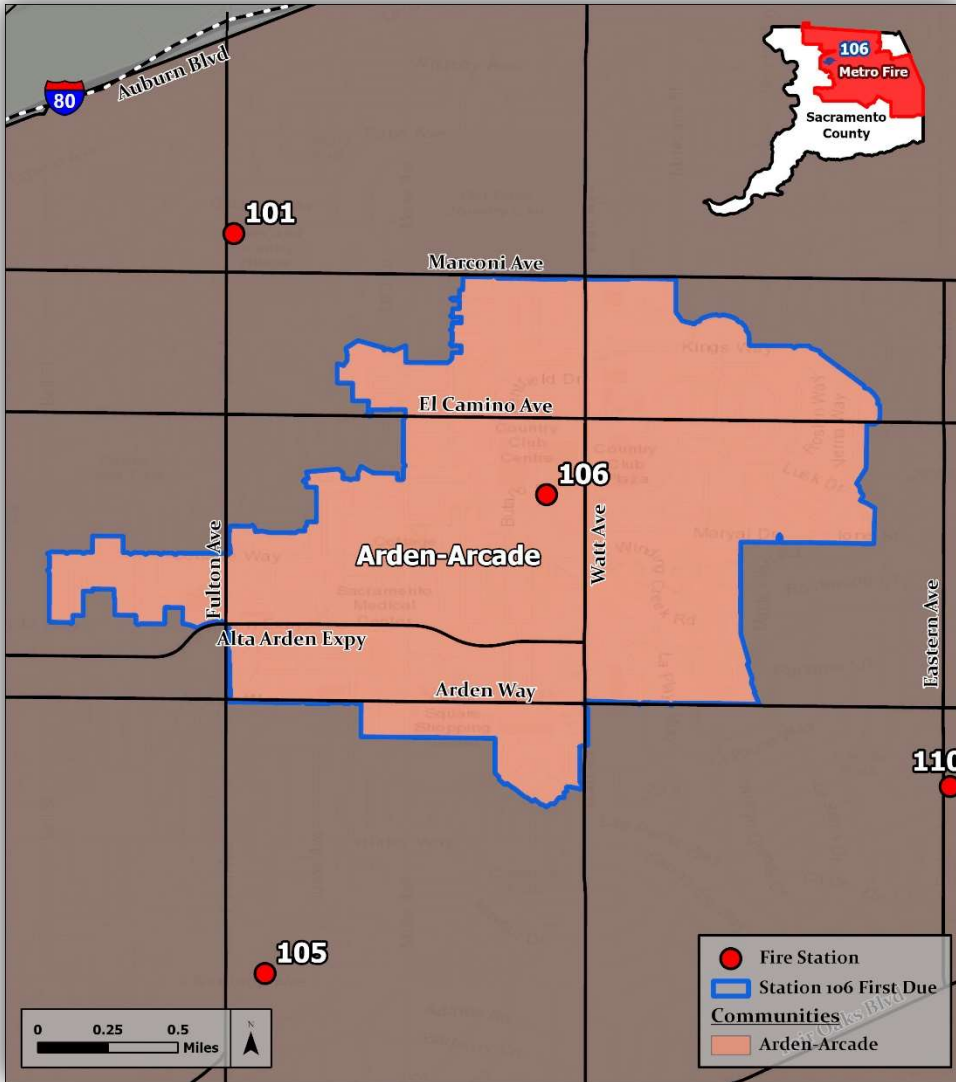
Arden Fire District

**Station Size & Capacity**

12,780 SF / 1.0 Acre  
3 Apparatus Bays

**Today**

Station 106 houses a Type I Engine Company and a Truck Company as well as an OES Type I Engine which is cross-staffed. Station 106 is also home of Battalion 7.



### Unit Deployment & Staffing



**Engine 106**  
1 Captain  
1 Engineer  
1 Firefighter

**OES Engine 382**  
Cross-Staffed



**Truck 106**  
1 Captain  
1 Engineer  
2 Firefighters



**Battalion 7**  
1 Battalion Chief

**Total Staffing: 8**



## Station 108

Serving the community since 1957

Located at 6701 Winding Way, Station 108 serves a population of 25,149 across a first due area of 4.7 square miles. Station 108 is primarily bordered by Stations 24, 23, 21, 31 and 109. Station 108 serves the communities of Carmichael and Fair Oaks.



**Address**

6701 Winding Way  
Fair Oaks, CA 95628

**Communities Served**

Carmichael  
Fair Oaks

**Predecessor Agency**

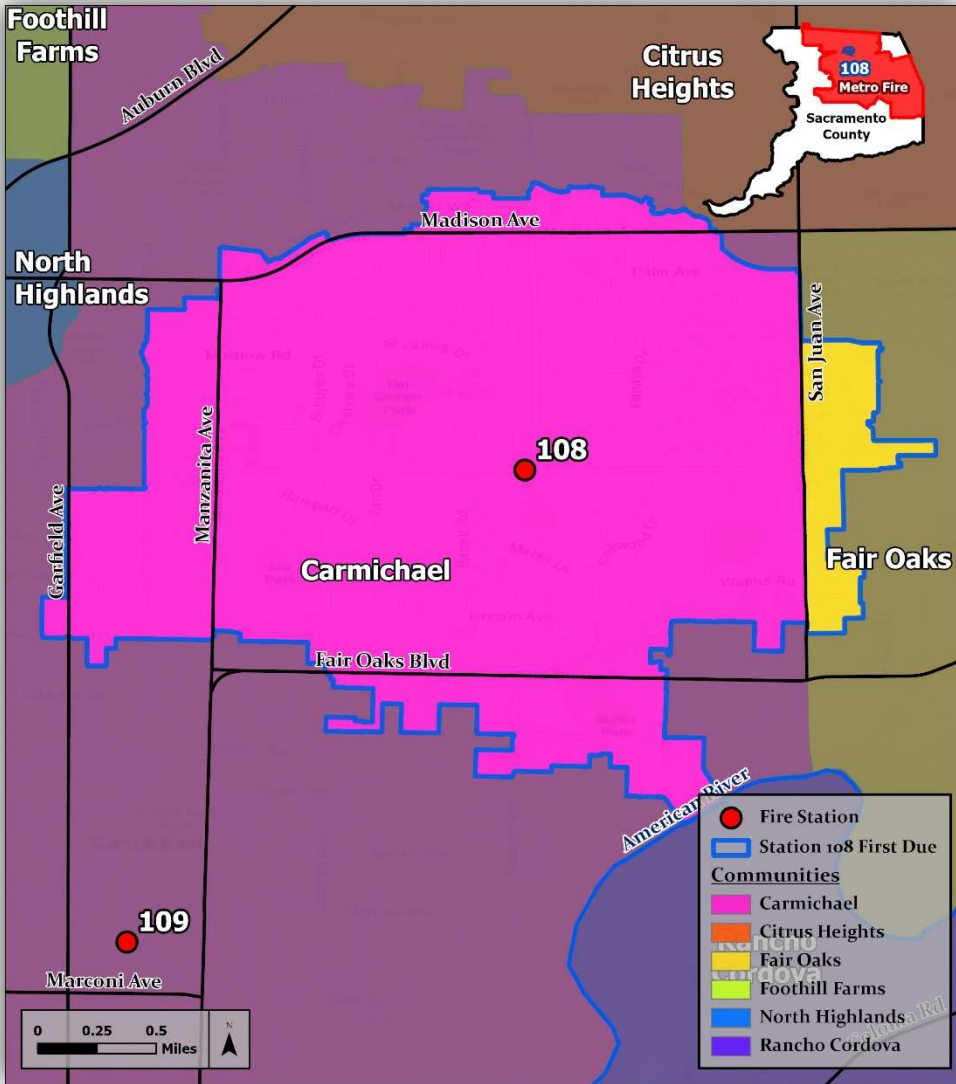
Carmichael Fire District

**Station Size & Capacity**

3,710 SF / 0.75 Acres  
3 Apparatus Bays

**Capabilities**

Station 108 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed.



### Unit Deployment & Staffing

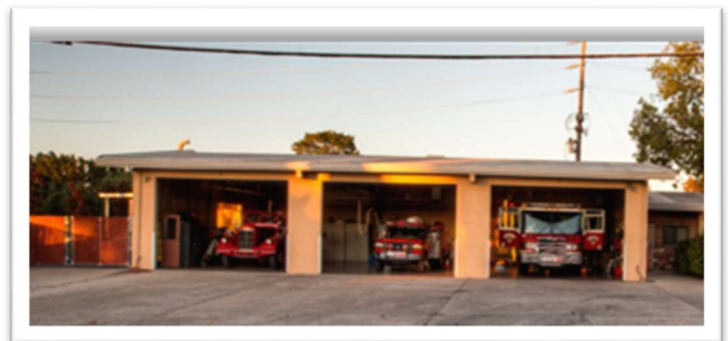


**Engine 108**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 508**  
Cross-Staffed

**Total Staffing: 3**



## Station 109

Serving the community since 1961

Located at 5634 Robertson Avenue, Station 109 serves a population of 26,313 across a first due area of 5.4 square miles. Station 109 is primarily bordered by Stations 102, 24, 108, and 110. Station 109 serves the community of Carmichael.



**Address**

5634 Robertson Avenue  
Carmichael, CA 95608

**Communities Served**

Carmichael

**Predecessor Agency**

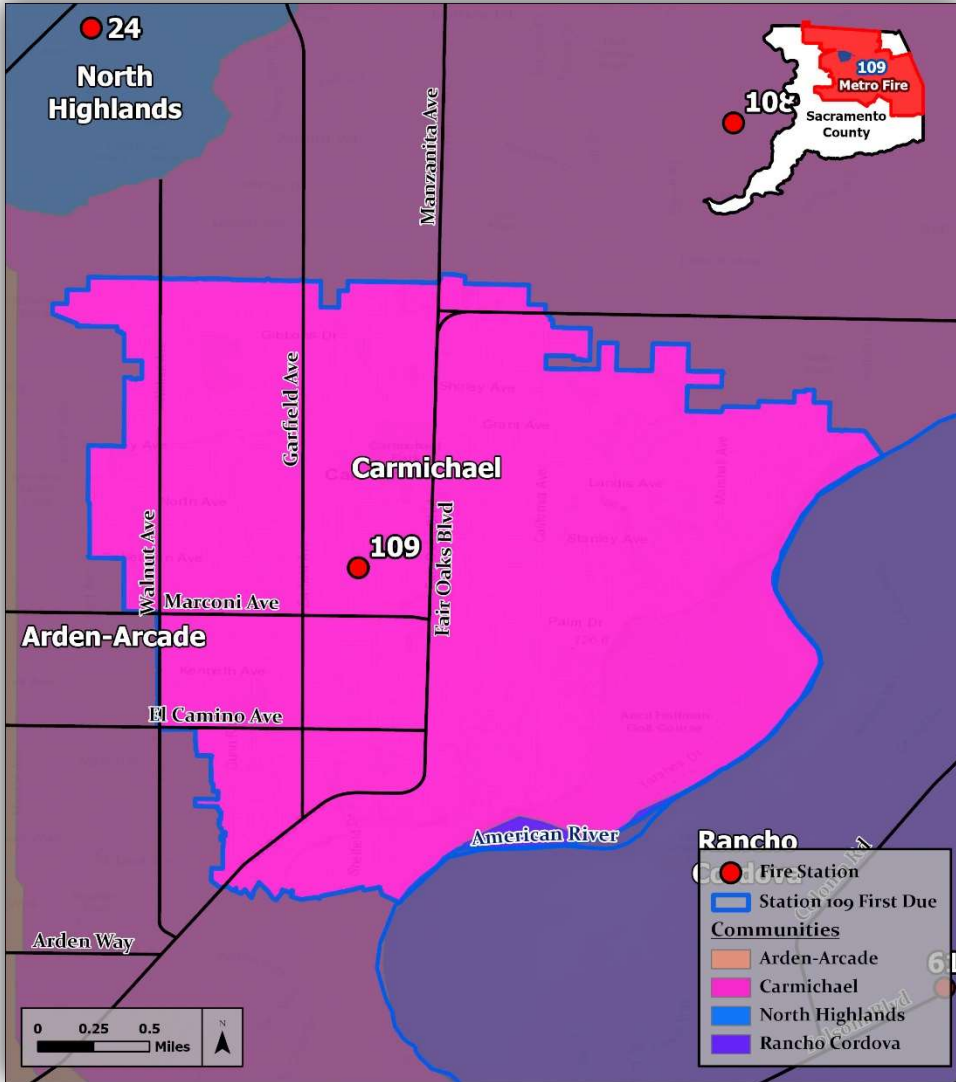
Carmichael Fire District

**Station Size & Capacity**




6,800 SF / 1.38 Acres  
6 Apparatus Bays

**Capabilities**

Station 109 houses a Type I Engine Company, a Medic Unit, and is also home to Metro Fire's Hazardous Materials Response Team (HMRT).



**Unit Deployment & Staffing**

	<b>Engine 109</b> 1 Captain 1 Engineer 1 Firefighter		<b>Medic 109</b> 1 Paramedic 1 EMT/Paramedic
	<b>HazMat 109</b> 1 Captain 1 Engineer 2 Firefighters	<b>Total Staffing: 9</b>	



## Station 110

Serving the community since 1959

Located at 1432 Eastern Avenue, Station 110 serves a population of 16,638 across a first due area of 5.2 square miles. Station 110 is primarily bordered by Stations 102, 105, 106, 109, 61 and 64. Station 110 serves the communities of Arden-Arcade and Carmichael.



**Address**

1432 Eastern Avenue  
Sacramento, CA 95864

**Communities Served**

Arden-Arcade  
Carmichael

**Predecessor Agency**

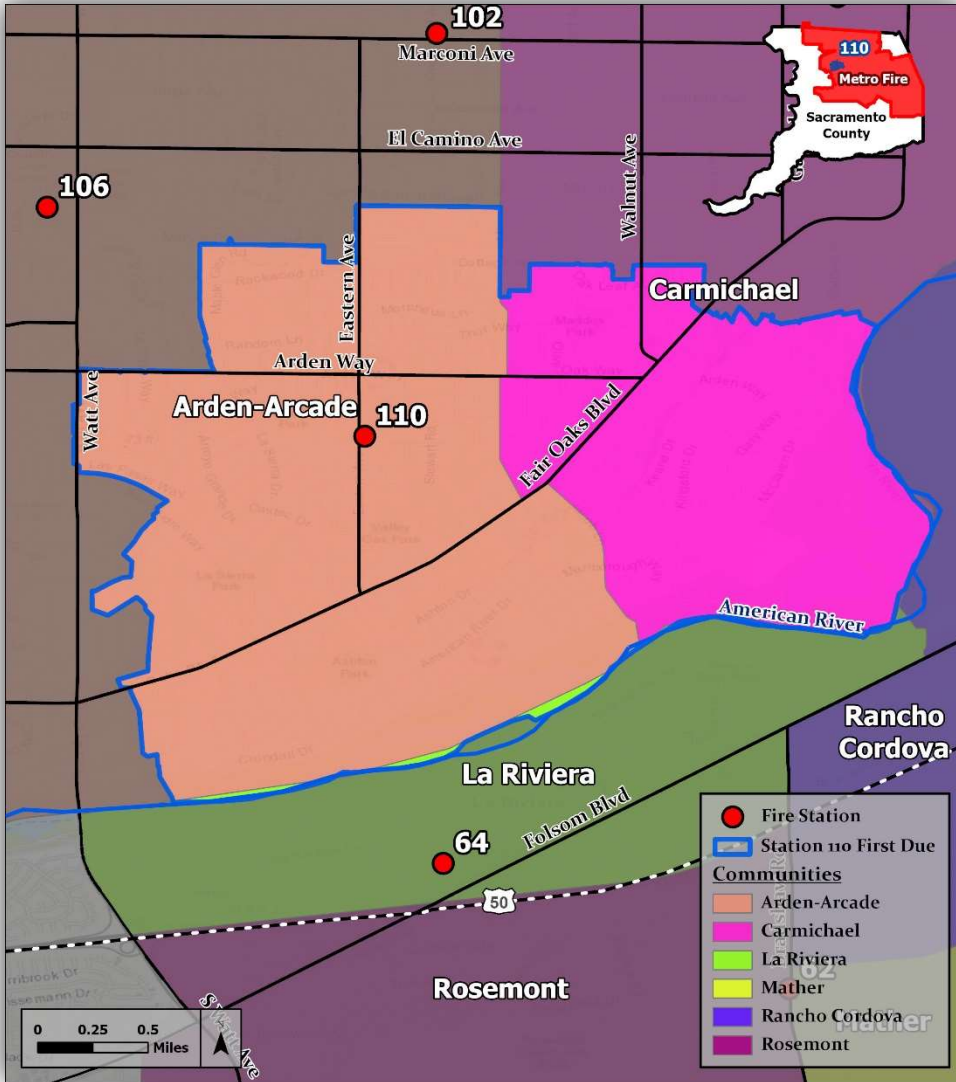
Carmichael Fire District

**Station Size & Capacity**

9,175 SF / 0.87 Acres  
4 Apparatus Bays

**Capabilities**

Station 110 houses a Type I Engine Company as well as a Type V Engine and a Decontamination Unit which are cross-staffed.



**Unit Deployment & Staffing**



**Engine 110**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 510**  
Cross-Staffed



**Decon Unit**  
Cross-Staffed

**Total Staffing: 3**



## Battalion 9

Housed at 8880 Gerber Road in Station 50; located in the southwest of the Sacramento Metropolitan Fire District. It serves a total population of 144,104 across a first due area of 56 square miles.

### Address

Station 50  
8880 Gerber Road  
Sacramento, CA 95828

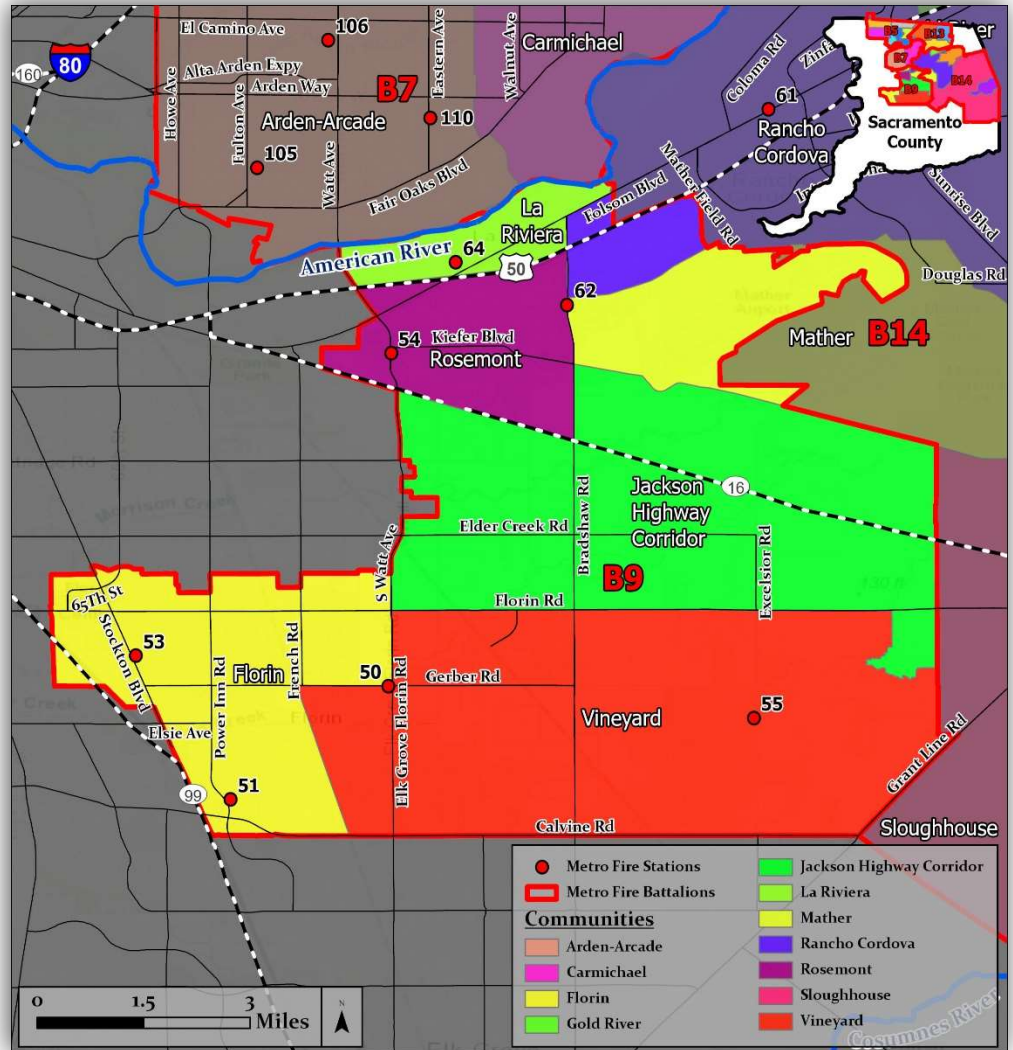
### Communities Served

Florin  
Vineyard  
Rosemont  
Mather  
Rancho Cordova  
La Riviera  
Jackson Hwy Corridor

### Resource Deployment

- 6 Type I Engines
- 1 Truck
- 4 Medic Units
- 1 In-Service Reserve Medic
- 2 Type 3 Engines
- 1 OES Type I Engine
- 3 Type 5 Engines
- 1 Water Tender
- 1 Rescue Boat
- 1 Shift Commander
- 1 Battalion Chief

**Total Daily Staffing: 33**



## Stations in Battalion 9

**Station 50**  
Engine 50  
Truck 50  
Medic 50  
Engine 350  
OES Engine 367  
BC 9

**Station 51**  
Engine 51  
Medic 51  
Engine 551

**Station 53**  
Engine 53  
Medic 53

**Station 54**  
Engine 54  
Engine 554

**Station 55**  
Engine 55  
Engine 355  
Water Tender  
ISRM

**Station 62**  
Engine 62  
Medic 62  
Engine 562  
Boat 62

**Station 64**  
AC 24



## Station 50

Serving the community since 1990

Located at 8880 Gerber Road, Station 50 serves a population of 35,850 across a first due area of 8.9 square miles. Station 50 is primarily bordered by Stations 51, 53 and 55, and shares a border to the south with Cosumnes CSD Fire Department. Station 50 serves the communities of Florin, Vineyard and Jackson Highway Corridor.



**Address**

8880 Gerber Road  
Sacramento, CA 95828

**Communities Served**

Florin  
Vineyard  
Jackson Highway Corridor

**Predecessor Agency**

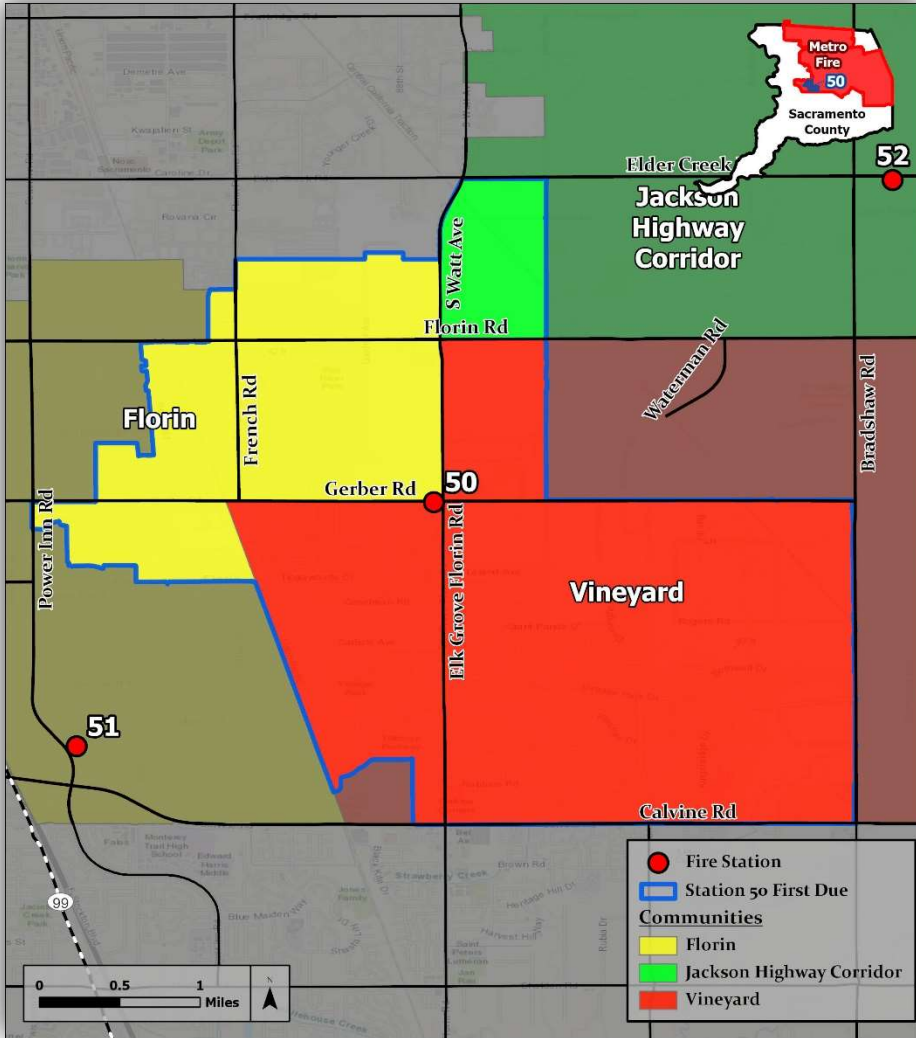
Florin Fire District

**Station Size & Capacity**

18,073 SF / 1.8 Acres  
4 Apparatus Bays

**Capabilities**

Station 50 houses a Type I Engine Company, a Medic Unit, and a Truck Company as well as a Type III Engine and OES Type I Engine which are cross-staffed. Station 50 is also home of Battalion 9.



### Unit Deployment & Staffing



**Engine 50**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 350**  
**OES Engine 367**  
Cross-Staffed



**Battalion 9**  
1 Battalion Chief



**Truck 50**  
1 Captain  
1 Engineer  
2 Firefighters



**Medic 50**  
1 Paramedic  
1 EMT/Paramedic

**Total Staffing: 10**





## Station 51

Serving the community since 1993

Located at 8210 Meadowhaven Drive, Station 51 serves a population of 18,923 across a first due area of 2.5 square miles. Station 51 is primarily bordered by Stations 50 and 53, and shares a border to the west with the City of Sacramento and to the south with Cosumnes CSD Fire Department. Station 51 serves the communities of Florin and Vineyard.



### Address

8210 Meadowhaven Drive  
Sacramento, CA 95828

### Communities Served

Florin  
Vineyard

### Predecessor Agency

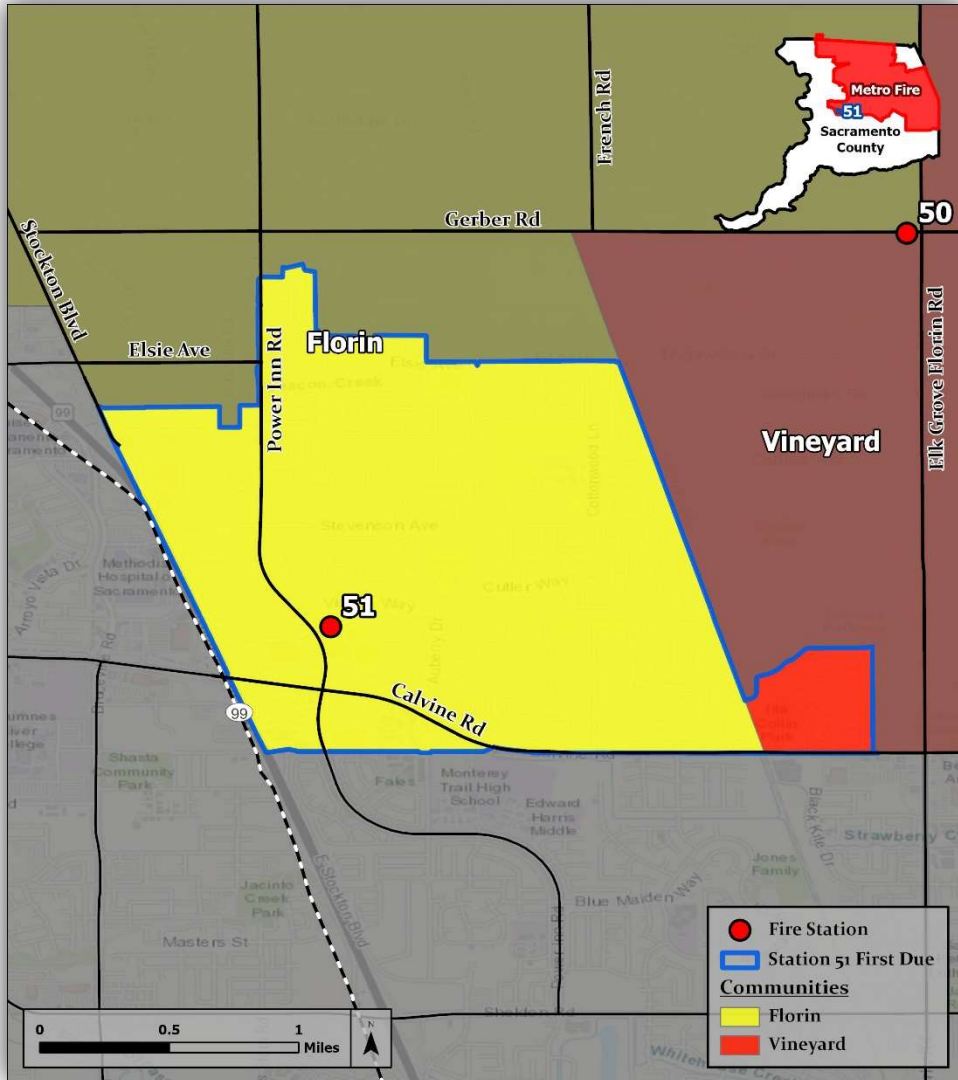
Florin Fire District

### Station Size & Capacity

8,906 SF / 0.45 Acres  
3 Apparatus Bays

### Capabilities

Station 51 houses a Type I Engine Company and a Medic Unit as well as a Type V Engine which is cross-staffed.



### Unit Deployment & Staffing



**Engine 51**  
1 Captain  
1 Engineer  
1 Firefighter

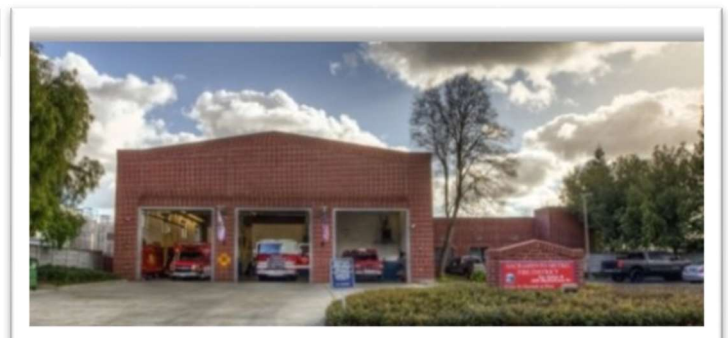


**Medic 51**  
1 Paramedic  
1 EMT/Paramedic



**Engine 551**  
Cross-Staffed

**Total Staffing: 5**



## Station 53

Serving the community since 1967

Located at 6722 Fleming Avenue, Station 53 serves a population of 28,318 across a first due area of 4 square miles. Station 53 is primarily bordered by Stations 50 and 51, and shares a border to the north and west with the City of Sacramento Fire Department. Station 53 serves the community of Florin.



**Address**

6722 Fleming Avenue  
Sacramento, CA 95828

**Communities Served**

Florin

**Predecessor Agency**

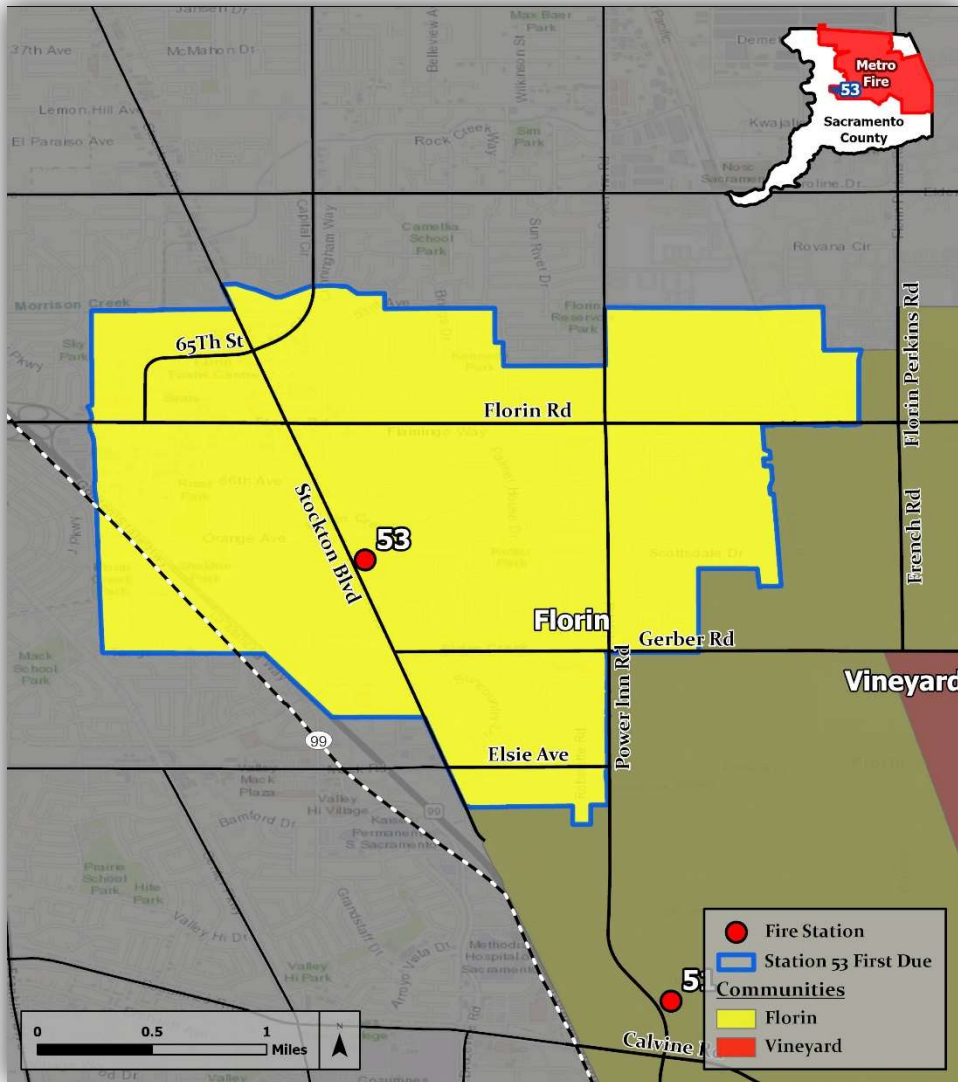
Florin Fire District

**Station Size & Capacity**

3,900 SF / 0.36 Acres  
2 Apparatus Bays

**Capabilities**

Station 53 houses a Type I Engine Company and Medic Unit.



**Unit Deployment & Staffing**



**Engine 53**

- 1 Captain
- 1 Engineer
- 2 Firefighters



**Medic 53**

- 1 Paramedic
- 1 EMT/Paramedic

**Total Staffing: 6**



## Station 54

Serving the community since 1973

Located at 8900 Fredric Avenue, Station 54 serves a population of 12,888 across a first due area of 3.9 square miles. Station 54 is primarily bordered by Stations 64, 62 and 50, and shares a border to the west with the City of Sacramento Fire Department. Station 54 serves the communities of Rosemont and Jackson Highway Corridor.



**Address**

8900 Fredric Avenue  
Sacramento, CA 95826

**Communities Served**

Rosemont  
Jackson Highway Corridor

**Predecessor Agency**

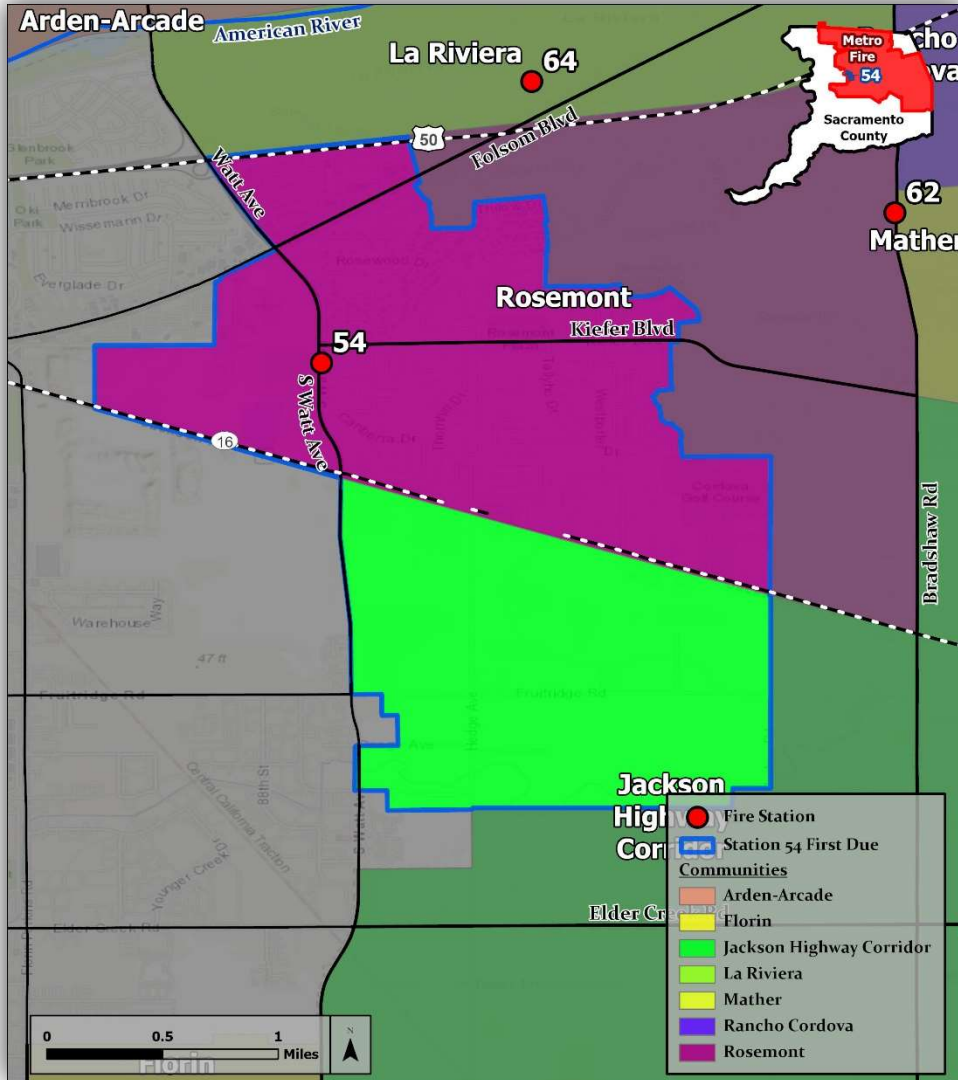
Florin Fire District

**Station Size & Capacity**

2,400 SF / 0.32 Acres  
1 Apparatus Bay

**Capabilities**

Station 54 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed.



### Unit Deployment & Staffing



**Engine 54**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 554**  
Cross-Staffed

**Total Staffing: 3**



## Station 55

Serving the community since 1985

Located at 7776 Excelsior Road, Station 55 serves a population of 9,028 across a first due area of 10.2 square miles. Station 55 is primarily bordered by Stations 50, 58, 54 and 68, and shares a border to the south with Cosumnes CSD Fire Department. Station 55 serves the communities of Vineyard and Jackson Highway Corridor.



**Address**

7776 Excelsior Road  
Sacramento, CA 95829

**Communities Served**

Vineyard  
Jackson Highway Corridor

**Predecessor Agency**

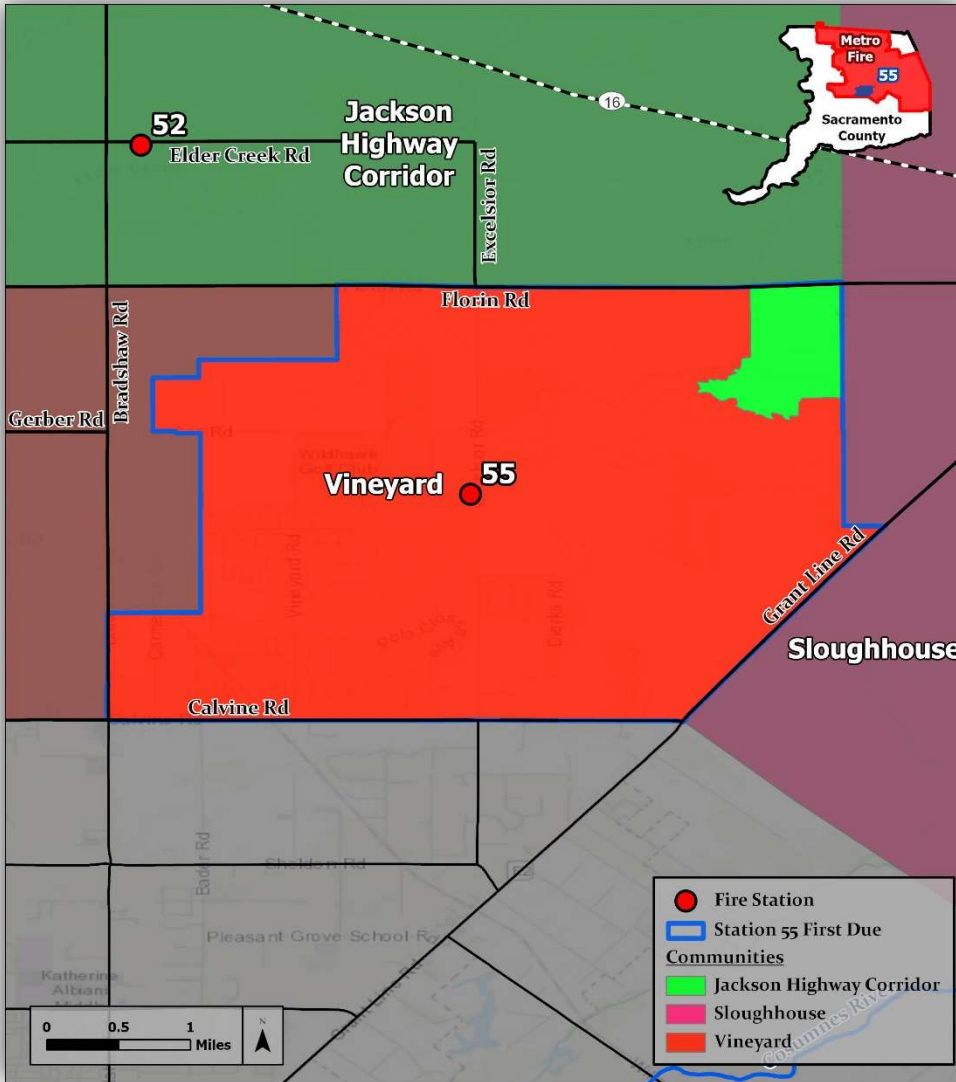
Florin Fire District

**Station Size & Capacity**



5,245 SF / 4.37 Acres  
3 Apparatus Bays

**Capabilities**

Station 55 houses a Type I Engine Company as well as a Type III Engine and a Water tender which are cross-staffed. An In-Service Reserve Medic is also pre-positioned at Station 55.



**Unit Deployment & Staffing**

-  **Engine 55**  
1 Captain  
1 Engineer  
1 Firefighter
-  **ISRM**  
Pre-Positioned

-  **Engine 355**  
**Water Tender**  
Cross-Staffed

**Total Staffing: 3**



## Station 62

Serving the community since 1964

Located at 3646 Bradshaw Road, Station 62 serves a population of 21,764 across a first due area of 5.5 square miles. Station 62 is primarily bordered by Stations 64, 61, 68 and 54. Station 62 serves the communities of La Riviera, Rosemont, Mather, Jackson Highway Corridor, and the City of Rancho Cordova.



**Address**

3646 Bradshaw Road  
Sacramento, CA 95827

**Communities Served**

- La Riviera
- Rosemont
- Mather
- Rancho Cordova
- Jackson Highway Corridor

**Predecessor Agency**

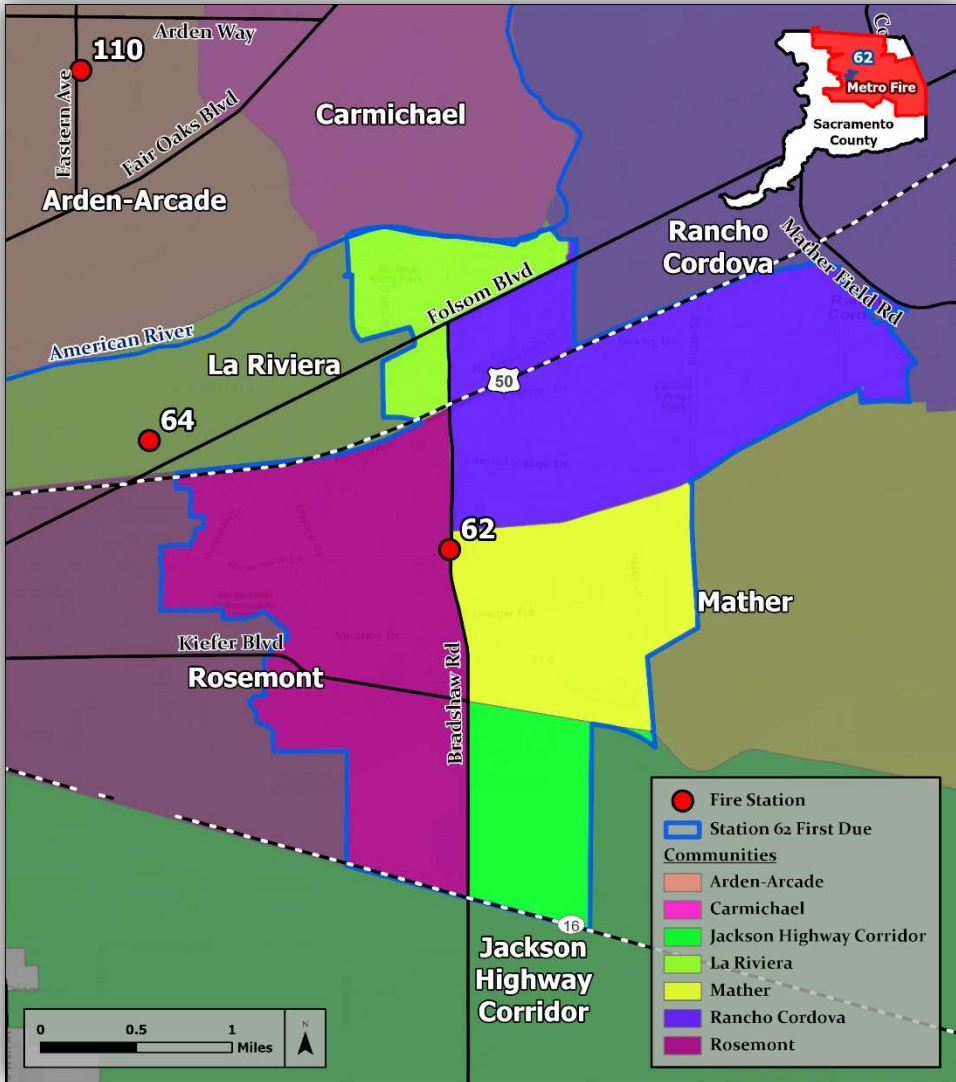
Rancho Cordova Fire District

**Station Size & Capacity**

4,521 SF / 1.43 Acres  
2 Apparatus Bays

**Capabilities**

Station 62 houses a Type I Engine Company and a Medic Unit as well as a Type V Engine, a Foam Unit, and a water rescue boat which are all cross-staffed.



**Unit Deployment & Staffing**



**Engine 62**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 562**  
Cross-Staffed



**Medic 62**  
1 Paramedic  
1 EMT/Paramedic



**Boat 62**  
Cross-Staffed

**Total Staffing: 5**



## Station 64

Serving the community since 1970

Located at 9116 Vancouver Drive, Station 64 serves a population of 11,057 across a first due area of 1.7 square miles. Station 64 is primarily bordered by Stations 110, 54 and 62, and shares a border to the west with the City of Sacramento Fire Department. Station 64 serves the communities of La Riviera and Rosemont.



### Address

9116 Vancouver Drive  
Sacramento, CA 95826

### Communities Served

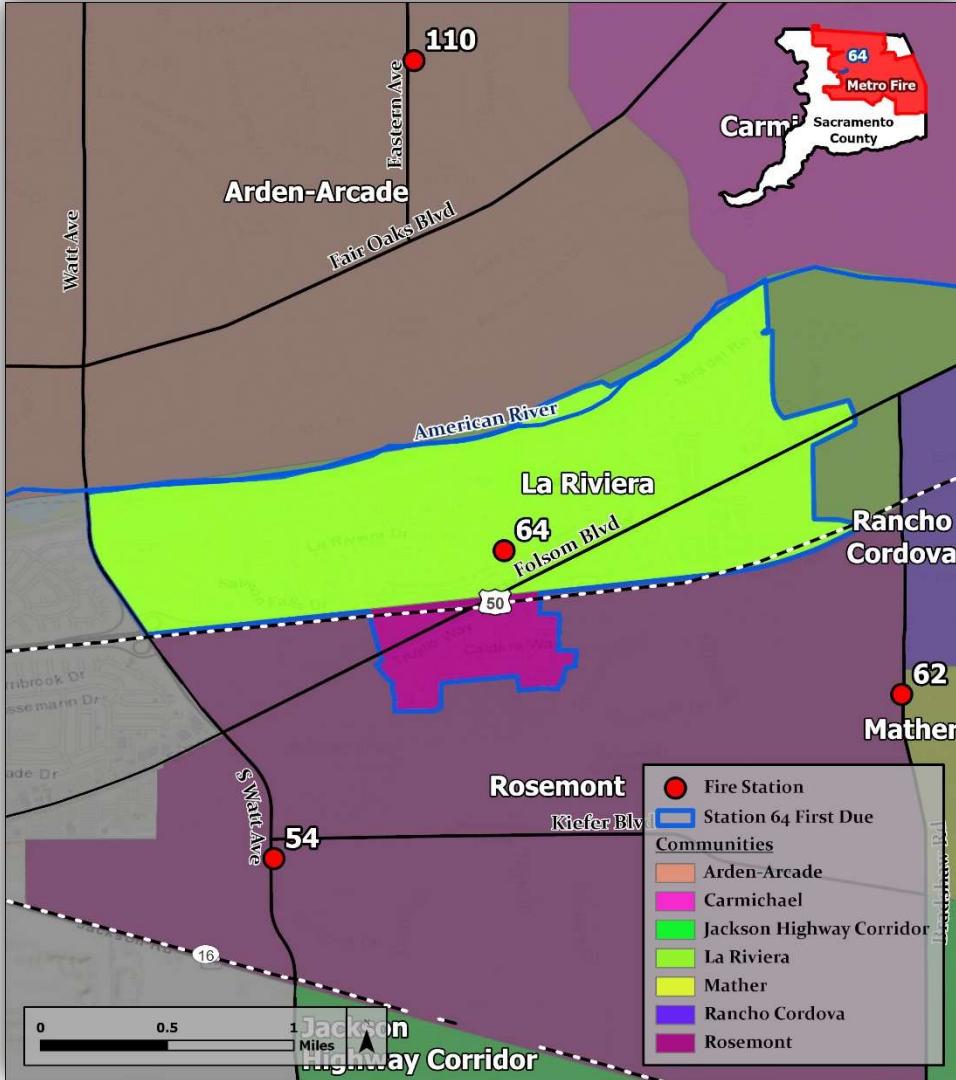
La Riviera  
Rosemont

### Station Size & Capacity

1,836 SF / 0.18 Acres  
1 Apparatus Bay

### Capabilities

Station 64 houses Metro Fire's Shift Commander, who responds from this location.



### Unit Deployment & Staffing



**AC24**  
1 Assistant Chief

**Total Staffing: 1**



## Battalion 13

Housed at 8681 Greenback Lane in Station 29; located in the northeast of the Sacramento Metropolitan Fire District. It serves a total population of 156,087 across a first due area of 37.4 square miles.

### Address

Station 29  
8681 Greenback Lane  
Orangevale, CA 95662

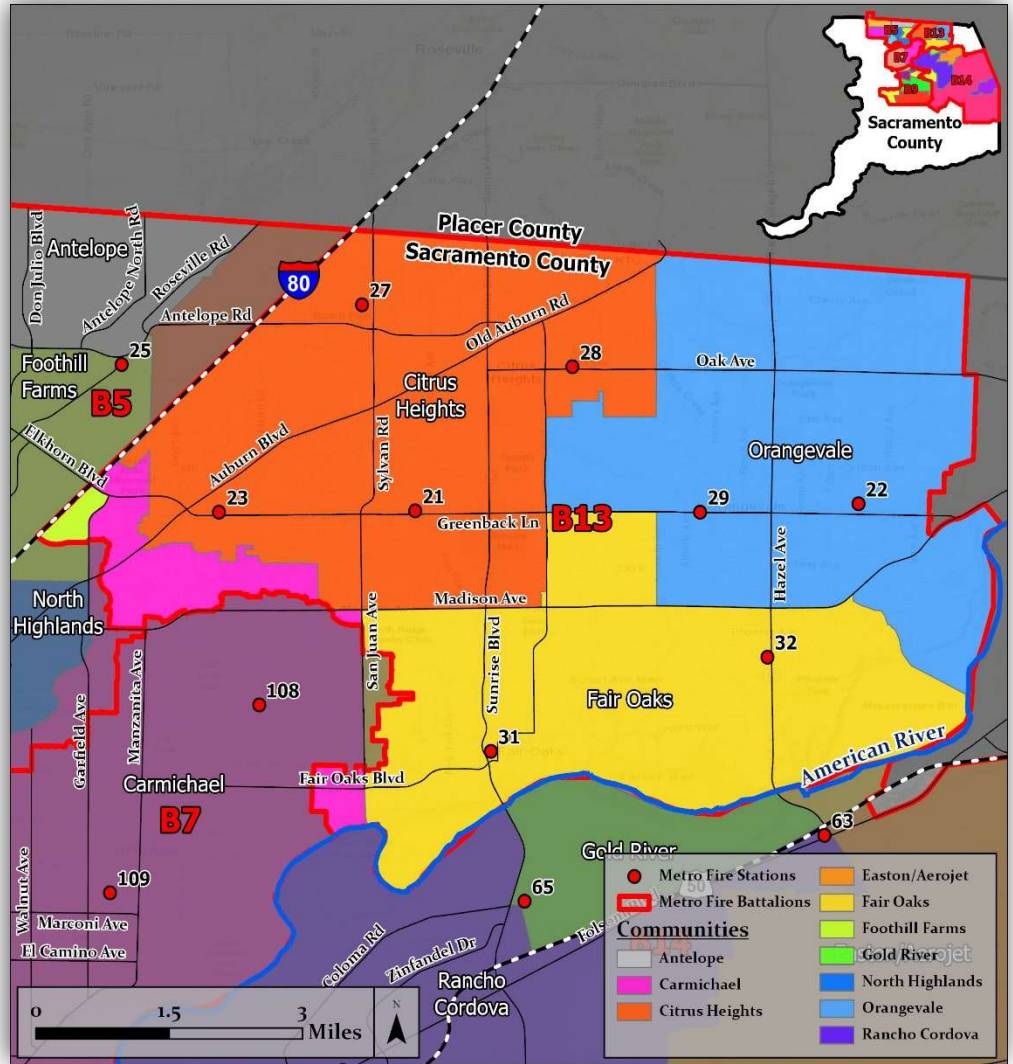
### Communities Served

Orangevale  
Fair Oaks  
City of Citrus Heights  
Carmichael

### Resource Deployment

- 8 Type I Engines
- 1 Type I Heavy Rescue
- 1 Truck
- 3 Medic Units
- 2 In-service Reserve Medics
- 3 Type 3 Engines
- 1 OES Type III Engine
- 3 Type 5 Engines
- 1 Foam Unit
- 1 Battalion Chief

**Total Daily Staffing: 39**



## Stations in Battalion 13

### Station 21

Engine 21  
Rescue 21  
Medic 21

### Station 22

Engine 22  
Engine 322  
ISRM

### Station 23

Engine 23  
Truck 23  
Medic 23

### Station 27

Engine 27  
Engine 527  
ISRM

### Station 28

Engine 28  
Engine 528

### Station 29

Engine 29  
Engine 329  
OES Engine 8433  
BC 13

### Station 31

Engine 31  
Engine 531  
Foam Unit

### Station 32

Engine 32  
Medic 32  
Engine 332



## Station 21

Serving the community since 1942

Located at 7641 Greenback Lane, Station 21 serves a population of 24,056 across a first due area of 4 square miles. Station 21 is primarily bordered by Stations 23, 27, 28, 29, 31 and 108. Station 21 serves the community of Fair Oaks and the City of Citrus Heights.



### Address

7641 Greenback Lane  
Citrus Heights, CA 95610

### Communities Served

City of Citrus Heights  
Fair Oaks

### Predecessor Agency

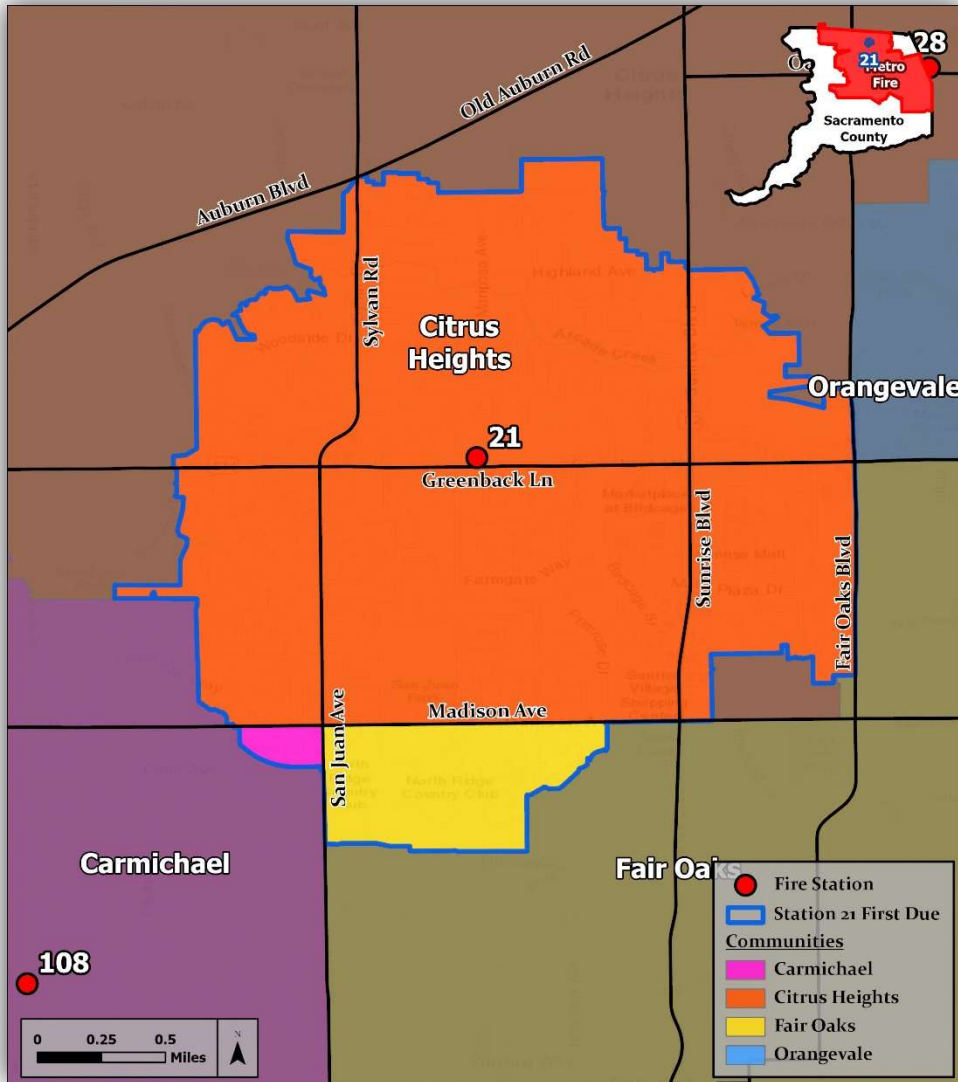
Citrus Heights Fire District

### Station Size & Capacity

3,959 SF / 3.97 Acres  
3 Apparatus Bays

### Capabilities

Station 21 houses a Type I Engine Company, a Medic Unit, and Type I Heavy Rescue Truck Company. Metro Fire's recruit academy is also based out of Station 21.



### Unit Deployment & Staffing



**Engine 21**  
1 Captain  
1 Engineer  
1 Firefighter



**Medic 21**  
1 Paramedic  
1 EMT/Paramedic



**Rescue 21**  
1 Captain  
1 Engineer  
2 Firefighters

**Total Staffing: 9**





## Station 22

Serving the community since 1967

Located at 6248 Chestnut Avenue, Station 22 serves a population of 9,320 across a first due area of 2.8 square miles. Station 22 is primarily bordered by Stations 28, 29 and 32, and shares a border to the east with the City of Folsom Fire Department. Station 22 serves the community of Orangevale.



### Address

6248 Chestnut Avenue  
Orangevale, CA 95662

### Communities Served

Orangevale

### Predecessor Agency

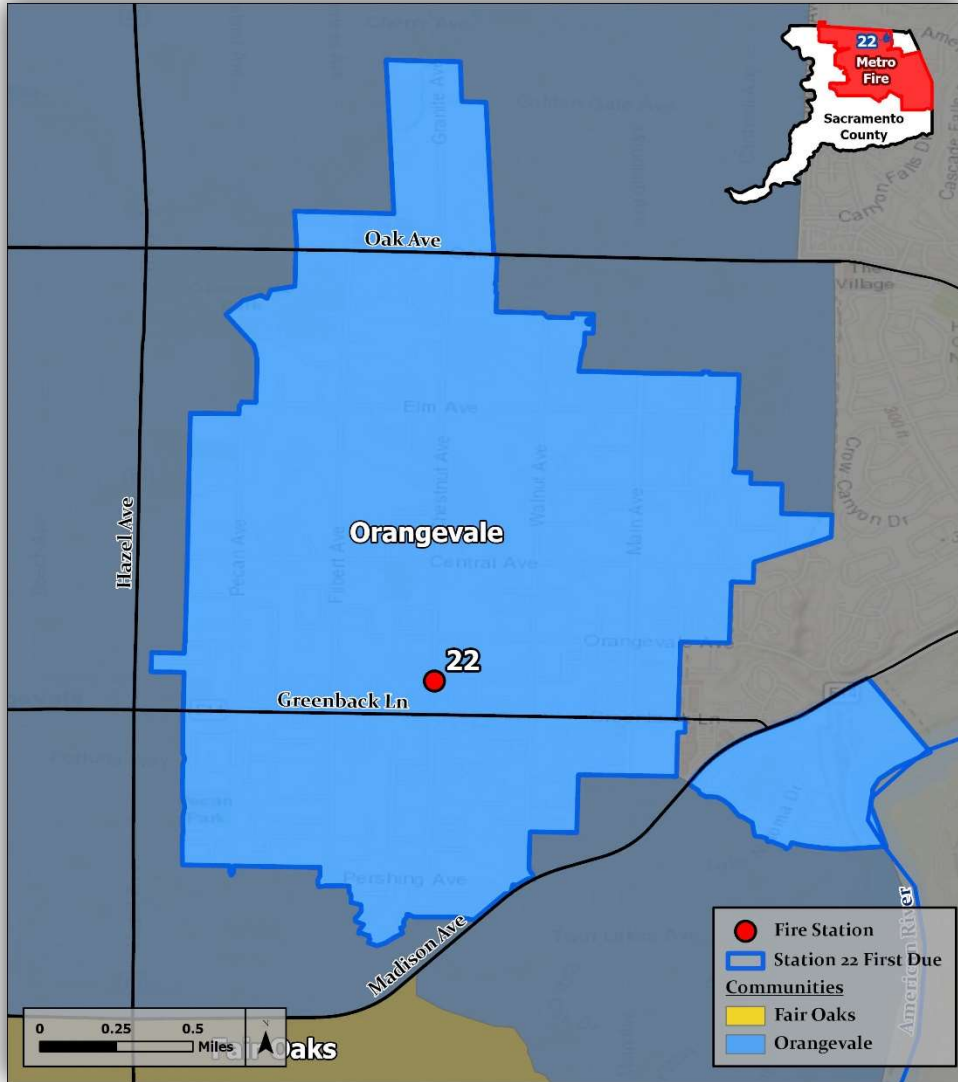
Citrus Heights Fire District

### Station Size & Capacity

3,263 SF / 1 Acre  
2 Apparatus Bays

### Capabilities

Station 22 houses a Type I Engine Company as well as a Type III Engine which is cross-staffed and pre-positioned In-Service Reserve Medic.



### Unit Deployment & Staffing



**Engine 22**  
1 Captain  
1 Engineer  
1 Firefighter

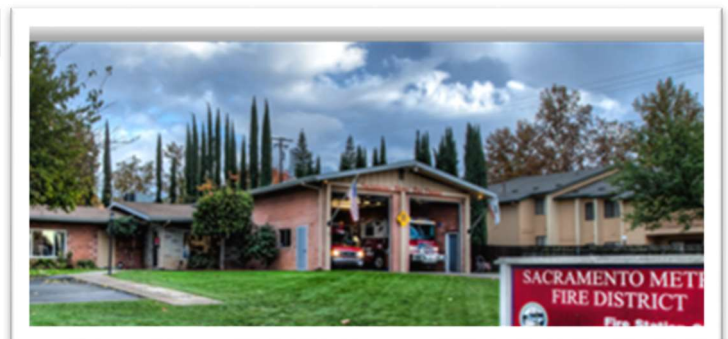


**ISRM**  
Pre-Positioned



**Engine 322**  
Cross-Staffed

**Total Staffing: 3**



## Station 23

Serving the community since 1968

Located at 6421 Greenback Lane, Station 23 serves a population of 27,578 across a first due area of 4.3 square miles. Station 23 is primarily bordered by Stations 25, 27, 21, 24 and 108. Station 23 serves the community of Carmichael and the City of Citrus Heights.



BATTALION 13

### Address

6421 Greenback Lane  
Citrus Heights, CA 95621

### Communities Served

Carmichael  
City of Citrus Heights

### Predecessor Agency

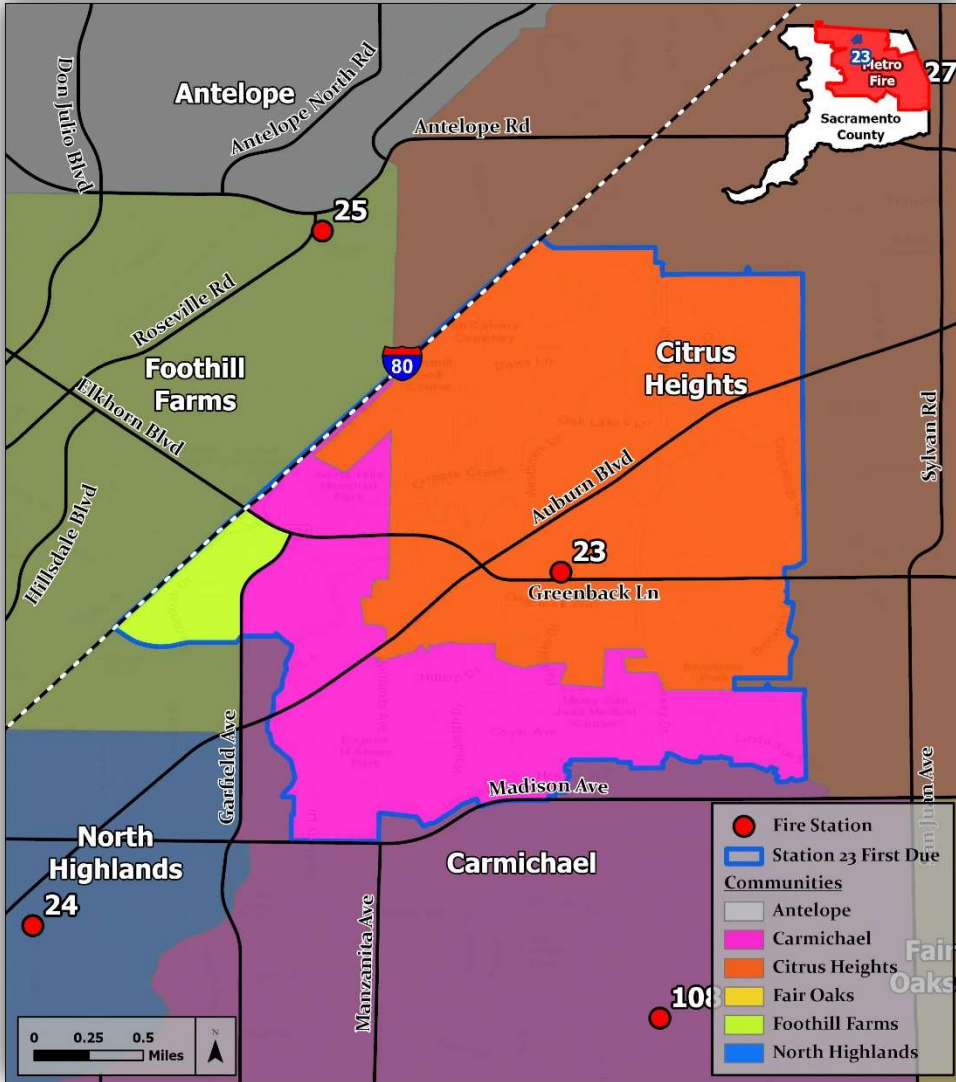
Citrus Heights Fire District

### Station Size & Capacity

4,858 SF / 0.99 Acres  
3 Apparatus Bays

### Capabilities

Station 23 houses a Type I Engine Company, a Medic Unit, and a Truck Company.



### Unit Deployment & Staffing



#### Engine 23

1 Captain  
1 Engineer  
1 Firefighter



#### Medic 23

1 Paramedic  
1 EMT/Paramedic



#### Truck 23

1 Captain  
1 Engineer  
2 Firefighters

**Total Staffing: 9**



## Station 27

Serving the community since 1960

Located at 7474 Grand Oaks Boulevard, Station 27 serves a population of 16,168 across a first due area of 3.1 square miles. Station 27 is primarily bordered by Stations 21, 23, 25 and 28, and shares a border to the north with the City of Roseville Fire Department. Station 27 serves the City of Citrus Heights.



**Address**

7474 Grand Oaks Boulevard  
Citrus Heights, CA 95621

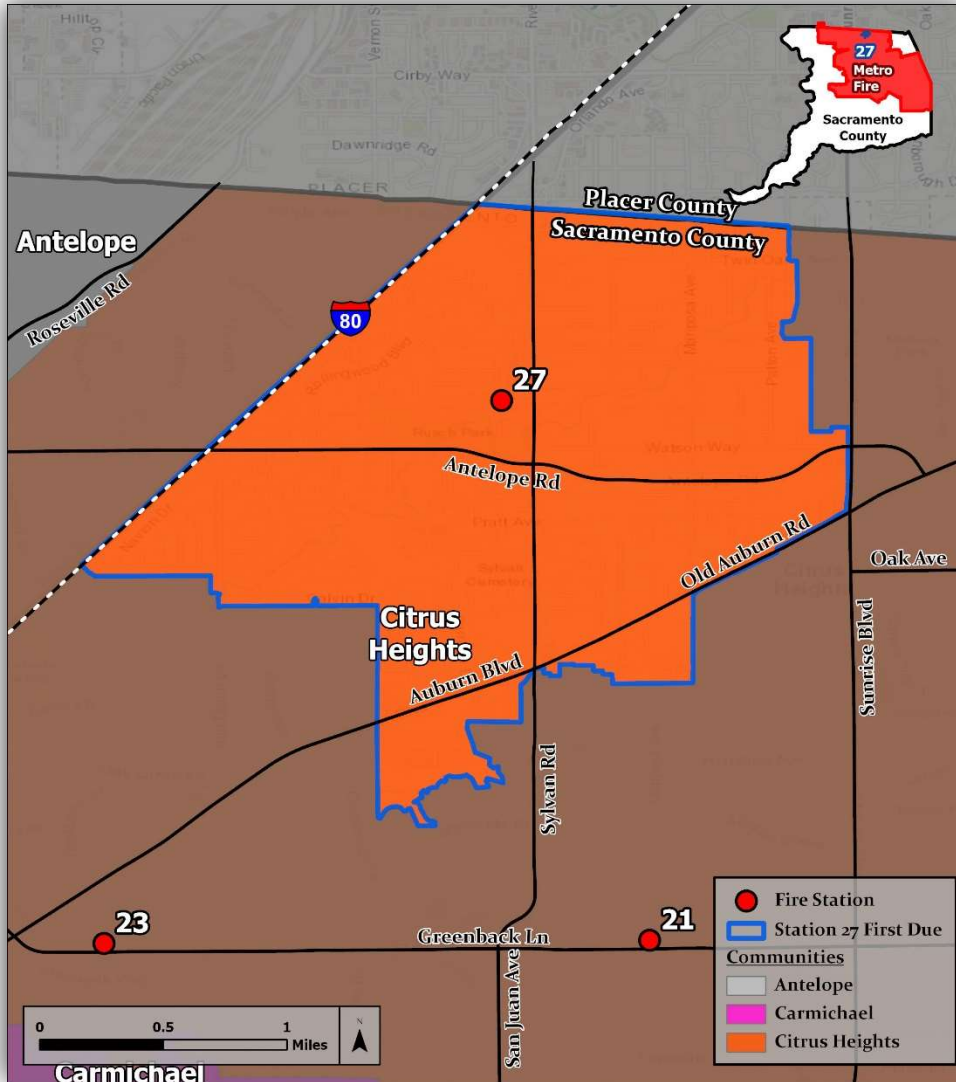
**Communities Served**  
City of Citrus Heights

**Predecessor Agency**  
Citrus Heights Fire District

**Station Size & Capacity**  
3,698 SF / 0.30 Acres  
2 Apparatus Bays

**Capabilities**

Station 27 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed and a pre-positioned In-Service Reserve Medic.



### Unit Deployment & Staffing



**Engine 27**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 527**  
Cross-Staffed



**ISRM**  
Pre-Positioned

**Total Staffing: 3**



## Station 28

Serving the community since 1979

Located at 8189 Oak Avenue, Station 28 serves a population 23,599 across a first due area of 5.6 square miles. Station 28 is primarily bordered by Stations 21, 27, 29 and 22, and shares a border to the east with the City of Folsom Fire Department and to the north with the City of Roseville Fire Department and South Placer Fire District. Station 28 serves the community of Orangevale and the City of Citrus Heights.



### Address

8189 Oak Avenue  
Citrus Heights, CA 95610

### Communities Served

Orangevale  
City of Citrus Heights

### Predecessor Agency

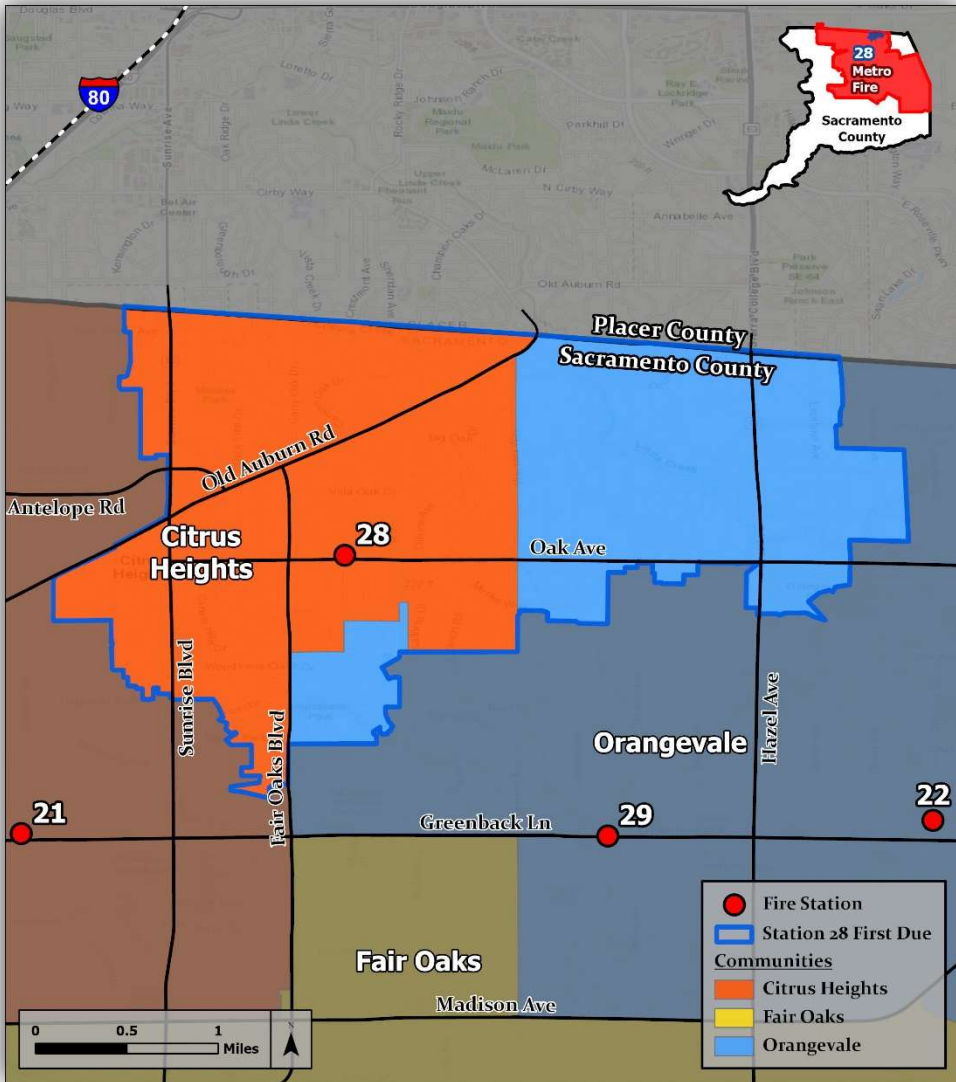
Citrus Heights Fire District

### Station Size & Capacity

2,592 SF / 1.14 Acres  
2 Apparatus Bays

### Capabilities

Station 28 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed.



### Unit Deployment & Staffing



**Engine 28**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 528**  
Cross-Staffed

**Total Staffing: 3**



## Station 29

Serving the community since 1964

Located at 8681 Greenback Lane, Station 29 serves a population of 16,578 across a first due area of 3.9 square miles. Station 29 is primarily bordered by Stations 21, 28, 22 and 32. Station 29 serves the communities of Fair Oaks and Orangevale.



**Address**

8681 Greenback Lane  
Orangevale, CA 95662

**Communities Served**

Orangevale  
Fair Oaks

**Predecessor Agency**

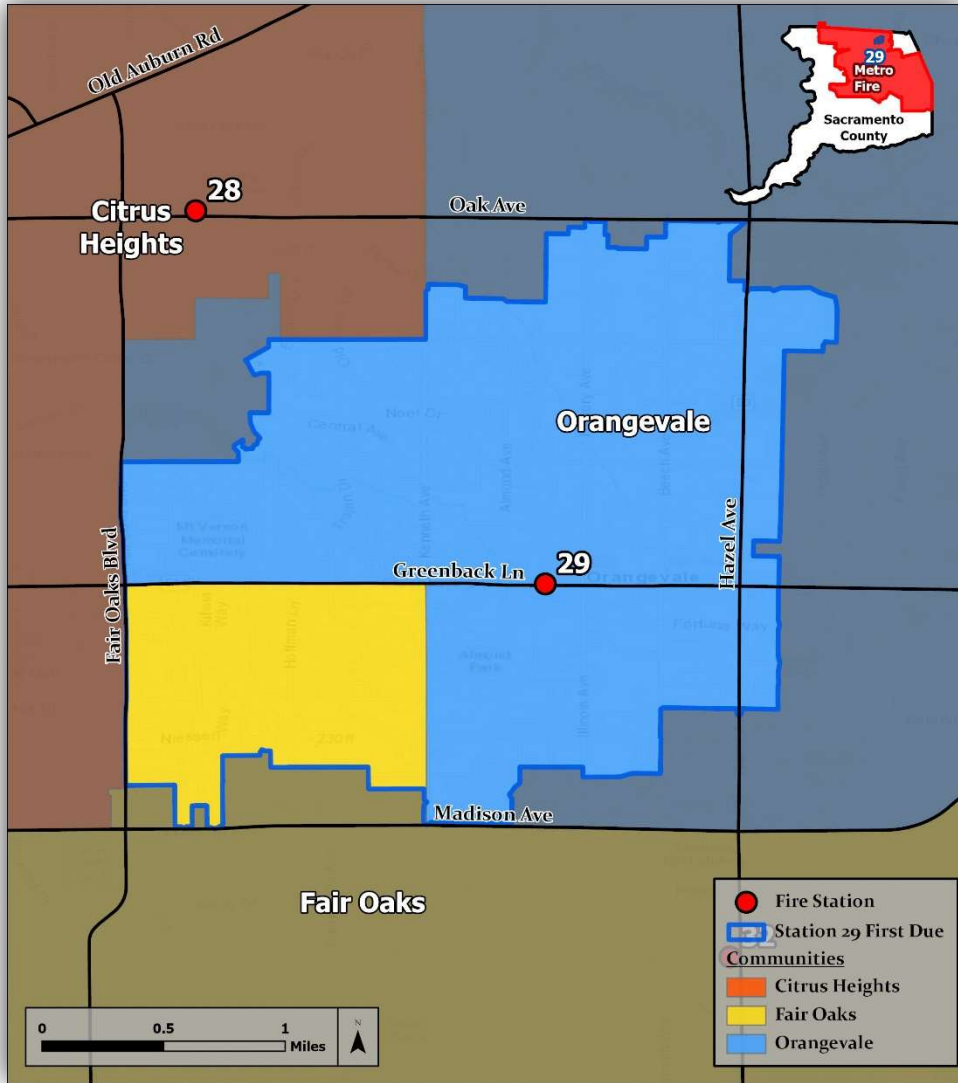
Citrus Heights Fire District

**Station Size & Capacity**




12,270 SF / 2.8 Acres  
4 Apparatus Bays

**Capabilities**

Station 29 houses a Type I Engine Company as well as a Type III Engine and an OES Type III Engine which are cross-staffed. Station 29 is also home to Battalion 13.



**Unit Deployment & Staffing**

 <p><b>Engine 29</b> 1 Captain 1 Engineer 1 Firefighter</p>	 <p><b>Battalion 13</b> 1 Battalion Chief</p>
 <p><b>Engine 329</b> <b>OES Engine 8433</b> Cross-Staffed</p>	<p><b>Total Staffing: 4</b></p>



## Station 31

Serving the community since 1949

Located at 7950 California Avenue, Station 31 serves a population of 16,820 across a first due area of 4.7 square miles. Station 31 is primarily bordered by Stations 108, 21, 32 and 66. Station 31 serves the communities of Carmichael and Fair Oaks.



### Address

7950 California Avenue  
Fair Oaks, CA 95628

### Communities Served

Carmichael  
Fair Oaks

### Predecessor Agency

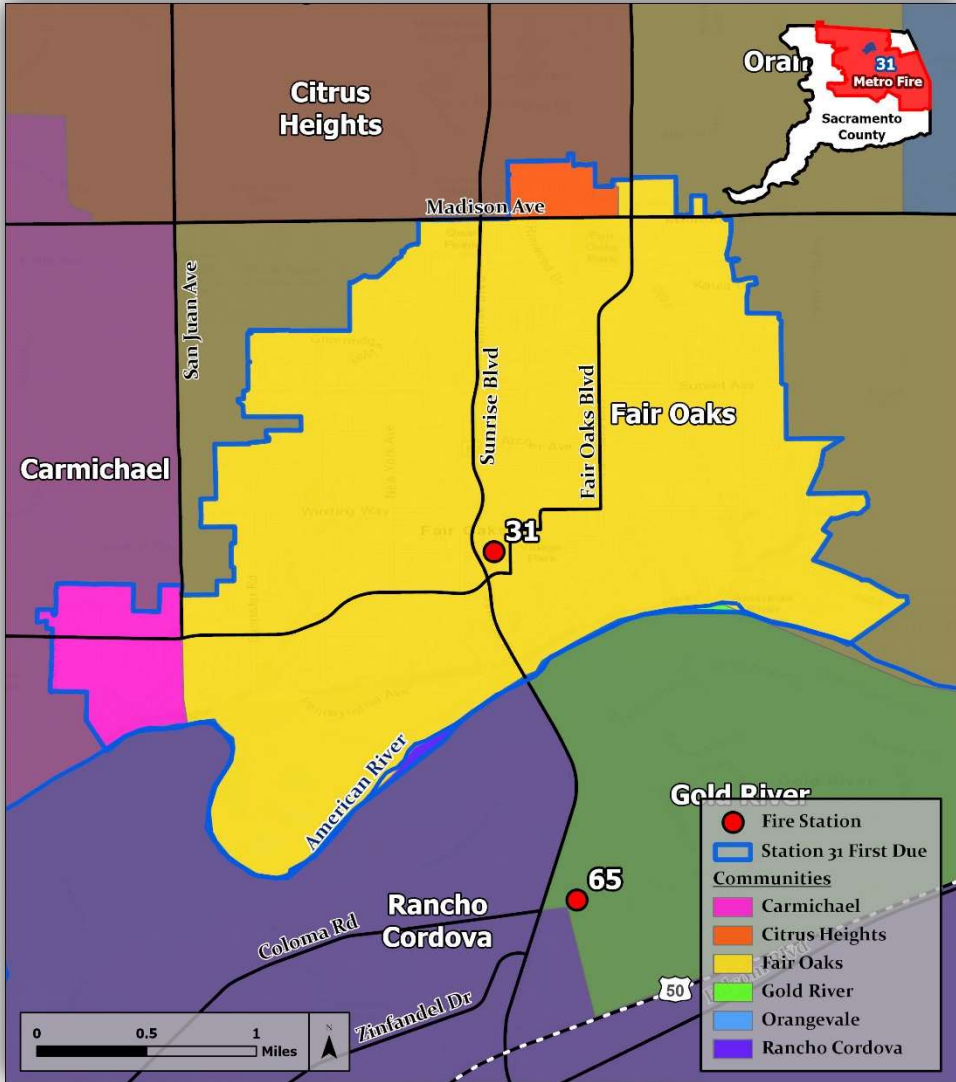
Fair Oaks Fire District

### Station Size & Capacity

4,648 SF / 0.26 Acres  
2 Apparatus Bays

### Capabilities

Station 31 houses a Type I Engine Company as well as a Type V Engine and a Foam Unit which are cross-staffed.



### Unit Deployment & Staffing



**Engine 31**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 531**  
**Foam Unit**  
Cross-Staffed

**Total Staffing: 3**



## Station 32

Serving the community since 1958

Located at 8890 Roediger Lane, Station 32 serves a population of 14,950 across a first due area of 4.4 square miles. Station 32 is primarily bordered by Stations 29, 31, 65 and 63. Station 32 serves the communities of Orangevale and Fair Oaks.



### Address

8890 Roediger Lane  
Fair Oaks, CA 95628

### Communities Served

Orangevale  
Fair Oaks

### Predecessor Agency

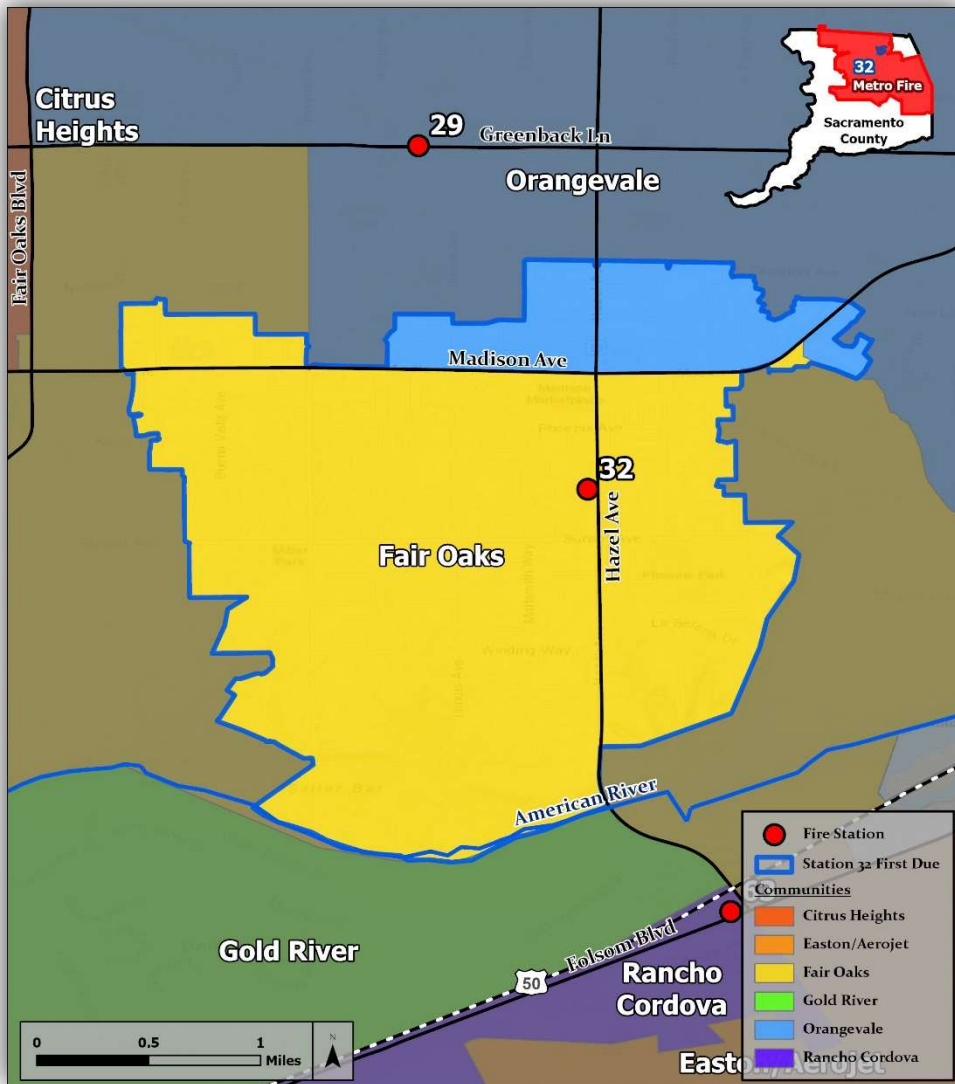
Fair Oaks Fire District

### Station Size & Capacity

12,800 SF / 1.7 Acres  
3 Apparatus Bays

### Capabilities

Station 32 houses a Type I Engine Company and a Medic Unit as well as a Type III Engine which is cross-staffed.



### Unit Deployment & Staffing



**Engine 32**  
1 Captain  
1 Engineer  
1 Firefighter



**Medic 32**  
1 Paramedic  
1 EMT/Paramedic



**Engine 332**  
Cross-Staffed

**Total Staffing: 5**



## Battalion 14

Housed at 3180 Kilgore Road in Station 66; located in the southeast of the Sacramento Metropolitan Fire District. It serves a total population of 88,989 across a first due area of 188.5 square miles.

### Address

Station 66  
3180 Kilgore Road  
Rancho Cordova, CA 95670

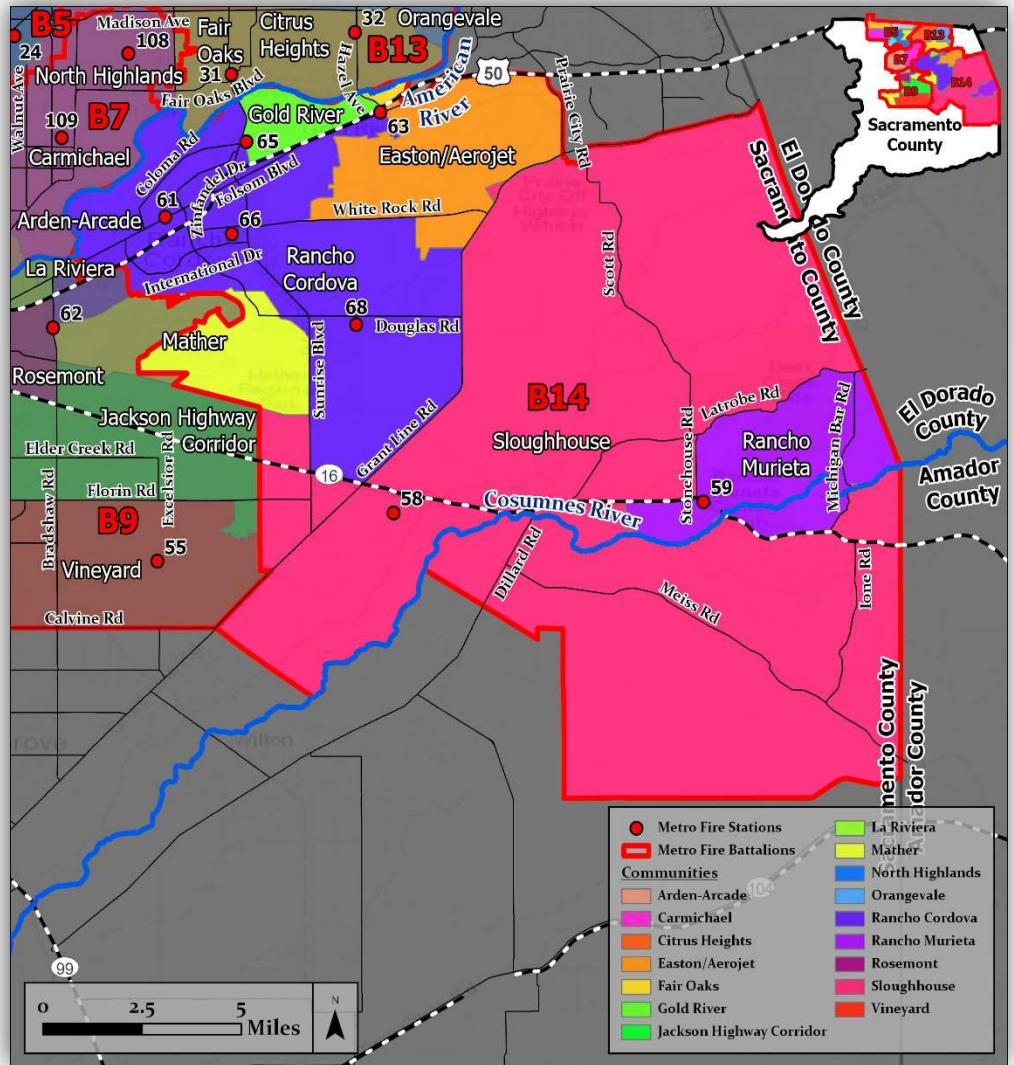
### Communities Served

Rancho Cordova  
Mather  
Sloughhouse  
Easton  
Gold River  
Fair Oaks  
Rancho Murieta

### Resource Deployment

5 Type I Engines  
1 Truck  
4 Medic Units  
1 In-Service Reserve Medic  
7 Type 3 Engines  
3 Water Tenders  
1 Rescue Boat  
2 Dozers  
1 Battalion Chief

**Total Daily Staffing: 33**



## Stations in Battalion 14

**Station 58**  
Engine 358  
Water Tender  
Dozers 1 & 2

**Station 59**  
Engine 359  
Medic 59  
Medic 259  
Water Tender

**Station 61**  
Engine 61  
Medic 61  
Engine 361

**Station 63**  
Engine 63  
Engine 363  
ISRM

**Station 65**  
Engine 65  
Truck 65  
Medic 65  
Engine 365  
Boat 65

**Station 66**  
Engine 66  
Engine 366  
Water Tender  
BC 14

**Station 68**  
Engine 68  
Engine 368



## Station 58

Serving the community since 1994

Located at 7250 Sloughouse Road, Station 58 serves a population of 929 across a first due area of 47.7 square miles. Station 58 is primarily bordered by Stations 59, 55 and 68, and shares a border to the south with the Wilton Fire Protection District and the Cosumnes CSD Fire Department. Station 58 serves the community of Sloughouse and the City of Rancho Cordova.



### Address

7250 Sloughouse Road  
Elk Grove, CA 95624

### Communities Served

Sloughouse  
City of Rancho Cordova

### Predecessor Agency

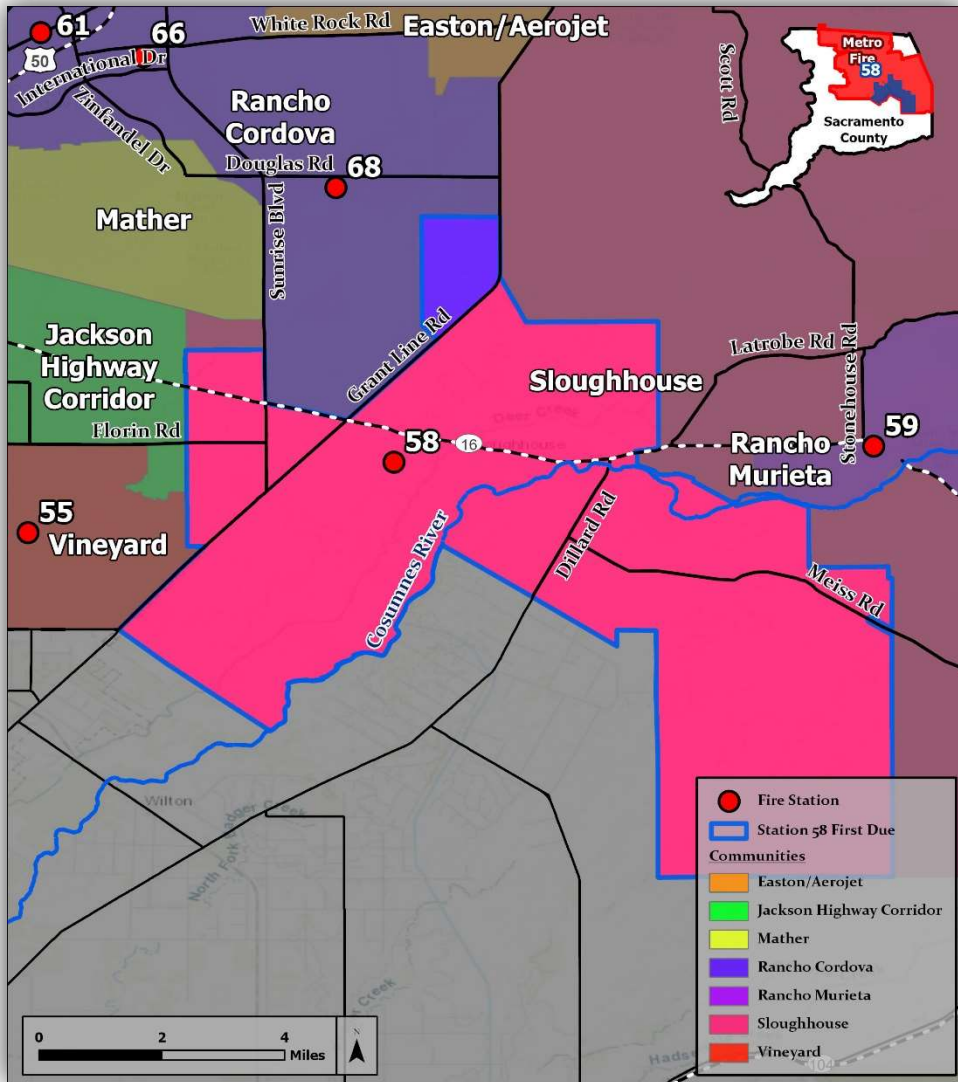
Sloughouse Fire District

### Station Size & Capacity

3,290 SF / 1.87 Acres  
2 Apparatus Bays

### Capabilities

Station 58 houses a Type III Engine Company as well as a Water Tender which is cross-staffed. Station 58 is also home of Metro Fire's Dozer Operations Program, with two Dozers that are seasonally staffed.



### Unit Deployment & Staffing



#### Engine 358

1 Captain  
1 Engineer  
1 Firefighter

**Water Tender**  
Cross-Staffed



#### Dozers 1 & 2

1 FF/Engineer  
(Seasonal)

**Total Staffing: 3**



## Station 59

Serving the community since 1984

Located at 7210 Murieta Drive, Station 59 serves a population of 6,339 across a first due area of 67.1 square miles. Station 59 is primarily bordered by Stations 58, 68 and 63, and shares a border to the east with the Latrobe Fire Protection District, Amador County Fire District and CalFIRE, as well as to the south with the Herald Fire Protection District and Wilton Fire Protection District. Station 59 serves the communities of Rancho Murieta and Sloughouse.



### Address

7210 Murieta Drive  
Rancho Murieta, CA 95683

### Communities Served

Rancho Murieta  
Sloughouse

### Predecessor Agency

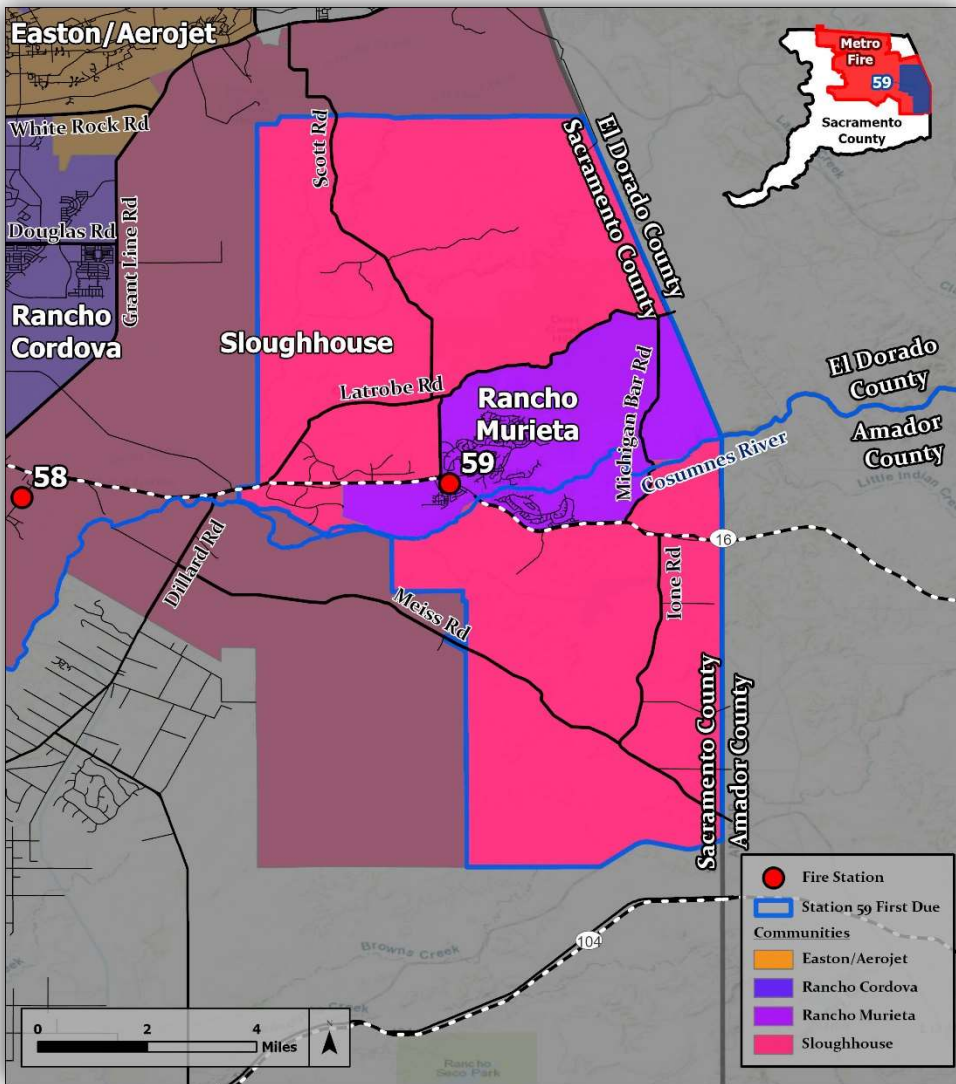
Sloughouse Fire District

### Station Size & Capacity

11,225 SF / 0.74 Acres  
3 Apparatus Bays

### Capabilities

Station 59 houses a Type III Engine Company and a Medic Unit as well as a Water Tender and additional Medic Unit which are cross-staffed.



### Unit Deployment & Staffing



#### Engine 359

1 Captain  
1 Engineer  
1 Firefighter

**Water Tender**  
Cross-Staffed



#### Medic 59

**Medic 259**  
1 Paramedics  
1 EMT/Paramedic

**Total Staffing: 5**



## Station 61

### Serving the community since 1956

Located at 10595 Folsom Boulevard, Station 61 serves a population of 27,605 across a first due area of 5.2 square miles. Station 61 is primarily bordered by Stations 62, 65, 66, 109 and 110. Station 61 serves the City of Rancho Cordova.



#### Address

10595 Folsom Boulevard  
Rancho Cordova, CA 95670

#### Communities Served

Rancho Cordova

#### Predecessor Agency

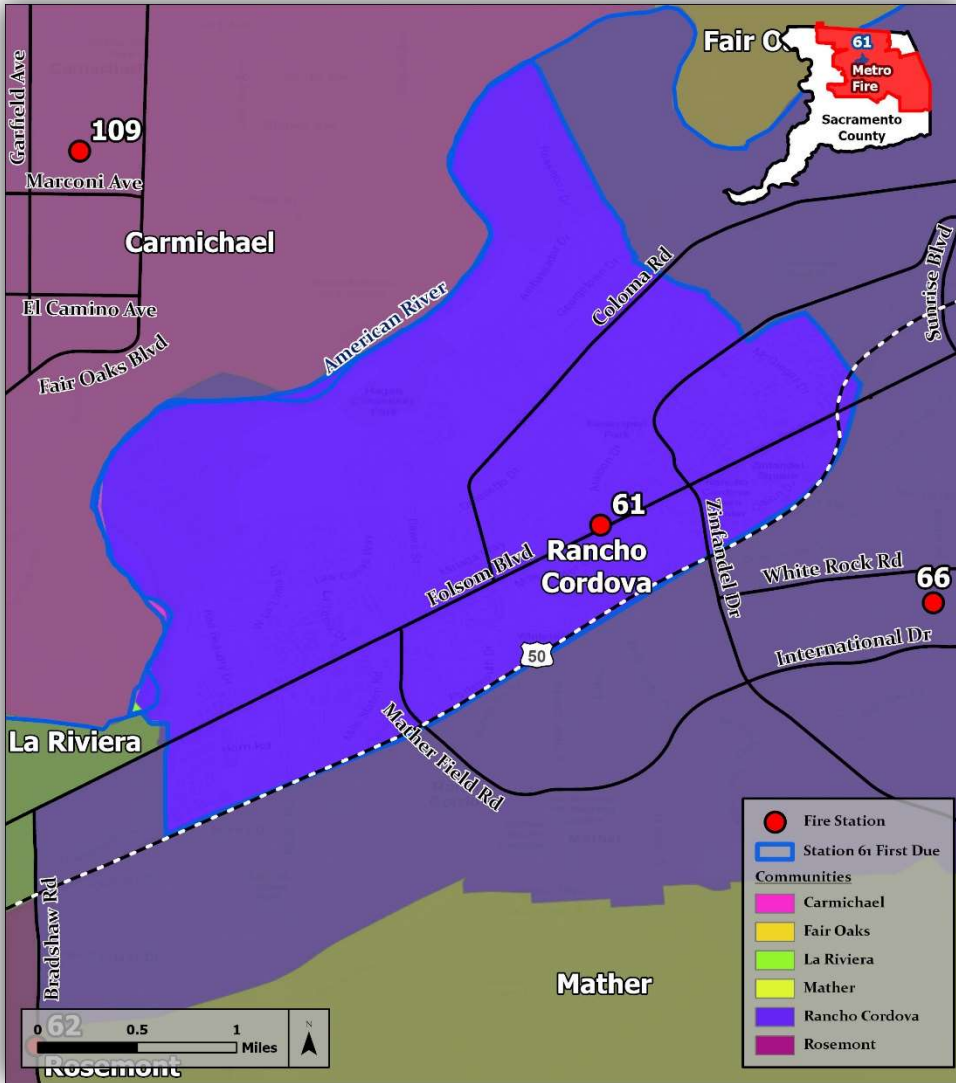
Mills Fire District

#### Station Size & Capacity

9,000 SF / 0.7 Acres  
3 Apparatus Bays

#### Capabilities

Station 61 houses a Type I Engine Company and a Medic Unit as well as a Type III Engine which is cross-staffed.



### Unit Deployment & Staffing



**Engine 61**  
1 Captain  
1 Engineer  
2 Firefighters



**Medic 61**  
1 Paramedic  
1 EMT/Paramedic



**Engine 361**  
Cross-Staffed

**Total Staffing: 6**



## Station 63

Serving the community since 1964

Located at 12395 Folsom Boulevard, Station 63 serves a population of 2,783 across a first due area of 24.1 square miles. Station 63 is primarily bordered by Stations 59, 66, 65 and 32, and shares a border to the north and east with the City of Folsom Fire Department. Station 63 serves the communities of Easton, Sloughhouse, Rancho Cordova, Gold River and Fair Oaks.



### Address

12395 Folsom Boulevard  
Rancho Cordova, CA 95742

### Communities Served

- Rancho Cordova
- Gold River
- Fair Oaks
- Easton
- Sloughhouse

### Predecessor Agency

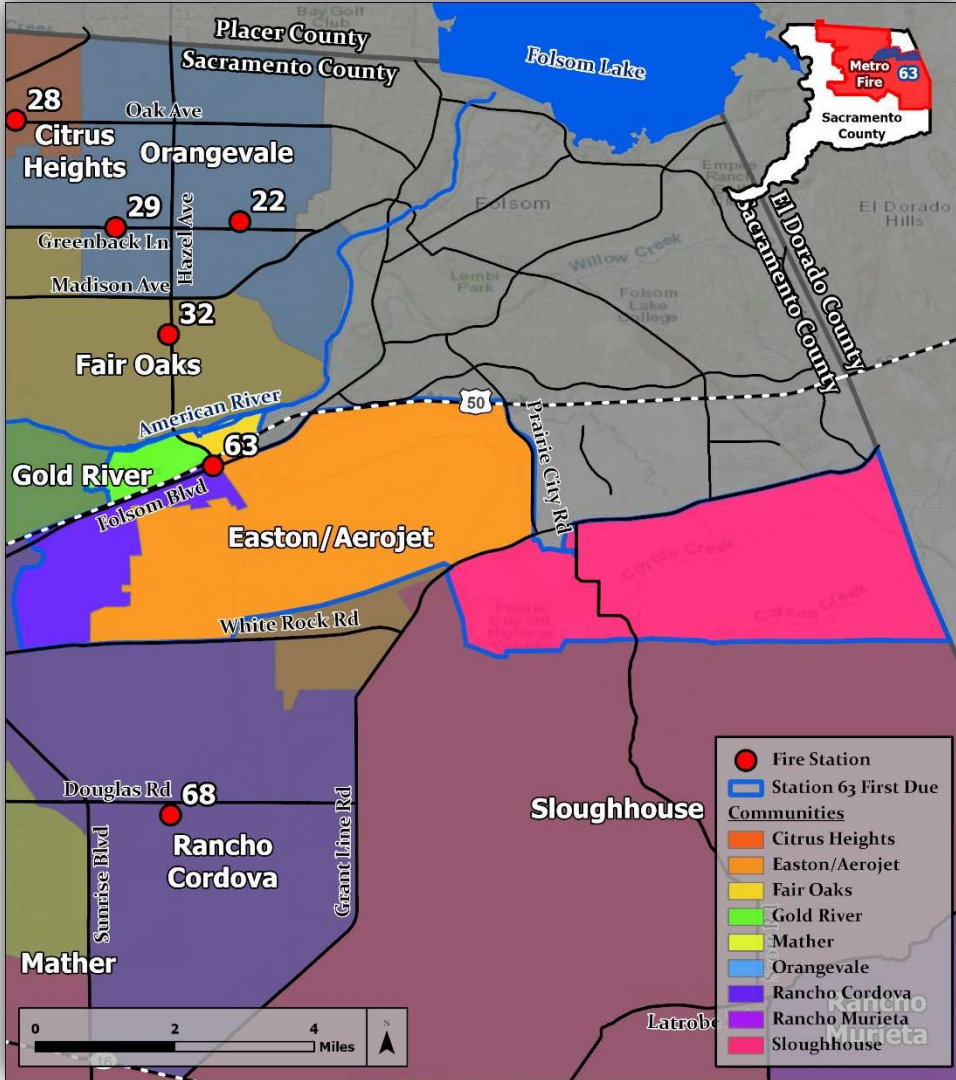
Rancho Cordova Fire District

### Station Size & Capacity

3,090 SF / 0.62 Acres  
2 Apparatus Bays

### Capabilities

Station 63 houses a Type I Engine Company as well as a Type III Engine which is cross-staffed and a pre-positioned In-Serve Reserve Medic.



### Unit Deployment & Staffing



**Engine 63**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 363**  
Cross-Staffed



**ISRM**  
Pre-Positioned

**Total Staffing: 3**



## Station 65

Serving the community since 1983

Located at 11201 Coloma Road, Station 65 serves a population of 16,503 across a first due area of 4.2 square miles. Station 65 is primarily bordered by Stations 61, 66, 63 and 31. Station 65 serves the communities of Gold River and Rancho Cordova.



**GOLD RIVER • RANCHO CORDOVA**

### Address

11201 Coloma Road  
Rancho Cordova, CA 95670

### Communities Served

Gold River  
Rancho Cordova

### Predecessor Agency

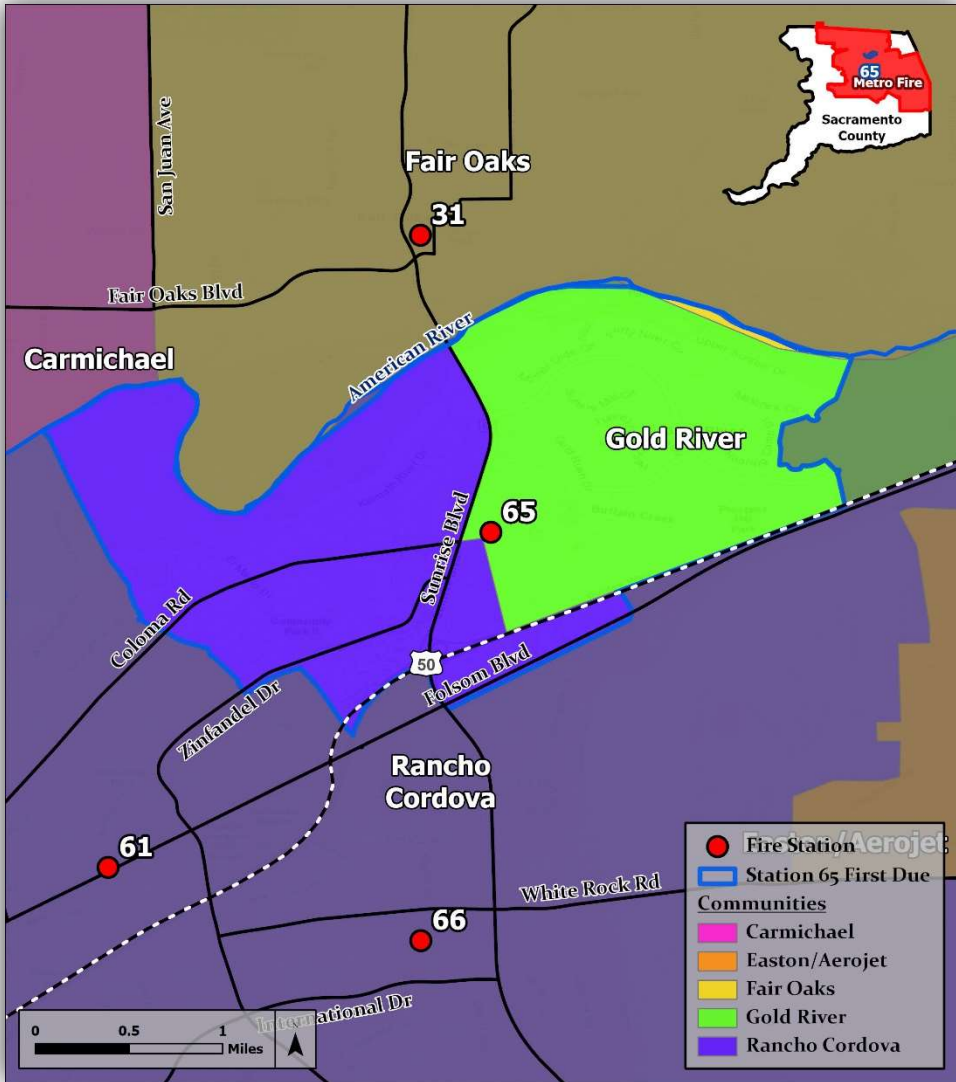
Rancho Cordova Fire District

### Station Size & Capacity

8,427 SF / 1.0 Acres  
3 Apparatus Bays

### Capabilities

Station 65 houses a Type I Engine Company, a Medic Unit, and a Truck Company as well as a Type III Engine and Water Rescue Boat which are cross-staffed.



### Unit Deployment & Staffing



**Engine 65**  
1 Captain  
1 Engineer  
1 Firefighter



**Medic 65**  
1 Paramedic  
1 EMT/Paramedic



**Engine 365**  
Cross-Staffed

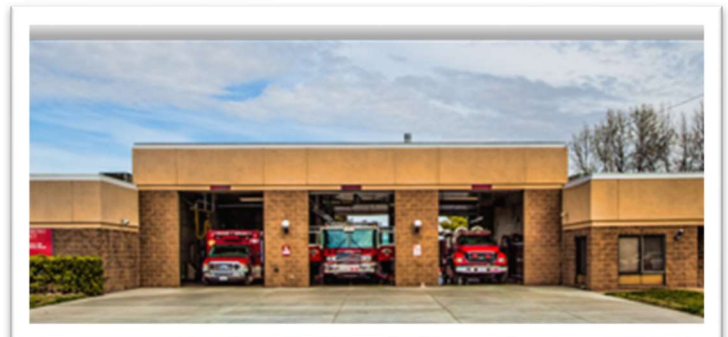


**Truck 65**  
1 Captain  
1 Engineer  
2 Firefighters



**Boat 65**  
Cross-Staffed

**Total Staffing: 9**



## Station 66

Serving the community since 1989

Located at 3180 Kilgore Road, Station 66 serves a population of 15,401 across a first due area of 11 square miles. Station 66 is primarily bordered by Stations 61, 62, 63, 65 and 68. Station 66 serves the communities of Rancho Cordova and Easton.



### Address

3180 Kilgore Road  
Rancho Cordova, CA 95670

### Communities Served

Rancho Cordova  
Easton

### Predecessor Agency

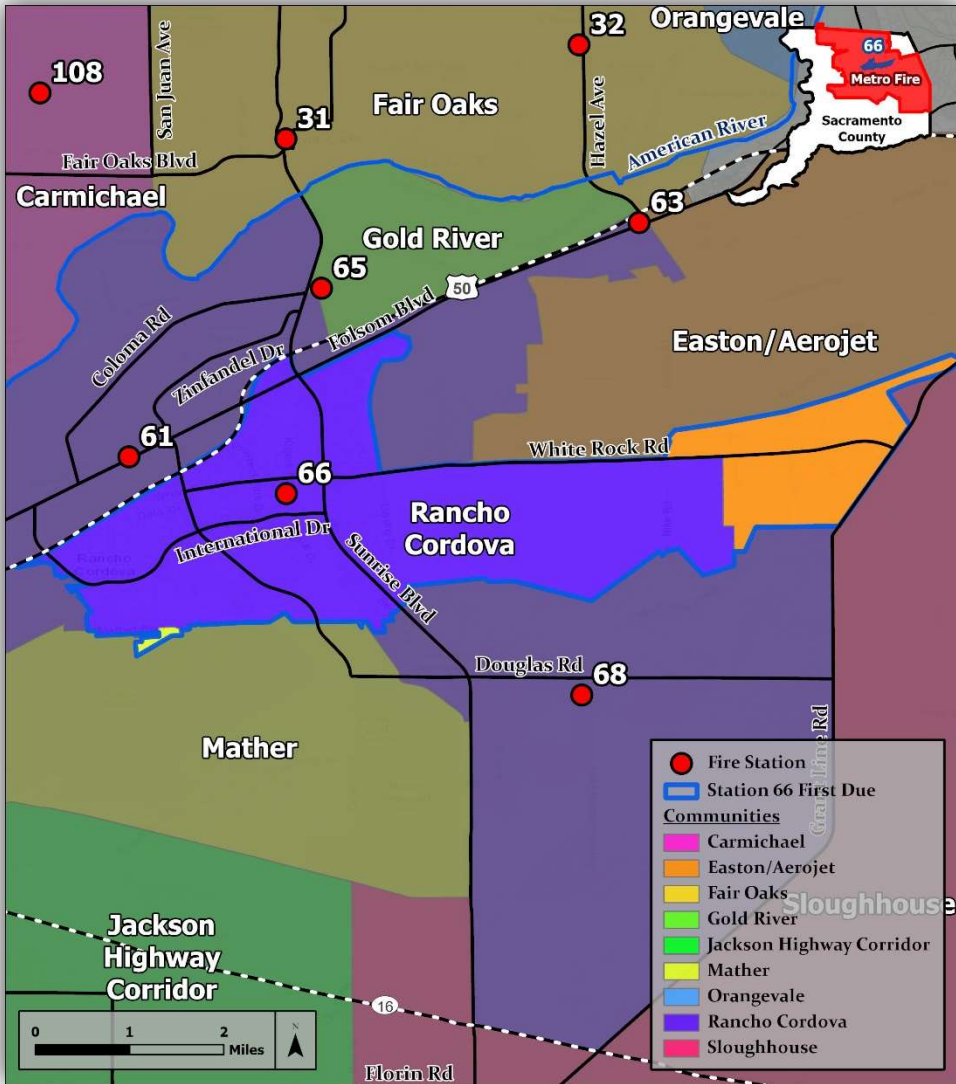
Rancho Cordova Fire District

### Station Size & Capacity

8,200 SF / 0.99 Acres  
3 Apparatus Bays

### Capabilities

Station 66 houses a Type I Engine Company as well as a Type III Engine and a Water Tender which are cross-staffed. Station 66 is also home of Battalion 14.



### Unit Deployment & Staffing



**Engine 66**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 366**  
**Water Tender**  
Cross-Staffed



**Battalion 14**  
1 Battalion Chief

**Total Staffing: 4**



## Station 68

Serving the community since 2008

Located at 12065 Cobble Brook Drive, Station 68 serves a population of 19,421 across a first due area of 28.3 square miles. Station 68 is primarily bordered by Stations 58, 59 and 66. Station 68 serves the communities of Rancho Cordova, Mather and Sloughouse.



### Address

12065 Cobble Brook Drive  
Rancho Cordova, CA 95742

### Communities Served

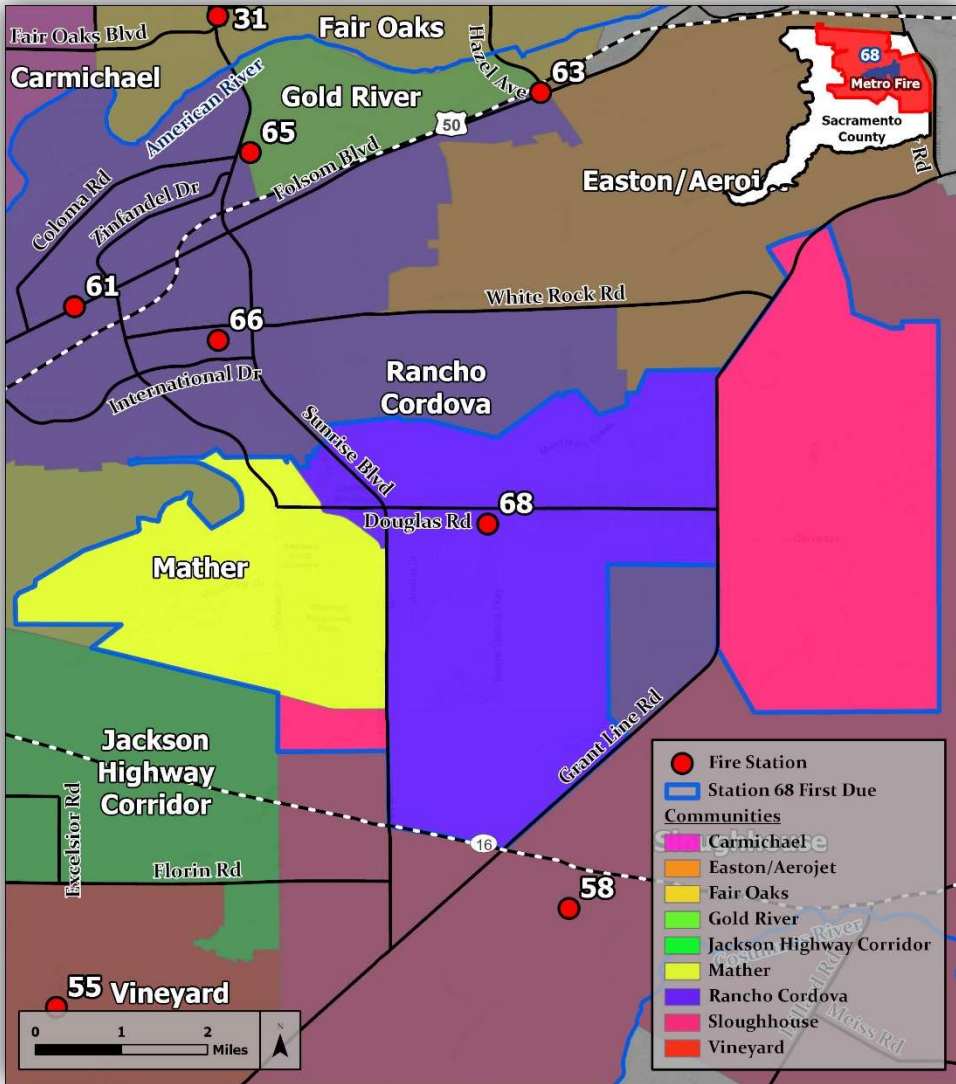
Rancho Cordova  
Mather  
Sloughouse

### Station Size & Capacity

9,191 SF / 2.63 Acres  
3 Apparatus Bays

### Capabilities

Station 68 houses a Type I Engine Company as well as a Type III Engine which is cross-staffed.



### Unit Deployment & Staffing



**Engine 68**  
1 Captain  
1 Engineer  
1 Firefighter



**Engine 368**  
Cross-Staffed

**Total Staffing: 3**



# SECTION 2

# Risk Assessment

- General Risk Assessment
- Risk Assessment – Battalions



# General Risk Assessment

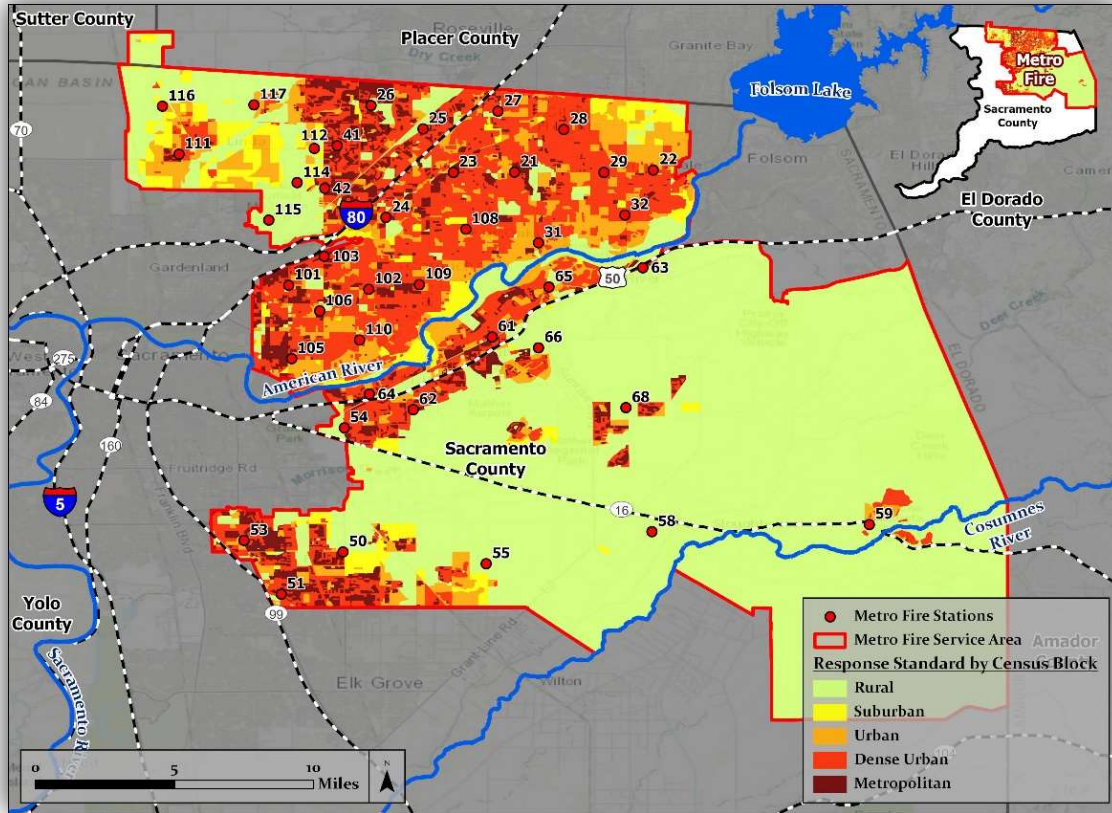
Metro Fire’s jurisdiction is a diverse and dynamic area that includes major waterways, cultural resources, as well as critical infrastructure and key resource sectors for the region including agriculture and food, defense industrial base, energy, healthcare and public health, national monuments and icons, banking and finance, water, chemical facilities, commercial facilities, private and commercial airfields, railways, critical manufacturing, dams, emergency services, nuclear reactors, materials and waste, information technology, communications, postal and shipping, transportation systems, government facilities and education facilities.

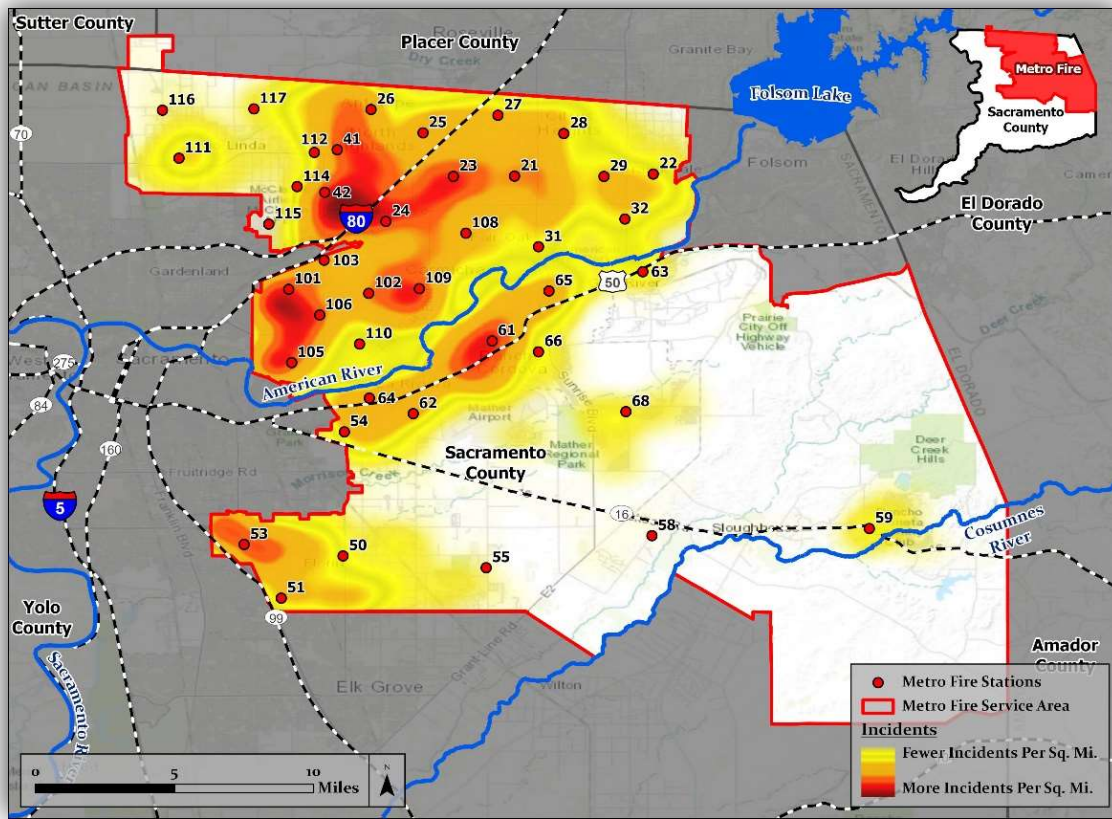
In 2022, Metro Fire completed a Community Risk Assessment (CRA) using qualitative and quantitative data gathering techniques in order to identify risks and develop a Community Risk Reduction Plan to address those risks. For the purposes of this study, Metro Fire reviewed the CRA, Sacramento County’s Local Hazard Mitigation Plan (LHMP) Update (2021), Metro Fire’s Community Wildfire Protection Plan (2014), incident data, and the information summarized in the first due risk assessments to evaluate risk as it relates to service level requirements. This risk assessment not only informs service level requirements, but the facility, apparatus, and staffing requirements that are essential for appropriately mitigating risks.

## At-Risk Population

### Population & Density

Total population and density have a significant impact on service levels. While the Metro Fire’s overall population density is considered urban (1,000-3,000 people per square mile), density varies greatly throughout the District’s service area and will be explored further in Section 5. A quick look at density across the service area clearly reveals a correlation between density and call volume.

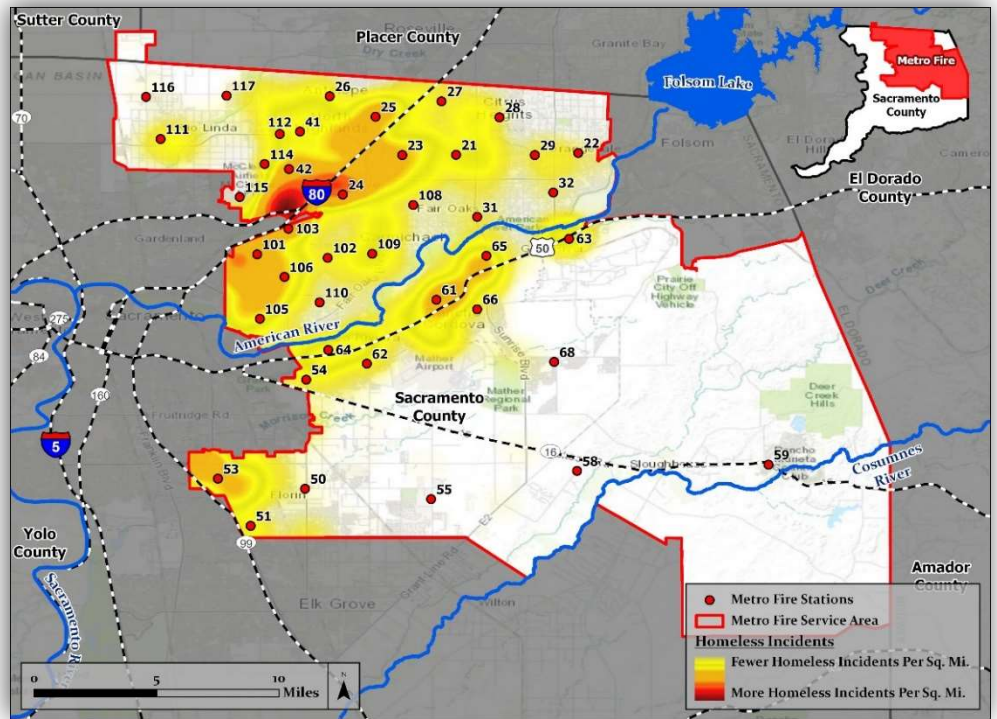




### Unhoused Population

Homelessness is a growing issue in Metro Fire’s service area and poses an increased risk. In 2022, nearly 8% (7,472 total calls) of the District’s call volume was related to the unhoused population. A map showing the distribution of those incidents is shown here and reveals “hot spots” along the I-80 corridor in the northwest areas of Metro Fire’s jurisdiction as well as increased incidents along the Hwy 50 corridor. These areas contain several locations identified in the County’s LHMP as having higher transient populations.

While 6% of EMS incidents (3,930 total calls) were reported to be associated with the unhoused population, 40% of fire incidents (1,390 total calls) were found to be related to the same population, resulting in a higher prevalence of fires in areas with large populations of unhoused individuals.



### Demographic Indicators

Risk is often influenced by economic and social issues. Identifying the demographic indicators that increase risk in the population is essential in evaluating service levels.

Some of the demographic indicators identified in the District’s CRA include age (children and seniors), poverty rate, disability in the household, health insurance coverage, and language barriers.

**39%**  
Children & Seniors  
(<18 / >65)

**12%**  
Households Living  
Below Poverty Line

**26%**  
Households with  
a Disability

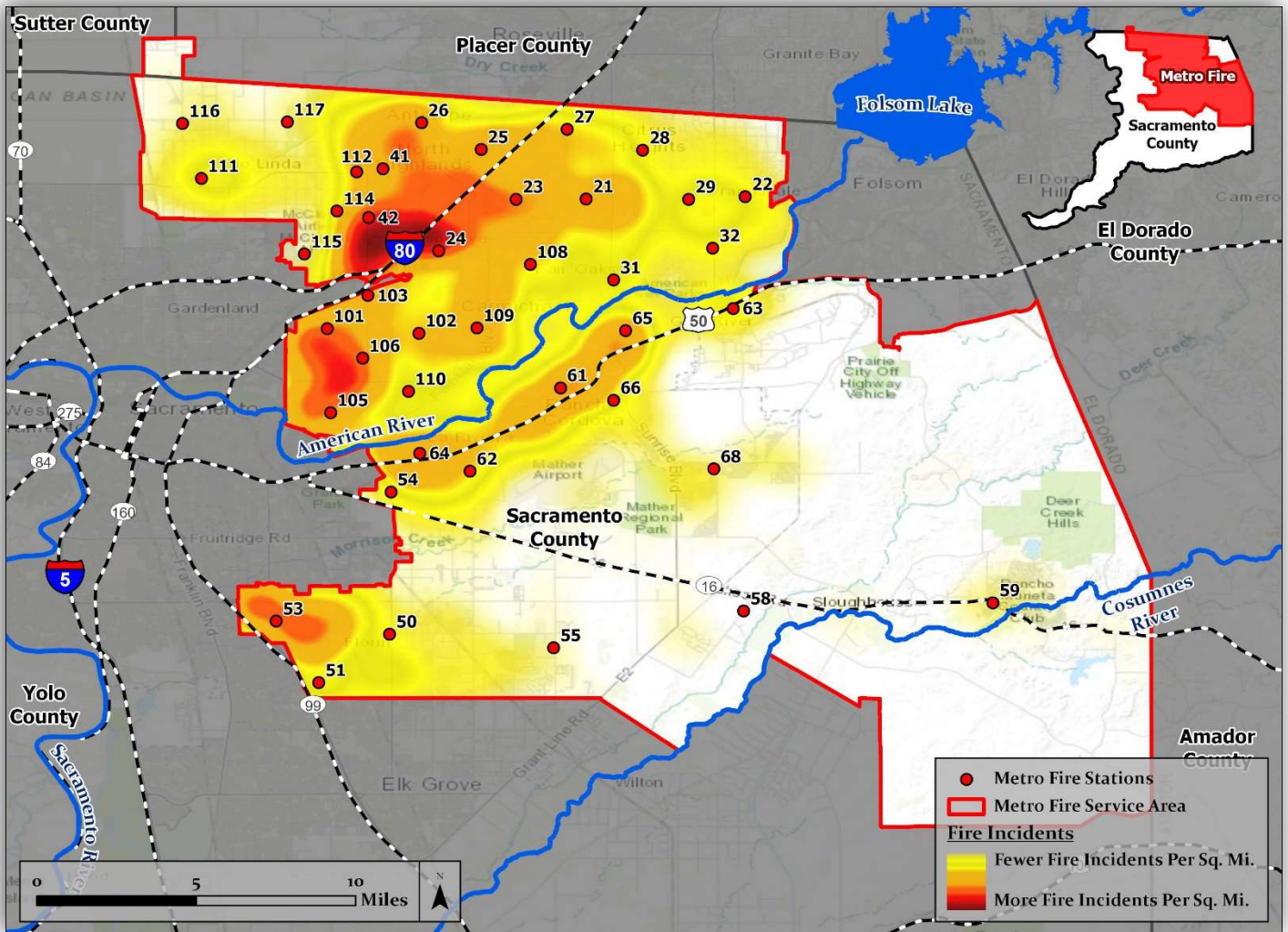
**5%**  
Uninsured/  
Medicaid

**29%**  
Language Other  
Than English  
Spoken at Home

### Structural Risk

#### Fire Incident History

Metro Fire’s CRA found that fire incidents are concentrated in the northwest and southwest quadrants of the District’s service area. A review of 2022 incident data shows the same pattern, with fire incidents accounting for 12% of total responses provided.



**Values at Risk**

One of the primary considerations for assessing fire risk is reviewing the values at risk. The District's CRA revealed that 9% of surveyed individuals had experienced a fire in their residence and 26% of surveyed business respondents has experienced a fire in their business establishment.



**196,517**  
Total Parcels

The age and types of buildings in an area directly impact service level requirements. Older buildings that have no built-in fire protection systems present an inherently greater risk than modern buildings. Metro Fire's CRA determined that the vast majority of structures throughout the District's jurisdiction are single-family residential buildings that do not have fixed fire protection systems or equipment installed. There are over 266,000 housing units in Metro Fire's service area, with 78% being built more than 35 years ago, before modern building codes included robust provisions for fire protection. The CRA also found that 30% of business establishments do not have fire sprinkler systems.



**\$73 Billion**  
Parcel Value



**266,457**  
Housing Units

**Critical Facilities**

Sacramento County's Local Hazard Mitigation Plan (LHMP) classifies critical facilities by the following categories: essential service facilities, at-risk population facilities, and hazardous materials and solid waste facilities.

- 4,200+** **Essential Service Facilities**  
Public safety, emergency response, emergency medical, designated emergency shelters, communications, public utility plant facilities and equipment, and government operations facilities
- 1,200+** **At-Risk Population Facilities**  
Pre-schools, public and private primary and secondary schools, before and after school care centers, daycare centers, group homes, and assisted living residential or congregate care facilities
- 200+** **Hazardous Materials and Solid Waste Facilities**  
Any facility that could, if adversely impacted, release hazardous materials or waste in sufficient amounts during a hazard event that would create harm to people, the environment and property

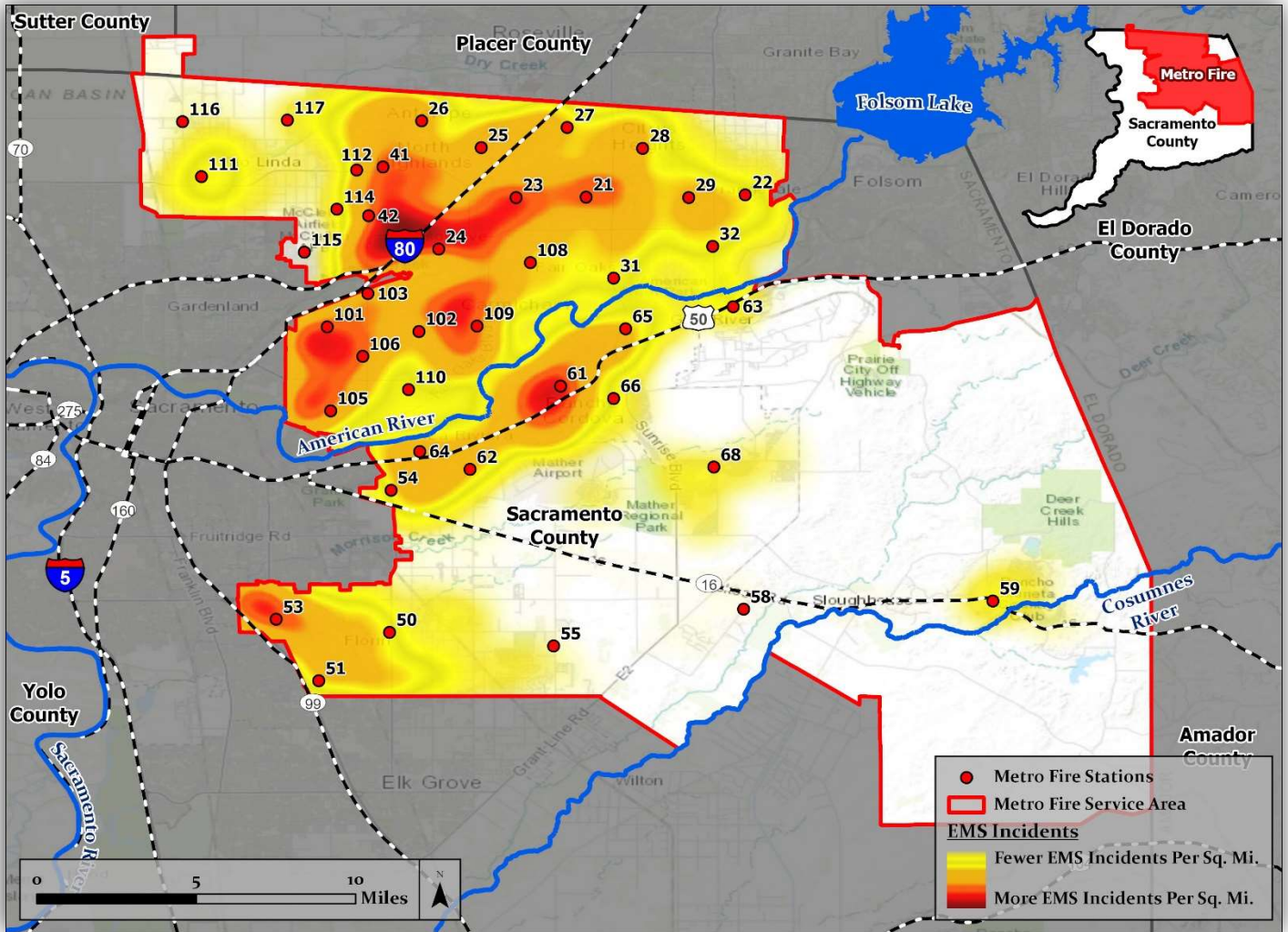
According to the County's LHMP, there are more than 4,200 critical facilities in Metro Fire's jurisdiction including over 2,850 Essential Service Facilities, more than 1,200 At-Risk Population Facilities, and over 200 Hazardous Materials and Solid Waste Facilities. Some of these critical facilities include twelve miles of mass transit/ light rail system, 45 miles of mainline freight railroad tracks, 30 miles of interstate highways, two airports, three hospitals, hazardous materials manufacturing and storage sites (including energetic materials development and testing), three flammable liquid bulk storage facilities, water and sewage treatment facilities, petroleum storage facilities, government administration offices (local, state and federal), critical data storage centers, utility lines (including water distribution pipelines), interstate high volume and high pressure underground pipelines, utility distribution hubs (transmitters, transformers, pumping stations), critical bridges, and water impoundments for public drinking water.

The protection of critical facilities throughout Metro Fire's service area is a consideration in determining appropriate levels of service in order to mitigate the associated risks.

## Non-Structural Risk

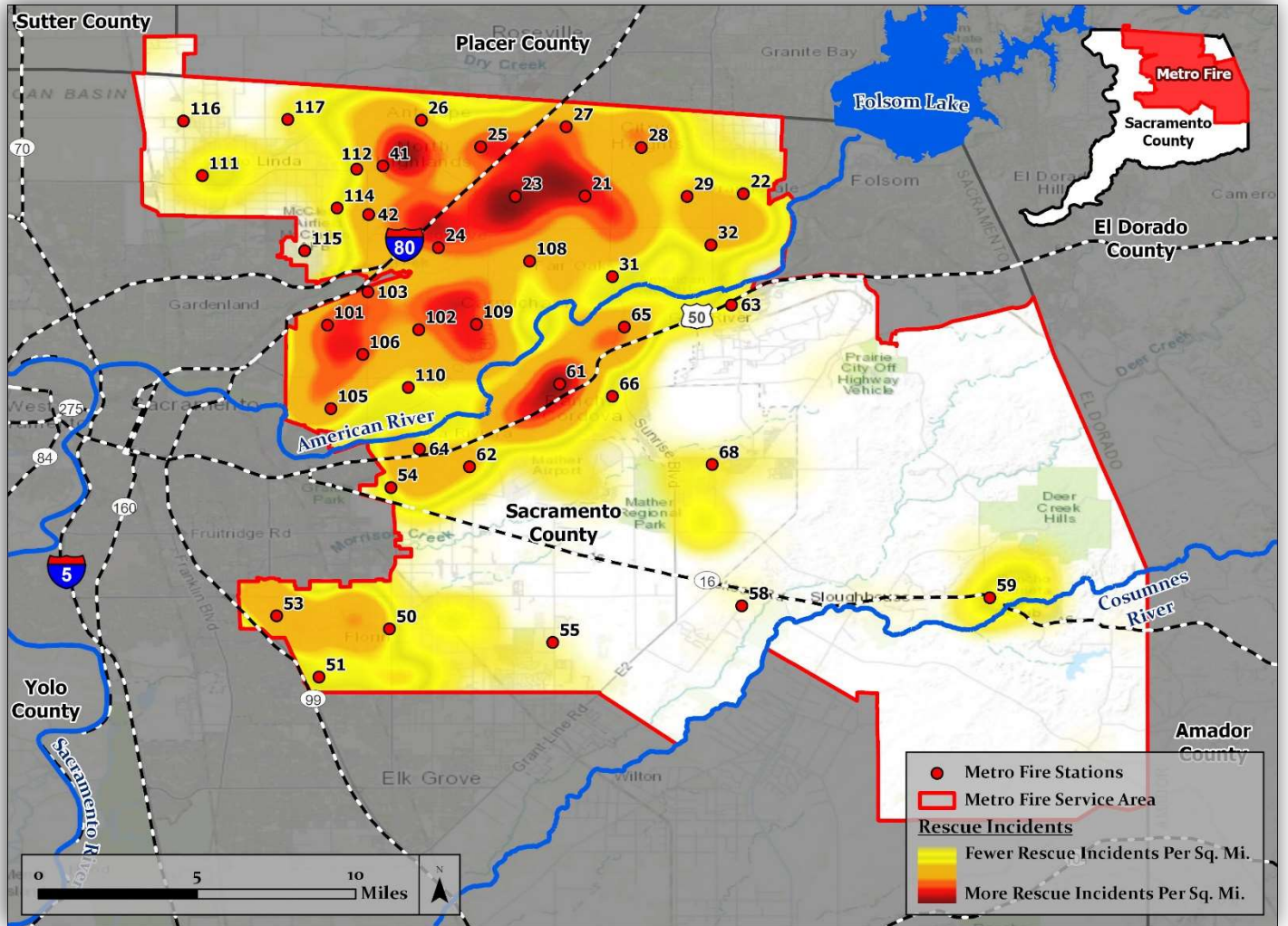
### EMS Incident History

Metro Fire's CRA determined that EMS incident responses, like fire responses, are also clustered in the northwest and southwest quadrants of the District's service area. 2022 incident data is shown below and indicates that the distribution of EMS incidents remains largely unchanged. EMS incidents continue to account for the majority of Metro Fire's total call volume, representing approximately 83% of overall responses provided.



### Technical Rescue Incident History

Technical Rescue incidents generally follow a similar trend, with the greatest concentration of incidents clustered around the Greenback Lane corridor in Citrus Heights and the Folsom Boulevard corridor in Rancho Cordova. Technical Rescue incidents accounted for 4% of overall responses provided.

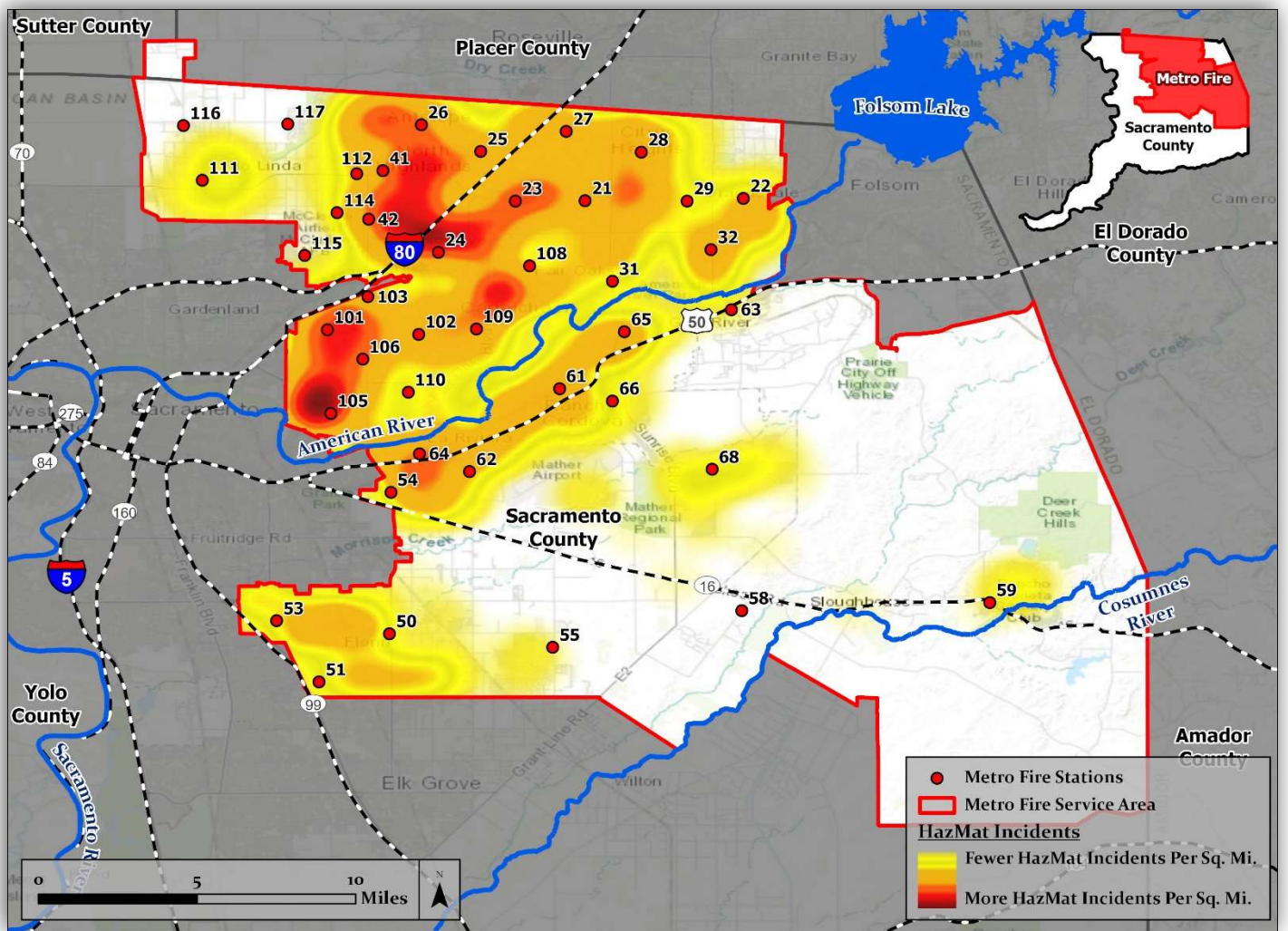


### Hazardous Materials Incident History

Technological or man-made hazards include transportation and industrial hazards. Transportation hazards involve land, sea, and air transportation systems and include the infrastructure which support such systems. I-5, CA-99, and passenger/cargo aircraft operations at the Sacramento International Airport present a variety of hazards. Thousands of cars, trucks, and buses travel these highways daily, routinely causing traffic accidents that present challenges to fire and rescue service. Primary concerns for traffic related incidents are stabilizing the injured, rescuing entrapped persons, and preventing fire or further accidents from occurring. Major roadway construction resulting from aging infrastructure is also an ongoing issue that impedes access to freeways and highways throughout Metro Fire's jurisdiction.

Traffic incidents aren't the only transportation-related risk; hazardous materials that are frequently transported on California's freeways, bulk flammable liquids that are stored at the airport, underground flammable liquid and gas pipelines, and electrical transmission lines present further risks, all of which require highly specialized response capabilities.

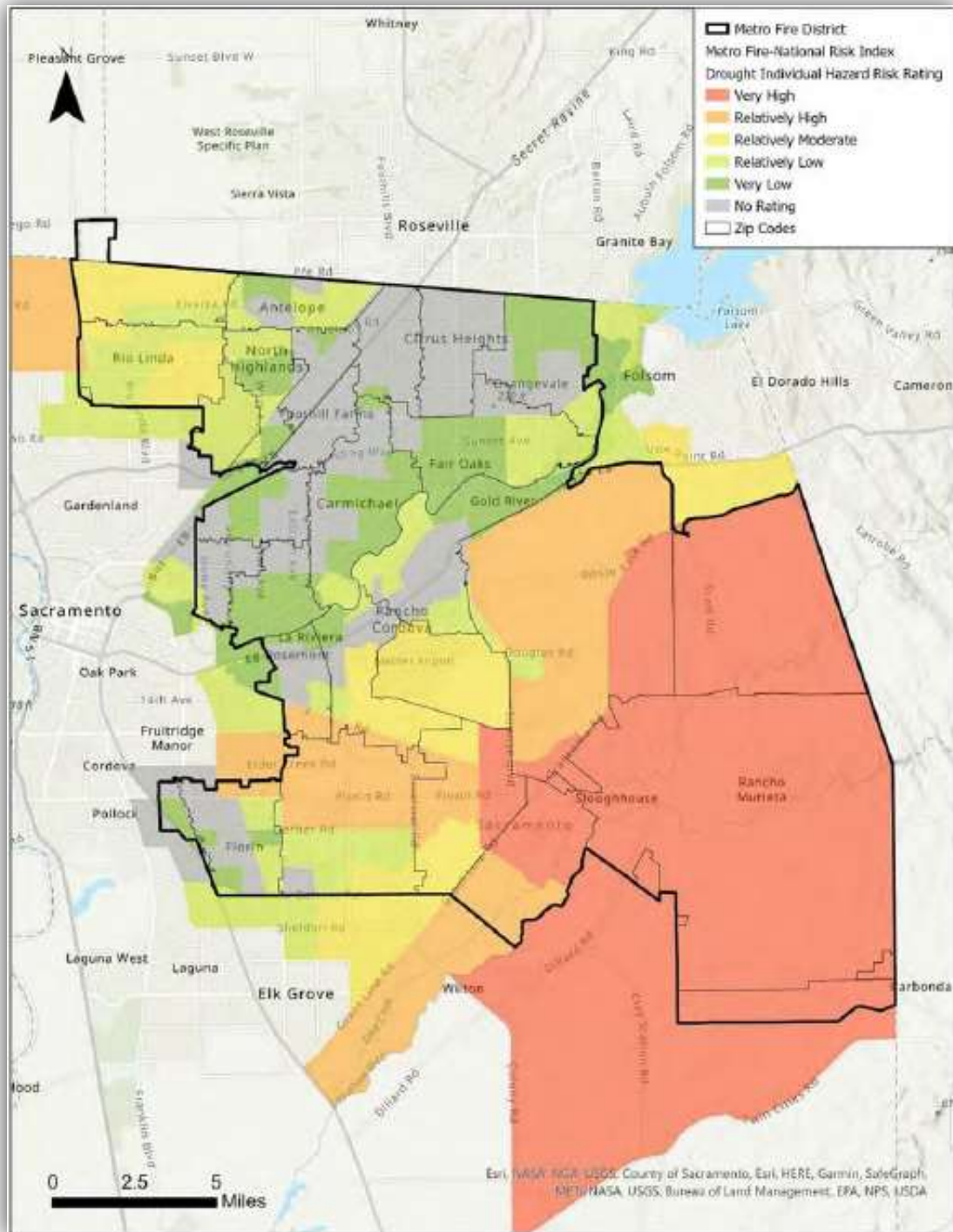
As was previously mentioned, the County's LHMP identified over 200 hazardous materials and solid waste facilities in Metro Fire's jurisdiction. HazMat incidents account for 1% of Metro Fire's overall responses and are clustered in the northwest quadrant of the District's service area.



## Natural Hazards

### Drought

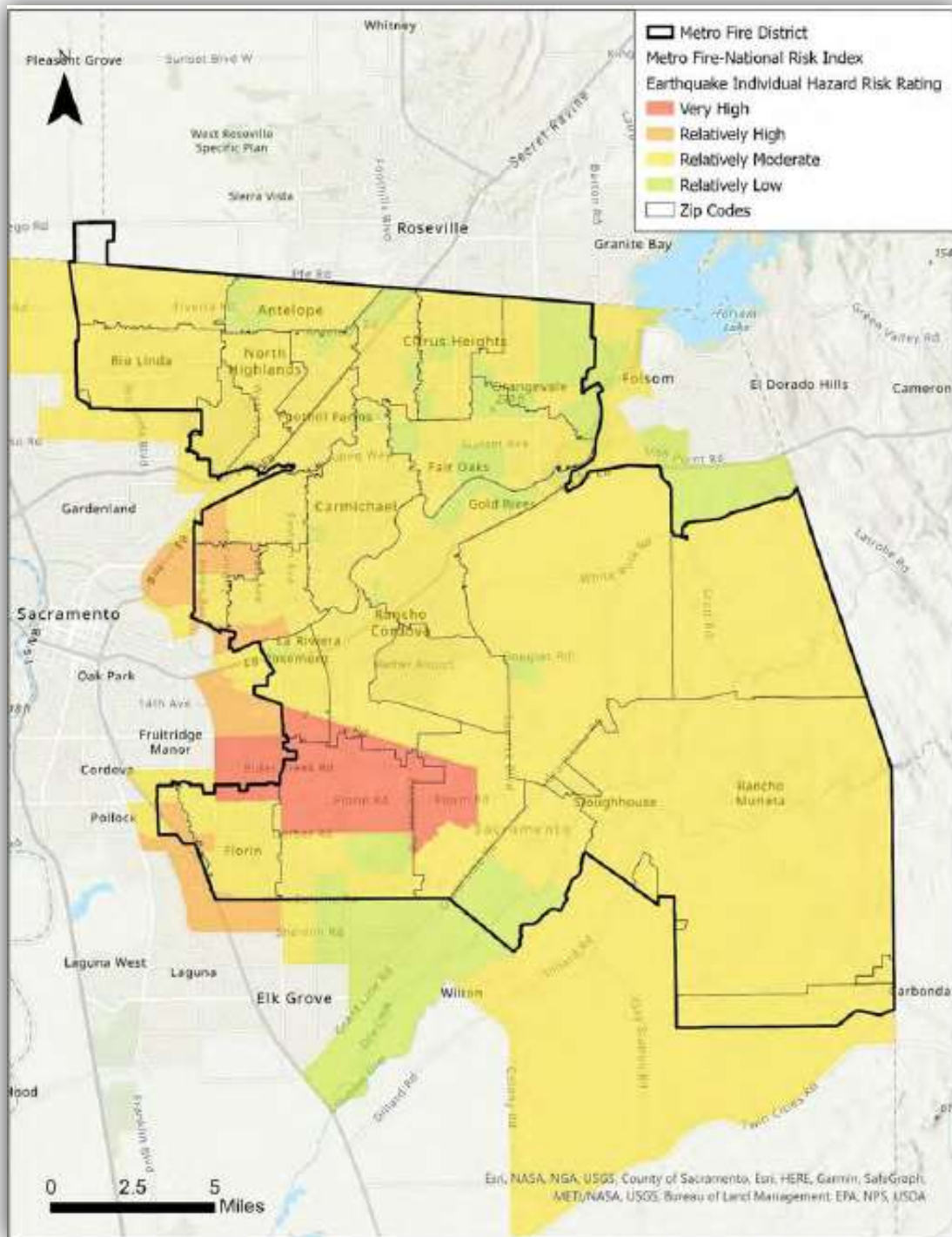
Metro Fire's CRA evaluated the risk of drought and found a large portion of the District's service area is rated at relatively moderate to very high. Elverta, Rio Linda, and Mather have a relatively moderate risk while Vineyard, Florin, and Rancho Cordova have a relatively high risk. Drought poses a high risk in Rancho Murieta and Sloughhouse.





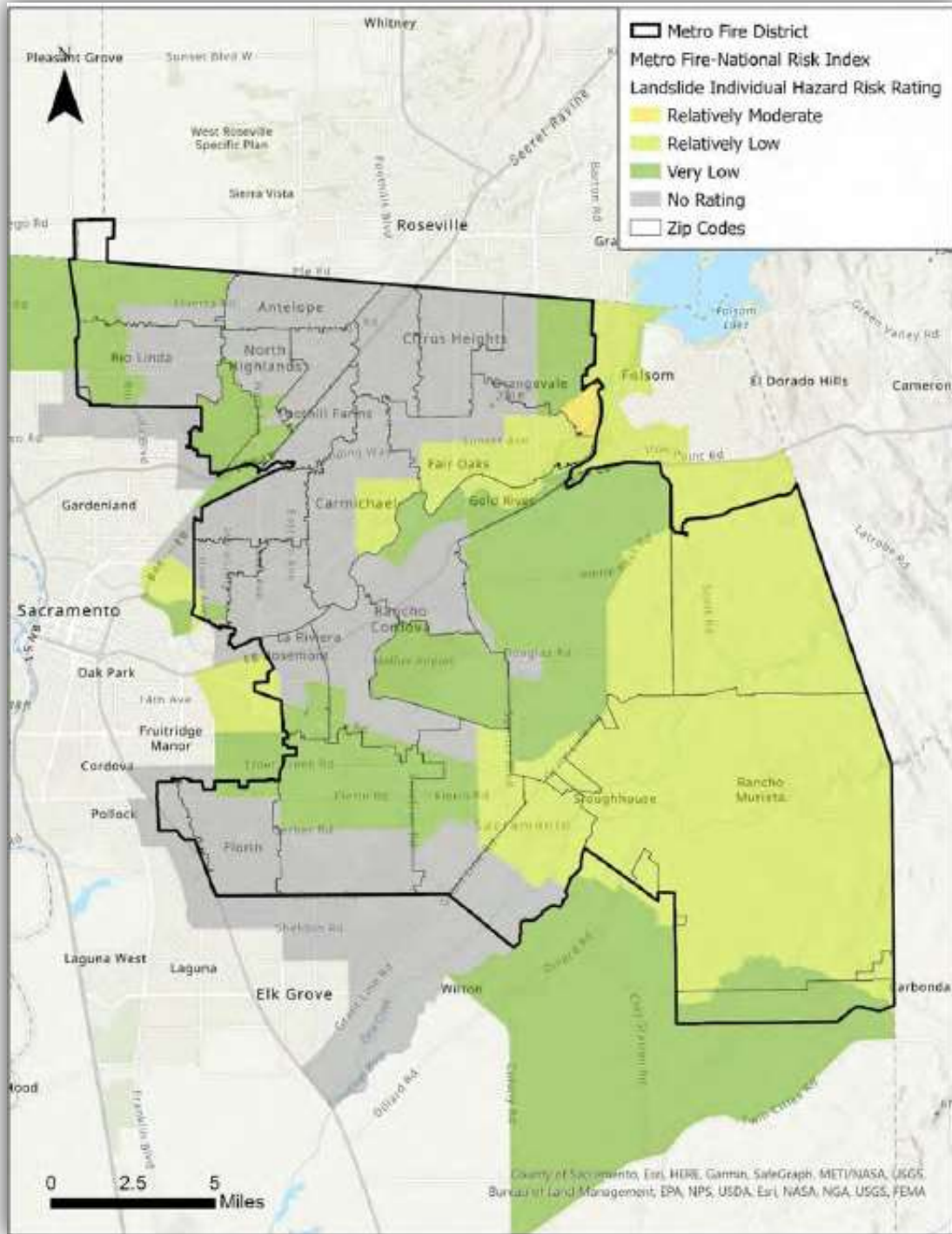
### Earthquake

According to the CRA, the risk of earthquake to Metro Fire’s service area is mostly relatively moderate, with a higher risk in the Vineyard and Florin areas.



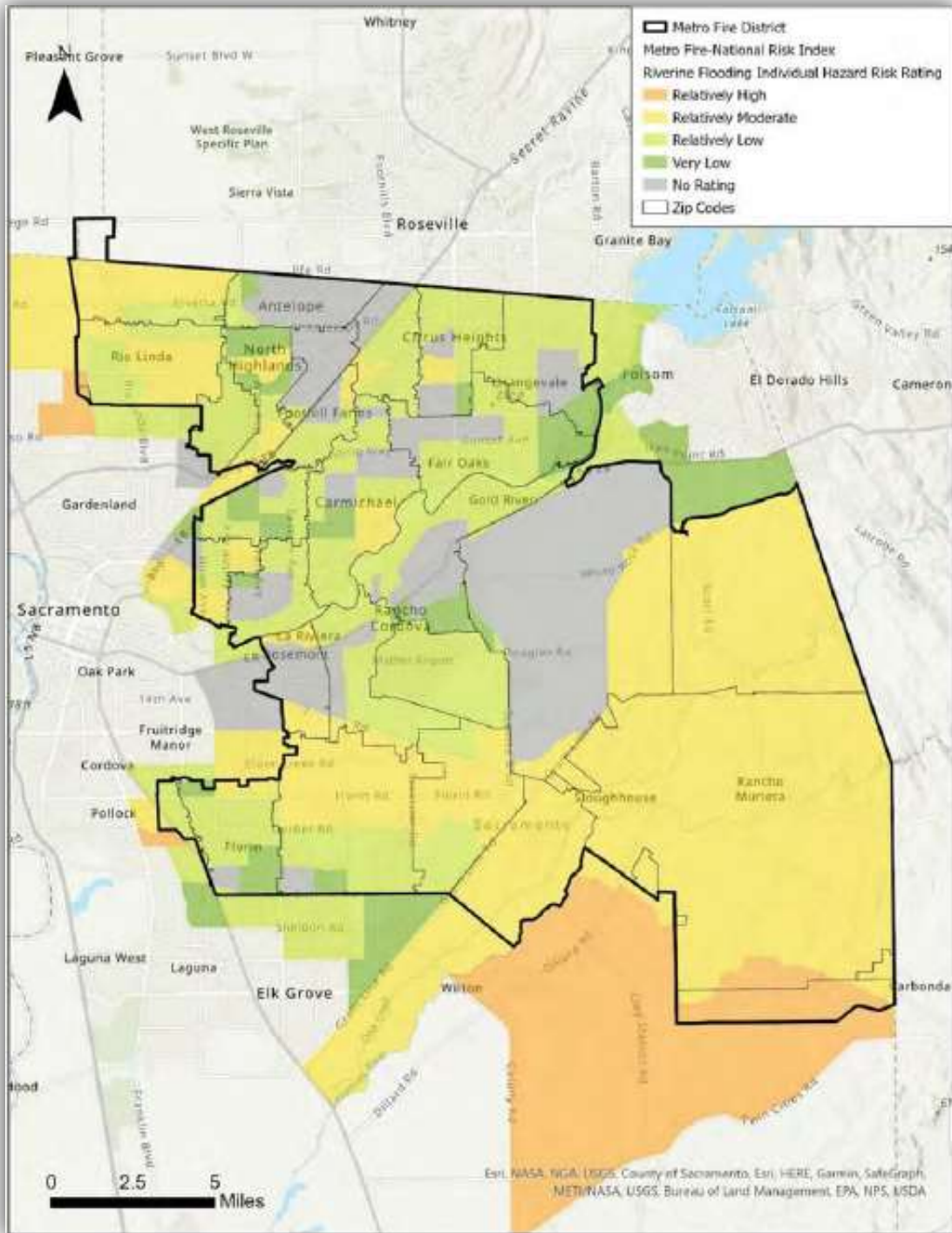
### Landslide

The CRA determined that the risk of landslide is mostly very low. There are some areas where risk is relatively low including Carmichael, Fair Oaks, Gold River, Rancho Murieta, and Sloughhouse. Orangevale is the only area with a relatively moderate risk of landslide.



### Flood

The American River essentially bisects Metro Fire's jurisdiction and presents the hazards of riverine flooding, steep topography, and vegetation along its banks; the Folsom dam is located just outside Metro Fire's area and controls the river's flow. The Cosumnes River, along with several creeks and canals, also run through Metro Fire's service area. Metro Fire's CRA found that the risk of flood varies throughout the District's service area, with nearly half having a relatively low risk and the other half a relatively moderate risk.



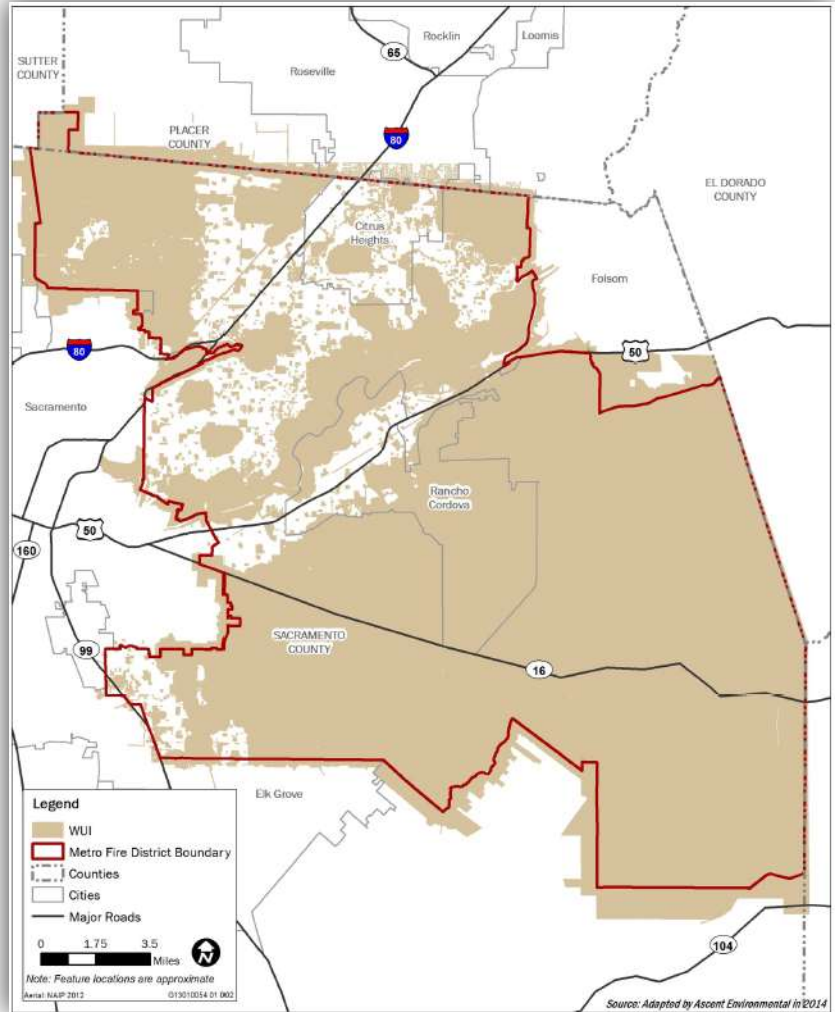
## Special Hazards

### Wildland Urban Interface

While the threat of wildfire is generally considered low District-wide, Metro Fire’s 2014 Community Wildfire Protection Plan (CWPP) indicates most of the District’s service area is designated as wildland urban interface (WUI) area. WUI is a general term that applies to development that is adjacent to, or in close proximity to, significant open space, where the natural forested landscape and urban-built environment meet or intermix. The WUI is defined within Metro Fire’s jurisdiction as parcels that have abundant wildland fuels. More specifically, these are parcels with at least one-half acre of wildland vegetation, as mapped by CAL FIRE, and parcels within 1,000 feet of large areas of wildland vegetation. A significant portion of wildland area is found within the boundaries of Battalion 14, including a portion of State Responsibility Area (SRA).

While the majority of the risk from fires and other emergencies is concentrated in more populous communities throughout the District, the nature of the vegetation throughout the District poses a constant risk of WUI fires. As development continues to progress throughout the County and the District, especially in these interface areas, the risk and vulnerability to wildfires will likely increase.

Potential impacts from wildfire include loss of life and injuries; damage to structures and other improvements, natural and cultural resources, croplands, and loss of recreational opportunities. WUI fires can cause short-term and long-term disruption to the District. Fires can have devastating effects on watersheds through loss of vegetation and soil erosion, which may impact the District by changing runoff patterns, increasing sedimentation, reducing natural and reservoir water storage capacity, and degrading water quality. Fires can also affect air quality in the District; smoke and air pollution from WUI fires can be a severe health hazard.



## Risk Assessment - Battalions

Metro Fire utilized the CRA, LHMP, and CWPP to conduct a risk assessment by battalion and by first due response area. Some of the factors considered in compiling the battalion risk assessments include battalion call volume, population indicators, property risk indicators, values at risk, population density, and geographic and target hazards. Battalion and first due risk assessments are shown on the following pages.

# Battalion 5

# Battalion Risk Assessment

## FIRST DUE RESPONSE AREAS

Station 24	Station 42	Station 115
Station 25	Station 111	Station 116
Station 26	Station 112	Station 117
Station 41	Station 114	

## VALUES AT RISK

<b>168,538</b> Population	<b>45.5 Sq.Mi.</b> Land Area	<b>\$12,851,414,709</b> Property Value
------------------------------	---------------------------------	-------------------------------------------

Battalion 5 encompasses eleven first due response areas that serve the communities of North Highlands, Foothill Farms, Antelope, Citrus Heights, Rio Linda, Elverta, McClellan Park, and a portion of Placer County's Dry Creek area. Geographic hazards include waterways such as Dry Creek, Sierra Creek, Arcade Creek, Cripple Creek, Steelhead Creek, and Magpie Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, Interstate 80, McClellan Airport, and Rio Linda Airport that run throughout the area.

## POPULATION RISK INDICATORS

<b>3,701</b> Population Density (per sq. mi.)	<b>36%</b> Population Under 14 & Over 65	<b>14%</b> Households Below Poverty Line
<b>26%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>34%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b>	<b>44,264</b>	Residential	92%
		Commercial/Indust	3%
		Other	5%
<b>Total Housing Units</b>	<b>56,988</b>	Rented	41%
		Owner-Occupied	59%
		Built 65+ Years Ago	16%

## HAZARD RISK ASSESSMENT

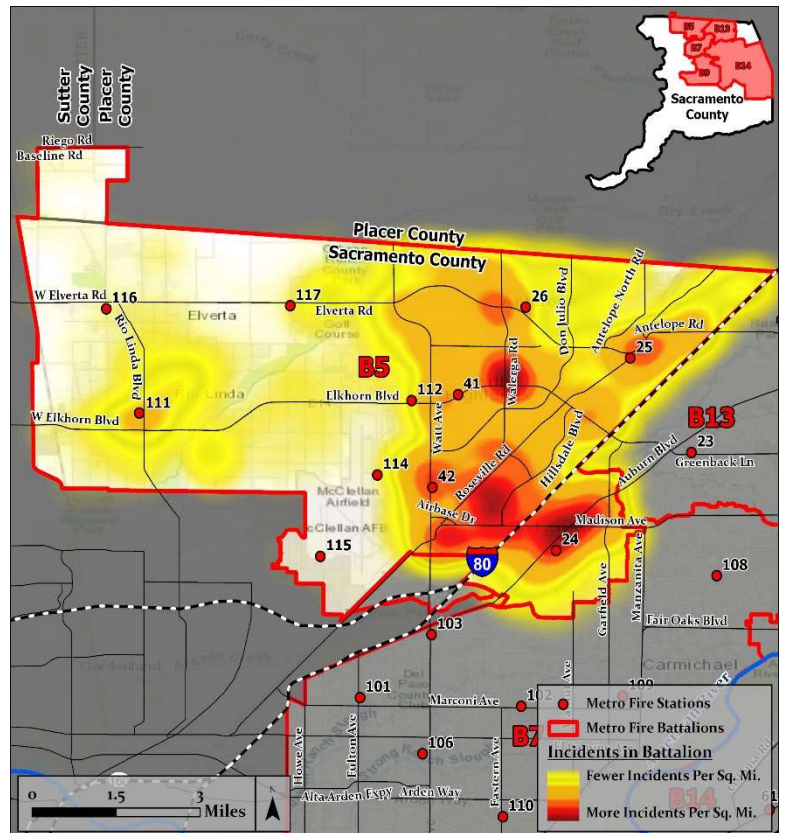
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	1,160	Good Intent	2,638
Overpressure	4	False Call	743
EMS	15,520	Weather/Disaster	7
HazMat	275	Other Situation	4
Service Call	1,677		
<b>Total Calls</b>		<b>22,028</b>	



# Station 24

# First Due Risk Assessment

## VALUES AT RISK

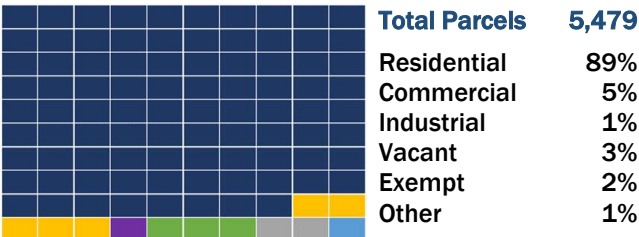
**27,825** Population  
**4.3 Sq.Mi.** Land Area  
**\$2,028,241,746** Property Value

Station 24 protects a first due area of North Highlands, Carmichael, Foothill Farms, and Arden-Arcade. Several commercial and transportation corridors, along with a higher prevalence of incidents involving homeless. Geographic hazards include waterways like the American River, Arcade Creek, and Magpie Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and Interstate 80.

## POPULATION RISK INDICATORS

<b>6,430</b> Population Density (per sq. mi.)	<b>40%</b> Population Under 14 & Over 65	<b>19%</b> Households Below Poverty Line
<b>24%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>34%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** **10,736**

**63%** Rented      **37%** Owner-Occupied

Units Built 35-64 Years Ago **71%**  
 Units Built 65+ Years Ago **16%**



## HAZARD RISK ASSESSMENT

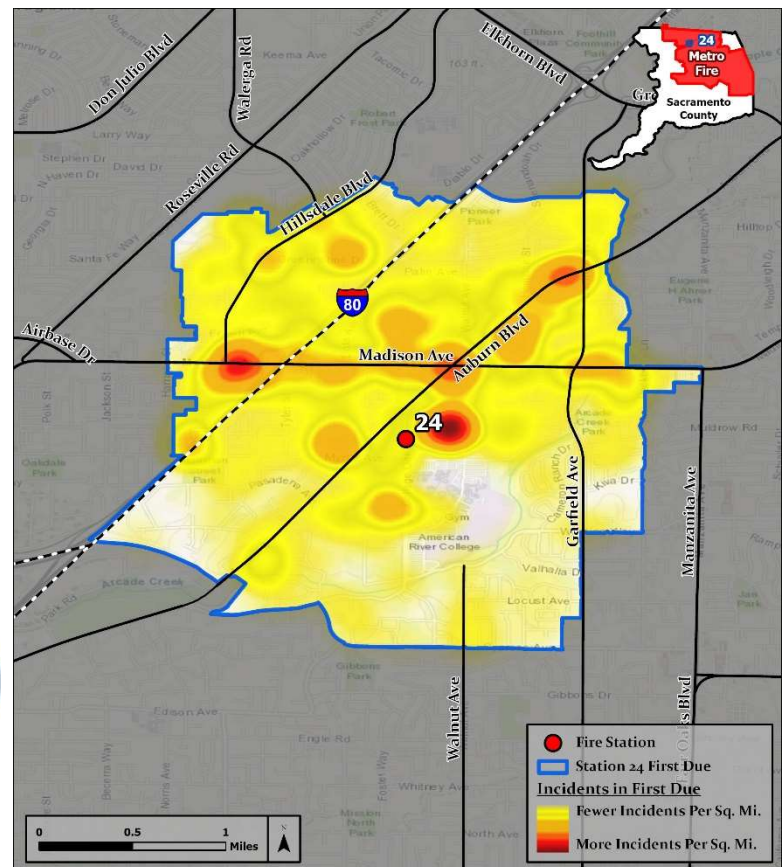
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium	Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	237	Good Intent	607
Overpressure	1	False Call	131
EMS	3,135	Weather/Disaster	1
HazMat	58	Other Situation	2
Service Call	323		
<b>Total Calls</b>			<b>4,495</b>



# Station 25

# First Due Risk Assessment

## VALUES AT RISK

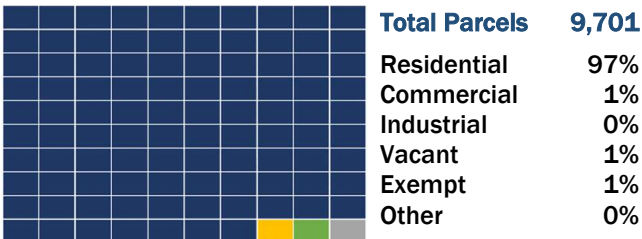
**32,696** Population  
**5.4 Sq.Mi.** Land Area  
**\$2,718,363,068** Property Value

Station 25 protects a first due area that encompasses portions of Citrus Heights, Antelope, and Foothill Farms. Wood shake roof are more prevalent in this area and enhance the structural fire risk. Geographic hazards include waterways such as Dry Creek, Sierra Creek, Cripple Creek, and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and Interstate 80 that run in this area.

## POPULATION RISK INDICATORS

<b>6,003</b> Population Density (per sq. mi.)	<b>37%</b> Population Under 14 & Over 65	<b>9%</b> Households Below Poverty Line
<b>28%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>32%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units: 11,258**

<b>28%</b> Rented	<b>72%</b> Owner-Occupied
Units Built 35-64 Years Ago: 75%	Units Built 65+ Years Ago: 3%



## HAZARD RISK ASSESSMENT

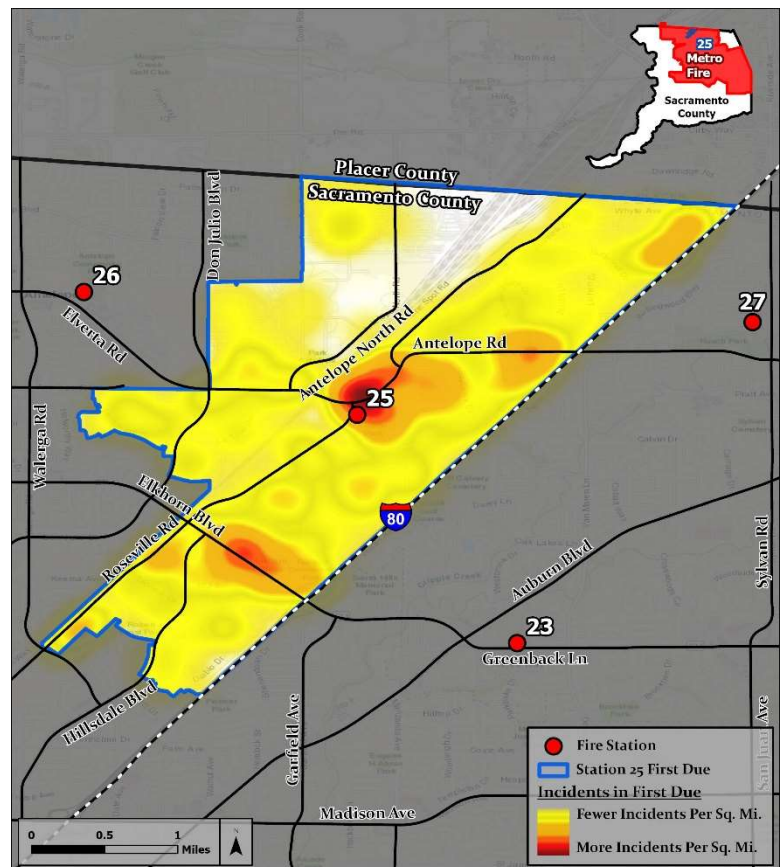
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium	Medium-High	Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	258	Good Intent	493
Overpressure	0	False Call	121
EMS	2,787	Weather/Disaster	1
HazMat	47	Other Situation	2
Service Call	327		
<b>Total Calls</b>			<b>4,036</b>



# Station 26

# First Due Risk Assessment

## VALUES AT RISK

**32,727** Population  
**3.5 Sq.Mi.** Land Area  
**\$2,612,021,603** Property Value

Station 26 protects a first due area that encompasses a portion of Antelope. Wood shake roofs are more prevalent in this area and enhance the structural fire risk. Geographic hazards include waterways such as Dry Creek and Sierra Creek. Target hazards include the Union Pacific Railroad and a natural gas pipeline, both which run throughout the area.

## POPULATION RISK INDICATORS

<b>9,262</b> Population Density (per sq. mi.)	<b>35%</b> Population Under 14 & Over 65	<b>10%</b> Households Below Poverty Line
<b>23%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>37%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

	<b>Total Parcels</b> 8,409
	Residential 92%
	Commercial 0%
	Industrial 0%
	Vacant 4%
	Exempt 2%
	Other 0%

**Total Housing Units** 10,168  
**36%** Rented  
**65%** Owner-Occupied  
 Units Built 35-64 Years Ago 34%  
 Units Built 65+ Years Ago 4%



## HAZARD RISK ASSESSMENT

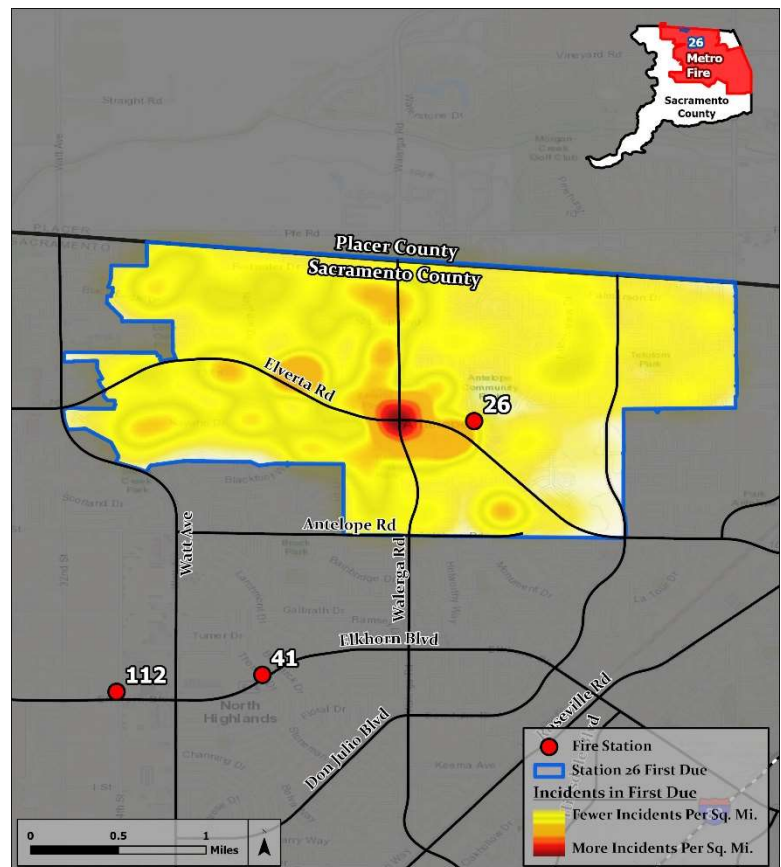
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium	Medium-High	Medium-Low	Medium	Low	Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	102	Good Intent	268
Overpressure	1	False Call	107
EMS	1,983	Weather/Disaster	0
HazMat	38	Other Situation	0
Service Call	190		
<b>Total Calls</b>			<b>2,689</b>





# Station 41

# First Due Risk Assessment

## VALUES AT RISK

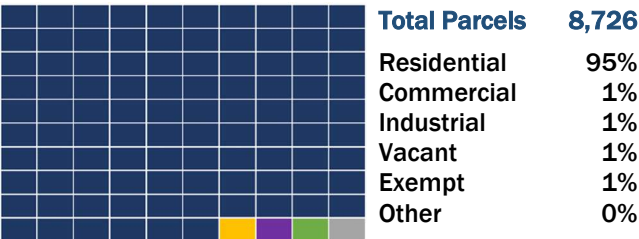
**28,512** Population  
**2.9 Sq.Mi.** Land Area  
**\$2,048,873,135** Property Value

Station 41 protects a first due area that encompasses portions of North Highlands and Foothill Farms. Wood shake roofs are more prevalent in this area with a high prevalence of incidents involving homeless. Geographic hazards include waterways such as Magpie Creek and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, Interstate 80, and McClellan Airport that run in this area.

## POPULATION RISK INDICATORS

<b>9,952</b> Population Density (per sq. mi.)	<b>29%</b> Population Under 14 & Over 65	<b>18%</b> Households Below Poverty Line
<b>29%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>36%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units: 9,156**

<b>51%</b> Rented	<b>49%</b> Owner-Occupied
Units Built 35-64 Years Ago: 66%	Units Built 65+ Years Ago: 23%



## HAZARD RISK ASSESSMENT

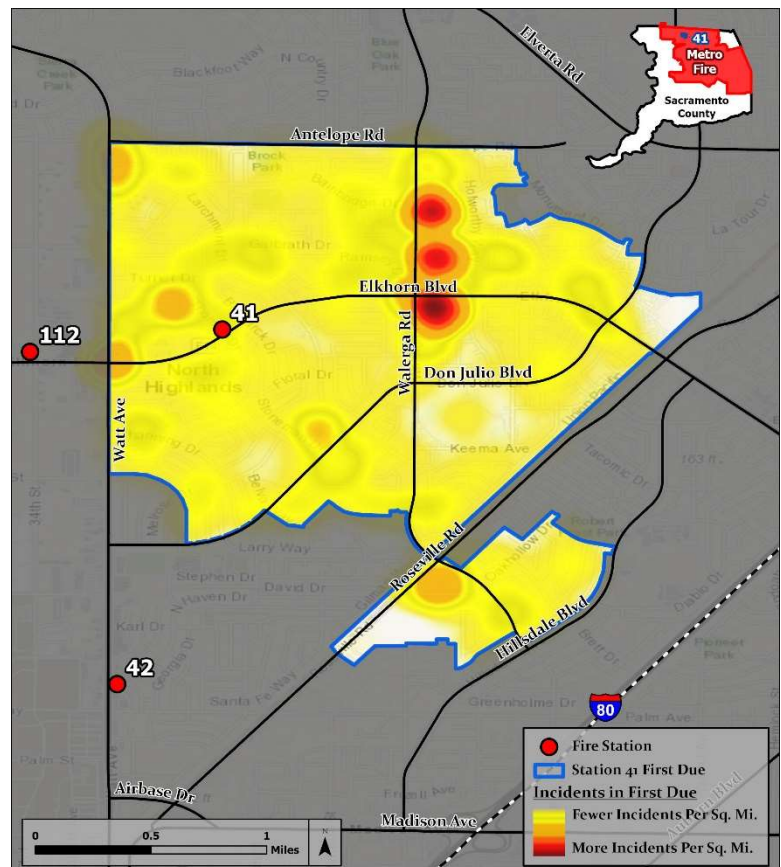
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium	Medium-Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	157	Good Intent	381
Overpressure	1	False Call	107
EMS	2,562	Weather/Disaster	0
HazMat	35	Other Situation	0
Service Call	274		
<b>Total Calls</b>			<b>3,517</b>



# Station 42

# First Due Risk Assessment

## VALUES AT RISK

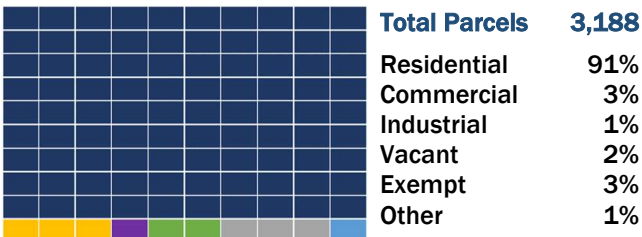
**14,939** Population  
**2 Sq.Mi.** Land Area  
**\$786,163,907** Property Value

Station 42 protects a first due area that encompasses portions of North Highlands and Foothill Farms. Wood shake roofs are more prevalent in this area with a high prevalence of incidents involving homeless. Geographic hazards include waterways such as Magpie Creek and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, Interstate 80, and McClellan Airport that run in this area.

## POPULATION RISK INDICATORS

<b>7,398</b> Population Density (per sq. mi.)	<b>39%</b> Population Under 14 & Over 65	<b>21%</b> Households Below Poverty Line
<b>28%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>37%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** **4,969**

**53%** Rented      **47%** Owner-Occupied

Units Built 35-64 Years Ago **48%**  
 Units Built 65+ Years Ago **41%**



## HAZARD RISK ASSESSMENT

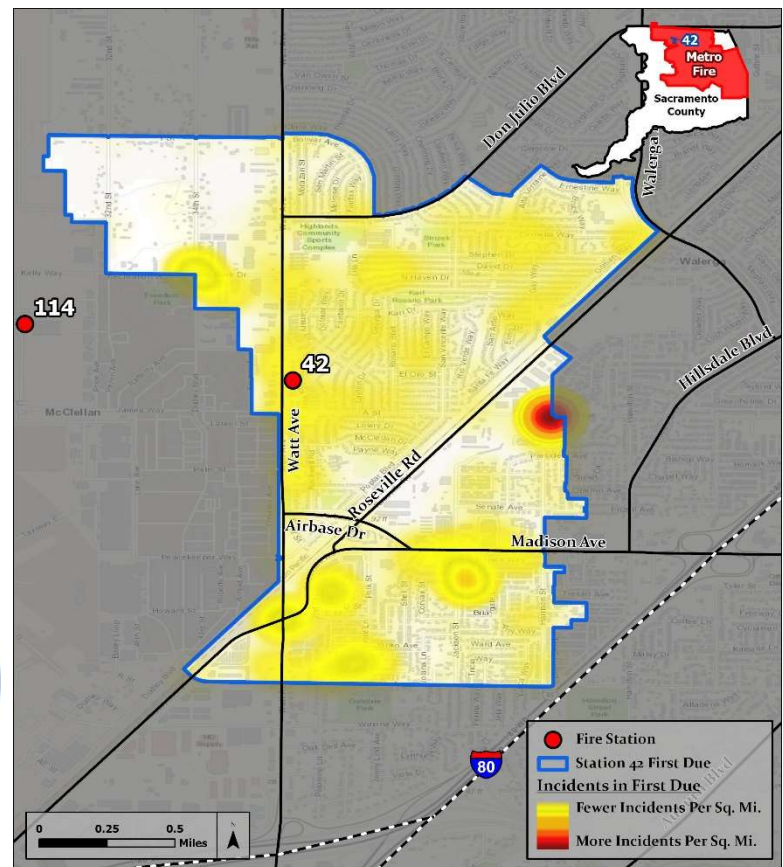
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium	Medium-Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	141	Good Intent	365
Overpressure	0	False Call	79
EMS	2,129	Weather/Disaster	1
HazMat	35	Other Situation	0
Service Call	247		
<b>Total Calls</b>		<b>2,997</b>	



# Station 111

# First Due Risk Assessment

## VALUES AT RISK

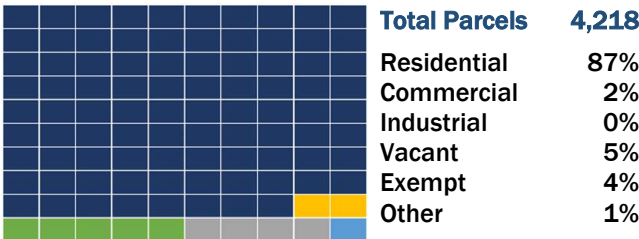
**12,394** Population  
**6.7 Sq.Mi.** Land Area  
**\$944,302,807** Property Value

Station 111 protects a first due area that encompasses a portion of Rio Linda and Elverta. Topography includes an agricultural products dealer and an asphalt plant, along with grass fires and mobile/RV homes in the area. Geographic hazards include waterways such as Dry Creek and Steelhead Creek. Target hazards include the Union Pacific Railroad, McClellan Airport, and Rio Linda Airport run throughout the area.

## POPULATION RISK INDICATORS

<b>1,842</b> Population Density (per sq. mi.)	<b>39%</b> Population Under 14 & Over 65	<b>16%</b> Households Below Poverty Line
<b>29%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>25%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 4,021**

<b>27%</b> Rented	<b>73%</b> Owner-Occupied
Units Built 35-64 Years Ago 49%	Units Built 65+ Years Ago 32%



## HAZARD RISK ASSESSMENT

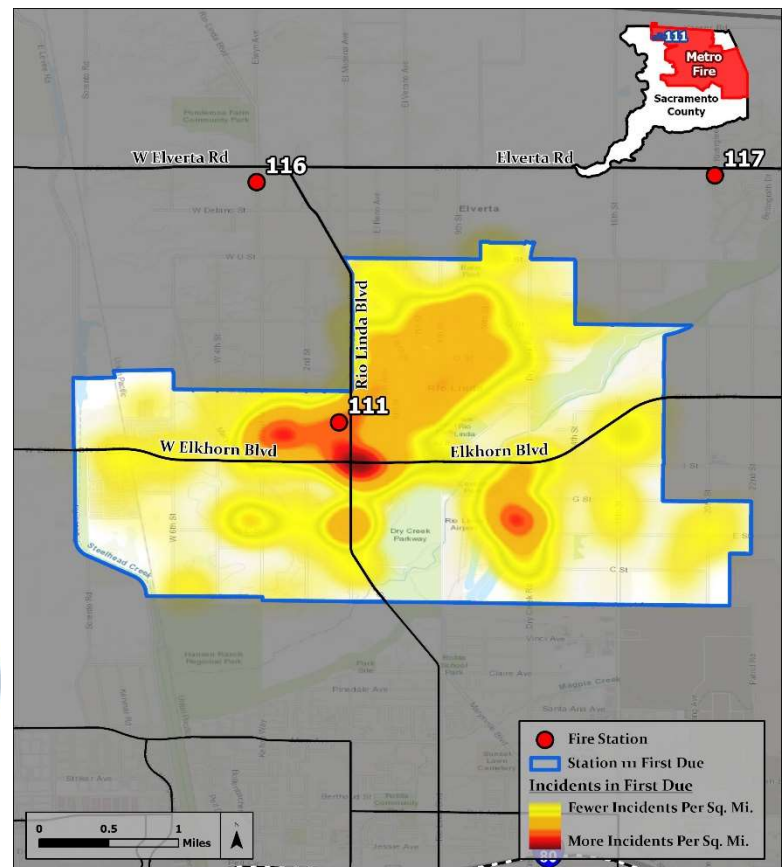
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-High	Low	Medium-Low	Medium-Low	Medium	Medium	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	68	Good Intent	216
Overpressure	0	False Call	31
EMS	1,184	Weather/Disaster	1
HazMat	19	Other Situation	0
Service Call	107		
<b>Total Calls</b>			<b>1,626</b>



# Station 112

# First Due Risk Assessment

## VALUES AT RISK

**8,441** Population  
**4.1 Sq.Mi.** Land Area  
**Data Not Available** Property Value

Station 112 protects a first due area that encompasses portions of Rio Linda, Antelope, and North Highlands. Geographic hazards include waterways such as Dry Creek, Sierra Creek, Steelhead Creek, Magpie Creek, and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline and fuel tank farm, McClellan Airport, Rio Linda Airport, and Interstate 80 run throughout this area.

## POPULATION RISK INDICATORS

<b>2,083</b> Population Density (per sq. mi.)	<b>38%</b> Population Under 14 & Over 65	<b>11%</b> Households Below Poverty Line
<b>23%</b> Households with Disability	<b>3%</b> Uninsured/Medicaid Population	<b>35%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b>	<b>Data Not Available</b>
Residential	Data Not Available
Commercial	Data Not Available
Industrial	Data Not Available
Vacant	Data Not Available
Exempt	Data Not Available
Other	Data Not Available

**Total Housing Units** **2,818**

**33%** Rented  
**67%** Owner-Occupied

Units Built 35-64 Years Ago **67%**  
 Units Built 65+ Years Ago **15%**



## HAZARD RISK ASSESSMENT

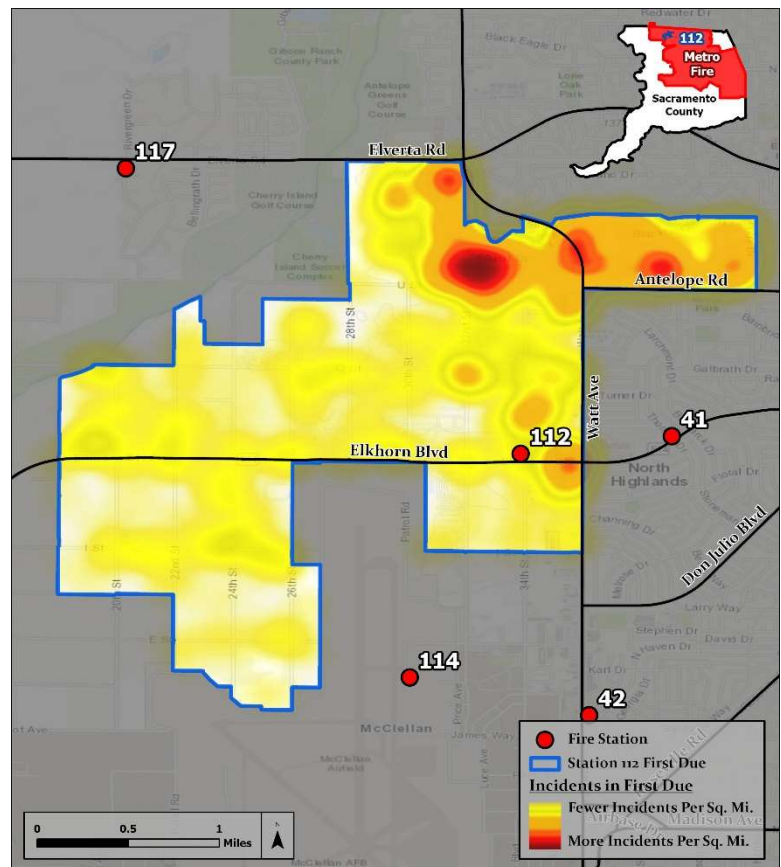
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-Low	Medium-Low	Medium-Low	Medium	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	78	Good Intent	138
Overpressure	0	False Call	35
EMS	717	Weather/Disaster	0
HazMat	13	Other Situation	0
Service Call	72		
<b>Total Calls</b>		<b>1,053</b>	



# Station 114

# First Due Risk Assessment

## VALUES AT RISK

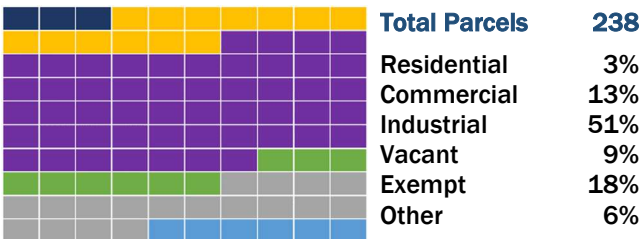
**809** Population  
**2.9 Sq.Mi.** Land Area  
**\$366,549,023** Property Value

Station 114 protects a first due area that encompasses a portion of McClellan Park, an EPA superfund site with adjacent transportation corridors as well as military and aviation legacy structures. Geographic hazards include waterways such as Magpie Creek. Target hazards include the McClellan Airport, McClellan Nuclear research Center, Interstate 80, the Union Pacific Railroad, and a natural gas pipeline.

## POPULATION RISK INDICATORS

<b>278</b> Population Density (per sq. mi.)	<b>40%</b> Population Under 14 & Over 65	<b>45%</b> Households Below Poverty Line
<b>20%</b> Households with Disability	<b>2%</b> Uninsured/Medicaid Population	<b>0%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 325

**2%** Rented  
**98%** Owner-Occupied

Units Built 35-64 Years Ago 32%  
 Units Built 65+ Years Ago 29%



## HAZARD RISK ASSESSMENT

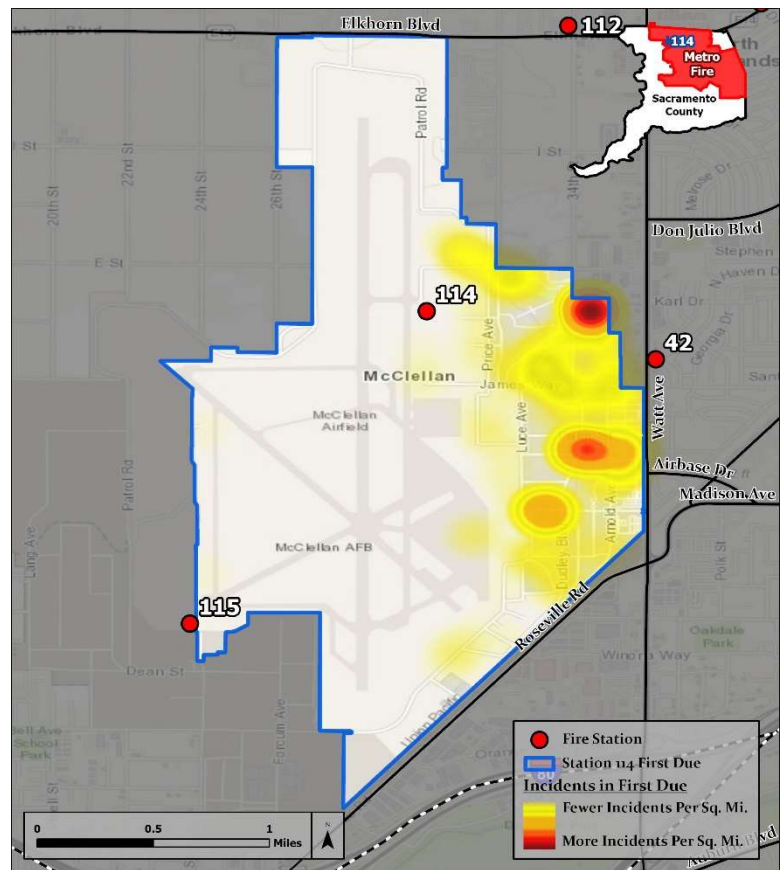
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Low	Medium-Low	Medium	Medium-Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	33	Good Intent	43
Overpressure	0	False Call	101
EMS	233	Weather/Disaster	0
HazMat	11	Other Situation	0
Service Call	22		
<b>Total Calls</b>		<b>443</b>	



# Station 115

# First Due Risk Assessment

## VALUES AT RISK

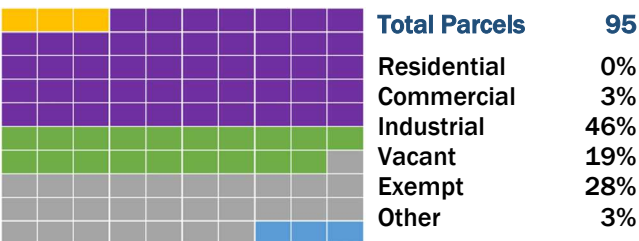
**4** Population  
**1.1 Sq.Mi.** Land Area  
**\$238,990,908** Property Value

Station 115 protects a first due area that encompasses a portion of McClellan Park. This is an EPA superfund site with adjacent transportation corridors as well as military and aviation legacy structures. Geographic hazards include waterways such as Magpie Creek. Target hazards include the McClellan Airport, Interstate 80, the Union Pacific Railroad, and a natural gas pipeline run throughout this area.

## POPULATION RISK INDICATORS

<b>3</b> Population Density (per sq. mi.)	<b>0%</b> Population Under 14 & Over 65	<b>0%</b> Households Below Poverty Line
<b>0%</b> Households with Disability	<b>0%</b> Uninsured/Medicaid Population	<b>0%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 0

<b>N/A</b> Rented	<b>N/A</b> Owner-Occupied
<b>Units Built 35-64 Years Ago</b> N/A	<b>Units Built 65+ Years Ago</b> N/A



## HAZARD RISK ASSESSMENT

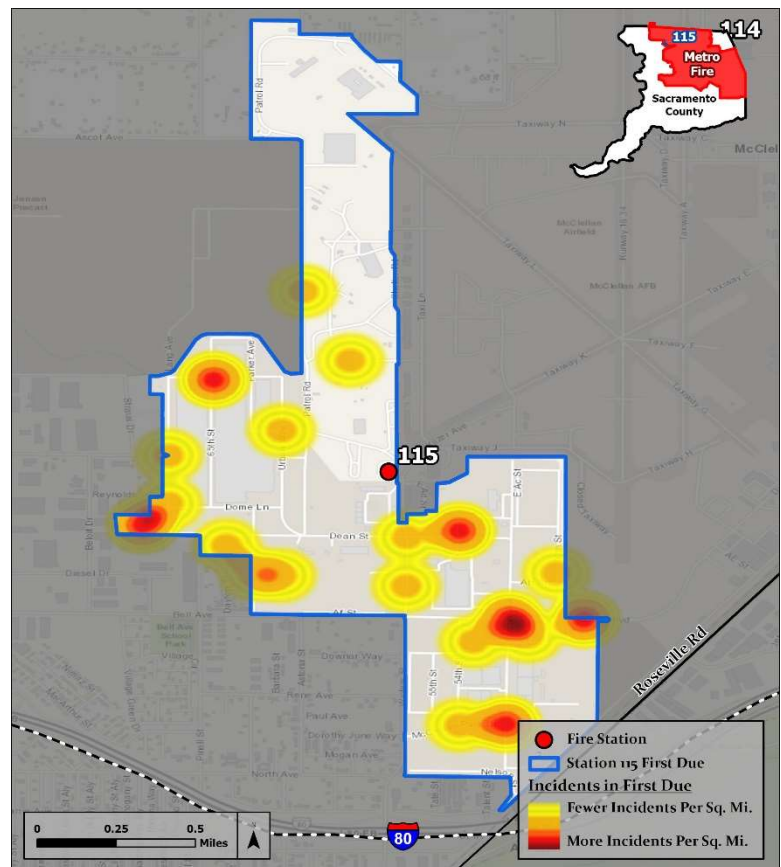
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Low	Medium-Low	Medium	Medium-Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	0	Good Intent	9
Overpressure	0	False Call	4
EMS	10	Weather/Disaster	0
HazMat	2	Other Situation	0
Service Call	1		
<b>Total Calls</b>			<b>26</b>



# Station 116

# First Due Risk Assessment

## VALUES AT RISK

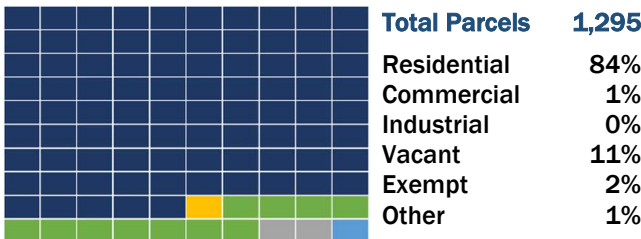
**3,785** Population  
**6.4 Sq.Mi.** Land Area  
**\$298,928,943** Property Value

Station 116 protects a first due area that encompasses Elverta, Rio Linda, and Placer Vineyards. First-due hazards include an agricultural products dealer and an asphalt plant, along with multiple outbuildings. Geographic hazards include waterways such as Steelhead Creek and Dry Creek. Target hazards include the Union Pacific Railroad, McClellan Airport, and Rio Linda Airport run throughout the area.

## POPULATION RISK INDICATORS

<b>588</b> Population Density (per sq. mi.)	<b>38%</b> Population Under 14 & Over 65	<b>8%</b> Households Below Poverty Line
<b>24%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>22%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 1,297

<b>18%</b> Rented	<b>82%</b> Owner-Occupied
Units Built 35-64 Years Ago 48%	Units Built 65+ Years Ago 28%



## HAZARD RISK ASSESSMENT

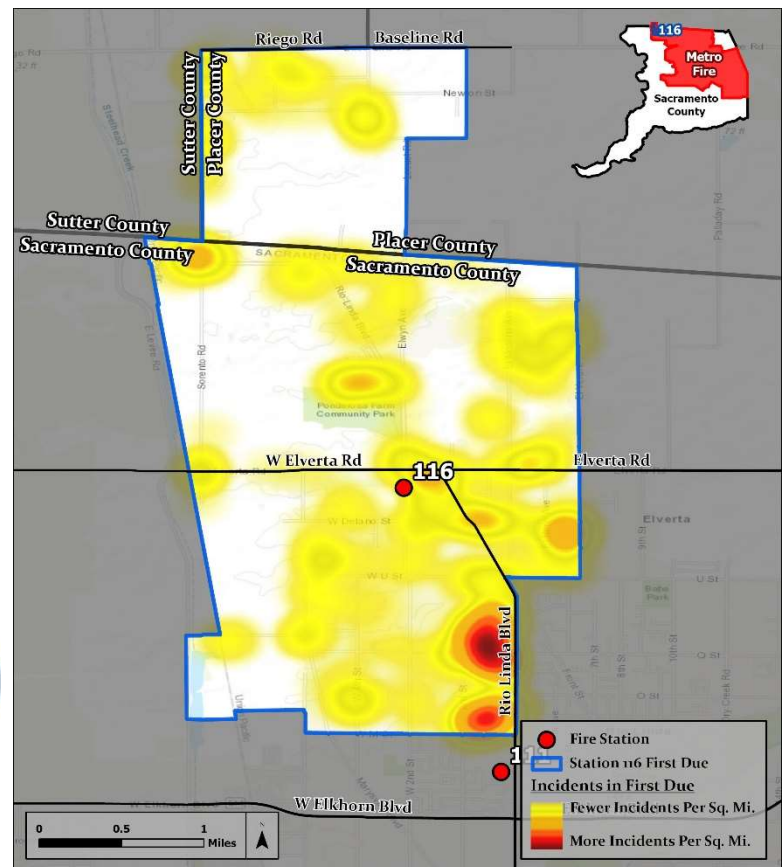
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Low	Medium-Low	Medium	Medium	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	40	Good Intent	38
Overpressure	1	False Call	9
EMS	241	Weather/Disaster	1
HazMat	8	Other Situation	0
Service Call	31		
<b>Total Calls</b>			<b>369</b>



# Station 117

# First Due Risk Assessment

## VALUES AT RISK

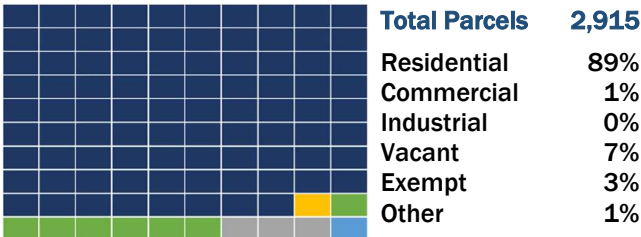
**7,109** Population  
**6.2 Sq.Mi.** Land Area  
**\$808,979,569** Property Value

Station 117 protects a first due area that encompasses Elverta, but also a portion of Rio Linda and Antelope. Wood shake roofs are more prevalent in this area along with lots of multiple outbuildings and grass fires. Geographic hazards include waterways such as Steelhead Creek, Dry Creek, and Sierra Creek. Target hazards include the Union Pacific Railroad, McClellan Airport, Rio Linda Airport, and a natural gas pipeline.

## POPULATION RISK INDICATORS

<b>1,145</b> Population Density (per sq. mi.)	<b>37%</b> Population Under 14 & Over 65	<b>7%</b> Households Below Poverty Line
<b>26%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>31%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 2,240**  
**22%** Rented  
**78%** Owner-Occupied  
 Units Built 35-64 Years Ago 57%  
 Units Built 65+ Years Ago 11%



## HAZARD RISK ASSESSMENT

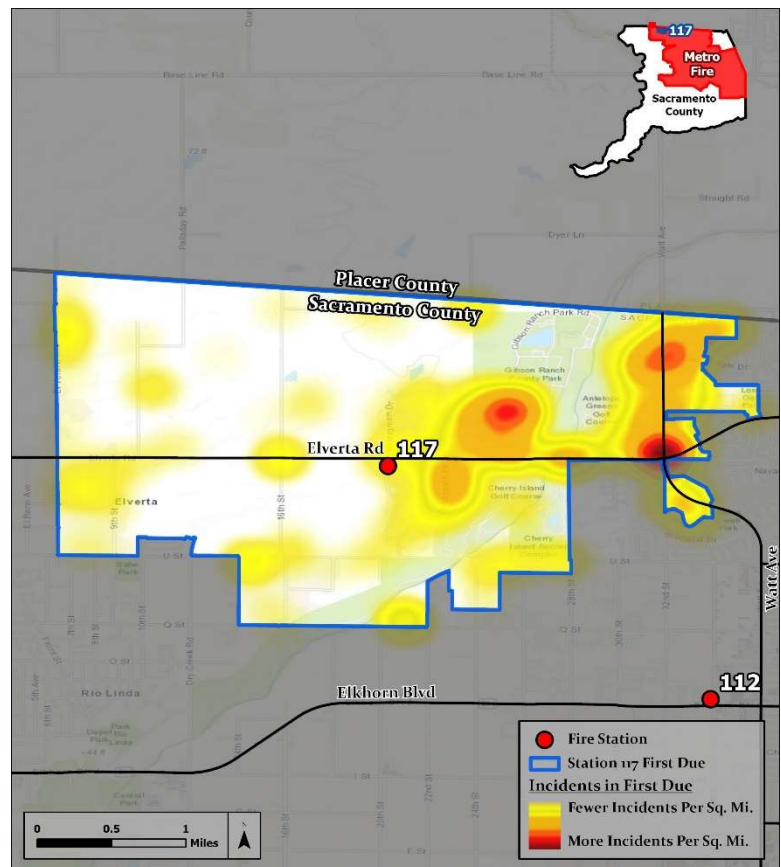
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Low	Medium-Low	Medium	Medium	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	46	Good Intent	80
Overpressure	0	False Call	18
EMS	539	Weather/Disaster	2
HazMat	9	Other Situation	0
Service Call	83		
<b>Total Calls</b>			<b>777</b>





# Battalion 7

# Battalion Risk Assessment

## FIRST DUE RESPONSE AREAS

Station 101	Station 106
Station 102	Station 108
Station 103	Station 109
Station 105	Station 110

## VALUES AT RISK

<b>162,046</b> Population	<b>30.4 Sq.Mi.</b> Land Area	<b>\$17,749,478,607</b> Property Value
------------------------------	---------------------------------	-------------------------------------------

Battalion 7 encompasses eight first due response areas that serve the communities of Arden-Arcade, Carmichael, and Fair Oaks. There is a high prevalence of incidents involving homeless along with numerous multi-family apartment/condo complexes, and several commercial corridors. Geographic hazards include waterways such as the American River, and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and the Capital City Freeway.

## POPULATION RISK INDICATORS

<b>5,339</b> Population Density (per sq. mi.)	<b>41%</b> Population Under 14 & Over 65	<b>14%</b> Households Below Poverty Line
<b>24%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>24%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b> 40,775	Residential 92%
	Commercial/Indust 4%
	Other 4%
<b>Total Housing Units</b> 68,341	Rented 51%
	Owner-Occupied 49%
	Built 65+ Years Ago 33%

## HAZARD RISK ASSESSMENT

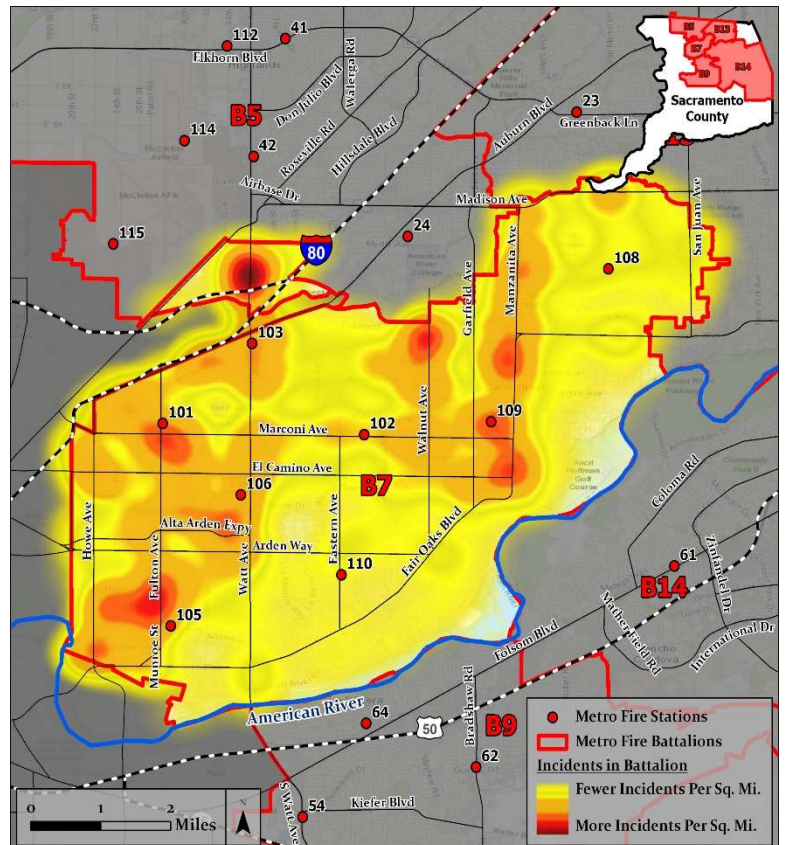
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium	Medium-Low	Low	Medium	Medium-Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	756	Good Intent	3,414
Overpressure	8	False Call	987
EMS	17,038	Weather/Disaster	11
HazMat	301	Other Situation	7
Service Call	2,607		
<b>Total Calls</b>		<b>25,129</b>	



# Station 101

# First Due Risk Assessment

## VALUES AT RISK

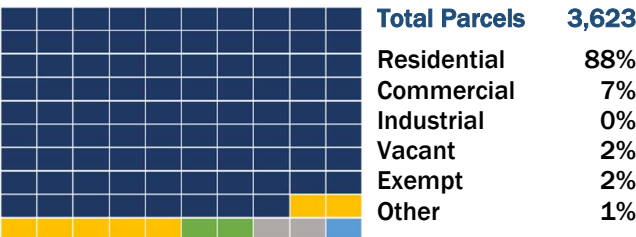
**21,010** Population  
**2.8 Sq.Mi.** Land Area  
**\$1,466,067,499** Property Value

Station 101 protects a first due area that encompasses a portion of Arden-Arcade. There is a higher prevalence of incidents involving homeless, plus multiple commercial corridors in this area. Target hazards include the Union Pacific Railroad, natural gas pipeline, and the Capital City Freeway that run throughout the area.

## POPULATION RISK INDICATORS

<b>7,627</b> Population Density (per sq. mi.)	<b>39%</b> Population Under 14 & Over 65	<b>21%</b> Households Below Poverty Line
<b>26%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>19%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 8,671**

<b>70%</b> Rented	<b>30%</b> Owner-Occupied
<b>Units Built 35-64 Years Ago 45%</b>	<b>Units Built 65+ Years Ago 49%</b>



## HAZARD RISK ASSESSMENT

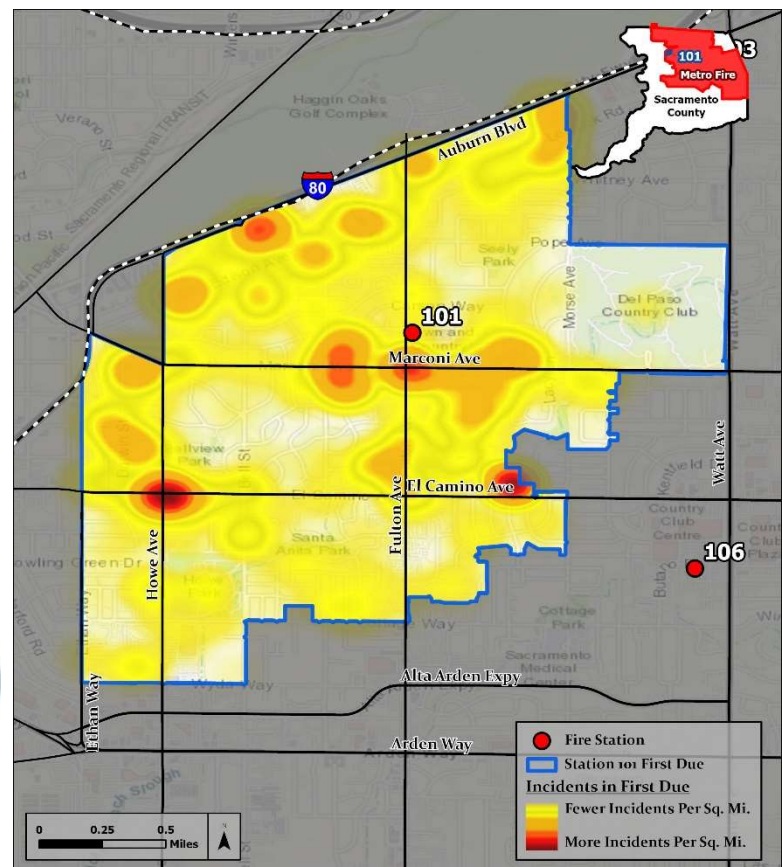
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	104	Good Intent	464
Overpressure	1	False Call	115
EMS	2,217	Weather/Disaster	1
HazMat	42	Other Situation	1
Service Call	418		
<b>Total Calls</b>			<b>3,363</b>



# Station 102

# First Due Risk Assessment

## VALUES AT RISK

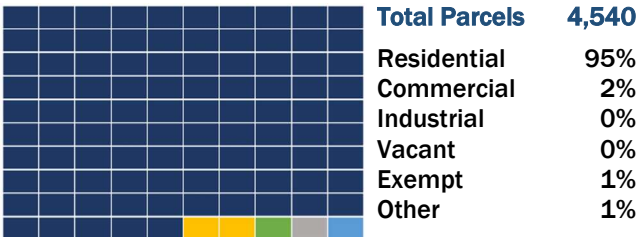
**16,956** Population  
**2.8 Sq.Mi.** Land Area  
**\$1,599,782,034** Property Value

Station 102's first due area encompasses Arden-Arcade and Carmichael. Numerous multi-family apartments and condo complexes in the area with several commercial corridors. Geographic hazards include waterways such as Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and the Capital City Freeway that run throughout the area.

## POPULATION RISK INDICATORS

<b>6,127</b> Population Density (per sq. mi.)	<b>41%</b> Population Under 14 & Over 65	<b>14%</b> Households Below Poverty Line
<b>21%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>25%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 7,201**

<b>43%</b> Rented	<b>57%</b> Owner-Occupied
Units Built 35-64 Years Ago 51%	Units Built 65+ Years Ago 38%



## HAZARD RISK ASSESSMENT

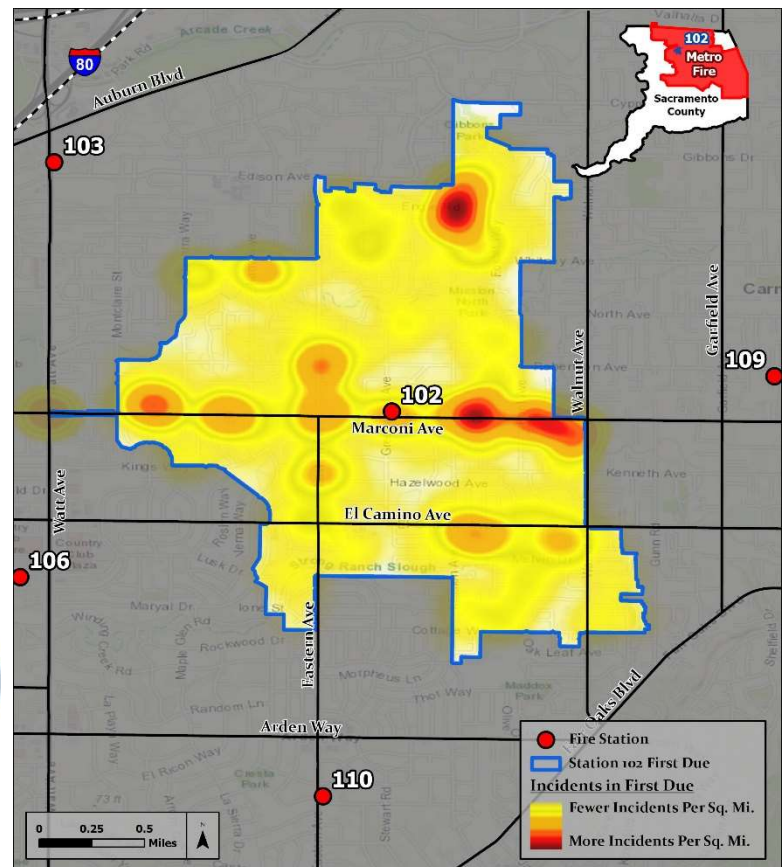
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	43	Good Intent	313
Overpressure	0	False Call	84
EMS	1,471	Weather/Disaster	0
HazMat	26	Other Situation	1
Service Call	196		
<b>Total Calls</b>			<b>2,134</b>



# Station 103

# First Due Risk Assessment

## VALUES AT RISK

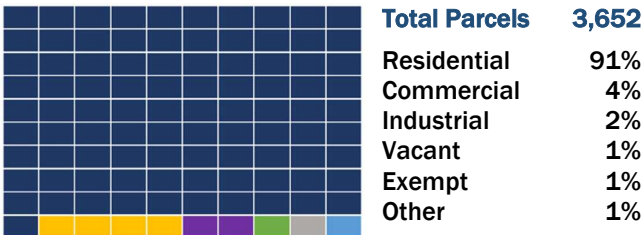
**13,787** Population  
**2.8 Sq.Mi.** Land Area  
**\$1,398,302,882** Property Value

Station 103 protects a first due area that encompasses a portion of Arden-Arcade. There is a higher prevalence of incidents involving homeless, plus multiple commercial corridors in this area. Geographic hazards include waterways such as the American River. Target hazards include the Union Pacific Railroad, natural gas pipeline, and the Capital City Freeway that run throughout the area.

## POPULATION RISK INDICATORS

<b>4,852</b> Population Density (per sq. mi.)	<b>39%</b> Population Under 14 & Over 65	<b>14%</b> Households Below Poverty Line
<b>22%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>31%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 5,329

<b>54%</b> Rented	<b>46%</b> Owner-Occupied
Units Built 35-64 Years Ago	59%
Units Built 65+ Years Ago	37%



## HAZARD RISK ASSESSMENT

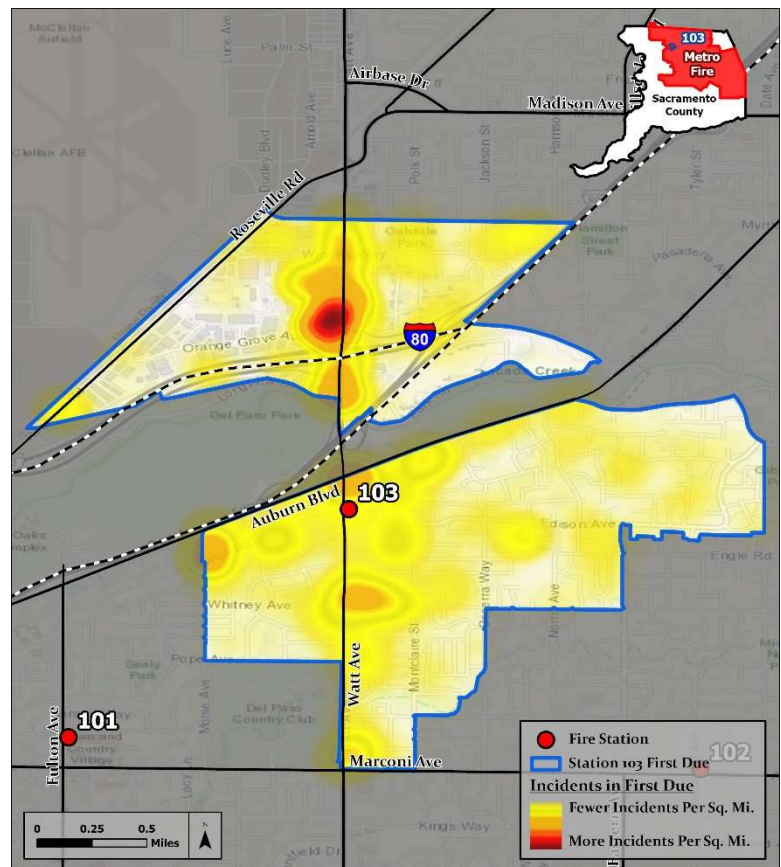
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	159	Good Intent	511
Overpressure	1	False Call	133
EMS	2,184	Weather/Disaster	1
HazMat	28	Other Situation	1
Service Call	255		
<b>Total Calls</b>			<b>3,273</b>



# Station 105

# First Due Risk Assessment

## VALUES AT RISK

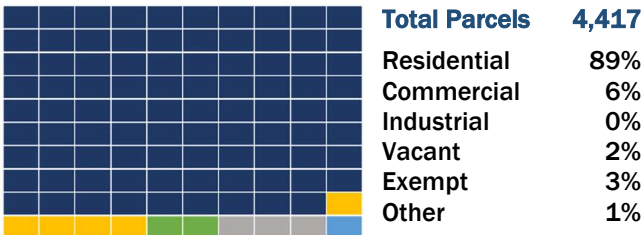
**29,148** Population  
**4.1 Sq.Mi.** Land Area  
**\$2,884,805,599** Property Value

Station 105 protects a first due area that encompasses a portion of Arden-Arcade. There is a higher prevalence of incidents involving homeless, plus multiple commercial corridors in this area. Geographic hazards include waterways such as the American River. Target hazards include the Union Pacific Railroad, natural gas pipeline, and the Capital City Freeway that run throughout the area.

## POPULATION RISK INDICATORS

<b>7,141</b> Population Density (per sq. mi.)	<b>35%</b> Population Under 14 & Over 65	<b>17%</b> Households Below Poverty Line
<b>24%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>27%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 13,996**

<b>70%</b> Rented	<b>30%</b> Owner-Occupied
<b>61%</b> Units Built 35-64 Years Ago	<b>23%</b> Units Built 65+ Years Ago



## HAZARD RISK ASSESSMENT

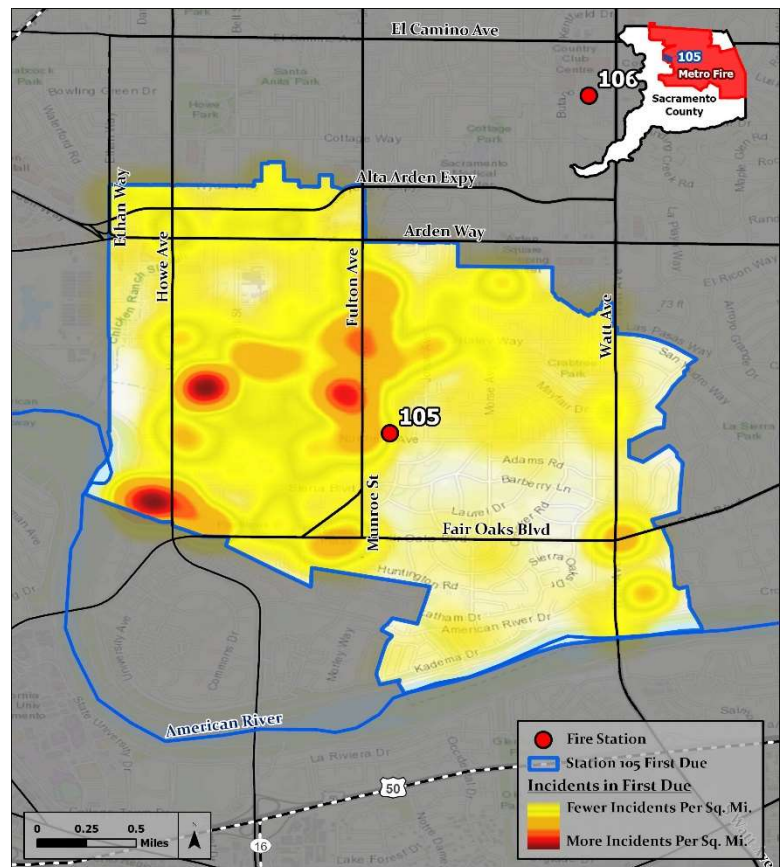
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	156	Good Intent	603
Overpressure	3	False Call	147
EMS	2,677	Weather/Disaster	4
HazMat	55	Other Situation	2
Service Call	283		
<b>Total Calls</b>			<b>3,930</b>



# Station 106

# First Due Risk Assessment

## VALUES AT RISK

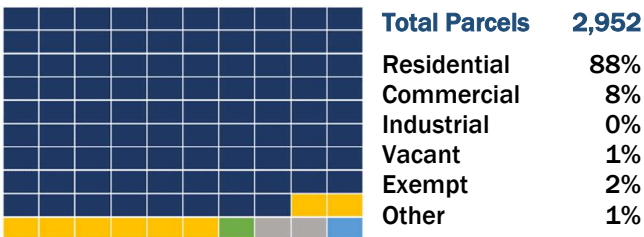
**12,348** Population  
**2.2 Sq.Mi.** Land Area  
**\$1,355,593,029** Property Value

Station 106 protects a first due area that encompasses a portion of Arden-Arcade. There is a higher prevalence of incidents involving homeless, plus multiple commercial corridors in this area. Geographic hazards include waterways such as the American River. Target hazards include the Union Pacific Railroad, natural gas pipeline, and the Capital City Freeway that run throughout the area.

## POPULATION RISK INDICATORS

<b>5,565</b> Population Density (per sq. mi.)	<b>41%</b> Population Under 14 & Over 65	<b>20%</b> Households Below Poverty Line
<b>27%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>27%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** **5,076**

<b>59%</b> Rented	<b>41%</b> Owner-Occupied
Units Built 35-64 Years Ago	45%
Units Built 65+ Years Ago	46%



## HAZARD RISK ASSESSMENT

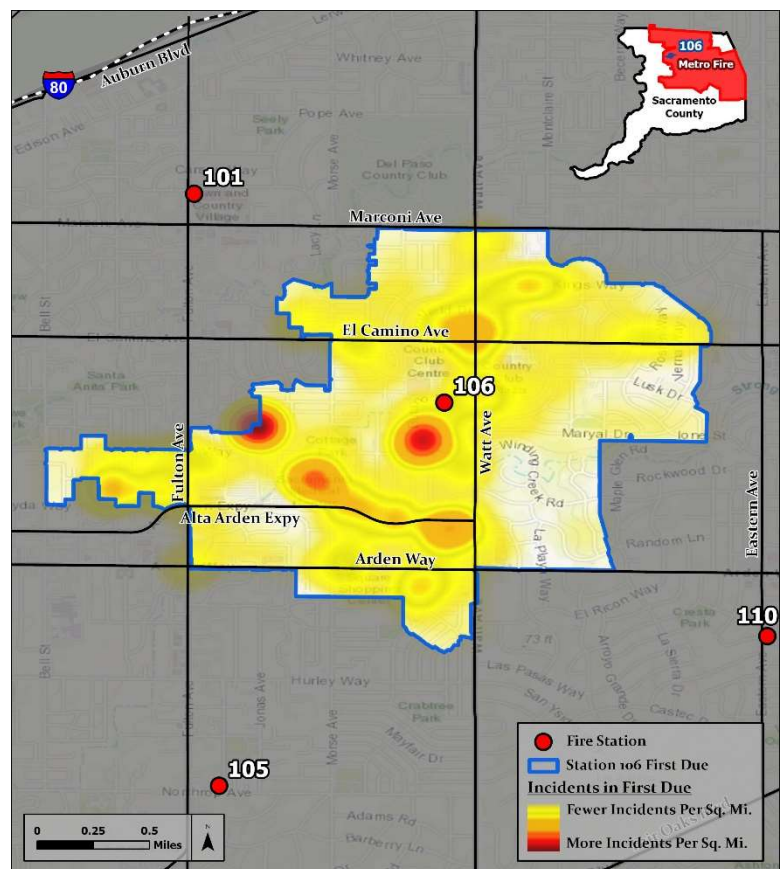
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	91	Good Intent	415
Overpressure	0	False Call	99
EMS	1,601	Weather/Disaster	0
HazMat	32	Other Situation	0
Service Call	232		
<b>Total Calls</b>			<b>2,470</b>



# Station 108

# First Due Risk Assessment

## VALUES AT RISK

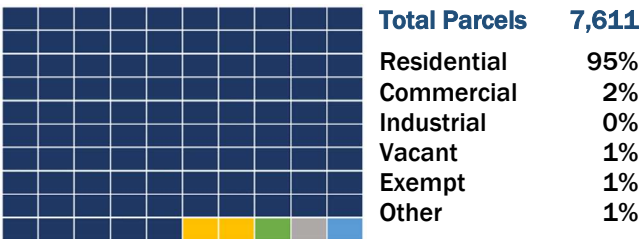
**25,149** Population  
**4.7 Sq.Mi.** Land Area  
**\$2,550,443,168** Property Value

Station 108 protects a first due area that encompasses portions of Carmichael and Fair Oaks. Wood shake roofs are more prevalent in this area and enhance the structural fire risk. Geographic hazards include waterways such as the American River, and Arcade Creek. Target hazards include a natural gas pipeline and the Nimbus Dam.

## POPULATION RISK INDICATORS

<b>5,396</b> Population Density (per sq. mi.)	<b>42%</b> Population Under 14 & Over 65	<b>7%</b> Households Below Poverty Line
<b>28%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>20%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 10,400

**37%** Rented      **63%** Owner-Occupied

Units Built 35-64 Years Ago 63%

Units Built 65+ Years Ago 25%



## HAZARD RISK ASSESSMENT

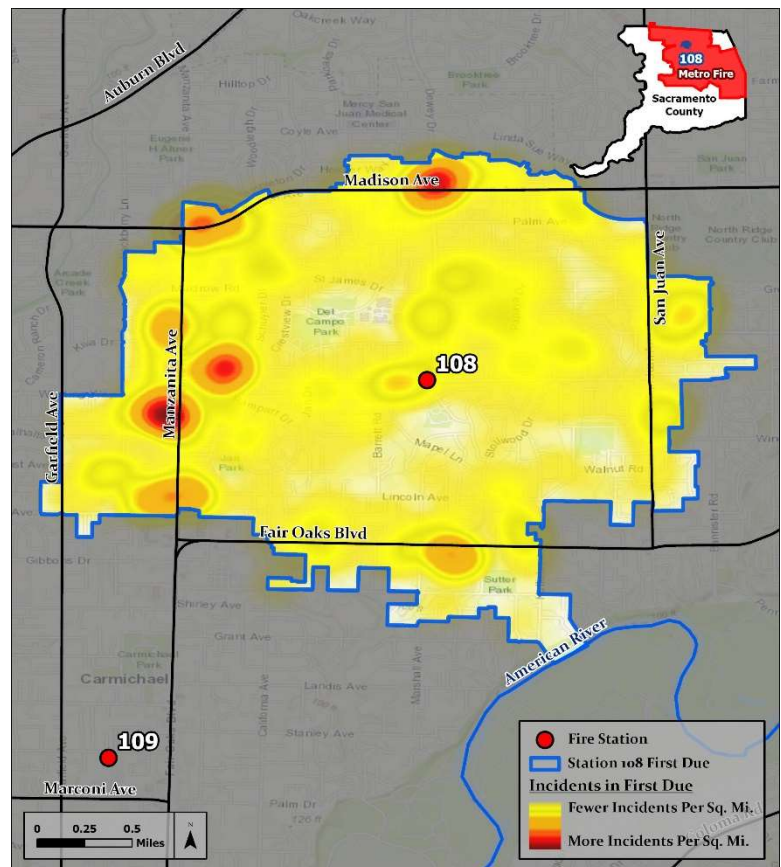
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Low	Medium	Medium-Low	Low	Medium	Medium-Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	71	Good Intent	370
Overpressure	1	False Call	172
EMS	2,535	Weather/Disaster	2
HazMat	46	Other Situation	1
Service Call	342		
<b>Total Calls</b>			<b>3,540</b>



# Station 109

# First Due Risk Assessment

## VALUES AT RISK

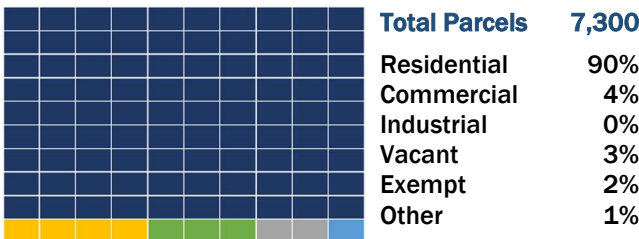
**26,313** Population  
**5.4 Sq.Mi.** Land Area  
**\$3,062,237,170** Property Value

Station 109 protects a first due area that encompasses a portion of Carmichael. There are numerous multi-family apartment/condo complexes, and several commercial corridors in this area. Geographic hazards include waterways such as the American River and Arcade Creek. Target hazards include a natural gas pipeline that runs throughout the area.

## POPULATION RISK INDICATORS

<b>4,833</b> Population Density (per sq. mi.)	<b>42%</b> Population Under 14 & Over 65	<b>13%</b> Households Below Poverty Line
<b>24%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>20%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 11,230**

<b>48%</b> Rented	<b>52%</b> Owner-Occupied
<b>Units Built 35-64 Years Ago 63%</b>	<b>Units Built 65+ Years Ago 21%</b>



## HAZARD RISK ASSESSMENT

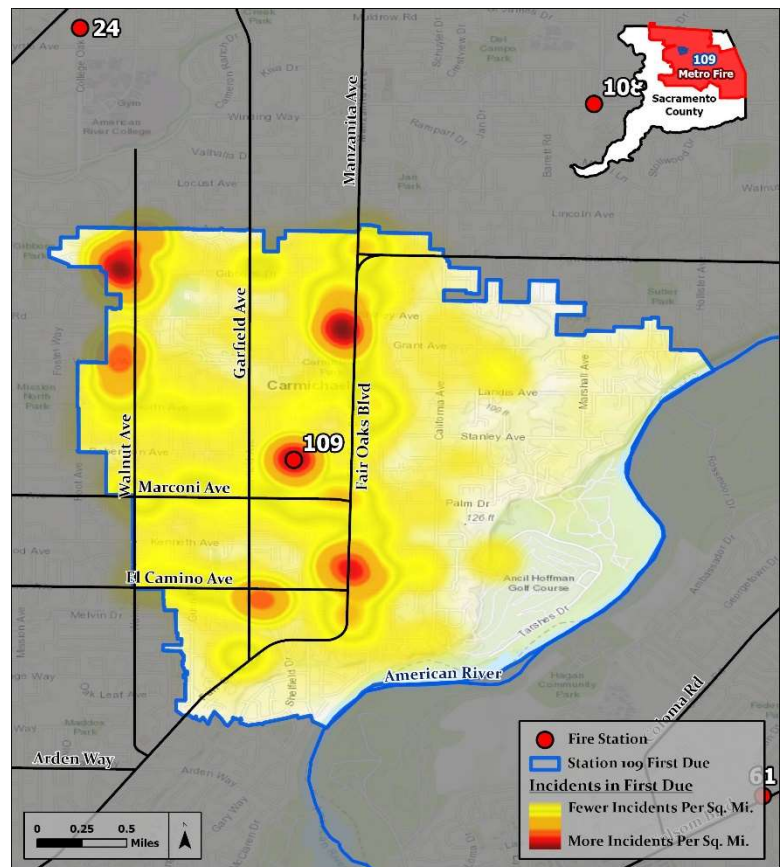
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Low	Medium	Medium-Low	Low	Medium	Medium-Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	100	Good Intent	529
Overpressure	1	False Call	123
EMS	3,380	Weather/Disaster	0
HazMat	47	Other Situation	1
Service Call	687		
<b>Total Calls</b>			<b>4,868</b>





# Station 110

# First Due Risk Assessment

## VALUES AT RISK

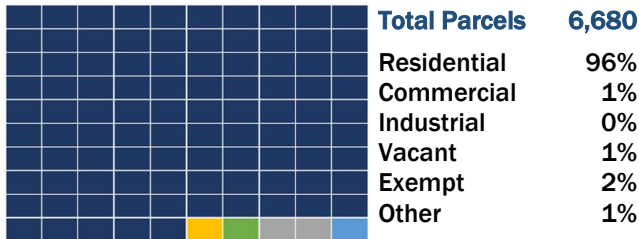
**16,638** Population  
**5.2 Sq.Mi.** Land Area  
**\$3,432,247,226** Property Value

Station 110 protects a first due area that encompasses Carmichael and Arden-Arcade. Geographic hazards include waterways such as the American River and Arcade Creek. Target hazards include the Sacramento County Regional Sanitation District facility and the William B. Pond recreation area.

## POPULATION RISK INDICATORS

<b>3,223</b> Population Density (per sq. mi.)	<b>48%</b> Population Under 14 & Over 65	<b>6%</b> Households Below Poverty Line
<b>21%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>25%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 6,438**

<b>15%</b> Rented	<b>85%</b> Owner-Occupied
Units Built 35-64 Years Ago 48%	Units Built 65+ Years Ago 44%



## HAZARD RISK ASSESSMENT

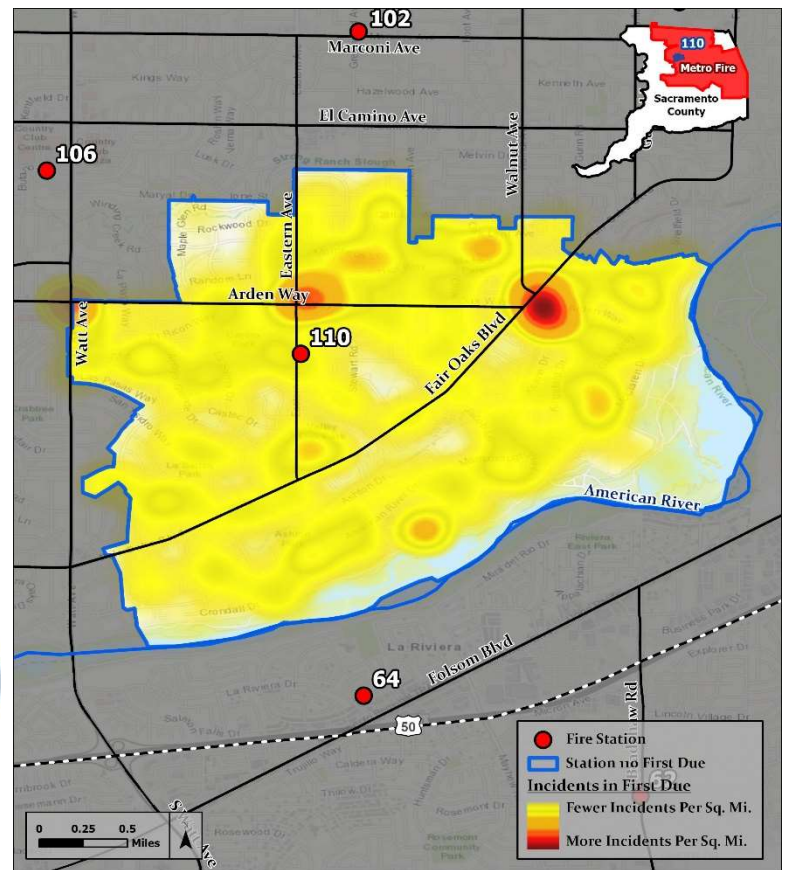
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	32	Good Intent	209
Overpressure	1	False Call	114
EMS	973	Weather/Disaster	3
HazMat	25	Other Situation	0
Service Call	194		
<b>Total Calls</b>		<b>1,551</b>	



# Battalion 9

# Battalion Risk Assessment

## FIRST DUE RESPONSE AREAS

Station 50	Station 55
Station 51	Station 62
Station 53	Station 64
Station 54	

## VALUES AT RISK

<b>144,104</b> Population	<b>56 Sq.Mi.</b> Land Area	<b>\$12,346,604,256</b> Property Value
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Battalion 9 encompasses seven first due response areas that serve the communities of Florin, Vineyard, Rosemont, Rancho Cordova, Mather, La Riviera, and Jackson Hwy Corridor. Geographic hazards include waterways such as the American River, Morrison Creek, Buffalo Creek, Laguna Creek, and a canal system. Target hazards include the Union Pacific Railroad, Kinder-Morgan Tank Farm, a natural gas pipeline, Hwy 50, Mather Airport, light rail system, a petroleum pipeline, and a water treatment facility.

## POPULATION RISK INDICATORS

<b>2,574</b> Population Density (per sq. mi.)	<b>38%</b> Population Under 14 & Over 65	<b>14%</b> Households Below Poverty Line
<b>28%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>43%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b>	<b>37,244</b>	Residential	93%
		Commercial/Indust	3%
		Other	4%
<b>Total Housing Units</b>	<b>45,623</b>	Rented	39%
		Owner-Occupied	61%
		Built 65+ Years Ago	5%

## HAZARD RISK ASSESSMENT

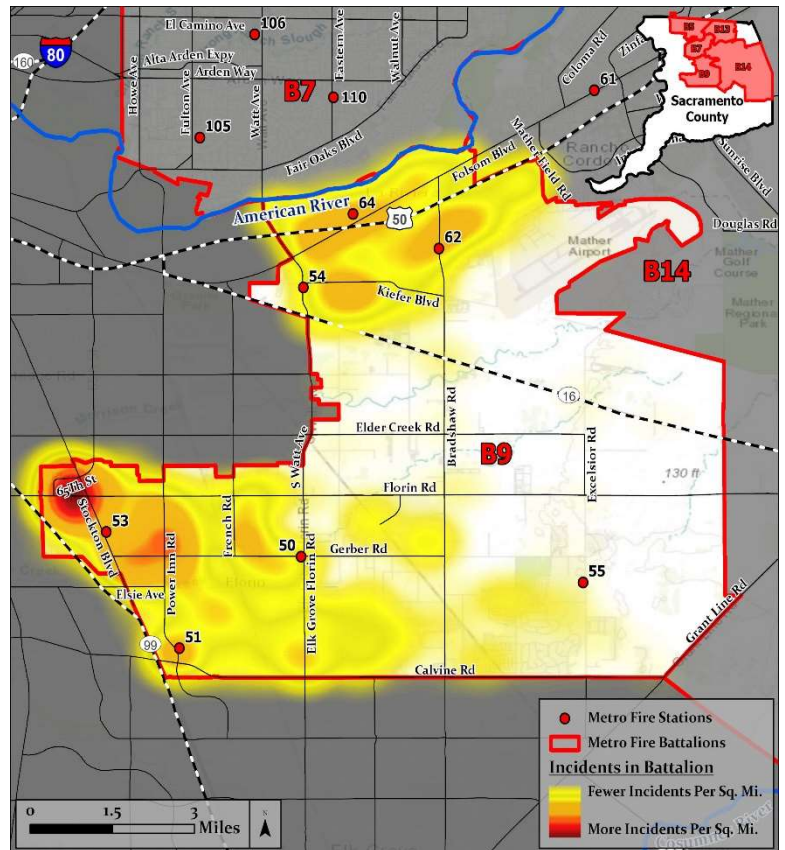
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium	Medium	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	682	Good Intent	1,625
Overpressure	6	False Call	607
EMS	11,639	Weather/Disaster	6
HazMat	132	Other Situation	2
Service Call	1,216		
<b>Total Calls</b>		<b>15,915</b>	



# Station 50

# First Due Risk Assessment

## VALUES AT RISK

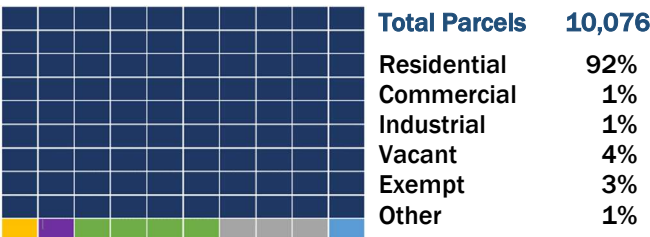
**35,850** Population  
**8.9 Sq.Mi.** Land Area  
**\$3,268,933,587** Property Value

Station 50 protects a first due area that encompasses portions of Vineyard, Florin, and Jackson Highway Community. Large clusters of mobile homes with light to heavy industrial including new residential construction growth in the area. Geographic hazards include waterways such as Laguna Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and a water treatment facility.

## POPULATION RISK INDICATORS

<b>4,020</b> Population Density (per sq. mi.)	<b>37%</b> Population Under 14 & Over 65	<b>12%</b> Households Below Poverty Line
<b>24%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>49%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 10,850  
**29%** Rented      **71%** Owner-Occupied  
 Units Built 35-64 Years Ago 45%  
 Units Built 65+ Years Ago 4%



## HAZARD RISK ASSESSMENT

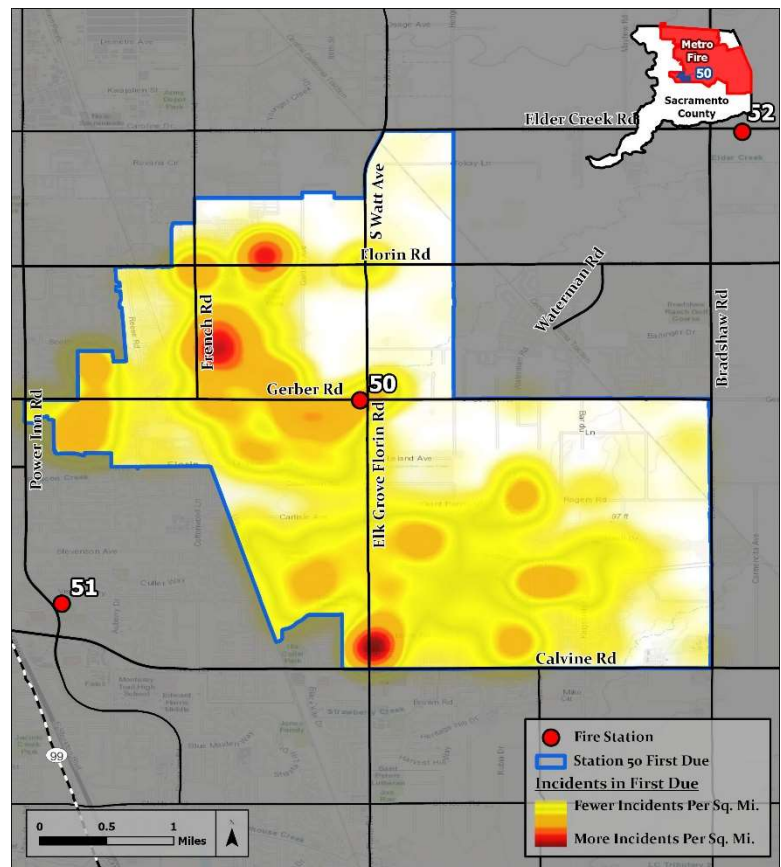
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Medium	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	122	Good Intent	242
Overpressure	1	False Call	138
EMS	2,572	Weather/Disaster	0
HazMat	26	Other Situation	1
Service Call	350		
<b>Total Calls</b>		<b>3,452</b>	



# Station 51

# First Due Risk Assessment

## VALUES AT RISK

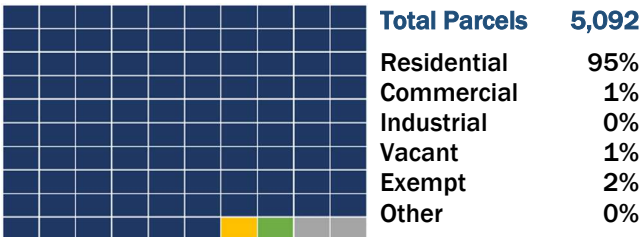
**18,923** Population  
**2.5 Sq.Mi.** Land Area  
**\$1,539,945,280** Property Value

Station 51 protects a first due area that encompasses portions of Vineyard and Florin. Large clusters of mobile homes with light to heavy industrial including new residential construction growth in the area. Geographic hazards include waterways such as Laguna Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and a water treatment facility that run throughout the area.

## POPULATION RISK INDICATORS

<b>7,577</b> Population Density (per sq. mi.)	<b>38%</b> Population Under 14 & Over 65	<b>12%</b> Households Below Poverty Line
<b>31%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>54%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 5,551

<b>32%</b> Rented	<b>69%</b> Owner-Occupied
Units Built 35-64 Years Ago 50%	Units Built 65+ Years Ago 1%



## HAZARD RISK ASSESSMENT

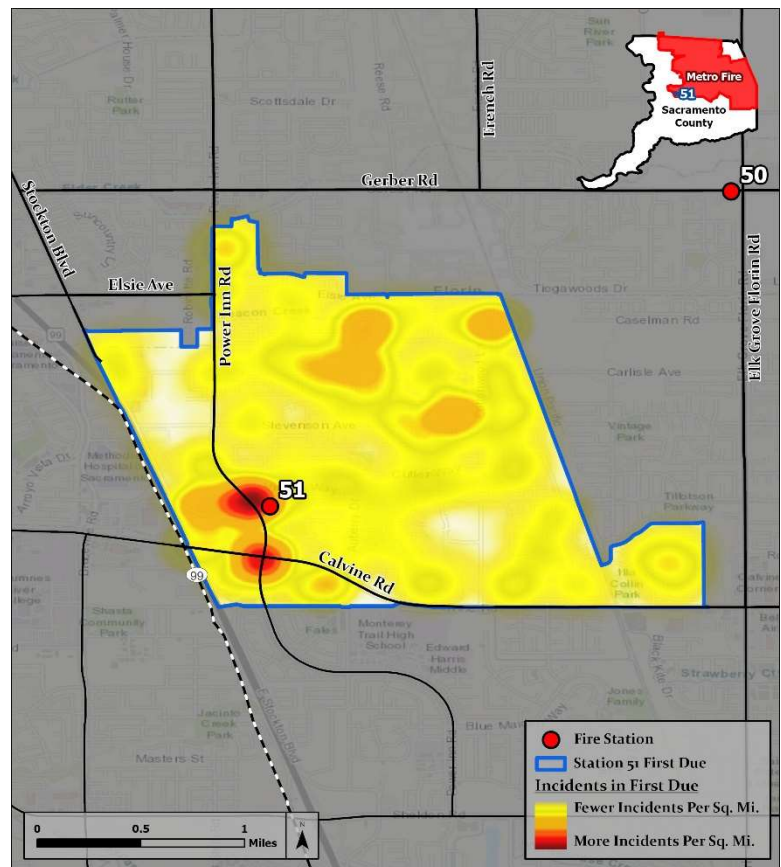
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-High	Low	Medium-High	Medium	Medium-Low	Medium-High	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	54	Good Intent	185
Overpressure	0	False Call	55
EMS	1,261	Weather/Disaster	0
HazMat	9	Other Situation	0
Service Call	127		
<b>Total Calls</b>			<b>1,691</b>



# Station 53

# First Due Risk Assessment

## VALUES AT RISK

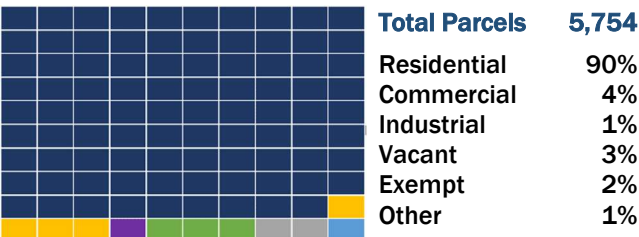
**28,318** Population  
**4 Sq.Mi.** Land Area  
**\$1,483,571,354** Property Value

Station 53 protects a first due area that encompasses a portion of Florin. There are large clusters of mobile homes with several commercial corridors including light to heavy industrial. Geographic hazards include waterways such as canals that run in the area. Target hazards include the Union Pacific Railroad and a natural gas pipeline.

## POPULATION RISK INDICATORS

<b>7,126</b> Population Density (per sq. mi.)	<b>42%</b> Population Under 14 & Over 65	<b>25%</b> Households Below Poverty Line
<b>33%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>55%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** **9,056**

**52%** Rented      **48%** Owner-Occupied

Units Built 35-64 Years Ago **70%**  
 Units Built 65+ Years Ago **10%**



## HAZARD RISK ASSESSMENT

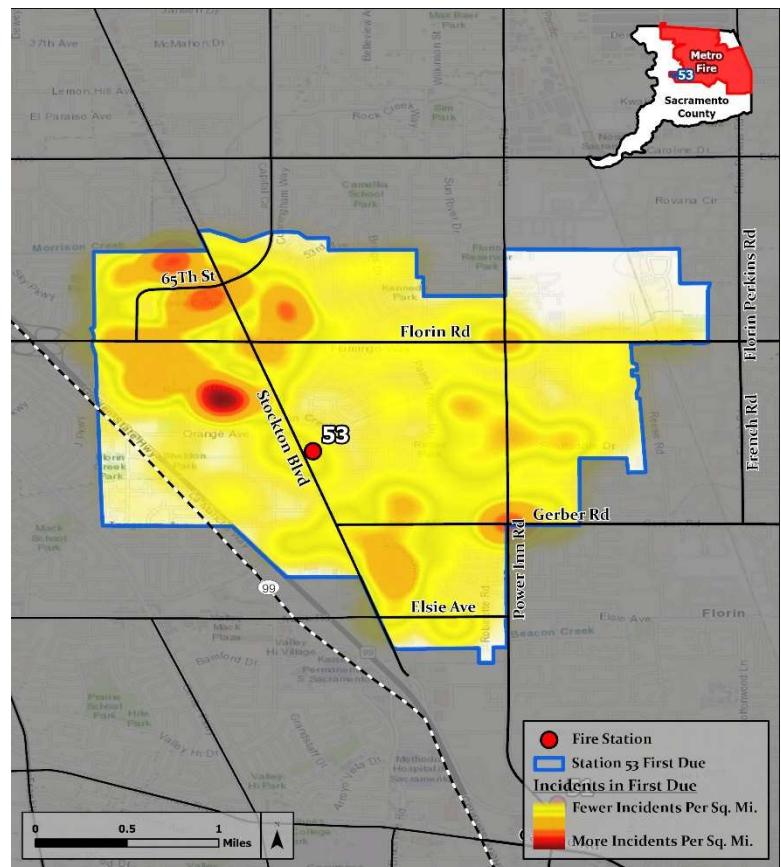
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-High	Low	Medium-High	Medium	Medium-Low	Medium-High	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	280	Good Intent	559
Overpressure	2	False Call	159
EMS	3,368	Weather/Disaster	3
HazMat	25	Other Situation	1
Service Call	315		
<b>Total Calls</b>			<b>4,712</b>



# Station 54

# First Due Risk Assessment

## VALUES AT RISK

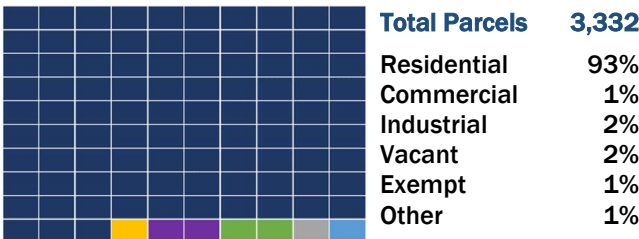
**12,888** Population  
**3.9 Sq.Mi.** Land Area  
**\$1,109,037,827** Property Value

Station 54 protects a first due area that encompasses a portion of Rosemont and Jackson Highway Community. It is mostly single-family homes with a few commercial corridors. No geographic hazards in this area, but target hazards include Highway 50, a natural gas pipeline, a petroleum pipeline, and the light rail system that run throughout the area.

## POPULATION RISK INDICATORS

<b>3,292</b> Population Density (per sq. mi.)	<b>36%</b> Population Under 14 & Over 65	<b>17%</b> Households Below Poverty Line
<b>34%</b> Households with Disability	<b>3%</b> Uninsured/Medicaid Population	<b>27%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 5,341**

<b>50%</b> Rented	<b>50%</b> Owner-Occupied
<b>74%</b> Units Built 35-64 Years Ago	<b>9%</b> Units Built 65+ Years Ago



## HAZARD RISK ASSESSMENT

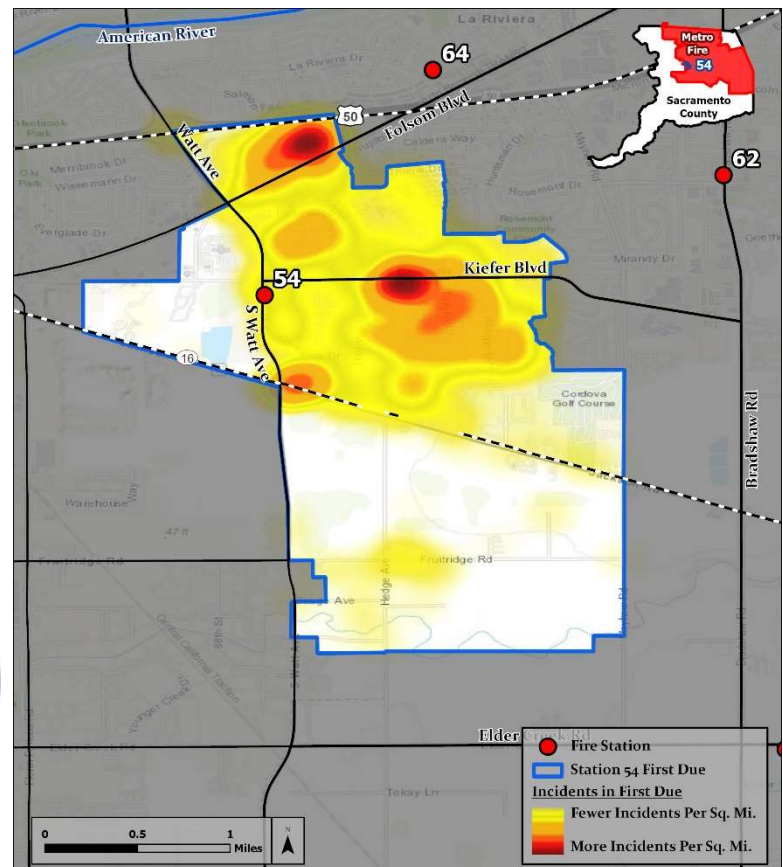
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	51	Good Intent	148
Overpressure	0	False Call	55
EMS	1,080	Weather/Disaster	1
HazMat	18	Other Situation	0
Service Call	123		
<b>Total Calls</b>		<b>1,476</b>	



# Station 55

# First Due Risk Assessment

## VALUES AT RISK

**9,028** Population  
**10.2 Sq.Mi.** Land Area  
**\$1,448,409,245** Property Value

Station 55 protects a first due area that encompasses a portion of Vineyard and Jackson Highway Community. This is a new residential construction growth area. Geographic hazards include waterways such as Linda Creek. Target hazards include the Union Pacific Railroad and a water treatment facility that run throughout the area.

## POPULATION RISK INDICATORS

<b>884</b> Population Density (per sq. mi.)	<b>38%</b> Population Under 14 & Over 65	<b>1%</b> Households Below Poverty Line
<b>26%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>41%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b>		<b>2,841</b>
Residential		92%
Commercial		0%
Industrial		0%
Vacant		3%
Exempt		3%
Other		2%

**Total Housing Units** 2,615

**8%** Rented      **92%** Owner-Occupied

Units Built 35-64 Years Ago 9%

Units Built 65+ Years Ago 3%



## HAZARD RISK ASSESSMENT

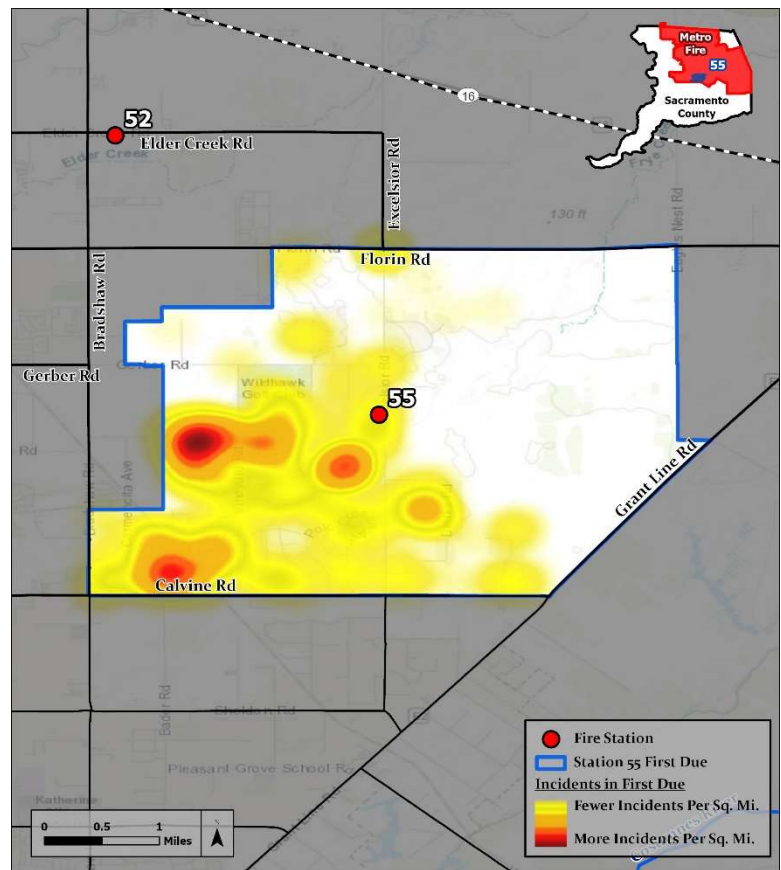
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Medium	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	19	Good Intent	49
Overpressure	0	False Call	23
EMS	359	Weather/Disaster	2
HazMat	4	Other Situation	0
Service Call	36		
<b>Total Calls</b>			<b>492</b>



# Station 62

# First Due Risk Assessment

## VALUES AT RISK

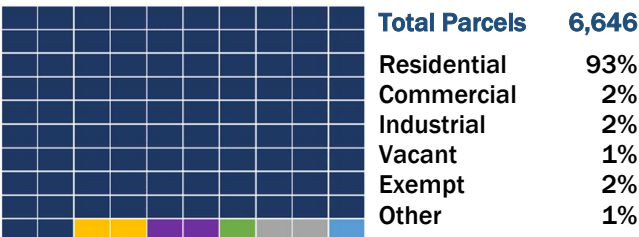
**21,764** Population  
**5.5 Sq.Mi.** Land Area  
**\$2,517,355,271** Property Value

Station 62 protects a first due area that encompasses portions of Rancho Cordova, Mather, La Riviera, Rosemont, and Jackson Highway Community. Geographic hazards include waterways such as American River, Morrison Creek, and Buffalo Creek. Target hazards include Hwy 50, a light rail system, Mather Airport, a natural gas pipeline, and a petroleum terminal and pipeline.

## POPULATION RISK INDICATORS

<b>3,948</b> Population Density (per sq. mi.)	<b>38%</b> Population Under 14 & Over 65	<b>12%</b> Households Below Poverty Line
<b>29%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>28%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 7,481**

<b>41%</b> Rented	<b>59%</b> Owner-Occupied
Units Built 35-64 Years Ago 82%	Units Built 65+ Years Ago 2%



## HAZARD RISK ASSESSMENT

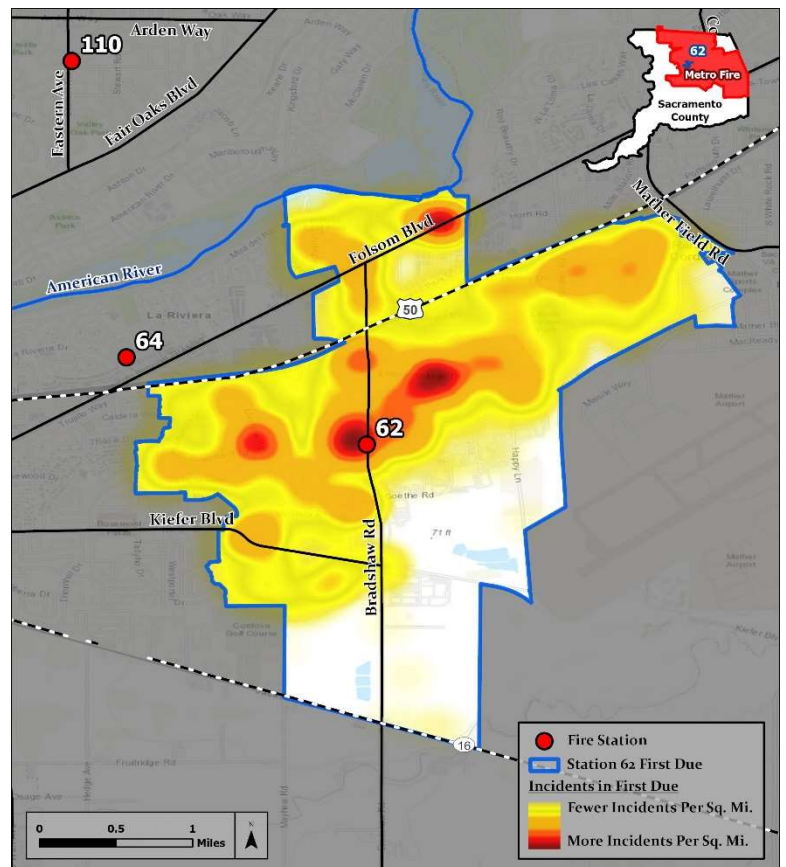
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	76	Good Intent	248
Overpressure	2	False Call	130
EMS	1,997	Weather/Disaster	0
HazMat	33	Other Situation	0
Service Call	162		
<b>Total Calls</b>			<b>2,648</b>





# Station 64

# First Due Risk Assessment

## VALUES AT RISK

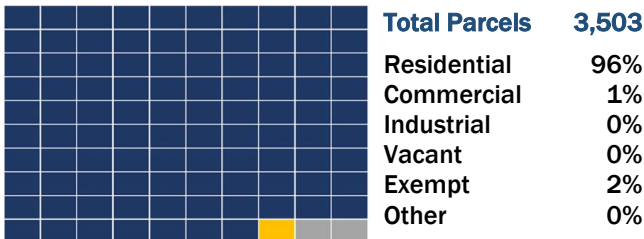
**11,057** Population  
**1.7 Sq.Mi.** Land Area  
**\$979,351,692** Property Value

Station 64 protects a first due area that encompasses portions of La Riviera and Rosemont. Mostly single-family homes with few commercial corridors with light industrial. Geographic hazards include the American River. Target hazards include a natural gas pipeline, Hwy 50, a light rail system, and a petroleum pipeline that run throughout the area.

## POPULATION RISK INDICATORS

<b>6,594</b> Population Density (per sq. mi.)	<b>35%</b> Population Under 14 & Over 65	<b>9%</b> Households Below Poverty Line
<b>20%</b> Households with Disability	<b>3%</b> Uninsured/Medicaid Population	<b>25%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 4,729

<b>44%</b> Rented	<b>56%</b> Owner-Occupied
Units Built 35-64 Years Ago	92%
Units Built 65+ Years Ago	2%



## HAZARD RISK ASSESSMENT

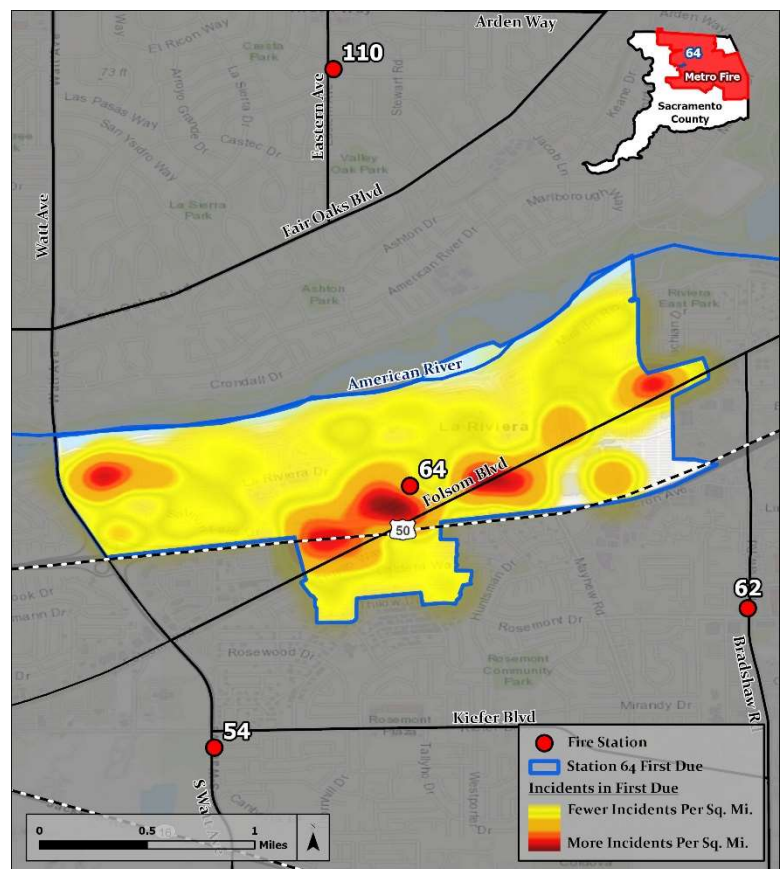
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	80	Good Intent	194
Overpressure	1	False Call	47
EMS	1,002	Weather/Disaster	0
HazMat	17	Other Situation	0
Service Call	103		
<b>Total Calls</b>			<b>1,444</b>



# Battalion 13

# Battalion Risk Assessment

## FIRST DUE RESPONSE AREAS

Station 21	Station 28
Station 22	Station 29
Station 23	Station 31
Station 27	Station 32

## VALUES AT RISK

<b>156,087</b> Population	<b>37.4 Sq.Mi.</b> Land Area	<b>\$16,042,720,760</b> Property Value
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Battalion 13 encompasses eight first due response areas that serve the communities of Orangevale, Fair Oaks, Citrus Heights, and Carmichael. There are numerous multi-family apartment/condo complexes along with several commercial corridors. Geographic hazards include waterways such as the American River, Arcade Creek, Cripple Creek, Linda Creek, and Lake Natoma. Target hazards include the Union Pacific Railroad, natural gas pipeline, Interstate 80, Nimbus Dam, Fair Oaks Bluffs, and Folsom Dam.

## POPULATION RISK INDICATORS

<b>4,175</b> Population Density (per sq. mi.)	<b>39%</b> Population Under 14 & Over 65	<b>9%</b> Households Below Poverty Line
<b>26%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>17%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b>	<b>45,686</b>	Residential	92%
		Commercial/Indust	2%
		Other	6%
<b>Total Housing Units</b>	<b>61,948</b>	Rented	38%
		Owner-Occupied	62%
		Built 65+ Years Ago	15%

## HAZARD RISK ASSESSMENT

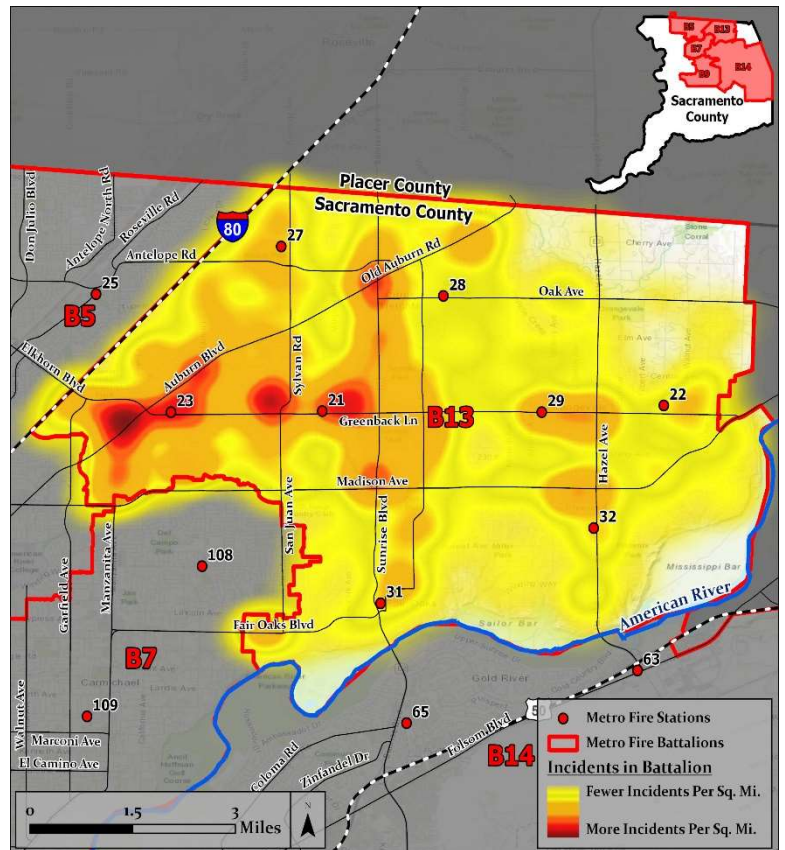
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Low	Medium	Medium-Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	421	Good Intent	2,244
Overpressure	7	False Call	672
EMS	13,608	Weather/Disaster	3
HazMat	212	Other Situation	2
Service Call	1,978		
<b>Total Calls</b>		<b>19,147</b>	



# Station 21

# First Due Risk Assessment

## VALUES AT RISK

**24,056** Population  
**4 Sq.Mi.** Land Area  
**\$2,377,205,817** Property Value

Station 21 protects a first due area of Citrus Heights, Fair Oaks, and Carmichael. There are numerous multi-family complexes and several commercial corridors. The most significant target hazard in this area is Sunrise Mall.

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## POPULATION RISK INDICATORS

<b>5,971</b> Population Density (per sq. mi.)	<b>37%</b> Population Under 14 & Over 65	<b>11%</b> Households Below Poverty Line
<b>28%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>19%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b>		<b>5,745</b>
Residential		86%
Commercial		4%
Industrial		0%
Vacant		7%
Exempt		2%
Other		1%

**Total Housing Units** 10,002

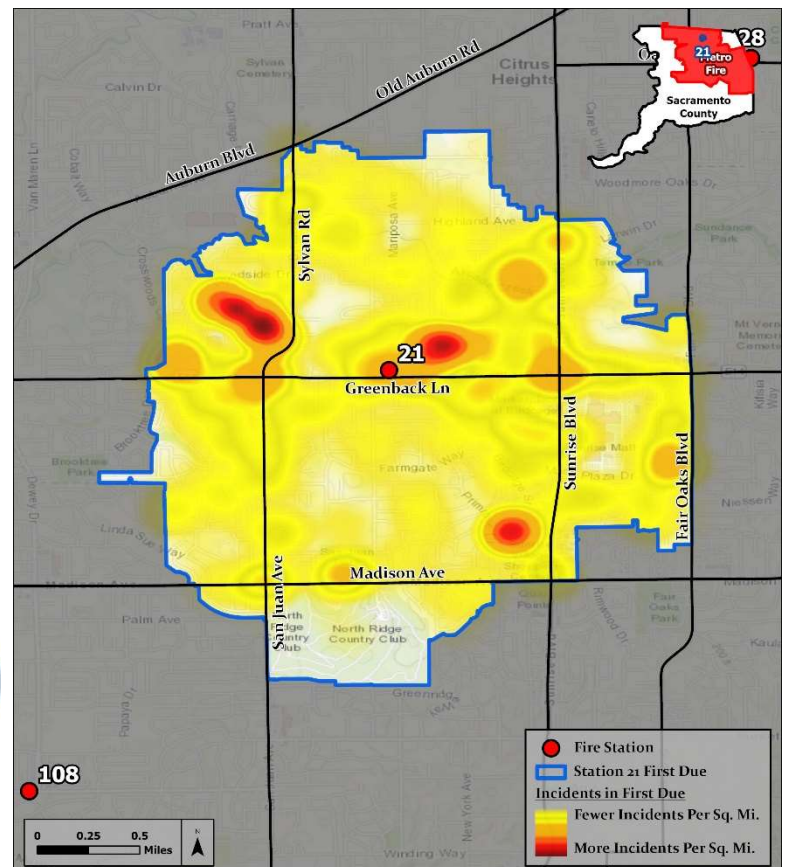
**57%** Rented      **43%** Owner-Occupied

Units Built 35-64 Years Ago 70%  
 Units Built 65+ Years Ago 11%



## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	87	Good Intent	455
Overpressure	0	False Call	131
EMS	2,509	Weather/Disaster	0
HazMat	36	Other Situation	1
Service Call	324		
<b>Total Calls</b>			<b>3,543</b>



## HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low



# Station 22

# First Due Risk Assessment

## VALUES AT RISK

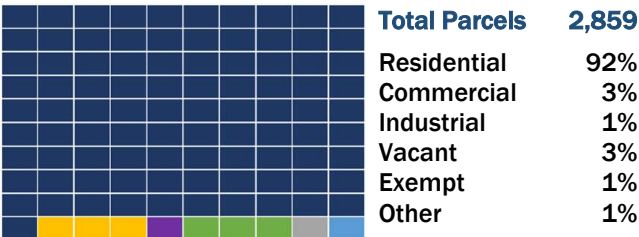
**9,320** Population  
**2.8 Sq.Mi.** Land Area  
**\$1,005,186,181** Property Value

Station 22 protects a first due area that encompasses Orangevale; it is surrounded by several commercial corridors. The geographic hazards include waterways such as Linda Creek and Lake Natoma. Target hazards include a natural gas pipeline and the Nimbus Dam that run throughout the area.

## POPULATION RISK INDICATORS

<b>3,345</b> Population Density (per sq. mi.)	<b>37%</b> Population Under 14 & Over 65	<b>11%</b> Households Below Poverty Line
<b>24%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>12%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 3,735**

<b>31%</b> Rented	<b>69%</b> Owner-Occupied
<b>Units Built 35-64 Years Ago 67%</b>	<b>Units Built 65+ Years Ago 18%</b>



## HAZARD RISK ASSESSMENT

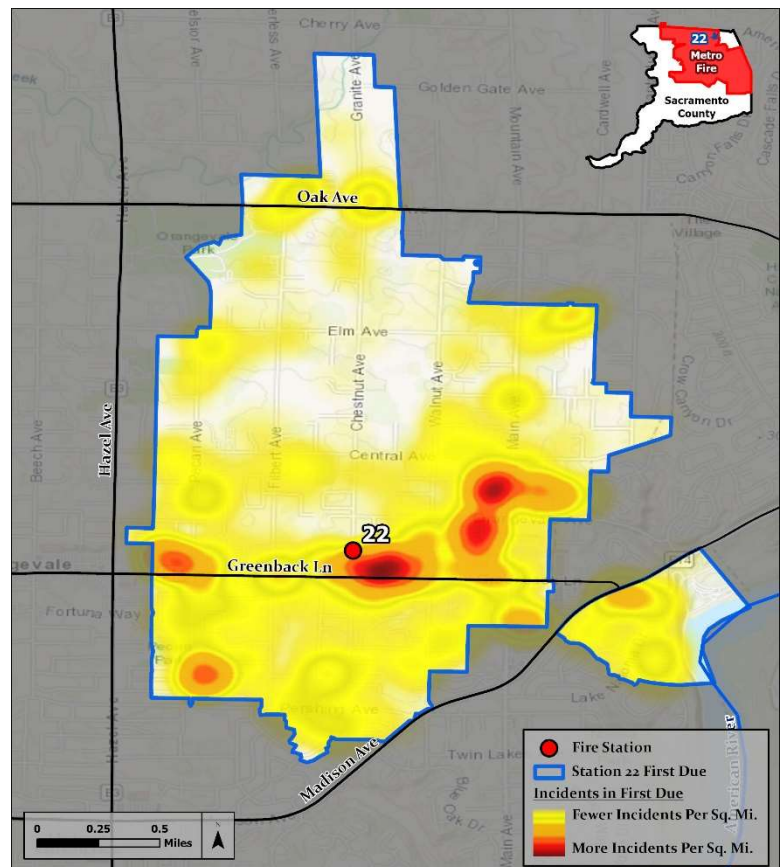
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Medium-Low	Medium-Low	Medium-Low	Low	Medium-Low	Medium	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	20	Good Intent	80
Overpressure	2	False Call	39
EMS	654	Weather/Disaster	0
HazMat	15	Other Situation	0
Service Call	70		
<b>Total Calls</b>			<b>880</b>



# Station 23

# First Due Risk Assessment

## VALUES AT RISK

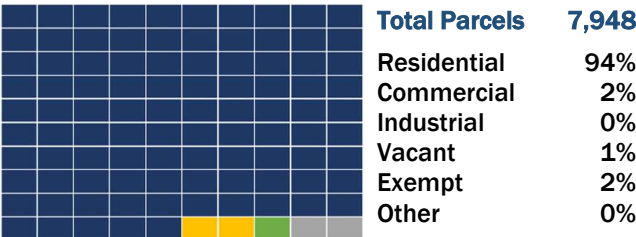
**27,578** Population  
**4.3 Sq.Mi.** Land Area  
**\$2,292,860,804** Property Value

Station 23 protects a first due area of Citrus Heights, Foothill Farms, and Carmichael. There's numerous multi-family complexes and several commercial corridors, such as Sunrise Mall, as well as homeless encampments in the area. Geographic hazards include waterways such as the American River, Arcade Creek, and Cripple Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and Interstate 80.

## POPULATION RISK INDICATORS

<b>6,355</b> Population Density (per sq. mi.)	<b>40%</b> Population Under 14 & Over 65	<b>9%</b> Households Below Poverty Line
<b>28%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>21%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 12,588

<b>40%</b> Rented	<b>60%</b> Owner-Occupied
Units Built 35-64 Years Ago 73%	Units Built 65+ Years Ago 14%



## HAZARD RISK ASSESSMENT

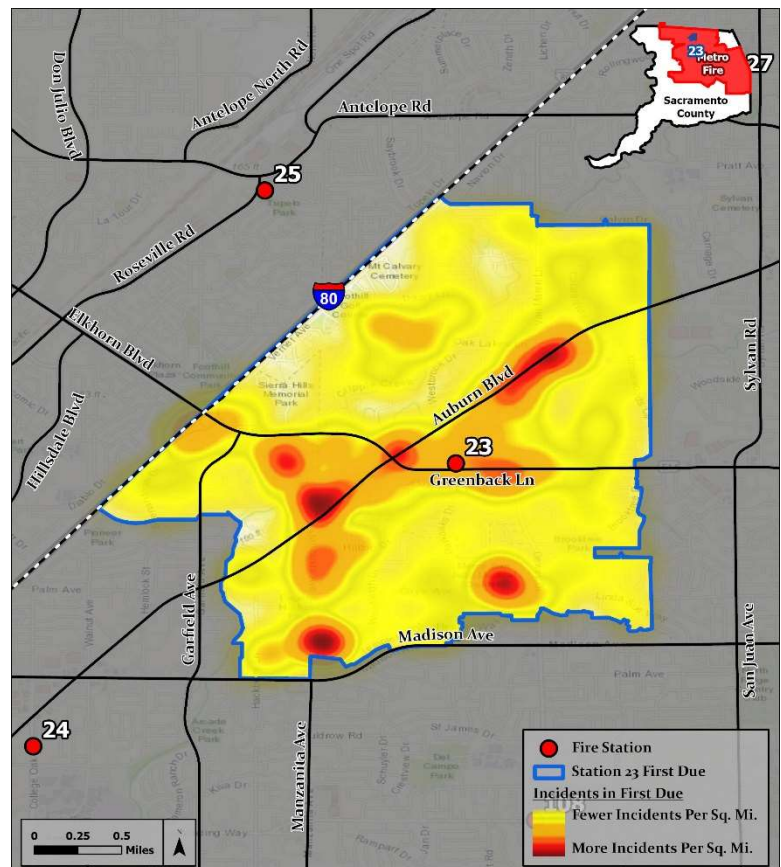
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	118	Good Intent	571
Overpressure	5	False Call	143
EMS	3,013	Weather/Disaster	1
HazMat	34	Other Situation	0
Service Call	490		
<b>Total Calls</b>			<b>4,375</b>



# Station 27

# First Due Risk Assessment

## VALUES AT RISK

**16,168** Population  
**3.1 Sq.Mi.** Land Area  
**\$1,284,394,363** Property Value

Station 27 protects a first due area that encompasses a portion of Citrus Heights. There's numerous multi-family apartment/condo complexes and several commercial corridors in the area. Geographic hazards include waterways such as Arcade Creek and Cripple Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and Interstate 80 that run throughout the area.

## POPULATION RISK INDICATORS

<b>5,143</b> Population Density (per sq. mi.)	<b>36%</b> Population Under 14 & Over 65	<b>9%</b> Households Below Poverty Line
<b>29%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>19%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b>		<b>4,645</b>
Residential		91%
Commercial		3%
Industrial		0%
Vacant		2%
Exempt		2%
Other		2%

**Total Housing Units** 6,296

**42%** Rented      **58%** Owner-Occupied

Units Built 35-64 Years Ago 60%

Units Built 65+ Years Ago 28%



## HAZARD RISK ASSESSMENT

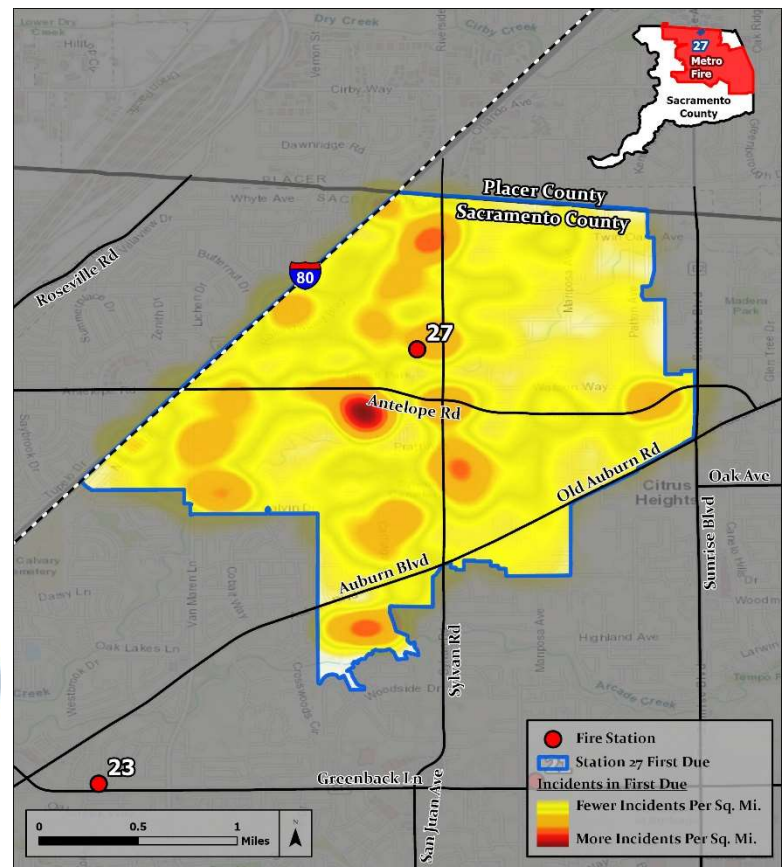
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	58	Good Intent	209
Overpressure	0	False Call	62
EMS	1,220	Weather/Disaster	1
HazMat	21	Other Situation	0
Service Call	246		
<b>Total Calls</b>			<b>1,817</b>



# Station 28

# First Due Risk Assessment

## VALUES AT RISK

**23,599** Population  
**5.6 Sq.Mi.** Land Area  
**\$2,400,020,060** Property Value

Station 28 protects a first due area that encompasses portions of Citrus Heights and Orangevale. With several commercial and transportation corridors in the area, including the Sunrise Mall. Geographic hazards include waterways such as Arcade Creek, Cripple Creek, and Linda Creek. Target hazards include a natural gas pipeline that runs throughout the area.

## POPULATION RISK INDICATORS

<b>4,226</b> Population Density (per sq. mi.)	<b>40%</b> Population Under 14 & Over 65	<b>5%</b> Households Below Poverty Line
<b>27%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>17%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

	<b>Total Parcels</b> 7,554
	Residential 96%
	Commercial 1%
	Industrial 0%
	Vacant 1%
	Exempt 1%
	Other 0%

**Total Housing Units** 9,317

**34%** Rented      **66%** Owner-Occupied

Units Built 35-64 Years Ago 79%

Units Built 65+ Years Ago 8%



## HAZARD RISK ASSESSMENT

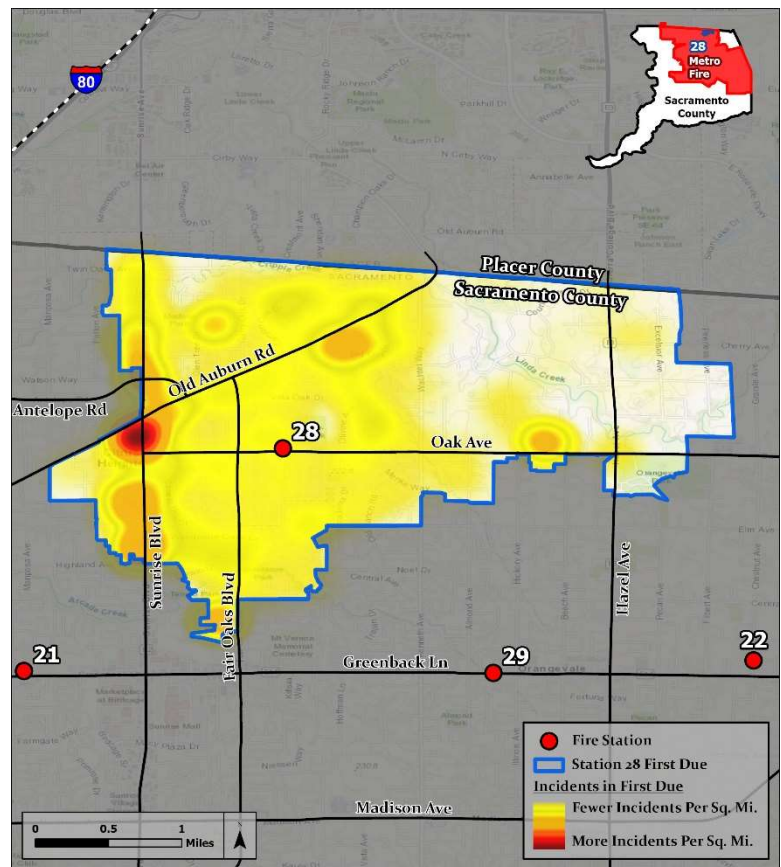
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	38	Good Intent	299
Overpressure	0	False Call	74
EMS	2,047	Weather/Disaster	0
HazMat	31	Other Situation	0
Service Call	324		
<b>Total Calls</b>		<b>2,813</b>	



# Station 29

# First Due Risk Assessment

## VALUES AT RISK

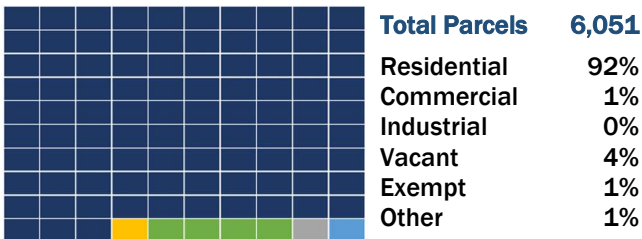
**16,578** Population  
**3.9 Sq.Mi.** Land Area  
**\$2,126,948,220** Property Value

Station 29 protects a first due area that encompasses a portion of Orangevale and Fair Oaks. Wood shake roofs are more prevalent in this area, as well as several commercial corridors. Geographic hazards include waterways such as the American River, Linda Creek, and Lake Natoma. Target hazards include a natural gas pipeline and two dams; Nimbus Dam and Folsom Dam that run throughout the area.

## POPULATION RISK INDICATORS

<b>4,215</b> Population Density (per sq. mi.)	<b>40%</b> Population Under 14 & Over 65	<b>9%</b> Households Below Poverty Line
<b>24%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>12%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 6,283**

<b>24%</b> Rented	<b>76%</b> Owner-Occupied
Units Built 35-64 Years Ago 64%	Units Built 65+ Years Ago 16%



## HAZARD RISK ASSESSMENT

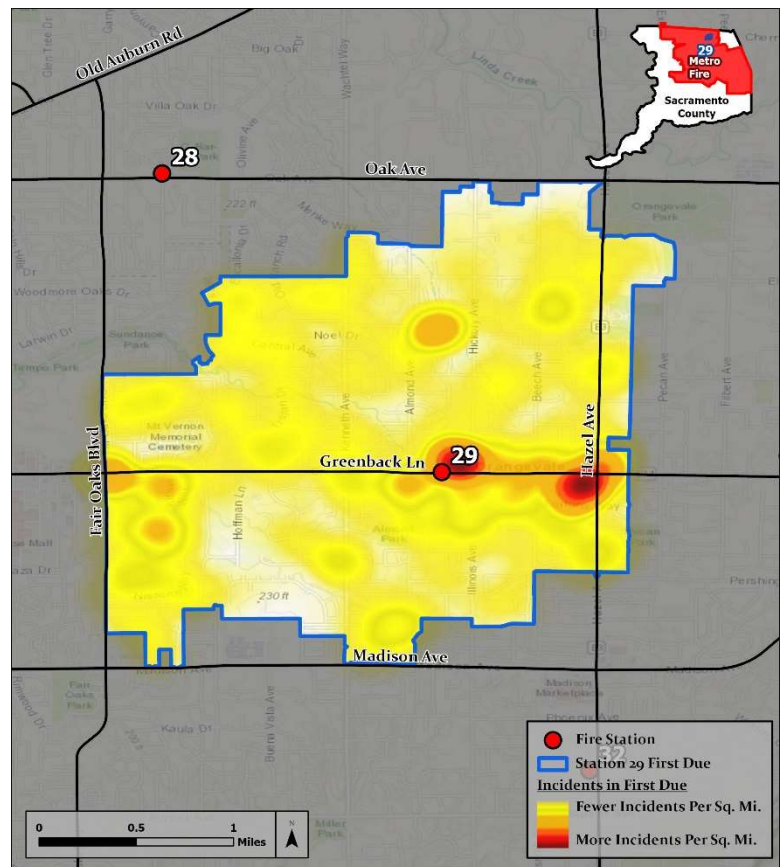
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Medium-Low	Medium-Low	Medium-Low	Low	Medium-Low	Medium	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	28	Good Intent	220
Overpressure	0	False Call	79
EMS	1,484	Weather/Disaster	0
HazMat	29	Other Situation	0
Service Call	153		
<b>Total Calls</b>		<b>1,993</b>	





# Station 31

# First Due Risk Assessment

## VALUES AT RISK

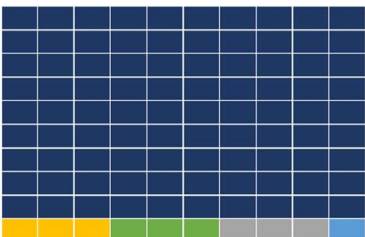
**16,820** Population  
**4.7 Sq.Mi.** Land Area  
**\$2,312,417,096** Property Value

Station 31 protects a first due area that encompasses portions of Fair Oaks, Carmichael, and Citrus Heights. Wood shake roofs and densely wooded areas are more prevalent in this area and enhance the structural fire risk. Geographic hazards include the American River and the Fair Oaks Bluffs. Target hazards include historic Old Fair Oaks Village.

## POPULATION RISK INDICATORS

<b>3,573</b> Population Density (per sq. mi.)	<b>41%</b> Population Under 14 & Over 65	<b>10%</b> Households Below Poverty Line
<b>20%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>15%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

	<b>Total Parcels</b> <b>5,569</b>
	Residential <b>90%</b>
	Commercial <b>3%</b>
	Industrial <b>0%</b>
	Vacant <b>3%</b>
	Exempt <b>3%</b>
	Other <b>1%</b>

**Total Housing Units** **7,505**

**39%** Rented      **61%** Owner-Occupied

Units Built 35-64 Years Ago **63%**  
 Units Built 65+ Years Ago **21%**



## HAZARD RISK ASSESSMENT

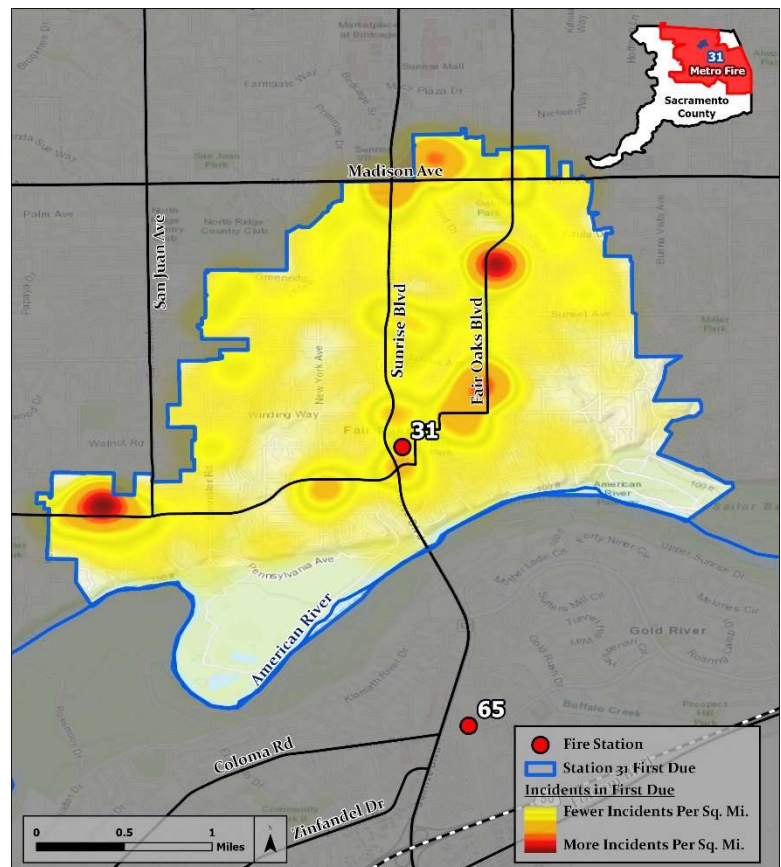
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium	Medium-Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	43	Good Intent	249
Overpressure	0	False Call	94
EMS	1,407	Weather/Disaster	1
HazMat	25	Other Situation	1
Service Call	203		
<b>Total Calls</b>			<b>2,023</b>



# Station 32

# First Due Risk Assessment

## VALUES AT RISK

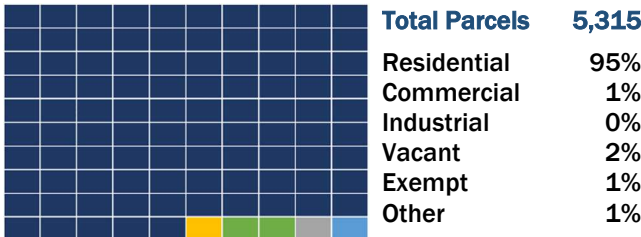
**14,950** Population  
**4.4 Sq.Mi.** Land Area  
**\$2,243,688,219** Property Value

Station 32 protects a first due area that encompasses a portion of Orangevale and Fair Oaks. Wood shake roofs and densely wooded areas are more prevalent in this area. Several commercial corridors are also found in this area. Geographic hazards include the American River, Linda Creek, Lake Natoma, Fair Oaks Bluffs, and a significant wildland urban interface (WUI) area.

## POPULATION RISK INDICATORS

<b>3,378</b> Population Density (per sq. mi.)	<b>43%</b> Population Under 14 & Over 65	<b>5%</b> Households Below Poverty Line
<b>20%</b> Households with Disability	<b>6%</b> Uninsured/Medicaid Population	<b>14%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 6,222

**25%** Rented      **76%** Owner-Occupied

Units Built 35-64 Years Ago 65%

Units Built 65+ Years Ago 12%



## HAZARD RISK ASSESSMENT

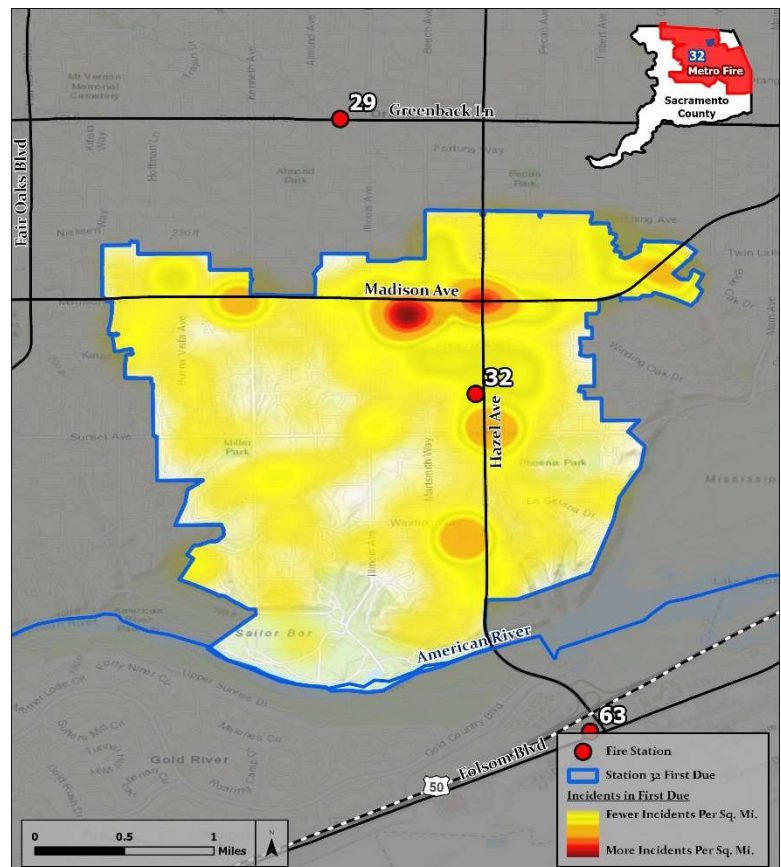
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium	Medium-Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	29	Good Intent	161
Overpressure	0	False Call	50
EMS	1,274	Weather/Disaster	0
HazMat	21	Other Situation	0
Service Call	168		
<b>Total Calls</b>			<b>1,703</b>



# Battalion 14

# Battalion Risk Assessment

## FIRST DUE RESPONSE AREAS

Station 58	Station 65
Station 59	Station 66
Station 61	Station 68
Station 63	

## VALUES AT RISK

<b>88,989</b> Population	<b>188.5 Sq.Mi.</b> Land Area	<b>\$13,989,044,605</b> Property Value
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Battalion 14 encompasses seven first due response areas that serve the communities of Rancho Cordova, Mather, Sloughhouse, Easton, Gold River, Fair Oaks, and Rancho Murieta. Geographic hazards include the American River, Buffalo Creek, Lake Natoma, Morrison Creek, Cosumnes River, Deer Creek, and the Folsom South Canal system. Target hazards include the Union Pacific Railroad, Aerojet property, natural gas pipeline, Hwy 50, Hwy 16, light rail system, Nimbus Dam, a water treatment facility, Mather Airport, and other general aviation.

## POPULATION RISK INDICATORS

<b>472</b> Population Density (per sq. mi.)	<b>40%</b> Population Under 14 & Over 65	<b>8%</b> Households Below Poverty Line
<b>25%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>30%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b>	<b>28,548</b>	Residential	<b>85%</b>
		Commercial/Indust	<b>4%</b>
		Other	<b>11%</b>
<b>Total Housing Units</b>	<b>33,557</b>	Rented	<b>34%</b>
		Owner-Occupied	<b>67%</b>
		Built 65+ Years Ago	<b>12%</b>

## HAZARD RISK ASSESSMENT

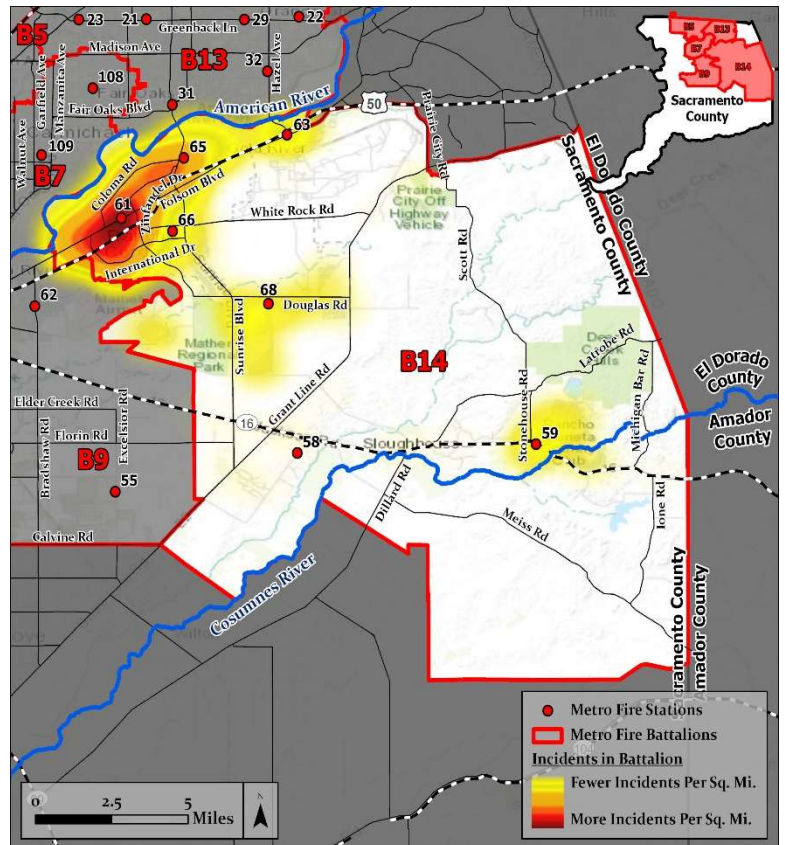
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Medium-High	Medium	Medium-Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	382	Good Intent	1,332
Overpressure	6	False Call	500
EMS	9,029	Weather/Disaster	1
HazMat	117	Other Situation	3
Service Call	1,034		
<b>Total Calls</b>		<b>12,404</b>	



# Station 58

# First Due Risk Assessment

## VALUES AT RISK

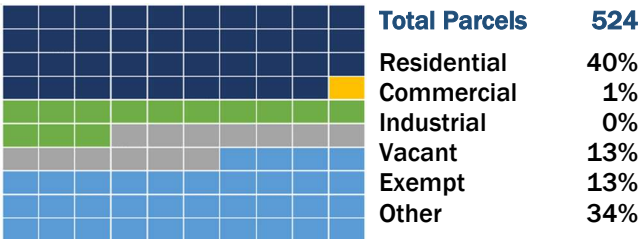
**929** Population  
**47.7 Sq.Mi.** Land Area  
**\$312,073,343** Property Value

Station 58 protects a first due area that encompasses a portion of Sloughouse and Rancho Cordova. Large lots with outbuildings and agricultural structures with a higher prevalence of fireplaces as a heat source, as well as several historic buildings. Geographic hazards include waterways such as Cosumnes River and Deer Creek, as well as Hwy 16.

## POPULATION RISK INDICATORS

<b>19</b> Population Density (per sq. mi.)	<b>45%</b> Population Under 14 & Over 65	<b>6%</b> Households Below Poverty Line
<b>24%</b> Households with Disability	<b>15%</b> Uninsured/Medicaid Population	<b>32%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** **323**

**14%** Rented  
**86%** Owner-Occupied

Units Built 35-64 Years Ago **66%**  
 Units Built 65+ Years Ago **13%**



## HAZARD RISK ASSESSMENT

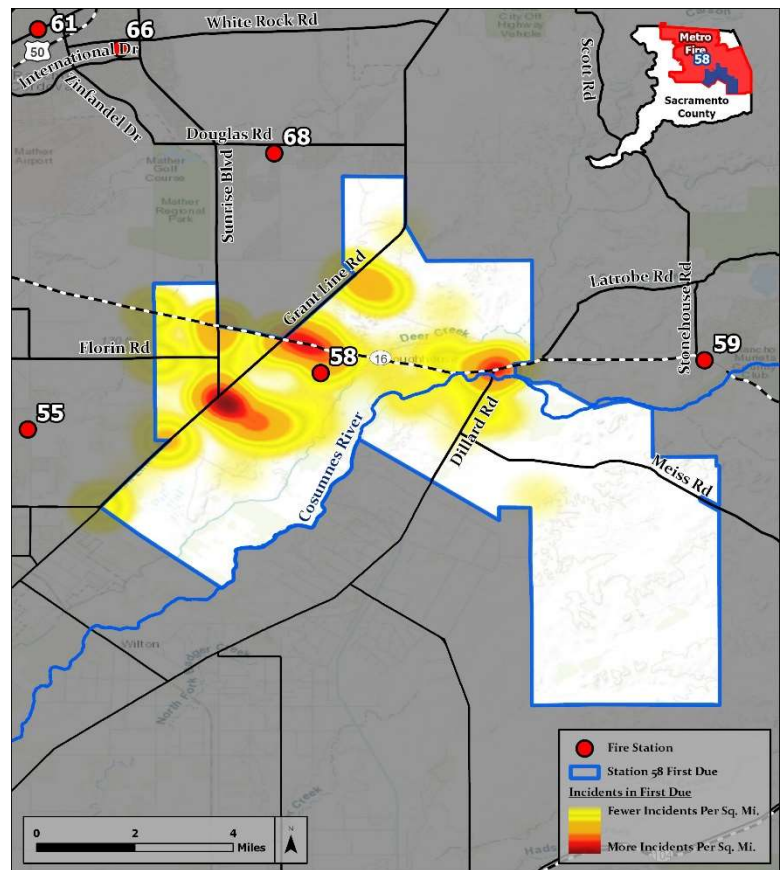
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Low	Medium-Low	Low	Low	Low	High	Medium	Medium-Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	27	Good Intent	43
Overpressure	0	False Call	10
EMS	110	Weather/Disaster	1
HazMat	2	Other Situation	1
Service Call	7		
<b>Total Calls</b>			<b>201</b>



# Station 59

# First Due Risk Assessment

## VALUES AT RISK

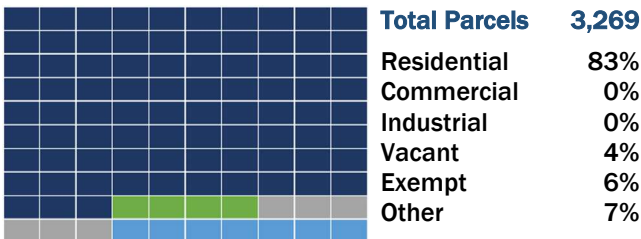
**6,339** Population  
**67.1 Sq.Mi.** Land Area  
**\$1,412,861,318** Property Value

Station 59 protects a first due area that encompasses a portion of Rancho Murieta and Sloughhouse. Geographic hazards include waterways such as the Cosumnes River. Target hazards include a water treatment facility, the Rancho Murieta Airport, and general aviation flight path that runs throughout the area.

## POPULATION RISK INDICATORS

<b>95</b> Population Density (per sq. mi.)	<b>50%</b> Population Under 14 & Over 65	<b>3%</b> Households Below Poverty Line
<b>21%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>6%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 2,760

**9%** Rented  
**92%** Owner-Occupied

Units Built 35-64 Years Ago 55%  
 Units Built 65+ Years Ago 0%



## HAZARD RISK ASSESSMENT

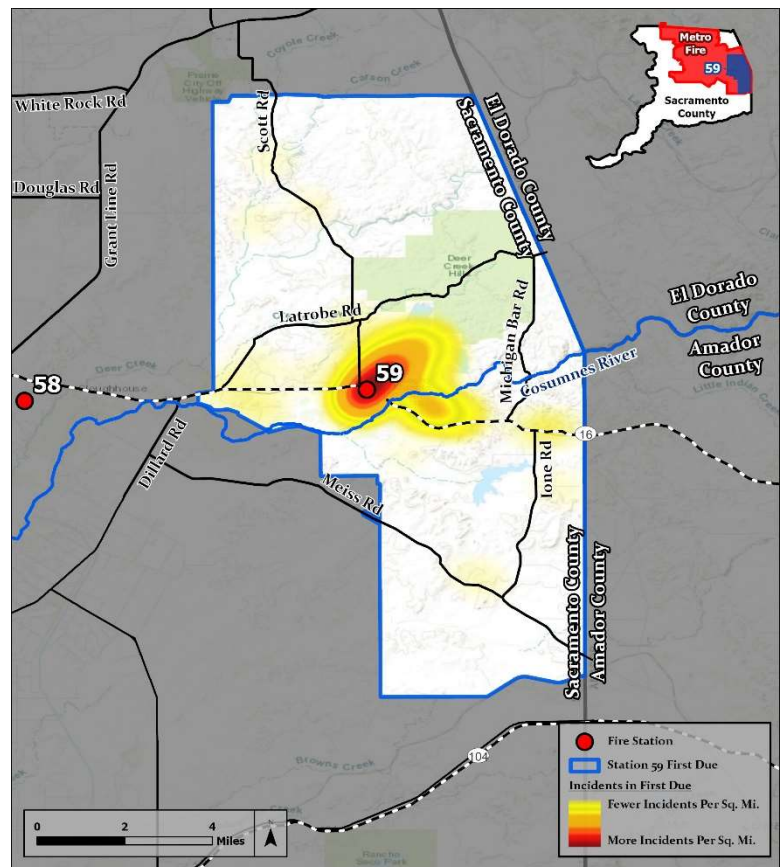
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	High	Medium	Medium-Low	Medium

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	18	Good Intent	50
Overpressure	0	False Call	30
EMS	534	Weather/Disaster	0
HazMat	4	Other Situation	0
Service Call	103		
<b>Total Calls</b>			<b>739</b>



# Station 61

# First Due Risk Assessment

## VALUES AT RISK

**27,605** Population  
**5.2 Sq.Mi.** Land Area  
**\$2,016,064,043** Property Value

Station 61 protects a first due area that encompasses a portion of Rancho Cordova. Geographic hazards include waterways like the American River, Buffalo Creek, and a canal system. Target hazards include the Union Pacific Railroad, a natural gas pipeline, the Mather airport, Hwy 50, a natural gas pipeline, petroleum terminal and pipeline, light rail system, and controlled air space.

## POPULATION RISK INDICATORS

<b>5,262</b> Population Density (per sq. mi.)	<b>39%</b> Population Under 14 & Over 65	<b>12%</b> Households Below Poverty Line
<b>31%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>34%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS

<b>Total Parcels</b>		<b>6,694</b>
Residential		94%
Commercial		2%
Industrial		1%
Vacant		0%
Exempt		2%
Other		0%

**Total Housing Units** 10,071

**45%** Rented      **55%** Owner-Occupied

Units Built 35-64 Years Ago 62%

Units Built 65+ Years Ago 31%



## HAZARD RISK ASSESSMENT

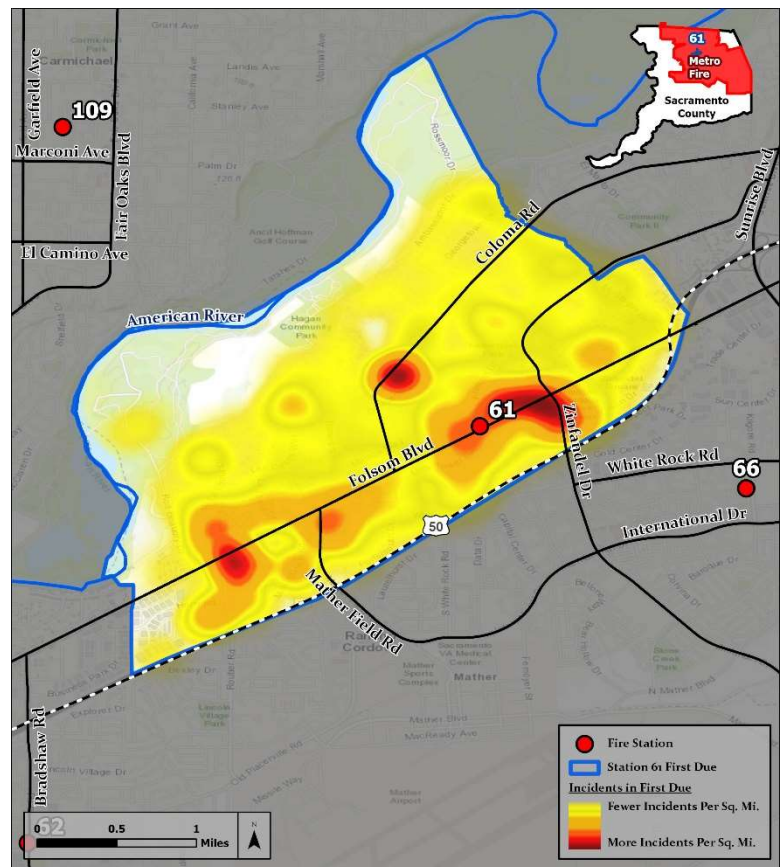
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	130	Good Intent	469
Overpressure	3	False Call	125
EMS	3,292	Weather/Disaster	0
HazMat	46	Other Situation	0
Service Call	386		
<b>Total Calls</b>			<b>4,451</b>



# Station 63

# First Due Risk Assessment

## VALUES AT RISK

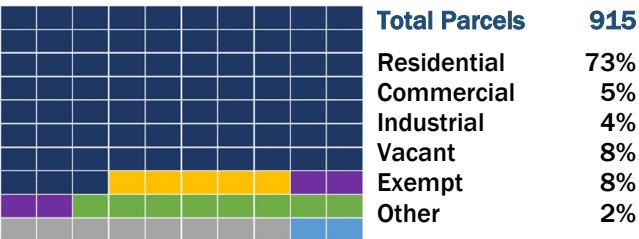
**2,783** Population  
**24.1 Sq.Mi.** Land Area  
**\$1,047,477,282** Property Value

Station 63 protects a first due area of Rancho Cordova, Gold River, Fair Oaks, Easton/Aerojet, and Sloughhouse. Geographic hazards include waterways like American River, Buffalo Creek, and Folsom South Canal. Target hazards include Union Pacific Railroad, Aerojet property, natural gas pipeline, Hwy 50, light rail system, petroleum terminal/pipeline, water treatment facility, and the Nimbus Dam.

## POPULATION RISK INDICATORS

<b>116</b> Population Density (per sq. mi.)	<b>44%</b> Population Under 14 & Over 65	<b>5%</b> Households Below Poverty Line
<b>12%</b> Households with Disability	<b>5%</b> Uninsured/Medicaid Population	<b>28%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** 1,158

<b>14%</b> Rented	<b>87%</b> Owner-Occupied
Units Built 35-64 Years Ago	42%
Units Built 65+ Years Ago	7%



## HAZARD RISK ASSESSMENT

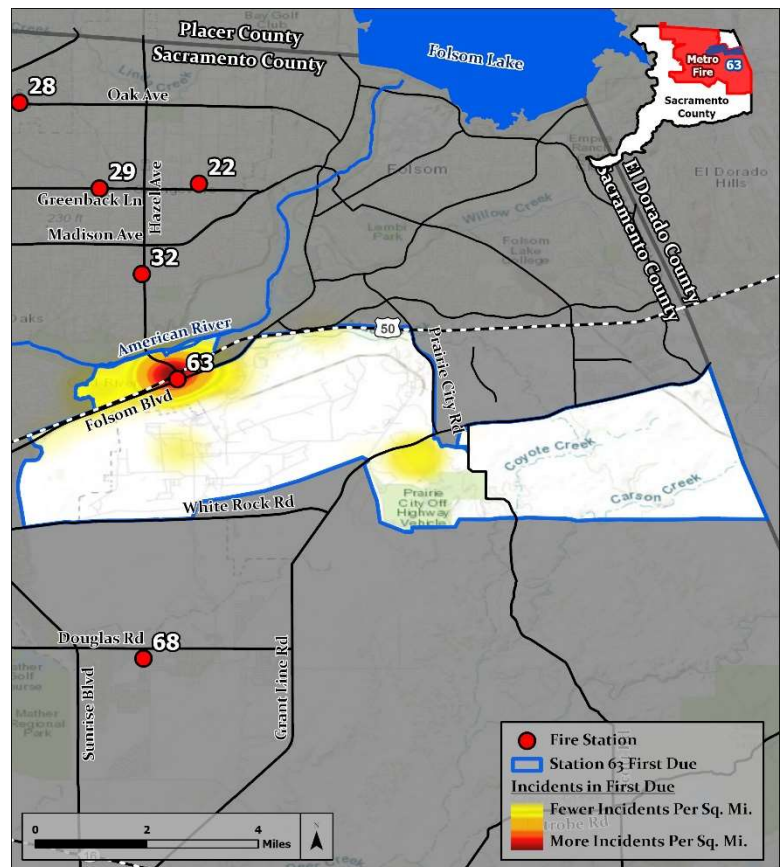
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	19	Good Intent	105
Overpressure	0	False Call	43
EMS	420	Weather/Disaster	0
HazMat	7	Other Situation	0
Service Call	34		
<b>Total Calls</b>		<b>628</b>	



# Station 65

# First Due Risk Assessment

## VALUES AT RISK

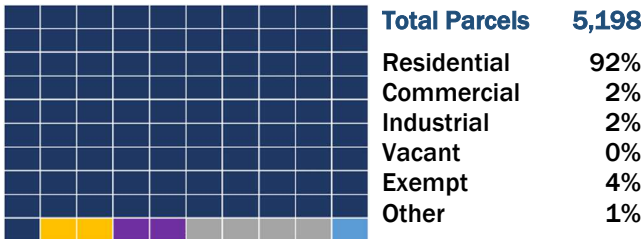
**16,503** Population  
**4.2 Sq.Mi.** Land Area  
**\$2,193,606,129** Property Value

Station 65 protects a first due area that encompasses portions of Rancho Cordova and Gold River. Geographic hazards include waterways such as the American River. Target hazards include the Union Pacific Railroad, light rail system, and Hwy 50.

## POPULATION RISK INDICATORS

<b>3,905</b> Population Density (per sq. mi.)	<b>44%</b> Population Under 14 & Over 65	<b>8%</b> Households Below Poverty Line
<b>27%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>28%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 7,273**

**31%** Rented      **70%** Owner-Occupied

Units Built 35-64 Years Ago 67%

Units Built 65+ Years Ago 8%



## HAZARD RISK ASSESSMENT

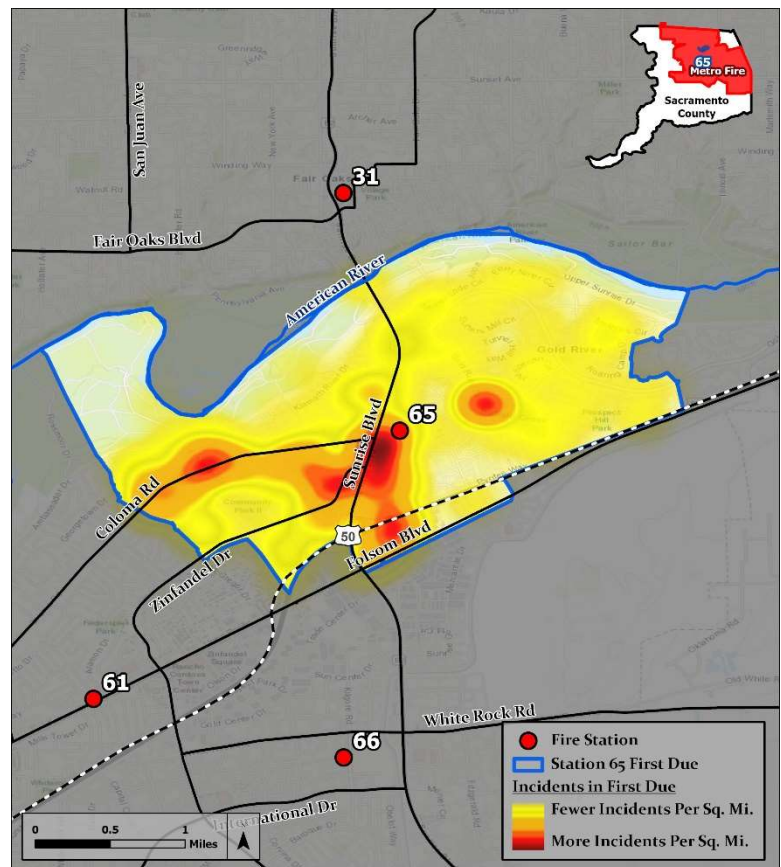
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	74	Good Intent	253
Overpressure	2	False Call	113
EMS	1,907	Weather/Disaster	0
HazMat	23	Other Situation	1
Service Call	269		
<b>Total Calls</b>			<b>2,642</b>





# Station 66

# First Due Risk Assessment

## VALUES AT RISK

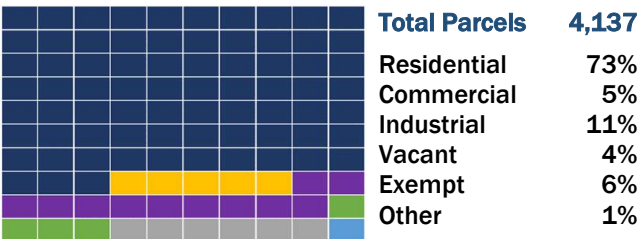
**15,401** Population  
**11 Sq.Mi.** Land Area  
**\$4,019,113,704** Property Value

Station 66 protects a first due area that encompasses a portion of Rancho Cordova. And Easton/Aerojet. Geographic hazards include waterways like the American River, Buffalo Creek, and a canal system. Target hazards include the Union Pacific Railroad, a natural gas pipeline, the Mather Airport, Hwy 50, a natural gas pipeline, petroleum terminal and pipeline, light rail system, and air traffic control run throughout the area.

## POPULATION RISK INDICATORS

<b>1,405</b> Population Density (per sq. mi.)	<b>34%</b> Population Under 14 & Over 65	<b>7%</b> Households Below Poverty Line
<b>25%</b> Households with Disability	<b>3%</b> Uninsured/Medicaid Population	<b>34%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units** **6,113**

<b>57%</b> Rented	<b>43%</b> Owner-Occupied
Units Built 35-64 Years Ago <b>35%</b>	Units Built 65+ Years Ago <b>2%</b>



## HAZARD RISK ASSESSMENT

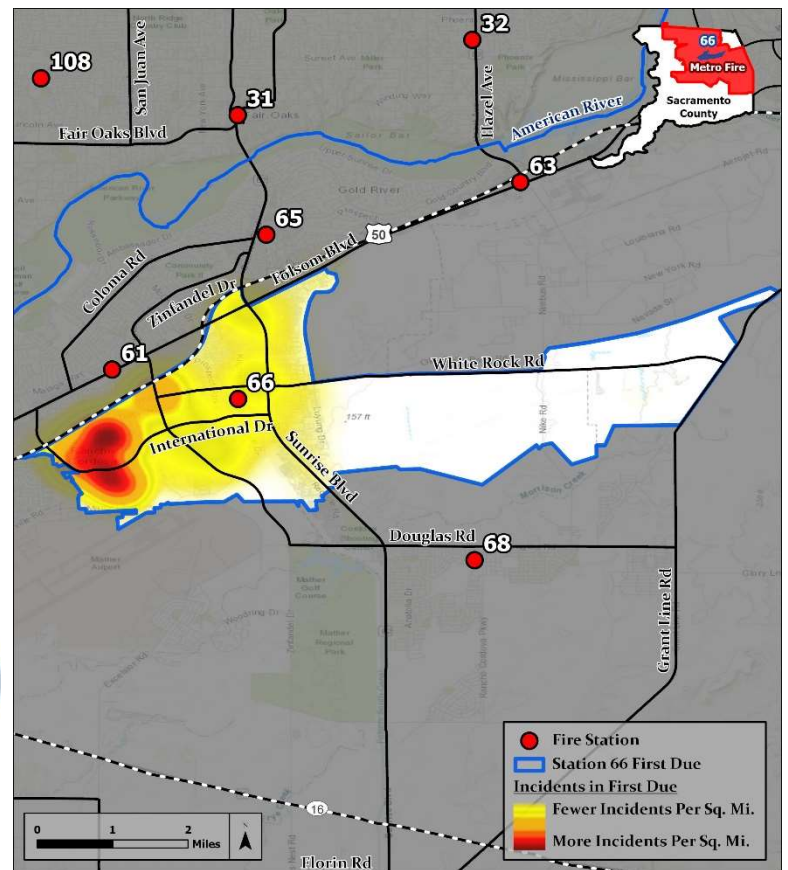
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	80	Good Intent	300
Overpressure	0	False Call	126
EMS	1,917	Weather/Disaster	0
HazMat	19	Other Situation	1
Service Call	143		
<b>Total Calls</b>		<b>2,586</b>	



# Station 68

# First Due Risk Assessment

## VALUES AT RISK

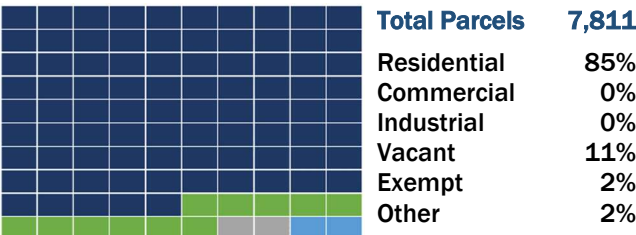
**19,421** Population  
**28.3 Sq.Mi.** Land Area  
**\$2,987,848,786** Property Value

Station 68 protects a first due area that encompasses portions of Rancho Cordova, Sloughhouse, and Mather. Geographic hazards include waterways such as Buffalo Creek and a canal system. The only significant target hazard in this area is the south side of the Aerojet property.

## POPULATION RISK INDICATORS

<b>686</b> Population Density (per sq. mi.)	<b>40%</b> Population Under 14 & Over 65	<b>4%</b> Households Below Poverty Line
<b>19%</b> Households with Disability	<b>4%</b> Uninsured/Medicaid Population	<b>31%</b> Non-English Speaking Households

## PROPERTY RISK INDICATORS



**Total Housing Units 5,859**

<b>10%</b> Rented	<b>90%</b> Owner-Occupied
Units Built 35-64 Years Ago	3%
Units Built 65+ Years Ago	1%



## HAZARD RISK ASSESSMENT

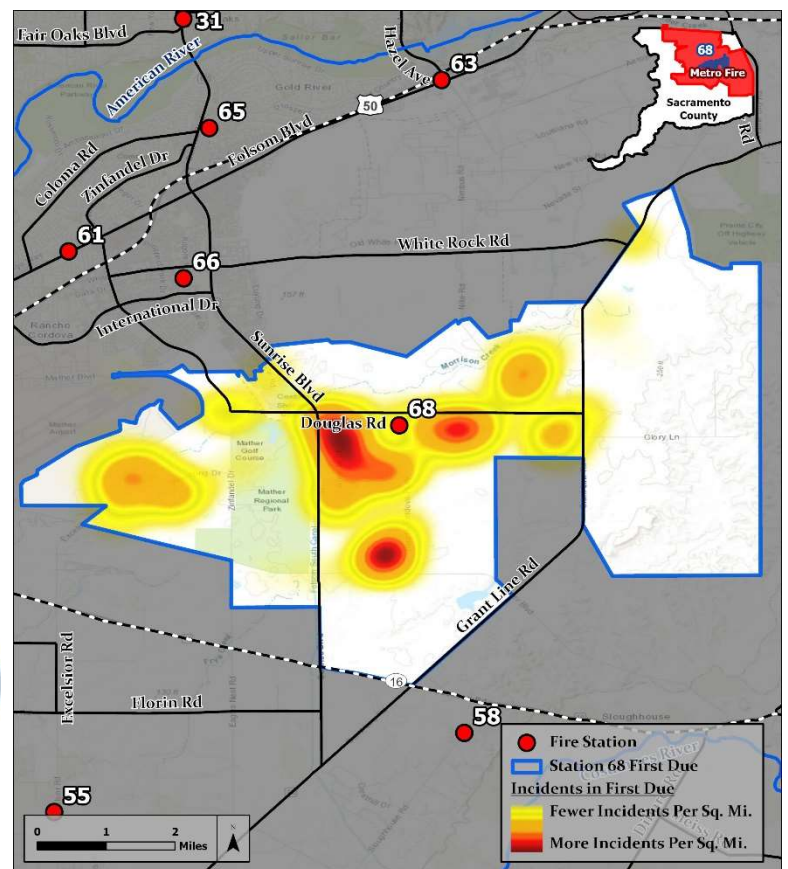
Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

## RISK MATRIX

Probability	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
<b>Impact</b>					

## TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls	NFIRS Call Type	Total Calls
Fire	34	Good Intent	112
Overpressure	1	False Call	53
EMS	849	Weather/Disaster	0
HazMat	16	Other Situation	0
Service Call	92		
<b>Total Calls</b>		<b>1,157</b>	



# **SECTION 3**

# **Risk Categories & Critical Task Capabilities**

- Risk Categories
- Critical Task Capabilities

## Risk Categories

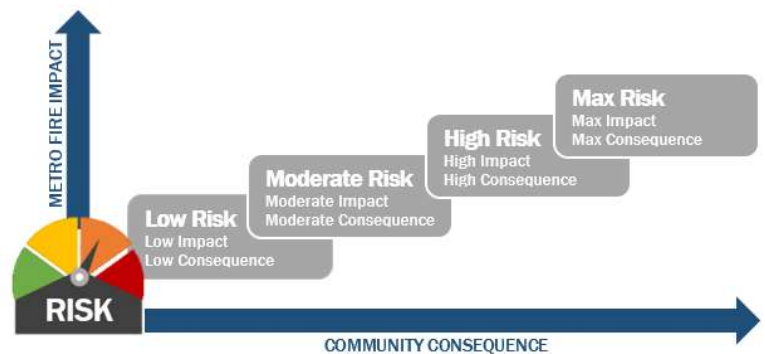
### Risk Class

As an agency that provides all-hazard response, Metro Fire is responsible for ensuring that appropriate resources are deployed to each incident in consideration of each incident's particular needs, which can vary greatly. Incidents to which Metro Fire responds are generally grouped into the following classes:



### Risk Category

Incident types are further classified by a risk category that describes level of risk (Low, Moderate, High, and Maximum) based on factors such as probability of occurrence, consequence of the incident on the community, and impact to Metro Fire's ability to meet operational needs while safeguarding response personnel. Within the risk categories, incident types requiring similar tasks and personnel in order to appropriately mitigate are divided into sub-groups that can be utilized in evaluating response performance.



Generally, lower acuity and non-emergent incidents require less resources and are categorized as lower risk incidents; these incidents are of lower consequence to the community and have a smaller impact to Metro Fire. Conversely, higher acuity and emergent incidents require more resources and are categorized as higher risk; these incidents are of higher consequence to the community and have a larger impact to Metro Fire.

## Critical Task Capabilities

### Critical Task Analysis

A major component in properly classifying incident types is conducting a critical task analysis for each incident type. This analysis identifies the necessary tasks to be completed for each incident type. Tasks range from establishing command to salvage and overhaul; from deploying primary attack lines to forcible entry; from vehicle stabilization to atmospheric monitoring. It is the responsibility of the first arriving unit to begin working through the critical tasks when they arrive on-scene.

### Effective Response Force (ERF)

Effective response force (ERF) describes the number of resources and personnel needed to satisfy all critical tasks on different incident types in order to maximize positive outcomes. Staffing levels, available resources, personnel safety, and industry standards all inform the determination of the ERF needed to provide adequate response. While ERF is outlined in the District's standard operating guidelines, certain incidents may require personnel to perform additional tasks or fill other roles after their initial assignment.

## Fire Suppression

### Low Risk

Low risk fire incidents include alarm runs, minor in-flight emergencies, and other small fires (dumpster, fence tree, vehicle) that require the assignment of only one or two apparatus. Critical tasks for low risk fire incidents include establishing command, scene safety, and extinguishment or other mitigation. ERF for low risk fire incidents is no more than 8 personnel.

Fire - Low Risk							
Low 1		Low 2		Low 3		Low 4	
Code	Description	Code	Description	Code	Description	Code	Description
DUMP	DUMPSTER FIRE	AC1	MINOR IN FLIGHT EMER	VFC	COMM VEHICLE FIRE	OT2	OTHER LEVEL TWO
FEN	FENCE FIRE						
FWD	FIRE WATCH DETECTOR						
IAC	INTERNAL ALARM COMM						
IAR	INTERNAL ALARM RESD						
IB	ILLEGAL BURN						
OT1	OTHER LEVEL ONE						
S1	OUTBUILDING FIRE						
TRA	TRASH FIRE						
TRANS	TRANSFORMER						
TREE	TREE FIRE						
VF	VEHICLE FIRE						
VFP	VEHICLE FIRE-PKG LOT						
WD	WIRES DOWN						
FC	ILLEGAL FIRE CRACKER						
Critical Task Analysis		Critical Task Analysis		Critical Task Analysis		Critical Task Analysis	
Scene Safety/Command Investigate/Mitigate Extinguishment		Scene Safety/Command Designated Staging Areas Communications Monitor Aircraft Frequency		Scene Safety/Command Investigate/Mitigate Water Supply/Extinguishment		Scene Safety/Command Investigate/Mitigate Water Supply/Extinguishment	
Effective Response Force							
3-4 Personnel		4 Personnel		7 Personnel		8 Personnel	
1 Engine or Truck		1 Engine 1 Battalion Chief		2 Engines 1 Battalion Chief		1 Engine 1 Truck 1 Battalion Chief	



## Fire Suppression

### Moderate Risk

Moderate risk fire incidents include most structure fires (residential and commercial) and incidents involving vehicles into residential structures where multiple apparatus are required. In addition to establishing command and scene safety, some of the critical tasks for moderate fire incidents include primary attack/handlines, establishing and maintaining water supply, forcible entry/search, ventilation, and patient care, if needed. ERF for moderate risk fire incidents ranges from 11 to 14 personnel and requires 4-5 apparatus.

Fire - Moderate Risk					
Moderate 1		Moderate 2		Moderate 3	
Code	Description	Code	Description	Code	Description
CS1	COMMERCIAL STRUCTURE	VRS	VEH INTO HOUSE	CS2	COMMERCIAL STRUCTURE
				S2	STRUCTURE FIRE
Critical Task Analysis		Critical Task Analysis		Critical Task Analysis	
Scene Safety/Command Initial Attack/Hose Lines Forcible Entry/Search Ventilation Water Supply Utilities Patient Care Salvage/Overhaul		Scene Safety/Command Initial Attack/Hose Lines Forcible Entry/Search Ventilation Water Supply Utilities Patient Care Salvage/Overhaul		Scene Safety/Command Initial Attack/Hose Lines Forcible Entry/Search Ventilation Water Supply Utilities Patient Care Salvage/Overhaul	
Effective Response Force					
11 Personnel		13 Personnel		14 Personnel	
2 Engines 1 Truck 1 Battalion Chief		2 Engines 1 Truck 1 Medic 1 Battalion Chief		3 Engines 1 Truck 1 Battalion Chief	

## Fire Suppression

### High Risk

High risk fire incidents include vehicles into commercial structures, aircraft accidents, explosions, and larger structure or grass fires requiring an increased amount of resources. Critical tasks added to the workload for high risk fire incidents include back-up attack/handlines, back-up water supply and egress. Critical tasks for High 3 incidents also include foam application and specialized tasks related to aircraft fire and rescue. ERF for high risk fire incidents ranges from 16 to 27 personnel and requires 6-12 apparatus.

<b>Fire - High Risk</b>					
<b>High 1</b>		<b>High 2</b>		<b>High 3</b>	
<b>Code</b>	<b>Description</b>	<b>Code</b>	<b>Description</b>	<b>Code</b>	<b>Description</b>
VCS	VEH INTO COMM BLDG	GS S3 7C1 7C1E 7C1F 7C1W	GRASS/STRUCTURE STRUCTURE FIRE BURNS/EXPLOSION BURNS/EXPLOSION BURNS/EXPLOSION BURNS/EXPLOSION	AC3	AIRCRAFT ACCIDENT
<b>Critical Task Analysis</b>		<b>Critical Task Analysis</b>		<b>Critical Task Analysis</b>	
Scene Safety/command Initial Attack/Hose Lines Forcible Entry/Search Egress/Ventilation Back-up Attack/Hose Lines Water Supply Back-up Water Supply Patient Care Salvage/Overhaul		Scene Safety/command Initial Attack/Hose Lines Forcible Entry/Search Egress/Ventilation Back-up Attack/Hose Lines Water Supply RIC Patient Care Salvage/Overhaul		Scene Safety/command Initial Attack/Hose Lines Maintain Rescue Corridors Monitor Aircraft Frequencies Water Supply Attack Line Deployment Foam Application Aircraft Entry Aircraft Engine Shutdown Air Crew Extrication Patient Care Notifications	
<b>Effective Response Force</b>					
<b>16 Personnel</b>		<b>24 Personnel</b>		<b>27 Personnel</b>	
3 Engines 1 Truck 1 Medic 1 Battalion Chief		4 Engines 2 Trucks 1 Medic 2 Battalion Chief		2 ARFF Units (Off airport - 2 Engines) 1 Truck 2 Medics 1 Water Tender 1 Foam Unit 1 Helicopter 1 EMS Shift captain 1 Public Information Officer 1 Battalion Chief 1 Shift commander	



## Fire Suppression

### Maximum Risk

Maximum risk fire incidents include large and complex commercial structure fires as well as larger explosions that require the maximum level of resources. Critical tasks unique to maximum risk fire incidents include staging, standpipe/sprinklers, and Level I or Level II RIC. ERF for maximum fire risk incidents is 32-33 personnel and requires 11-14 apparatus.

<b>Fire - Maximum Risk</b>			
<b>Max 1</b>		<b>Max 2</b>	
<b>Code</b>	<b>Description</b>	<b>Code</b>	<b>Description</b>
CS3	COMMERCIAL STRUCTURE	EXP	EXPLOSION
<b>Critical Task Analysis</b>		<b>Critical Task Analysis</b>	
Scene Safety/ Command Initial Attack/Hose Lines Forcible Entry/Search Egress/Ventilation Water Supply Back-up Attack/Hose Lines Secondary Water Supply Standpipe/Sprinklers Level I or II RIC Utilities Staging ALS/BLS Patient Care Salvage/Overhaul		Scene Safety/ Command Initial Attack/Hose Lines Forcible Entry/Search Egress/Ventilation Water Supply Back-up Attack/Hose Lines Secondary Water Supply Standpipe/Sprinklers Level I or II RIC Utilities Staging ALS/BLS Patient Care Salvage/Overhaul Notifications	
<b>Effective Response Force</b>			
<b>32 Personnel</b>		<b>33 Personnel</b>	
5 Engines 3 Trucks 1 Medic 2 Battalion Chiefs		4 Engines 2 Trucks 1 Rescue Unit 2 Medics 1 EMS Shift Captain 1 Public Information Officer 2 Battalion Chiefs 1 Shift Commander	





## Emergency Medical Services

### Low Risk

All EMS incidents are classified as low risk incidents due to the limited number of resources that are required for response. Critical tasks include scene safety, patient care, documentation and transport. ERF for low risk EMS incidents is 2-5 personnel and required 1-2 apparatus.

Metro Fire utilizes ProQA EMD 911 dispatch criteria. Most medical complaints can be categorized into 37 different criteria and subdivided further into levels of severity. These subdivisions are classified as Omega (O), Alpha (A), Bravo (B), Charlie (C), Delta (D), and Echo (E), with Omega being the least severe and Echo being the most severe. An example would be a minor laceration requiring minimal patient care (Low 2/21A) compared to a large laceration involving arteries with profuse bleeding (Low 4/21 C or D), which are both categorized as hemorrhage/lacerations. Understanding ProQA dispatch protocols and this classification system provides context on why duplications appear in the table below. There are over 1,000 EMS dispatch codes in the CAD system. The CAD codes listed below are demonstrative in nature and not intended as a complete list.

The EMS Low 2 risk class consists of Omega and Alpha calls and are deemed non-emergent in nature. The EMS Low 3 risk class consists of Bravo calls and are deemed emergent in nature. The EMS Low 4 risk class consists of Charlie, Delta, and Echo calls, which are also deemed emergent.

Medical - Low Risk							
Low 1		Low 2		Low 3		Low 4	
Code	Description	Code	Description	Code	Description	Code	Description
37A	INTERFACILITY TRANSFER	10A	CHEST PAIN	12B	SEIZURES	10C/D	CHEST PAIN
37B	INTERFACILITY TRANSFER	11A	CHOKING	14B	DROWNING/NEAR DROWNING	11D/E	CHOKING
37C	INTERFACILITY TRANSFER	12A	SEIZURES	16B	EYE PROBLEM/INJURIES	12C/D	SEIZURES
37D	INTERFACILITY TRANSFER	13A	DIABETIC PROBLEMS	17B	FALL	13C/D	DIABETIC PROBLEMS
COVID	COVID TESTING	14A	DROWNING/NEAR DROWNING	18B	HEADACHE	14C/D/E	DROWNING/NEAR DROWNING
SD	SPECIAL DUTY	16A	EYE PROBLEM/INJURY	19C	HEART PROBLEMS	15C/D/E	ELECTROCUTION/LIGHTNING
		17A	FALL	20B	HEAT/COLD EXPOSURE	16D	EYE PROBLEM/INJURIES
		18A	HEADACHE	21B	HEMORRHAGE/LACERATIONS	17D	FALL
		19A	HEART PROBLEMS	23B	OVERDOSE/POISONING	18C	HEADACHE
		1A	ABDOMINAL PAIN/ PROBLEMS	24B	PREGNANCY/CHILDBIRTH/MISCARRIAGE	19C/D	HEART PROBLEMS
		20A	HEAT/COLD EXPOSURE	25B	PSYCHIATRIC/ABNORMAL BEHAVIOR	1C/D	ABDOMINAL PAIN/ PROBLEMS
		21A	HEMORRHAGE/LACERATIONS	26B	SICK PERSON	20C/D	HEAT/COLD EXPOSURE
		23O	OVERDOSE/POISONING	27B	STAB/GUNSHOT/PENETRATING TRAUMA	21C/D	HEMORRHAGE/LACERATIONS
		24A/O	PREGNANCY/CHILDBIRTH/MISCARRIAGE	29B	TRAFFIC/TRANSPORTATION INCIDENTS	23C/D/E	OVERDOSE/POISONING
		25A	PSYCHIATRIC/ABNORMAL BEHAVIOR	2B	ALLERGIES/ENVENOMATIONS	24C/D	PREGNANCY/CHILDBIRTH/MISCARRIAGE
		26A/O	SICK PERSON	30B	TRAUMATIC INJURY	25D	PSYCHIATRIC/ABNORMAL BEHAVIOR
		27A	STAB/GUNSHOT/PENETRATING TRAUMA	32B	UNKNOWN PROBLEM	26C/D	SICK PERSON
		28A	STROKE (CVA)/TRANSIENT ISCHEMIC	3B	ANIMAL BITES/ATTACKS	27D	STAB/GUNSHOT/PENETRATING TRAUMA
		29A/O	TRAFFIC/TRANSPORTATION INCIDENTS	4B	ASSAULT/SEXUAL ASSAULT/STUN GUN	28C	STROKE (CVA)/TRANSIENT ISCHEMIC
		2A	ALLERGIES/ENVENOMATIONS	7B	BURNS/EXPLOSION	29D	TRAFFIC/TRANSPORTATION INCIDENTS
		30A	TRAUMATIC INJURY	8B	CO/INHALATION/HAZMAT	2C/D/E	ALLERGIES/ENVENOMATIONS
		31A	UNCONSCIOUS/FAINTING (NEAR)	9B	CARDIAC OR RESP ARREST/DEATH	30D	TRAUMATIC INJURY
		3A	ANIMALS BITES/ATTACKS			31C/D/E	UNCONSCIOUS/FAINTING (NEAR)
		4A	ASSAULT/SEXUAL ASSAULT/STUN GUN			32D	UNKNOWN PROBLEM
		5A	BACK PAIN			3D	ANIMAL BITES/ATTACKS
		7A	BURNS/EXPLOSION			4D	ASSAULT/SEXUAL ASSAULT/STUN GUN
		9O	CARDIAC OR RESP ARREST/DEATH			5C/D	BACK PAIN
		MA1	UNKNOWN STATUS			6C/D/E	BREATHING PROBLEMS
		VA1	UNKNOWN STATUS			7C/D/E	BURNS/EXPLOSION
						8C/D	CO/INHALATION/HAZMAT
						9D/E	CARDIAC OR RESP ARREST/DEATH
						M2	MEDICAL AID - CODE 2
						M3	MEDICAL AID - M3
						MA	MEDICAL AID - LEVEL
						MA2	UNKNOWN STATUS
						MB/C/D	MEDICAL AID - LEVEL
						VA	VEHICLE ACCIDENT
						VA2	INJURIES
						VC	VIOLENT CRIME
Critical Task Analysis		Critical Task Analysis		Critical Task Analysis		Critical Task Analysis	
Scene Safety Patient Care Documentation Transport		Incident Command/Scene Safety Patient Care Documentation Transport		Incident Command/Scene Safety Patient Care Documentation Transport		Incident Command/Scene Safety ALS Patient Care Documentation Transport	
Effective Response Force		Effective Response Force		Effective Response Force		Effective Response Force	
2 Personnel 1 Medic		3 Personnel 1 Engine		3 Personnel 1 Engine		5 Personnel 1 Medic 1 Engine	



## Technical Rescue

### Low Risk

Low risk technical rescue incidents range from lockouts to animal rescues, to elevator rescues and other inaccessible incidents/entrapments that require response by only one or two apparatus. Critical tasks for low risk rescue incidents generally include establishing command/scene safety, investigation/mitigation, and patient care. ERF for low risk rescue incidents is no more than 7 personnel.

Rescue - Low Risk					
Low 1		Low 2		Low 3	
Code	Description	Code	Description	Code	Description
22A	INACCESS INCIDENT/OTHER ENTRAPMENTS	22D1	INACCESS INCIDENT/OTHER ENTRAPMENTS	ELV	ELEVATOR RESCUE
22B	INACCESS INCIDENT/OTHER ENTRAPMENTS			FL	Flooding
AN	ANIMAL RESCUE				
LAW	LAW ENF ASSIST				
LO	LOCK OUT				
PA	PUBLIC ASSISTANCE				
Critical Task Analysis		Critical Task Analysis		Critical Task Analysis	
Incident Command/Scene Safety Investigation/Mitigation BLS Patient Care vs. ALS		Incident Command/Scene Safety Investigation/Mitigation BLS Patient Care vs. ALS		Incident Command/Scene Safety Investigation/Mitigation BLS Patient Care vs. ALS Salvage and Overhaul	
Effective Response Force					
3 Personnel		5 Personnel		7 Personnel	
1 Engine or Truck		1 Engine or Truck 1 Medic		1 Engine 1 Truck	



## Technical Rescue

### Moderate Risk

Moderate risk technical rescue incidents include most vehicle accidents and extrications, major in-flight emergencies, water rescues, and other rescue incidents requiring an increased level of resources. Critical tasks added to the workload for moderate risk rescue incidents may include vehicle stabilization, downstream/upstream protection, and other tasks related to aircraft rescues. ERF for moderate risk fire incidents ranges from 10-17 personnel and requires 4-6 apparatus.

Rescue - Moderate Risk					
Moderate 1		Moderate 2		Moderate 3	
Code	Description	Code	Description	Code	Description
VAE	VEH ACC W/EXT	AC2	MAJOR IN FLIGHT EMER	WR1	OUT OF WATER
VAR	VEH ACC -ROLLOVER			WR2	IN THE WATER
Critical Task Analysis		Critical Task Analysis		Critical Task Analysis	
Incident Command/Scene Safety Incident and Vehicle Stabilization Lines Deployed BLS Patient Care vs. ALS		Incident Command/Scene Safety Designated Staging Areas Monitor Aircraft Frequency Water Supply Attack Line Deployment Maintain Rescue Corridor Foam Application Aircraft Entry Aircraft Engine Shutdown Air Crew Extrication Patient Care Notifications		Incident Command/Scene Safety Identifying Victim/s and Locations Victim/s Profile Downstream/Upstream Protection Provide Victim/s Egress	
Effective Response Force					
10 Personnel		13 Personnel		17 Personnel	
1 Engine 1 Truck 1 Medic 1 Battalion Chief		2 ARFF Units (Off airport - 2 Engines) 1 Truck 1 Medic 1 Battalion Chief		1 Engine or Truck 1 Medic 2 Rescue Boats 1 Helicopter 1 Battalion Chief	



## Technical Rescue

### High Risk

High risk technical rescue incidents include special and technical rescues, including confined space rescues that require a significant amount of resources. Critical tasks unique to high risk technical rescue incidents include implementing site control/scene management, recognizing/identifying hazards, increasing survivability profile, lock out/tag out utilities, patient care, and may include atmospheric monitoring. ERF for high risk technical rescue incidents is 21-22 personnel and requires 9-10 apparatus.

Rescue - High Risk			
High 1		High 2	
Code	Description	Code	Description
SPR	SPECIAL RESCUE	CSP	CONFINED SPACE RESCU
TCR	TECHNICAL RESCUE		
Critical Task Analysis		Critical Task Analysis	
Establish Command/Scene Safety Implement Site Control/Scene Management Initiate Contact w/ Victim/s Recognize/Identify Hazards Increase Survivability Profile Lock out Tag out Utilities Safety Briefings ALS/BLS Patient Care		Establish Command/Scene Safety Implement Site Control/Scene Management Initiate Contact w/ Victim/s Recognize/Identify Hazards Atmospheric monitoring Increase Survivability Profile Lock out Tag out Utilities Safety Briefings ALS/BLS Patient Care	
Effective Response Force			
21 Personnel		22 Personnel	
1 Engine 1 Truck 2 Rescue Units 1 Medic 1 Public Information Officer 2 Battalion Chiefs 1 Shift Commander		1 Engine 1 Truck 2 Rescue Units 1 Medic 1 EMS Shift Captain 1 Public Information Officer 2 Battalion Chiefs 1 Shift Commander	



## Hazardous Materials

### Low Risk

Low risk HazMat incidents include carbon monoxide alarm runs, outdoor gas leaks, and HazMat Level 1 and 2 incidents that require response by only one or two apparatus. Critical tasks for low risk HazMat incidents include establishing command/scene safety and investigation/mitigation. HazMat Level 2 calls also may require isolating/denying entry, establishing control zones, product identification, and evacuation or rescue if needed. ERF for low risk HazMat incidents is no more than 8 personnel.

HazMat - Low Risk			
Low 1		Low 2	
Code	Description	Code	Description
801	CO DETECTOR ALARM	HM2	HAZ MAT LEVEL 2
802	CO DETECTOR ALARM		
FGO	FLAM GAS LEAK OUTSIDE		
HM1	HAZ MAT LEVEL 1		
Critical Task Analysis		Critical Task Analysis	
Scene Safety/Command Investigate/Mitigate		Scene Safety/Command Initial Size-up Establish Action Plan Isolate and Deny Entry Establish Control Zones Identify Product Notifications Rescue Victims Evacuations Safety Officer Mitigation Decontamination	
Effective Response Force			
3-4 Personnel		8 Personnel	
1 Engine or Truck		1 Engine or Truck 1 HazMat Unit 1 Battalion Chief	



## Hazardous Materials

### Moderate Risk

Moderate risk HazMat incidents include indoor gas leaks, rail car incidents, and tanker fires. Moderate risk HazMat incidents require increased resources to perform additional critical tasks that may include primary attack/handlines, establishing water supply, securing of utilities, evacuations, egress/ventilation, patient care, and back-up water supply and attack. ERF for moderate risk HazMat incidents ranges from 11-21 personnel and requires 4-9 apparatus.

<b>HazMat - Moderate Risk</b>					
<b>Moderate 1</b>		<b>Moderate 2</b>		<b>Moderate 3</b>	
<b>Code</b>	<b>Description</b>	<b>Code</b>	<b>Description</b>	<b>Code</b>	<b>Description</b>
FGI	FLAM GAS ODOR INSIDE	RC	RAIL CAR	VFT	TANKER FIRE
<b>Critical Task Analysis</b>		<b>Critical Task Analysis</b>		<b>Critical Task Analysis</b>	
Scene Safety/Command Primary Attack/Handlines Water Supply Securing of Utilities Egress/Ventilation Evacuations Patient Care		Scene Safety/Command Primary Attack/Handlines Back-up Attack/Handlines Water Supply Back-up Water Supply Evacuations Access/Egress Notifications Patient Care		Scene Safety/Command Primary Attack/Handlines Back-up Attack/Handlines Water Supply Back-up Water Supply Access/Egress Evacuations Notifications Patient Care	
<b>Effective Response Force</b>					
11 Personnel		14 Personnel		21 Personnel	
2 Engines 1 Truck 1 Battalion Chief		2 Engines 1 Truck 1 Foam Unit 1 Battalion Chief		3 Engines 1 Truck 1 Foam Unit 1 Medic 1 Public Information Officer 1 Battalion Chief 1 Shift Commander	



## Hazardous Materials

### High Risk

High risk HazMat incidents include liquid spills and HazMat Level 3 incidents which require a significant amount of assigned resources. Critical tasks added to the workload for high risk HazMat incidents include initial size-up, establishing action plan, rescue victims, notifications, and decontamination. ERF for high risk HazMat incidents is 14-25 personnel and requires 6-9 apparatus.

HazMat - High Risk			
High 1		High 2	
Code	Description	Code	Description
HM3	HAZ MAT LEVEL 3	LQ	LIQUID SPILL
Critical Task Analysis		Critical Task Analysis	
Scene Safety/Command Initial Size-up Establish Action Plan Isolate and Deny Entry Establish Control Zones Rescue Victims Evacuations Identify Product Notifications Safety Officer Mitigation Decontamination		Scene Safety/Command Initial Size-up Establish Action Plan Isolate and Deny Entry Establish Control Zones Rescue Victims Evacuations Identify Product Notifications Safety Officer Mitigation Decontamination	
Effective Response Force			
14 Personnel		25 Personnel	
2 HazMat Units 1 Decontamination Unit 1 EMS Shift Captain 1 Public Information Officer 1 Shift Commander		3 Engines 1 Truck 1 Foam Unit 1 HazMat Unit 1 Water Tender 1 Battalion Chief 1 Shift Commander	



## Exclusions

### Grass Fire

For the purposes of the 2022 study, grass fires were excluded from the risk categories and analysis due to the complex nature of grass fire response. Since response to a grass/vegetation fire is determined by many dynamic factors that differ throughout the district, there is no uniform standard with regard to critical tasks and ERF. The geographic location of the incident, specific risks of the incident area, and factors such as weather, time of year, and fuel type will ultimately determine the unique resource deployment on an incident-by-incident basis.

Since the District does not have a pre-determined standard for grass/wildland response, these incident types were excluded from the risk categories. The District will strategize how to best measure performance on grass/wildland fire incidents for evaluation in future years.

### Multi-Casualty Incidents

Multi-casualty incidents (MCIs) were also excluded from this study as MCIs are inherently complex and difficult to group into risk categories, especially since most MCIs are not originally dispatched as MCIs. If the first responders on scene determine the criteria of an MCI are met, the determination is made and additional resources are requested on an incident-by-incident basis. Metro Fire defines an MCI as an incident that meets any of the following:

- Four (4) patients that meet critical trauma criteria
- Five (5) or more immediate/delayed patients
- Eleven (11) or more minor patients
- Any incident that overwhelms on-scene resources

MCIs generally require more emergency medical resources than are available during routine incident response. The nature of an MCI also ranges widely, from large vehicle accidents to hazardous material exposures, natural disasters, and terrorist attacks, all requiring unique resources and apparatus. Because of this, it is not feasible to standardize critical task capabilities and ERF. The District will strategize how to best measure performance on MCIs for evaluation in future years.



# SECTION 4

## Standards, Goals & Objectives

- Response Standards
- Response Goals
- Service Level Objectives
- Findings

## Response Standards

### Response Standard Considerations

Response standards determine the appropriate level of service to be provided to the community by the District. Service level can be described as the expected response time and the resources required to perform the critical tasks necessary to effectively mitigate the incident. Service levels can vary based on population, density, land use, incident history, identified risks and special hazards.

### Adopted Standards

Following the completion of the 2009 Standards of Coverage Study, Metro Fire's Board of Directors adopted the following standards in order to differentiate levels of service to be provided based on population densities and perceived risk:

Urban-Suburban	Emerging Suburban	Rural
Population density greater than 1,000 people per square mile	Populations density between 500-1,000 people per square mile	Population density less than 500 people per square mile

These standards were based on best practice recommendations from the Center for Public Safety Excellence and the National Fire Protection Association (NFPA).

### Proposed Standards

Since the District's standards were adopted, NFPA has revised their response standard recommendations as follows:

Dense Urban	Urban	Suburban	Rural
Population density greater than 3,000 people per square mile	Population density between 1,000-3,000 people per square mile	Populations density between 500-1,000 people per square mile	Population density less than 500 people per square mile

In an effort to align with current best practice recommendations, the District should consider adopting new standards that follow NFPA's revised guidelines.

In addition to the above four standards, development trends suggest that there may be pockets in dense urban areas that eventually exceed 10,000 people per square mile as buildout occurs. Recognizing that densities at that level poses additional risks and challenges to emergency response, future consideration should be made on whether to include an even higher response standard for these areas which would be considered metropolitan in nature.

## Response Goals

### Response Goal Considerations

While it would seem appropriate to set a goal to measure average performance, average performance only reflects a goal of 50%. Using this methodology, the goal would be to ensure adequate response is achieved at least half of the time. It is evident that application of a 50% goal is not appropriate for emergency response performance. NFPA recognizes that emergency response performance must be held to a higher standard and recommends that a 90<sup>th</sup> percentile goal is applied.

## Adopted Response Goal

Metro Fire's current adopted response goal is a 90<sup>th</sup> percentile goal. This goal reflects that adequate response should be achieved 90% of the time.

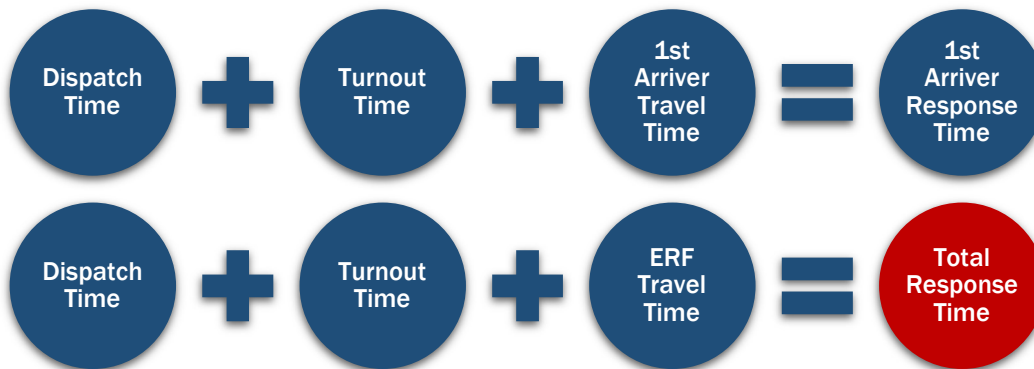
## Service Level Objectives

### Service Level Objective Considerations

As previously defined, service level is described as the expected response time and the resources required to perform the critical tasks necessary to effectively mitigate the incident. As such, considerations for setting service level objectives primarily revolve around response time considerations and risk considerations.

### Response Time

Response time is measured as the length of time from when a call is dispatched to when personnel arrive on scene. Response time is measured to include both the first arriving unit as well as when effective response force (ERF) is achieved, and includes dispatch time (time from alarm to notification), turnout time (time from notification to enroute), and travel time (time from enroute to on scene).



When setting service level objectives, there are two geographic considerations with regard to the location of resources in relation to response time: distribution and concentration.

### Distribution

The Commission on Fire Accreditation International (CFAI) defines distribution as the “geographic location of all first-due resources for initial intervention, generally measured from fixed response points, such as fire stations, and expressed as a measure of time.” Distribution describes the spacing of community-based response units to stop routine emergencies and ensure coverage of the service area, with a focus on the length of travel times for the first-due units within their first-due response areas. The industry standard for first-due travel times is found in NFPA 1710 and established as 240 seconds (four minutes).

There are two key factors that affect travel times: distance and population density. Large response areas will inherently see longer travel times on their outer edges for obvious reasons. Densely populated areas tend to have higher service demands, which leads to stations being clustered more closely together. As such, their response areas are smaller and faster travel times are expected.

Ideally, first-due resources are centrally located on or near arterial roads to maximize response area and reduce response times. Additional consideration should be given to natural and manmade impediments which have an effect on response time such as roads, bodies of water, etc.

## Concentration

Concentration describes the clustering of fire stations in close enough proximity to ensure the availability of adequate resources to provide timely ERF as it relates to the completion of critical tasks necessary to mitigate the incident. While distribution is concerned with how long it takes the first-due resource to arrive on scene, concentration refers to how long it takes to get the balance of the necessary resources on scene. For fires, NFPA 1710 sets the standard at 480 seconds (eight minutes) for the travel time of the first full compliment.

Concentration is subject to the same issues facing distribution. Rural areas generally have spacious response areas. The resources needed to achieve an ERF are typically forced to travel a significant distance, resulting in longer travel times. Conversely, incidents occurring in more densely populated areas can achieve ERF quicker.

## Risk

As previously described in Section 3, different types of incidents pose varying levels of risk and ERF needs, which should be considered when setting service level objectives. NFPA 1710 recommends that service level objectives are set for each major service component (fire suppression, EMS, and special operations) with consideration given to level of risk.

## Adopted Service Level Objectives

In 2010, Metro Fire adopted service level objectives for each of the three response standards (urban-suburban, emerging suburban, and rural). The objectives include response times that meet the National Fire Protection Association (NFPA) best practice recommendations of 240 seconds (4 minutes). These objectives were set in place to ensure the delivery of good outcomes including efficient fire suppression and expeditious rescue efforts.

## Response Time

Metro Fire's current adopted response time objectives are set for each response standard and are shown below.

ERF	Dispatch Time	Turnout Time	ERF Travel Time			Total Response Time		
			Urban-Suburban	Emerging Suburban	Rural	Urban-Suburban	Emerging Suburban	Rural
16	01:00	02:00	08:00	15:00	20:00	11:00	18:00	23:00

## Benchmark Performance Statements

Metro Fire's current performance statements are shown below.

### Urban-Suburban

Urban-Suburban areas ( $\geq 1,000$  people/square mile) should have the first-due unit arrive on scene within seven minutes from the time the 911 call is received, 90% of the time. This equates to a 1-minute dispatch time, 2-minute crew turnout time, and 4-minute travel time for first-due units. For Effective Response Force, a multiple-unit response of at least 16 personnel should arrive within 11 minutes from the time the 911 call is received, which equates to a 1-minute dispatch time, 2-minute crew turnout time, and 8-minute travel time for ERF units.

### Emerging Suburban

Emerging Suburban areas (between 500-1,000 people/square mile) should have first-due response within 13 minutes (1-minute dispatch, 2-minute turnout, 10-minute travel time), and Effective Response Force within 15 minutes.

### Rural

Rural areas ( $\leq 500$  people/square mile) should have first-due response within 14 minutes, and Effective Response Force within 20 minutes.

## Proposed Service Level Objectives

As previously discussed, NFPA 1710 recommends that service level objectives be set for all incident types in accordance with risk categories. Keeping in mind that each risk class and subcategory has a different ERF, individual benchmark performance statements are proposed below for each risk class and category according to applicable response standard.

### Response Time

The proposed benchmark performance statements reflect the existing objectives for a dispatch time of 01:00 (one minute) and a turnout time of 02:00 (two minutes).

Changes to travel times are shown in the table below. The proposed changes retain existing objectives for first-due and ERF travel times by response standard, and add additional travel time objectives for varying risk class and category, as well as for an additional response standard (dense urban).

Risk Class & Category	ERF	Dispatch Time	Turnout Time	ERF Travel Time				Total Response Time				
				Dense Urban	Urban	Suburban	Rural	Dense Urban	Urban	Suburban	Rural	
Fire	Low 1	3	01:00	02:00	04:00	04:00	10:00	14:00	07:00	07:00	13:00	17:00
	Low 2	4	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Low 3	7	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Low 4	8	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Moderate 1	11	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Moderate 2	13	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Moderate 3	14	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	High 1	16	01:00	02:00	10:10	10:10	19:10	25:30	13:10	13:10	22:10	28:30
	High 2	24	01:00	02:00	10:10	10:10	19:10	25:30	13:10	13:10	22:10	28:30
	High 3	27	01:00	02:00	10:10	10:10	19:10	25:30	13:10	13:10	22:10	28:30
Max 1	32	01:00	02:00	10:10	10:10	19:10	25:30	13:10	13:10	22:10	28:30	
Max 2	33	01:00	02:00	10:10	10:10	19:10	25:30	13:10	13:10	22:10	28:30	
EMS	Low 1	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Low 2	3	01:00	02:00	04:00	04:00	10:00	14:00	07:00	07:00	13:00	17:00
	Low 3	5	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Low 4	5	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
Rescue	Low 1	3	01:00	02:00	04:00	04:00	10:00	14:00	07:00	07:00	13:00	17:00
	Low 2	5	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Low 3	7	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Moderate 1	10	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Moderate 2	13	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Moderate 3	17	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
High 1	21	01:00	02:00	10:10	10:10	19:10	25:30	13:10	13:10	22:10	28:30	
High 2	22	01:00	02:00	10:10	10:10	19:10	25:30	13:10	13:10	22:10	28:30	
HazMat	Low 1	3	01:00	02:00	04:00	04:00	10:00	14:00	07:00	07:00	13:00	17:00
	Low 2	8	01:00	02:00	8:00	8:00	15:00	20:00	11:00	11:00	18:00	23:00
	Moderate 1	11	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Moderate 2	14	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
	Moderate 3	21	01:00	02:00	10:10	10:10	19:10	25:30	13:10	13:10	22:10	28:30
	High 1	14	01:00	02:00	08:00	08:00	15:00	20:00	11:00	11:00	18:00	23:00
High 2	25	01:00	02:00	10:10	10:10	19:10	25:30	13:10	13:10	22:10	28:30	



## Benchmark Performance Statements

### Fire Response

#### Fire Low 1

For 90% of all Fire Low 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gallons per minute (gpm) pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and extinguishment. Total response time for the arrival of ERF will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. ERF will be staffed with a minimum of 3 personnel.

#### Fire Low 2

For 90% of all Fire Low 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and extinguishment. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 4 personnel and be capable of monitoring aircraft communications.

#### Fire Low 3

For 90% of all Fire Low 3 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and extinguishment. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 7 personnel.

#### Fire Low 4

For 90% of all Fire Low 4 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and extinguishment. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 8 personnel.

#### Fire Moderate 1

For 90% of all Fire Moderate 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm as needed. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 11 personnel.

#### Fire Moderate 2

For 90% of all Fire Moderate 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and providing patient care as needed. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 13 personnel.

**Fire Moderate 3**

For 90% of all Fire Moderate 3 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm as needed. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 14 personnel.

**Fire High 1**

For 90% of all Fire High 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and providing patient care as needed. Total response time for the arrival of ERF will be 10:10 in dense urban and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 16 personnel.

**Fire High 2**

For 90% of all Fire High 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm as needed. Total response time for the arrival of ERF will be 10:10 in dense urban and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 24 personnel.

**Fire High 3**

For 90% of all Fire High 3 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and gaining direct access to the aircraft. Total response time for the arrival of ERF will be 10:10 in dense urban and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 27 personnel.

**Fire Max 1**

For 90% of all Fire Max 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and establishing standpipe connection as appropriate. Total response time for the arrival of ERF will be 10:10 in dense urban and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 32 personnel.

**Fire Max 2**

For 90% of all Fire Max 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and conducting evacuations as needed. Total response time for the arrival of ERF will be 10:10 in dense urban and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 33 personnel.

## EMS Response

### EMS Low 1

EMS Low 1 incidents are primarily interfacility transfers and Mobile Integrated Health (MIH) program calls which, by nature, are not emergent and do not require emergency response. As such, no benchmark performance statement is recommended for adoption at this time. As the MIH program grows, a future recommendation may be considered for appropriate benchmark performance measurement.

### EMS Low 2

For 90% of all EMS Low 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, requesting additional resources if necessary, and providing BLS/ALS patient care as needed. Total response time for the arrival of ERF will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. ERF will be staffed with a minimum of 3 personnel.

### EMS Low 3

For 90% of all EMS Low 3 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, requesting additional resources if necessary, and providing BLS/ALS patient care as needed. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 5 personnel.

### EMS Low 4

For 90% of all EMS Low 4 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, requesting additional resources if necessary, and providing BLS/ALS patient care as needed. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 5 personnel.

## Technical Rescue Response

### Rescue Low 1

For 90% of all Rescue Low 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, investigation, requesting additional resources if necessary, providing BLS/ALS patient care, and mitigation as needed. Total response time for the arrival of ERF will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. ERF will be staffed with a minimum of 3 personnel.

### Rescue Low 2

For 90% of all Rescue Low 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, investigation, requesting additional resources if necessary, providing BLS/ALS patient care, and mitigation. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 5 personnel.

### Rescue Low 3

For 90% of all Rescue Low 3 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, investigation, requesting additional resources if necessary, providing BLS/ALS patient care, and mitigation. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 7 personnel.



**Rescue Moderate 1**

For 90% of all Rescue Moderate 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, providing BLS/ALS patient care, and conducting evacuations as needed. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 10 personnel.

**Rescue Moderate 2**

For 90% of all Rescue Moderate 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, gaining access to aircraft, deploying fire attack lines capable of flowing 150 gpm, and performing rescues as needed. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 13 personnel.

**Rescue Moderate 3**

For 90% of all Rescue Moderate 3 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up, identifying victim profile and location, requesting additional resources if necessary, and performing shore-based rescues. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 17 personnel.

**Rescue High 1**

For 90% of all Rescue High 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up, site control and scene management, hazard recognition, increasing survivability profile, and requesting additional resources if necessary. Total response time for the arrival of ERF will be 10:10 in dense urban and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 21 personnel.

**Rescue High 2**

For 90% of all Rescue High 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up, site control and scene management, hazard recognition, increasing survivability profile, and requesting additional resources if necessary. Total response time for the arrival of ERF will be 10:10 in dense urban and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 22 personnel.

**Hazardous Materials Response****HazMat Low 1**

For 90% of all HazMat Low 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up and safety, investigation, requesting additional resources if necessary, and mitigation if possible. Total response time for the arrival of ERF will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. ERF will be staffed with a minimum of 3 personnel.

**HazMat Low 2**

For 90% of all HazMat Low 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up and safety, investigation, requesting additional resources if necessary, isolating and denying entry, evacuations, and performing first responder mitigation tactics if possible. Total response time for the arrival of ERF will be 8:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 8 personnel.

**HazMat Moderate 1**

For 90% of all HazMat Moderate 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, isolating and denying entry, securing utilities, and conducting evacuations or rescues as needed. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 11 personnel.

**HazMat Moderate 2**

For 90% of all HazMat Moderate 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, requesting additional resources if necessary, scene safety, isolating and denying entry, product identification if possible, determining immediate threats to life, and rescuing victims if possible. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 14 personnel.

**HazMat Moderate 3**

For 90% of all HazMat Moderate 3 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, requesting additional resources if necessary, scene safety, isolating and denying entry, product identification if possible, determining immediate threats to life, deploying fire attack lines capable of flowing 150 gpm, and rescuing victims if possible. Total response time for the arrival of ERF will be 10:10 in dense urban and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 21 personnel.

**HazMat High 1**

For 90% of all HazMat High 1 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit should already have arrived on a HazMat Low 2 response. Additional companies on HazMat High 1 incidents should be able to conduct robust offensive HazMat mitigation operations. Total response time for the arrival of ERF will be 08:00 in dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 14 personnel.

**HazMat High 2**

For 90% of all HazMat High 2 responses, total response time for the first arriving unit will be 04:00 in dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, isolating and denying entry, product identification if possible, performing first responder mitigation tactics if possible, and conducting evacuations or rescues as needed. Total response time for the arrival of ERF will be 10:10 in dense urban and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 25 personnel.

## Findings

### Findings

A review of Metro Fire's existing standards, goals and objectives revealed the following findings:

- Metro Fire's adopted response standards do not include a classification for dense urban response as described in NFPA 1710 (2020 edition).
- Metro Fire's adopted service level objectives are only differentiated by response standard and not by risk class and category as is recommended by NFPA 1710.
- Need to separate grass/wildland fire response from structural response for better data management and deployment analysis.

# **SECTION 5**

## **Service Delivery Analysis**

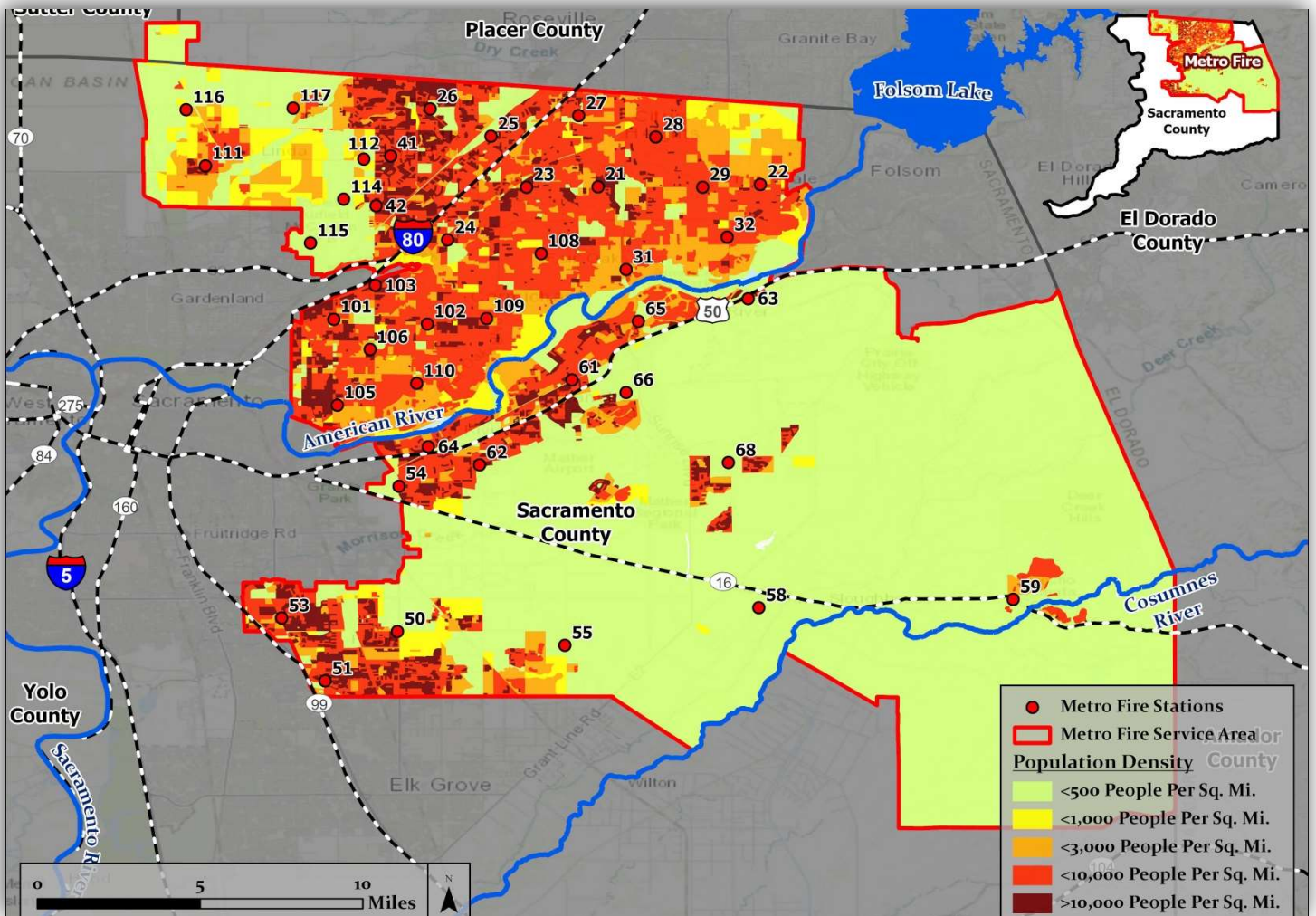
- **Deployment Study & Gap Analysis**
- **Service Planning**
- **Growth Analysis**
- **Findings**

# Deployment Study & Gap Analysis

## Response Standard Analysis

The first step in analyzing the District’s deployment of resources is to determine which response standard is applicable to each first due since each response standard has its own service level objectives.

The table below shows the response standard for each census block in Metro Fire’s jurisdiction based solely on population density. A review of densities alone shows that 65% of the District’s service area is considered Rural, 4% Suburban, 6% Urban, 19% Dense Urban, and 5% Metropolitan.



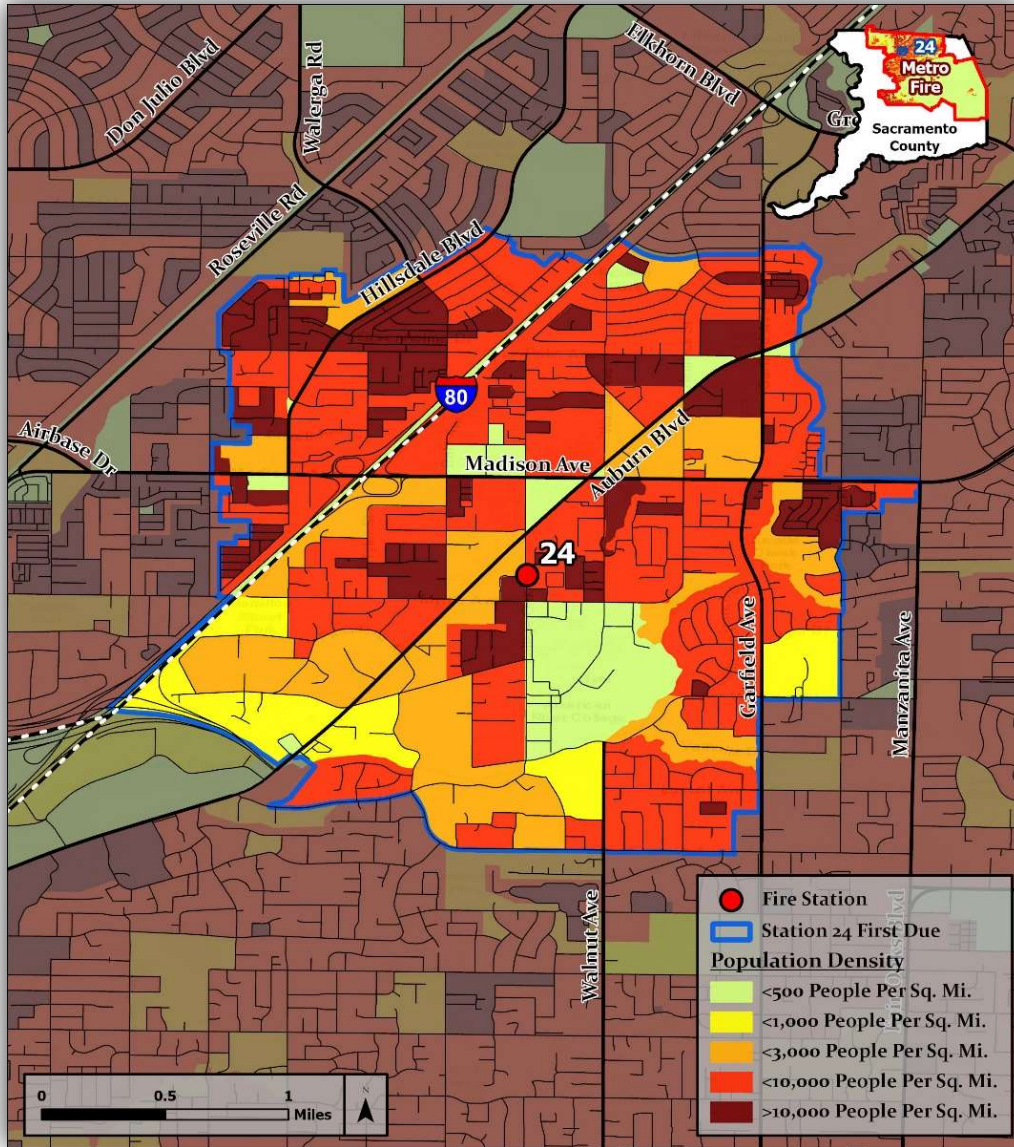
While population density is the primary baseline for making a response standard determination, additional factors that must be considered include total population, land use, and risk assessment. The evaluation of these collective factors is known as a Response Standard Analysis.

Each first-due response area was evaluated and a response standard determination was made based on the factors described above. The following pages will show the response standard determination for each of Metro Fire’s first-due response areas.

# BATTALION 5

## Station 24

## Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	32	0.4
Suburban	<1,000	10:00	260	0.3
Urban	<3,000	04:00	1,363	0.7
<b>Dense Urban</b>	<b>&lt;10,000</b>		<b>13,262</b>	<b>2.2</b>
Metropolitan	>10,000		12,908	0.7
<b>TOTAL</b>	<b>6,430</b>	<b>04:00</b>	<b>27,825</b>	<b>4.3</b>

**Response Standard Determination**

**Dense Urban**

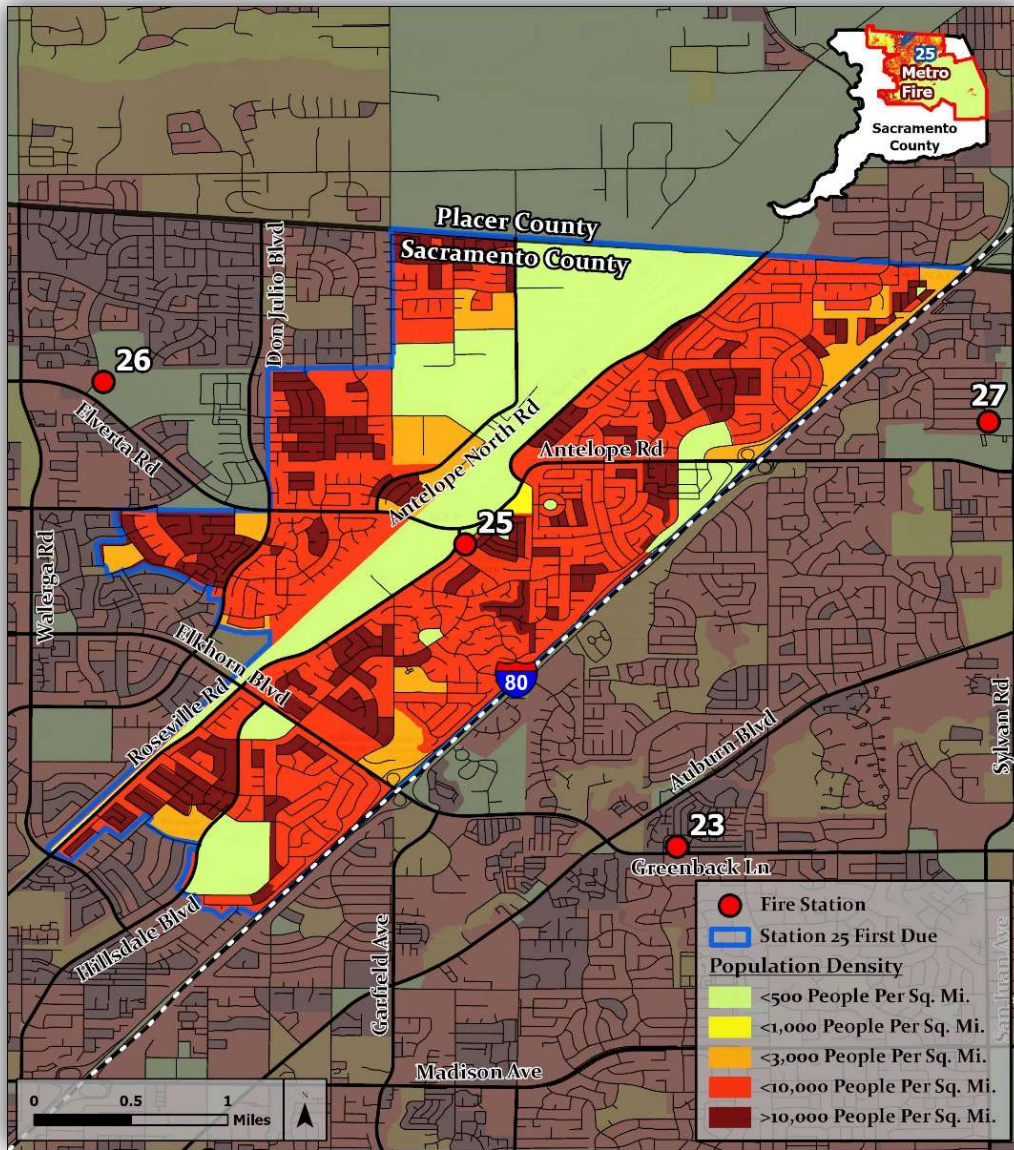
**04:00**

**Travel Time**



**Station 25**

**Response Standard Analysis**



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	111	1.4
Suburban	<1,000	10:00	13	0
Urban	<3,000	04:00	507	0.3
Dense Urban	<10,000		19,689	2.8
Metropolitan	>10,000		12,376	0.9
<b>TOTAL</b>	<b>6,003</b>	<b>04:00</b>	<b>32,696</b>	<b>5.4</b>

**Response Standard Determination**

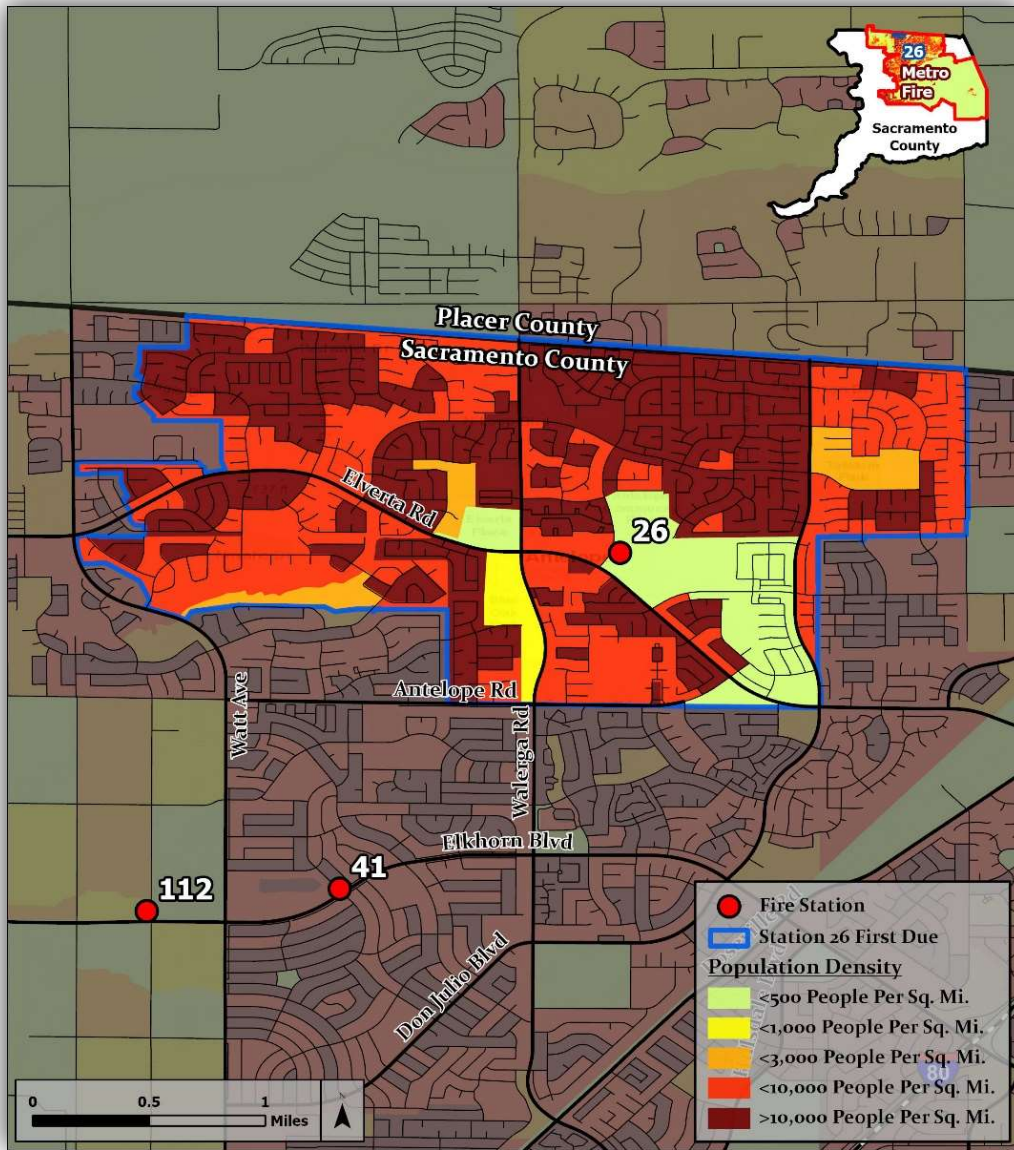
**Dense Urban**

**04:00  
Travel Time**



# Station 26

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	85	0.4
Suburban	<1,000	10:00	59	0.1
Urban	<3,000	04:00	62	0.1
<b>Dense Urban</b>	<b>&lt;10,000</b>		<b>9,904</b>	<b>1.4</b>
Metropolitan	>10,000		22,618	1.6
<b>TOTAL</b>	<b>9,262</b>	<b>04:00</b>	<b>32,727</b>	<b>3.5</b>

**Response Standard Determination**

**Dense Urban**

**04:00**

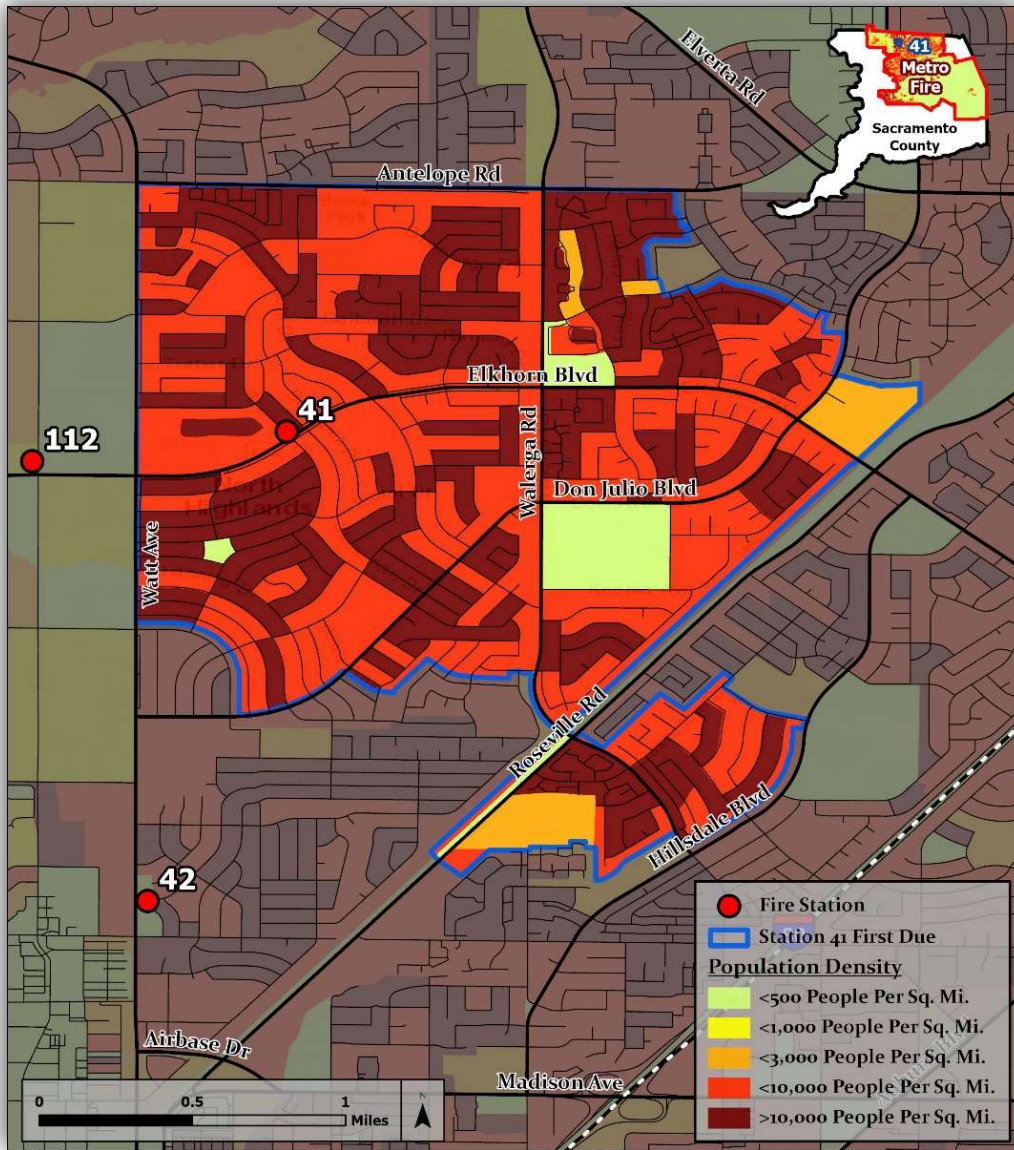
**Travel Time**





# Station 41

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.1
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	168	0.1
Dense Urban	<10,000		10,412	1.5
Metropolitan	>10,000		17,932	1.2
<b>TOTAL</b>	<b>9,952</b>	<b>04:00</b>	<b>28,512</b>	<b>2.9</b>

**Response Standard Determination**

**Dense Urban**

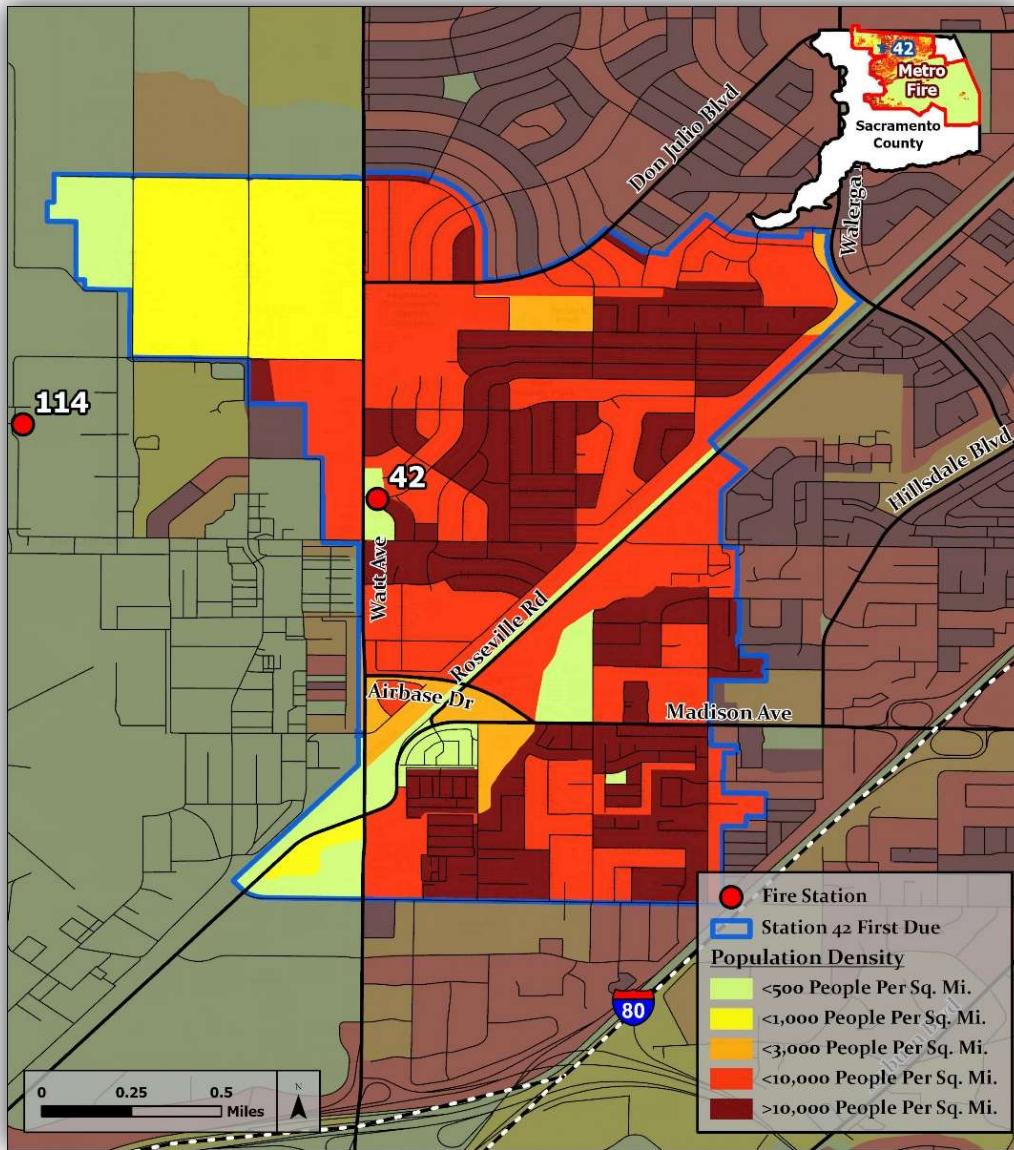
**04:00**

**Travel Time**



# Station 42

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	18	0.2
Suburban	<1,000	10:00	235	0.3
Urban	<3,000	04:00	121	0.1
Dense Urban	<10,000		5,154	0.9
Metropolitan	>10,000		9,411	0.6
<b>TOTAL</b>	<b>7,398</b>	<b>04:00</b>	<b>14,939</b>	<b>2</b>

**Response Standard Determination**

**Dense Urban**

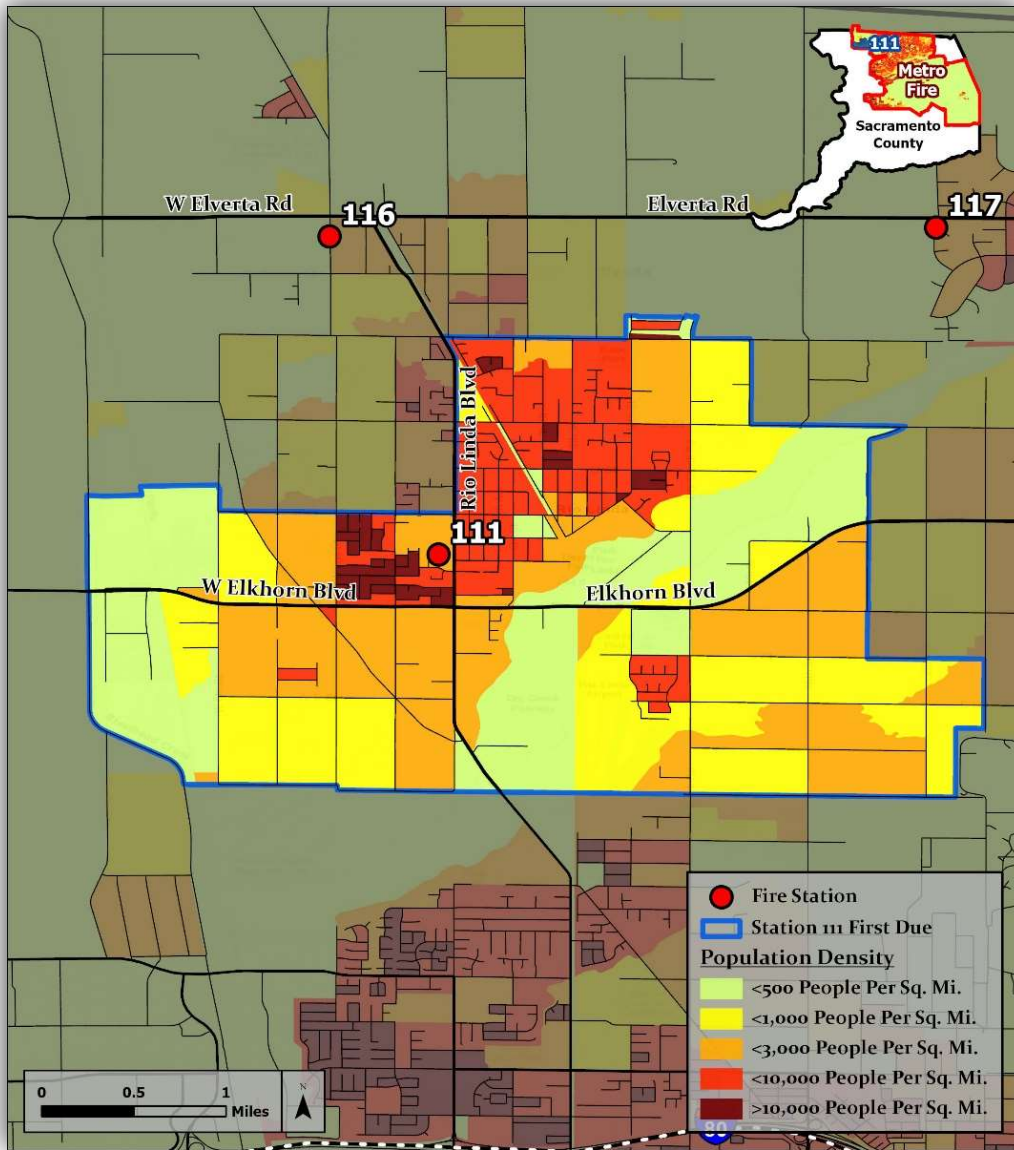
**04:00**

**Travel Time**



# Station 111

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	250	1.8
Suburban	<1,000	10:00	1,320	1.8
<b>Urban</b>	<b>&lt;3,000</b>	<b>04:00</b>	<b>3,029</b>	<b>2</b>
Dense Urban	<10,000		5,865	1.1
Metropolitan	>10,000		1,930	0.2
<b>TOTAL</b>	<b>1,842</b>	<b>04:00</b>	<b>12,394</b>	<b>6.7</b>

**Response Standard Determination**

**Urban**

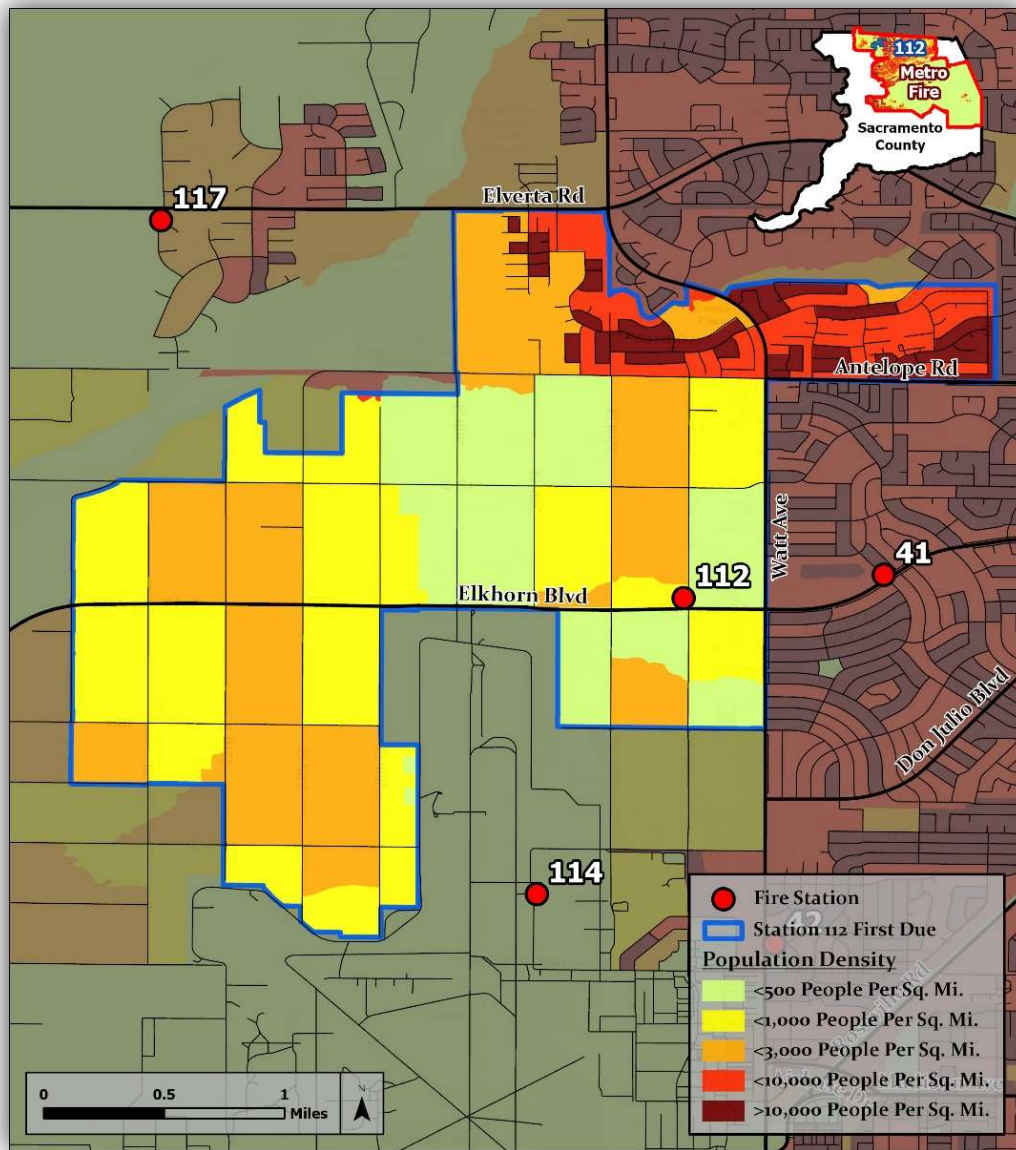
**04:00**

**Travel Time**



# Station 112

# Response Standard Analysis



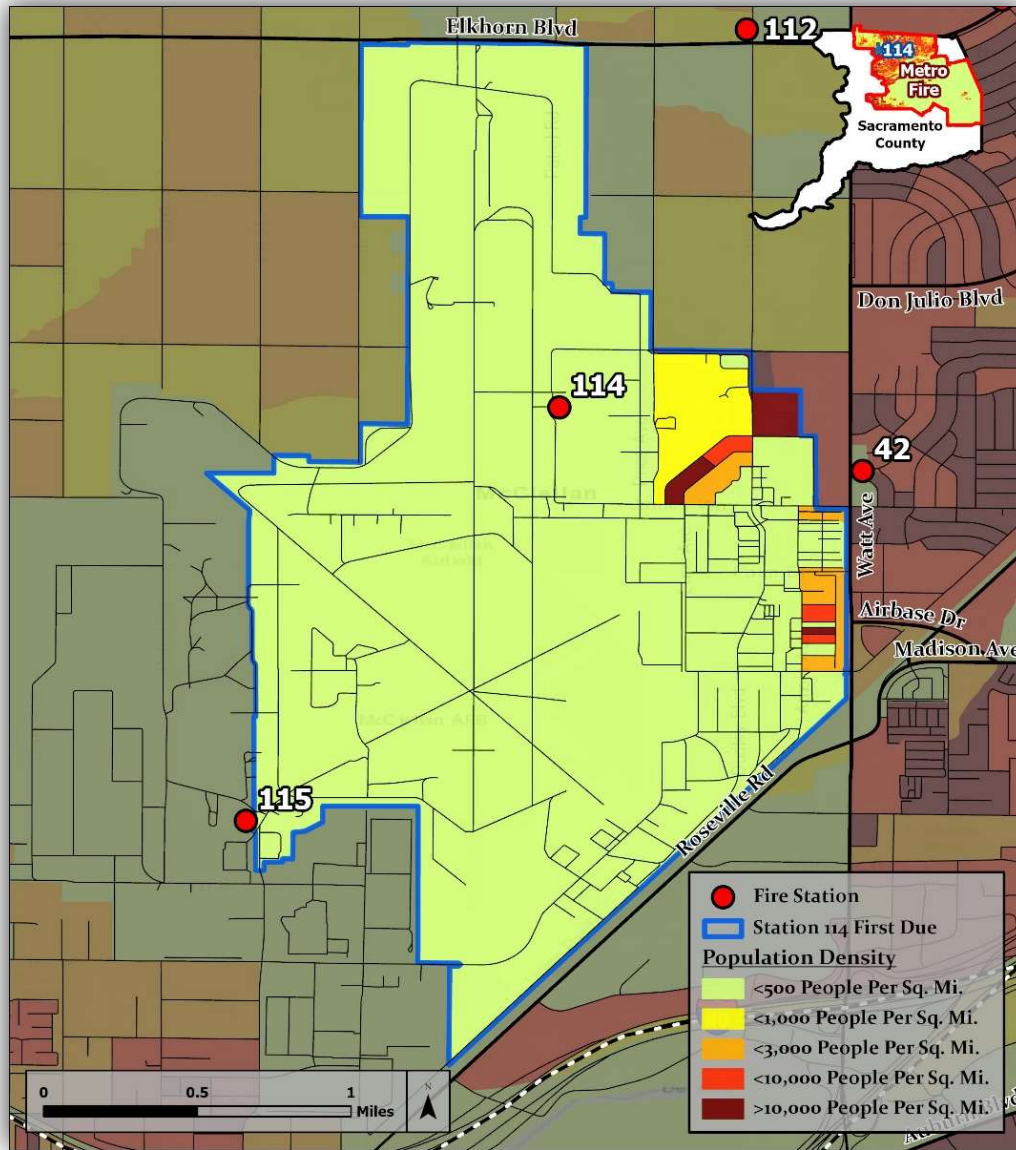
Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	273	0.8
Suburban	<1,000	10:00	1,011	1.3
<b>Urban</b>	<b>&lt;3,000</b>	<b>04:00</b>	<b>1,910</b>	<b>1.3</b>
Dense Urban	<10,000		2,322	0.3
Metropolitan	>10,000		2,926	0.2
<b>TOTAL</b>	<b>2,083</b>	<b>04:00</b>	<b>8,441</b>	<b>4.1</b>

Response Standard Determination
<b>Urban</b>
<b>04:00</b>
<b>Travel Time</b>



# Station 114

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	30	2.7
Suburban	<1,000	10:00	58	0.1
Urban	<3,000	04:00	72	0
Dense Urban	<10,000		117	0
Metropolitan	>10,000		533	0
<b>TOTAL</b>	<b>278</b>	<b>04:00</b>	<b>809</b>	<b>2.9</b>

**Response Standard Determination**

**Dense Urban**

**04:00\***

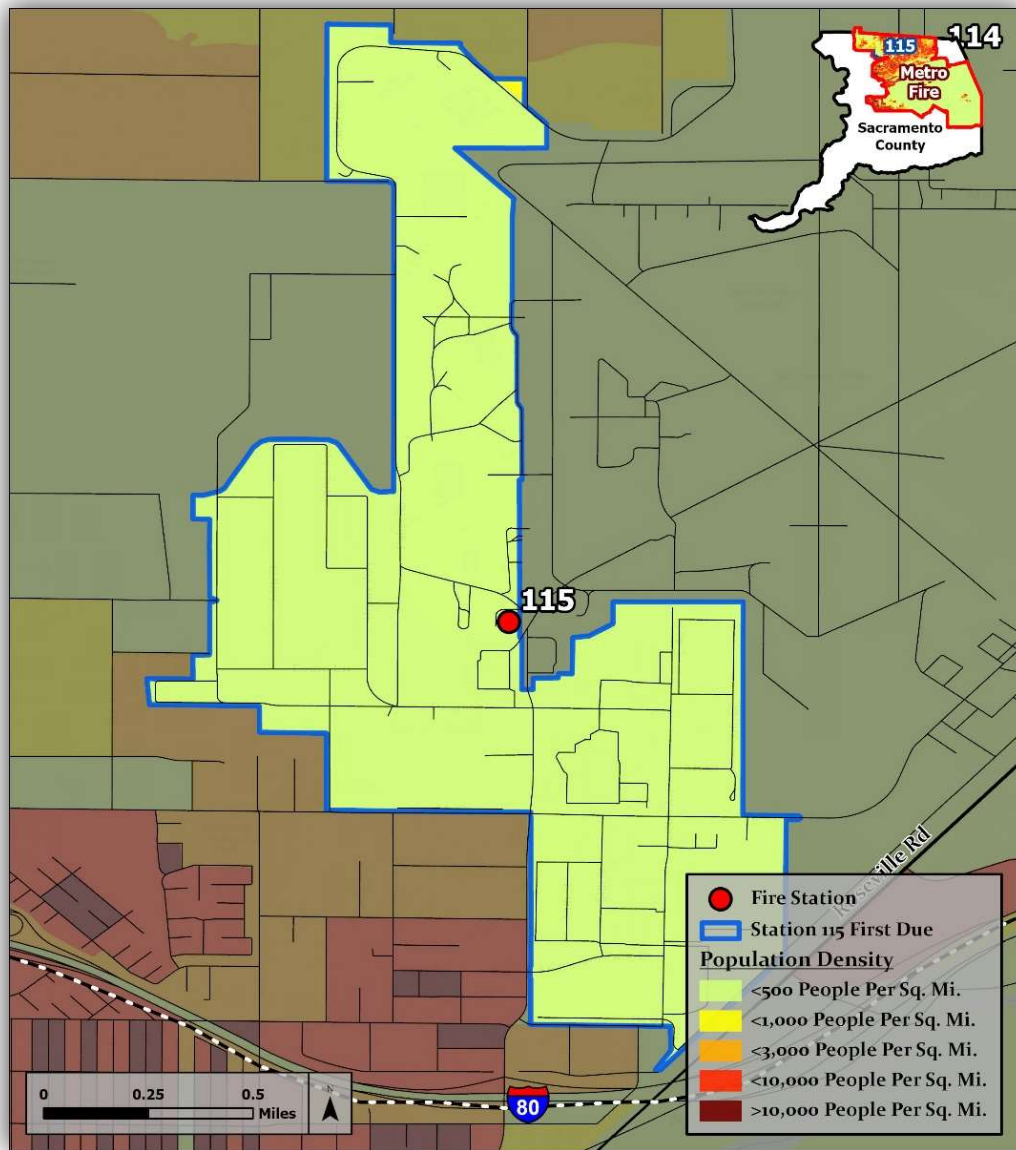
**Travel Time**

*\*00:90 for runway response (NFPA 403)*



# Station 115

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	2	1.1
Suburban	<1,000	10:00	2	0
Urban	<3,000	04:00	1	0
Dense Urban	<10,000		0	0
Metropolitan	>10,000		0	0
<b>TOTAL</b>	<b>3</b>	<b>04:00</b>	<b>4</b>	<b>1.1</b>

**Response Standard Determination**

**Dense Urban**

**04:00\***

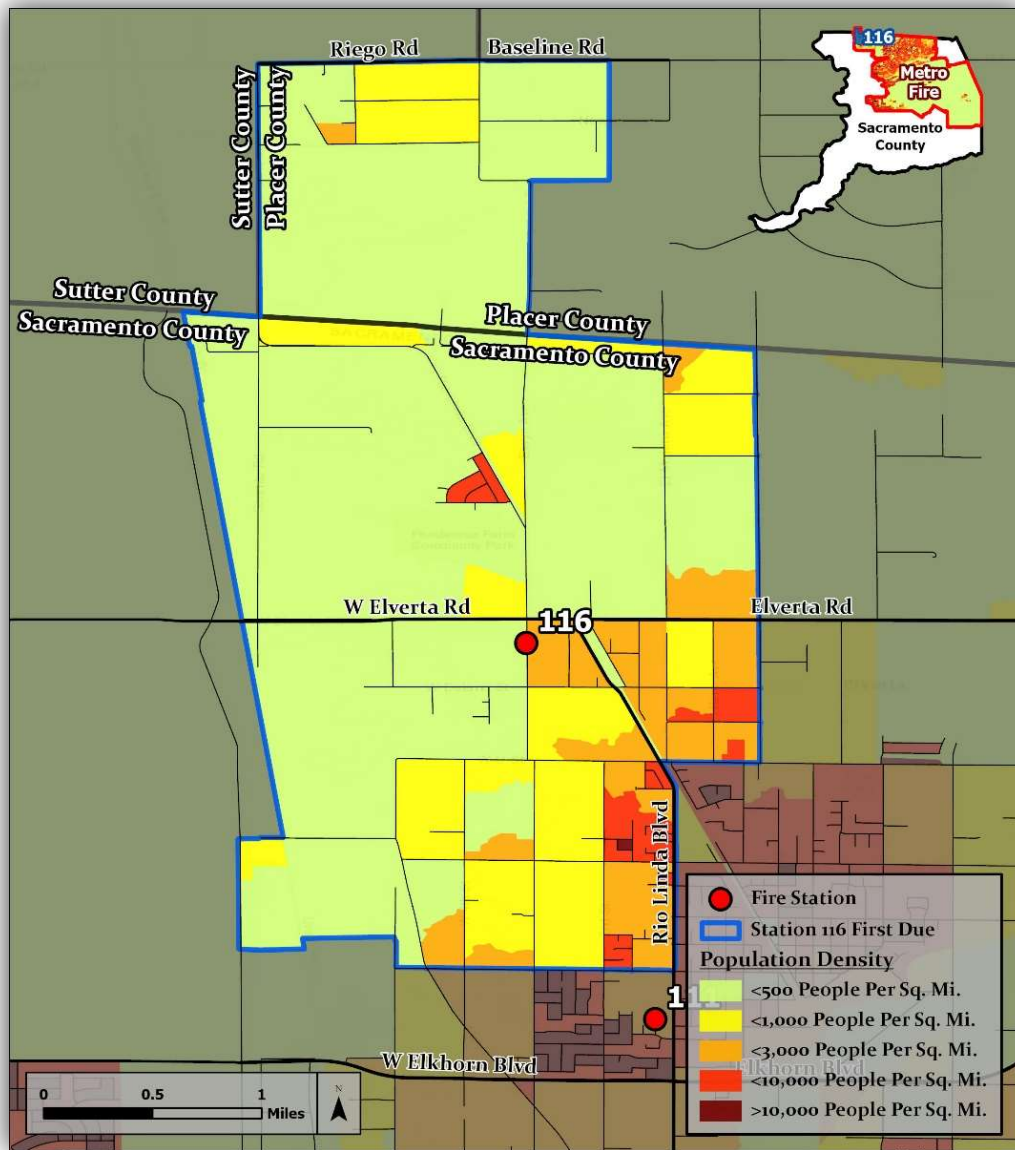
**Travel Time**

\*00:90 for runway response (NFPA 403)



# Station 116

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	986	4.5
<b>Suburban</b>	<b>&lt;1,000</b>	<b>10:00</b>	<b>732</b>	<b>1.1</b>
Urban	<3,000	04:00	858	0.5
Dense Urban	<10,000		1,169	0.3
Metropolitan	>10,000		40	0
<b>TOTAL</b>	<b>588</b>	<b>10:00</b>	<b>3,785</b>	<b>6.4</b>

**Response Standard Determination**

**Suburban**

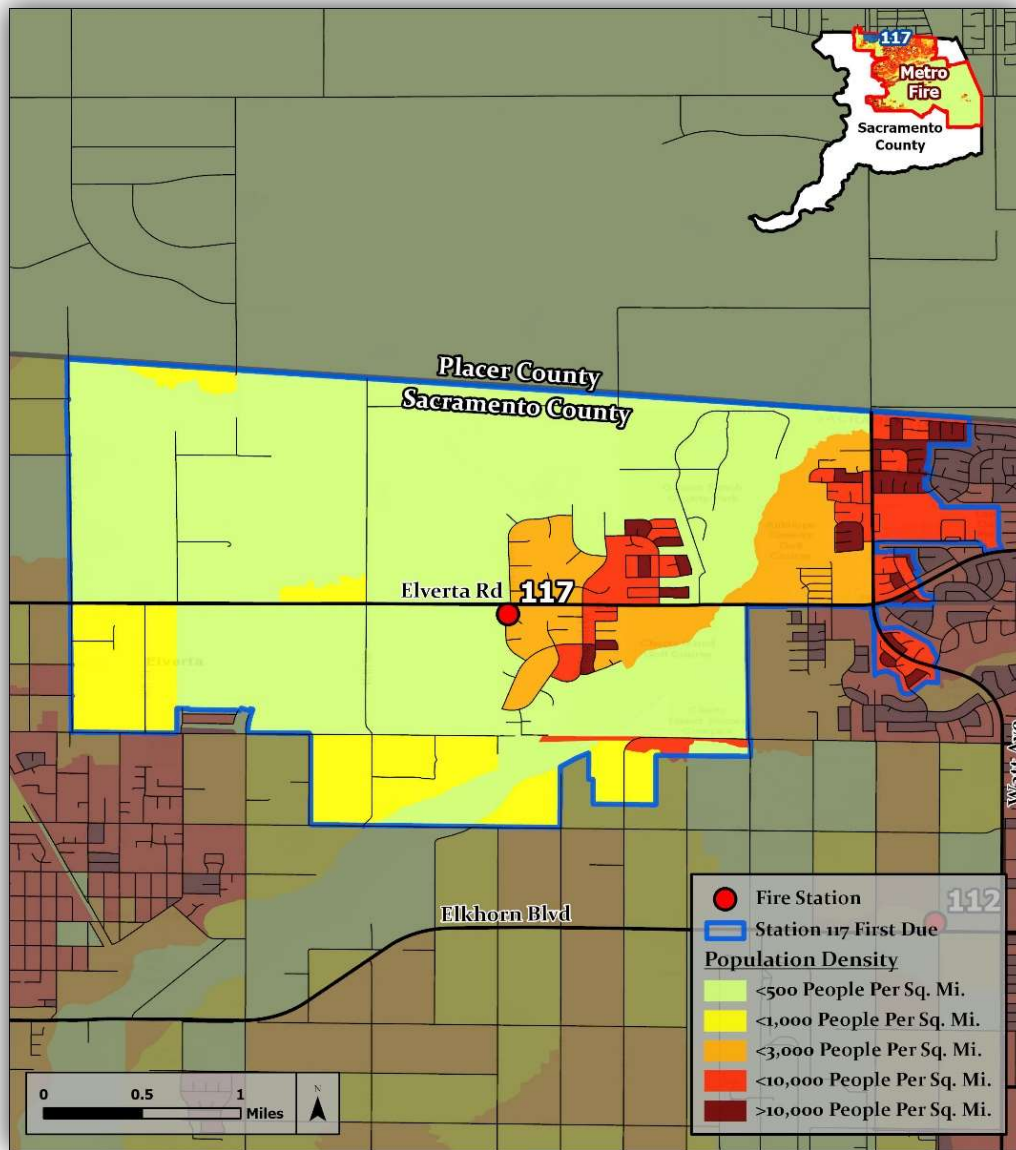
**10:00**

**Travel Time**



# Station 117

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	1,044	4.2
Suburban	<1,000	10:00	583	0.8
<b>Urban</b>	<b>&lt;3,000</b>	<b>04:00</b>	<b>946</b>	<b>0.6</b>
Dense Urban	<10,000		2,561	0.5
Metropolitan	>10,000		1,976	0.2
<b>TOTAL</b>	<b>1,145</b>	<b>04:00</b>	<b>7,109</b>	<b>6.2</b>

Response Standard Determination
<b>Urban</b>
<b>04:00</b>
<b>Travel Time</b>

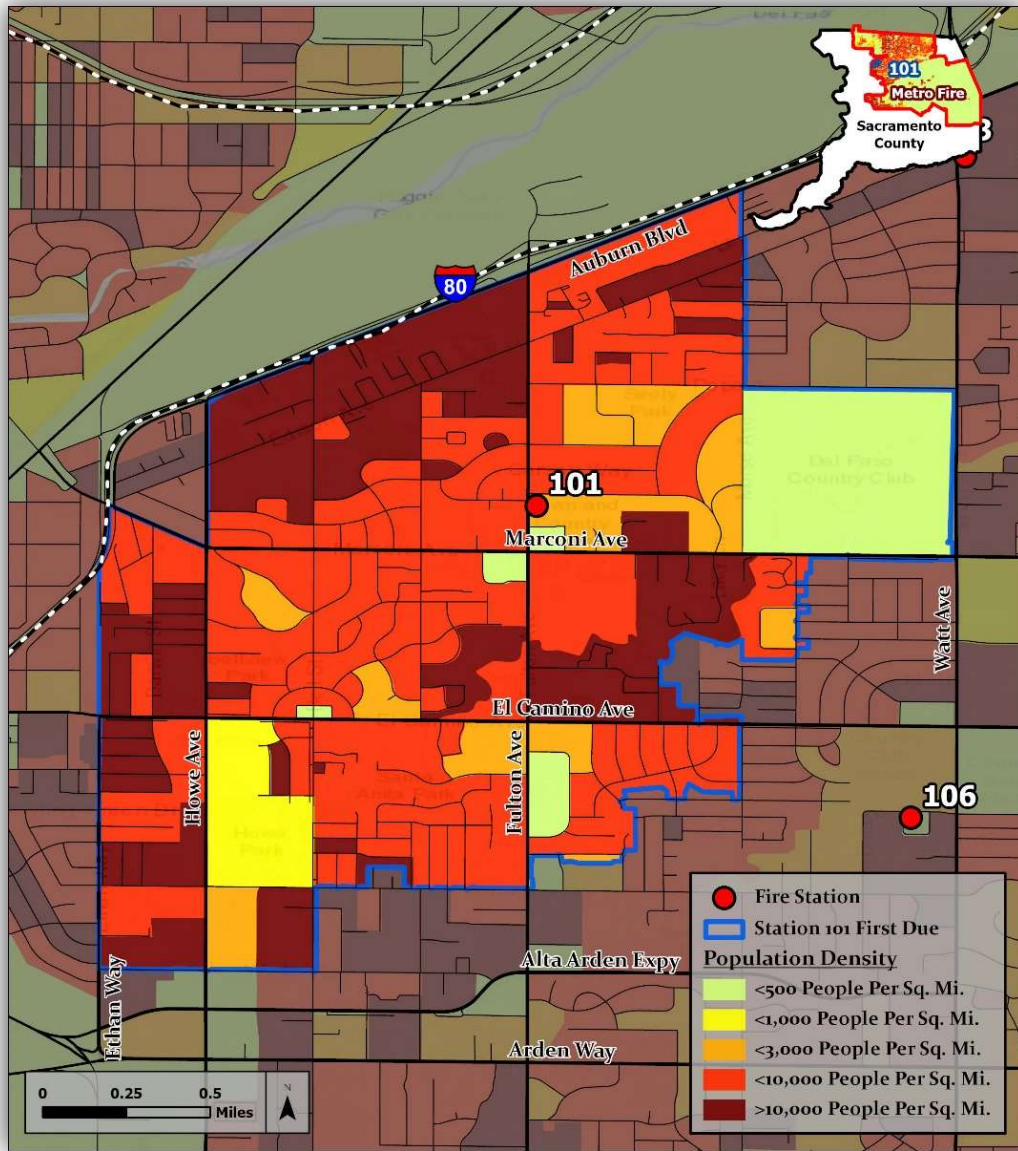




# BATTALION 7

## Station 101

## Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.3
Suburban	<1,000	10:00	71	0.1
Urban	<3,000	04:00	232	0.1
<b>Dense Urban</b>	<b>&lt;10,000</b>		<b>8,005</b>	<b>1.4</b>
Metropolitan	>10,000		12,702	0.8
<b>TOTAL</b>	<b>7,627</b>	<b>04:00</b>	<b>21,010</b>	<b>2.8</b>

**Response Standard Determination**

**Dense Urban**

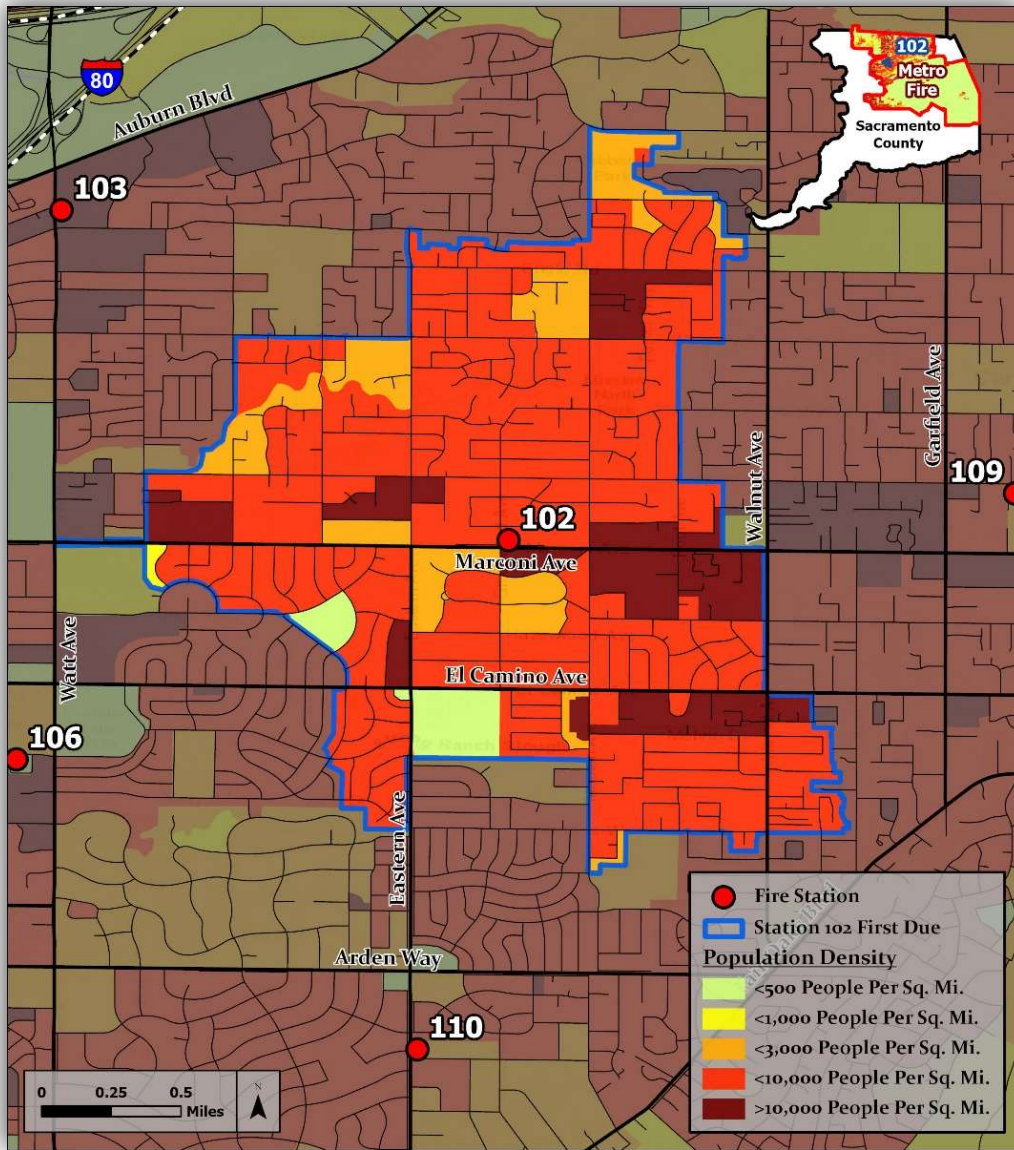
**04:00**

**Travel Time**



# Station 102

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.1
Suburban	<1,000	10:00	7	0
Urban	<3,000	04:00	209	0.1
Dense Urban	<10,000		10,612	2.2
Metropolitan	>10,000		6,129	0.4
<b>TOTAL</b>	<b>6,127</b>	<b>04:00</b>	<b>16,956</b>	<b>2.8</b>

**Response Standard Determination**

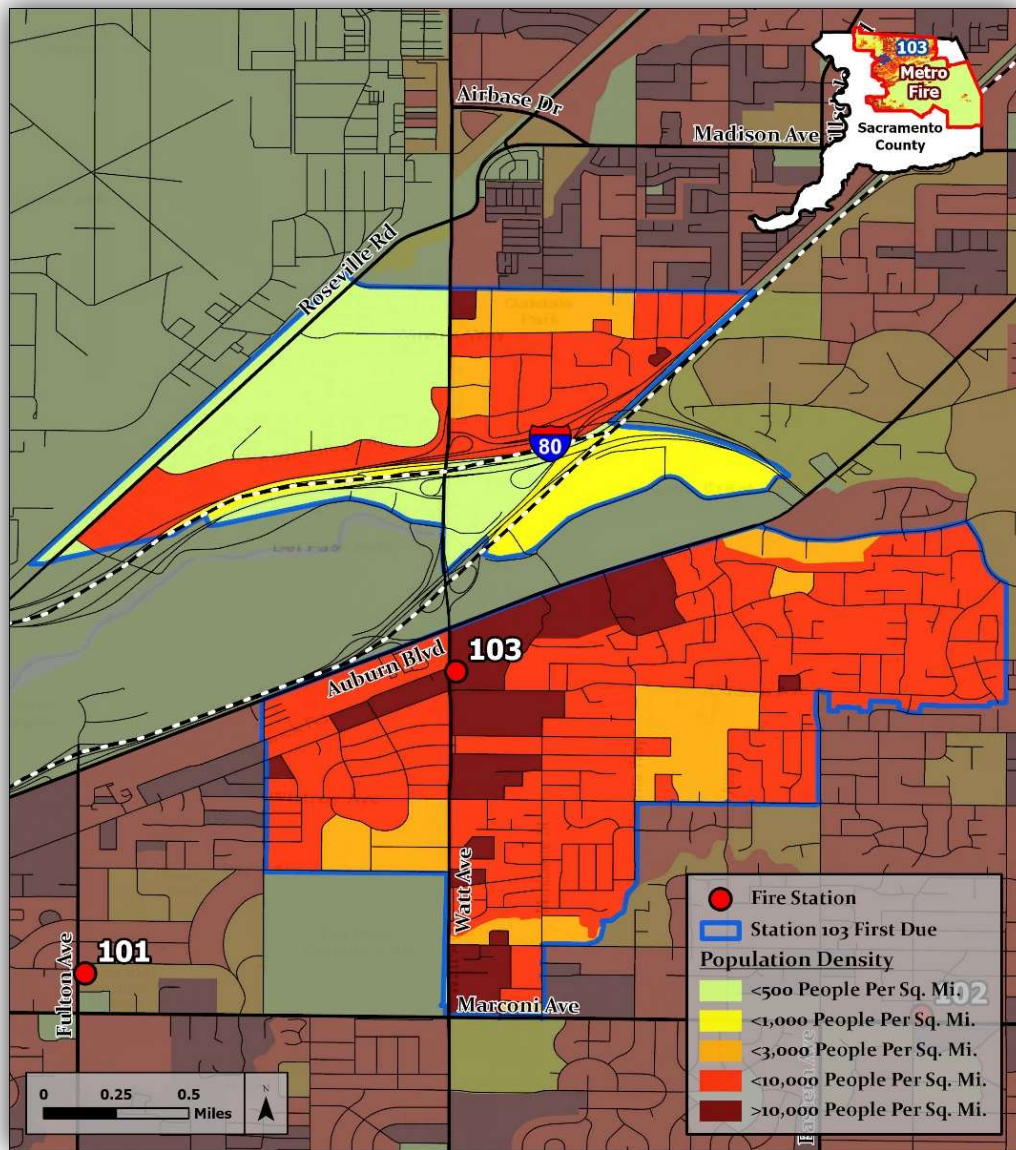
**Dense Urban**

**04:00 Travel Time**



# Station 103

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	27	0.5
Suburban	<1,000	10:00	120	0.2
Urban	<3,000	04:00	344	0.2
Dense Urban	<10,000		8,716	1.7
Metropolitan	>10,000		4,580	0.3
<b>TOTAL</b>	<b>4,852</b>	<b>04:00</b>	<b>13,787</b>	<b>2.8</b>

**Response Standard Determination**

**Dense Urban**

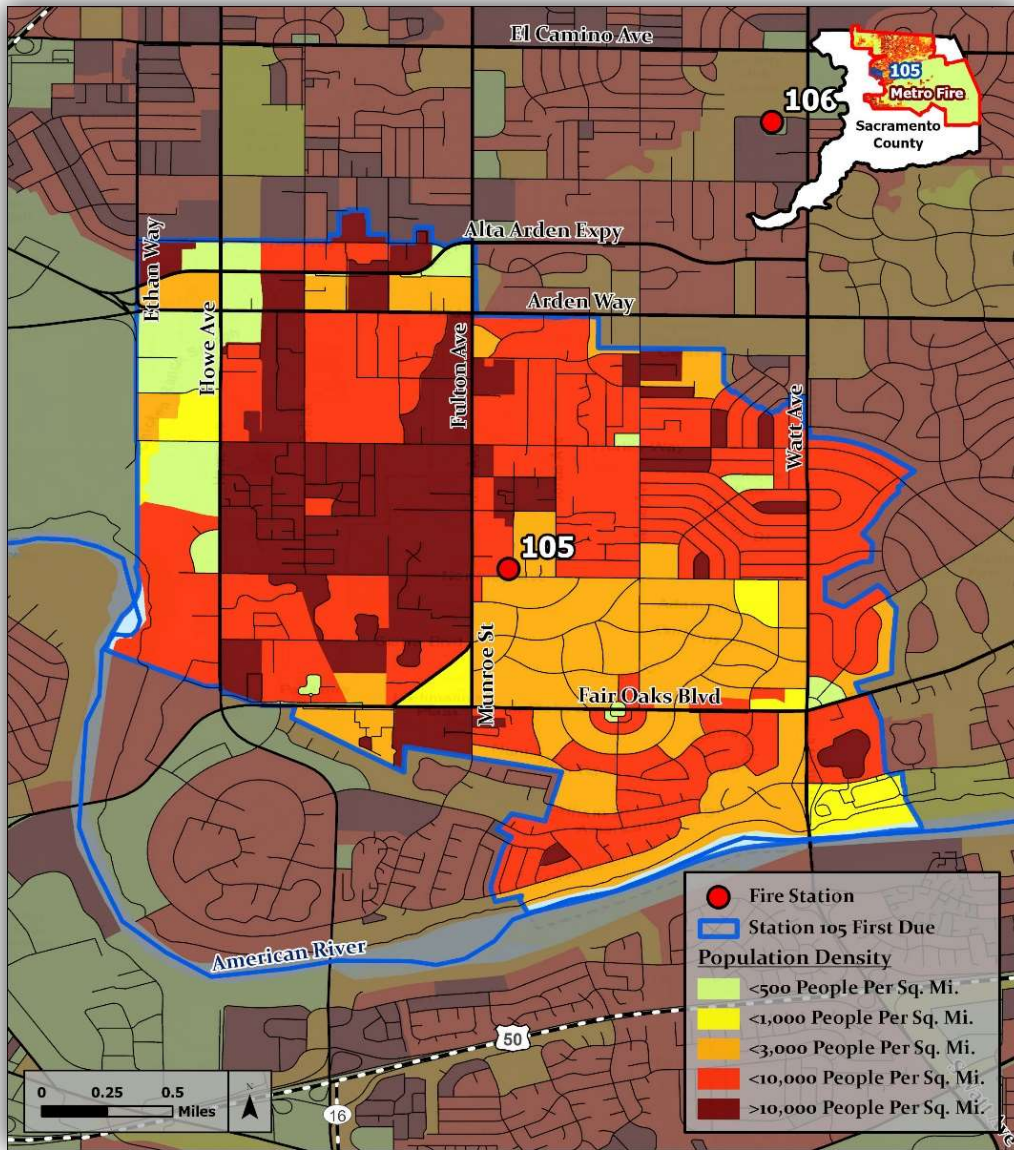
**04:00**

**Travel Time**



# Station 105

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	1	0.3
Suburban	<1,000	10:00	115	0.2
Urban	<3,000	04:00	1,379	0.8
Dense Urban	<10,000		10,844	1.9
Metropolitan	>10,000		16,808	0.9
<b>TOTAL</b>	<b>7,141</b>	<b>04:00</b>	<b>29,148</b>	<b>4.1</b>

**Response Standard Determination**

**Dense Urban**

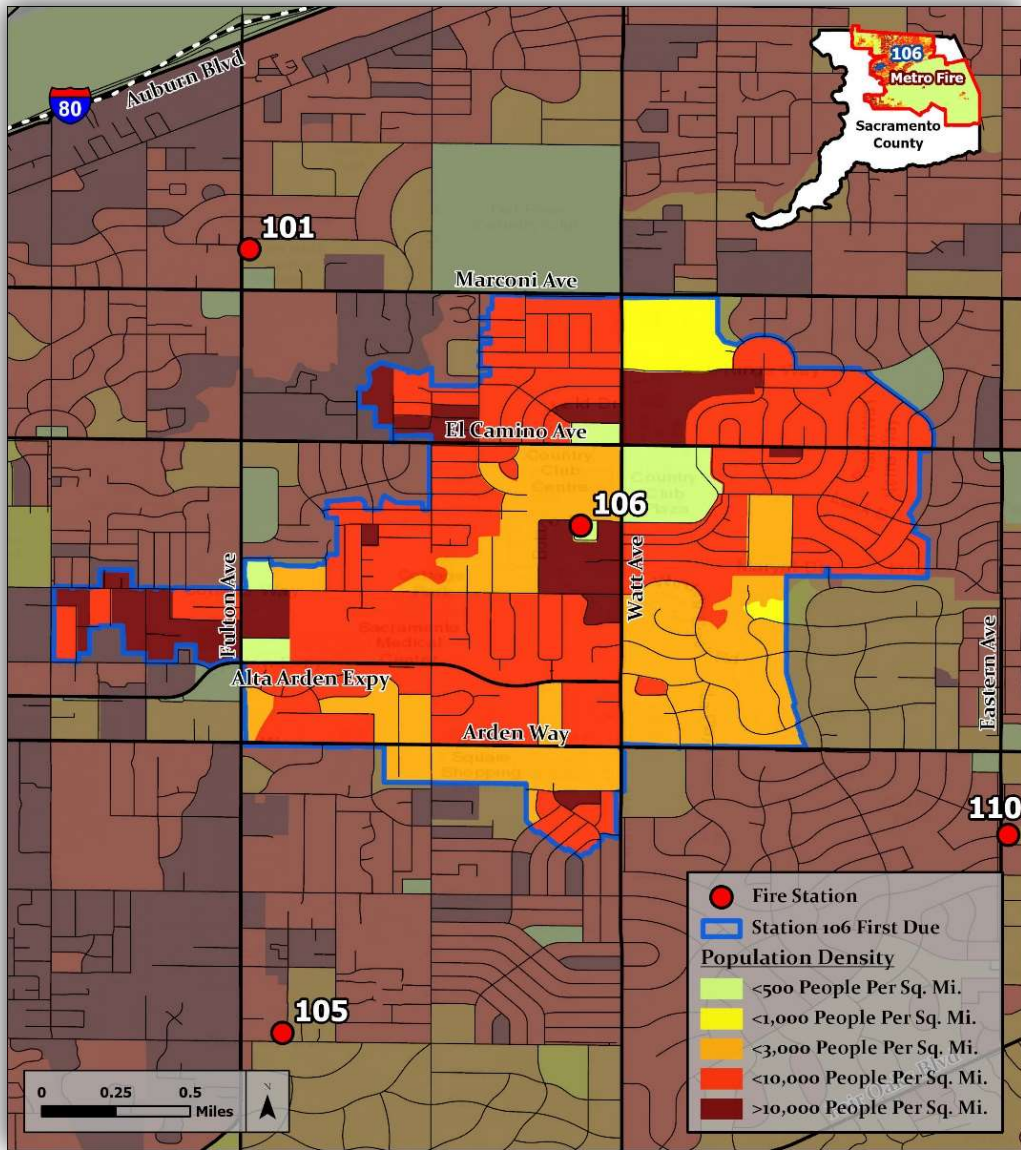
**04:00**

**Travel Time**



# Station 106

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.1
Suburban	<1,000	10:00	50	0.1
Urban	<3,000	04:00	639	0.4
Dense Urban	<10,000		7,332	1.3
Metropolitan	>10,000		4,327	0.3
<b>TOTAL</b>	<b>5,565</b>	<b>04:00</b>	<b>12,348</b>	<b>2.2</b>

**Response Standard Determination**

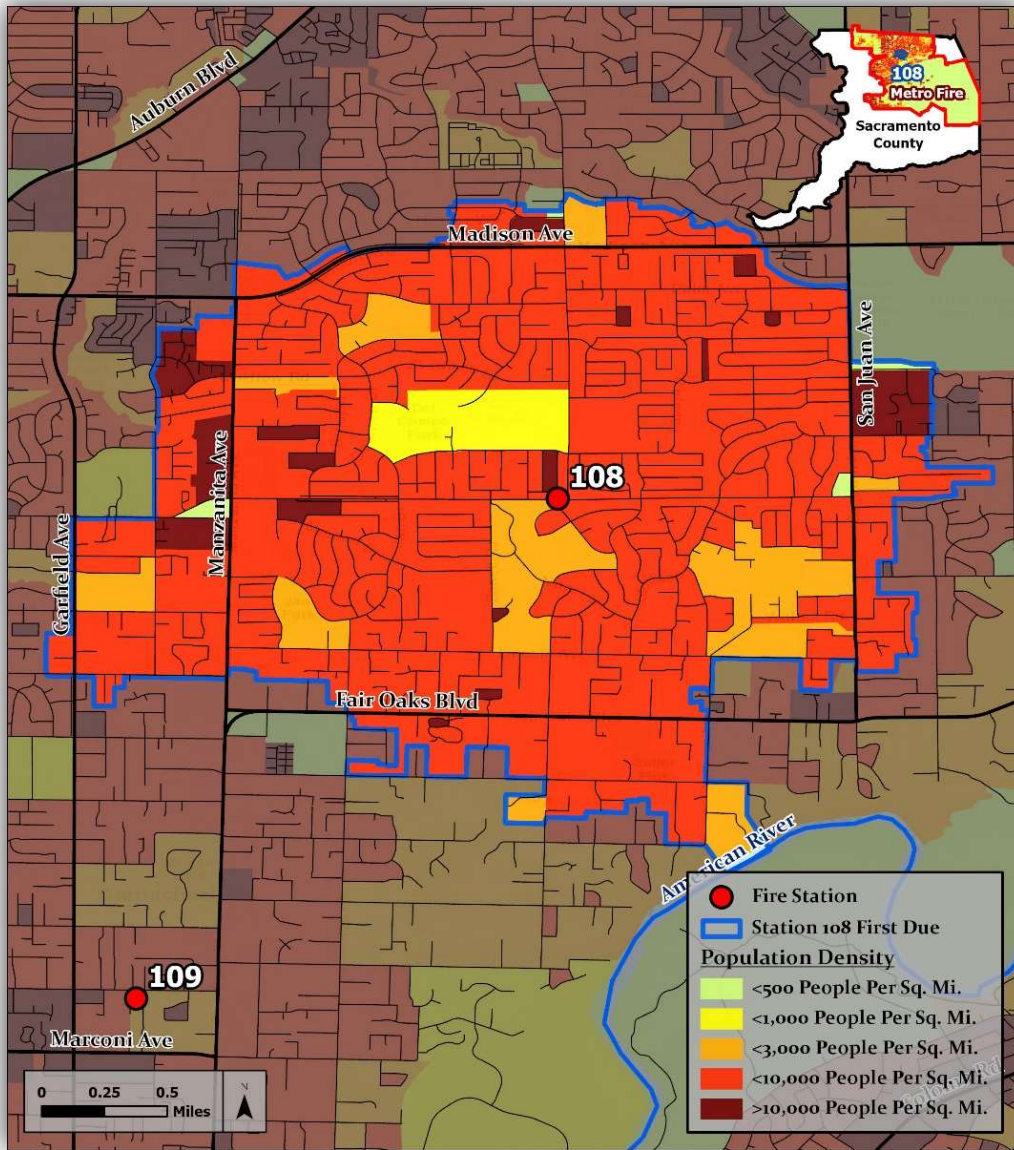
**Dense Urban**

**04:00  
Travel Time**



# Station 108

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	3	0
Suburban	<1,000	10:00	135	0.1
Urban	<3,000	04:00	868	0.4
Dense Urban	<10,000		20,680	3.8
Metropolitan	>10,000		3,463	0.2
<b>TOTAL</b>	<b>5,396</b>	<b>04:00</b>	<b>25,149</b>	<b>4.7</b>

**Response Standard Determination**

**Dense Urban**

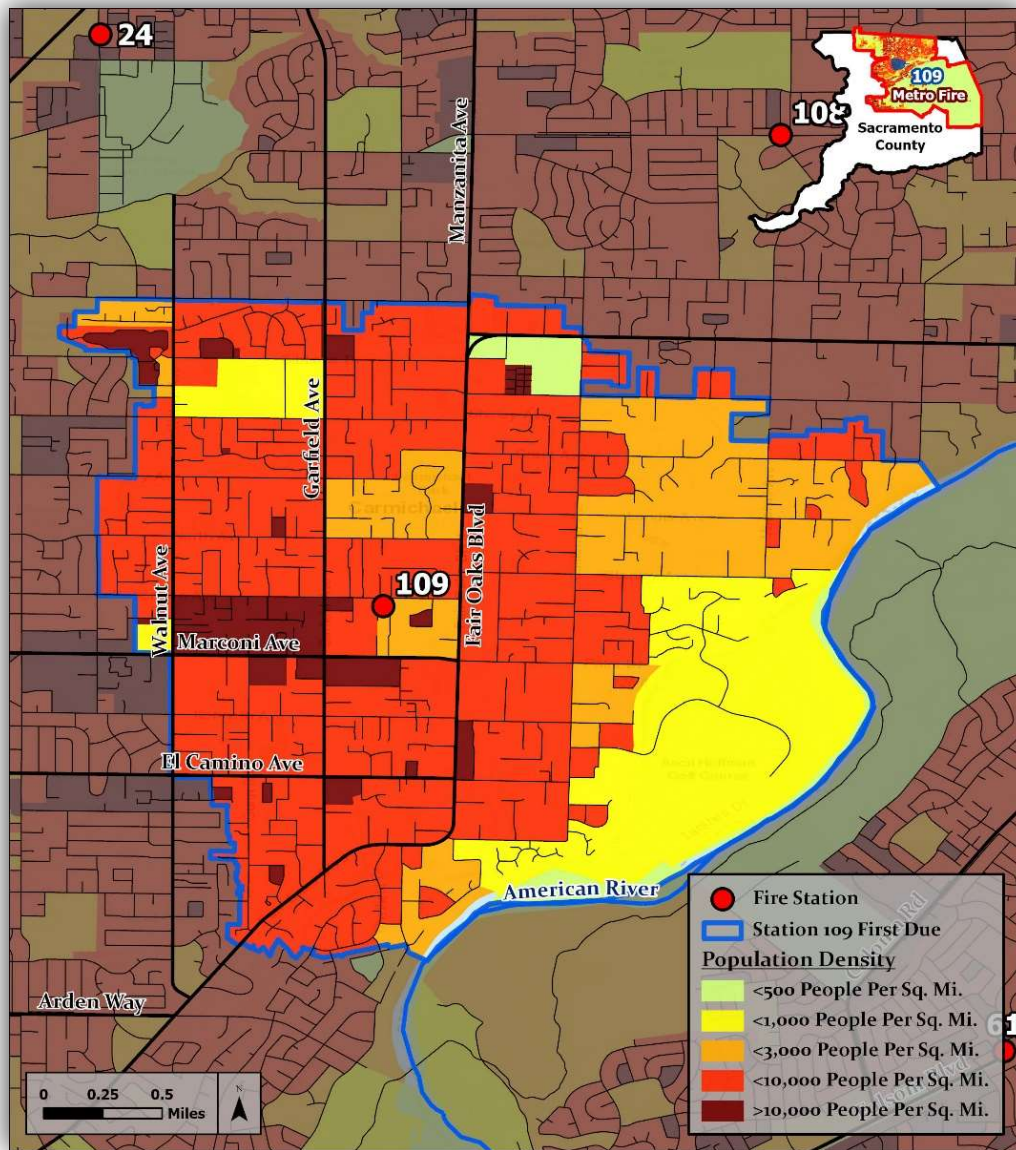
**04:00**

**Travel Time**



# Station 109

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	19	0.2
Suburban	<1,000	10:00	767	1
Urban	<3,000	04:00	1,371	0.6
Dense Urban	<10,000		18,797	3.4
Metropolitan	>10,000		5,358	0.3
<b>TOTAL</b>	<b>4,833</b>	<b>04:00</b>	<b>26,313</b>	<b>5.4</b>

**Response Standard Determination**

**Dense Urban**

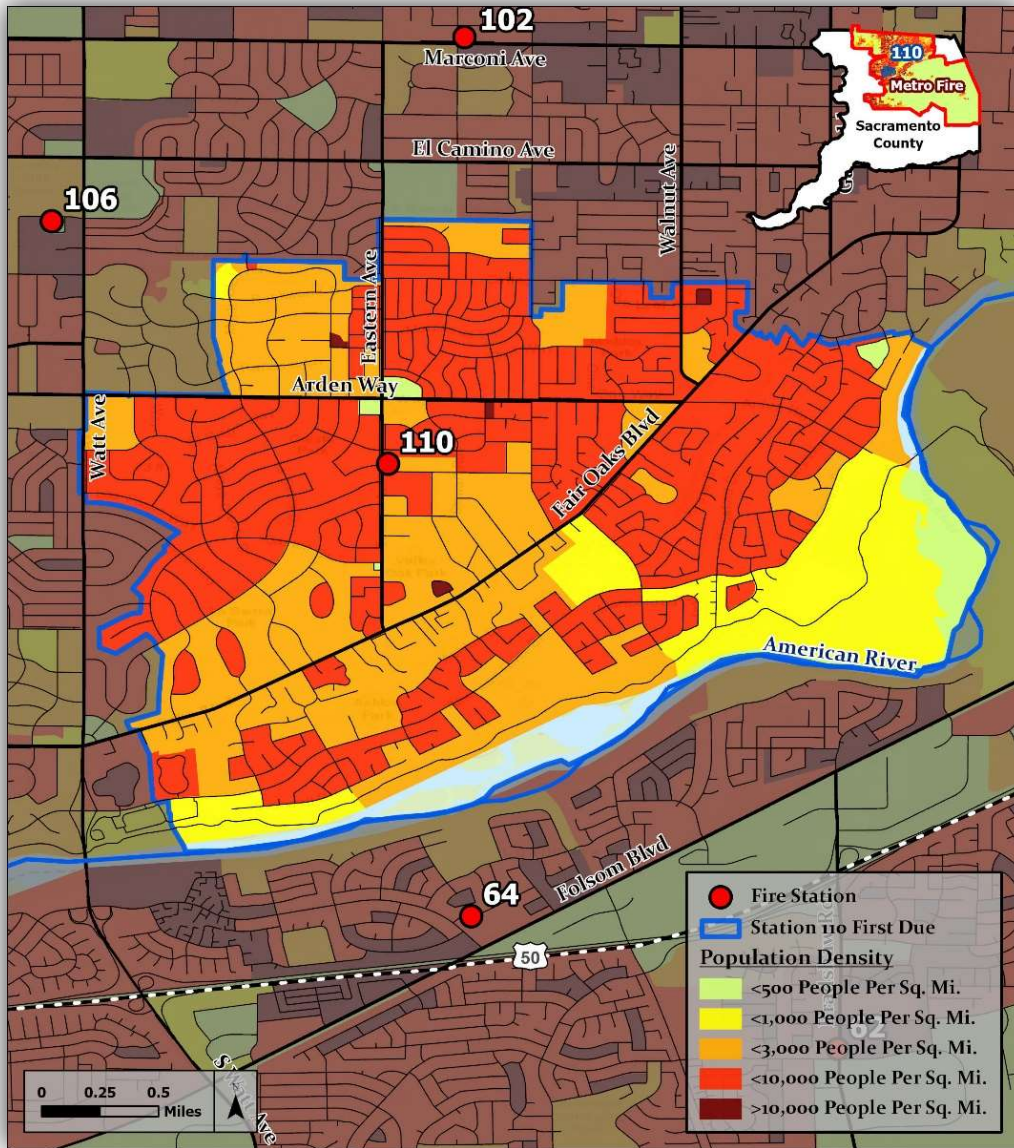
**04:00**

**Travel Time**



# Station 110

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.1
Suburban	<1,000	10:00	489	0.6
Urban	<3,000	04:00	2,293	1.3
Dense Urban	<10,000		13,719	3.1
Metropolitan	>10,000		137	0
<b>TOTAL</b>	<b>3,223</b>	<b>04:00</b>	<b>16,638</b>	<b>5.2</b>

**Response Standard Determination**

**Dense Urban**

**04:00**

**Travel Time**

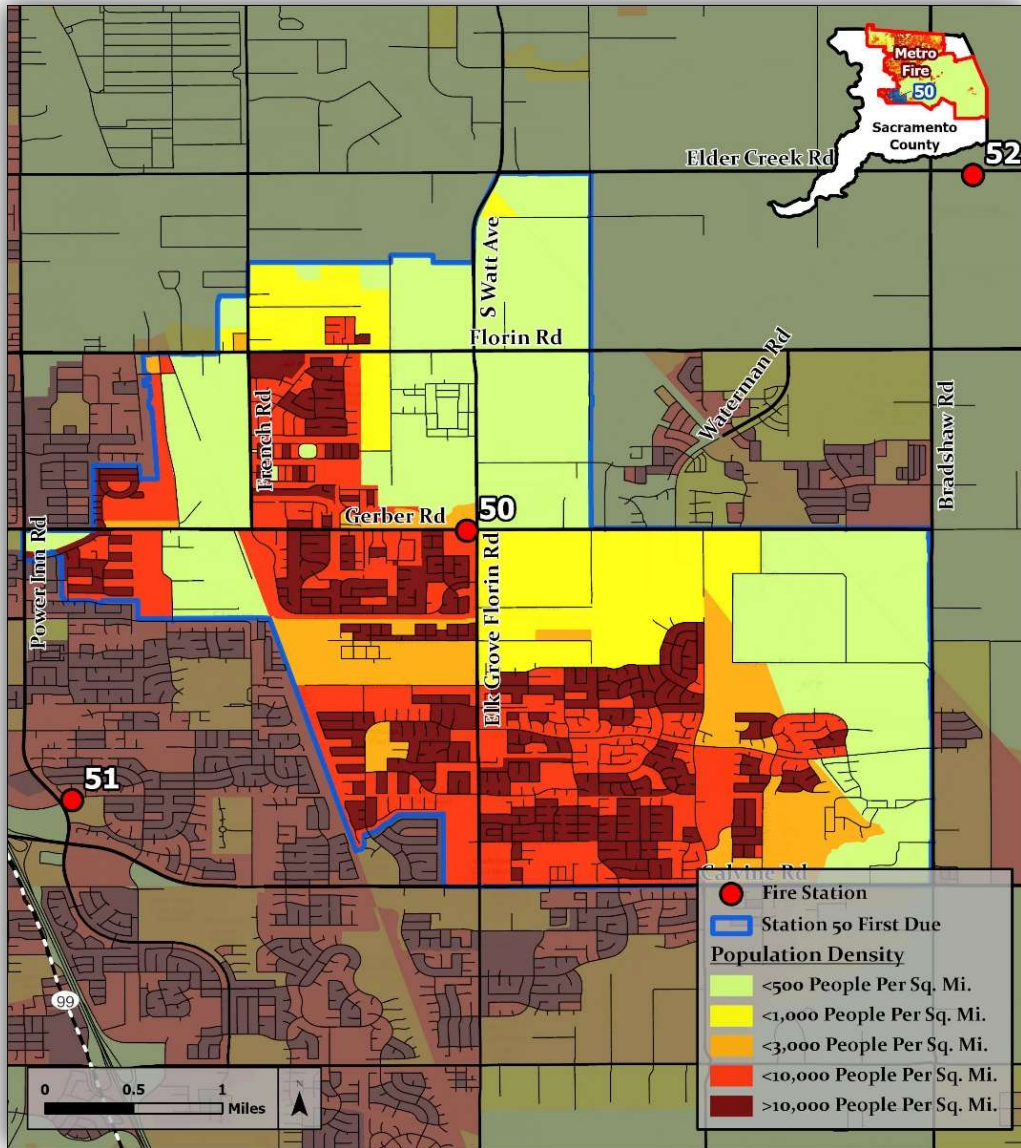




# BATTALION 9

## Station 50

## Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	904	3.4
Suburban	<1,000	10:00	980	1.2
Urban	<3,000	04:00	1,155	0.8
Dense Urban	<10,000		13,159	2
Metropolitan	>10,000		19,650	1.5
<b>TOTAL</b>	<b>4,020</b>	<b>04:00</b>	<b>35,850</b>	<b>8.9</b>

**Response Standard Determination**

**Dense Urban**

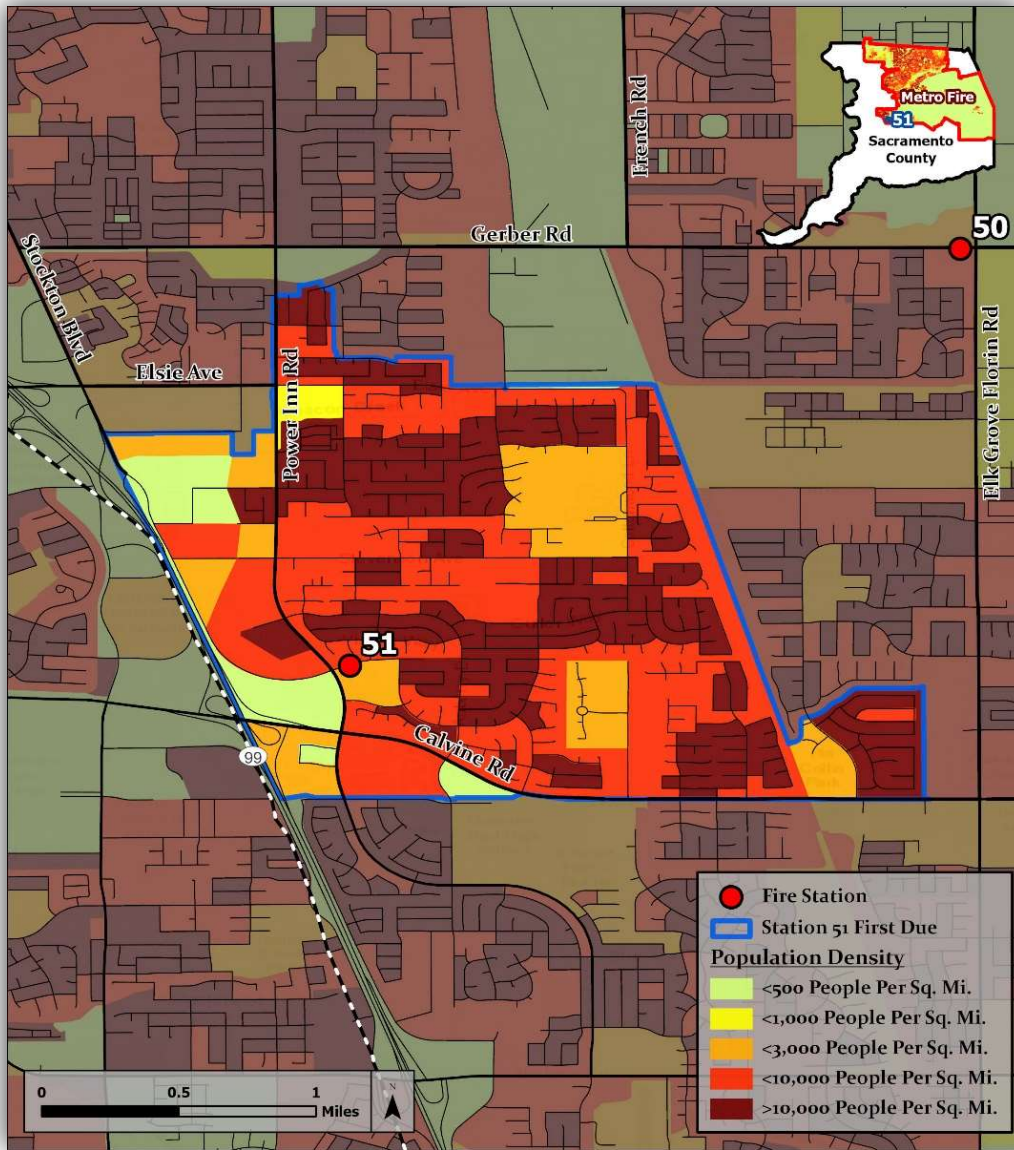
**04:00**

**Travel Time**



# Station 51

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	23	0.2
Suburban	<1,000	10:00	15	0
Urban	<3,000	04:00	315	0.2
Dense Urban	<10,000		7,309	1.2
Metropolitan	>10,000		11,261	0.9
<b>TOTAL</b>	<b>7,577</b>	<b>04:00</b>	<b>18,923</b>	<b>2.5</b>

**Response Standard Determination**

**Dense Urban**

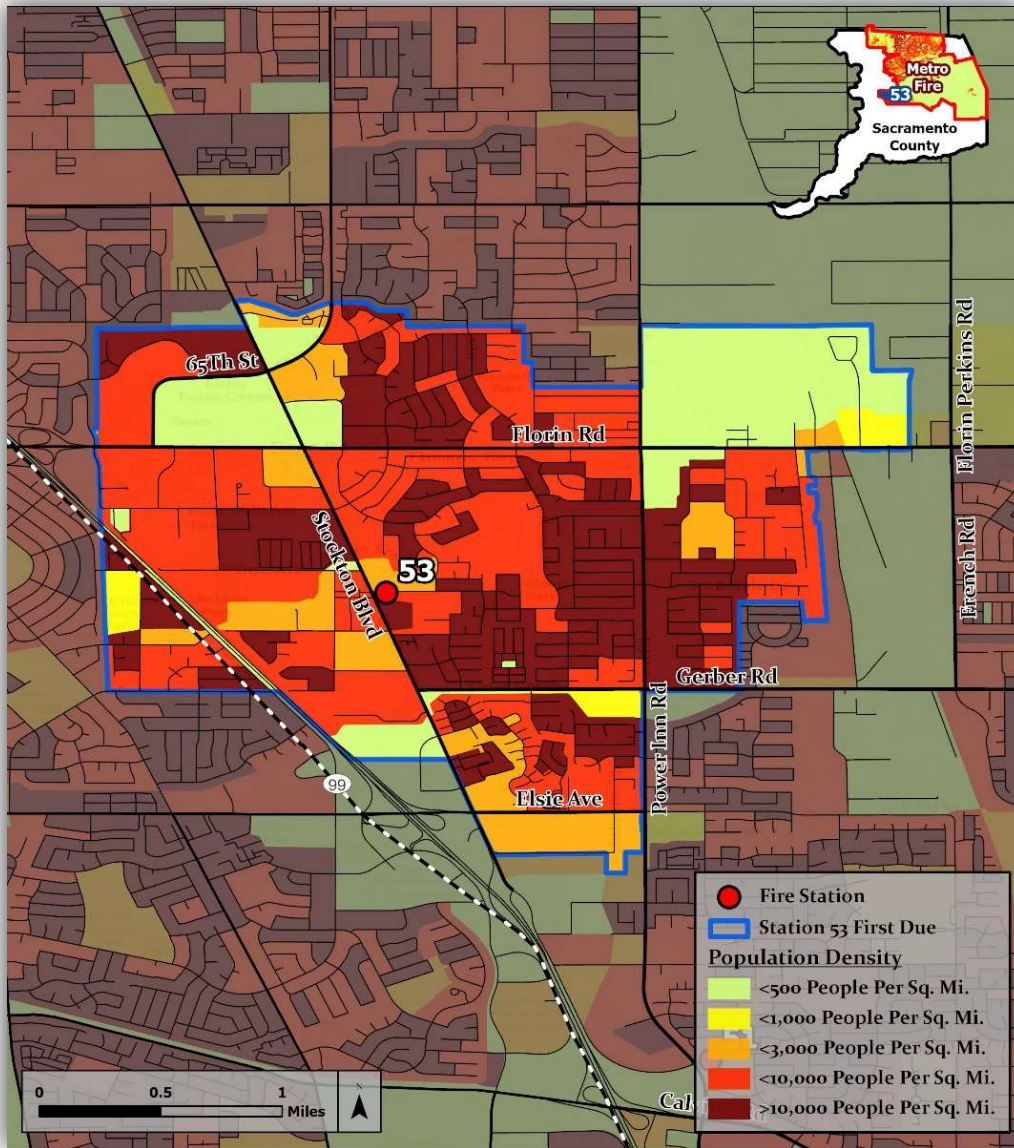
**04:00**

**Travel Time**



# Station 53

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	146	0.7
Suburban	<1,000	10:00	58	0.1
Urban	<3,000	04:00	469	0.3
Dense Urban	<10,000		9,721	1.7
Metropolitan	>10,000		17,925	1.3
<b>TOTAL</b>	<b>7,126</b>	<b>04:00</b>	<b>28,318</b>	<b>4</b>

**Response Standard Determination**

**Dense Urban**

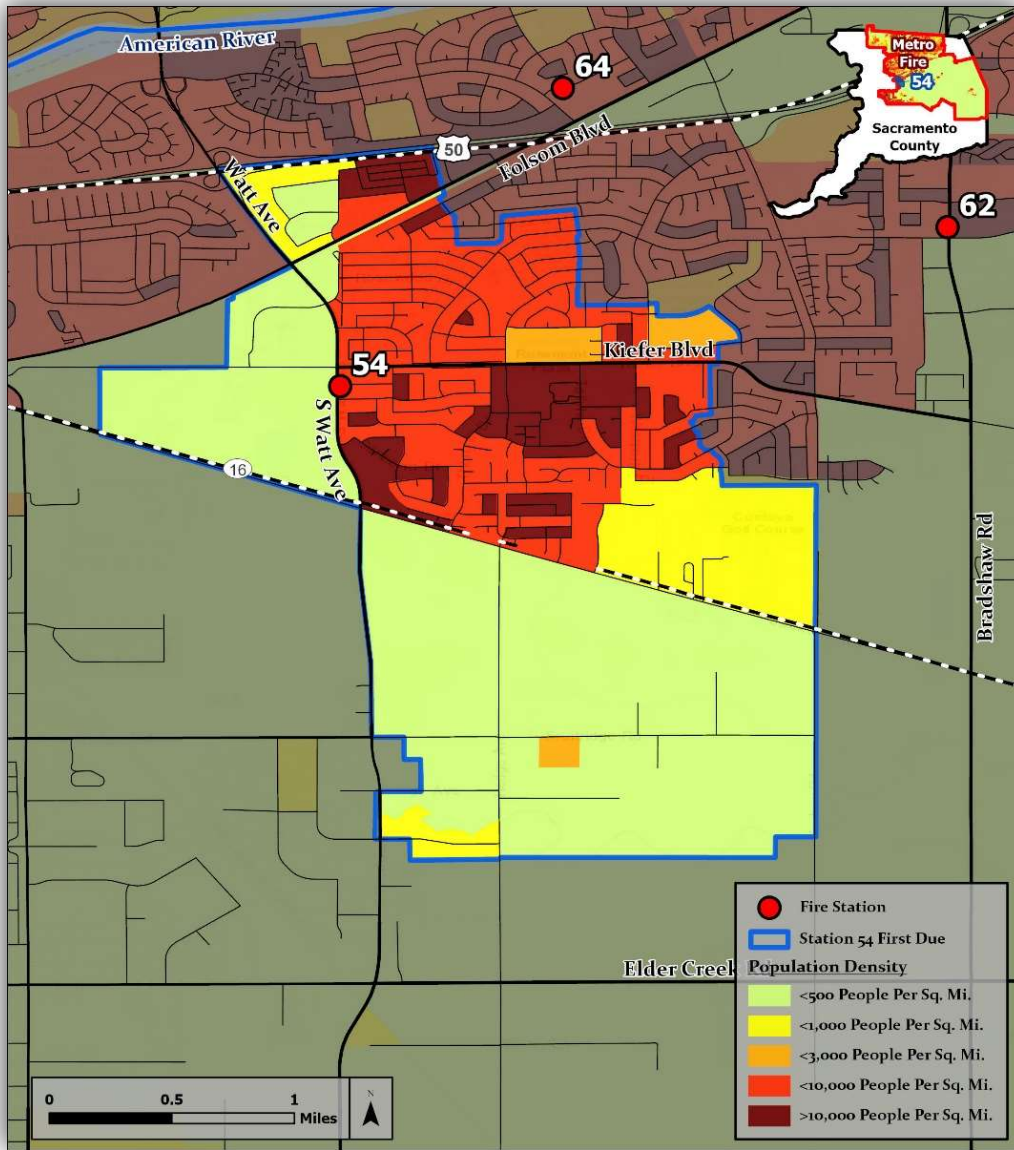
**04:00**

**Travel Time**



# Station 54

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	118	2.1
Suburban	<1,000	10:00	283	0.5
Urban	<3,000	04:00	102	0.1
Dense Urban	<10,000		6,568	1
Metropolitan	>10,000		5,817	0.4
<b>TOTAL</b>	<b>3,292</b>	<b>04:00</b>	<b>12,888</b>	<b>3.9</b>

**Response Standard Determination**

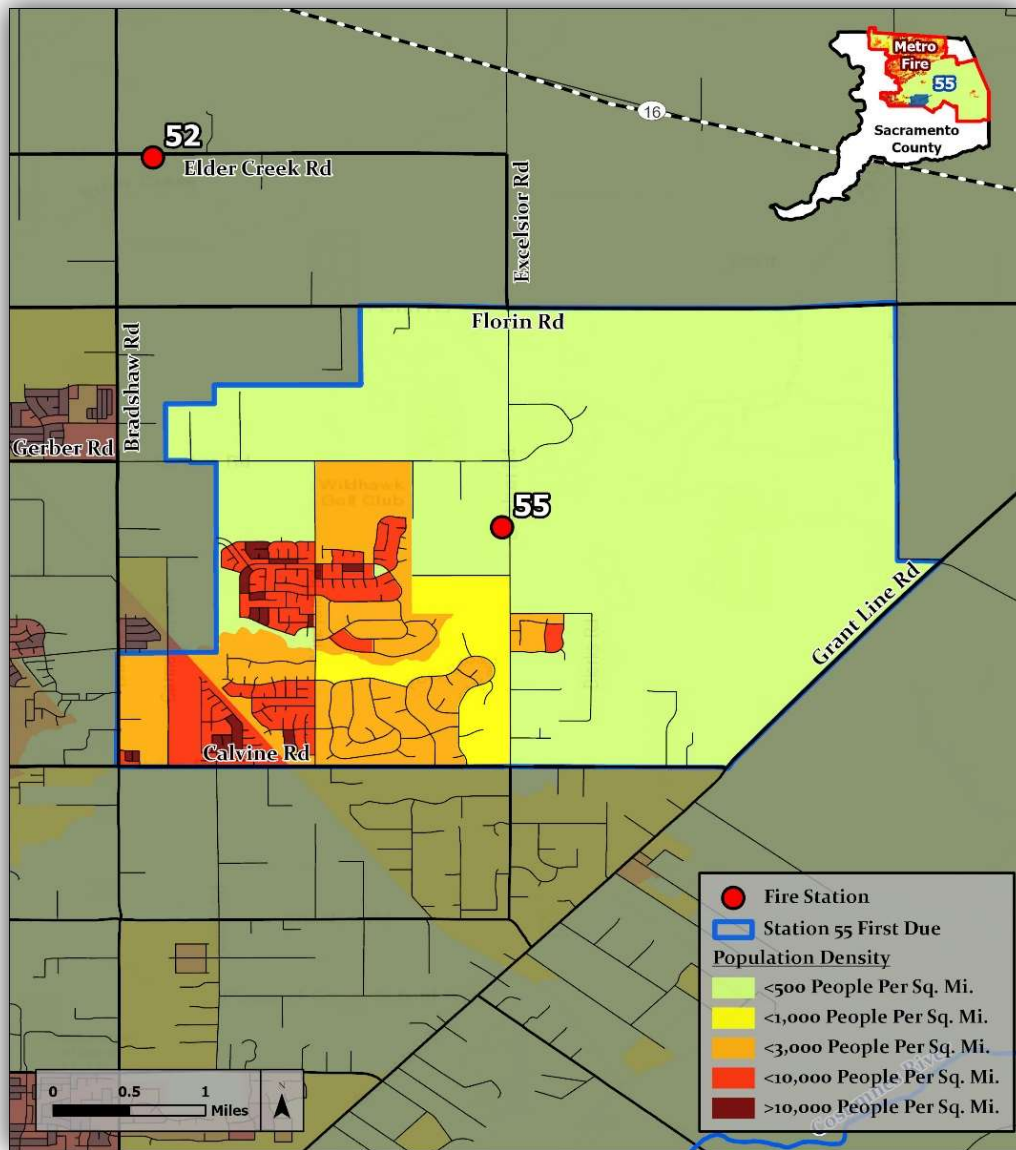
**Dense Urban**

**04:00 Travel Time**



# Station 55

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	980	7.5
<b>Suburban</b>	<b>&lt;1,000</b>	<b>10:00</b>	<b>281</b>	<b>0.5</b>
Urban	<3,000	04:00	1,781	1.2
Dense Urban	<10,000		4,831	0.9
Metropolitan	>10,000		1,156	0.1
<b>TOTAL</b>	<b>884</b>	<b>10:00</b>	<b>9,028</b>	<b>10.2</b>

**Response Standard Determination**

**Suburban**

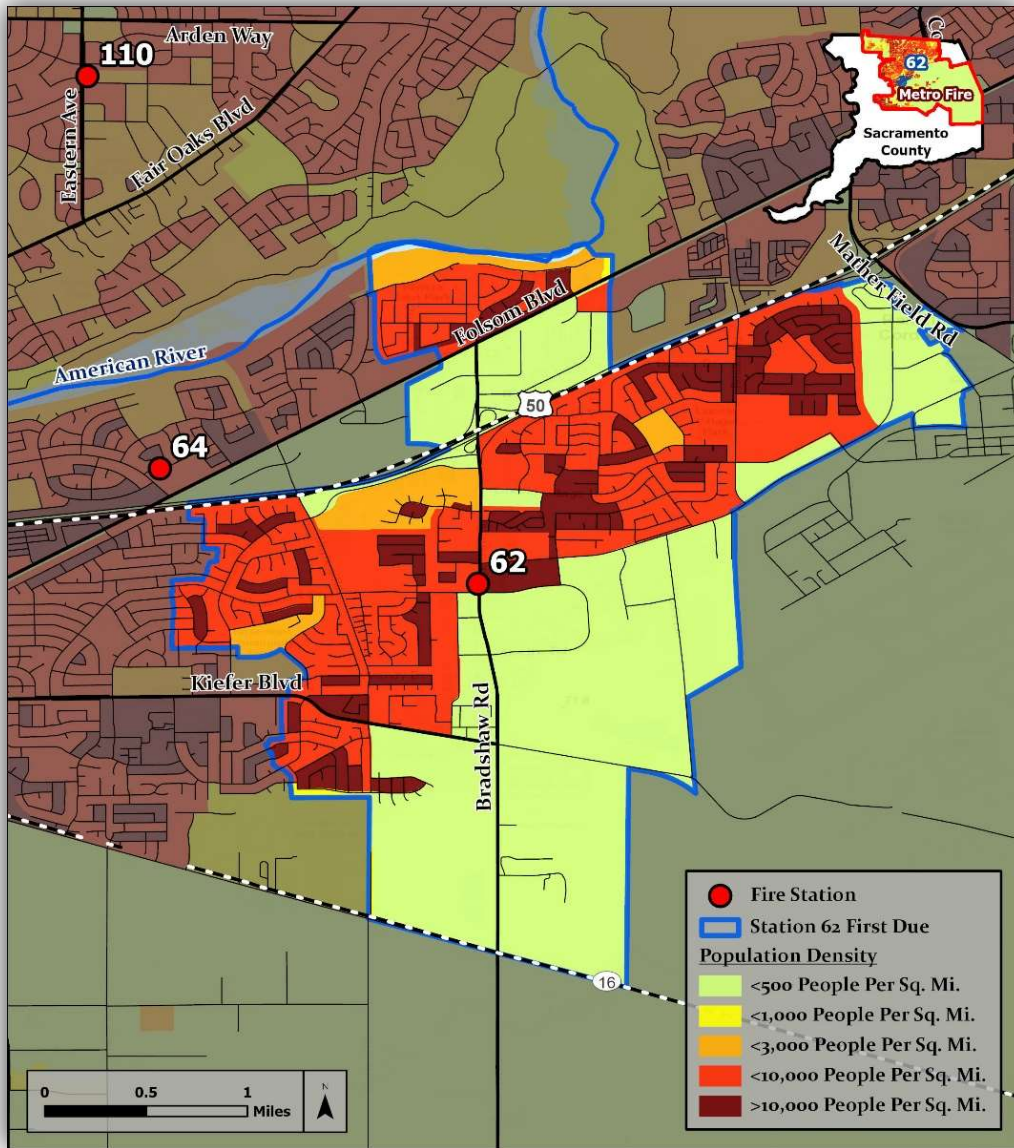
**10:00**

**Travel Time**



# Station 62

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	327	2.7
Suburban	<1,000	10:00	13	0
Urban	<3,000	04:00	220	0.1
Dense Urban	<10,000		12,527	2
Metropolitan	>10,000		8,677	0.7
<b>TOTAL</b>	<b>3,948</b>	<b>04:00</b>	<b>21,764</b>	<b>5.5</b>

**Response Standard Determination**

**Dense Urban**

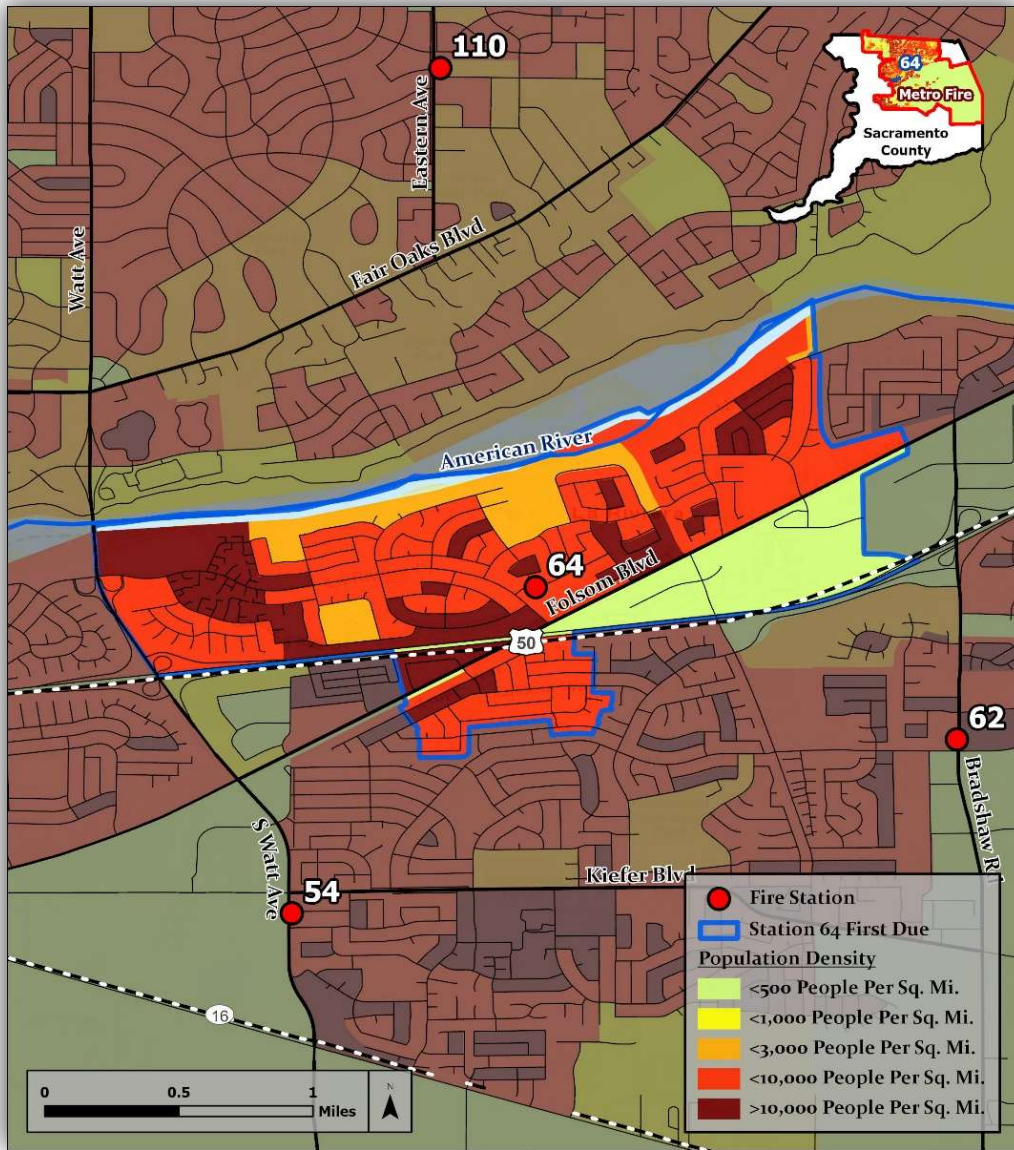
**04:00**

**Travel Time**



# Station 64

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	11	0.3
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	65	0
Dense Urban	<10,000		6,060	1
Metropolitan	>10,000		4,921	0.4
<b>TOTAL</b>	<b>6,594</b>	<b>04:00</b>	<b>11,057</b>	<b>1.7</b>

**Response Standard Determination**

**Dense Urban**

**04:00**

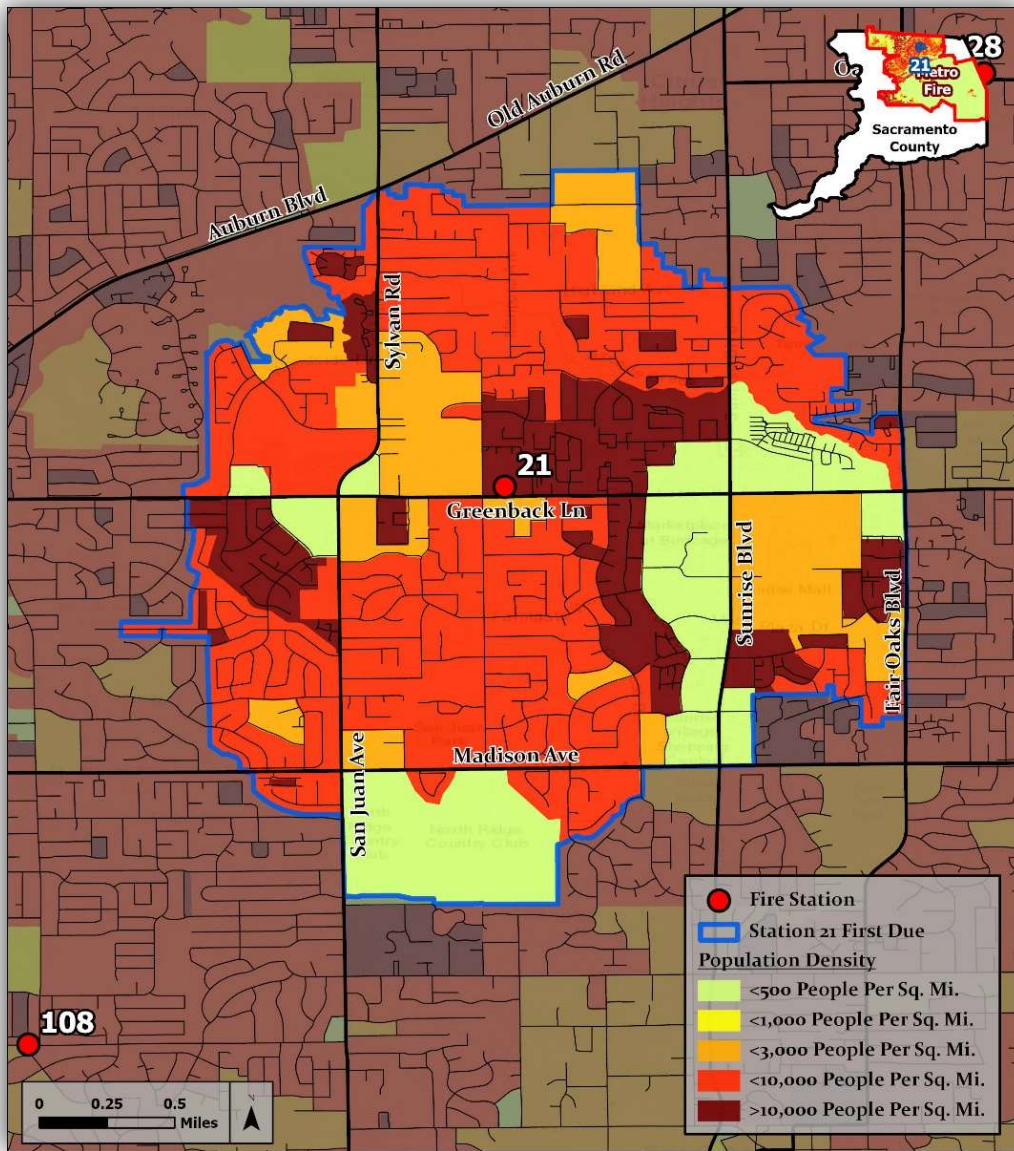
**Travel Time**



# BATTALION 13

## Station 21

## Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	127	0.7
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	765	0.5
Dense Urban	<10,000		11,904	2.2
Metropolitan	>10,000		11,260	0.7
<b>TOTAL</b>	<b>5,971</b>	<b>04:00</b>	<b>24,056</b>	<b>4</b>

**Response Standard Determination**

**Dense Urban**

**04:00**

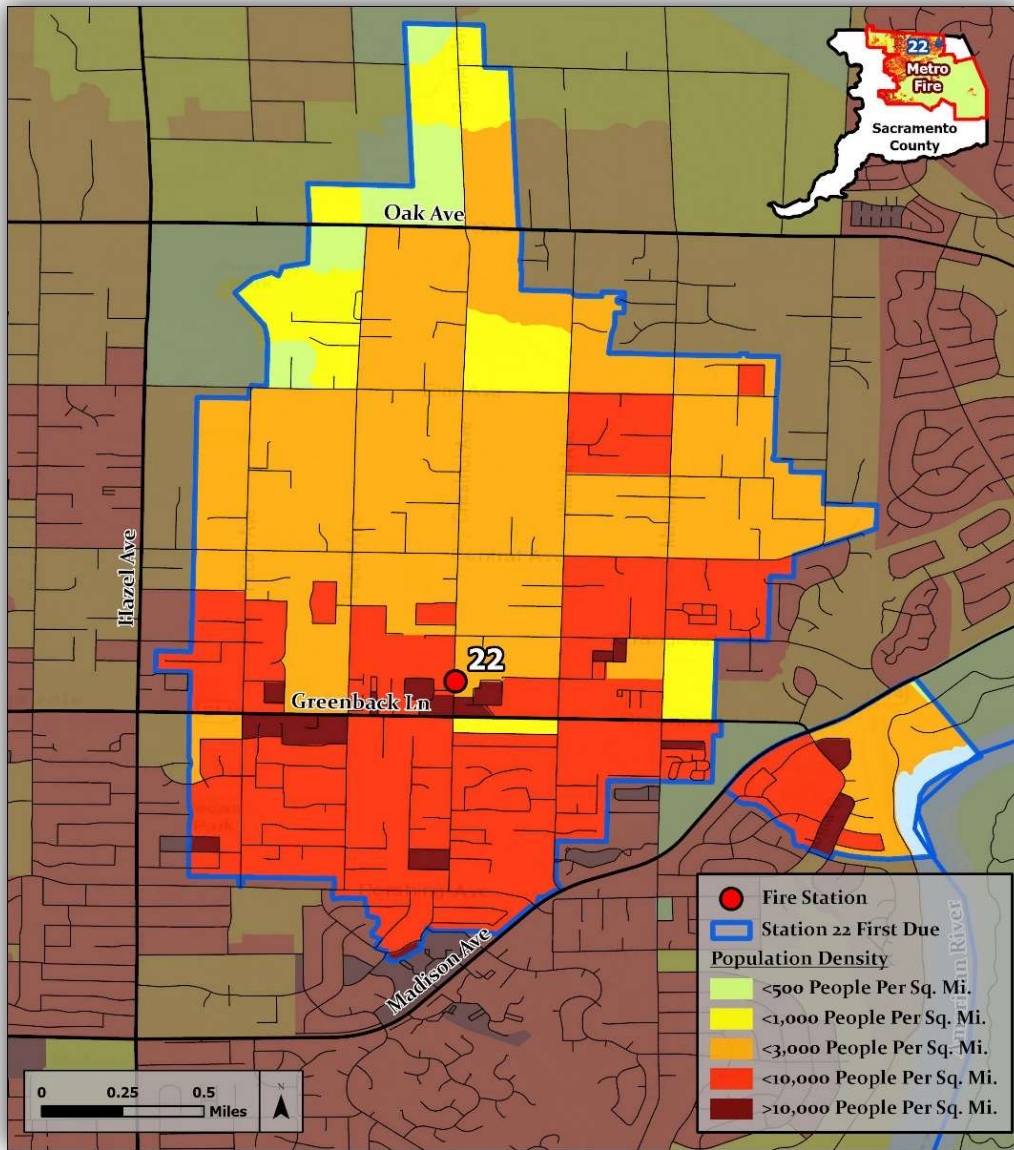
**Travel Time**





# Station 22

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	27	0.1
Suburban	<1,000	10:00	185	0.2
Urban	<3,000	04:00	1,668	1
Dense Urban	<10,000		6,194	1.4
Metropolitan	>10,000		1,246	0.1
<b>TOTAL</b>	<b>3,345</b>	<b>04:00</b>	<b>9,320</b>	<b>2.8</b>

**Response Standard Determination**

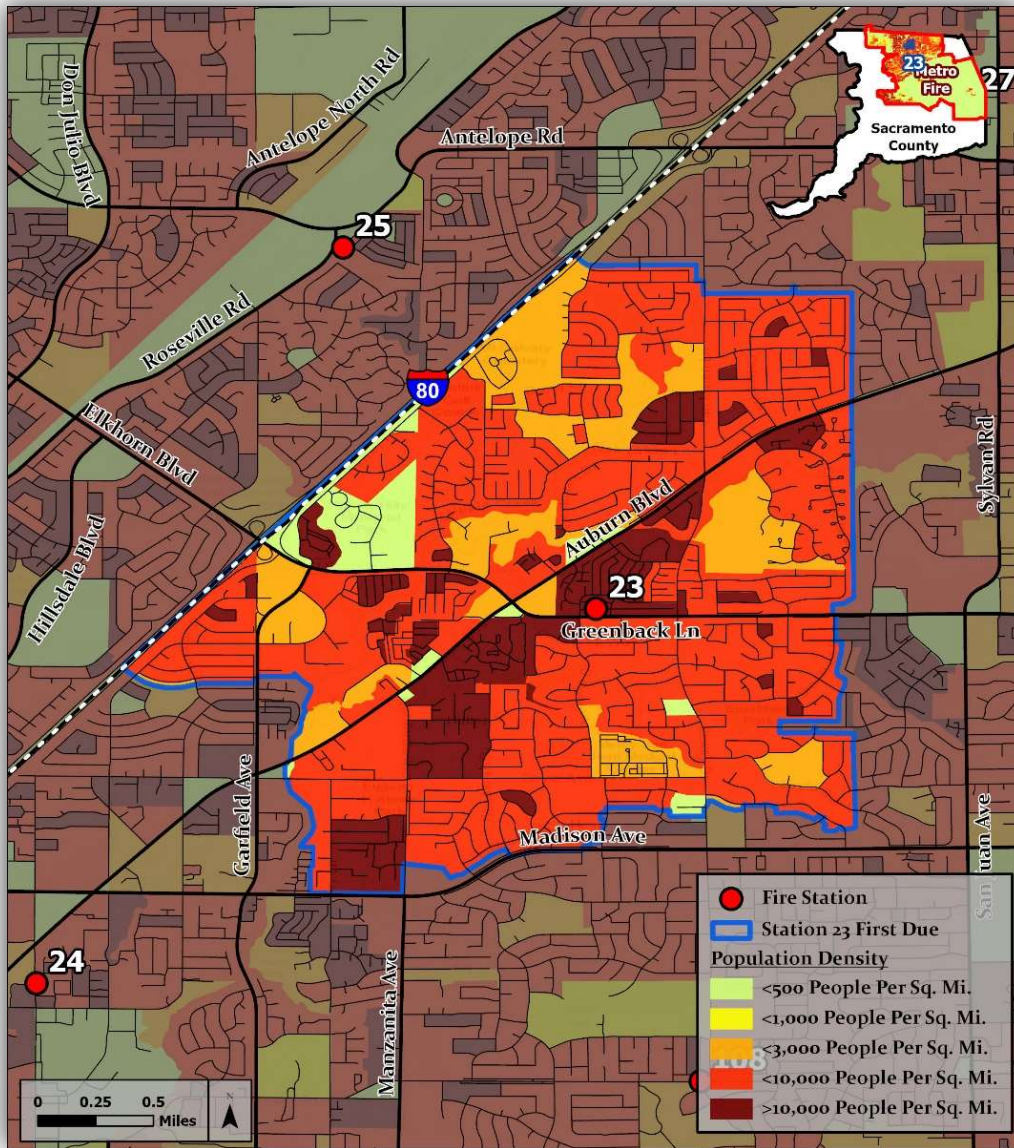
**Dense Urban**

**04:00 Travel Time**



# Station 23

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	6	0.2
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	1,186	0.6
<b>Dense Urban</b>	<b>&lt;10,000</b>		<b>17,357</b>	<b>2.9</b>
Metropolitan	>10,000		9,029	0.6
<b>TOTAL</b>	<b>6,355</b>	<b>04:00</b>	<b>27,578</b>	<b>4.3</b>

**Response Standard Determination**

**Dense Urban**

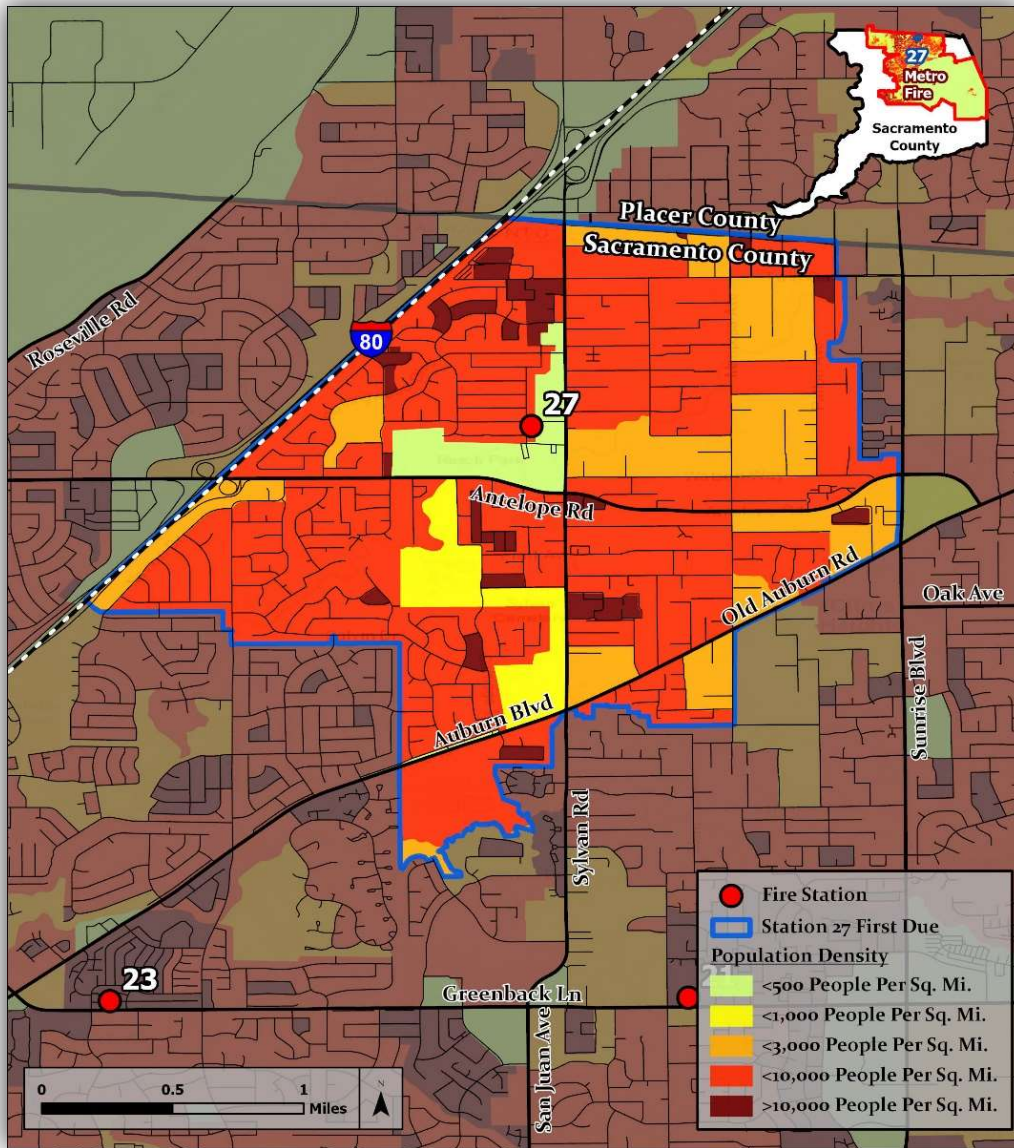
**04:00**

**Travel Time**



# Station 27

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	8	0.1
Suburban	<1,000	10:00	110	0.1
Urban	<3,000	04:00	396	0.2
Dense Urban	<10,000		12,955	2.5
Metropolitan	>10,000		2,699	0.1
<b>TOTAL</b>	<b>5,143</b>	<b>04:00</b>	<b>16,168</b>	<b>3.1</b>

**Response Standard Determination**

**Dense Urban**

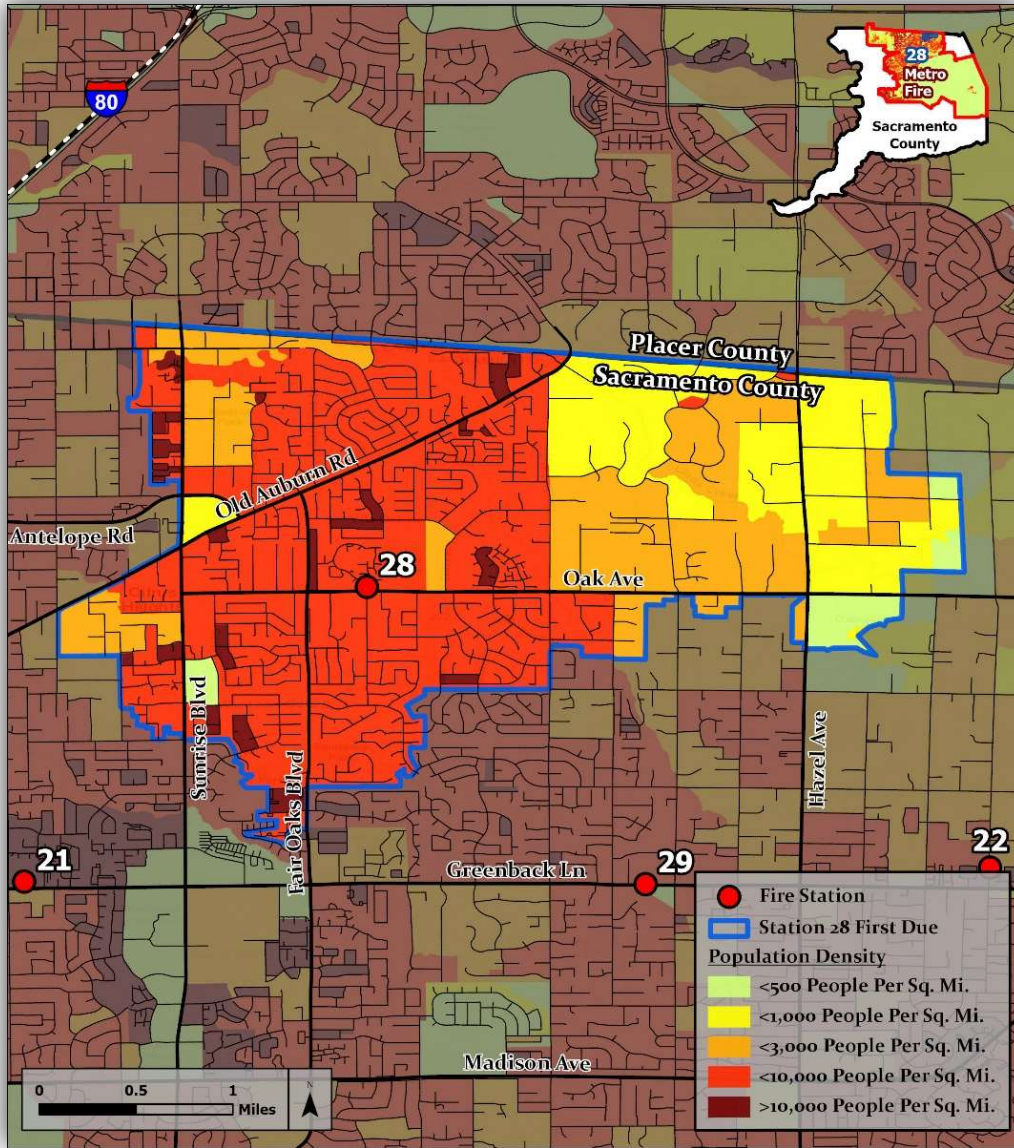
**04:00**

**Travel Time**



# Station 28

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	34	0.2
Suburban	<1,000	10:00	705	0.9
Urban	<3,000	04:00	1,620	1
Dense Urban	<10,000		18,135	3.3
Metropolitan	>10,000		3,104	0.2
<b>TOTAL</b>	<b>4,226</b>	<b>04:00</b>	<b>23,599</b>	<b>5.6</b>

**Response Standard Determination**

**Dense Urban**

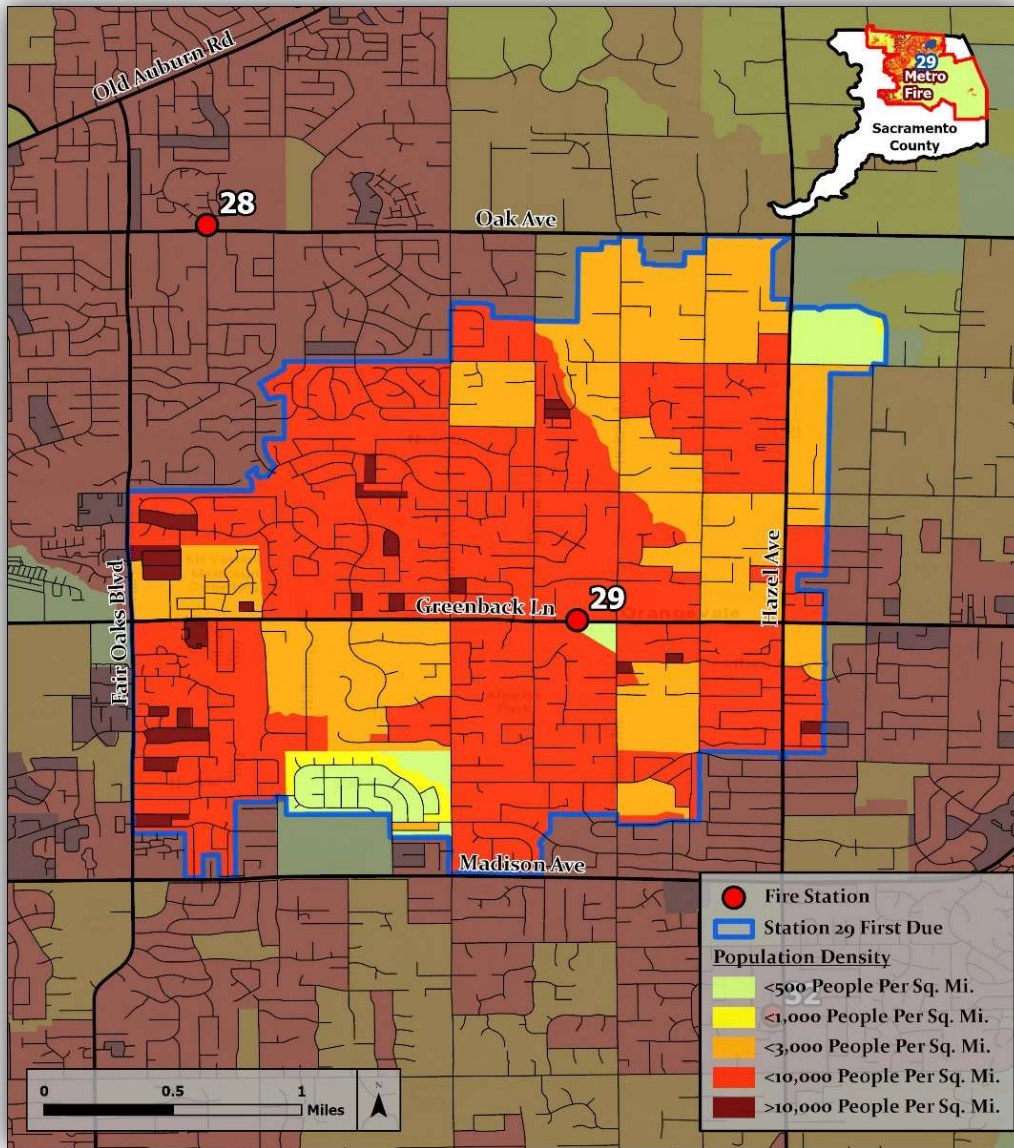
**04:00**

**Travel Time**



# Station 29

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	44	0.2
Suburban	<1,000	10:00	29	0
Urban	<3,000	04:00	1,825	0.9
Dense Urban	<10,000		13,288	2.7
Metropolitan	>10,000		1,393	0.1
<b>TOTAL</b>	<b>4,215</b>	<b>04:00</b>	<b>16,578</b>	<b>3.9</b>

**Response Standard Determination**

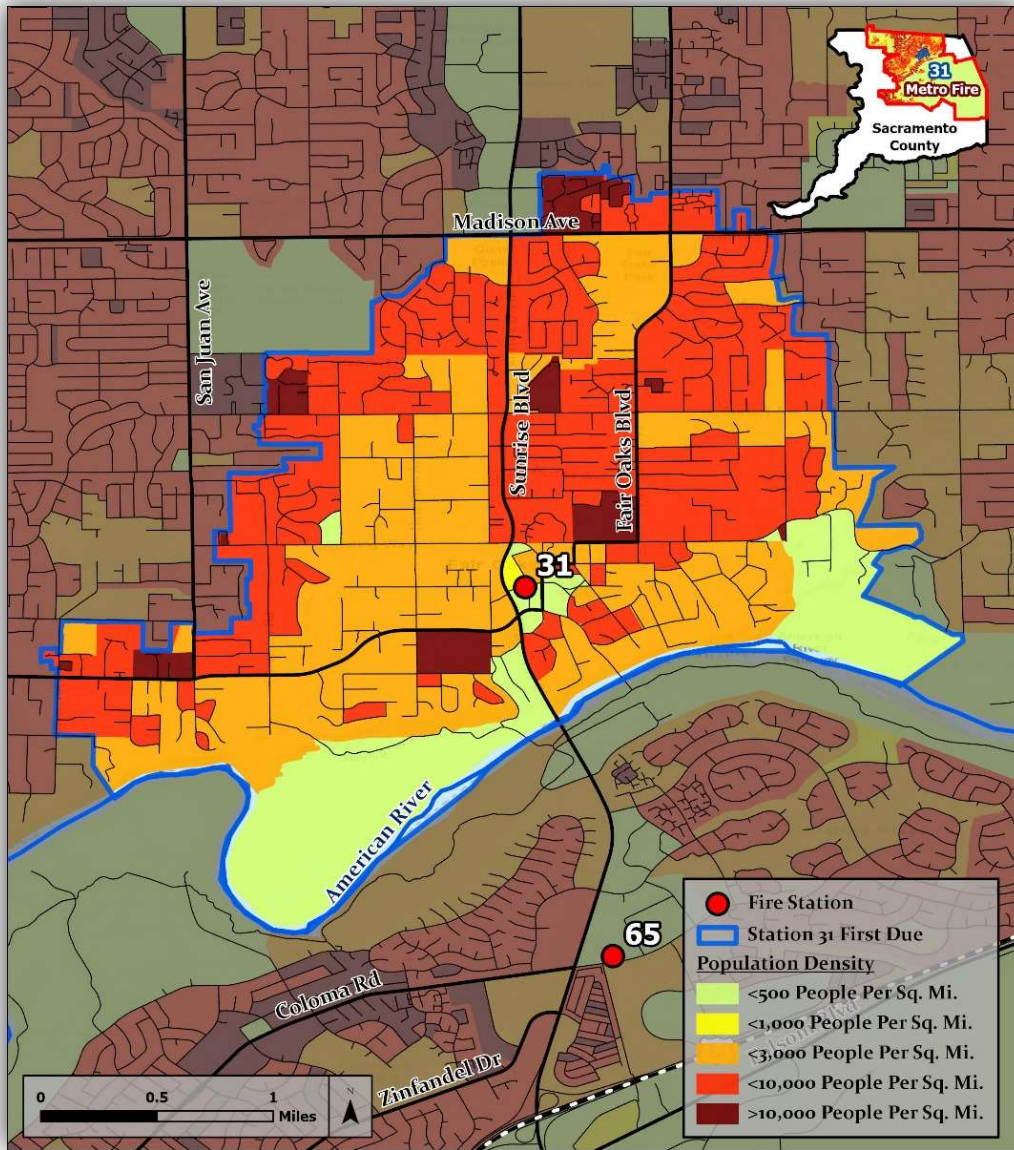
**Dense Urban**

**04:00 Travel Time**



# Station 31

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	192	0.7
Suburban	<1,000	10:00	5	0
Urban	<3,000	04:00	2,647	1.4
<b>Dense Urban</b>	<b>&lt;10,000</b>		<b>10,594</b>	<b>2.4</b>
Metropolitan	>10,000		3,381	0.2
<b>TOTAL</b>	<b>3,573</b>	<b>04:00</b>	<b>16,820</b>	<b>4.7</b>

**Response Standard Determination**

**Dense Urban**

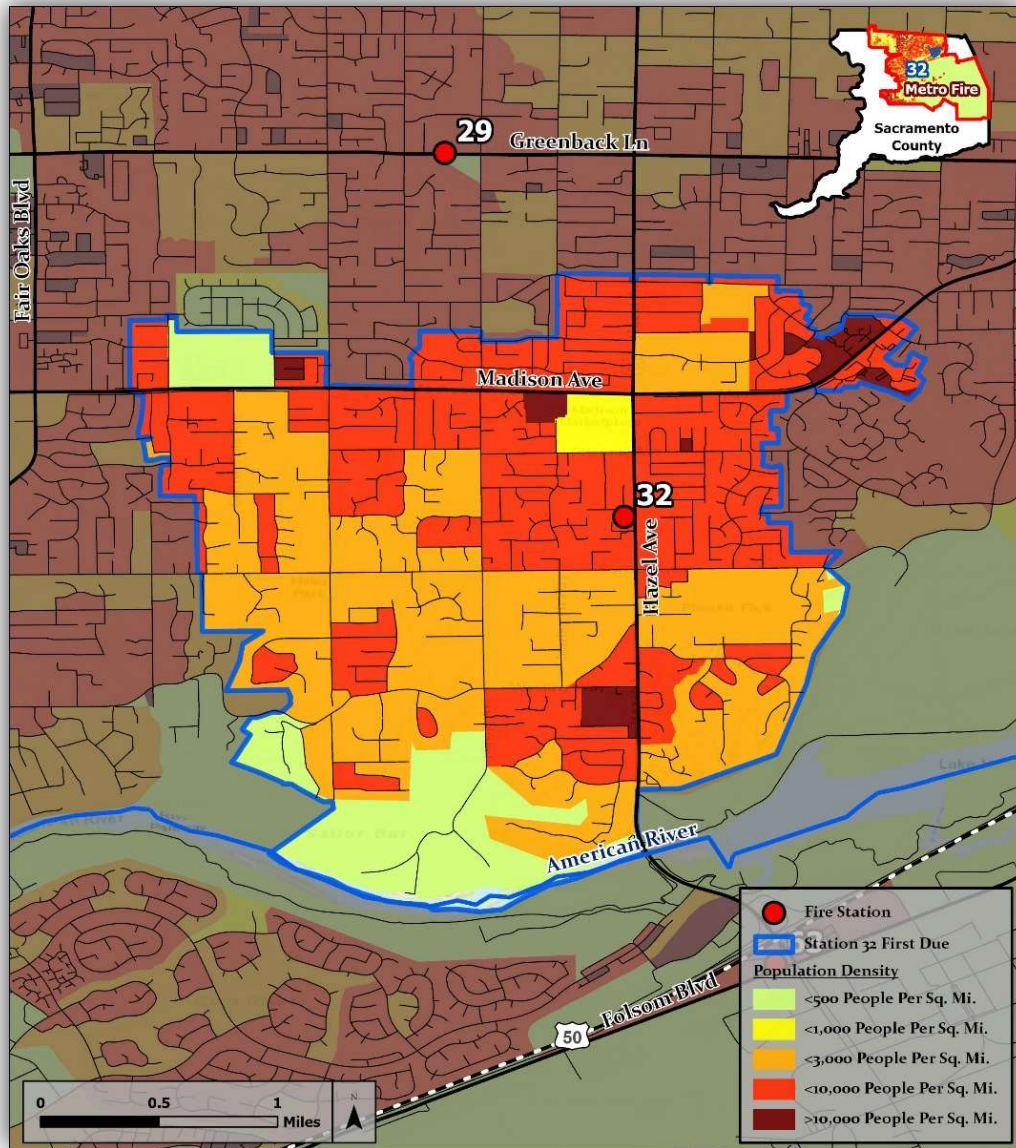
**04:00**

**Travel Time**



# Station 32

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	82	0.5
Suburban	<1,000	10:00	46	0.1
Urban	<3,000	04:00	1,853	1
Dense Urban	<10,000		11,491	2.7
Metropolitan	>10,000		1,477	0.1
<b>TOTAL</b>	<b>3,378</b>	<b>04:00</b>	<b>14,950</b>	<b>4.4</b>

**Response Standard Determination**

**Dense Urban**

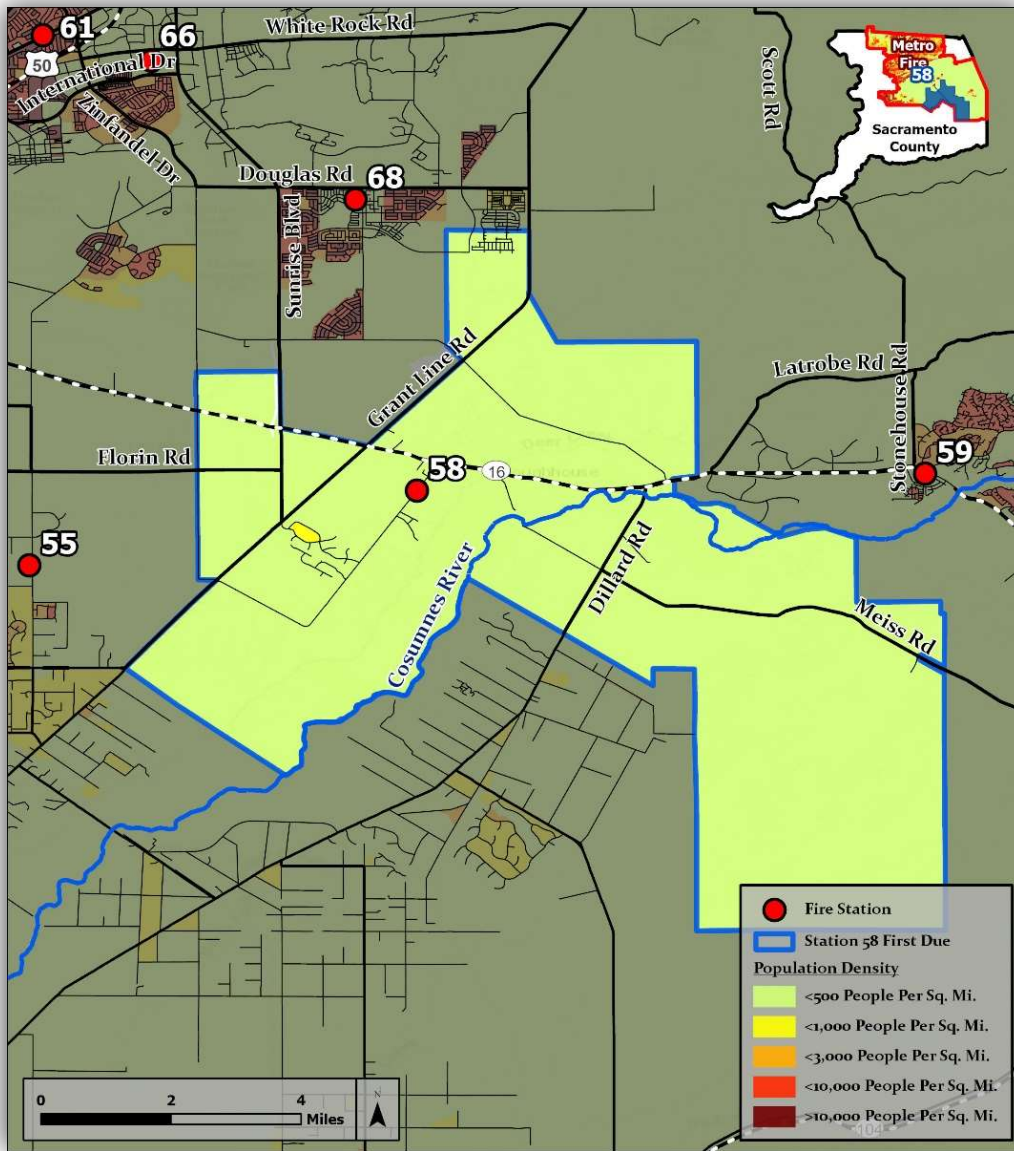
**04:00 Travel Time**



# BATTALION 14

## Station 58

## Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	865	47.6
Suburban	<1,000	10:00	64	0.1
Urban	<3,000	04:00	0	0
Dense Urban	<10,000		0	0
Metropolitan	>10,000		0	0
<b>TOTAL</b>	<b>19</b>	<b>14:00</b>	<b>929</b>	<b>47.7</b>

### Response Standard Determination

**Rural**

**14:00**

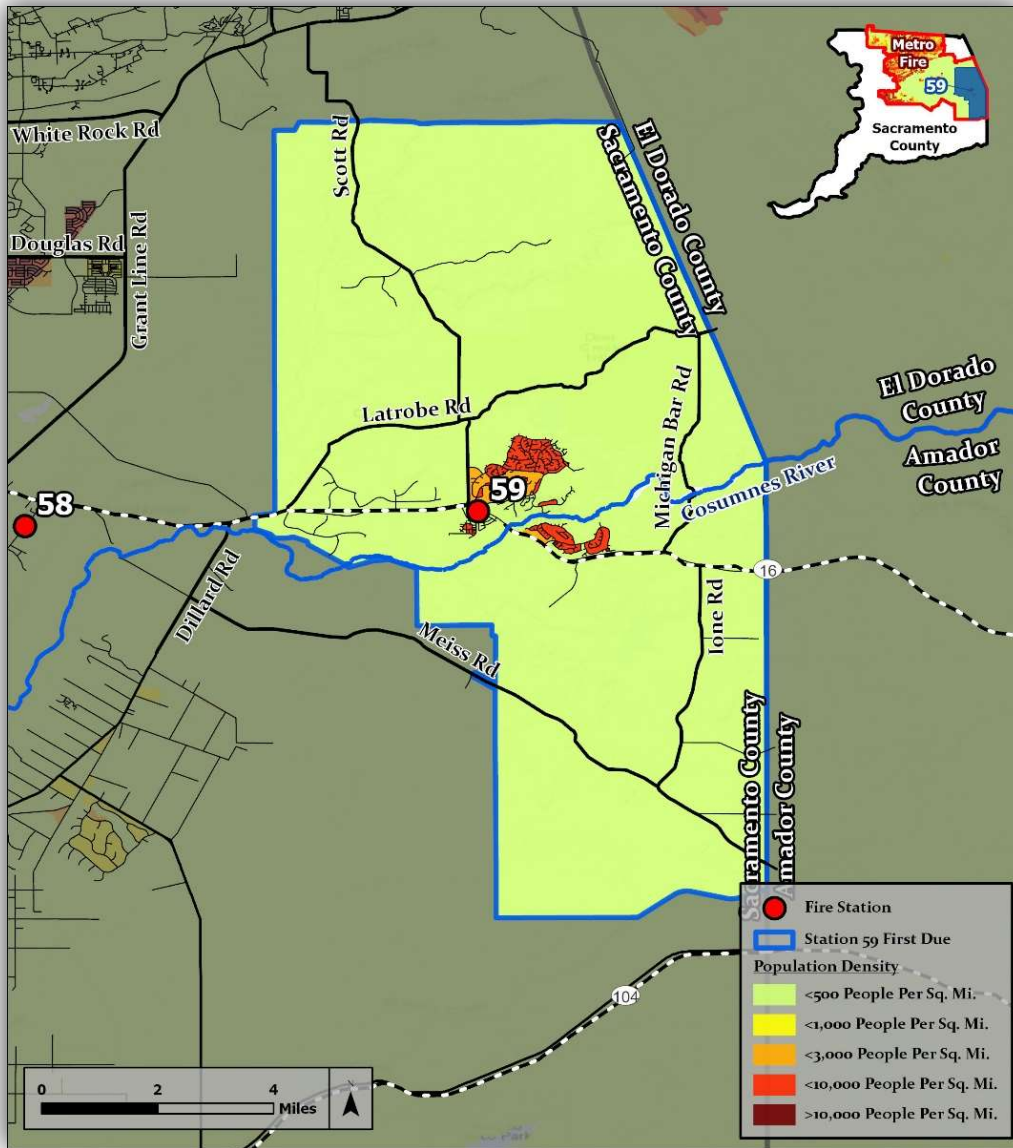
**Travel Time**





# Station 59

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	1,882	65.8
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	692	0.3
Dense Urban	<10,000		3,671	0.9
Metropolitan	>10,000		94	0
<b>TOTAL</b>	<b>95</b>	<b>14:00</b>	<b>6,339</b>	<b>67.1</b>

## Response Standard Determination

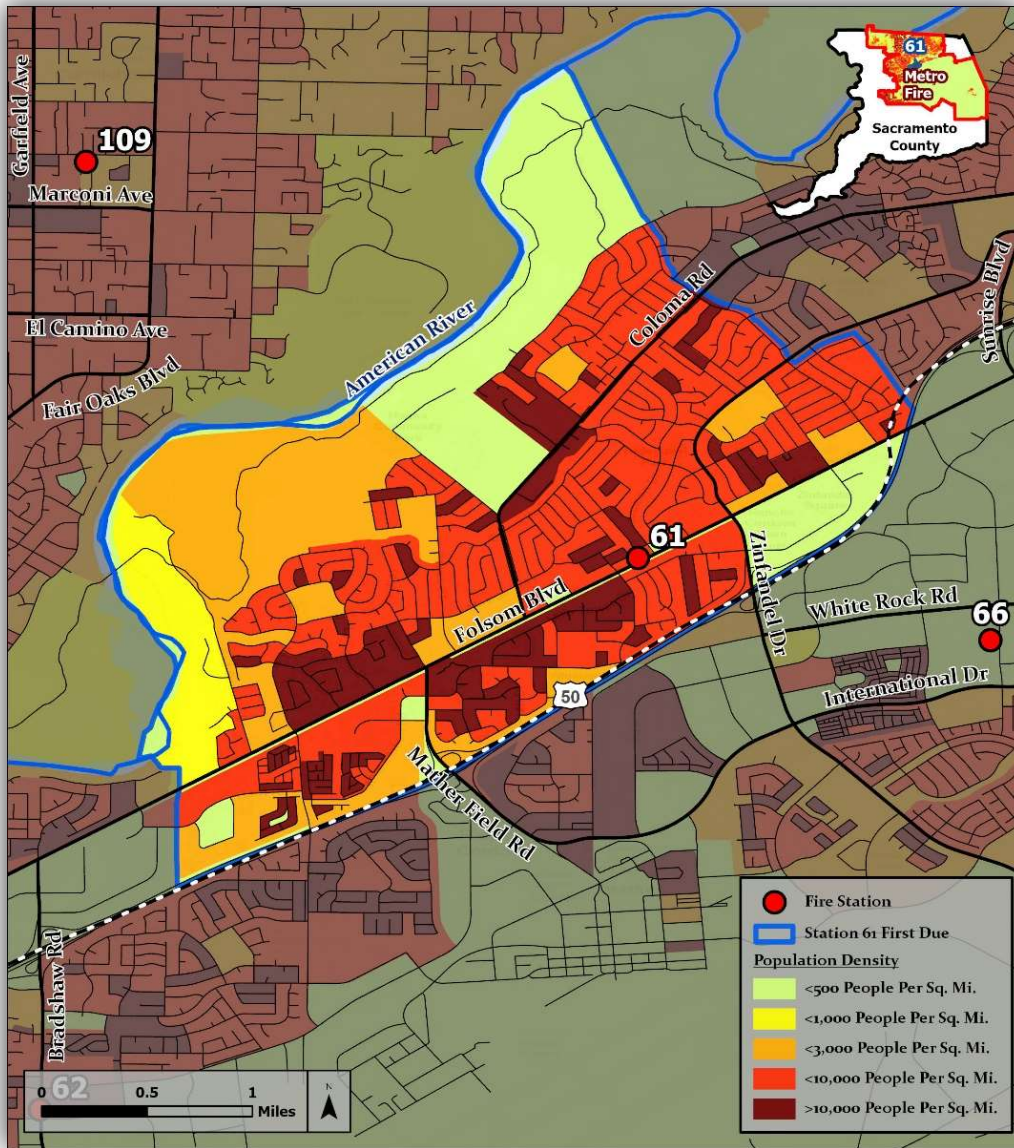
Rural

14:00  
Travel Time



# Station 61

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	173	1.1
Suburban	<1,000	10:00	164	0.3
Urban	<3,000	04:00	1,321	0.8
Dense Urban	<10,000		15,259	2.3
Metropolitan	>10,000		10,689	0.7
<b>TOTAL</b>	<b>5,262</b>	<b>04:00</b>	<b>27,605</b>	<b>5.2</b>

**Response Standard Determination**

**Dense Urban**

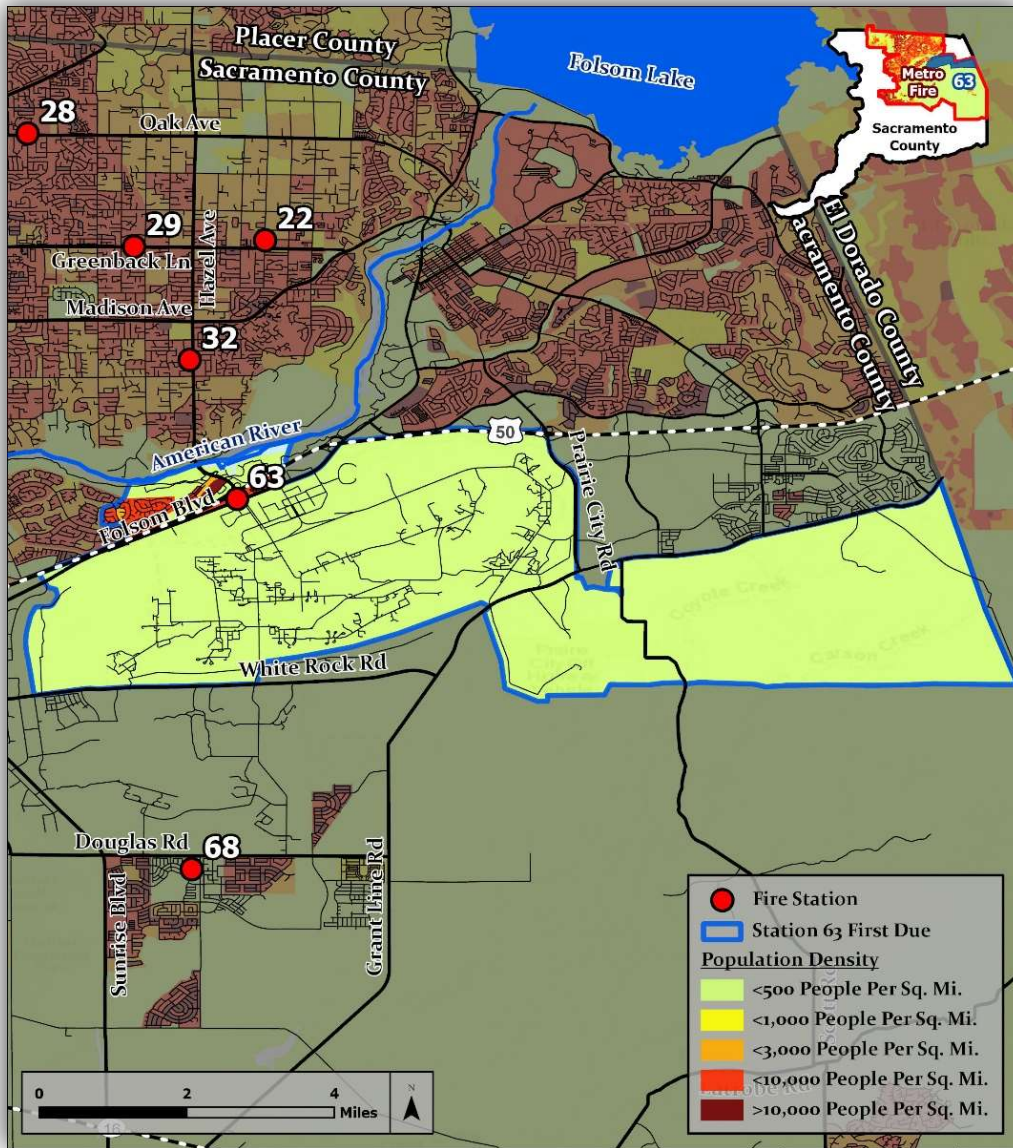
**04:00**

**Travel Time**



# Station 63

# Response Standard Analysis



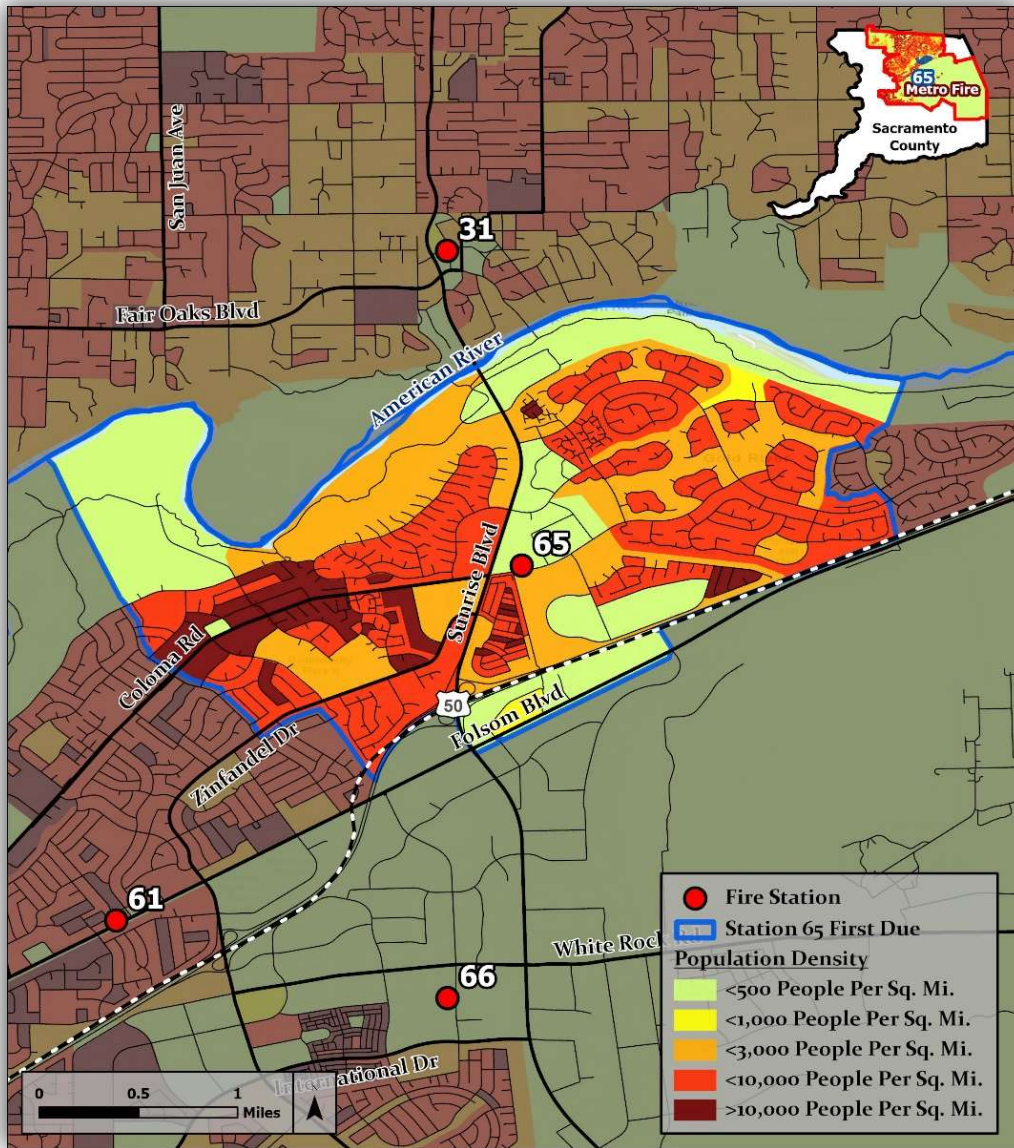
Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	70	23.6
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	41	0
Dense Urban	<10,000		2,161	0.4
Metropolitan	>10,000		512	0
<b>TOTAL</b>	<b>116</b>	<b>14:00</b>	<b>2,783</b>	<b>24.1</b>

Response Standard Determination
Rural
14:00 Travel Time



# Station 65

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	136	1.2
Suburban	<1,000	10:00	47	0.1
Urban	<3,000	04:00	1,200	0.7
Dense Urban	<10,000		10,157	1.9
Metropolitan	>10,000		4,962	0.3
<b>TOTAL</b>	<b>3,905</b>	<b>04:00</b>	<b>16,503</b>	<b>4.2</b>

**Response Standard Determination**

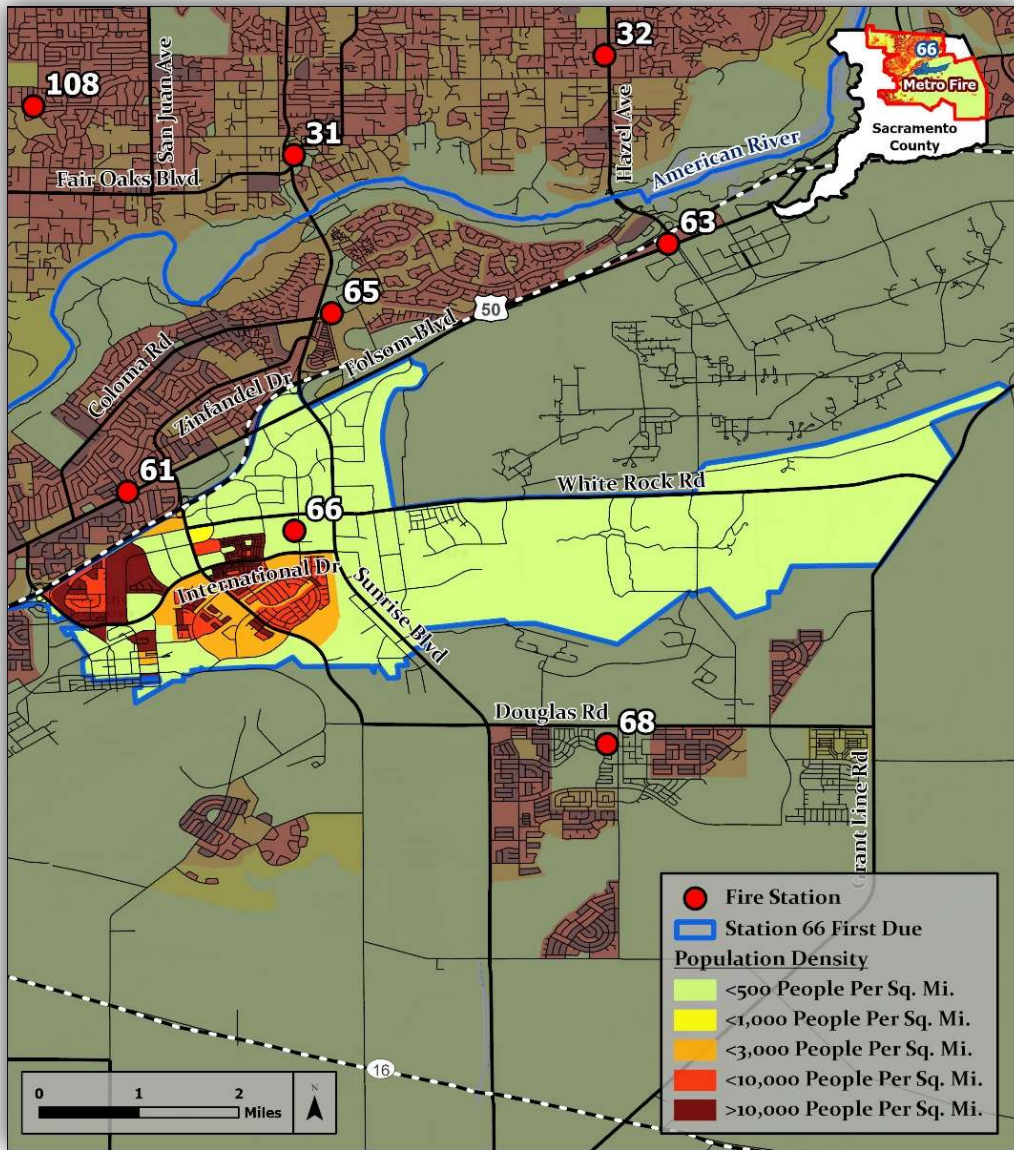
**Dense Urban**

**04:00 Travel Time**



# Station 66

# Response Standard Analysis



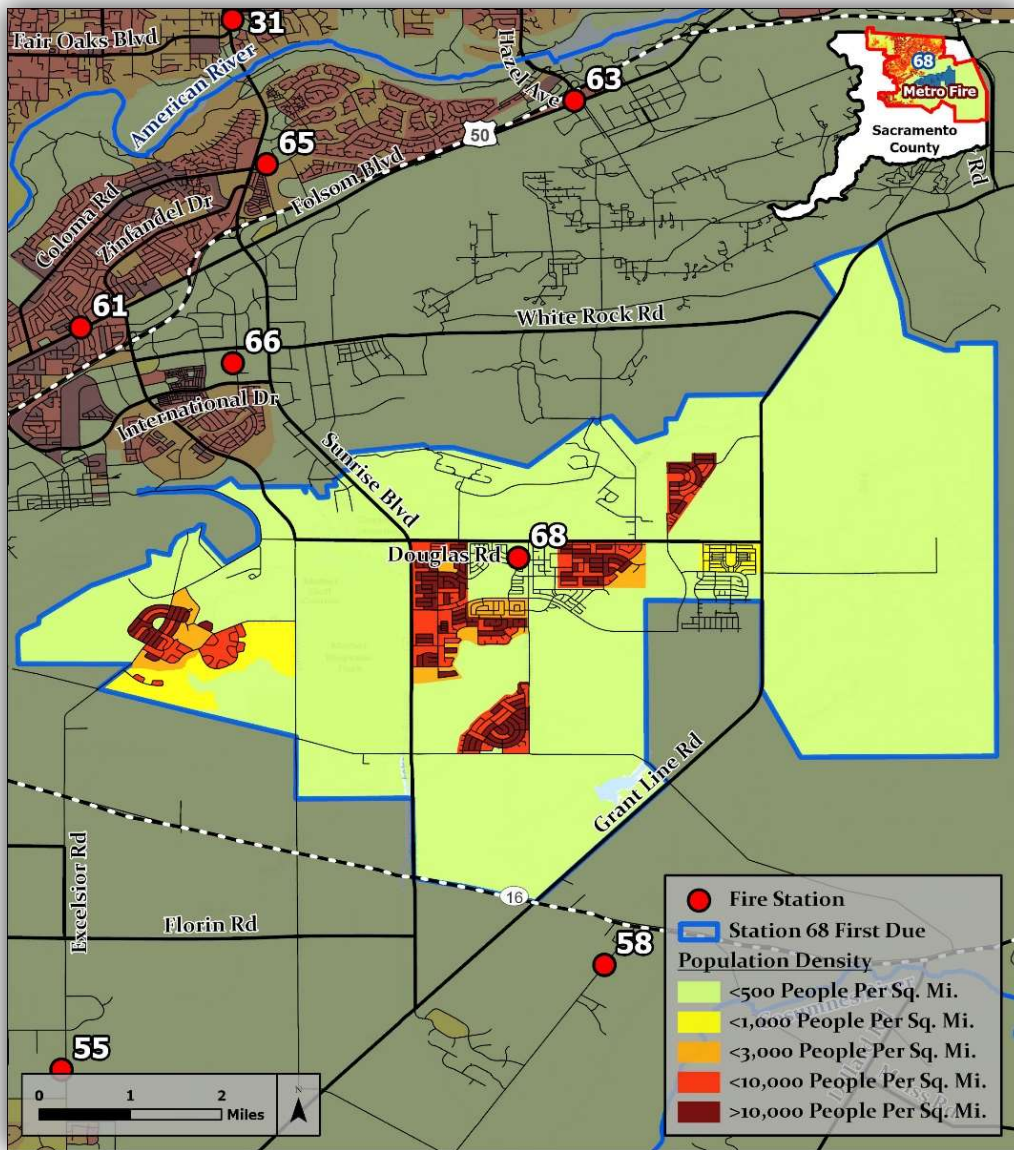
Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	150	9.1
Suburban	<1,000	10:00	19	0
<b>Urban</b>	<b>&lt;3,000</b>	<b>04:00</b>	<b>1,161</b>	<b>0.7</b>
Dense Urban	<10,000		4,084	0.6
Metropolitan	>10,000		9,986	0.6
<b>TOTAL</b>	<b>1,405</b>	<b>04:00</b>	<b>15,401</b>	<b>11</b>

Response Standard Determination
<b>Urban</b>
<b>04:00</b>
<b>Travel Time</b>



# Station 68

# Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	484	25.1
<b>Suburban</b>	<b>&lt;1,000</b>	<b>10:00</b>	<b>485</b>	<b>0.8</b>
Urban	<3,000	04:00	819	0.4
Dense Urban	<10,000		7,223	1.2
Metropolitan	>10,000		10,410	0.9
<b>TOTAL</b>	<b>686</b>	<b>10:00</b>	<b>19,421</b>	<b>28.3</b>

**Response Standard Determination**

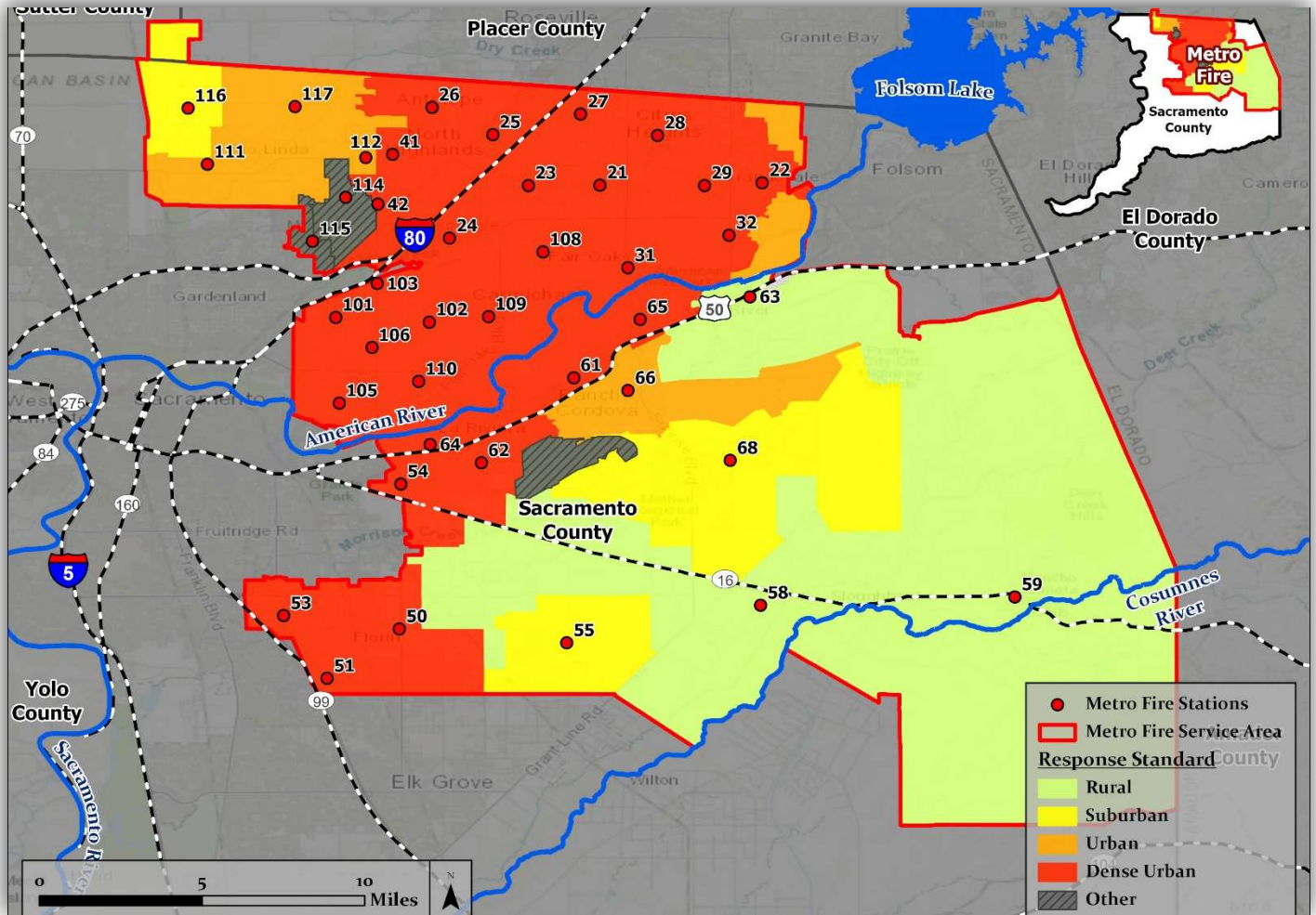
**Suburban**

**10:00**

**Travel Time**



The response standard analysis completed for all first due areas reveal that 45% of the District's service area requires a rural response, 13% requires a suburban response, 9% requires an urban response, and 33% requires a dense urban response.



Dense Urban				Urban	Suburban	Rural
Station 21	Station 29	Station 53	Station 102	Station 66	Station 55	Station 58
Station 22	Station 31	Station 54	Station 103	Station 111	Station 68	Station 59
Station 23	Station 32	Station 61	Station 105	Station 112	Station 116	Station 63
Station 24	Station 41	Station 62	Station 106	Station 117		
Station 25	Station 42	Station 64	Station 108			
Station 26	Station 50	Station 65	Station 109	<b>Other Standard (NFPA 403 ARFF)</b>		
Station 27	Station 51	Station 101	Station 110	Station 114	Station 115	
Station 28						

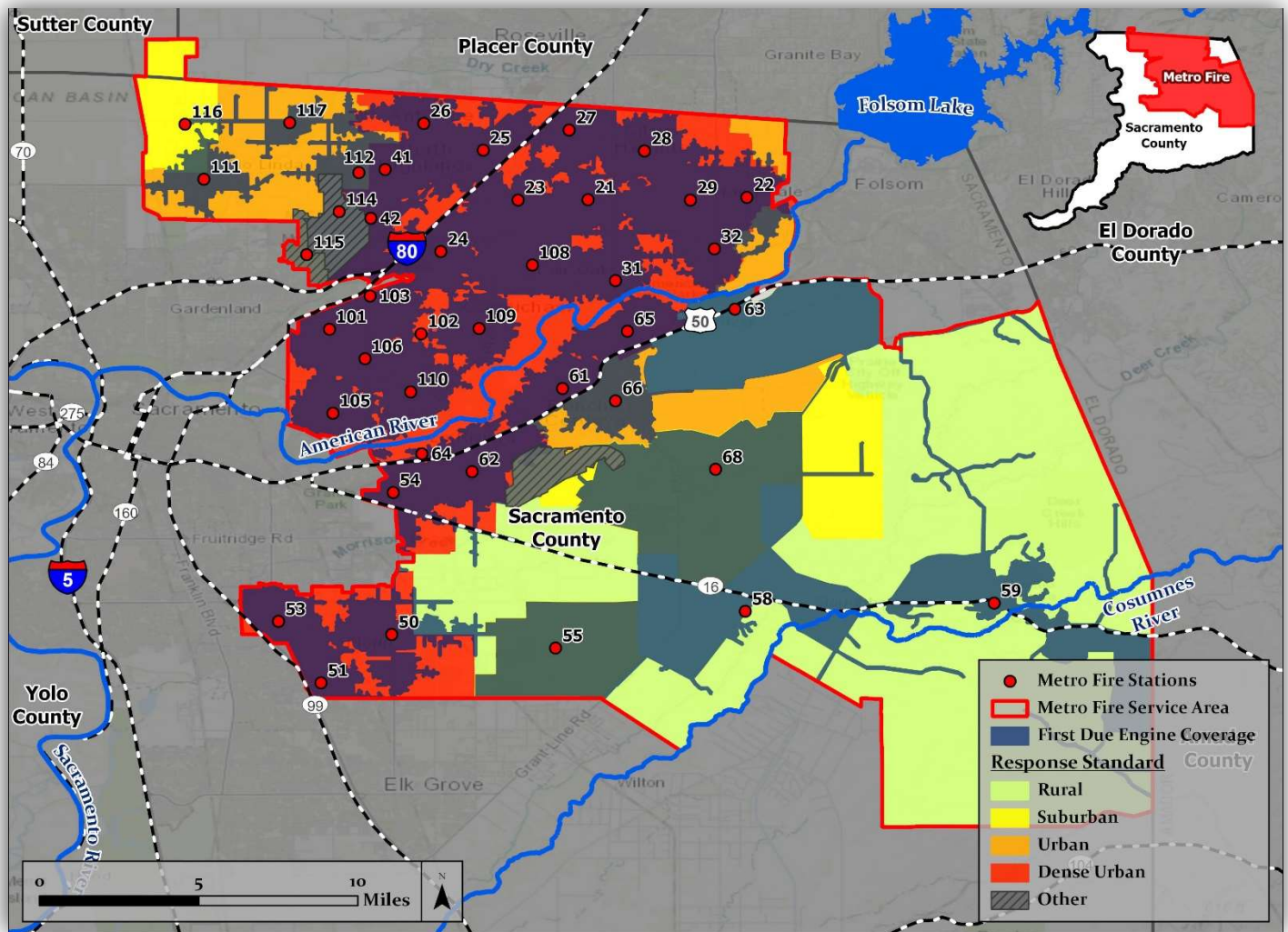
### Deployment Study

After determining the applicable response standards for each first due area, a deployment study was completed to determine if Metro Fire can provide adequate coverage to its jurisdiction in accordance with the applicable response standards. A deployment study (also known as a response time assessment) uses modeled drive time analyses from each first-due response area to evaluate distribution and concentration.



### Distribution

When evaluating distribution, the first-due deployment study models whether drive times from existing station locations provide adequate coverage for the service area in accordance with the required response standard. For first-due areas requiring dense urban and urban response, a 04:00 drive time was modeled; for first-due areas requiring suburban response, a 10:00 drive time was modeled; and for first-due areas requiring a rural response, a 14:00 drive time was modeled.



The software used to model first-due deployment coverage is based on existing street networks. Blue-shaded areas indicate areas of coverage, while areas not shaded in blue represent gaps in coverage. One exception to this general rule is where street networks are limited or non-existent, a gap may be indicated erroneously. For example, most of Station 59's first-due area, along with the American River Parkway and the Mississippi Bar Nature Preserve east of Station 32 have limited or no street networks by design and are reflected as gap areas even though coverage to these areas is sufficient in actuality. As such, it's important to take a closer look at gap areas to determine whether or not a gap truly exists.

### Concentration

When considering concentration, the ERF deployment study models whether resources are positioned appropriately relative to each other in order to provide sufficient coverage for ERF. The ERF deployment study models drive times for engines, trucks, medics, and battalion chiefs from each existing station location in accordance with established response standards.



For the purposes of this study, ERF deployment was modeled for the most common low/moderate risk incident types that require ERF as well as for the most common high/maximum risk incident types that require ERF.

**Low/Moderate Risk**  
 Fire Moderate 3  
 EMS Low 4  
 Rescue Low 3  
 HazMat Moderate 1

**High/Maximum Risk**  
 Fire High 2  
 Rescue High 1

The tables on the following pages are broken down by risk and incident type to show whether or not the deployment study indicates ERF is possible based on drive time analyses for the various unit types. Each table shows the units required to achieve ERF for the incident type, then shows the number of units that can respond into each first-due area based on the drive time analyses. Where the number of the units able to respond into the first-due meets or exceeds the required ERF number, ERF is reflected as possible. The modeling used was conservative, and whether or not ERF is actually possible in each first due area should be reflected in the performance evaluation in Section 6.

For low and moderate risk incidents, a 08:00 drive time was modeled from all station locations into first-due areas requiring dense urban and urban response; a 15:00 drive time was modeled from all station locations into first-due areas requiring suburban response; and a 20:00 drive time was modeled from all station locations into first due areas requiring rural response. Where the appropriate number of resources overlapped, ERF is possible for low and moderate risk incidents.

For high and maximum risk incidents, a 10:10 drive time was modeled from all station locations into first-due areas requiring dense urban and urban response; a 19:10 drive time was modeled from all station locations into first-due areas requiring suburban response; and a 25:30 drive time was modeled from all station locations into first due areas requiring rural response. Where the appropriate number of resources overlapped, ERF is possible for high and maximum risk incidents.

### Geographic Conditions

An important consideration when evaluating distribution on concentration is whether or not geographic conditions exist that restrict or isolate a first-due area. NFPA 1710 defines these concepts as follows:

#### Geographical Isolation

*A first-due response zone or jurisdiction with staffed resources where over 80% of the response area is outside of a 10-minute travel time from the next closest staffed suppression apparatus.*

#### Geographical Restriction

*A defined condition, measure, or infrastructure design that limits response and/or results in predictable response delays to certain portions of the jurisdiction.*

For the purposes of this study, first-due areas were considered geographically restricted if a manmade or natural barrier exists that reduces response on two or more sides of a first-due response area.

Metro Fire can determine whether or not these types of conditions actually limit response by first observing apparent conditions on a map (highways, rivers, railroad tracks, etc); second, modeling drive times to determine if these conditions *should* limit response; and finally, analyzing response data to evaluate if response times *actually* reflect a response limitation.

If all contributing factors described above indicate that a geographic condition is truly limiting response, an evaluation of the structural fire risk for the area should be performed to determine whether adding additional staffing capacity (4<sup>th</sup> on) will appropriately mitigate risks.

**Fire Moderate 3**

Fire Moderate 3 is the most common low/moderate risk fire incident requiring ERF. ERF for a Fire Moderate 3 incident is (3) engines, (1) truck, and (1) BC.

	First Due Area	Response Standard	Geographic Condition	Engines (3)	Truck (1)	BC (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	Restricted	4	0	0	No
	Station 25	Dense Urban	Restricted	6	2	0	No
	Station 26	Dense Urban	-	5	1	0	No
	Station 41	Dense Urban	-	6	1	1	Yes
	Station 42	Dense Urban	Restricted	6	0	1	No
	Station 111	Urban	-	2	0	0	No
	Station 112	Urban	-	7	1	1	Yes
	Station 114	NFPA 403	Restricted	1	0	1	No
	Station 115	NFPA 403	Restricted	0	0	0	No
	Station 116	Suburban	-	7	1	0	No
Station 117	Suburban	-	10	2	1	Yes	
Battalion 7	Station 101	Dense Urban	-	4	1	1	Yes
	Station 102	Dense Urban	-	7	2	1	Yes
	Station 103	Dense Urban	-	6	1	1	Yes
	Station 105	Dense Urban	-	3	0	0	No
	Station 106	Dense Urban	-	5	1	1	Yes
	Station 108	Dense Urban	-	2	1	0	No
	Station 109	Dense Urban	Restricted	2	1	0	No
	Station 110	Dense Urban	-	4	1	1	Yes
Battalion 9	Station 50	Dense Urban	-	2	1	1	Yes
	Station 51	Dense Urban	-	3	1	1	Yes
	Station 53	Dense Urban	-	3	1	1	Yes
	Station 54	Dense Urban	Restricted	1	0	0	No
	Station 55	Suburban	-	8	1	1	Yes
	Station 62	Dense Urban	Restricted	3	0	0	No
	Station 64	Dense Urban	Restricted	3	0	0	No
Battalion 13	Station 21	Dense Urban	-	5	2	1	Yes
	Station 22	Dense Urban	-	3	0	1	No
	Station 23	Dense Urban	-	4	2	0	No
	Station 27	Dense Urban	-	5	2	0	No
	Station 28	Dense Urban	-	4	1	1	Yes
	Station 29	Dense Urban	-	5	1	1	Yes
	Station 31	Dense Urban	-	4	2	0	No
	Station 32	Dense Urban	-	4	0	1	No
Battalion 14	Station 58	Rural	-	10	2	2	Yes
	Station 59	Rural	Isolated	4	0	1	No
	Station 61	Dense Urban	-	3	1	1	Yes
	Station 63	Rural	-	20	4	2	Yes
	Station 65	Dense Urban	-	3	1	1	Yes
	Station 66	Urban	-	4	1	1	Yes
	Station 68	Suburban	-	7	0	1	No

**Fire High 2**

Fire High 2 is the most common high/maximum risk fire incident requiring ERF. ERF for a Fire High 2 incident is (4) engines, (2) trucks, (1) medic, and (1) BC.

	First Due Area	Response Standard	Geographic Condition	Engines (4)	Trucks (2)	Medic (1)	BC (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	-	8	2	5	1	Yes
	Station 25	Dense Urban	Restricted	7	3	6	0	No
	Station 26	Dense Urban	-	7	2	4	0	No
	Station 41	Dense Urban	-	10	2	7	1	Yes
	Station 42	Dense Urban	-	10	2	6	1	Yes
	Station 111	Urban	-	5	0	3	0	No
	Station 112	Urban	-	9	1	5	1	No
	Station 114	NFPA 403	Restricted	4	0	2	1	No
	Station 115	NFPA 403	Restricted	4	0	2	1	No
	Station 116	Suburban	-	11	1	6	1	No
Station 117	Suburban	-	11	2	5	1	Yes	
Battalion 7	Station 101	Dense Urban	-	8	2	7	1	Yes
	Station 102	Dense Urban	-	10	3	7	1	Yes
	Station 103	Dense Urban	-	8	2	6	2	Yes
	Station 105	Dense Urban	-	6	1	3	0	No
	Station 106	Dense Urban	-	7	2	6	1	Yes
	Station 108	Dense Urban	-	6	4	5	0	No
	Station 109	Dense Urban	-	8	2	6	1	Yes
	Station 110	Dense Urban	-	8	2	6	1	Yes
Battalion 9	Station 50	Dense Urban	-	5	1	4	1	No
	Station 51	Dense Urban	-	3	1	3	1	No
	Station 53	Dense Urban	Restricted	3	1	3	1	No
	Station 54	Dense Urban	Restricted	4	1	2	1	No
	Station 55	Suburban	-	13	1	7	2	No
	Station 62	Dense Urban	Restricted	5	1	3	0	No
	Station 64	Dense Urban	Restricted	5	0	3	0	No
Battalion 13	Station 21	Dense Urban	-	8	2	6	1	Yes
	Station 22	Dense Urban	-	6	1	4	1	No
	Station 23	Dense Urban	-	7	2	6	1	Yes
	Station 27	Dense Urban	-	6	2	5	0	No
	Station 28	Dense Urban	-	6	2	5	1	Yes
	Station 29	Dense Urban	-	7	2	5	1	Yes
	Station 31	Dense Urban	-	8	3	5	1	Yes
	Station 32	Dense Urban	-	6	2	5	1	Yes
Battalion 14	Station 58	Rural	-	17	2	9	2	Yes
	Station 59	Rural	Isolated	12	2	6	2	Yes
	Station 61	Dense Urban	-	6	1	3	1	No
	Station 63	Rural	-	35	6	23	5	Yes
	Station 65	Dense Urban	Restricted	5	1	2	1	No
	Station 66	Urban	Restricted	6	1	3	1	No
	Station 68	Suburban	-	13	2	7	2	Yes

**EMS Low 4**

EMS Low 4 is the most common low/moderate risk EMS incident requiring ERF. ERF for an EMS Low 4 incident is (1) engine and (1) medic.

	First Due Area	Response Standard	Geographic Condition	Engine (1)	Medic (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	-	4	2	Yes
	Station 25	Dense Urban	-	6	5	Yes
	Station 26	Dense Urban	-	5	3	Yes
	Station 41	Dense Urban	-	6	3	Yes
	Station 42	Dense Urban	-	6	4	Yes
	Station 111	Urban	-	2	1	Yes
	Station 112	Urban	-	7	3	Yes
	Station 114	NFPA 403	Restricted	1	0	No
	Station 115	NFPA 403	Restricted	0	0	No
	Station 116	Suburban	-	7	3	Yes
Station 117	Suburban	-	10	5	Yes	
Battalion 7	Station 101	Dense Urban	-	4	4	Yes
	Station 102	Dense Urban	-	7	6	Yes
	Station 103	Dense Urban	-	6	5	Yes
	Station 105	Dense Urban	-	3	1	Yes
	Station 106	Dense Urban	-	5	4	Yes
	Station 108	Dense Urban	-	2	1	Yes
	Station 109	Dense Urban	-	2	2	Yes
	Station 110	Dense Urban	-	4	3	Yes
Battalion 9	Station 50	Dense Urban	-	2	2	Yes
	Station 51	Dense Urban	-	3	3	Yes
	Station 53	Dense Urban	-	3	3	Yes
	Station 54	Dense Urban	Restricted	1	0	No
	Station 55	Suburban	-	8	5	Yes
	Station 62	Dense Urban	-	3	1	Yes
	Station 64	Dense Urban	-	3	1	Yes
Battalion 13	Station 21	Dense Urban	-	5	4	Yes
	Station 22	Dense Urban	-	3	3	Yes
	Station 23	Dense Urban	-	4	4	Yes
	Station 27	Dense Urban	-	5	4	Yes
	Station 28	Dense Urban	-	4	3	Yes
	Station 29	Dense Urban	-	5	4	Yes
	Station 31	Dense Urban	-	4	2	Yes
	Station 32	Dense Urban	-	4	3	Yes
Battalion 14	Station 58	Rural	-	10	6	Yes
	Station 59	Rural	Isolated	4	1	Yes
	Station 61	Dense Urban	-	3	2	Yes
	Station 63	Rural	-	20	10	Yes
	Station 65	Dense Urban	-	3	2	Yes
	Station 66	Urban	-	4	2	Yes
	Station 68	Suburban	-	7	3	Yes

**Rescue Low 3**

Rescue Low 3 is the most common low/moderate risk technical rescue incident requiring ERF. ERF for a Rescue Low 3 incident is (1) engine and (1) truck.

	First Due Area	Response Standard	Geographic Condition	Engine (1)	Truck (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	Restricted	4	0	No
	Station 25	Dense Urban	-	6	2	Yes
	Station 26	Dense Urban	-	5	1	Yes
	Station 41	Dense Urban	-	6	1	Yes
	Station 42	Dense Urban	Restricted	6	0	No
	Station 111	Urban	-	2	0	No
	Station 112	Urban	-	7	1	Yes
	Station 114	NFPA 403	Restricted	1	0	No
	Station 115	NFPA 403	Restricted	0	0	No
	Station 116	Suburban	-	7	1	Yes
Station 117	Suburban	-	10	2	Yes	
Battalion 7	Station 101	Dense Urban	-	4	1	Yes
	Station 102	Dense Urban	-	7	2	Yes
	Station 103	Dense Urban	-	6	1	Yes
	Station 105	Dense Urban	-	3	0	No
	Station 106	Dense Urban	-	5	1	Yes
	Station 108	Dense Urban	-	2	1	Yes
	Station 109	Dense Urban	-	2	1	Yes
	Station 110	Dense Urban	-	4	1	Yes
Battalion 9	Station 50	Dense Urban	-	2	1	Yes
	Station 51	Dense Urban	-	3	1	Yes
	Station 53	Dense Urban	-	3	1	Yes
	Station 54	Dense Urban	Restricted	1	0	No
	Station 55	Suburban	-	8	1	Yes
	Station 62	Dense Urban	Restricted	3	0	No
	Station 64	Dense Urban	Restricted	3	0	No
Battalion 13	Station 21	Dense Urban	-	5	2	Yes
	Station 22	Dense Urban	-	3	0	No
	Station 23	Dense Urban	-	4	2	Yes
	Station 27	Dense Urban	-	5	2	Yes
	Station 28	Dense Urban	-	4	1	Yes
	Station 29	Dense Urban	-	5	1	Yes
	Station 31	Dense Urban	-	4	2	Yes
	Station 32	Dense Urban	-	4	0	No
Battalion 14	Station 58	Rural	-	10	2	Yes
	Station 59	Rural	Isolated	4	0	No
	Station 61	Dense Urban	-	3	1	Yes
	Station 63	Rural	-	20	4	Yes
	Station 65	Dense Urban	-	3	1	Yes
	Station 66	Urban	-	4	1	Yes
	Station 68	Suburban	-	7	0	No

**Rescue High 1**

Rescue High 1 is the most common high/maximum risk technical rescue incident requiring ERF. ERF for a Rescue Low 3 incident is (1) engine, (1) truck, (2) rescue units, (1) medic, (1) BC, (1) AC.

	First Due Area	Response Standard	Geographic Condition	Engine (1)	Truck (1)	Rescue (2)	Medic (1)	BC (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	Restricted	8	2	0	5	1	No
	Station 25	Dense Urban	Restricted	7	3	1	6	0	No
	Station 26	Dense Urban	-	7	2	0	4	0	No
	Station 41	Dense Urban	Restricted	10	2	0	7	1	No
	Station 42	Dense Urban	Restricted	10	2	0	6	1	No
	Station 111	Urban	-	5	0	0	3	0	No
	Station 112	Urban	-	9	1	0	5	1	No
	Station 114	NFPA 403	Restricted	4	0	0	2	1	No
	Station 115	NFPA 403	Restricted	4	0	0	2	1	No
	Station 116	Suburban	-	11	1	0	6	1	No
Station 117	Suburban	-	11	2	0	5	1	No	
Battalion 7	Station 101	Dense Urban	-	8	2	0	7	1	No
	Station 102	Dense Urban	-	10	3	0	7	1	No
	Station 103	Dense Urban	Restricted	8	2	0	6	2	No
	Station 105	Dense Urban	-	6	1	0	3	0	No
	Station 106	Dense Urban	-	7	2	0	6	1	No
	Station 108	Dense Urban	-	6	4	1	5	0	No
	Station 109	Dense Urban	Restricted	8	2	0	6	1	No
	Station 110	Dense Urban	-	8	2	0	6	1	No
Battalion 9	Station 50	Dense Urban	-	5	1	0	4	1	No
	Station 51	Dense Urban	-	3	1	0	3	1	No
	Station 53	Dense Urban	Restricted	3	1	0	3	1	No
	Station 54	Dense Urban	Restricted	4	1	0	2	1	No
	Station 55	Suburban	-	13	1	0	7	2	No
	Station 62	Dense Urban	Restricted	5	1	0	3	0	No
	Station 64	Dense Urban	Restricted	5	0	0	3	0	No
Battalion 13	Station 21	Dense Urban	-	8	2	1	6	1	No
	Station 22	Dense Urban	-	6	1	1	4	1	No
	Station 23	Dense Urban	-	7	2	1	6	1	No
	Station 27	Dense Urban	-	6	2	1	5	0	No
	Station 28	Dense Urban	-	6	2	1	5	1	No
	Station 29	Dense Urban	-	7	2	1	5	1	No
	Station 31	Dense Urban	-	8	3	1	5	1	No
	Station 32	Dense Urban	-	6	2	1	5	1	No
Battalion 14	Station 58	Rural	Restricted	17	2	0	9	2	No
	Station 59	Rural	Isolated	12	2	0	6	2	No
	Station 61	Dense Urban	-	6	1	0	3	1	No
	Station 63	Rural	Restricted	35	6	1	23	5	No
	Station 65	Dense Urban	Restricted	5	1	0	2	1	No
	Station 66	Urban	Restricted	6	1	0	3	1	No
	Station 68	Suburban	-	13	2	0	7	2	No



**HazMat Moderate 1**

HazMat Moderate 1 is the most common low/moderate risk hazardous materials incident requiring ERF. ERF for a HazMat Moderate 1 incident is (2) engines.

	First Due Area	Response Standard	Geographic Condition	Engines (2)	ERF Possible
Battalion 5	Station 24	Dense Urban	-	4	Yes
	Station 25	Dense Urban	-	6	Yes
	Station 26	Dense Urban	-	5	Yes
	Station 41	Dense Urban	-	6	Yes
	Station 42	Dense Urban	-	6	Yes
	Station 111	Urban	-	2	Yes
	Station 112	Urban	-	7	Yes
	Station 114	NFPA 403	Restricted	1	No
	Station 115	NFPA 403	Restricted	0	No
	Station 116	Suburban	-	7	Yes
Station 117	Suburban	-	10	Yes	
Battalion 7	Station 101	Dense Urban	-	4	Yes
	Station 102	Dense Urban	-	7	Yes
	Station 103	Dense Urban	-	6	Yes
	Station 105	Dense Urban	-	3	Yes
	Station 106	Dense Urban	-	5	Yes
	Station 108	Dense Urban	-	2	Yes
	Station 109	Dense Urban	-	2	Yes
	Station 110	Dense Urban	-	4	Yes
Battalion 9	Station 50	Dense Urban	-	2	Yes
	Station 51	Dense Urban	-	3	Yes
	Station 53	Dense Urban	-	3	Yes
	Station 54	Dense Urban	-	1	Yes
	Station 55	Suburban	-	8	Yes
	Station 62	Dense Urban	-	3	Yes
	Station 64	Dense Urban	-	3	Yes
Battalion 13	Station 21	Dense Urban	-	5	Yes
	Station 22	Dense Urban	-	3	Yes
	Station 23	Dense Urban	-	4	Yes
	Station 27	Dense Urban	-	5	Yes
	Station 28	Dense Urban	-	4	Yes
	Station 29	Dense Urban	-	5	Yes
	Station 31	Dense Urban	-	4	Yes
	Station 32	Dense Urban	-	4	Yes
Battalion 14	Station 58	Rural	-	10	Yes
	Station 59	Rural	Isolated	4	Yes
	Station 61	Dense Urban	-	3	Yes
	Station 63	Rural	-	20	Yes
	Station 65	Dense Urban	-	3	Yes
	Station 66	Urban	-	4	Yes
	Station 68	Suburban	-	7	Yes

## Gap Analysis

Distribution and concentration have a significant impact in determining resource deployment. Metro Fire's history of mergers and consolidations led to the inheritance of fire stations across the jurisdiction, with locations that were chosen at the time based on the needs of the predecessor agencies. Conducting deployment studies assist in identifying gaps in existing service so that adjustments to resource deployment can be made.

### Distribution (First-Due) Gaps

The first-due deployment study reveals coverage gaps in the northwest corner of Metro Fire's service area where response must meet suburban and urban response standards. Smaller gaps are present throughout the dense urban areas as well as in an urban pocket of eastern Rancho Cordova. A total of twelve (12) gaps were identified and are summarized in the table below:

Identified Gap	Gap Area (Sq. Mi.)	Population	Response Standard	2022 Call Volume
23-25 Gap	0.72	3,948	Dense Urban	504
31-32 Gap	1.49	2,994	Urban	243
52 Gap*	17.59	2,745	Rural	348
Carmichael Gap	1.67	3,986	Urban	297
East Antelope Gap*	1.22	6,269	Dense Urban	448
Mather Gap	1.51	7,215	Dense Urban	1,164
Orangevale Gap	3.67	4,486	Urban	289
Rio Del Oro Gap*	5.34	21	Rural	3
Rio Linda Gap	4.74	5,724	Urban	515
Vineyard Gap*	3.07	10,792	Dense Urban	776
Watt-Myrtle Gap	1.06	9,812	Dense Urban	1,018

\*Four (4) of the gaps noted above are located in growth areas and were already identified in Metro Fire's 2014 Growth Plan, which will be discussed in the next section.

Further study is recommended to determine how to best address the non-growth related gaps identified above. Considerations for how to best address distribution gaps include population, call volume, and level of acceptable risk. If a new station or additional apparatus are being considered to address a distribution gap, a cost-benefit analysis should be conducted to quantify the benefits gained as compared to associated costs. Factors that should be considered in any cost-benefit analysis include anticipated call volume and call types, overlap with existing first due coverage, net gain (non-duplicative coverage), level of acceptable risk, and costs to add/expand service.

### Concentration (ERF) Gaps

The ERF deployment study reveals that most ERF deficiencies are related to truck coverage, battalion chief coverage, or a combination of both.

For fire incidents, ERF is only possible within response time standards for about 50% of first due areas. Battalion 5 is the most deficient for moderate risk fire incidents, with only 27% compliance with response time standards, while Battalion 14 has the highest compliance at 71%. For high risk fire incidents, however, Battalion 9 proves most deficient since ERF is not possible for the entire battalion within desired response times due to truck coverage.

For EMS incidents, the only material ERF challenge is with medic coverage in Station 54's first due and coverage in Station 114 and 115's first due (due to restricted access inside McClellan Airfield). Notwithstanding the above exceptions, coverage for EMS incidents is adequate throughout the District.

For technical rescue incidents, Battalions 5 and 9 show a truck coverage issue for low risk events, while overall ERF is possible for about 68% of first due areas within desired response times. Conversely, for high risk events, ERF is not possible District-wide as this type of event requires two rescue teams and the District currently deploys only one team (Rescue 21). For these types of events, which are rare, Metro Fire relies on automatic aid to achieve ERF.



For hazardous materials incidents, the only areas with ERF challenges are within the first due areas for Stations 114 and 115 due to the access restrictions previously mentioned. Otherwise, there is sufficient ERF coverage throughout the District.

Identified challenges in ERF coverage should be studied further to determine how best to mitigate the identified gaps and should include a cost-benefit analysis as well as an analysis of whether or not coverage can be satisfied by neighboring agencies through automatic aid.

## Service Planning

### Planning for New Service

In addition to addressing gaps in existing service, growth in the District's service area should also be considered when performing response standard analysis and deployment studies on distribution and concentration in order to anticipate future levels of service. As previously discussed, there is a correlation between population growth and risk which requires response times to decrease as density increases and a higher response standard is applied. When evaluating new service needs as they relate to distribution and concentration, there are many considerations including changes to applicable response standard, risk assessment, call volume, required capabilities, station capacity and location, overlap with existing first due coverage, and unique coverage gain.

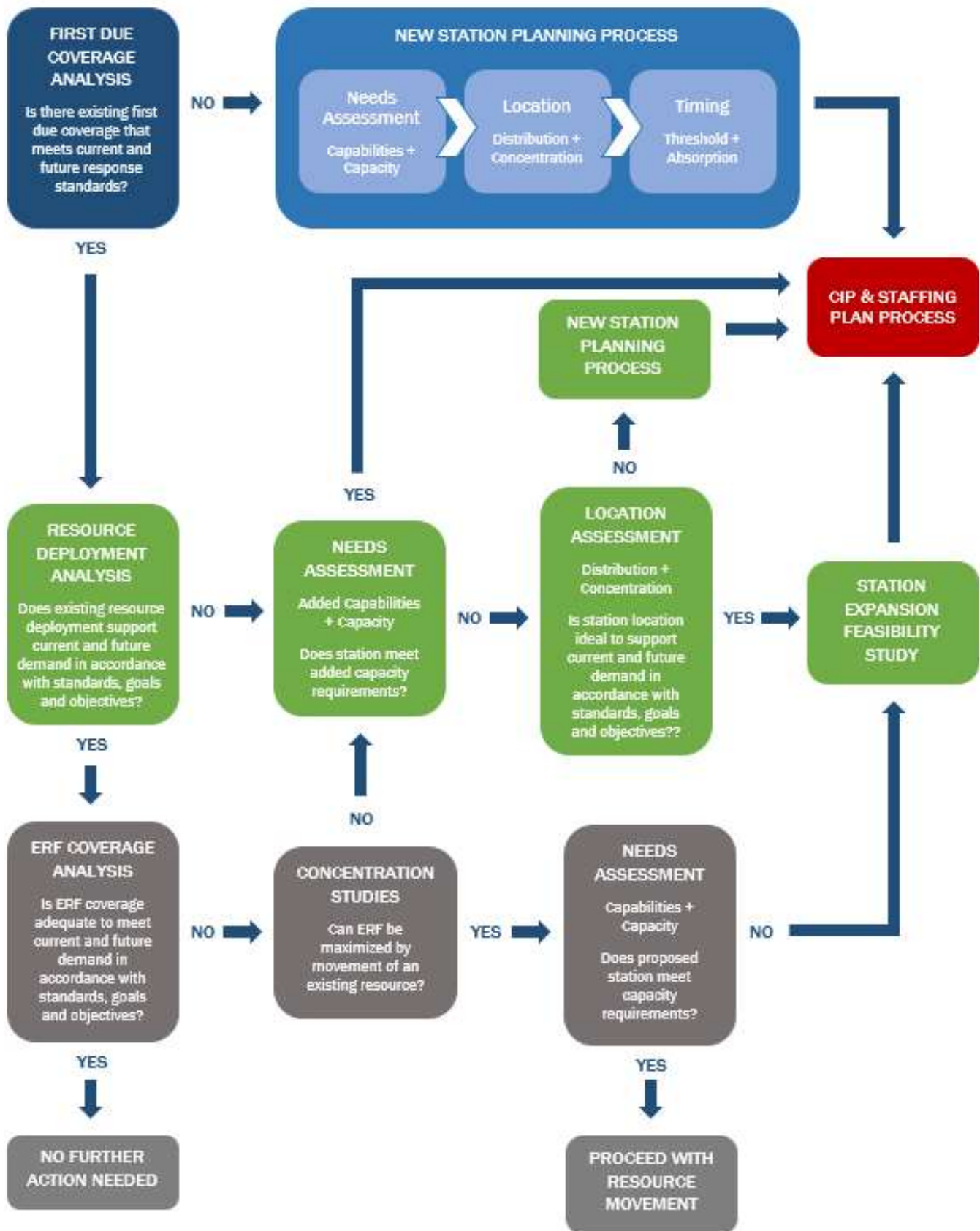
Planning for new service begins first with a first due coverage analysis to determine if there is existing first due coverage that meets current and future response time standards. If there is no first due coverage that will meet current and future standards, the process to plan for a new station is initiated. The new station planning process includes a needs assessment to identify desired capabilities and capacity, location identification based on distribution and concentration studies, and a projection on the timing of station construction based on service threshold (how many units trigger the need for service) and absorption (how many units are built annually). Once timing is determined, the CIP and Staffing Plan process can be initiated.

If the first due coverage analysis reveals that there is adequate first due coverage from an existing station or stations, resource deployment is then evaluated to determine if the existing apparatus mix supports the current and expected future call volume. Number of calls, time on task, and reliability are all assessed to determine whether or not the existing resources can handle the additional call volume. If the additional demand can be supported by existing resources and ERF coverage is sufficient, then no operational changes are needed to meet future service needs. If existing resources can support the additional demand but ERF coverage is inadequate, concentration studies are conducted to determine if ERF challenges can be mitigated with resource movement. If they can, and the proposed relocation meets capacity requirements, then resource movement can be initiated. If instead resources need to be added, a needs and location assessment is conducted to determine whether or not a station expansion is needed or whether the CIP and Staffing Plan processes can be initiated.

When current or future demand is not able to be met with existing the existing apparatus mix, a needs assessment is conducted to identify the desired added capabilities and the capacity requirements to accommodate the added capabilities. If the station doesn't meet the capacity requirements, a station expansion feasibility study is conducted prior to initiating the CIP and Staffing Plan processes. If the station can accommodate the added capacity, the CIP and Staffing Plan processes can be initiated immediately.

The flowchart shown on the following page demonstrates how the process of planning for new service is put into practice.

SERVICE PLANNING FLOWCHART



## Phasing New Service

The timing of when new service is warranted in growth areas is ultimately determined by population, call volume, service threshold, absorption rates, and cost-benefit analysis, and how those factors impact compliance with the District’s own response standards.

### Population & Call Volume

Call volume is directly linked to population density and can be estimated from total population for planning purposes in growth areas that have not reached full buildout. In order to ensure efficient and effective operations, it is Metro Fire’s goal to keep annual call volume for each first-due unit under 3,500. Calculating projected call volume based on current and future populations assists the District in determining the timing of the transition to a higher level of service as well as determining whether or not existing stations can handle the call volume increases or whether additional stations will be required to meet new service needs.

To project estimated call volume from growth areas, population estimates are converted to call volume per 1,000 people as follows:

$$\frac{\text{Total Population}}{\text{Total Calls for Service}} \times 1,000 = \text{Number of Calls per 1,000}$$

Metro Fire’s current call volume reflects 133 calls per 1,000 annually. By multiplying this number by the estimated population within a growth area, Metro Fire is able to estimate the number and type of new calls that may be generated, and plan for the appropriate allocation of resources to provide service to growth areas.

### Service Threshold & Absorption

By estimating future populations and call volume, Metro Fire can derive a service threshold that identifies the population at which new service (new or expanded stations) must be available to meet response needs in accordance with the District’s applicable response standards. Typically, this threshold is quantified as a number of “rooftops” or “dwelling units (DUs)” and describes the number of DUs that trigger the requirement for new service.

Timing of future service can be projected then by using the current rate of development (absorption rate), and comparing it against the service threshold. Absorption is similarly quantified as a number of DUs and describes the number of DUs added (built) to the growth area each year. New service projections are calculated as follows:

$$\frac{\text{Service Threshold} - \text{Existing DUs}}{\text{Absorption Rate}} = \text{Number of Years Until New Service is Needed}$$

For example, if the District’s response standards dictate that new service is required in a particular growth area when 1,000 DUs are built, there are currently 500 DUs already built, and the absorption rate is 100 DUs per year, then the timing of when this service should be available can be projected with the following calculation:

$$\frac{\text{Service Threshold} - \text{Existing DUs}}{\text{Absorption Rate}} = \text{Number of Years Until New Service is Needed}$$

$$\frac{(1,000 - 500)}{(100)} = (5)$$

Absorption varies year to year and can greatly increase at the height of the development cycle, so it is important to monitor absorption regularly as development progresses to determine its impact of the timing of planned new service.

## Cost-Benefit Analysis

While new service projections are essential to determine when new service *should* be available in a particular growth area, it's important to note that the operational and financial feasibility of adding new service doesn't always align with the projected timeline. While impact fees collected by the District from developers help to support the cost of land acquisition, construction, and apparatus and equipment for new stations, these fees do not fully cover the costs. Similarly, property tax revenues are rarely sufficient to cover operational costs to provide service in a growth area at the exact time service is needed.

With these considerations in mind, it is necessary to conduct a cost-benefit analysis to identify the appropriate timing of new service that strikes a balance between meeting community need and operational and financial feasibility. Updating the Standards of Cover on an annual basis will assist with the monitoring of Metro Fire's dynamic development environment.

## Growth Analysis

### New Service Projections

Since absorption can vary greatly year to year, Metro Fire uses historical absorption rates and evaluates current market conditions to categorize new service projections into three (3) categories for planning purposes:

- Now** Current call volume based on existing development requires immediate new service in order to meet the District's response standards
- <5 Years** Current and projected call volume based on existing and anticipated development requires new service within the next five (5) years in order to meet the District's response standards
- 5+ Years** Current and projected call volume based on existing and anticipated development will not require new service for at least five (5) years

The five-year metric aligns with the District's planning and financial forecasting processes, and ensures that new service needs are properly reflected in the one- and five-year CIP and Staffing Plans.

New service projections have been compiled for all 25 of the planning and development projects identified in Section 1: Community Baseline, Growth Areas. A summary of the new service projections is shown below:

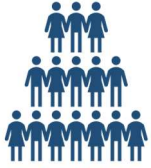
Project Name	Timing	Type	Project Name	Timing	Type
Antelope Acres	N/A	N/A	Mitchell Farms	N/A	N/A
Arboretum	5+	New	NewBridge Specific Plan	5+	New
Barrett Ranch East	N/A	N/A	North Vineyard Station Specific Plan	Now	New
Cordova Hills Master Plan	5+	New	Northborough	5+	Expansion
East Antelope Specific Plan	5+	New	Rio Del Oro Specific Plan	5+	New
Easton Place	N/A	N/A	Suncreek Specific Plan	5+	New
Elverta Specific Plan	5+	Expansion	Sunridge Specific Plan	5+	New
Fair Oaks Senior Apartments	N/A	N/A	Sylvan Corners Subdivision	N/A	N/A
Florin-Vineyard Community Plan	5+	New	The Ranch	5+	New
Gibson Crossing	5+	Expansion	Vineyard Springs Comprehensive Plan	Now	New
Glenborough at Easton	5+	New	West Jackson Highway Master Plan	5+	New
Jackson Township Specific Plan	5+	New	Westborough at Easton	5+	New
Mather South Master Plan	5+	New			

*\*Some projects will not require new service as existing stations and resources meet existing and projected future service needs.*

# Antelope Acres

# New Service Projection

## RISK ANALYSIS



**37**  
Population  
(Current)

**5,240**  
Total Population  
(At Buildout)



**36**  
Call Volume  
(Current)

**697**  
Call Volume  
(At Buildout)



**14**  
Dwelling Units  
(Current)

**2,000**  
Dwelling Units  
(At Buildout)



**None**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

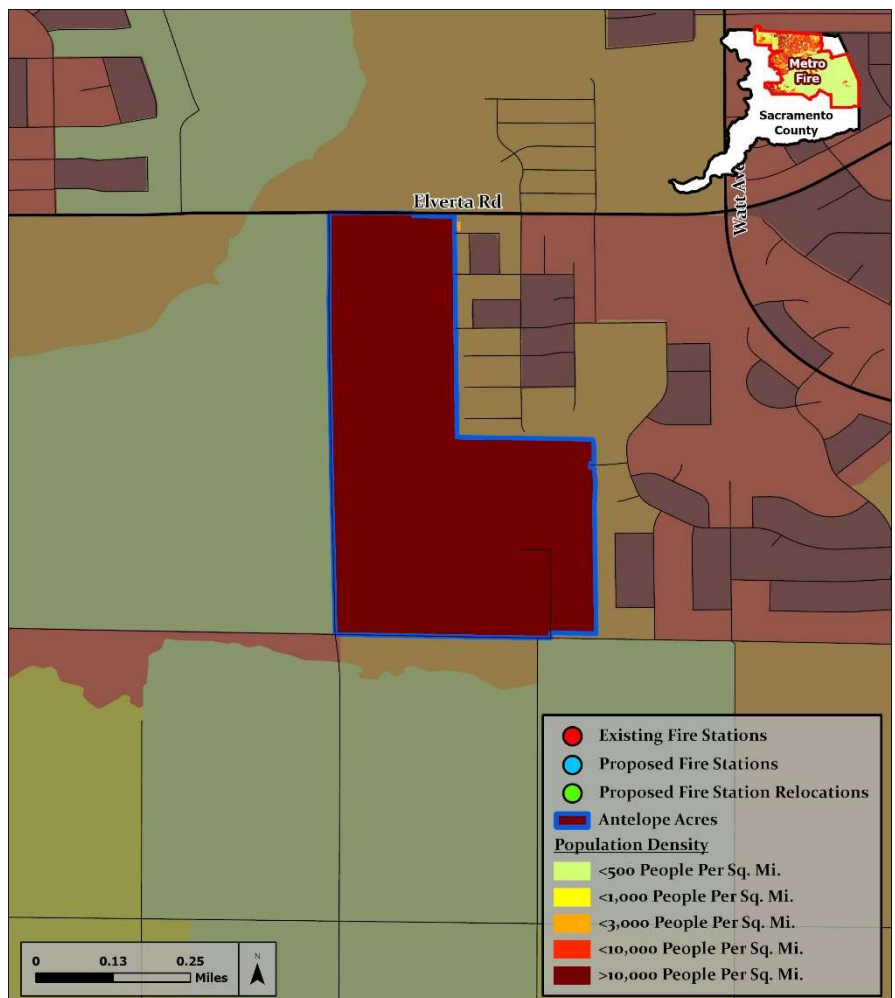
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
<b>Urban</b>	<b>&lt;3,000</b>	<b>04:00</b>
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	<b>04:00</b>
<b>Dense Urban</b>	<b>&lt;10,000</b>	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 112**  
Current

**Station 112**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicate that needs can be met out of the existing Station 112 first-due area, however the station will need to be fully staffed in order to meet dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

**5+ Years**



# Arboretum

# New Service Projection

## RISK ANALYSIS



**None**  
Population  
(Current)

**14,221**  
Total Population  
(At Buildout)



**None**  
Call Volume  
(Current)

**1,891**  
Call Volume  
(At Buildout)



**None**  
Dwelling Units  
(Current)

**5,000**  
Dwelling Units  
(At Buildout)



**465,000**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

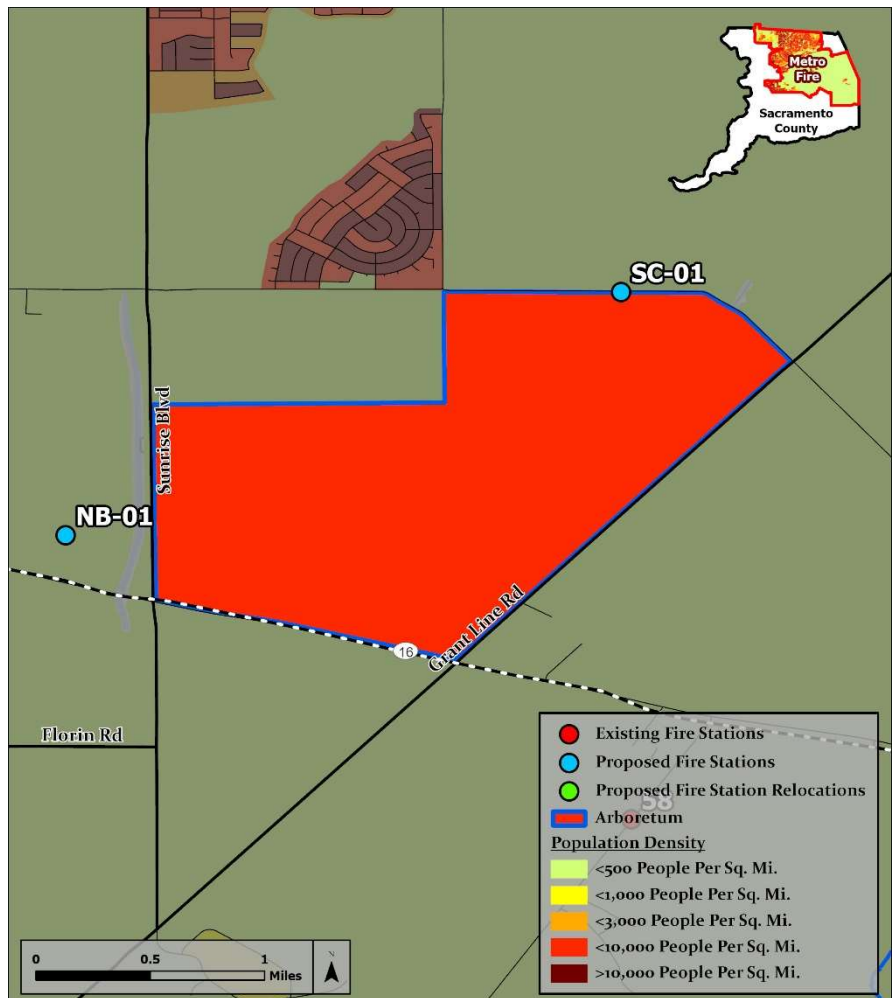
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 68**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

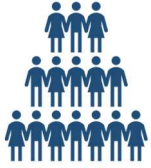
**5+ Years**



# Barrett Ranch East

# New Service Projection

## RISK ANALYSIS



**1,150**  
Population  
(Current)

**2,013**  
Total Population  
(At Buildout)



**26**  
Call Volume  
(Current)

**268**  
Call Volume  
(At Buildout)



**439**  
Dwelling Units  
(Current)

**668**  
Dwelling Units  
(At Buildout)



**108,900**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

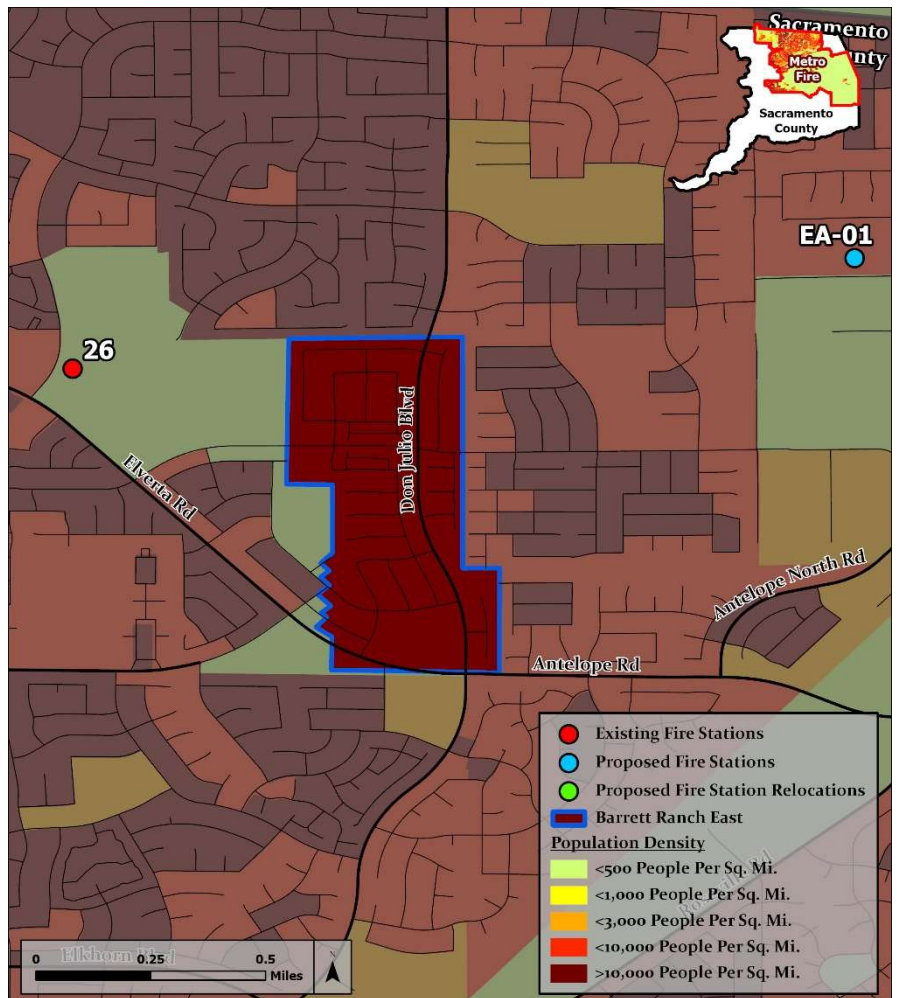
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	14:00
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	04:00
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 26**  
Current

**Station 26**  
At Buildout



## NEW SERVICE TIMING

Buildout in this area is estimated to be 66% complete. Anticipated call volume and population density at buildout indicate that Station 26 will still be able to provide adequate first-due coverage that meets dense urban response standards.

**N/A**



# Cordova Hills Master Plan

# New Service Projection

## RISK ANALYSIS



**None**  
Population  
(Current)

**25,252**  
Total Population  
(At Buildout)



**None**  
Call Volume  
(Current)

**3,359**  
Call Volume  
(At Buildout)



**None**  
Dwelling Units  
(Current)

**8,000**  
Dwelling Units  
(At Buildout)

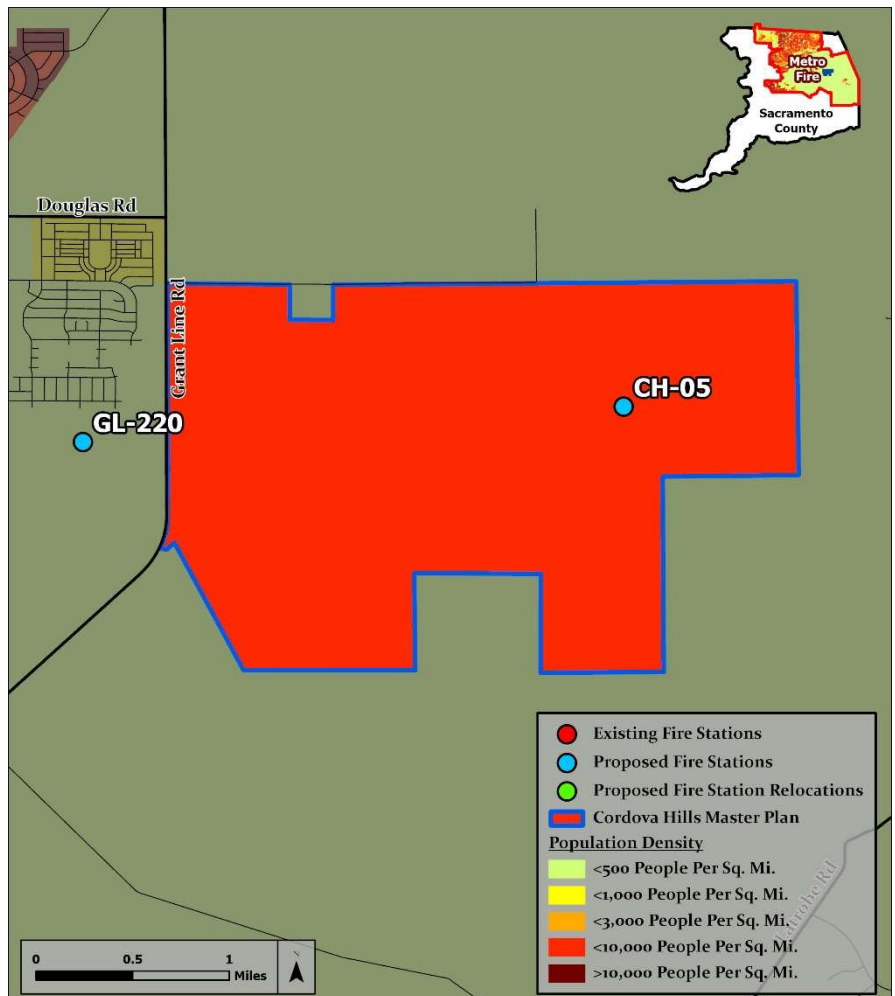


**1,349,419**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>



## FIRST DUE COVERAGE ANALYSIS

**Station 68/59**  
Current

**New Station**  
At Buildout

## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

**5+ Years**

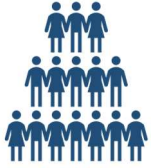




# East Antelope Specific Plan

# New Service Projection

## RISK ANALYSIS



**3,437**  
Population  
(Current)

**7,517**  
Total Population  
(At Buildout)



**239**  
Call Volume  
(Current)

**1,000**  
Call Volume  
(At Buildout)



**1,312**  
Dwelling Units  
(Current)

**1,655**  
Dwelling Units  
(At Buildout)



**1,745,880**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

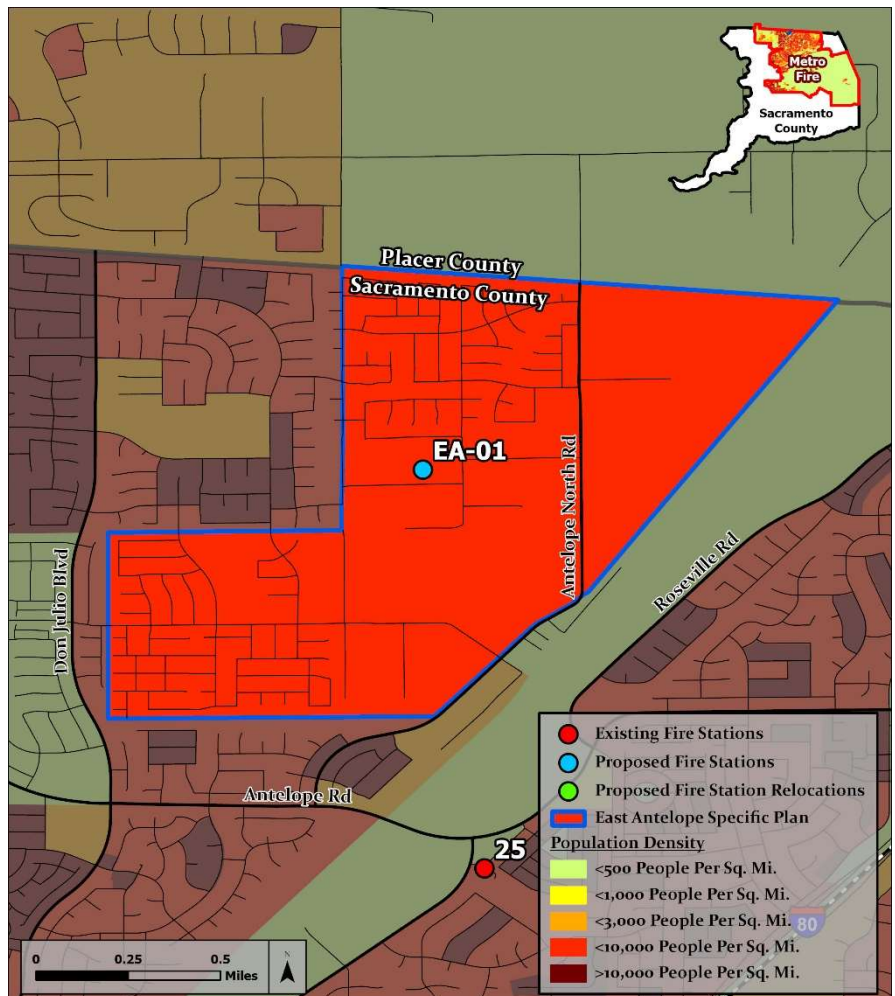
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	14:00
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	04:00
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 25**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Buildout in this area is estimated to be 79% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

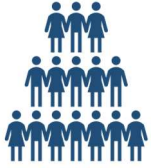
**5+ Years**



# Easton Place

# New Service Projection

## RISK ANALYSIS



**None**  
Population  
(Current)

**14,926**  
Total Population  
(At Buildout)



**3**  
Call Volume  
(Current)

**1,985**  
Call Volume  
(At Buildout)



**None**  
Dwelling Units  
(Current)

**1,644**  
Dwelling Units  
(At Buildout)

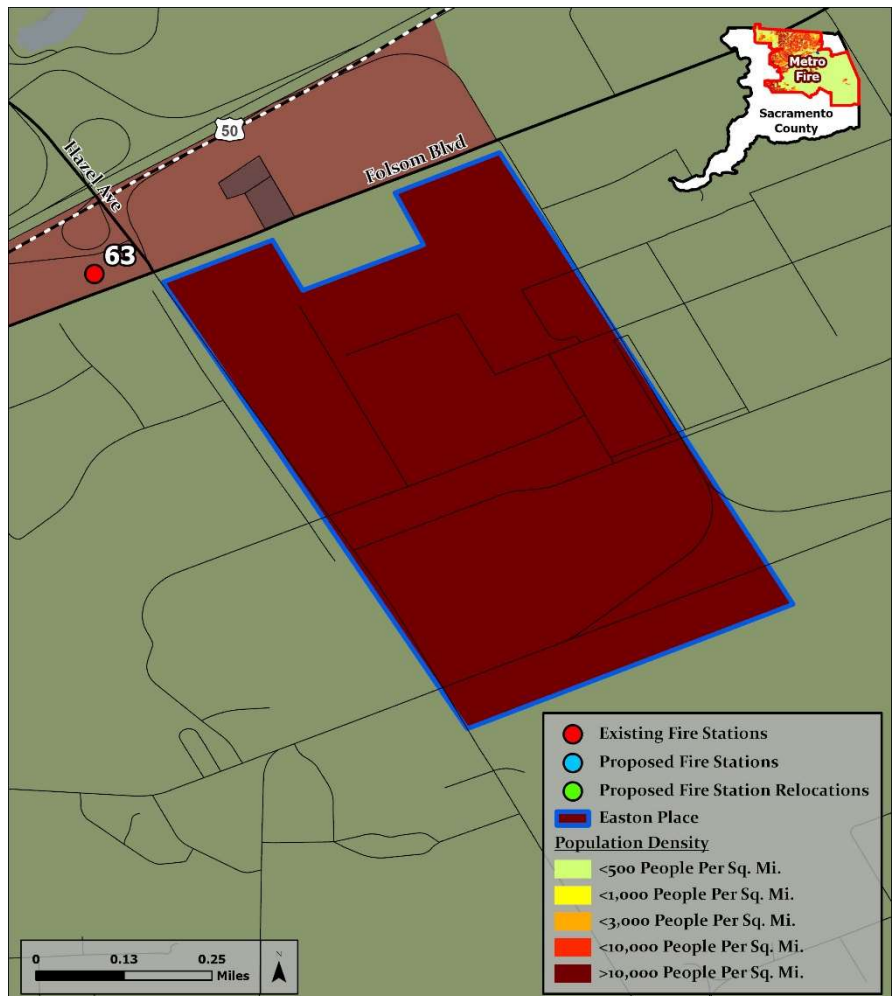


**3,527,100**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
<b>Dense Urban</b>	<b>&lt;10,000</b>	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>



## FIRST DUE COVERAGE ANALYSIS

**Station 63**  
Current

**Station 63**  
At Buildout

## NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicate that Station 63 will still be able to provide adequate first-due coverage that meets dense urban response standards.

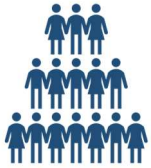
**N/A**



## Elverta Specific Plan

## New Service Projection

### RISK ANALYSIS



**176**  
Population  
(Current)

**11,069**  
Total Population  
(At Buildout)



**29**  
Call Volume  
(Current)

**1,472**  
Call Volume  
(At Buildout)



**67**  
Dwelling Units  
(Current)

**3,823**  
Dwelling Units  
(At Buildout)



**400,752**  
Commercial SF  
(At Buildout)

### RESPONSE STANDARD ANALYSIS

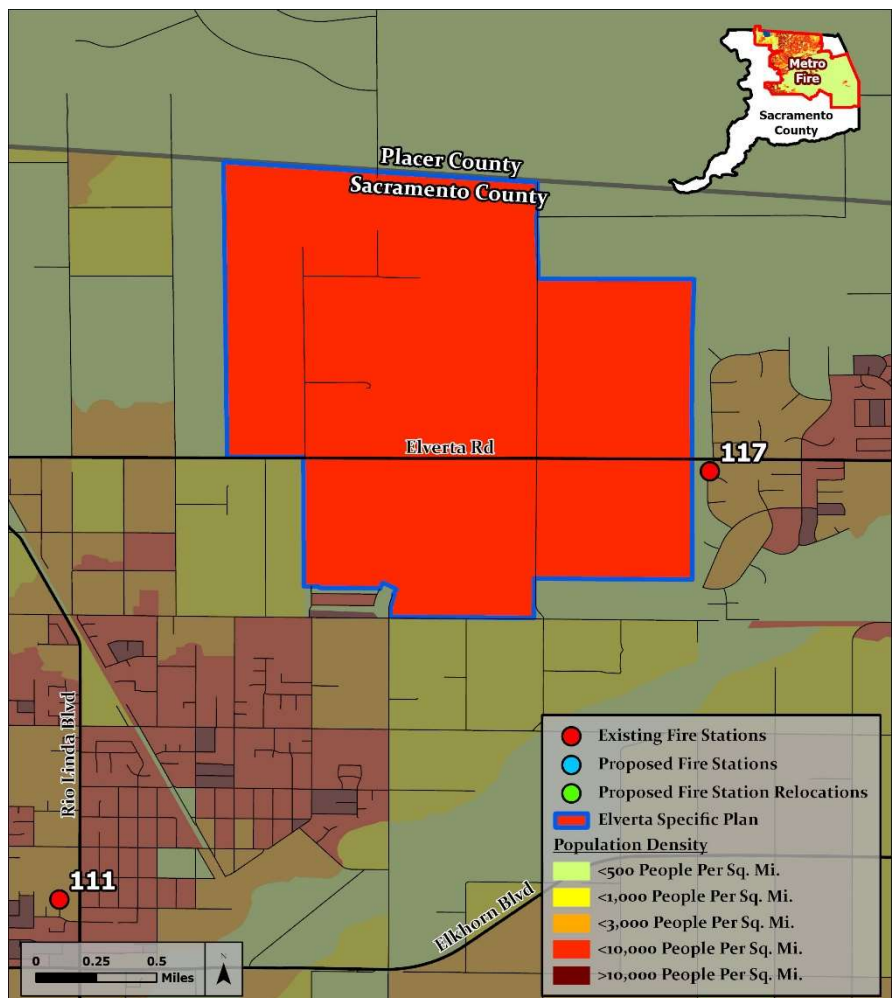
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
<b>Urban</b>	<b>&lt;3,000</b>	<b>04:00</b>
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	<b>04:00</b>
<b>Dense Urban</b>	<b>&lt;10,000</b>	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

### FIRST DUE COVERAGE ANALYSIS

**Station 117**  
Current

**Station 117**  
At Buildout



### NEW SERVICE TIMING

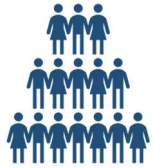
Anticipated call volume and population density at buildout indicate that Station 117 will require additional capacity to provide new service that meets dense urban response standards. Based on current absorption rates, the station expansion is not required for at least five (5) years.

**5+ Years**

# Fair Oaks Senior Apartments

# New Service Projection

## RISK ANALYSIS



**None**  
Population  
(Current)

**231**  
Total Population  
(At Buildout)



**None**  
Call Volume  
(Current)

**31**  
Call Volume  
(At Buildout)



**None**  
Dwelling Units  
(Current)

**110**  
Dwelling Units  
(At Buildout)



**None**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

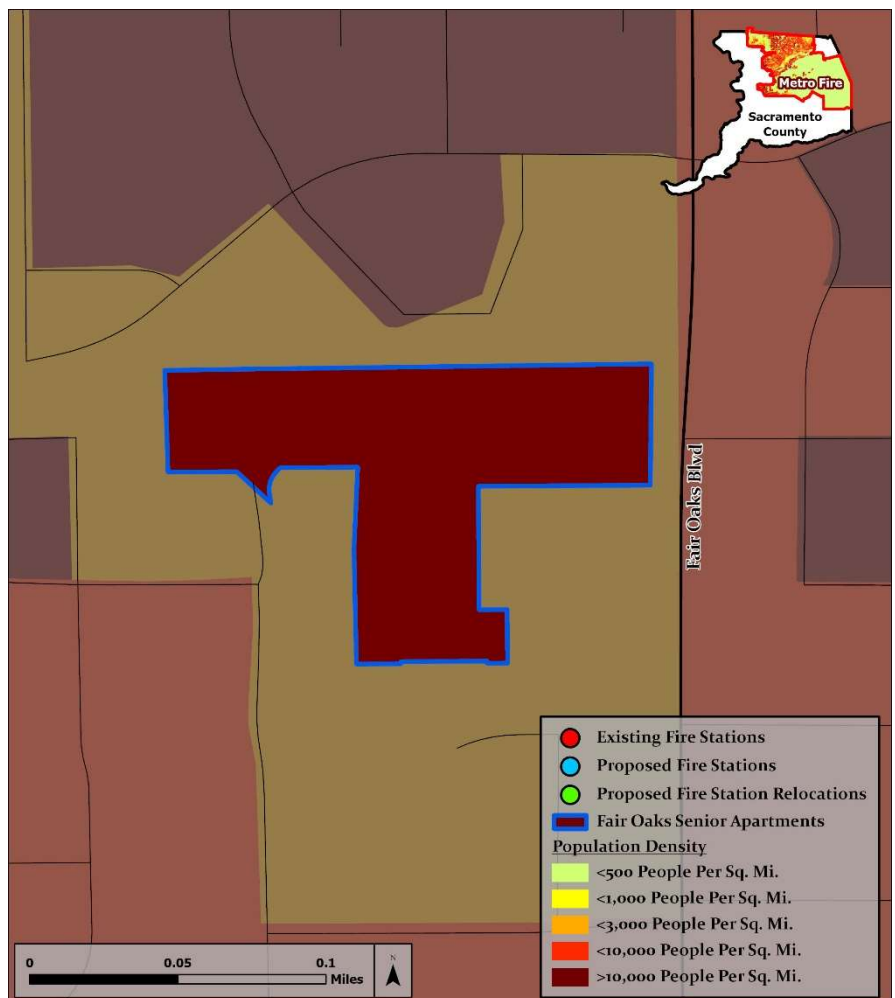
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	14:00
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	04:00
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 21**  
Current

**Station 21**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicate that Station 21 will still be able to provide adequate first-due coverage that meets dense urban response standards.

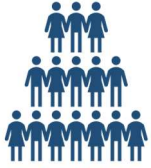
**N/A**



# Florin-Vineyard Gap

# New Service Projection

## RISK ANALYSIS



**2,932**  
Population  
(Current)

**74,160**  
Total Population  
(At Buildout)



**459**  
Call Volume  
(Current)

**9,863**  
Call Volume  
(At Buildout)



**1,119**  
Dwelling Units  
(Current)

**9,919**  
Dwelling Units  
(At Buildout)



**26,075,177**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

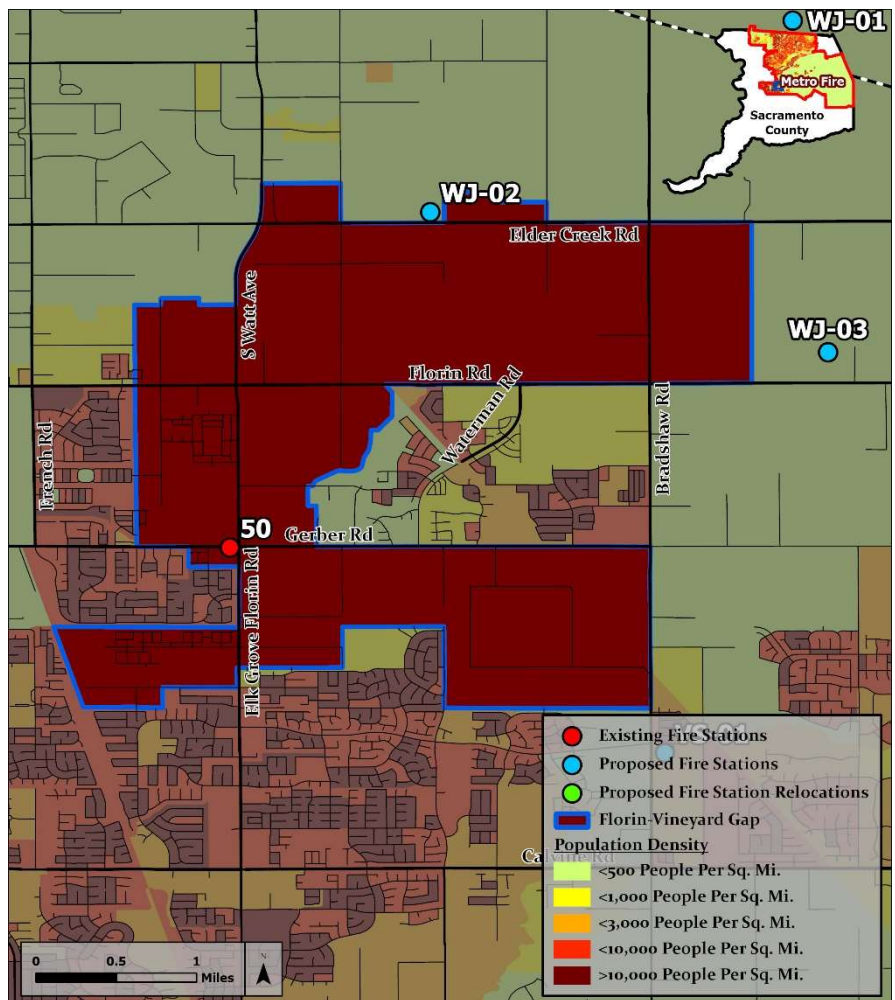
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	14:00
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	04:00
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 50**  
Current

**Station 50**  
At Buildout



## NEW SERVICE TIMING

Buildout in this area is estimated to be 11% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets metropolitan response standards. Based on current absorption rates, new service is not required for at least five (5) years.

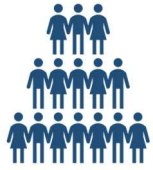
**5+ Years**



# Gibson Crossing

# New Service Projection

## RISK ANALYSIS



**424**  
Population  
(Current)

**558**  
Total Population  
(At Buildout)



**18**  
Call Volume  
(Current)

**74**  
Call Volume  
(At Buildout)



**162**  
Dwelling Units  
(Current)

**213**  
Dwelling Units  
(At Buildout)



**None**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

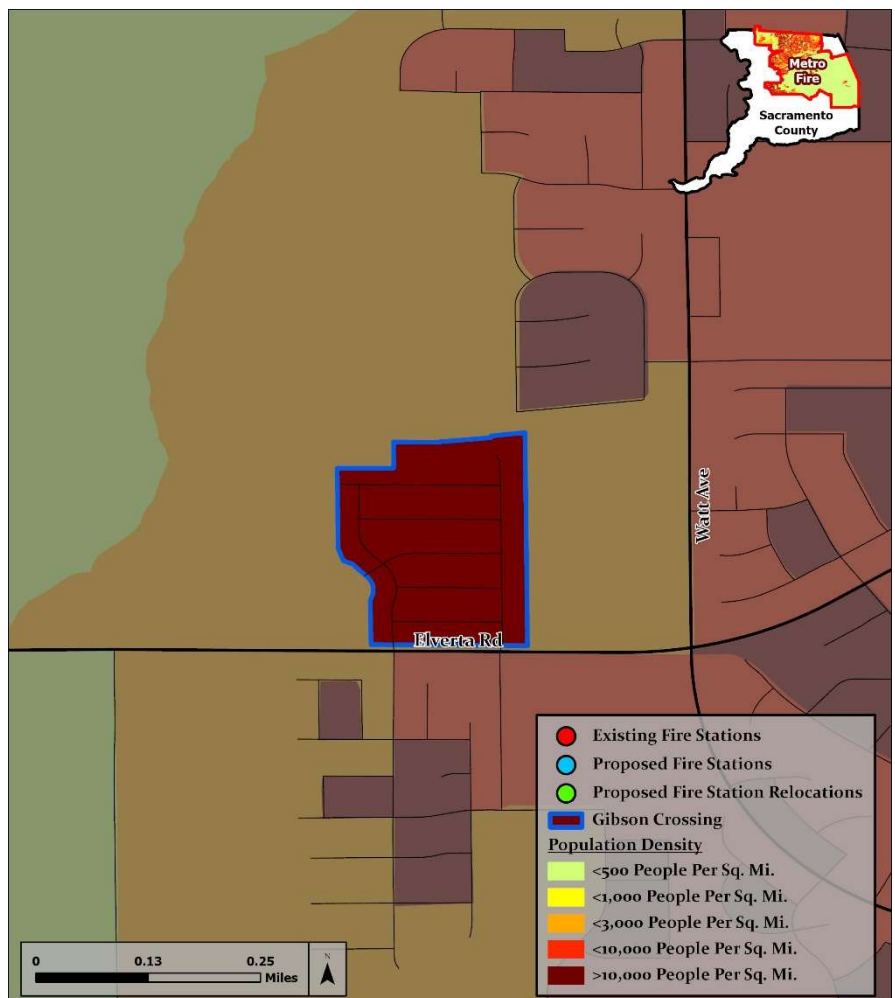
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
<b>Urban</b>	<b>&lt;3,000</b>	<b>04:00</b>
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	<b>04:00</b>
<b>Dense Urban</b>	<b>&lt;10,000</b>	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 117**  
Current

**Station 117**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicate that Station 117 will require additional capacity to provide new service that meets dense urban response standards. Based on current absorption rates, the station expansion is not required for at least five (5) years.

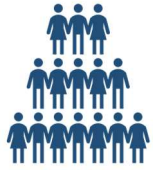
**5+ Years**



# Glenborough at Easton

# New Service Projection

## RISK ANALYSIS



**None**  
Population  
(Current)

**12,820**  
Total Population  
(At Buildout)



**None**  
Call Volume  
(Current)

**1,705**  
Call Volume  
(At Buildout)



**None**  
Dwelling Units  
(Current)

**4,893**  
Dwelling Units  
(At Buildout)

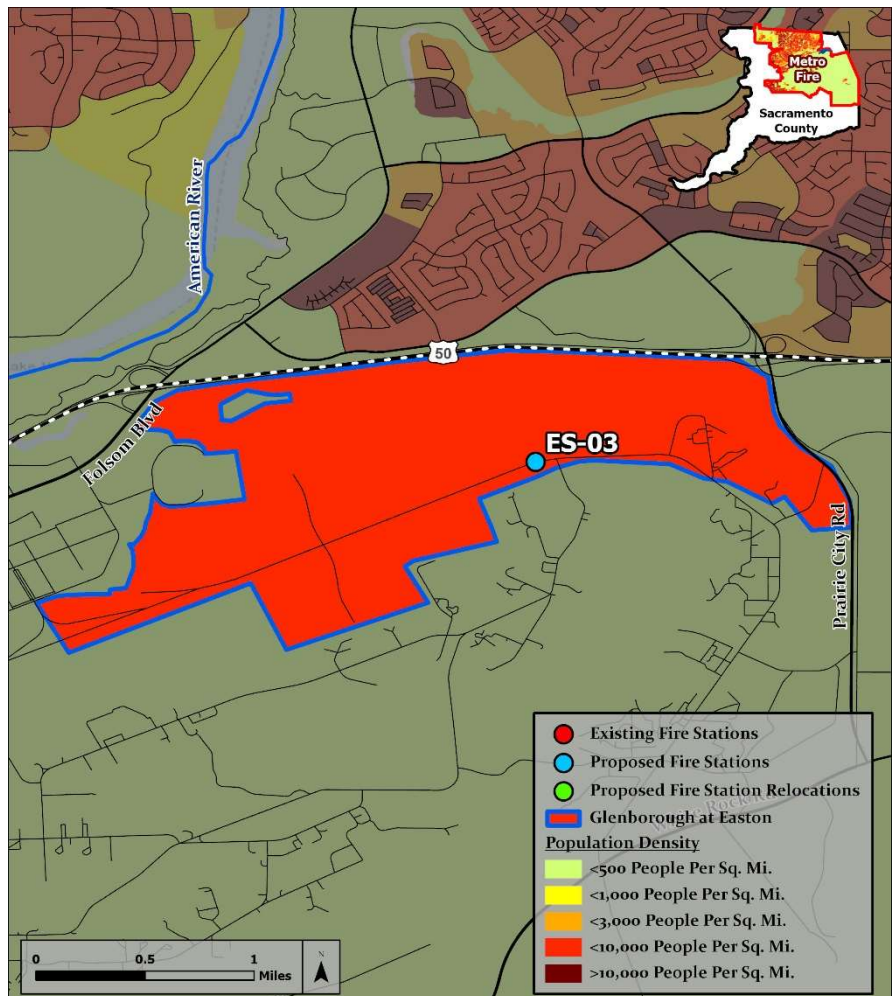


**None**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>



## FIRST DUE COVERAGE ANALYSIS

**Station 63**  
Current

**New Station**  
At Buildout

## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

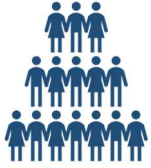
**5+ Years**



# Jackson Township Specific Plan

# New Service Projection

## RISK ANALYSIS



**58**  
Population  
(Current)

**20,317**  
Total Population  
(At Buildout)



**14**  
Call Volume  
(Current)

**2,702**  
Call Volume  
(At Buildout)



**22**  
Dwelling Units  
(Current)

**6,143**  
Dwelling Units  
(At Buildout)



**2,022,100**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

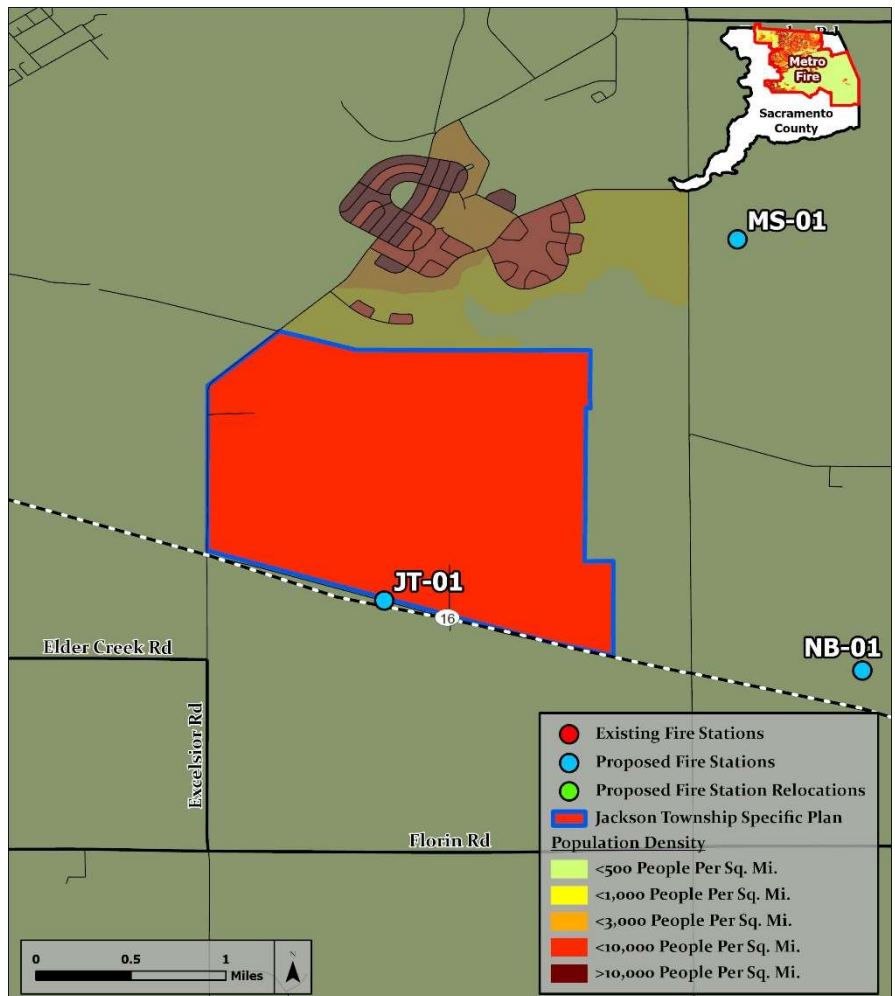
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 68**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

**5+ Years**

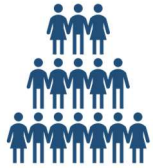




# Mather South Master Plan

# New Service Projection

## RISK ANALYSIS



**None**  
Population  
(Current)

**9,673**  
Total Population  
(At Buildout)



**2**  
Call Volume  
(Current)

**1,287**  
Call Volume  
(At Buildout)



**None**  
Dwelling Units  
(Current)

**3,522**  
Dwelling Units  
(At Buildout)



**185,000**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

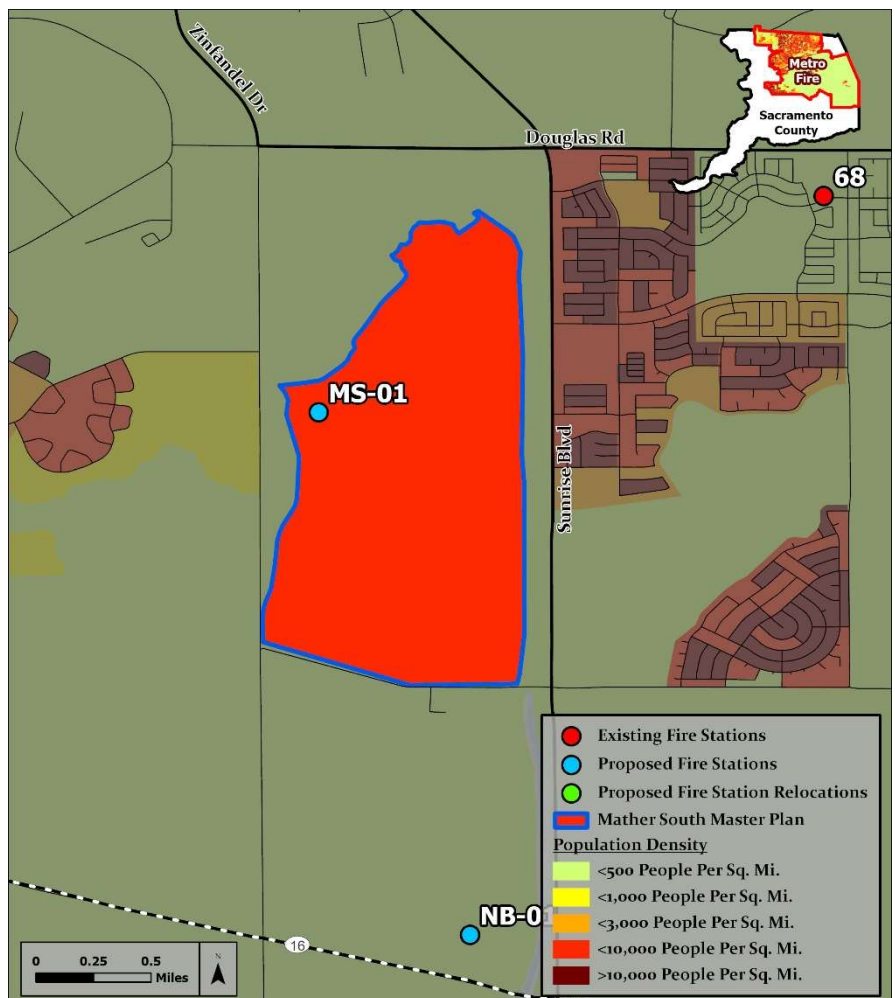
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 68**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

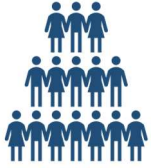
**5+ Years**



# Mitchell Farms

# New Service Projection

## RISK ANALYSIS



**660**  
Population  
(Current)

**681**  
Total Population  
(At Buildout)



**13**  
Call Volume  
(Current)

**91**  
Call Volume  
(At Buildout)



**252**  
Dwelling Units  
(Current)

**260**  
Dwelling Units  
(At Buildout)



**None**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

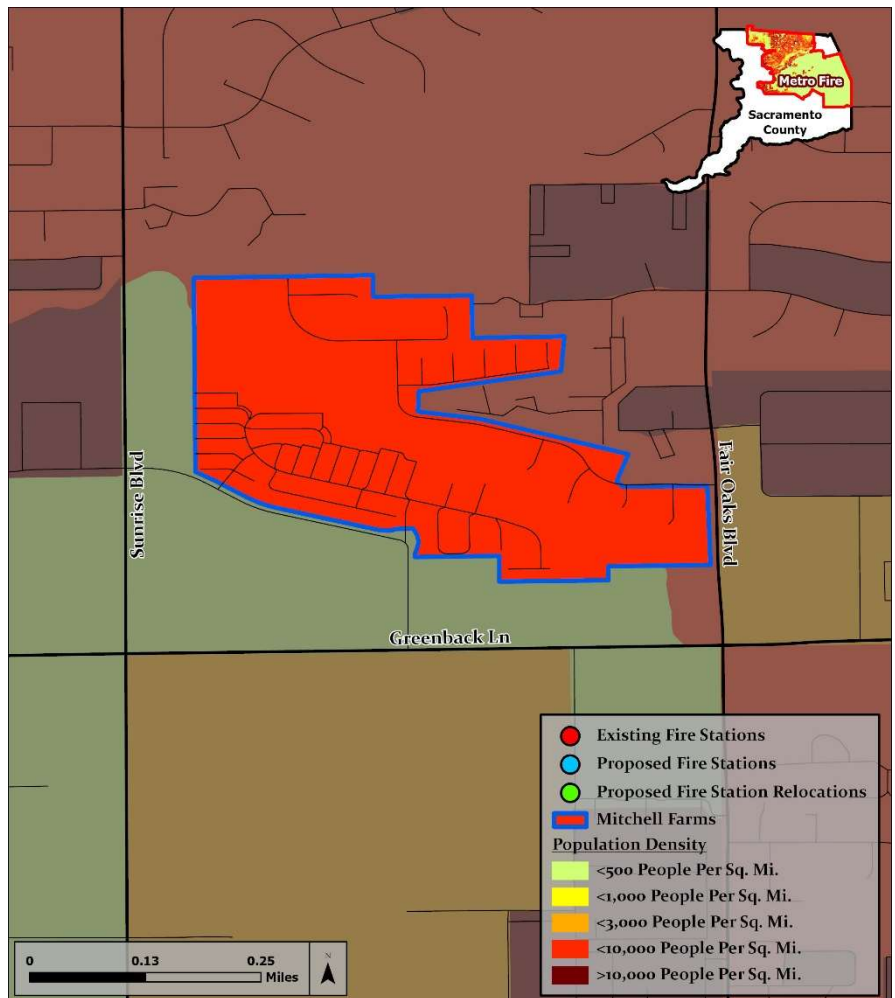
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	14:00
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	04:00
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 21**  
Current

**Station 21**  
At Buildout



## NEW SERVICE TIMING

Buildout in this area is estimated to be 97% complete. Anticipated call volume and population density at buildout indicate Station 21 will still be able to provide adequate first-due coverage that meets dense urban response standards.

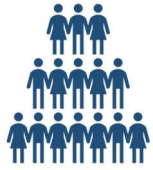
**N/A**



# NewBridge Specific Plan

# New Service Projection

## RISK ANALYSIS



**26**  
Population  
(Current)

**9,610**  
Total Population  
(At Buildout)



**9**  
Call Volume  
(Current)

**1,278**  
Call Volume  
(At Buildout)



**10**  
Dwelling Units  
(Current)

**3,075**  
Dwelling Units  
(At Buildout)



**500,000**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

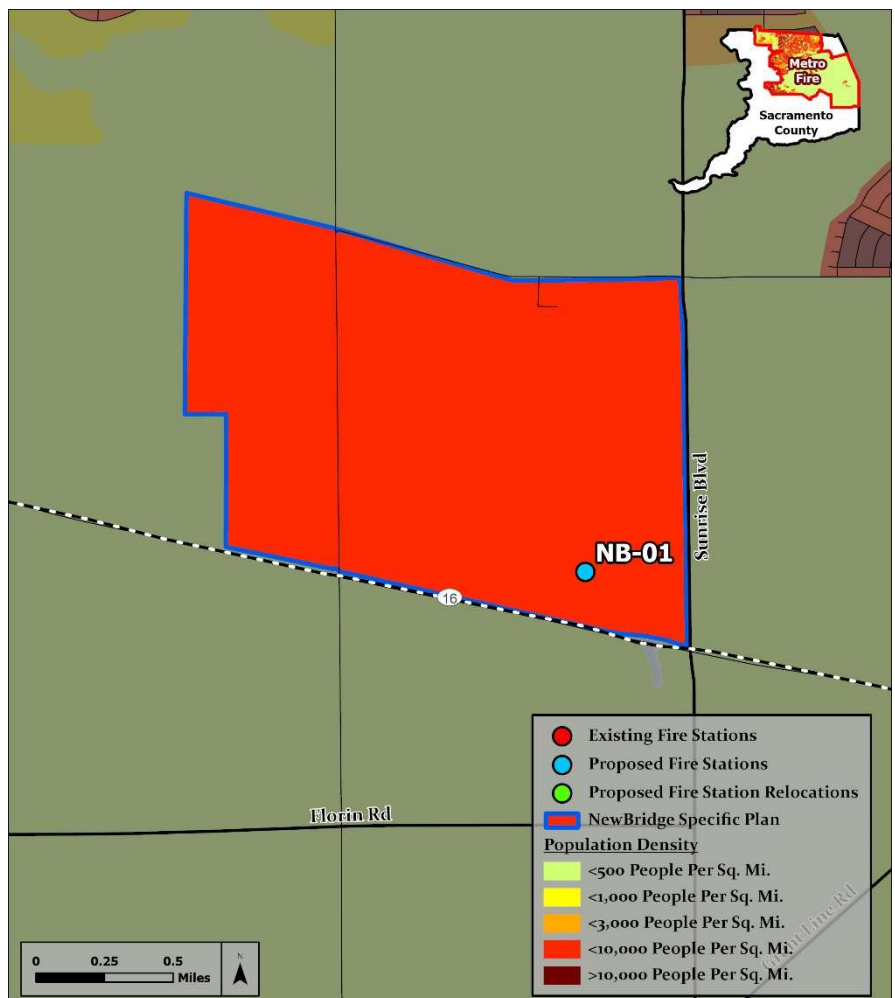
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
<b>Dense Urban</b>	<b>&lt;10,000</b>	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 58/68**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

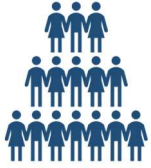
**5+ Years**



# North Vineyard Station

# New Service Projection

## RISK ANALYSIS



**5,240**  
Population  
(Current)

**16,058**  
Total Population  
(At Buildout)



**415**  
Call Volume  
(Current)

**2,136**  
Call Volume  
(At Buildout)



**2,000**  
Dwelling Units  
(Current)

**5,732**  
Dwelling Units  
(At Buildout)

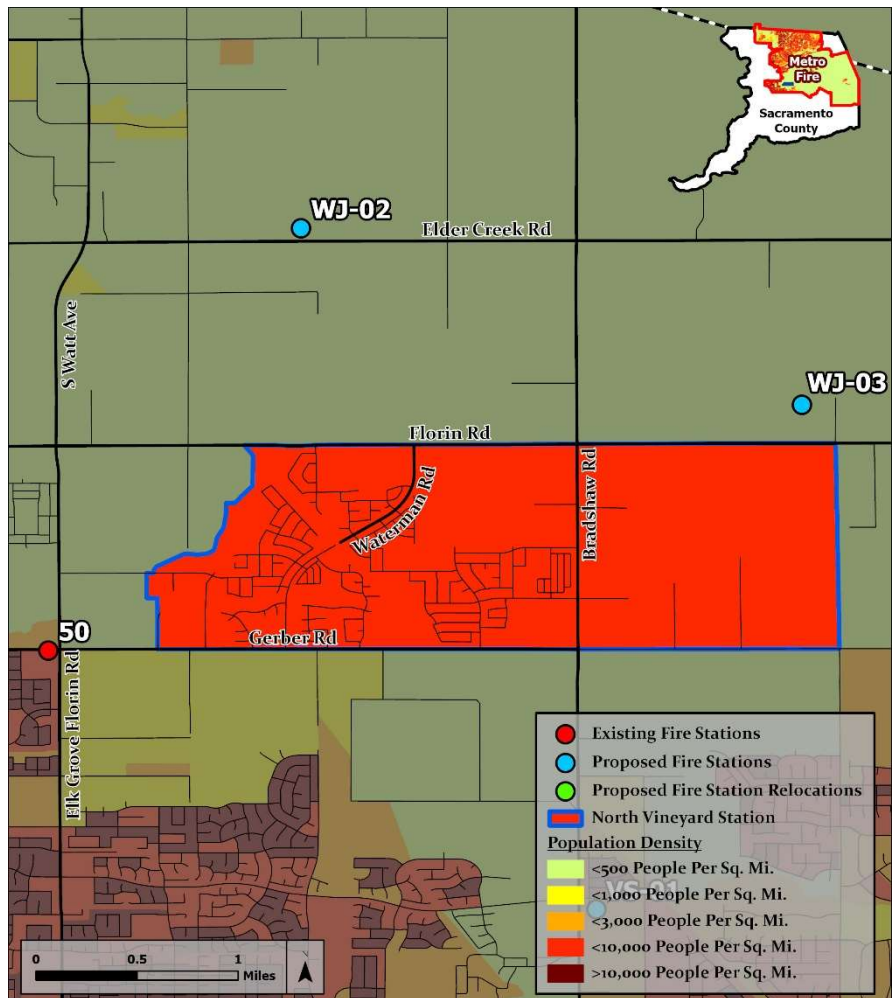


**402,930**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>



## FIRST DUE COVERAGE ANALYSIS

**Station 50/55**  
Current

**New Station**  
At Buildout

## NEW SERVICE TIMING

Buildout in this area is estimated to be 35% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is required now.

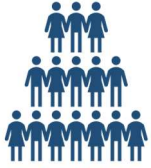
**Now**



# Northborough

# New Service Projection

## RISK ANALYSIS



**10**  
Population  
(Current)

**2,953**  
Total Population  
(At Buildout)



**7**  
Call Volume  
(Current)

**393**  
Call Volume  
(At Buildout)



**4**  
Dwelling Units  
(Current)

**1,127**  
Dwelling Units  
(At Buildout)



**None**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

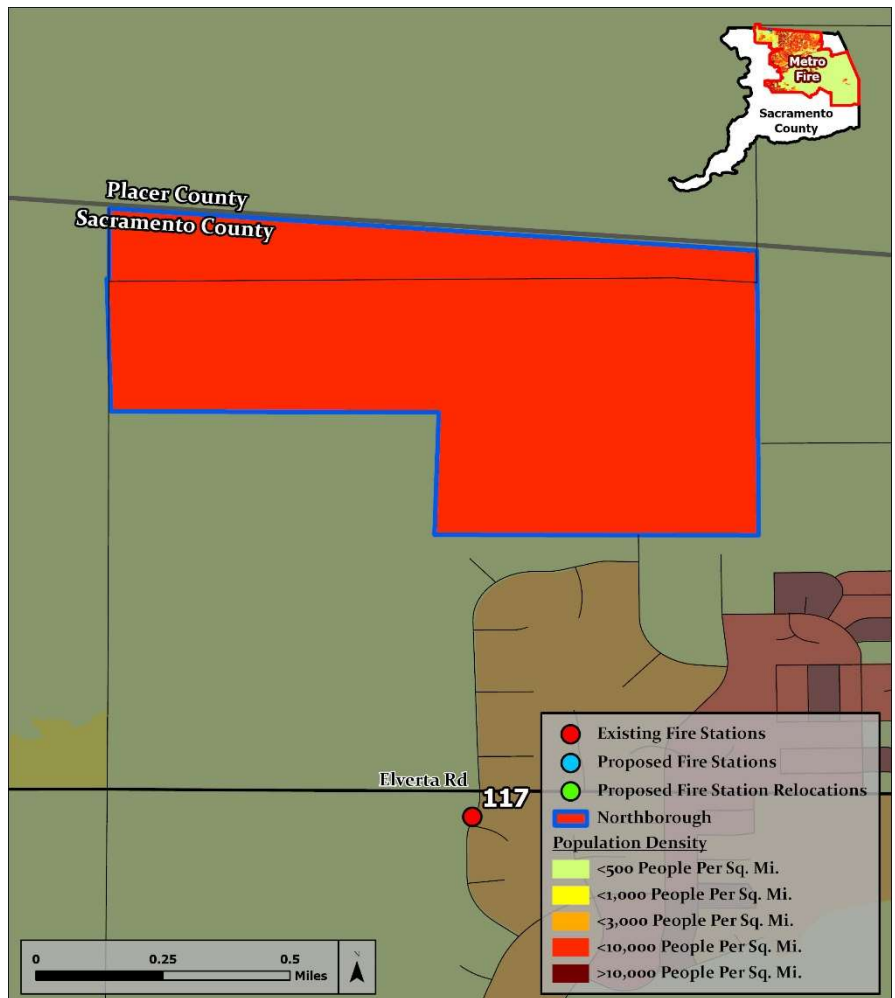
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
<b>Urban</b>	<b>&lt;3,000</b>	<b>04:00</b>
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	<b>04:00</b>
<b>Dense Urban</b>	<b>&lt;10,000</b>	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 117**  
Current

**Station 117**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicate that Station 117 will require additional capacity to provide new service that meets dense urban response standards. Based on current absorption rates, the station expansion is not required for at least five (5) years.

**5+ Years**



# Rio Del Oro Specific Plan

# New Service Projection

## RISK ANALYSIS



**207**  
Population  
(Current)

**50,198**  
Total Population  
(At Buildout)



**None**  
Call Volume  
(Current)

**6,676**  
Call Volume  
(At Buildout)



**79**  
Dwelling Units  
(Current)

**12,189**  
Dwelling Units  
(At Buildout)



**8,505,090**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

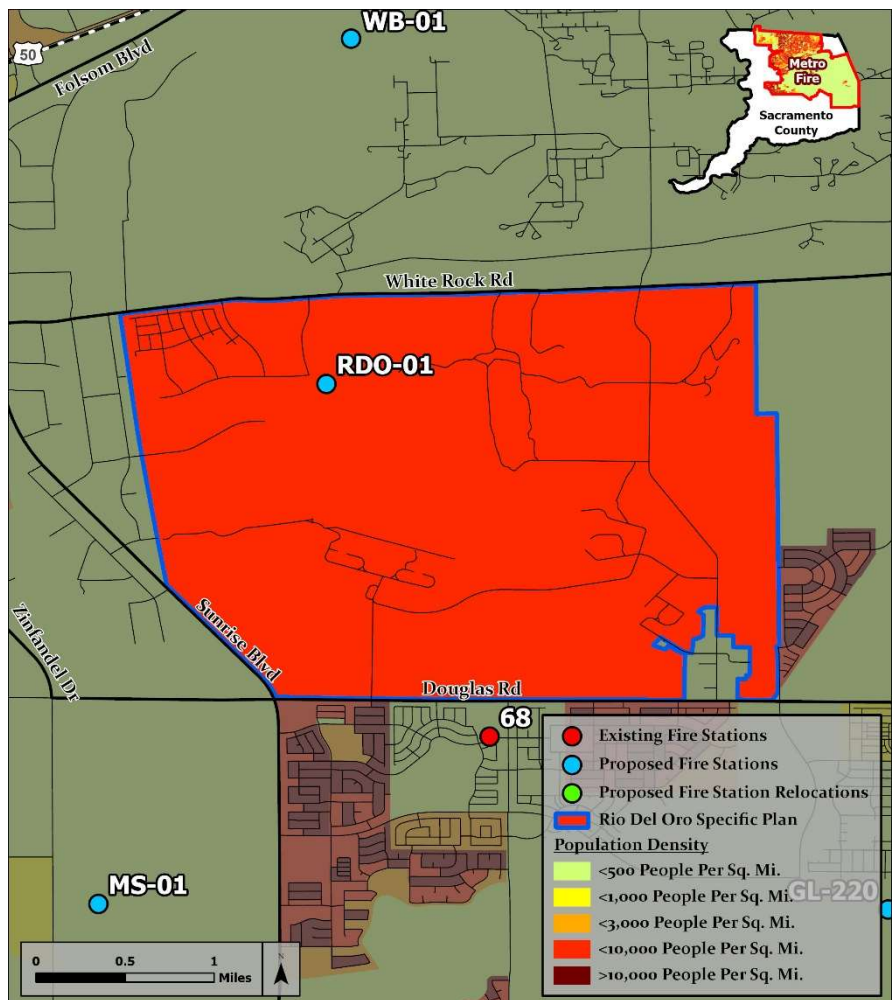
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
<b>Urban</b>	<b>&lt;3,000</b>	<b>04:00</b>
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	<b>04:00</b>
<b>Dense Urban</b>	<b>&lt;10,000</b>	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 66/68**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

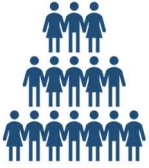
**5+ Years**



# Suncreek Specific Plan

# New Service Projection

## RISK ANALYSIS



**None**  
Population  
(Current)

**14,930**  
Total Population  
(At Buildout)



**None**  
Call Volume  
(Current)

**1,986**  
Call Volume  
(At Buildout)



**None**  
Dwelling Units  
(Current)

**4,893**  
Dwelling Units  
(At Buildout)



**875,556**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

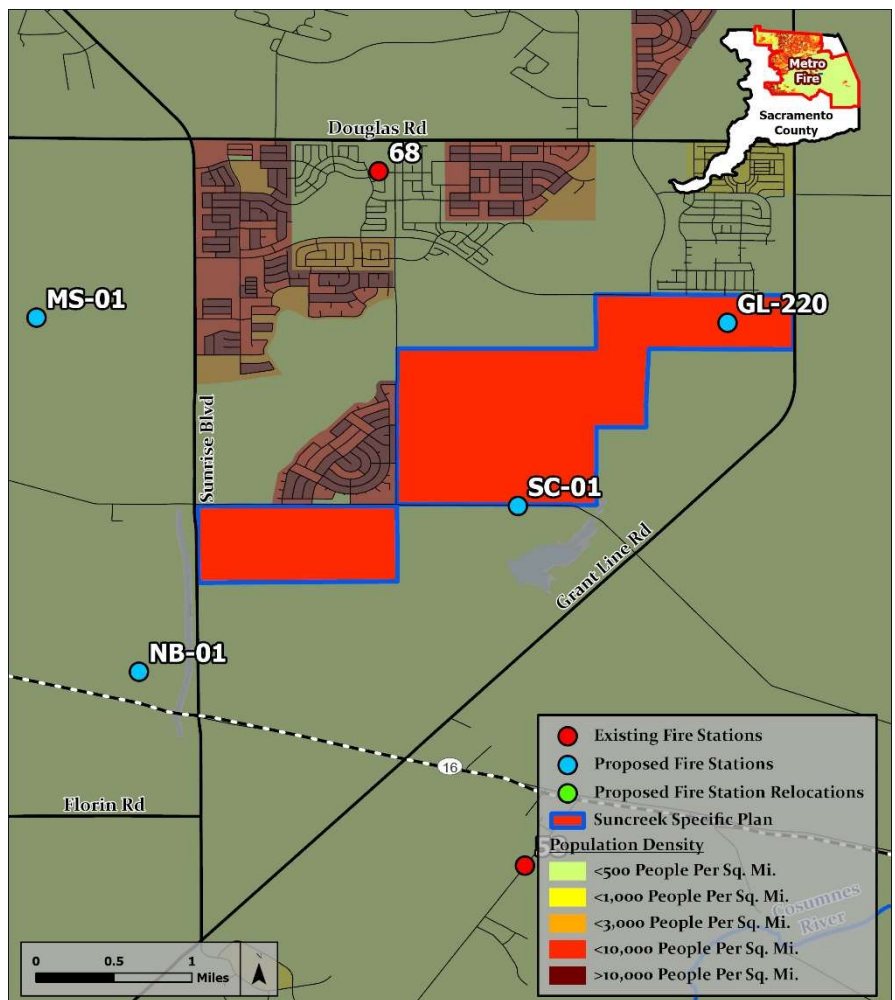
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 58/68**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

**5+ Years**



# Sunridge Specific Plan

# New Service Projection

## RISK ANALYSIS



**16,304**  
Population  
(Current)

**23,583**  
Total Population  
(At Buildout)



**835**  
Call Volume  
(Current)

**3,137**  
Call Volume  
(At Buildout)



**6,223**  
Dwelling Units  
(Current)

**7,725**  
Dwelling Units  
(At Buildout)

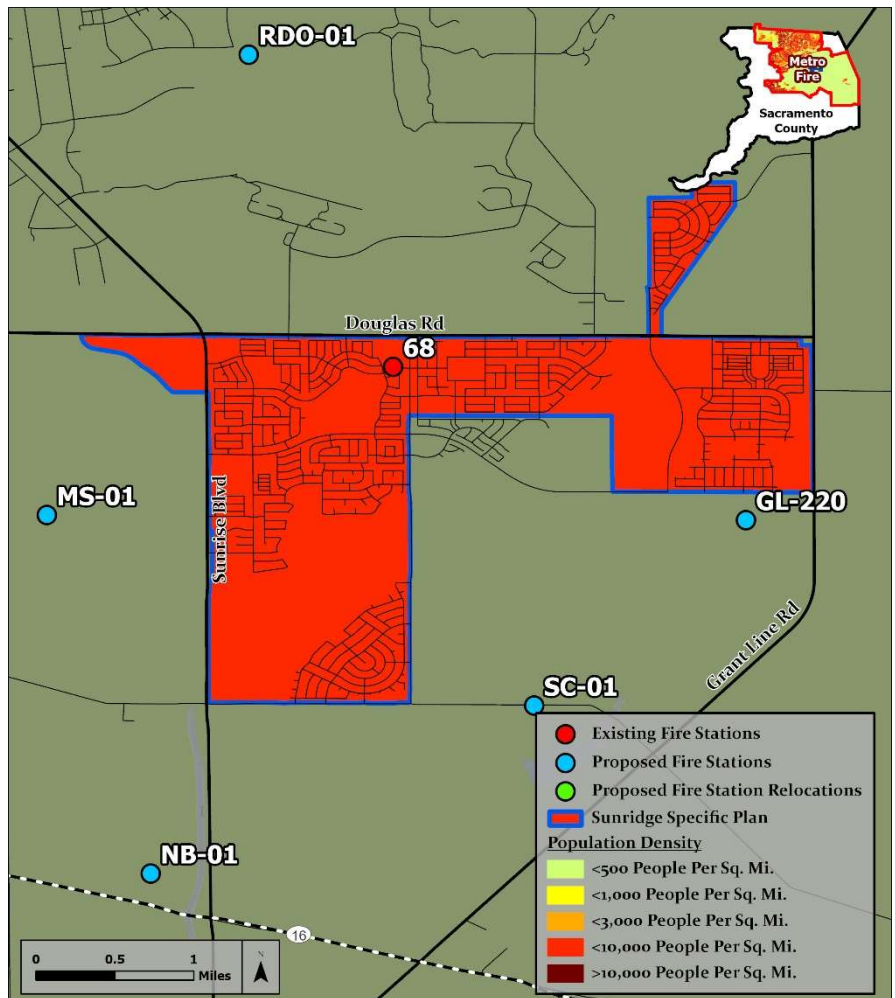


**1,387,319**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>



## FIRST DUE COVERAGE ANALYSIS

**Station 58/68**  
Current

**New Station**  
At Buildout

## NEW SERVICE TIMING

Buildout in this area is estimated to be 81% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service will be required within the next 5 years.

**<5 Years**

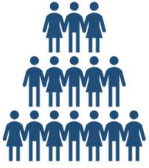




# Sylvan Corners Subdivision

# New Service Projection

## RISK ANALYSIS



**None**  
Population  
(Current)

**249**  
Total Population  
(At Buildout)



**None**  
Call Volume  
(Current)

**33**  
Call Volume  
(At Buildout)



**None**  
Dwelling Units  
(Current)

**95**  
Dwelling Units  
(At Buildout)



**None**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

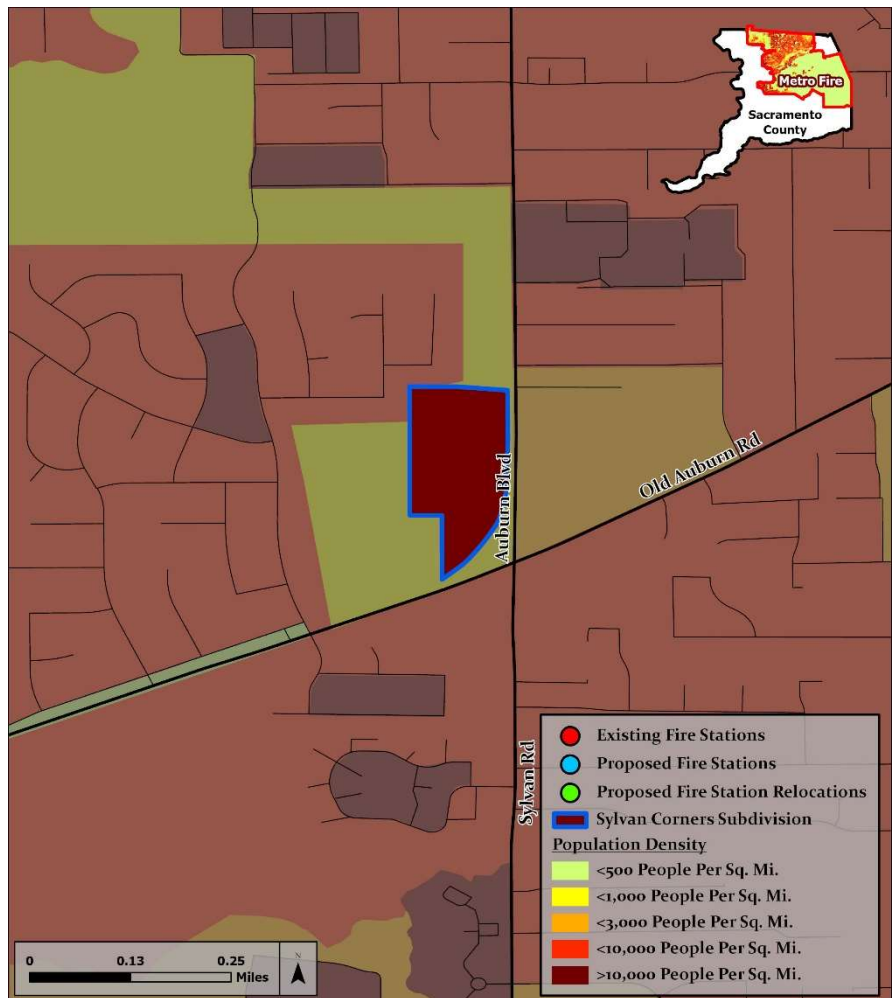
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	14:00
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	04:00
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 27**  
Current

**Station 27**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicates that Station 27 will still be able to provide adequate first-due coverage that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

**5+ Years**

# The Ranch

# New Service Projection

## RISK ANALYSIS



**443**  
Population  
(Current)

**4,832**  
Total Population  
(At Buildout)



**3**  
Call Volume  
(Current)

**643**  
Call Volume  
(At Buildout)



**169**  
Dwelling Units  
(Current)

**1,725**  
Dwelling Units  
(At Buildout)



**129,783**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

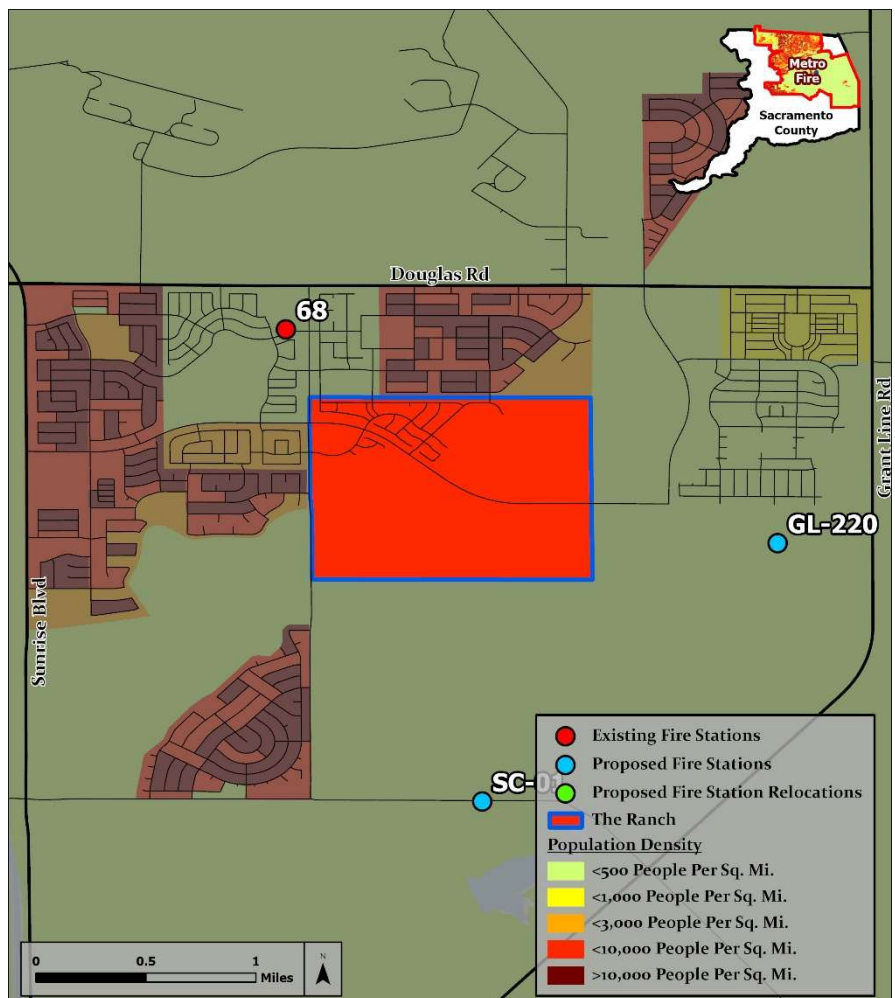
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 68**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Buildout in this area is estimated to be 10% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

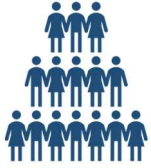
**5+ Years**



# Vineyard Springs Comprehensive Plan

# New Service Projection

## RISK ANALYSIS



**6,875**  
Population  
(Current)

**16,301**  
Total Population  
(At Buildout)



**479**  
Call Volume  
(Current)

**2,168**  
Call Volume  
(At Buildout)



**2,624**  
Dwelling Units  
(Current)

**5,942**  
Dwelling Units  
(At Buildout)



**259,000**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

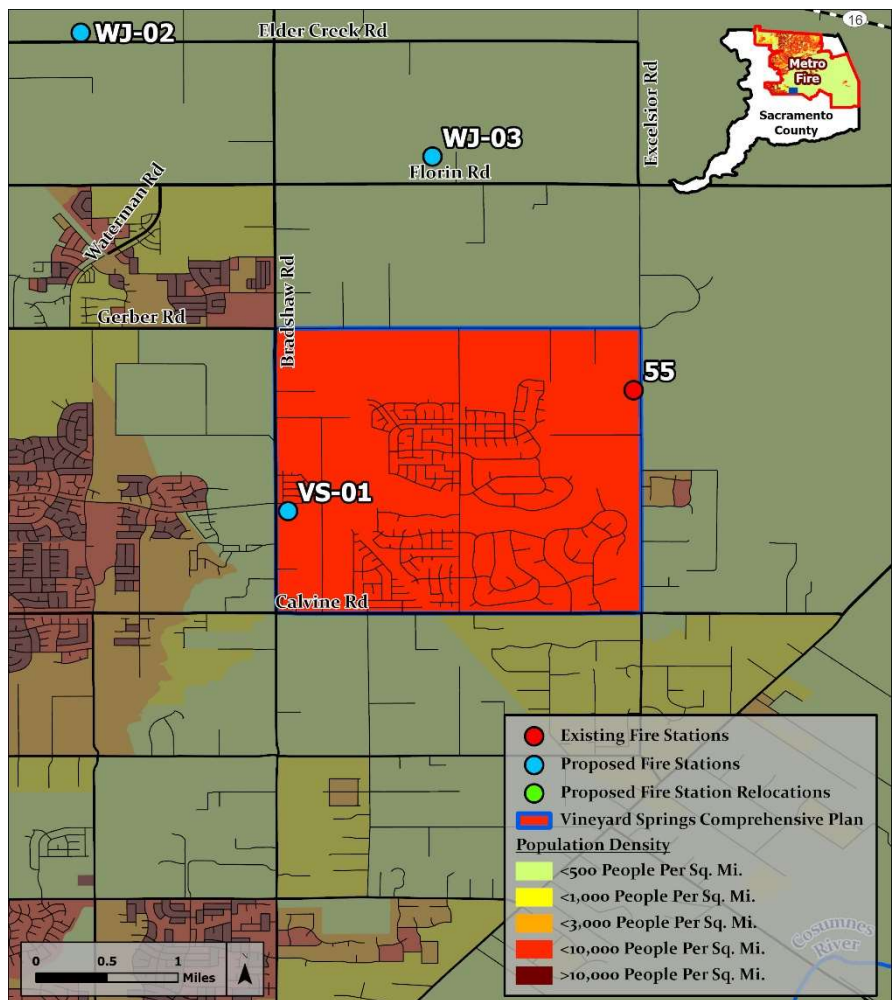
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	14:00
<b>CURRENT</b>		

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	04:00
<b>AT BUILDOUT</b>		

## FIRST DUE COVERAGE ANALYSIS

**Station 55**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Buildout in this area is estimated to be 44% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is required now.

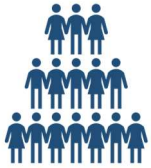
**Now**



# West Jackson Highway Master Plan

# New Service Projection

## RISK ANALYSIS



**304**  
Population  
(Current)

**61,820**  
Total Population  
(At Buildout)



**233**  
Call Volume  
(Current)

**8,222**  
Call Volume  
(At Buildout)



**116**  
Dwelling Units  
(Current)

**14,460**  
Dwelling Units  
(At Buildout)



**13,508,391**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

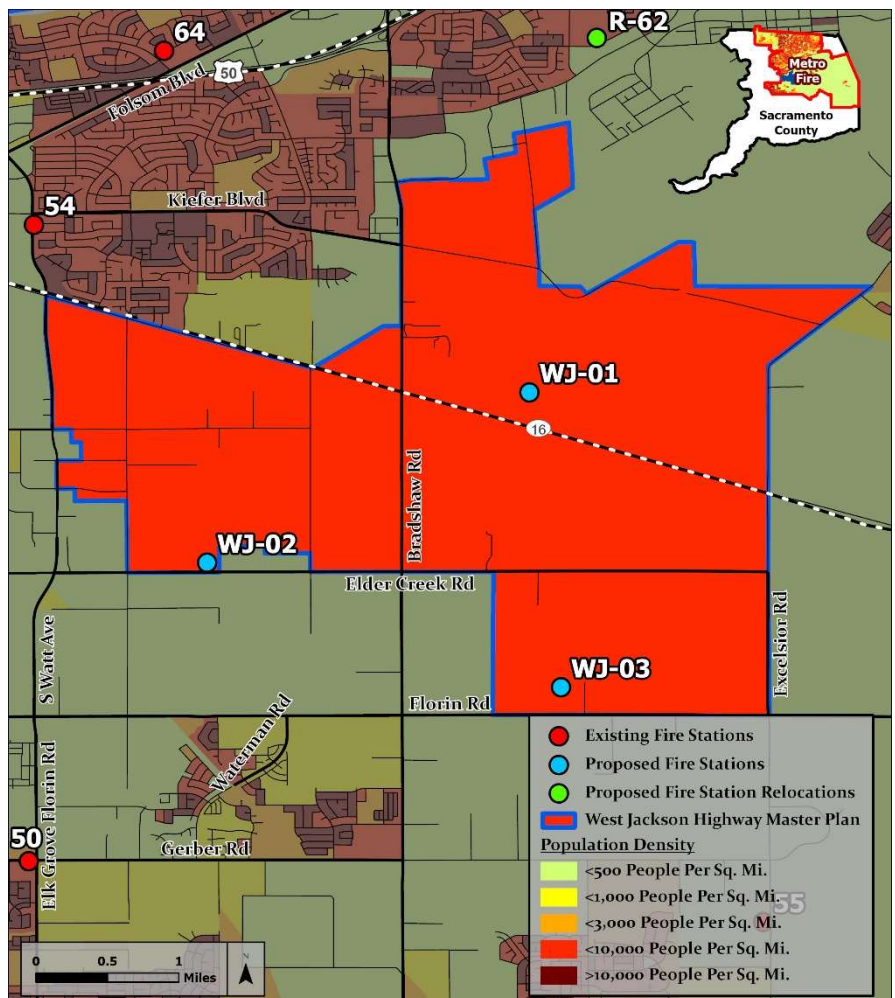
Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>

## FIRST DUE COVERAGE ANALYSIS

**Station 54/62**  
Current

**New Station**  
At Buildout



## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

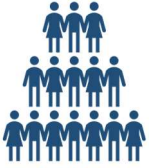
**5+ Years**



# Westborough at Easton

# New Service Projection

## RISK ANALYSIS



**None**  
Population  
(Current)

**23,321**  
Total Population  
(At Buildout)



**None**  
Call Volume  
(Current)

**3,102**  
Call Volume  
(At Buildout)



**None**  
Dwelling Units  
(Current)

**7,130**  
Dwelling Units  
(At Buildout)

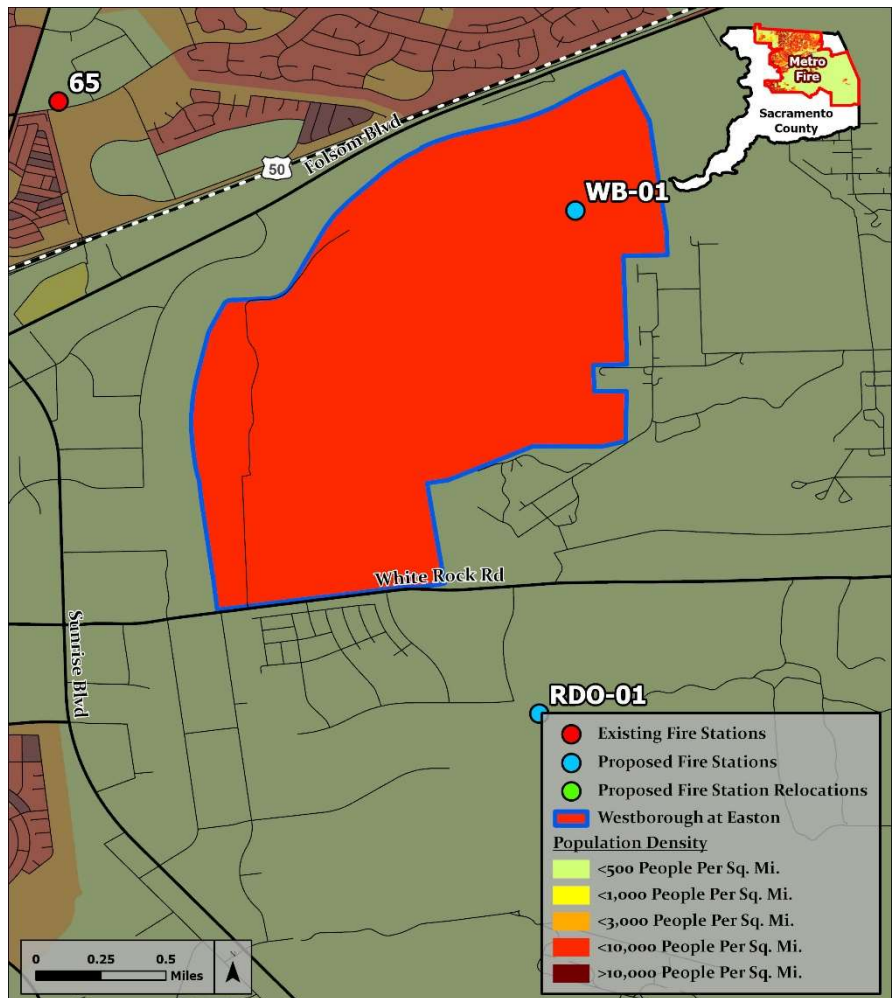


**1,925,352**  
Commercial SF  
(At Buildout)

## RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>CURRENT</b>		<b>14:00</b>

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
<b>AT BUILDOUT</b>		<b>04:00</b>



## FIRST DUE COVERAGE ANALYSIS

**Station 63**  
Current

**New Station**  
At Buildout

## NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

**5+ Years**

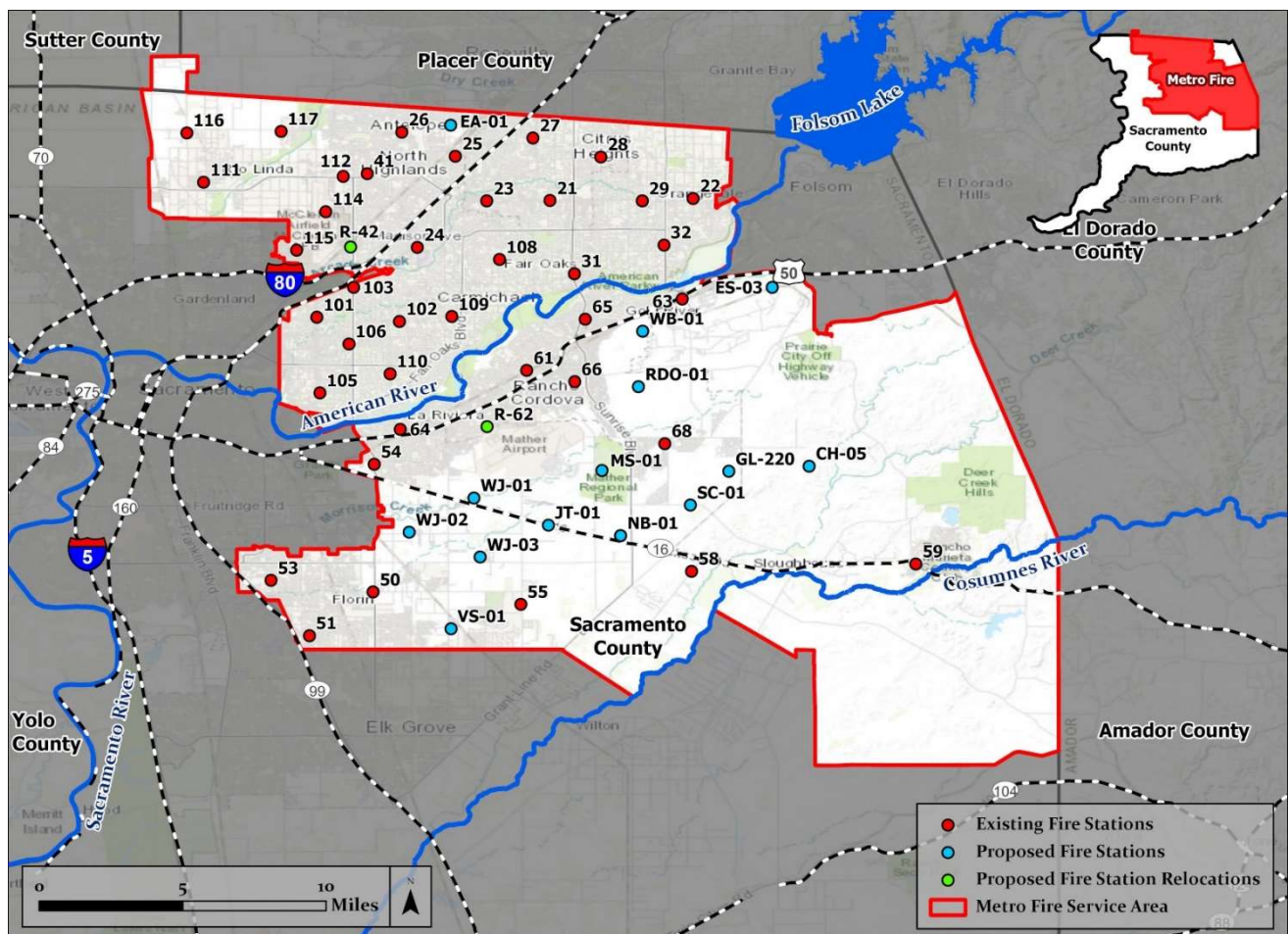


## Growth Plan

Based on the new service projections for the District and using the service planning process previously discussed, the District's growth plan is summarized below and proposed new station locations:

New Stations				
Station	Community	Battalion	Capacity	Timing
Future Cordova Hills 05 (CH-05)	Rancho Cordova	Battalion 6 (Future)	3:10	5+
Future East Antelope 01 (EA-01)	East Antelope	Battalion 5	3:10	5+
Future Easton 03 (ES-03)	Easton	Battalion 6 (Future)	4:13	5+
Future Grant Line 220 (GL-220)	Rancho Cordova	Battalion 8 (Future)	5:13	5+
Future Jackson Township 01 (JT-01)	Jackson Hwy Corridor	Battalion 9	5:13	5+
Future Mather South 01 (MS-01)	Mather	Battalion 8 (Future)	3:10	5+
Future NewBridge 01 (NB-01)	Rancho Cordova	Battalion 8 (Future)	3:10	5+
Future Rio Del Oro 01 (RDO-01)	Rancho Cordova	Battalion 8 (Future)	3:10	5+
Future Sun creek 01 (SC-01)	Rancho Cordova	Battalion 8 (Future)	3:10	5+
Future Vineyard Springs 01 (VS-01)	Vineyard	Battalion 9	3:08	Now
Future West Jackson 01 (WJ-01)	Jackson Hwy Corridor	Battalion 9	4:13	5+
Future West Jackson 02 (WJ-02)	Jackson Hwy Corridor	Battalion 14	4:13	5+
Future West Jackson 03 (WJ-03)	Jackson Hwy Corridor	Battalion 14	3:10	5+
Future Westborough 01 (WB-01)	Easton	Battalion 6 (Future)	3:10	5+

## Proposed Station Locations



## Findings

### Findings

The service delivery analysis revealed the following findings:

- Twelve (12) distribution gaps were identified through the first-due deployment study.
- Based on the gap analysis, only 8% of 2022 call volume occurred in an area outside a station's first-due coverage area (gap area).
- Most ERF deficiencies are due to truck coverage, battalion chief coverage, or a combination of both.
- Several first-due areas with ERF challenges are geographically restricted and one is isolated.
- Coverage available due to automatic aid is not contemplated in the distribution and concentration studies.
- The growth analysis identified the need for fourteen (14) new stations, with most new service required more than five (5) years out.
- Locations and availability of private ambulance resources were not included in the study.

# SECTION 6

# Performance Evaluation

- Key Performance Measures
- Performance Evaluation
- Drawdown & Resource Exhaustion
- Findings



## Key Performance Measures

### Call Volume

Call volume is the most common metric by which performance can be measured. In the simplest sense, call volume reflects the demand for service, however, not all calls are created equal. As previously discussed, each call type represents a different level of risk and required level of resources. Call volume data is most helpful when dissected further to analyze the true nature of the demand. This thorough analysis can better quantify what kind of responses are needed and when, which informs better operational decision making and planning efforts, and supports providing the best service possible to meet community demands.

### Response Time

Response time is one of the primary metrics for evaluating performance. As was previously outlined, response time includes dispatch time, turnout time, and travel time of first arriving unit as well as ERF. Longer response times may suggest that resources need to be moved, added or supplemented in some way. A deeper look into unit workload is necessary to put response times into context.

### Workload

Workload metrics are an additional tool for evaluating unit performance. They can be used to measure factors that impact response time including resource exhaustion and drawdown as well as how unit performance affects overall system performance. Two workload metrics that are evaluated in this study are reliability and time on task.

### Reliability

The concept of distribution is based on the geographic spacing of resources in such a way as to be able to provide coverage to defined first-due response areas. With effective distribution, a first-due unit should be first on scene for an incident within their first-due area. Reliability tests this theory by measuring how often a first-due unit was indeed the first arriver on an incident inside their own first-due response area. Reliability is calculated as follows:

$$\frac{\text{Number of calls where a unit was the first arriving unit within their own first due area}}{\text{Total number of calls within the first due area}}$$

**Total number of calls within the first due area**

*\*Cancelled en route events excluded from calculation*

Higher reliability is an indicator of effective distribution and demonstrates that a first-due unit is usually the first arriver for calls inside their first-due area. Conversely, lower reliability indicates a potential distribution or concentration issue by demonstrating that a first-due unit has a lower frequency of being first on scene for an incident in their own first-due area.

The industry standard for desired reliability is 90%, meaning for 90% of the incidents within a first-due area, the first-due unit is indeed the first arriving unit on scene.

When a first-due unit is not available to respond to an incident inside their own first-due area, the first-due unit is considered exhausted and resources are drawn down from other first-due areas to provide response (known as drawdown). There is a direct correlation between drawdown and lower reliability; low reliability results in higher drawdown. This, in turn, has a system-wide impact; as resources are drawn down, their reliability within their own first-due area decreases. Low reliability and high drawdown indicate deficiencies in the deployment model that should be investigated.

### Time on Task

While reliability measures performance within a first-due area, time on task (TOT) reflects the percentage of time a unit is actually providing response vs. available in quarters, training, out of service, etc. TOT measures the length of time for each response provided over the course of a year (en route to cleared). TOT is calculated as follows:

**Total aggregated time (en route to cleared) for all responses provided by a unit over the course of one year**

**365 days**

The higher the TOT, the more time the unit spent out of quarters responding to incidents. TOT is an important metric for evaluating the health and well-being of personnel. While emergency response is the primary function of Metro Fire units, safeguarding the health and safety of responding personnel is equally important. Adequate time must be set aside for training, health and fitness conditioning, eating, rest and recovery. Completing reports as well as apparatus and station maintenance tasks are other responsibilities that demand a crew's attention. All of these should be considered when evaluating TOT.

When evaluating TOT, consideration should also be made for factors out of Metro Fire's control that may impact TOT, like law enforcement staging time and hospital wall time. Extended wall time in particular can significantly impact TOT.

While there are varying opinions on TOT thresholds, the generally accepted standard is between 30-40%, meaning on average, the unit spent between 7-10 hours on incident response each day, leaving 14-17 hours for training, conditioning, meals, rest, recovery, and other business. A minimum of 50% of each day (12 hours) should be recovered for these activities, so a TOT of over 50% should be addressed.

## Performance Evaluation

### Call Volume Evaluation

#### Incidents by Risk Type

Metro Fire's 2022 call volume totaled 95,880 incidents (calls) within its jurisdictional boundaries. A summary of 2022 call volume by risk class and category is provided below.

Fire												EMS				Technical Rescue						HazMat									
Low 1	Low 2	Low 3	Low 4	Mod 1	Mod 2	Mod 3	High 1	High 2	High 3	Max 1	Max 2	Gross	Low 1	Low 2	Low 3	Low 4	Low 1	Low 2	Low 3	Mod 1	Mod 2	Mod 3	High 1	High 2	Low 1	Low 2	Mod 1	Mod 2	Mod 3	High 1	High 2
9,311	-	77	218	9	38	267	42	305	2	214	-	623	469	18,240	12,264	48,581	3,522	5	227	155	17	35	4	-	918	40	297	-	-	-	-
11,106												79,554				3,965						1,255									
12%												83%				4%						1%									
<b>Total Calls: 95,880</b>																															

Demand for EMS response made up the largest share of Metro Fire's call volume at 83%, followed by fire response at 12%, with technical rescue and hazmat response making up the remaining service demand at 4% and 1% respectively. The most prevalent calls in each risk class are shown below and made up 65% of the total call volume.

**Fire Low 1**  
1 Engine/Truck  
3-4 Personnel

**EMS Low 4**  
1 Medic + 1 Engine  
5-6 Personnel

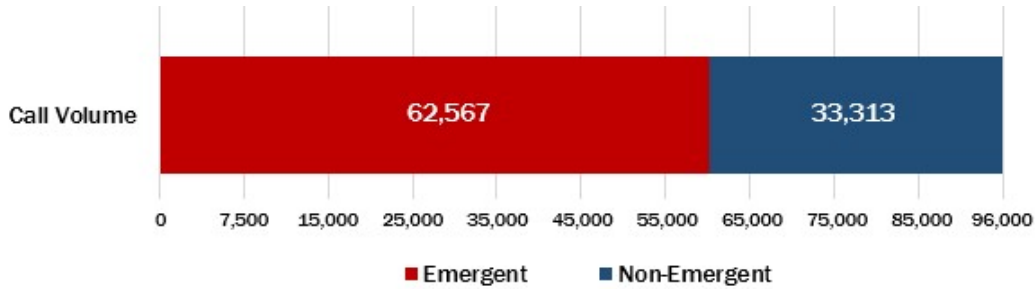
**Rescue Low 1**  
1 Engine/Truck  
3-4 Personnel

**HazMat Low 1**  
1 Engine/Truck  
3-4 Personnel



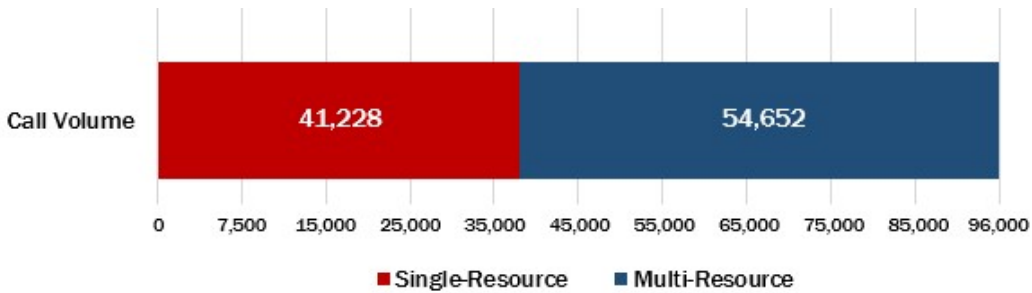
### Emergent v. Non-Emergent Calls

Calls for service can be emergent or non-emergent and are generally distinguished by level of acuity and resources required to mitigate the risk. Emergent calls are higher acuity and require more resources and faster response as compared to non-emergent calls. Emergent calls made up 65% of 2022 call volume within Metro Fire’s jurisdiction, while non-emergent calls made up 35%.

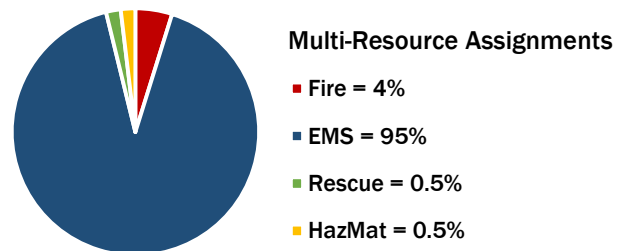
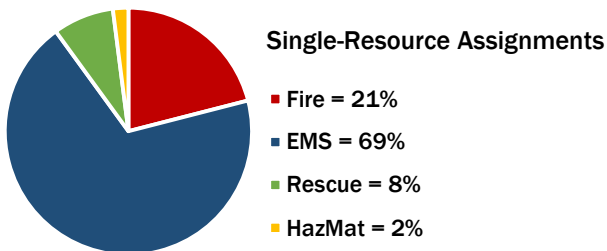


### Single Resource v. Multi-Resource Assignments

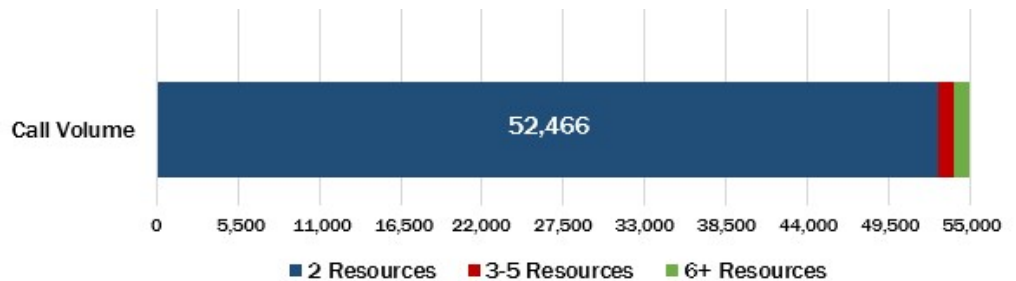
Resource assignment varies by incident type and is handled by the dispatcher when the call for service comes in. An analysis of 2022 incident data reveals that 43% of incidents were dispatched with a single-resource assignment while 57% were dispatched with a multi-resource assignment.



21% of single-resource assignments were for fire incidents, 69% for EMS incidents, 8% for technical rescue incidents and 2% for HazMat incidents. For multi-resource assignments, 4% were for fire incidents, 95% for EMS incidents and a combined 1% for Rescue and HazMat incidents.

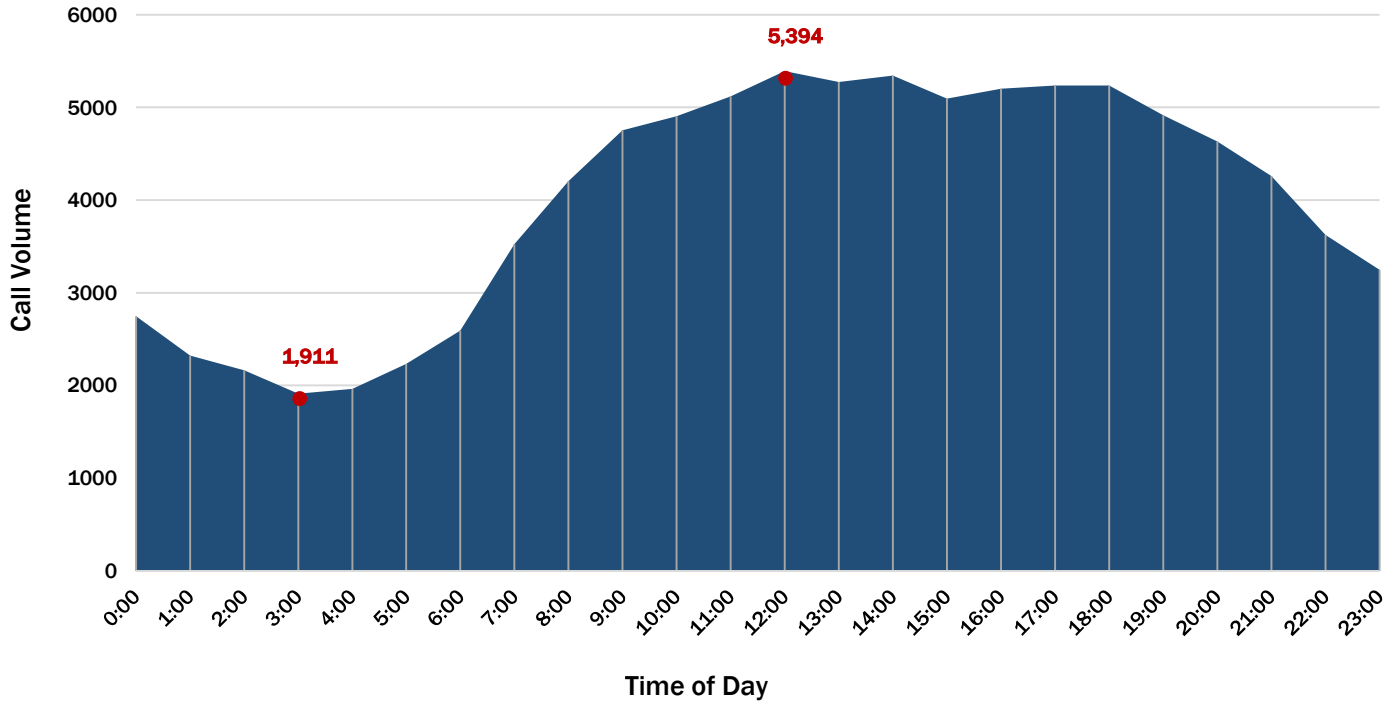


Of the 54,652 incidents requiring multi-resource response, 96% were comprised of 2 resources only (most commonly an engine and medic), while 2% included 3-5 resources, and the remaining 2% were made up of 6 or more resources.



### Time Patterns

A review of time-of-day call distribution suggests that the highest demand for service occurs during the hours of 12:00-14:00, with peak demand in the 12:00 hour. Lowest demand is between 02:00-04:00, with a reduction in call volume of 65% in the 03:00 hour as compared to peak demand time. Call volume ramps up as the general workday begins around 08:00 and begins to taper downward after 18:00.



Day of the week call distribution doesn't reveal any material differences in demand. The variance between high-demand Fridays (14,193 calls) and low-demand Sundays (12,968 calls) is only a 1.2% difference in call volume.



Similarly, call volume variances between months of the year are negligible, with highest demand in December at 8,738 calls, and lowest demand only 2% less in February at 6,846 calls. Overall demand is highest in the last quarter of the year, followed by lowest demand in the first quarter of the year.

<b>Q1</b>	<b>JAN</b> 8,518	<b>FEB</b> 6,846	<b>MAR</b> 7,702
<b>Q2</b>	<b>APR</b> 7,509	<b>MAY</b> 8,236	<b>JUN</b> 8,127
<b>Q3</b>	<b>JUL</b> 8,222	<b>AUG</b> 7,962	<b>SEP</b> 7,930
<b>Q4</b>	<b>OCT</b> 7,952	<b>NOV</b> 8,138	<b>DEC</b> 8,738

## Response Time

A review of response times for 2022 reveal that 90% of overall response times across all risk types are meeting the District’s existing service level objective for rural response, but not meeting established objectives for urban and suburban response. The travel time for the first arriving unit is especially slow in urban areas, at 08:05 90% of the time (more than double the desired objective of 04:00). Similarly, travel time for ERF in urban areas exceeds the targeted 08:00, with a travel time of 14:57 90% of the time. For suburban areas, travel times for first arriver and ERF are also longer than expected 90% of the time. Rural response is generally acceptable, with travel times for first arriver and ERF below the target 90% of the time. Dispatch time also exceeds the target by more than two minutes 90% of the time.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:11	0:03:10	0:03:14	0:03:20	0:03:02	0:03:12
<b>Turnout Time</b>			0:02:00	0:01:33	0:01:29	0:01:32	0:01:33	0:01:35	0:01:39
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:08:05	0:08:17	0:07:47	0:08:14	0:07:51	0:08:38
		Suburban	0:10:00	0:10:37	0:12:00	-	0:08:45	-	0:10:46
		Rural	0:14:00	0:09:37	0:08:56	-	0:09:42	-	0:09:52
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:14:57	0:16:28	0:13:29	0:15:04	0:14:17	0:16:13
		Suburban	0:15:00	0:20:33	0:18:54	-	0:15:18	-	0:22:41
		Rural	0:20:00	0:17:28	0:14:52	-	0:16:39	-	0:18:26
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:11:34	0:11:42	0:11:18	0:11:54	0:11:11	0:12:05
		Suburban	0:13:00	0:13:45	0:14:13	-	0:12:15	-	0:14:00
		Rural	0:17:00	0:12:59	0:11:58	-	0:13:05	-	0:13:18
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:18:19	0:19:43	0:16:59	0:18:47	0:17:28	0:19:34
			91,063	21,202	24,997	15,300	19,632	9,724	
		Suburban	0:18:00	0:24:03	0:22:53	-	0:18:59	-	0:26:11
			2,018	369	0	495	0	1,154	
		Rural	0:23:00	0:21:00	0:17:35	-	0:21:00	-	0:21:44
2,799	469	0	753	0	1,556				

## Baseline Performance Statements

Baselines performance statements are provided on the following pages for all risk types and describe the District’s performance for 90% of responses provided in 2022 based on the proposed service level objectives outlines in Section 4.

Baseline performance statements are not provided for the following risk types since no responses to those risk types were provided in 2022:

Fire Low 2  
 Fire Max 2  
 Rescue High 2

HazMat Moderate 2  
 HazMat Moderate 3  
 HazMat High 1

HazMat High 2

A baseline performance statement is also not provided for EMS Low 1 incidents since there is no proposed service level objective for that incident type due to its non-emergent nature, as previously discussed in Section 4. Similarly, baseline performance statements are not provided for grass/wildland fire incidents and MCIs since those incidents were not evaluated in this study, as previously discussed in Section 3.



**Fire Low 1**

For 90% of all Fire Low 1 responses, total response time for the first arriving unit was 10:23 in urban areas; 13:25 in suburban areas; and 11:57 in rural areas. Total response time for the arrival of ERF was 10:55 in urban areas; 18:29 in suburban areas; and 13:32 in rural areas. ERF was staffed with a minimum of 3 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:02:29	0:02:30	0:02:32	0:02:32	0:02:25	0:02:21
<b>Turnout Time</b>			0:02:00	0:01:22	0:01:22	0:01:22	0:01:19	0:01:20	0:01:25
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:07:42	0:07:43	0:07:28	0:07:44	0:07:19	0:08:47
		Suburban	0:10:00	0:11:05	0:14:11	-	0:07:49	-	0:11:11
		Rural	0:14:00	0:09:16	0:08:15	-	0:09:30	-	0:10:14
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:08:23	0:08:38	0:08:03	0:08:17	0:07:52	0:09:51
		Suburban	0:15:00	0:14:53	0:23:19	-	0:09:15	-	0:12:16
		Rural	0:20:00	0:10:44	0:08:19	-	0:11:49	-	0:14:26
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:10:23	0:10:32	0:10:07	0:10:14	0:09:47	0:11:28
		Suburban	0:13:00	0:13:25	0:14:26	-	0:10:04	-	0:13:24
		Rural	0:17:00	0:11:57	0:10:38	-	0:12:57	-	0:12:27
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:10:55	0:11:07	0:10:38	0:10:49	0:10:22	0:12:55
			8,711	2,279	2,418	1,498	1,586	887	
		Suburban	0:18:00	0:18:29	0:25:29	-	0:12:30	-	0:15:42
			208	53	0	56	0	99	
		Rural	0:23:00	0:13:32	0:10:38	-	0:15:11	-	0:17:13
			392	149	0	77	0	163	

**Fire Low 3**

For 90% of all Fire Low 3 responses, total response time for the first arriving unit was 09:37 in urban areas; 20:35 in suburban areas; and 10:57 in rural areas. Total response time for the arrival of ERF was 26:45 in urban areas; 30:16 in suburban areas; and 38:59 in rural areas. ERF was staffed with a minimum of 7 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:02:41	0:02:20	0:02:27	0:02:44	0:02:08	0:03:29
<b>Turnout Time</b>			0:02:00	0:01:24	0:01:22	0:01:41	0:01:09	0:01:35	0:01:14
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:06:06	0:05:51	0:04:43	0:06:14	0:06:30	0:04:19
		Suburban	0:10:00	0:10:44	0:04:22	-	-	-	0:11:28
		Rural	0:14:00	0:08:26	0:00:00	-	0:06:30	-	0:08:48
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:26:09	0:28:46	0:05:07	0:22:14	0:12:02	0:07:31
		Suburban	0:15:00	0:26:33	0:29:45	-	-	-	0:13:07
		Rural	0:20:00	0:36:36	-	-	0:37:58	-	0:27:09
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:09:37	0:09:35	0:07:14	0:09:41	0:09:20	0:07:04
		Suburban	0:13:00	0:20:35	0:06:25	-	-	-	0:22:16
		Rural	0:17:00	0:10:57	0:00:00	-	0:08:05	-	0:11:26
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:26:45	0:30:50	0:07:47	0:25:01	0:13:30	0:11:10
			62	33	4	13	9	3	
		Suburban	0:18:00	0:30:16	0:31:48	-	-	-	0:22:37
			3	1	0	0	0	2	
		Rural	0:23:00	0:38:59	-	-	0:39:47	-	0:29:06
			12	1	0	2	0	9	



**Fire Low 4**

For 90% of all Fire Low 4 responses, total response time for the first arriving unit was 10:09 in urban areas; 12:02 in suburban areas; and 10:16 in rural areas. Total response time for the arrival of ERF was 13:05 in urban areas; 13:03 in suburban areas; and 13:47 in rural areas. ERF was staffed with a minimum of 8 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:44	0:03:30	0:04:04	0:03:34	0:04:03	0:04:33
<b>Turnout Time</b>			0:02:00	0:01:27	0:01:31	0:01:42	0:01:24	0:01:09	0:01:32
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:07:07	0:07:09	0:05:33	0:08:08	0:05:12	0:06:10
		Suburban	0:10:00	0:08:37	0:02:49	-	-	-	0:08:42
		Rural	0:14:00	0:07:18	-	-	-	-	0:07:18
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:09:21	0:10:04	0:08:24	0:15:40	0:08:47	0:08:59
		Suburban	0:15:00	0:09:36	0:09:20	-	-	-	0:09:22
		Rural	0:20:00	0:13:35	-	-	-	-	0:13:35
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:10:09	0:11:06	0:09:35	0:11:56	0:09:05	0:09:37
		Suburban	0:13:00	0:12:02	0:06:10	-	-	-	0:12:14
		Rural	0:17:00	0:10:16	-	-	-	-	0:10:16
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:13:05	0:12:20	0:11:35	0:17:53	0:12:04	0:12:05
				210	55	58	32	41	24
		Suburban	0:18:00	0:13:03	0:12:41	-	-	-	0:12:41
				4	1	0	0	0	3
		Rural	0:23:00	0:13:47	-	-	-	-	0:13:47
		4	0	0	0	0	4		

**Fire Moderate 1**

For 90% of all Fire Moderate 1 responses, total response time for the first arriving unit was 12:21 in urban areas; and 08:18 in rural areas. Total response time for the arrival of ERF was 14:47 in urban areas; and 14:21 in rural areas. ERF was staffed with a minimum of 11 personnel. No Fire Moderate 1 responses were provided in suburban areas.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:04:00	0:01:52	0:04:44	0:03:20	0:02:01	-
<b>Turnout Time</b>			0:02:00	0:01:22	0:00:30	0:00:38	0:01:15	0:00:00	-
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:07:49	0:06:01	0:07:07	0:03:30	0:04:00	-
		Suburban	0:10:00	-	-	-	-	-	-
		Rural	0:14:00	0:06:57	-	-	0:06:57	-	-
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:09:52	0:06:01	0:12:12	0:03:30	0:05:53	-
		Suburban	0:15:00	-	-	-	-	-	-
		Rural	0:20:00	0:13:00	-	-	0:13:00	-	-
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:12:21	0:08:23	0:13:06	0:07:38	0:07:44	-
		Suburban	0:13:00	-	-	-	-	-	-
		Rural	0:17:00	0:08:18	-	-	0:08:18	-	-
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:14:47	0:08:23	0:16:19	0:07:38	0:07:58	-
				8	1	4	1	1	0
		Suburban	0:18:00	-	-	-	-	-	-
				0	0	0	0	0	0
		Rural	0:23:00	0:14:21	-	-	0:14:21	-	-
		1	0	0	1	0	0		



**Fire Moderate 2**

For 90% of all Fire Moderate 2 responses, total response time for the first arriving unit was 07:26 in urban areas; and 08:28 in suburban areas. Total response time for the arrival of ERF was 19:01 in urban areas; and 08:45 in suburban areas. ERF was staffed with a minimum of 13 personnel. No Fire Moderate 1 responses were provided in rural areas.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:02:46	0:02:56	0:02:39	0:02:07	0:02:23	-
<b>Turnout Time</b>			0:02:00	0:01:31	0:00:44	0:01:31	0:01:36	0:01:14	-
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:04:56	0:04:54	0:04:42	0:04:26	0:04:33	-
		Suburban	0:10:00	0:06:50	-	-	0:06:50	-	-
		Rural	0:14:00	-	-	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:18:10	0:09:28	0:14:27	0:30:38	0:17:46	-
		Suburban	0:15:00	0:08:18	-	-	0:08:18	-	-
		Rural	0:20:00	-	-	-	-	-	-
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:07:26	0:08:05	0:07:17	0:06:17	0:07:11	-
		Suburban	0:13:00	0:08:28	-	-	0:08:28	-	-
		Rural	0:17:00	-	-	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:19:01	0:12:42	0:14:54	0:32:26	0:18:20	-
			37	12	9	9	7	0	
		Suburban	0:18:00	0:08:45	-	-	0:08:45	-	-
			1	0	0	1	0	0	
		Rural	0:23:00	-	-	-	-	-	-
			0	0	0	0	0	0	

**Fire Moderate 3**

For 90% of all Fire Moderate 3 responses, total response time for the first arriving unit was 08:08 in urban areas; 10:13 in suburban areas; and 07:18 in rural areas. Total response time for the arrival of ERF was 14:04 in urban areas; 16:28 in suburban areas; and 11:59 in rural areas. ERF was staffed with a minimum of 14 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:36	0:03:48	0:03:24	0:04:15	0:02:52	0:04:01
<b>Turnout Time</b>			0:02:00	0:01:19	0:01:17	0:01:09	0:01:21	0:01:30	0:01:20
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:04:29	0:04:27	0:04:36	0:04:42	0:04:13	0:04:21
		Suburban	0:10:00	0:06:55	0:04:21	-	0:06:49	-	0:06:34
		Rural	0:14:00	0:05:38	-	-	0:04:31	-	0:05:49
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:11:34	0:10:30	0:09:50	0:18:15	0:11:33	0:10:26
		Suburban	0:15:00	0:13:34	0:09:21	-	0:18:06	-	0:08:16
		Rural	0:20:00	0:11:08	-	-	0:09:59	-	0:10:07
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:08:08	0:08:39	0:07:51	0:09:23	0:07:47	0:08:08
		Suburban	0:13:00	0:10:13	0:08:47	-	0:10:09	-	0:09:45
		Rural	0:17:00	0:07:18	-	-	0:06:51	-	0:07:22
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:14:04	0:14:06	0:12:31	0:19:03	0:13:05	0:12:59
			254	52	93	29	57	23	
		Suburban	0:18:00	0:16:28	0:11:56	-	0:21:12	-	0:10:52
			7	3	0	1	0	3	
		Rural	0:23:00	0:11:59	-	-	0:11:15	-	0:11:37
			6	0	0	1	0	5	





### Fire High 1

For 90% of all Fire High 1 responses, total response time for the first arriving unit was 07:41 in urban areas; and 07:07 in rural areas. Total response time for the arrival of ERF was 20:39 in urban areas; and 17:12 in rural areas. ERF was staffed with a minimum of 16 personnel. No Fire High 1 responses were provided in suburban areas.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:25	0:02:57	0:03:39	0:02:47	0:03:09	0:02:52
<b>Turnout Time</b>			0:02:00	0:01:14	0:00:59	0:01:07	0:00:32	0:01:23	0:00:42
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:04:38	0:04:27	0:04:31	0:04:50	0:03:59	0:07:29
		Suburban	0:10:00	-	-	-	-	-	-
		Rural	0:14:00	0:06:28	0:06:28	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:10:10	0:17:03	0:09:10	0:08:11	0:05:58	0:43:00	0:17:24
		Suburban	0:19:10	-	-	-	-	-	-
		Rural	0:25:30	0:16:44	0:16:44	-	-	-	-
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:07:41	0:07:39	0:07:30	0:07:19	0:07:02	0:11:03
		Suburban	0:13:00	-	-	-	-	-	-
		Rural	0:17:00	0:07:07	0:07:07	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:13:10	0:20:39	0:12:07	0:09:57	0:07:14	0:44:42	0:20:58
				41	5	18	3	14	1
		Suburban	0:22:10	-	-	-	-	-	-
				0	0	0	0	0	0
			Rural	0:28:30	0:17:12	0:17:12	-	-	-
		1	1	0	0	0	0		

### Fire High 2

For 90% of all Fire High 2 responses, total response time for the first arriving unit was 07:40 in urban areas; 10:06 in suburban areas; and 09:38 in rural areas. Total response time for the arrival of ERF was 40:29 in urban areas; 15:03 in suburban areas; and 23:08 in rural areas. ERF was staffed with a minimum of 24 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:02:36	0:02:35	0:02:17	0:02:57	0:02:15	0:02:30
<b>Turnout Time</b>			0:02:00	0:01:30	0:01:47	0:01:32	0:01:28	0:01:18	0:01:04
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:04:52	0:04:51	0:04:27	0:04:41	0:04:56	0:05:49
		Suburban	0:10:00	0:07:35	0:08:07	-	0:04:16	-	0:06:45
		Rural	0:14:00	0:07:11	0:03:36	-	0:07:52	-	0:06:39
	<b>ERF (Concentration)</b>	Urban	0:10:10	0:39:36	0:45:16	0:25:18	0:34:01	0:40:26	0:18:28
		Suburban	0:19:10	0:13:01	0:12:45	-	0:12:34	-	0:10:59
		Rural	0:25:30	0:20:44	0:17:15	-	0:09:57	-	0:39:38
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:07:40	0:07:52	0:06:55	0:08:07	0:07:24	0:07:35
		Suburban	0:13:00	0:10:06	0:10:15	-	0:07:22	-	0:09:17
		Rural	0:17:00	0:09:38	0:07:36	-	0:10:54	-	0:08:49
	<b>ERF (Concentration)</b>	Urban	0:13:10	0:40:29	0:42:16	0:26:47	0:36:33	0:41:52	0:21:03
				286	73	58	70	60	25
		Suburban	0:22:10	0:15:03	0:14:51	-	0:15:21	-	0:13:04
				9	5	0	1	0	3
			Rural	0:28:30	0:23:08	0:19:35	-	0:11:57	-
		10	1	0	5	0	4		



### Fire High 3

For 90% of all Fire High 3 responses, total response time for the first arriving unit was 07:48 in suburban areas; and 07:38 in rural areas. Total response time for the arrival of ERF was 10:28 in suburban areas; and 08:41 in rural areas. ERF was staffed with a minimum of 27 personnel. No Fire High 3 responses were provided in urban areas.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:55	0:04:21	-	-	-	0:00:00
<b>Turnout Time</b>			0:02:00	0:00:29	0:00:31	-	-	-	0:00:12
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	-	-	-	-	-	-
		Suburban	0:10:00	0:07:36	-	-	-	-	0:07:36
		Rural	0:14:00	0:02:46	0:02:46	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:10:10	-	-	-	-	-	-
		Suburban	0:19:10	0:10:28	-	-	-	-	0:10:28
		Rural	0:25:30	0:04:20	0:04:20	-	-	-	-
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	-	-	-	-	-	-
		Suburban	0:13:00	0:07:48	-	-	-	-	0:07:48
		Rural	0:17:00	0:07:38	0:07:38	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:13:10	-	-	-	-	-	-
			0	0	0	0	0	0	
		Suburban	0:22:10	0:10:28	-	-	-	-	0:10:28
		1	0	0	0	0	1		
		Rural	0:28:30	0:08:41	0:08:41	-	-	-	-
1	1	0	0	0	0				

### Fire Max 1

For 90% of all Fire Max 1 responses, total response time for the first arriving unit was 07:40 in urban areas; 04:33 in suburban areas; and 10:24 in rural areas. Total response time for the arrival of ERF was 29:28 in urban areas; 24:07 in suburban areas; and 35:41 in rural areas. ERF was staffed with a minimum of 32 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:02:44	0:02:46	0:02:44	0:02:53	0:02:56	0:02:09
<b>Turnout Time</b>			0:02:00	0:01:39	0:01:43	0:01:30	0:01:42	0:01:06	0:01:42
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:04:44	0:04:26	0:04:11	0:06:49	0:04:44	0:05:38
		Suburban	0:10:00	0:01:57	-	-	-	-	0:01:57
		Rural	0:14:00	0:08:03	0:08:52	-	0:05:49	-	-
	<b>ERF (Concentration)</b>	Urban	0:10:10	0:29:02	0:29:51	0:25:20	0:15:21	0:33:18	0:23:48
		Suburban	0:19:10	0:22:56	-	-	-	-	0:22:56
		Rural	0:25:30	0:33:30	0:34:36	-	0:21:27	-	-
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:07:40	0:07:54	0:07:18	0:09:39	0:07:08	0:07:37
		Suburban	0:13:00	0:04:33	-	-	-	-	0:04:33
		Rural	0:17:00	0:10:24	0:11:03	-	0:08:18	-	-
	<b>ERF (Concentration)</b>	Urban	0:13:10	0:29:28	0:31:28	0:26:53	0:21:41	0:34:57	0:24:57
			206	45	80	36	30	15	
		Suburban	0:22:10	0:24:07	-	-	-	-	0:24:07
		2	0	0	0	0	2		
		Rural	0:28:30	0:35:41	0:36:32	-	0:21:41	-	-
6	4	0	2	0	0				



**EMS Low 2**

For 90% of all EMS Low 2 responses, total response time for the first arriving unit was 13:16 in urban areas; 15:02 in suburban areas; and 13:51 in rural areas. Total response time for the arrival of ERF was 25:17 in urban areas; 33:53 in suburban areas; and 25:50 in rural areas. ERF was staffed with a minimum of 3 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:20	0:03:19	0:03:24	0:03:38	0:03:08	0:03:18
<b>Turnout Time</b>			0:02:00	0:01:36	0:01:31	0:01:35	0:01:35	0:01:39	0:01:42
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:09:32	0:09:49	0:09:01	0:09:51	0:09:13	0:10:06
		Suburban	0:10:00	0:11:50	0:12:39	-	0:09:16	-	0:12:23
		Rural	0:14:00	0:10:30	0:09:22	-	0:11:03	-	0:10:10
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:21:45	0:23:48	0:20:09	0:21:36	0:20:41	0:21:53
		Suburban	0:15:00	0:30:01	0:23:09	-	0:25:09	-	0:31:47
		Rural	0:20:00	0:22:08	0:20:22	-	0:25:09	-	0:20:50
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:13:16	0:13:26	0:13:00	0:13:51	0:12:49	0:14:03
		Suburban	0:13:00	0:15:02	0:14:46	-	0:13:48	-	0:15:39
		Rural	0:17:00	0:13:51	0:13:17	-	0:14:37	-	0:13:36
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:25:17	0:27:02	0:23:39	0:25:22	0:24:16	0:25:38
				17,388	3,890	4,791	2,964	3,858	1,855
		Suburban	0:18:00	0:33:53	0:26:09	-	0:27:57	-	0:35:23
				344	61	0	92	0	191
		Rural	0:23:00	0:25:50	0:24:21	-	0:27:53	-	0:24:14
		508	74	0	144	0	288		

**EMS Low 3**

For 90% of all EMS Low 3 responses, total response time for the first arriving unit was 13:01 in urban areas; 14:06 in suburban areas; and 14:42 in rural areas. Total response time for the arrival of ERF was 23:58 in urban areas; 30:00 in suburban areas; and 25:50 in rural areas. ERF was staffed with a minimum of 5 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:35	0:03:35	0:03:40	0:03:56	0:03:16	0:03:29
<b>Turnout Time</b>			0:02:00	0:01:33	0:01:27	0:01:32	0:01:32	0:01:35	0:01:39
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:09:00	0:09:32	0:08:42	0:09:32	0:08:22	0:09:32
		Suburban	0:10:00	0:10:45	0:09:00	-	0:09:37	-	0:10:58
		Rural	0:14:00	0:11:04	0:10:05	-	0:09:43	-	0:11:43
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:20:22	0:22:42	0:18:29	0:20:40	0:19:25	0:21:40
		Suburban	0:15:00	0:24:51	0:21:14	-	0:20:11	-	0:27:10
		Rural	0:20:00	0:22:12	0:15:14	-	0:23:23	-	0:22:48
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:13:01	0:13:47	0:12:36	0:14:09	0:12:00	0:13:27
		Suburban	0:13:00	0:14:06	0:13:42	-	0:13:30	-	0:14:48
		Rural	0:17:00	0:14:42	0:12:49	-	0:13:16	-	0:15:26
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:23:58	0:26:09	0:22:03	0:24:14	0:22:37	0:25:06
				11,659	2,562	3,501	1,765	2,619	1,180
		Suburban	0:18:00	0:30:00	0:27:35	-	0:23:25	-	0:30:35
				236	44	0	51	0	141
		Rural	0:23:00	0:25:50	0:17:50	-	0:26:38	-	0:27:07
		369	43	0	97	0	228		



**EMS Low 4**

For 90% of all EMS Low 4 responses, total response time for the first arriving unit was 10:28 in urban areas; 12:59 in suburban areas; and 11:57 in rural areas. Total response time for the arrival of ERF was 13:45 in urban areas; 18:15 in suburban areas; and 16:34 in rural areas. ERF was staffed with a minimum of 5 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:09	0:03:07	0:03:11	0:03:14	0:03:03	0:03:10
<b>Turnout Time</b>			0:02:00	0:01:33	0:01:28	0:01:32	0:01:33	0:01:35	0:01:39
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:07:03	0:07:11	0:06:52	0:07:10	0:06:48	0:07:26
		Suburban	0:10:00	0:09:44	0:11:25	-	0:08:25	-	0:09:53
		Rural	0:14:00	0:08:41	0:09:18	-	0:08:27	-	0:08:40
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:10:49	0:11:24	0:10:11	0:10:26	0:10:39	0:11:49
		Suburban	0:15:00	0:15:21	0:14:54	-	0:11:59	-	0:15:51
		Rural	0:20:00	0:13:38	0:12:27	-	0:12:02	-	0:14:42
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:10:28	0:10:33	0:10:18	0:10:40	0:10:11	0:10:52
		Suburban	0:13:00	0:12:59	0:13:37	-	0:11:44	-	0:13:05
		Rural	0:17:00	0:11:57	0:11:41	-	0:11:51	-	0:11:57
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:13:45	0:14:14	0:13:08	0:13:31	0:13:29	0:14:33
				46,305	10,888	12,239	8,020	9,966	5,111
		Suburban	0:18:00	0:18:15	0:17:27	-	0:15:02	-	0:18:36
				1039	170	0	262	0	607
		Rural	0:23:00	0:16:34	0:14:35	-	0:14:23	-	0:17:28
		1237	156	0	364	0	708		

**Rescue Low 1**

For 90% of all Rescue Low 1 responses, total response time for the first arriving unit was 12:44 in urban areas; 14:33 in suburban areas; and 12:39 in rural areas. Total response time for the arrival of ERF was 13:37 in urban areas; 14:56 in suburban areas; and 13:35 in rural areas. ERF was staffed with a minimum of 3 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:02:36	0:02:30	0:02:51	0:02:49	0:02:22	0:02:32
<b>Turnout Time</b>			0:02:00	0:01:46	0:01:35	0:01:42	0:01:51	0:01:48	0:01:49
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:09:44	0:09:59	0:09:03	0:09:59	0:09:25	0:10:41
		Suburban	0:10:00	0:11:58	0:16:26	-	0:11:36	-	0:10:04
		Rural	0:14:00	0:10:08	0:07:25	-	0:10:45	-	0:09:52
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:10:38	0:10:42	0:09:44	0:11:01	0:10:17	0:11:58
		Suburban	0:15:00	0:12:55	0:16:26	-	0:11:53	-	0:11:54
		Rural	0:20:00	0:10:48	0:16:13	-	0:10:46	-	0:10:16
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:12:44	0:13:02	0:12:18	0:13:39	0:12:13	0:13:16
		Suburban	0:13:00	0:14:33	0:14:35	-	0:13:37	-	0:14:28
		Rural	0:17:00	0:12:39	0:12:18	-	0:12:06	-	0:12:42
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:13:37	0:13:45	0:12:56	0:14:25	0:13:03	0:14:36
				3,326	672	864	475	943	369
		Suburban	0:18:00	0:14:56	0:19:19	-	0:13:54	-	0:14:44
				75	9	0	16	0	50
		Rural	0:23:00	0:13:35	0:20:49	-	0:12:08	-	0:13:50
		120	12	0	29	0	79		



### Rescue Low 2

For 90% of all Rescue Low 2 responses, total response time for the first arriving unit was 08:56 in urban areas. Total response time for the arrival of ERF was 12:01 in urban areas. ERF was staffed with a minimum of 5 personnel. No Rescue Low 2 responses were provided in suburban or rural areas.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:19	-	0:03:41	-	0:02:33	-
<b>Turnout Time</b>			0:02:00	0:00:52	-	0:00:44	-	0:00:54	-
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:05:37	-	0:05:40	-	0:05:01	-
		Suburban	0:10:00	-	-	-	-	-	-
		Rural	0:14:00	-	-	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:09:08	-	0:05:40	-	0:10:11	-
		Suburban	0:15:00	-	-	-	-	-	-
		Rural	0:20:00	-	-	-	-	-	-
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:08:56	-	0:08:59	-	0:08:26	-
		Suburban	0:13:00	-	-	-	-	-	-
		Rural	0:17:00	-	-	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:12:01	-	0:08:59	-	0:12:54	-
				5	0	2	0	3	0
		Suburban	0:18:00	-	-	-	-	-	-
				0	0	0	0	0	0
		Rural	0:23:00	-	-	-	-	-	-
		0	0	0	0	0	0		

### Rescue Low 3

For 90% of all Rescue Low 3 responses, total response time for the first arriving unit was 13:12 in urban areas; 12:35 in suburban areas; and 09:47 in rural areas. Total response time for the arrival of ERF was 15:19 in urban areas; 16:51 in suburban areas; and 28:55 in rural areas. ERF was staffed with a minimum of 7 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:04	0:02:49	0:03:05	0:03:05	0:03:14	0:03:04
<b>Turnout Time</b>			0:02:00	0:01:43	0:01:54	0:01:35	0:01:10	0:01:56	0:01:38
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:08:55	0:08:58	0:08:06	0:08:08	0:09:43	0:08:24
		Suburban	0:10:00	0:11:17	0:06:37	-	0:06:45	-	0:11:34
		Rural	0:14:00	0:07:42	0:08:40	-	0:06:16	-	0:04:52
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:13:07	0:12:25	0:13:32	0:09:15	0:11:28	0:21:11
		Suburban	0:15:00	0:16:15	0:06:37	-	0:06:45	-	0:19:14
		Rural	0:20:00	0:24:45	0:08:40	-	0:06:16	-	0:29:25
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:13:12	0:12:36	0:12:40	0:12:07	0:13:29	0:15:15
		Suburban	0:13:00	0:12:35	0:09:47	-	0:09:47	-	0:12:44
		Rural	0:17:00	0:09:47	0:09:33	-	0:08:10	-	0:09:09
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:15:19	0:14:09	0:15:34	0:12:25	0:14:12	0:24:17
				215	50	69	26	46	24
		Suburban	0:18:00	0:16:51	0:09:47	-	0:09:47	-	0:19:33
				7	1	0	2	0	4
		Rural	0:23:00	0:28:55	0:09:33	-	0:08:10	-	0:34:06
		5	1	0	1	0	3		



**Rescue Moderate 1**

For 90% of all Rescue Moderate 1 responses, total response time for the first arriving unit was 08:14 in urban areas; 11:17 in suburban areas; and 12:43 in rural areas. Total response time for the arrival of ERF was 18:57 in urban areas; 39:48 in suburban areas; and 24:27 in rural areas. ERF was staffed with a minimum of 10 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:02:15	0:01:57	0:02:23	0:02:34	0:01:55	0:00:52
<b>Turnout Time</b>			0:02:00	0:01:17	0:01:20	0:01:04	0:01:23	0:01:14	0:01:17
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:05:42	0:05:48	0:04:38	0:06:27	0:06:14	0:03:55
		Suburban	0:10:00	0:10:34	0:10:41	-	-	-	0:09:56
		Rural	0:14:00	0:11:52	0:06:46	-	0:04:45	-	0:17:09
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:16:47	0:11:57	0:17:41	0:34:49	0:12:57	0:11:05
		Suburban	0:15:00	0:38:25	0:11:03	-	-	-	0:41:57
		Rural	0:20:00	0:23:52	0:07:25	-	0:08:39	-	0:28:12
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:08:14	0:08:08	0:07:56	0:08:40	0:08:51	0:05:59
		Suburban	0:13:00	0:11:17	0:11:13	-	-	-	0:10:44
		Rural	0:17:00	0:12:43	0:07:24	-	0:05:39	-	0:18:13
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:18:57	0:12:16	0:18:47	0:36:20	0:14:53	0:13:40
				133	36	34	18	33	8
		Suburban	0:18:00	0:39:48	0:11:35	-	-	-	0:43:27
				5	1	0	0	0	4
		Rural	0:23:00	0:24:27	0:08:03	-	0:09:33	-	0:29:12
		17	1	0	3	0	11		

**Rescue Moderate 2**

For 90% of all Rescue Moderate 2 responses, total response time for the first arriving unit was 08:00 in rural areas. Total response time for the arrival of ERF was 16:43 in rural areas. ERF was staffed with a minimum of 13 personnel. No Rescue Moderate 2 responses were provided in urban or suburban areas.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	-	-	-	-	-	-
<b>Turnout Time</b>			0:02:00	0:01:26	0:01:27	-	0:01:21	0:00:00	-
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	-	-	-	-	-	-
		Suburban	0:10:00	-	-	-	-	-	-
		Rural	0:14:00	0:06:18	0:01:59	-	0:06:50	-	-
	<b>ERF (Concentration)</b>	Urban	0:08:00	-	-	-	-	-	-
		Suburban	0:15:00	-	-	-	-	-	-
		Rural	0:20:00	0:16:37	0:14:51	-	0:18:32	-	-
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	-	-	-	-	-	-
		Suburban	0:13:00	-	-	-	-	-	-
		Rural	0:17:00	0:08:00	0:02:52	-	0:10:26	-	-
	<b>ERF (Concentration)</b>	Urban	0:11:00	-	-	-	-	-	-
				0	0	0	0	0	0
		Suburban	0:18:00	-	-	-	-	-	-
				0	0	0	0	0	0
		Rural	0:23:00	0:16:43	0:14:56	-	0:18:48	-	-
		17	8	0	9	0	0		



### Rescue Moderate 3

For 90% of all Rescue Moderate 3 responses, total response time for the first arriving unit was 15:02 in urban areas; and 11:08 in rural areas. Total response time for the arrival of ERF was 39:20 in urban areas; and 14:36 in rural areas. ERF was staffed with a minimum of 17 personnel. No Rescue Moderate 3 responses were provided in suburban areas.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:06:47	-	0:03:24	-	0:06:06	0:07:50
<b>Turnout Time</b>			0:02:00	0:01:17	-	0:01:15	-	0:01:23	0:01:15
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:07:50	-	0:06:35	-	0:06:51	0:08:32
		Suburban	0:10:00	-	-	-	-	-	-
		Rural	0:14:00	0:06:16	-	-	-	-	0:06:16
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:33:13	-	0:42:13	-	0:31:51	0:29:13
		Suburban	0:15:00	-	-	-	-	-	-
		Rural	0:20:00	0:09:44	-	-	-	-	0:09:44
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:15:02	-	0:09:40	-	0:13:57	0:16:14
		Suburban	0:13:00	-	-	-	-	-	-
		Rural	0:17:00	0:11:08	-	-	-	-	0:11:08
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:39:20	-	0:43:40	-	0:35:11	0:33:58
				34	0	5	0	6	23
		Suburban	0:18:00	-	-	-	-	-	-
				0	0	0	0	0	0
		Rural	0:23:00	0:14:36	-	-	-	-	0:14:36
				1	0	0	0	0	1

### Rescue High 1

For 90% of all Rescue High 1 responses, total response time for the first arriving unit was 23:58 in urban areas. Total response time for the arrival of ERF was 31:07 in urban areas. ERF was staffed with a minimum of 21 personnel. No Rescue High 1 responses were provided in suburban or rural areas.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:04:46	0:04:45	-	0:04:05	-	-
<b>Turnout Time</b>			0:02:00	0:01:08	0:00:45	-	0:00:09	-	-
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:07:51	0:04:26	-	0:05:53	-	-
		Suburban	0:10:00	-	-	-	-	-	-
		Rural	0:14:00	-	-	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:10:10	0:26:03	0:24:50	-	0:07:00	-	-
		Suburban	0:19:10	-	-	-	-	-	-
		Rural	0:25:30	-	-	-	-	-	-
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:23:58	0:09:56	-	0:10:07	-	-
		Suburban	0:13:00	-	-	-	-	-	-
		Rural	0:17:00	-	-	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:13:10	0:31:07	0:29:55	-	0:11:14	-	-
				4	2	0	1	0	0
		Suburban	0:22:10	-	-	-	-	-	-
				0	0	0	0	0	0
		Rural	0:28:30	-	-	-	-	-	-
				0	0	0	0	0	0



**HazMat Low 1**

For 90% of all HazMat Low 1 responses, total response time for the first arriving unit was 11:55 in urban areas; 12:32 in suburban areas; and 10:46 in rural areas. Total response time for the arrival of ERF was 12:38 in urban areas; 12:32 in suburban areas; and 11:02 in rural areas. ERF was staffed with a minimum of 3 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:02:56	0:02:59	0:02:50	0:03:05	0:02:35	0:03:14
<b>Turnout Time</b>			0:02:00	0:01:28	0:01:20	0:01:25	0:01:32	0:01:31	0:01:26
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:08:36	0:09:17	0:08:09	0:08:16	0:08:14	0:09:38
		Suburban	0:10:00	0:09:58	-	-	0:08:46	-	0:10:27
		Rural	0:14:00	0:07:45	0:06:49	-	0:09:26	-	0:07:41
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:09:40	0:10:29	0:08:52	0:08:58	0:09:05	0:13:48
		Suburban	0:15:00	0:09:58	-	-	0:08:46	-	0:10:27
		Rural	0:20:00	0:08:38	0:07:53	-	0:10:27	-	0:08:15
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:11:55	0:12:16	0:11:11	0:11:52	0:11:15	0:12:52
		Suburban	0:13:00	0:12:32	-	-	0:11:06	-	0:13:03
		Rural	0:17:00	0:10:46	0:10:00	-	0:11:40	-	0:09:07
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:12:38	0:13:13	0:12:01	0:12:00	0:12:01	0:17:00
			877	214	245	128	215	74	
		Suburban	0:18:00	0:12:32	-	-	0:11:06	-	0:13:03
			21	0	0	4	0	17	
		Rural	0:23:00	0:11:02	0:10:00	-	0:11:40	-	0:10:19
			20	4	0	3	0	13	

**HazMat Low 2**

For 90% of all HazMat Low 2 responses, total response time for the first arriving unit was 13:18 in urban areas. Total response time for the arrival of ERF was 48:11 in urban areas. ERF was staffed with a minimum of 8 personnel. No HazMat Low 2 responses were provided in suburban or rural areas.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:45	0:02:04	0:02:25	0:04:19	0:00:00	0:03:00
<b>Turnout Time</b>			0:02:00	0:01:24	0:01:07	0:03:21	0:01:19	0:00:33	0:00:38
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:08:18	0:07:02	0:15:55	0:08:15	0:07:13	0:04:57
		Suburban	0:10:00	-	-	-	-	-	-
		Rural	0:14:00	-	-	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:44:52	0:39:15	0:35:24	0:47:53	0:07:13	0:40:10
		Suburban	0:15:00	-	-	-	-	-	-
		Rural	0:20:00	-	-	-	-	-	-
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:13:18	0:08:58	0:34:49	0:13:16	0:07:46	0:06:54
		Suburban	0:13:00	-	-	-	-	-	-
		Rural	0:17:00	-	-	-	-	-	-
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:48:11	0:40:10	0:47:05	0:49:05	0:07:46	0:40:43
			40	13	12	11	1	3	
		Suburban	0:18:00	-	-	-	-	-	-
			0	0	0	0	0	0	
		Rural	0:23:00	-	-	-	-	-	-
			0	0	0	0	0	0	





**HazMat Moderate 1**

For 90% of all HazMat Moderate 1 responses, total response time for the first arriving unit was 09:13 in urban areas; 10:44 in suburban areas; and 10:25 in rural areas. Total response time for the arrival of ERF was 12:51 in urban areas; 18:54 in suburban areas; and 23:00 in rural areas. ERF was staffed with a minimum of 11 personnel.

			Objective	Metro Fire	B5	B7	B9	B13	B14
<b>Dispatch Time</b>			0:01:00	0:03:03	0:03:31	0:02:55	0:02:52	0:03:01	0:02:31
<b>Turnout Time</b>			0:02:00	0:01:35	0:01:33	0:01:33	0:01:35	0:01:32	0:01:49
<b>Travel Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:04:00	0:05:38	0:05:36	0:05:02	0:06:28	0:05:40	0:05:34
		Suburban	0:10:00	0:07:56	0:05:20	-	0:07:45	-	0:07:48
		Rural	0:14:00	0:16:15	0:07:11	-	0:03:32	-	0:24:28
	<b>ERF (Concentration)</b>	Urban	0:08:00	0:09:36	0:10:26	0:09:34	0:10:47	0:08:44	0:10:32
		Suburban	0:15:00	0:16:39	0:05:20	-	0:18:57	-	0:12:37
		Rural	0:20:00	0:20:26	0:11:00	-	0:07:27	-	0:27:48
<b>Total Response Time</b>	<b>First Arriving Unit (Distribution)</b>	Urban	0:07:00	0:09:13	0:09:48	0:08:31	0:09:54	0:08:25	0:08:45
		Suburban	0:13:00	0:10:44	0:08:22	-	0:09:44	-	0:10:58
		Rural	0:17:00	0:10:25	0:10:28	-	0:05:11	-	0:07:44
	<b>ERF (Concentration)</b>	Urban	0:11:00	0:12:51	0:13:14	0:12:34	0:13:38	0:10:57	0:13:29
				277	68	72	48	64	24
		Suburban	0:18:00	0:18:54	0:08:21	-	0:19:48	-	0:15:34
				13	2	0	2	0	9
		Rural	0:23:00	0:23:00	0:14:56	-	0:09:06	-	0:28:30
				7	3	0	1	0	3

**Workload**

Reliability for each first due and time on task by unit type are shown on the following pages. Reliability denotes the number of calls within the first-due where a first-due unit was indeed the first arriving unit on-scene. "Other" responses denote the number of times a unit from outside the first-due area was the first arriving unit on an incident in the first-due area. As shown in the tables, reliability across the District ranges from 67-93% for stations with full-time staffing. 83% of stations (30) have a reliability rate less than the targeted 90%.

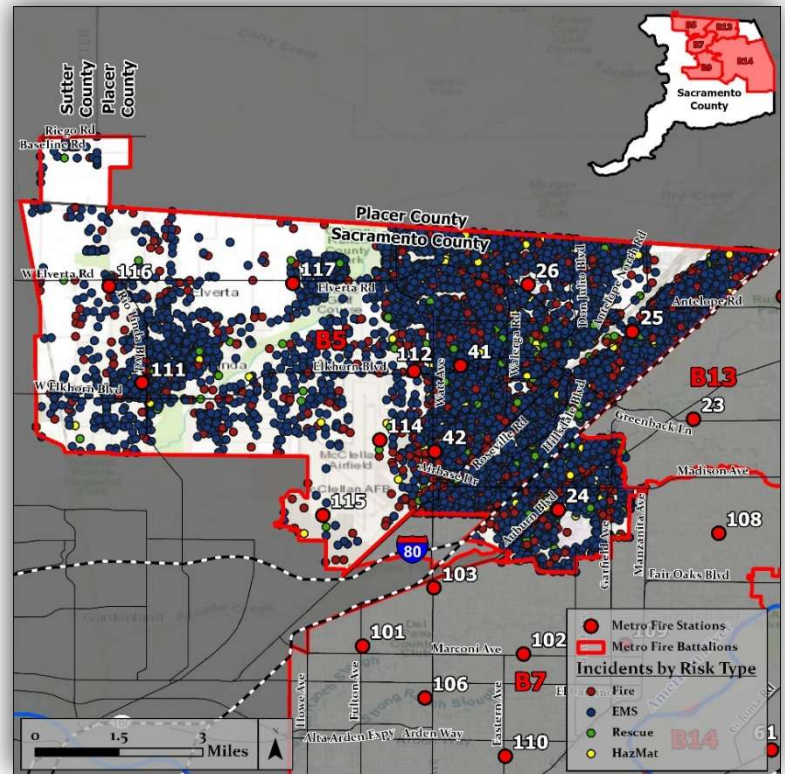
Time on task ranges from 1-18% for engines, well under the targeted rate of 30%. TOT for medics ranges from 12-47%, with more than 83% of medics (15) exceeding the targeted TOT of 30%. Other unit types generally have low TOT ranging from 1-7%.



# Battalion 5

# Reliability Summary

Reliability for Battalion 5 ranges from 67-93% for stations with first-due engines, with Station 42 ranked as the least reliable station in the battalion as well as District-wide with 67% reliability and Station 111 ranked as the most reliable station in the battalion as well as District-wide with 93% reliability. Seven (7) stations are below the desired reliability. Medic 224 has the highest TOT in the battalion and overall highest in the District with 50% TOT. Medic 112 has the lowest TOT in the battalion at 15%. Five (5) out of six (6) medics exceed the desired TOT.



Station	Response Standard	Reliability			Time on Task						
		Call Volume	Reliability	Other	Engine	Grass	Medic	Medic 2	Truck	BC	Other
24	Dense Urban	4,257	85%	631	14%	-	37%	50%	-	-	5%
25	Dense Urban	3,836	79%	796	14%	1%	42%	-	-	-	-
26	Dense Urban	2,564	89%	278	8%	1%	-	-	5%	-	-
41	Dense Urban	3,370	79%	706	15%	1%	45%	-	-	-	-
42	Dense Urban	2,867	67%	935	12%	-	-	-	-	-	-
111	Urban	1,539	93%	109	10%	1%	34%	-	-	-	-
112	Urban	1,002	3%	969	-	-	15%	-	-	-	-
114	Dense Urban	412	78%	92	1%	-	-	-	-	4%	0%
115	Dense Urban	20	-	20	-	-	-	-	-	-	1%
116	Suburban	354	-	354	-	-	-	-	-	-	1%
117	Urban	747	84%	120	5%	1%	-	-	-	-	-



**Battalion 5****Reliability Breakdown**

Station 24			
Unit ID	Calls in 1st Due	Drive Time (90th)	
<b>Total*</b>	<b>4,257</b>	<b>0:08:38</b>	
Engine 24	E24	2,280	0:08:01
Squad 24	S24	765	0:08:41
Medic 24	M24	262	0:06:28
Medic 224	M224	319	0:06:30
Other		631	0:10:50

**Reliability** **85%**

\*Excludes cancelled en route calls (238)

Station 25			
Unit ID	Calls in 1st Due	Drive Time (90th)	
<b>Total*</b>	<b>3,836</b>	<b>0:08:45</b>	
Engine 25	E25	2,679	0:08:04
Engine 325	E325	7	0:06:20
Medic 25	M25	354	0:06:56
Other		796	0:10:25

**Reliability** **79%**

\*Excludes cancelled en route calls (200)

Station 26			
Unit ID	Calls in 1st Due	Drive Time (90th)	
<b>Total*</b>	<b>2,564</b>	<b>0:07:46</b>	
Engine 26	E26	1,483	0:07:07
Engine 326	E326	2	0:05:29
Truck 26	TR26	801	0:07:39
Other		278	0:09:58

**Reliability** **89%**

\*Excludes cancelled en route calls (125)

Station 41			
Unit ID	Calls in 1st Due	Drive Time (90th)	
<b>Total*</b>	<b>3,370</b>	<b>0:07:54</b>	
Engine 41	E41	2,325	0:07:28
Engine 541	E541	7	0:05:21
Medic 41	M41	332	0:06:07
Other		706	0:09:43

**Reliability** **79%**

\*Excludes cancelled en route calls (147)

Station 42			
Unit ID	Calls in 1st Due	Drive Time (90th)	
<b>Total*</b>	<b>2,867</b>	<b>0:09:00</b>	
Engine 42	E42	1,932	0:08:22
Other		935	0:09:46

**Reliability** **67%**

\*Excludes cancelled en route calls (130)

Station 111			
Unit ID	Calls in 1st Due	Drive Time (90th)	
<b>Total*</b>	<b>1,539</b>	<b>0:07:53</b>	
Engine 111	E111	1,178	0:07:30
Engine 311	E311	6	0:04:50
Medic 111	M111	246	0:07:11
Other		109	0:10:52

**Reliability** **93%**

\*Excludes cancelled en route calls (87)

**Battalion 5 (continued)****Reliability Breakdown**

Station 112			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,002</b>	<b>0:08:01</b>
Engine 112	E112	0	0:00:00
Engine 512	E512	0	0:00:00
Medic 112	M112	33	0:06:52
Other		969	0:08:03

**Reliability** **3%***\*Excludes cancelled en route calls (51)*

Station 114			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>412</b>	<b>0:08:40</b>
Engine 114	E114	310	0:08:02
ARF 1	AF1	9	0:02:16
ARF 2	AF2	1	0:00:00
ARF 3	AF3	0	0:00:00
Water			
Tender 114	WT114	0	0:00:00
Other		92	0:11:35

**Reliability** **78%***\*Excludes cancelled en route calls (31)*

Station 115			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>20</b>	<b>0:12:57</b>
Copter 1	COPTR1	0	0:00:00
Copter 2	COPTR2	0	0:00:00
Other		20	0:12:57

**Reliability** **N/A***\*Excludes cancelled en route calls (6)*

Station 116			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>354</b>	<b>0:12:06</b>
Engine 116	E116	0	0:00:00
Water			
Tender 116	WT116	0	0:00:00
Other		354	0:12:06

**Reliability** **0%***\*Excludes cancelled en route calls (15)*

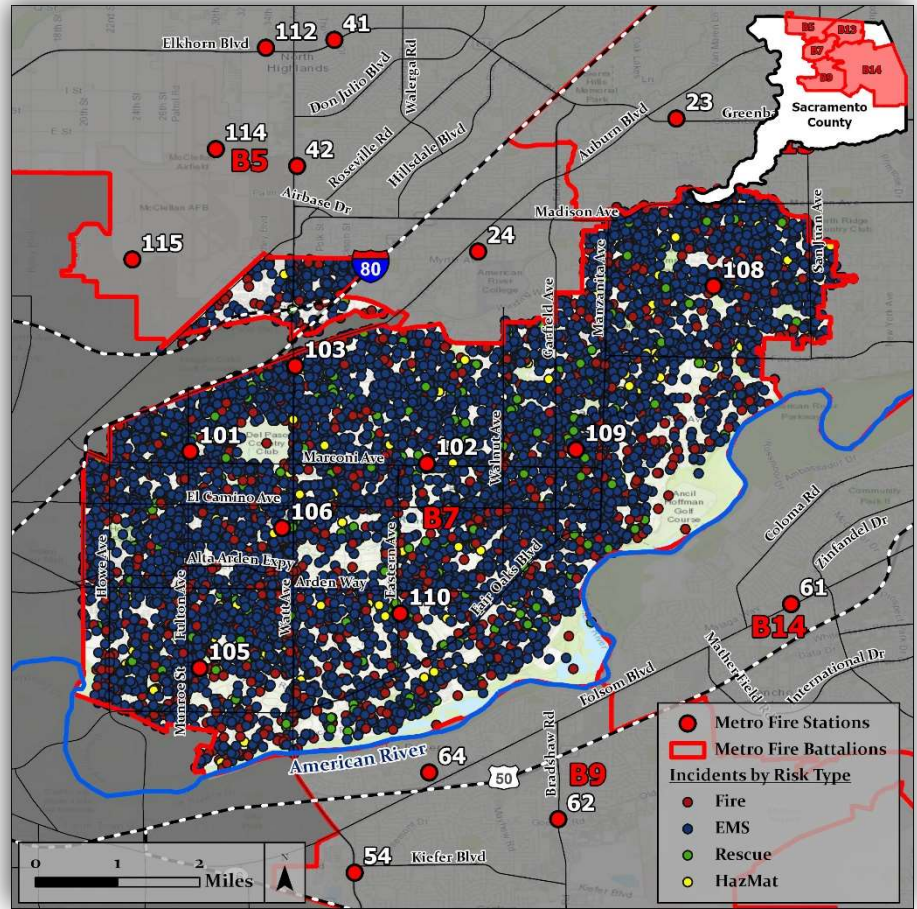
Station 117			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>747</b>	<b>0:08:01</b>
Engine 117	E117	617	0:07:12
Engine 317	E317	10	0:06:20
Other		120	0:10:09

**Reliability** **84%***\*Excludes cancelled en route calls (30)*

# Battalion 7

# Reliability Summary

Reliability for Battalion 7 ranges from 76-88%, with Station 103 ranked as least reliable in the battalion at 76% and Stations 105 and 109 tied for most reliable at 88%. All stations are below desired reliability. Medic 105 has the highest TOT in the battalion at 40% and Medic 109 has the lowest at 32%. All medics exceed desired TOT.



Station	Response Standard	Reliability			Time on Task						
		Call Volume	Reliability	Other	Engine	Grass	Medic	Medic 2	Truck	BC	Other
101	Dense Urban	3,132	83%	517	14%	-	36%	-	-	-	-
102	Dense Urban	1,965	-	1,965	-	-	-	-	-	-	-
103	Dense Urban	3,061	76%	740	15%	1%	-	-	-	-	-
105	Dense Urban	3,599	88%	440	15%	1%	40%	-	-	-	-
106	Dense Urban	2,279	84%	364	8%	-	-	-	5%	3%	-
108	Dense Urban	3,369	77%	779	12%	0%	-	-	-	-	-
109	Dense Urban	4,711	88%	543	16%	-	32%	-	7%	-	-
110	Dense Urban	1,447	83%	244	7%	1%	-	-	-	-	0%



**Battalion 7****Reliability Breakdown**

Station 101			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>3,132</b>	<b>0:07:45</b>
Engine 101	E101	2,278	0:07:14
Medic 101	M101	337	0:07:03
Other		517	0:09:34

**Reliability** **83%**  
\*Excludes cancelled en route calls (232)

Station 103			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>3,061</b>	<b>0:08:02</b>
Engine 103	E103	2,315	0:07:05
Engine 503	E503	6	0:09:48
Other		740	0:09:37

**Reliability** **76%**  
\*Excludes cancelled en route calls (212)

Station 106			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>2,279</b>	<b>0:07:03</b>
Engine 106	E106	1,337	0:06:29
Truck 106	TR106	578	0:07:18
Other		364	0:08:12

**Reliability** **84%**  
\*Excludes cancelled en route calls (193)

Station 109			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>4,711</b>	<b>0:07:47</b>
Engine 109	E109	2,854	0:07:25
MIH 109	CC109	17	0:00:00
Medic 109	M109	267	0:06:51
HazMat 109	HM109	1,030	0:07:59
Other		543	0:10:14

**Reliability** **88%**  
\*Excludes cancelled en route calls (161)

Station 102			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,965</b>	<b>0:08:31</b>
Other		1,965	0:08:31

**Reliability** **0%**  
\*Excludes cancelled en route calls (169)

Station 105			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>3,599</b>	<b>0:08:28</b>
Engine 105	E105	2,679	0:07:56
Engine 505	E505	7	0:05:55
Medic 105	M105	473	0:07:30
Other		440	0:11:02

**Reliability** **88%**  
\*Excludes cancelled en route calls (331)

Station 108			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>3,369</b>	<b>0:07:46</b>
Engine 108	E108	2,589	0:06:59
Engine 508	E508	1	0:06:27
Other		779	0:09:10

**Reliability** **77%**  
\*Excludes cancelled en route calls (171)

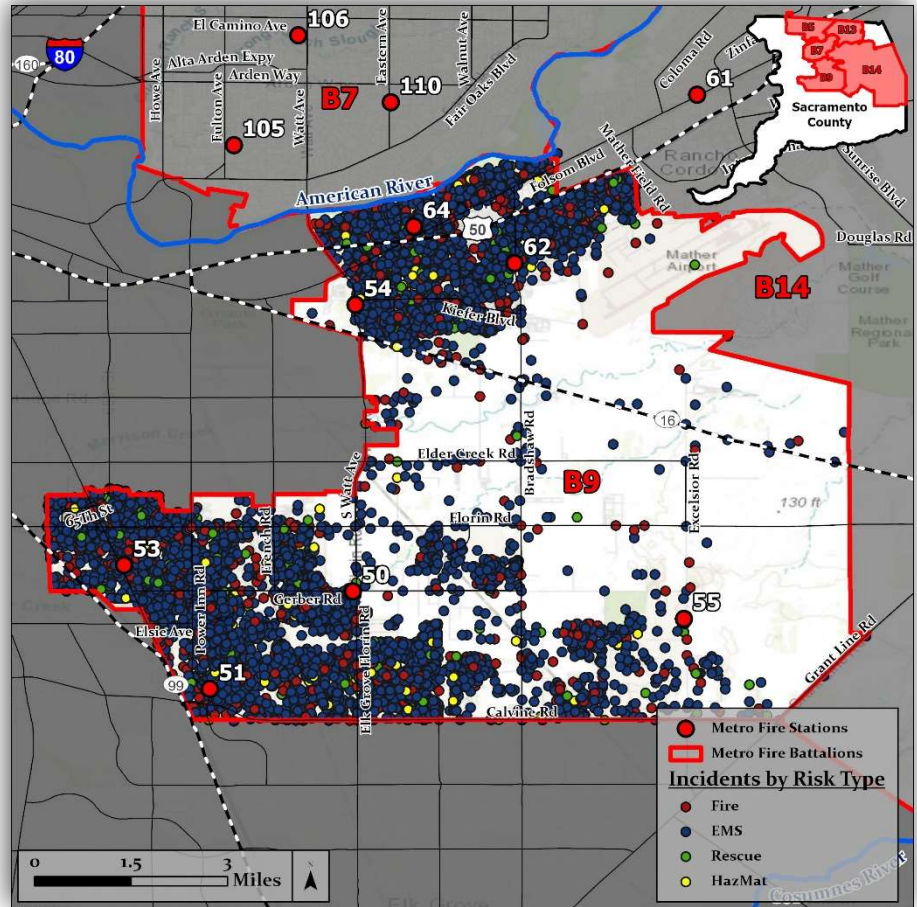
Station 110			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>3,369</b>	<b>0:07:46</b>
Engine 110	E110	1,202	0:07:37
Engine 510	E510	1	0:09:58
Decon 110	DEC110	0	0:00:00
Other		244	0:10:37

**Reliability** **83%**  
\*Excludes cancelled en route calls (104)

# Battalion 9

# Reliability Summary

Reliability for Battalion 9 ranges from 83-91%, with Station 62 ranked as least reliable in the battalion at 83% and Stations 53 and 55 tied for most reliable at 91%. Three (3) stations are below desired reliability. Medic 53 has the highest TOT in the battalion at 41% and Medic 51 has the lowest at 22%. Three (3) out of four (4) medics exceed desired TOT.



Station	Response Standard	Reliability			Time on Task						
		Call Volume	Reliability	Other	Engine	Grass	Medic	Medic 2	Truck	BC	Other
50	Dense Urban	3,316	90%	336	11%	1%	35%	-	7%	3%	-
51	Dense Urban	1,608	89%	178	10%	1%	22%	-	-	-	-
52	Rural	670	-	670	-	-	-	-	-	-	-
53	Dense Urban	4,439	91%	385	18%	-	41%	-	-	-	-
54	Dense Urban	1,403	85%	204	13%	1%	-	-	-	-	-
55	Suburban	457	91%	40	4%	1%	-	-	-	-	1%
62	Dense Urban	2,532	83%	441	13%	1%	39%	-	-	-	0%
64	Dense Urban	1,349	-	1,349	-	-	-	-	-	-	-



**Battalion 9****Reliability Breakdown**

Station 50			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>3,316</b>	<b>0:08:56</b>
Engine 50	E50	1,693	0:08:48
Engine 350	E350	6	0:07:11
Truck 50	TR50	966	0:08:59
Medic 50	M50	315	0:07:26
Other		336	0:11:24

**Reliability** **90%**

\*Excludes cancelled en route calls (136)

Station 54			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,403</b>	<b>0:07:50</b>
Engine 54	E54	1,199	0:06:33
Engine 554	E554	0	0:00:00
Other		204	0:12:13

**Reliability** **85%**

\*Excludes cancelled en route calls (73)

Station 62			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>2,532</b>	<b>0:08:01</b>
Engine 62	E62	1,818	0:06:42
Engine 562	E562	1	0:07:17
Medic 62	M62	272	0:05:59
Boat 62	BT62	0	0:00:00
Other		441	0:11:36

**Reliability** **83%**

\*Excludes cancelled en route calls (116)

Station 52			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>670</b>	<b>0:09:52</b>
Other		670	0:09:52

**Reliability** **0%**

\*Excludes cancelled en route calls (30)

Station 51			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,608</b>	<b>0:08:14</b>
Engine 51	E51	1,261	0:08:00
Engine 551	E551	4	0:03:12
Medic 51	M51	165	0:06:34
Other		178	0:10:07

**Reliability** **89%**

\*Excludes cancelled en route calls (169)

Station 53			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>4,439</b>	<b>0:08:04</b>
Engine 53	E53	3,398	0:07:45
Medic 53	M53	656	0:06:35
Other		385	0:10:48

**Reliability** **91%**

\*Excludes cancelled en route calls (273)

Station 55			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>457</b>	<b>0:08:52</b>
Engine 55	E55	410	0:08:17
Engine 355	E355	4	0:11:08
Medic 55	M55	3	0:11:59
Water Tender 55	WT55	0	0:00:00
Other		40	0:13:30

**Reliability** **91%**

\*Excludes cancelled en route calls (35)

Station 64			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,349</b>	<b>0:08:35</b>
Other		1,349	0:08:35

**Reliability** **0%**

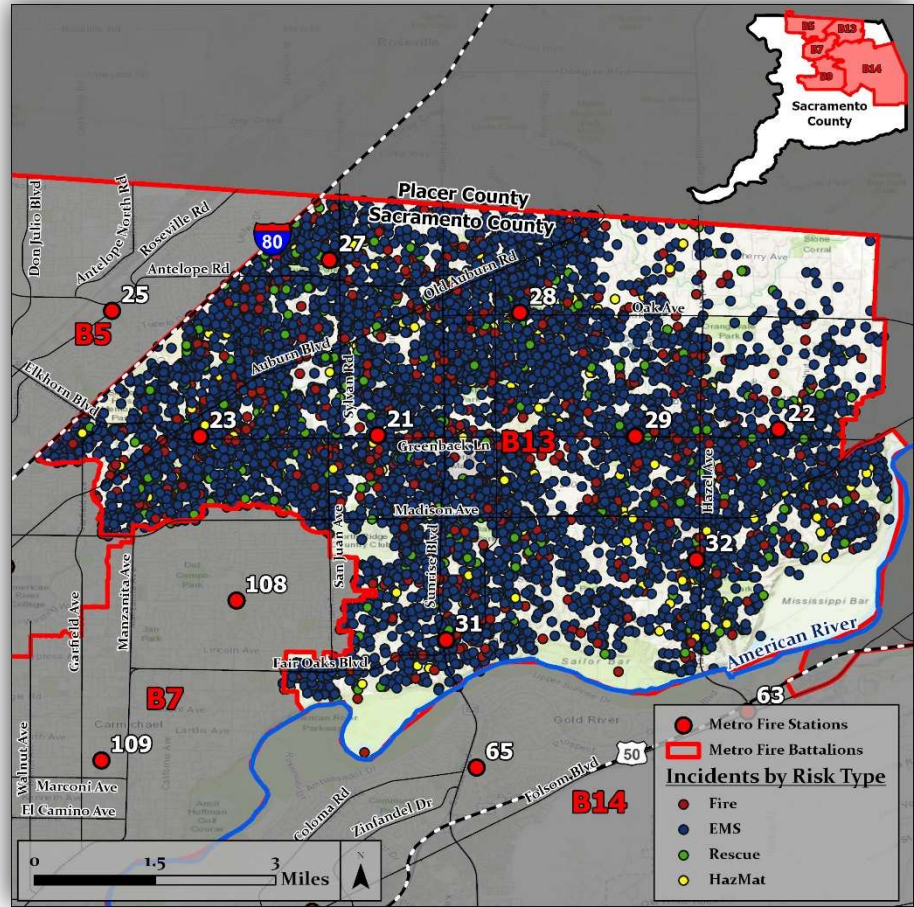
\*Excludes cancelled en route calls (95)



# Battalion 13

# Reliability Summary

Reliability for Battalion 13 ranges from 78-90%, with Station 31 ranked as least reliable in the battalion at 78% and Station 21 ranked as most reliable at 90%. Seven (7) stations are below desired reliability. Medic 23 has the highest TOT in the battalion and second highest District-wide at 47%. Medic 32 has the lowest in the battalion at 34%. All medics exceed desired TOT.



Station	Response Standard	Reliability			Time on Task						
		Call Volume	Reliability	Other	Engine	Grass	Medic	Medic 2	Truck	BC	Other
21	Dense Urban	3,353	90%	331	11%	-	39%	-	5%	3%	-
22	Dense Urban	837	87%	109	5%	0%	-	-	-	-	1%
23	Dense Urban	4,132	87%	553	11%	-	47%	-	7%	-	-
27	Dense Urban	1,747	80%	342	8%	0%	-	-	-	-	1%
28	Dense Urban	2,676	84%	421	10%	0%	-	-	-	-	-
29	Dense Urban	1,892	80%	374	8%	0%	-	-	-	-	-
31	Dense Urban	1,920	78%	430	8%	0%	-	-	-	-	0%
32	Dense Urban	1,639	87%	213	7%	0%	34%	-	-	-	-
33	Urban	393	-	393	-	-	-	-	-	-	-



**Battalion 13****Reliability Breakdown**

Station 21			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>3,353</b>	<b>0:07:27</b>
Engine 21	E21	2,139	0:06:59
Rescue 21	R21	591	0:08:21
Medic 21	M21	292	0:05:46
Other		331	0:09:29

**Reliability 90%**  
\*Excludes cancelled en route calls (190)

Station 22			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>837</b>	<b>0:06:52</b>
Engine 22	E22	723	0:06:17
Engine 322	E322	1	0:04:24
Medic 22	M22	4	0:05:40
Other		109	0:09:37

**Reliability 87%**  
\*Excludes cancelled en route calls (43)

Station 23			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>4,132</b>	<b>0:08:12</b>
Engine 23	E23	2,151	0:07:46
Truck 23	TR23	1,030	0:08:42
Medic 23	M23	398	0:06:15
Other		553	0:09:10

**Reliability 87%**  
\*Excludes cancelled en route calls (246)

Station 27			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,747</b>	<b>0:08:05</b>
Engine 27	E27	1397	0:07:31
Engine 527	E527	1	0:04:56
Medic 27	M27	7	0:12:54
Other		342	0:10:04

**Reliability 80%**  
\*Excludes cancelled en route calls (71)

Station 28			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>2,676</b>	<b>0:08:14</b>
Engine 28	E28	2,254	0:07:33
Engine 528	E528	1	0:00:00
Other		421	0:11:10

**Reliability 84%**  
\*Excludes cancelled en route calls (139)

Station 29			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,892</b>	<b>0:07:01</b>
Engine 29	E29	1,518	0:06:42
Engine 329	E329	0	0:00:00
Other		374	0:07:57

**Reliability 80%**  
\*Excludes cancelled en route calls (101)

Station 31			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,920</b>	<b>0:08:13</b>
Engine 31	E31	1,489	0:07:53
Engine 531	E531	1	0:05:11
Foam 31	FM31	0	0:00:00
Other		430	0:09:19

**Reliability 78%**  
\*Excludes cancelled en route calls (104)

Station 32			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,639</b>	<b>0:07:56</b>
Engine 32	E32	1,272	0:07:44
Engine 332	E332	0	0:00:00
Medic 32	M32	154	0:06:49
Other		213	0:09:36

**Reliability 87%**  
\*Excludes cancelled en route calls (67)

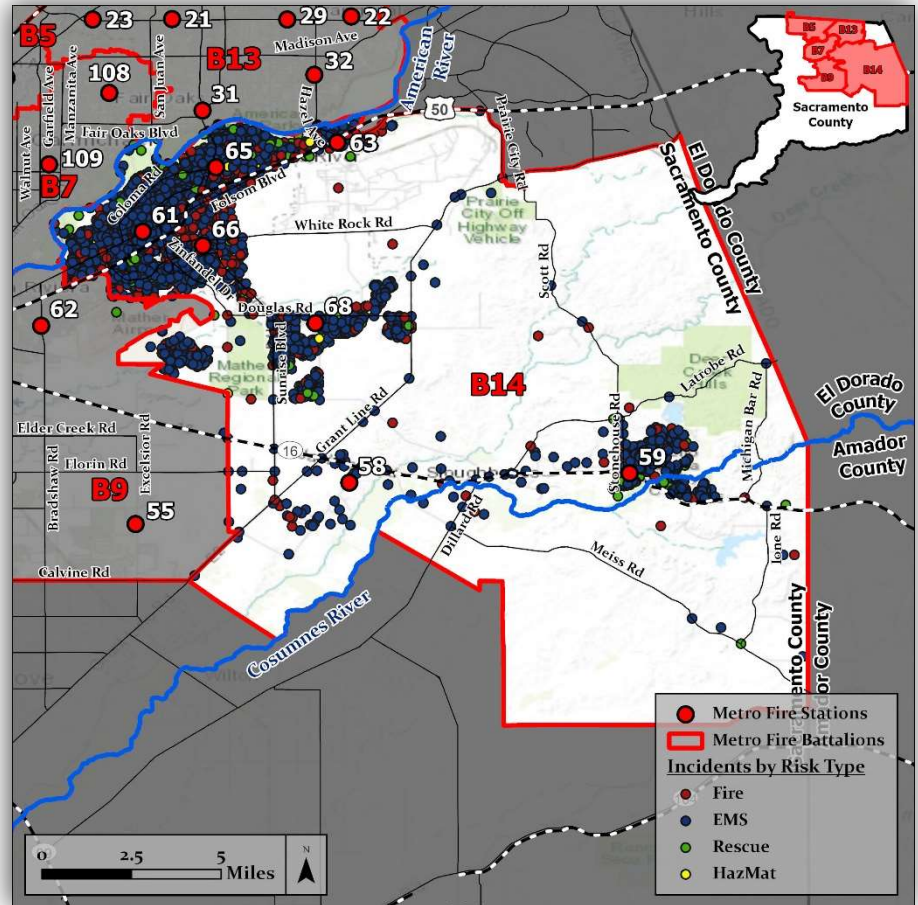
# Battalion 14

# Reliability Summary

## Battalion 14

Reliability for Battalion 14 ranges from 75-91%, with Stations 58 and 66 tied for least reliable in the battalion at 75% and Station 59 ranked as most reliable at 91%. Six (6) stations are below desired reliability. Medic 65 has the highest TOT in the battalion at 39% and Medic 59 has the lowest at 12%. Two (2) out of four (4) medics exceed desired TOT.

*\*While Medic 259 technically has a lower TOT at 2%, this unit is cross-staffed and expected to have a lower TOT.*



Station	Response Standard	Reliability			Time on Task						
		Call Volume	Reliability	Other	Engine	Grass	Medic	Medic 2	Truck	BC	Other
58	Rural	190	75%	48	-	3%	-	-	-	-	2%
59	Rural	708	91%	65	-	3%	12%	2%	-	-	0%
61	Dense Urban	4,247	79%	883	16%	0%	37%	-	-	-	-
63	Rural	576	86%	79	4%	1%	-	-	-	-	1%
65	Dense Urban	2,532	89%	286	8%	0%	39%	-	5%	-	0%
66	Urban	2,430	75%	615	10%	1%	-	-	-	2%	0%
68	Suburban	1,100	85%	167	5%	1%	-	-	-	-	-



**Battalion 14****Reliability Breakdown**

Station 58			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>190</b>	<b>0:11:51</b>
Engine 358	E358	104	0:10:05
Water Tender 58	WT58	38	0:12:22
Other		48	0:12:52

**Reliability 75%**  
\*Excludes cancelled en route calls (11)

Station 68			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>1,100</b>	<b>0:10:53</b>
Engine 68	E68	931	0:10:03
Engine 368	E368	2	0:13:12
Other		167	0:12:26

**Reliability 85%**  
\*Excludes cancelled en route calls (57)

Station 59			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>708</b>	<b>0:09:13</b>
Engine 359	E359	497	0:08:44
Water Tender 59	WT59	6	0:09:56
Medic 59	M59	125	0:07:55
Medic 259	M259	15	0:09:30
Other		65	0:16:19

**Reliability 91%**  
\*Excludes cancelled en route calls (31)

Station 65			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>2,532</b>	<b>0:08:34</b>
Engine 65	E65	1,269	0:07:55
Engine 365	E365	2	0:10:20
Truck 65	TR65	582	0:09:23
Medic 65	M65	388	0:06:23
Boat 65	BT65	5	0:06:33
Other		286	0:10:26

**Reliability 89%**  
\*Excludes cancelled en route calls (112)

Station 61			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>4,247</b>	<b>0:08:58</b>
Engine 61	E61	2,901	0:08:16
Engine 361	E361	2	0:08:01
Medic 61	M61	461	0:06:35
Other		883	0:11:08

**Reliability 79%**  
\*Excludes cancelled en route calls (204)

Station 63			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>576</b>	<b>0:10:07</b>
Engine 63	E63	490	0:09:24
Engine 363	E363	5	0:11:56
Medic 63	M63	2	0:03:41
Other		79	0:10:54

**Reliability 86%**  
\*Excludes cancelled en route calls (52)

Station 66			
	Unit ID	Calls in 1st Due	Drive Time (90th)
<b>Total*</b>		<b>2,430</b>	<b>0:08:29</b>
Engine 66	E66	1,812	0:08:00
Engine 366	E366	3	0:08:54
Water Tender 66	WT66	0	0:00:00
Other		615	0:09:59

**Reliability 75%**  
\*Excludes cancelled en route calls (156)

## Drawdown & Resource Exhaustion

### Drawdown

As was discussed earlier in relation to reliability, when a first-due resource is unable to respond to a call inside their own first-due response area, resources from outside the first-due area are drawn down to respond.

	Call Volume	Drawdown Response	Drawdown Rate
Battalion 5	20,968	5,010	24%
Battalion 7	23,563	5,592	24%
Battalion 9	15,774	3,603	23%
Battalion 13	18,589	3,166	17%
Battalion 14	11,783	2,143	18%
<b>Total</b>	<b>90,677*</b>	<b>19,514</b>	<b>22%</b>

\*Excludes cancelled en route calls

In 2022, nearly one in four responses (22%) were provided by drawn down resources.

Battalion 5 and Battalion 7 had the highest rate of drawdown at 24%, with Battalion 9 following closely at 23%. Battalions 13 and 14 had the lowest drawdown at 17% and 18% respectively.

### Resource Move-Up

While most drawdown occurs as a result of closest resource assignment by dispatchers, there are times when resources are intentionally moved to satisfy temporary coverage gaps (known as “move-up”). Resource move-up generally occurs when large incidents require heavy resource allocation (i.e. multiple alarm commercial fire), when there are numerous simultaneous incidents, large or small, throughout the jurisdiction that require resources to mitigate (i.e. July 4th), or for long term incidents that require resource allocation for an extended period of time.

The County has established minimum resource coverage levels that trigger move-ups to occur, however, medic units are excluded from move-up requirements. This exclusion is due to the fact that medic units reach drawdown levels frequently as a result of high call volume or extended wall times. The high percentage of EMS call volume makes it difficult to predict where the next call for service will occur, so excluding medic units from move-up requirements helps to manage TOT and supports the health and well-being of personnel.

### Automatic Aid

The frequency of automatic aid provided can impact both reliability and TOT. The more often Metro Fire units are providing response outside of the jurisdiction, the higher the likelihood of resource drawdown (lower reliability) within the jurisdiction and the longer the time resources are out of quarters providing response (increased TOT).

Automatic aid accounts for nearly 5% of Metro Fire’s provided response in 2022 (5,278 total incidents). A breakdown of automatic aid provided in 2022 is shown in the table below.

Automatic Aid Provided	Fire	EMS	Rescue	HazMat	Total
Cosumnes CSD Fire Department	40	387	11	5	443
Folsom Fire Department	37	208	9	7	261
Herald Fire Protection District	0	7	0	0	7
Sacramento County Airport System Fire Department	0	26	0	0	26
Sacramento Fire Department	375	3,651	60	55	4,141
Walnut Grove Fire Department	0	0	0	1	1
Wilton Fire Protection District	1	170	1	0	172
Agency Unknown	5	220	2	0	227
<b>Total</b>	<b>458</b>	<b>4,669</b>	<b>83</b>	<b>68</b>	<b>5,278</b>

78% of automatic aid responses provided were into the Sacramento Fire Department’s jurisdiction, 8% to the Cosumnes CSD Fire Department, 5% to the Folsom Fire Department, 3% to the Wilton Fire Protection District, and the remaining 2% provided to the Herald Fire Protection District, Sacramento County Airport System Fire Department, and Walnut Grove Fire Department. 4% of automatic aid calls did not include agency data.

Metro Fire also receives automatic aid when needed to meet demand. In 2022, a total of 3,807 incidents included automatic aid provided by neighboring agencies.

Fire	EMS	Rescue	HazMat	Total
237	3,512	31	27	3,807

## Resource Exhaustion

The capacity to respond to simultaneous calls is generally sufficient since resources can be drawn down from throughout the District's large service area or automatic aid is provided by another agency, however, there may be times when the District is unable to respond due to resource exhaustion. Resource exhaustion occurs when the District's resources are overwhelmed by demand and fully committed in such a way that response cannot be provided when a call comes in.

Twice in 2022, Metro Fire, along with neighboring agencies throughout Sacramento County, fully exhausted ambulances and were unable to provide EMS response for a period of several minutes. How resource exhaustion is handled is generally outlined in Standard Operating Guidelines and varies by risk type.

Comprehensive plans exist for managing resource exhaustion within Metro Fire's jurisdiction and throughout the State of California. The California Disaster and Civil Defense Master Mutual Aid Agreement, or Master Mutual Aid Agreement as it's more widely known (<https://www.caloes.ca.gov/wp-content/uploads/Preparedness/Documents/CAMasterMutAidAgreement.pdf>), and the State of California Disaster Medical Response Plan (<https://emsa.ca.gov/Plans/>) are examples of the plans in place for these circumstances. These agreements and plans allow access by local jurisdictions to numerous emergency resources across risk types when the need arises.

## Mutual Aid

Mutual aid is another tool that can be used to avoid or address resource exhaustion. Metro Fire provided mutual aid outside of Sacramento County 86 times in 2022. A breakdown of mutual aid provided is shown in the table below.

Mutual Aid Provided	Fire	EMS	Rescue	HazMat	Total
Amador Fire Protection District	0	1	0	0	1
CalFIRE (Nevada-Yuba-Placer Unit)	1	5	2	0	8
California Correctional Center Fire Department	0	1	0	0	1
California Department of Forestry	5	3	0	0	8
El Dorado Hills Fire Department	0	1	0	1	2
Grass Valley Fire Department	0	1	0	0	1
South Placer Fire Protection District	0	1	0	1	2
Stockton Fire Department	0	1	0	0	2
Sutter County Fire Department	1	1	0	0	2
Agency Unknown	0	58	2	0	60
<b>Total</b>	<b>7</b>	<b>73</b>	<b>4</b>	<b>2</b>	<b>86</b>

The data also shows that Metro Fire received mutual aid a total of 429 times in 2022 from agencies outside of Sacramento County. A breakdown of mutual aid received by risk type is shown in the table to the right.

Fire	EMS	Rescue	HazMat	Total
20	394	10	5	429

In evaluating the automatic and mutual aid data, there were several deficiencies noted in how automatic and mutual aid calls are classified, which may skew the reported data. Further evaluation on how to address these deficiencies is recommended.

## Findings

### Findings

The performance evaluation revealed the following findings:

- Nearly 98% of 2022 responses required a resource assignment of only one or two units (most often an engine and medic).
- More than one third (35%) of 2022 call volume was comprised of calls of a non-emergent nature.
- Call volume was higher during the workday hours, with peak demand between 12:00 PM – 2:00 PM. Call volume was reduced by 65% in the overnight hours as compared to daytime call volume.
- Response times across all risk types are generally not meeting adopted response standards for suburban and rural response due to longer than expected dispatch time and travel time.
- 83% of stations do not meet the targeted 90% reliability. Because of this, nearly one fourth (22%) of responses required resource drawdown.
- 83% of medics exceed the targeted time on task of less than 30%.

# **SECTION 7**

## **Overall Evaluation & Recommendations**

- **Summary of Findings**
- **General Recommendations**
- **Maintenance of Effort**
- **Policy Recommendations**



## Summary of Findings

### Section 4: Standards, Goals & Objectives

A review of Metro Fire's existing standards, goals and objectives revealed the following findings:

- Metro Fire's adopted response standards do not include a classification for dense urban response as described in NFPA 1710 (2020 edition).
- Metro Fire's adopted service level objectives are only differentiated by response standard and not by risk class and category as is recommended by NFPA 1710.
- Need to separate grass/wildland fire response from structural response for better data management and deployment analysis.

### Section 5: Service Delivery Analysis

The service delivery analysis revealed the following findings:

- Twelve (12) distribution gaps were identified through the first-due deployment study.
- Most ERF deficiencies are due to truck coverage, battalion chief coverage, or a combination of both.
- Several first-due areas with ERF challenges are geographically restricted and one is isolated.
- Coverage available due to automatic aid is not contemplated in the distribution and concentration studies.
- Recommendations for resource movement provided in the previous 2014 Standards of Cover study are still generally supported by current data.
- The growth analysis identified the need for fourteen (14) new stations, with most new service required more than five (5) years out.
- Locations and availability of private ambulance resources were not included in the study.

### Section 6: Performance Evaluation

The performance analysis revealed the following findings:

- Nearly 98% of 2022 responses required a resource assignment of only one or two units (engine and medic).
- More than one third (35%) of 2022 call volume was comprised of calls of a non-emergent nature.
- Call volume was higher during the workday hours, with peak demand between 12:00 PM – 2:00 PM. Call volume was reduced by 65% in the overnight hours as compared to daytime call volume.
- Response times across all risk types are generally not meeting adopted response standards for suburban and rural response due to longer than expected dispatch time and travel time.
- 83% of stations do not meet the targeted 90% reliability. Because of this, nearly one fourth (22%) of responses required resource drawdown.
- 83% of medics exceed the targeted time on task of less than 30%.

## General Recommendations

Through this Standards of Cover study, Metro Fire has attempted to present factual data that accurately reflects operational realities within a defined framework. The findings noted throughout the study are the constraints and challenges under which Metro Fire personnel operate on a day-to-day basis, and are evident in the data presented. The overall evaluation of findings identified challenges and opportunities that should be considered in the District's response standards, coverage, and performance in order to best meet the existing and future needs of the community, in accordance with the Board's Strategic Plan (Element #1: Service Delivery).

Section 4 findings on standards, goals and objectives generally speak to the need for the District to update and adopt new response standards that align with NFPA and current best practices, including benchmark statements by which performance can be measured. The District's deployment strategy (Service Delivery Plan) should then be tailored to meet the adopted standards and reflect the particular needs and risks throughout Metro Fire's service area.

Section 5 findings on service delivery revolve around gaps in coverage throughout the District's service area and the need to strategize solutions that satisfy coverage needs in the most efficient ways. Existing coverage challenges are only compounded by anticipated growth throughout the District, making this a complicated issue that will not be solved overnight. Data introduced in this section can be used to tailor deployment strategies to fully develop the Service Delivery Plan. Anticipating and incorporating service delivery changes related to growth allows Metro Fire to create efficiencies in the model.

Section 6 findings identified through the performance evaluation generally reveal improvements should be made in all key performance measures. Response times are not meeting standards and reliability and time on task are not meeting targeted rates. Additionally, call volume analysis reveals opportunities for creating efficiencies in non-emergent response as well as in enhancing service during peak demand times.

It's clear to see that the challenges and opportunities identified are interconnected. Coverage issues affect performance, which in turn affect the health and well-being of personnel. Trying to solve a single issue without consideration for the trickle-down effect will not be effective.

## General Strategies & Priority Statements

As Metro Fire moves forward to determine and implement "what better looks like," data-driven general strategies and priority statements should be adopted that define parameters for possible solutions to address deficiencies in coverage and performance.

### General Strategies

Some general strategies that should be considered are:

- As population increases and response standards change, call volume will overwhelm current resources. Metro Fire should evaluate call volume by risk type (frequency and acuity) to determine the "right resource at the right time."
- In support of better awareness and transparency, a clearly defined process for implementing service delivery changes should be adopted that considers budgetary constraints and required coordination across divisions.
- Changes to service delivery that require additional capital and staffing needs should be considered and evaluated alongside other capital and staffing needs submitted as part of the annual planning process.

### Priority Statements

Priority statements with regard to addressing deficiencies should include:

- Distribution (first-due) coverage gaps should be prioritized above concentration (ERF) gaps since 98% of calls require one or two resources only.
- Resource movement or other cost neutral solutions should be prioritized above adding resources when addressing coverage gaps.
- When developing the Service Delivery Plan (additional units), cost effective alternatives should also be developed and considered.

## Summary of Recommendations

### Section 4: Standards, Goals & Objectives

The following recommendations are made in consideration of the findings identified in Section 4:

- Response standards should be updated to include Dense Urban, Urban, Suburban, and Rural response standards as defined in NFPA 1710. **(Policy)**
- As densities increase in Metro Fire's service area, Metro Fire should consider adding a Metropolitan response standard for densities over 10,000 people per square mile. **(Policy)**
- Service level objectives that describe expected response times and effective response force should be adopted for each risk class and category based on response standards. **(Policy)**

- A benchmark performance statement appropriate for measuring performance on EMS Low 1 incidents should be considered in the future as the MIH programs grows. **(Policy)**

### Section 5: Service Delivery Analysis

The following recommendations are made in consideration of the findings identified in Section 5:

- Further study is needed to determine how to best address distribution gaps in non-growth areas, including consideration for station expansions or relocations. **(Maintenance of Effort)**
- Additional evaluation of structural fire risk in each geographically restricted/isolated first-due area is needed to determine if risks necessitate adding staffing capacity (4<sup>th</sup> on) to resources in those first-due areas. **(Maintenance of Effort)**
- In areas where street networks are limited, non-existent, or where there is significant open space, consideration should be made for adding wildland firefighting apparatus and water tenders. **(Maintenance of Effort)**
- Future distribution and concentration studies should include analysis of automatic aid to determine if distribution and concentration challenges can be satisfied by coverage provided through automatic aid. **(Maintenance of Effort)**
- Station expansions or relocations that will be required to meet existing and future needs in non-growth areas should be included in future growth plans. **(Maintenance of Effort)**

### Section 6: Performance Evaluation

The following recommendations are made in consideration of the findings identified in Section 6:

- An evaluation of strategies to create efficiencies in non-emergent response is recommended. **(Maintenance of Effort)**
- Further study is recommended on how to enhance service and relieve pressure during peak demand times, while creating efficiencies during low demand times. **(Maintenance of Effort)**
- An evaluation of why dispatch times are not meeting NFPA standards is recommended. **(Maintenance of Effort)**
- Travel time deficiencies should be investigated further to determine causal factors. **(Maintenance of Effort)**
- Further study is recommended on strategies to enhance reliability and lower resource drawdown rates. **(Maintenance of Effort)**
- Solutions for how to reduce medic TOT should be explored and should include an analysis of how wall time impacts medic TOT. **(Maintenance of Effort)**
- Further study is recommended to evaluate implemented pilot programs. **(Maintenance of Effort)**

## Maintenance of Effort

Metro Fire is committed to ensuring the needs of the community are met by implementing continuous improvement based on a data-driven model. This Standards of Cover study is Metro Fire's inaugural effort for aggregating and analyzing detailed performance data into one study as a means to evaluate the effectiveness of the service provided to the community. The intended maintenance of effort will be coordinated across multiple divisions including Planning and Development, Operations, EMS, and CRRD, and will focus on data management, ongoing performance analysis, and an annual planning process.

### Data Management

Sustainability Initiative #3 in Metro Fire's Board Strategic Plan is to transition from current manual systems to fully automated systems in order to facilitate efficiencies in accessing data for decision-making, reporting and improving institutional processes and awareness. To this end, a team was assembled to evaluate existing data management practices and some findings were noted as a result of the evaluation:

- Metro Fire is using dozens of software applications and institutional knowledge of these applications lives with the users. Documentation isn't readily available absent contacting the "super user".
- Software is embedded in the divisions and while some are well supported, others are not.
- There is overlap and redundancy in the software applications.
- There isn't a defined process to collect, integrate and aggregate data to the higher levels of the organization.

A software application assessment was then conducted to identify the operational purpose of each software in use, the personnel (knowledge, skills, and abilities by task) needed to support the software, and the workflow process which moves the data internally and externally. The information from the assessments was used to evaluate how information was collected, reported and disseminated internally throughout the District and to regulatory agencies, stakeholders, partners, and the Board of Directors. The assessment identified several gaps in defining process and staffing support.

The data management effort continues to be a work in progress. In an effort to address identified gaps and work toward achieving the Board objective to automate data analysis processes, a Data Analyst position in the Operations Branch was funded in FY2023/24 and recruitment is set to begin soon. The Data Analyst will be responsible for administering and coordinating processes supporting the District's incident data collection and analytics program, including managing automated and custom data reporting processes as well as developing and implementing quality assurance and quality control processes. Moving forward, the intent of the District's data collection and analytics program will be to define desired and required data reporting needs and facilitate the automation of regular reporting of the identified data sets to meet the Board's objective to make data more accessible for decision-making and continuous improvement.

Improvements in data collection will not be limited to operational data, but the intent is to incorporate risk reduction and community relations data and programs (including arson investigations data, property damage estimates, and public education data) into the Standards of Cover evaluations.

## Performance Analysis & Innovation

Historically, the nature of the fire service and emergency management has been reactive and response-based, however there is now a shift in the industry to move to a proactive approach that anticipates and prepares for future needs in order to provide the best possible service to the community. It's no longer enough to provide excellent service when the call comes in, but rather develop a strategy for predicting and planning for future needs and using innovative approaches to solving existing and future service delivery challenges in a changing world.

Metro Fire stood up a Service Delivery Team in 2022 to discuss challenges being faced on the job and theorize how Metro Fire might address these challenges. Some of the identified issues were difficult to quantify so staff went to work on figuring out a way to define and measure different key performance metrics that not only impacted service provided, but the health and well-being of Metro Fire personnel as well. Once these metrics were defined and a pathway to collect the data was established, the team was able to test some theories by implementing pilot projects like fourth-on engine companies (implemented August 2022), squad unit deployment (implemented August 2022), deployment of a BLS ambulance (implemented January 2023), and transition of fire-based medics (FDM) to EMS-only Metro Medic Program units (implemented September 2023). It is the District's intent to continue collecting and analyzing data related to these pilot programs to evaluate their effectiveness in solving service delivery challenges.

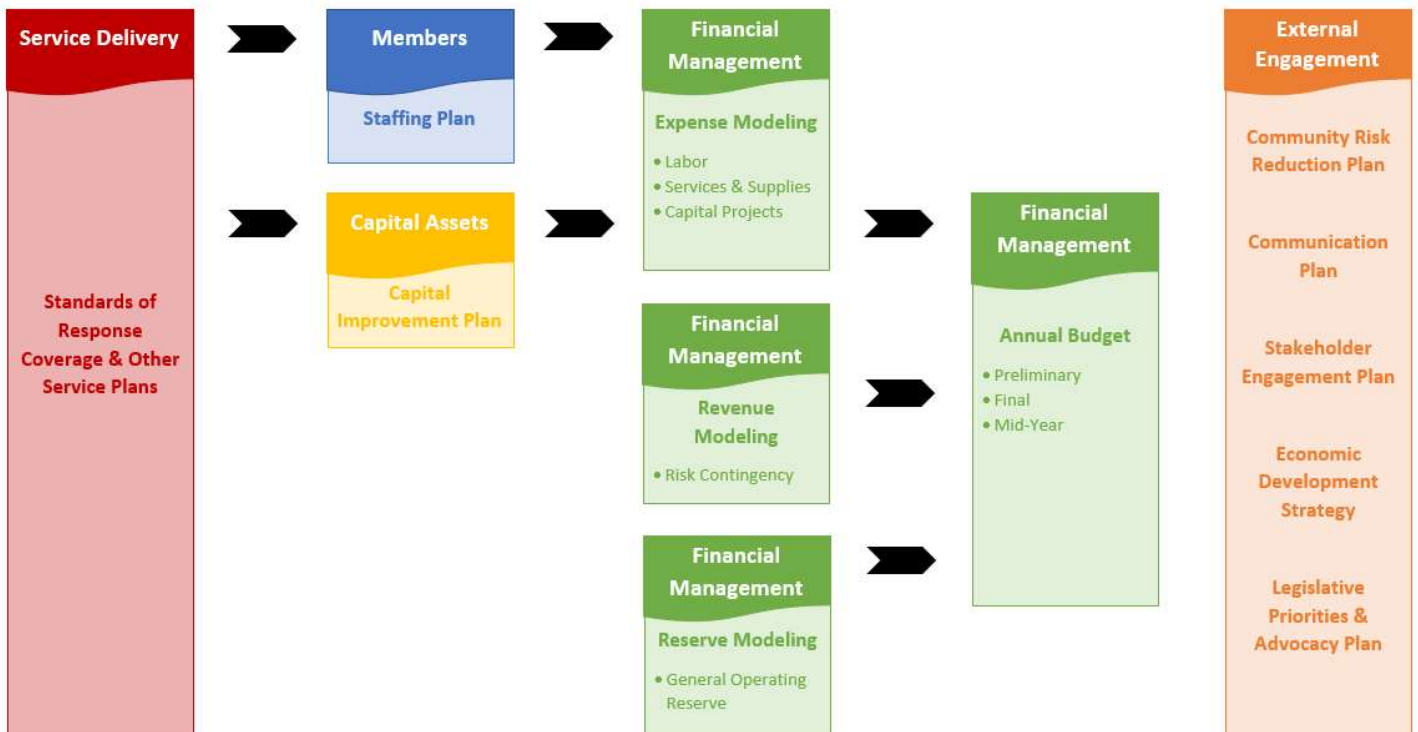
In an effort to shift to a more intentional and proactive continuous evaluation process, the District intends to conduct, as a matter of procedure, regular and ongoing review and analysis of performance data. Where deficiencies or opportunities exist, working groups will strategize data-driven solutions and make recommendations to facilitate continuous improvement and move toward what better looks like. Recommendations made by the group will be rolled up into an annual review and planning process.

## Annual Strategic Planning Process

The annual planning process begins with an update to the Standards of Cover study. Ideally, updates to the District’s Emergency Operations Plan, Community Risk Assessment, and other operational planning documents should also be included in the annual planning process.

Based on the findings and recommendations of the Standards of Cover Study, the District will compile proposed changes to current deployment and conduct a service delivery feasibility analysis. This analysis will identify the benefit gained as well as any associated costs to implement the change. By conducting this analysis, a “return on investment” can be calculated in order ensure equitable evaluation of each project. The District will then rank each project in order to make implementation recommendations to the Executive Team and the Board (Service Delivery Plan).

Staffing and capital needs for any proposed changes recommended in the Service Delivery Plan will then be requested through the annual CIP and Staffing Plan processes and incorporated into the District’s annual budgeting process for review and approval by the Board. Additionally, any policy recommendations identified in the SOC will be brought to the Board for consideration and adoption on an annual basis as part of the SOC update.



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## Policy Recommendations

Based on the findings of this Standards of Cover Study, it is recommended that the Board adopt a Standards of Cover Policy that includes:

- A standard for how often the District should conduct a Standards of Cover study and the essential elements to be included in the study.
- Updated response standards to include Dense Urban, Urban, Suburban, and Rural response standards as defined in NFPA 1710.
- Service level objectives that describe expected response times and effective response force should be adopted for each risk class and category based on response standards.
- Identification of key performance metrics by which to measure performance.
- Procedures for development of the Service Delivery Plan, including procedures for the evaluation and prioritization of proposed service delivery projects.