

ORDINANCE 2003 - 54

AN ORDINANCE ADOPTING THE NASSAU COUNTY FIRE/RESCUE STUDY RECOMMENDATIONS; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners has determined that the growth rate that the County is experiencing in both large scale residential and commercial property development, especially in the corridor between Amelia Island and I-95, is dramatically increasing the need for additional levels of response for fire, medical, and rescue services; and

WHEREAS, this dramatic growth has resulted in a marked increase in call volume for fire and rescue services; and

WHEREAS, as the overall call volume increases so do the numbers of those calls requiring multiple stations to be out-of-service at an emergency scene or multiple rescue calls, resulting in a dangerously low level of fire apparatus or rescue vehicles available for the next call; and

WHEREAS, the Insurance Services Office (ISO) standards for fire insurance ratings that affect the cost of insurance for the citizens of the County are a concern to the Board of County Commissioners; and

WHEREAS, a Nassau County Fire/Rescue Station Location Study (the "Study") was undertaken, which identified

specific issues and recommended solutions, and was presented to the Board; and

WHEREAS, the Board finds that it is in the best interests of the health, safety, and welfare of the citizens of the County to adopt the recommendations as set forth in the Study.

NOW, THEREFORE, BE IT ORDAINED this 13th day of October, 2003, by the Board of County Commissioners of Nassau County, Florida, that the following additional fire/rescue station locations, in priority order, as well as the personnel and apparatus required for each are hereby adopted:

Section I - New Nassau County Fire/Rescue Station Locations

1. Chester Road/Heron Isles Station

Location: This station is to be located as set forth in Ordinance 2003-32, which is the Heron Isles PUD Ordinance.

Station Capabilities:

- a. This will be a three-bay station.
- b. This station's capabilities will include: one (1) class "A" engine, one (1) tower, and one (1) rescue unit.

2. Edwards Road Station

Location: This station is to be located at or near Edwards Road with direct access to SR 200/A1A east and west to I-95 and the Callahan area.

Station Capabilities:

- a. This will be a two-bay station.
- b. This station will act as the "pivot" station to provide relief to both the east and west sides of the County in the event of a major fire or emergency requiring additional manpower and apparatus.
- c. This station will provide direct access to I-95 in order to reduce response times.
- d. This station's capabilities will include: one (1) class "A" engine or engine tanker and one (1) rescue unit.

3. CR 121 Station

Location: This station will be located on CR 121 at or near the Sikes Road intersection between River Road to the south and CR 108 to the north.

Station Capabilities:

- a. This will be a two-bay station.
- b. This station's capabilities include a single class "A" engine or engine/tanker.

4. CR 108 Station

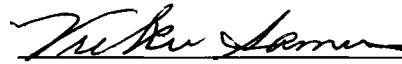
Station Capabilities:

- a. This station will be a two-bay station.
- b. This station's capabilities will include one (1) class "A" engine or engine/tanker.

SECTION II - EFFECTIVE DATE


This Ordinance shall become effective upon its being filed in the Office of the Secretary of State.

BOARD OF COUNTY COMMISSIONERS
NASSAU COUNTY, FLORIDA



VICKIE SAMUS
Its: Chairman

ATTEST:



J. M. "CHIP" OXLEY, JR.
Its: Ex-Officio Clerk

Approved as to form by the
Nassau County Attorney



MICHAEL S. MULLIN

h/anne/ords/fire-station-recommendations

PROPOSAL

**NASSAU COUNTY FIRE/RESCUE STATION LOCATION
RECOMMENDATIONS**

Presented to:

NASSAU COUNTY BOARD OF COUNTY COMMISSIONERS

Presented by:

NASSAU COUNTY DEPARTMENT OF EMERGENCY SERVICES

Date:

February 24, 2003

PROPOSAL

**Presented to the Nassau County Board of County Commissioners
February 24, 2003**

NASSAU COUNTY FIRE/RESCUE STATION LOCATION RECOMMENDATIONS

Introduction

Nassau County is in the midst of a development and growth explosion. Over the past year commercial and residential growth has grown to a point that immediate attention to Fire / Rescue facilities, apparatus and personnel must occur if the County is to maintain adequate and appropriate levels of protection and service to Nassau County residents and visitors, by its fire fighters and EMS personnel.

New construction in currently developed neighborhoods and those new developments approved or in process has continued to place an increase demand on the entire county fire / rescue service. As new neighborhoods and commercial properties enter the tax roles it is anticipated that within a very short period of time service demands will exceed the capabilities of those fire / rescue personnel and equipment to handle. Without needed additional station facilities, apparatus, equipment and personnel it is anticipated that the Nassau County Fire / Rescue Department will not be able to provide adequate protection at or near the current level.

Additional factors for consideration in this need is the decrease in the ability of the Nassau County Volunteer Departments to provide adequate response capabilities during peak periods. Because of more time requirements placed upon volunteers in areas of training demands and increase response activities the volunteer districts are experiencing shortfalls in numbers and experienced well trained volunteers. This is also compounded by the fact that many of the volunteers work out of county or are employed where they cannot leave work to respond to calls. This also places additional needs on the Nassau County Fire/Rescue to often be required to "fill the gap" by doing more with less and accomplish emergency tasks without the assistance of the volunteer force.

Development

Residential and commercial development has been on a continual increase in Nassau County for several years. This development cannot be isolated to those additions of single family homes or small business or commercial properties located sporadically throughout the County. Many of these developments are very large with three, four and even up to seven hundred single family lots. Commercial property development is expanding at the same proportional rate. It is not uncommon today to see 130,000 to 155,000 square feet of retail or commercial space under a single roof such as Wal-mart and Lowe's. There are others currently under consideration or in process. This has and will place a much higher burden of demand on current fire / rescue capabilities.

Existing developments currently on the books are being built out with additional "phases" being added or proposed. In addition, there are several areas under consideration as designated "DRI" areas along with "PUD's" designed to establish those zones or areas for specific types of construction or development. These controls will go far in regulating the type of occupancy and construction used but will also carry with it the need for fire / EMS service above what current levels provide.

Although development is occurring throughout the County no where is it more dramatic than in that area between Amelia Island and I-95. Both residential and commercial property development has occurred at a significant rate (Appendix A) and is not expected to decrease anytime within the near future. In fact, it would not be an unrealistic assumption to anticipate new development in existing and new areas to progress at a faster rate as infrastructure is brought in and provided.

Appendix A provides an overview of those new and recently approved developments slated specifically in that area between Amelia Island and I-95. As can readily be observed by the locations and size of some of these the need for additional levels of fire/rescue response can be expected to increase dramatically in those areas for fire, medical and rescue. It should also be noted that with this increase in single family rooftops an increase in traffic and vehicles on the roadways will increase the potential for accidents thereby requiring fire/rescue response. This, along with the large commercial properties currently under construction or consideration and those associated support businesses expected to grow along with the anchor stores, additional traffic congestion and vehicle volume can and will occur.

Responses

Nassau County Fire / Rescue has seen a marked increase at all stations. In the four year period between 1999 and 2002 all six stations have experienced response increases. Some of those stations, including stations 30, 50 and 70, have experienced significant increases in numbers and types of calls. Stations 20, 40 and 60 have also experienced significant response volume throughout these past four years (Appendix B)

Examples of this increase include the fact that percentage rates of increase range from 23% for engine 20 to 95% for engine 40 for the period from 1999 – 2002. This percentage increase, although significant for these two stations remain within what is considered acceptable ranges for actual responses. More significant are those increases in engine responses for those stations which are beginning to maximize response capabilities of both manpower and apparatus. This would include engines 30, 50 and 70. These companies are currently at or exceeding the 1,000 call per year mark. Percentage range increases for that period of time from 1999 – 2002 range from 58% to 77%. These same companies have increases in the period between 2001-2002 of between (1%) and 11%. Although not appearing significant in appearance the percentage is high when considering the fact that these three engines are currently exceeding 1,000 calls per year. It should be noted that station engine 40 is very near that threshold for 2002.

Although it should be noted that these numbers and responses may not exactly demonstrate the exact numbers of responses due to the methodology used in tracking responses from 1999 through 2002 they do clearly demonstrate a marked increase in call volume over a given period. In 1999 and 2000 fire calls only were tracked. Beginning in 2001 through 2002 both rescue and fire calls were tracked and monitored. To provide some level of consistency in data only engine responses were tabulated during the four year period. This does not take into account the numbers of rescue calls provided by station rescue units during this period that the engine may not have responded. The intent here is to provide the reader with as much consistency in data and a fair representation of the increase in call volume over a specific period of time.

Appendix B does not provide data referencing response times from time of alarm to in service time of units back at the station and ready for the next call. It further does not indicate those calls requiring multiple stations out of service at an emergency scene or the times required for them to be unavailable for other emergency calls. Although not considered commonplace, over the past months, there have been numerous occasions when, due to a fire or multiple rescue calls, engines and or rescues available for that next call have been reduced to a dangerously low level. This would include as little as two rescues for the entire County and the same for engines. The volunteer fire districts fall into this same situation depending upon personnel available for response at any given time.

In addition, due to the response times to and from the hospitals it is not unusual for a rescue call to place a rescue unit out of service for upwards to two hours. This reduces the company strength of four at a particular station to two. This requires additional support of neighboring districts to assist in any given call. This type situation is an everyday occurrence and increases response times and pulls apparatus and manpower from other areas reducing the availability of resources for that second or third response.

Stations

As a result of the above information including the increase in development currently in place and proposed, increased responses, multiple calls occurring simultaneously, volunteer response shortfalls, and increased demands upon service the need for immediate review and consideration for additional fire/rescue resources including stations, apparatus, fire fighter/paramedics, and support personnel are being recommended to provide support to existing stations and districts (Appendix C) along with the people of Nassau County. The following additional stations, personnel and apparatus are being recommended for the Board of County Commissions consideration. These locations have been discussed with and reviewed by the Nassau County Planning Department along with Nassau County Fire / Rescue Department and are considered consistent with providing appropriate and acceptable levels of protection to the residents and visitors of Nassau County who live, work and play within the its boundaries and to provide support and safety to those individuals providing that protection.

The following station locations have been prioritized as to need based upon previously discussed criteria with recommended online timetables including the assignment of personnel, apparatus and the station itself. It should be noted, at this point, that exact locations could be changed depending upon the final survey findings by ISO. Costs have been estimated, however, funding sources have intentionally not been included due to there being multiple funding sources available depending upon The Board of County Commission budgeting processes, priorities and wishes.

Amelia Concourse Station Appendix C, D

Amelia Concourse Station is considered the number one priority. Based upon current growth and anticipated increases in service demand this location and facility is critical to maintain the level of service which has come to be expected by those being served. It is recommended to begin this project immediately upon financing and construction details being completed.

It is recommended that this station be located on the Amelia Concourse with direct access to A1A East and West, Chester Rd North and CR 107 to the South. This station will be expected to provide full service fire and rescue capabilities to that first due district along with second due response to support the other stations and districts. It is recommended that this three bay stations response capabilities include 1 class "A" Engine, 1 Tower (similar to that of Tower-20) and 1 Rescue. Personnel would include 18 career personnel covering three shifts including 3 Lieutenants, 9 Engineers/Paramedics and 6 Fire Fighter/Paramedics/EMT's. The station itself would be of the design currently online for Nassau Fire/Rescue Station 40.

Cost estimates for this project would include:

Station: \$400,000.00. (excluding land and associated costs. Planning and Fire Officials are currently working with developers for assistance in this area)

Apparatus: ALS Engine, \$250,000.00; ALS Tower, \$700,000.00; ALS Rescue, \$150,000.00.

Estimated misc. station and equipment costs: \$75,000.00

Personnel: \$550,000.00 (estimated annual startup cost for 18 personnel listed above including salaries and 25% benefits)

Total estimated startup costs: \$2,125,000.00

Total estimated annual personnel costs: \$550,000.00 plus annual steps and cost of living.

Note: All projections are estimates. It should be noted that startup costs relating to station costs and apparatus purchase may be reduced through a finance or lease purchase program.

Edwards Road Station

Appendix C, D

Edwards Road Station is the number two priority. Based upon current growth and anticipated increases in service demand this location and facility is critical to maintain the level of service which has come to be expected by those being served. It is recommended to begin this project immediately upon financing and construction details being completed.

It is recommended that this station be located at or near Edwards Road with direct access to SR A1A, East and West to I-95 and Callahan area. This two bay station will be expected to provide full service fire and rescue capabilities to that first due district along with second due response to support the other stations and districts. This facility will act as the "pivot" station to provide relief to both the East and West sides of the County in the event of a major fire or emergency requiring the use of that areas manpower and apparatus. It will also provide direct access to I-95 reducing response times. In addition, this is the location of a significant development (Appendix A) which lies more than five miles from the nearest fire station. Even though water is planned to be supplied with hydrants ISO will grade the area as a 10 without a fire station within five miles.

Recommended response capabilities include 1 class "A" Engine or Engine Tanker and 1 Rescue. Personnel would include 12 career personnel covering three shifts including 3 Lieutenants, 6 Engineer/Paramedics and 3 Fire Fighter/ Paramedic/EMT's. The station would be designed using the current plans for Nassau Fire / Rescue Station 40 with modifications.

Cost estimates for this project would include:

Station: \$350,000.00 (excluding land and associated costs. Planning and Fire Officials are currently working with developers for assistance in this area).

Apparatus: ALS Engine, \$250,000.00; ALS Rescue, \$150,000.00

Estimated misc. station and equipment costs: \$75,000.00

Personnel: \$504,000.00 (estimated annual startup cost for 12 personnel listed above including salaries and 25% benefits)

Total estimated startup costs: \$1,329,000.00

Total estimated annual personnel costs: \$504,000.00 plus annual steps and cost of living.

Note: All projections are estimates. It should be noted that startup costs relating to station costs and apparatus purchase may be reduced through a finance or lease purchase program.

Chester Road Station Appendix C, D

The Chester Road Station is considered the third priority station. Based upon current and anticipated growth and development (Appendix A) along with increased service demand this location and facility will become an important aspect in maintaining acceptable levels of service and protection within a very short period of time. It is recommended that this facility be placed online within the next two years, or sooner, if anticipated development occurs at a quicker than anticipated rate.

It is recommended that this station be located on Chester Road approximately 1.5 to 2 miles North of SR A1A with direct access to A1A East and West and Amelia Concourse South (Appendix A). This three bay station will provide primary response capabilities to that first due district along with second due response to support the other stations and districts while provide the necessary space for future growth. This facility will also be expected to provide response and protection to the Eastern portion of the Phase II DRI as it is developed along with anticipated developments already in process or anticipated.

Recommended response capabilities include 1 class "A" Engine and 1 Rescue. Personnel would include 12 career personnel covering three shifts including; 3 Lieutenants, 6 Engineer/Paramedics and 3 Fire Fighter/Paramedic/EMT's. The station would be designed using the current plans for Nassau Fire / Rescue Station 40.

Cost estimates for this project would include:

Station: \$400,000.00 (excluding land and associated costs. Planning and Fire Officials will investigate opportunities for developers to assist in this project)

Apparatus: ALS Engine, \$250,000.00; ALS Rescue, \$150,000.00

Estimated misc. station and equipment costs: \$75,000.00

Personnel: \$504,000.00 (estimated annual startup cost for 12 personnel listed above including salaries and 25% benefits)

Total estimated startup costs: \$1,379,000.00

Total estimated annual personnel costs: \$504,000.00 plus annual steps and cost of living.

Note: All projections are estimates. It should be noted that startup costs relating to station costs and apparatus purchase may be reduced through a finance or lease purchase program.

CR 121 Station Appendix C

The CR121 Station is considered the fourth priority station. As development occurs in the far western area of the County and responses at existing Stations 40 (Hilliard) and 50 (Callahan) continue to increase (Appendix B), this facility will significantly reduce response times along with providing for increased service demands. It is recommended that this station be placed online immediately following the Chester Road Station or as development and/or response volume reaches those levels that service is threatened or compromised. Monitoring of conditions for this and the fifth priority station will occur on a continuing basis.

It is recommended that this station be placed on CR 121 at or near the Sikes Road intersection between River Road to the South and CR 108 to the North. This two bay, single engine station will provide primary ALS and fire response to the first due district and support to second and third due stations and districts along with providing for future expansion.

Recommended response capabilities include 1 class "A" Engine or Engine/Tanker. Personnel would include 6 career personnel covering three shifts including 3 Lieutenants and 3 Engineer/Paramedics. The station would be designed using the current plans for Nassau Fire/Rescue Station 40 with modifications.

Cost estimates for this project would include:

Station: \$350,000.00 (excluding land and associated costs. Planning and Fire Officials will investigate opportunities for land owners to participate in this project)

Apparatus: ALS Engine or Engine/Tanker, \$250,000.00 (this could be exchanged for a Rescue at the Boards discretion. The recommendation of the ALS Engine is that with the additional stations [Amelia Concourse, Edwards Road and Chester Road] rescues would be available to cover if needed. The ALS Engine would provide rescue, medical and fire fighting capabilities).

Estimated misc. station and equipment costs: \$75,000.00

Personnel: \$259,500.00 (estimated annual startup cost for 6 personnel listed above including salaries and 25% benefits)

Total estimated startup costs: \$934,500.00

Total estimated annual personnel costs: \$259,500.00 plus annual steps and cost of living.

CR 108 Station Appendix C

The CR 108 Station is considered the fifth priority station. As development continues to the North and East along with the increase in response volume (Appendix B) at Stations 40 (Hilliard) and 50 (Callahan) this station, like the Edwards Road location, will provide response and support capabilities to the Western and Northern portion of the County while also be capable to be called upon to support the area East of I-95 as needed. It is recommended that this station be placed online immediately following the CR 121 station or as development and/or response volume reaches those levels that service is threatened or compromised. Monitoring of conditions for this station will occur on a continuing basis.

It is recommended that the station be placed on CR 108 at or near the Lessie Road intersection. This two bay, single engine station will provide primary ALS and fire response to the first due district and support to those stations and districts East and West as needed along with providing for future expansion.

Recommended response capabilities include 1 class "A" Engine or Engine/Tanker. Personnel would include 6 career personnel covering three shifts including 3 Lieutenants and 3 Engineer/Paramedics. The station would be designed using the current plans for Nassau Fire/Rescue Station 40 with modifications.

Cost estimates for this project would include:

Station: \$350,000.00 (excluding land and associated costs. Planning and Fire Officials will investigate opportunities for land owners to participate in this project).

Apparatus: ALS Engine or Engine/Tanker, \$250,000.00 (this could be exchanged for a Rescue at the Boards discretion. The recommendation of the ALS Engine is that with the additional stations [Amelia Concourse, Edwards Road and Chester Road] rescues would be available to cover if needed. The ALS Engine would provide rescue, medical and fire fighting capabilities).

Estimated misc. station and equipment costs: \$75,000.00

Personnel: \$259,500.00 (estimated annual startup cost for 6 personnel listed above including salaries and 25% benefits)

Total estimated startup costs: \$934,500.00

Total estimated annual personnel costs: \$259,500.00 plus annual steps and cost of living.

Conclusions

Nassau County is growing. PUD and other development currently in place and in the planning process along with anticipated DRI's in areas of residential, commercial and industrial bases have given rise for the need to immediately assess and evaluate current and anticipated emergency fire / rescue response capabilities. Providing the best possible levels of emergency service delivery to those residents and visitors of Nassau County is paramount to the protection and welfare of those living and visiting the area while, at the same time, provide the highest degree of safety to those fire fighters providing fire, medical and rescue services.

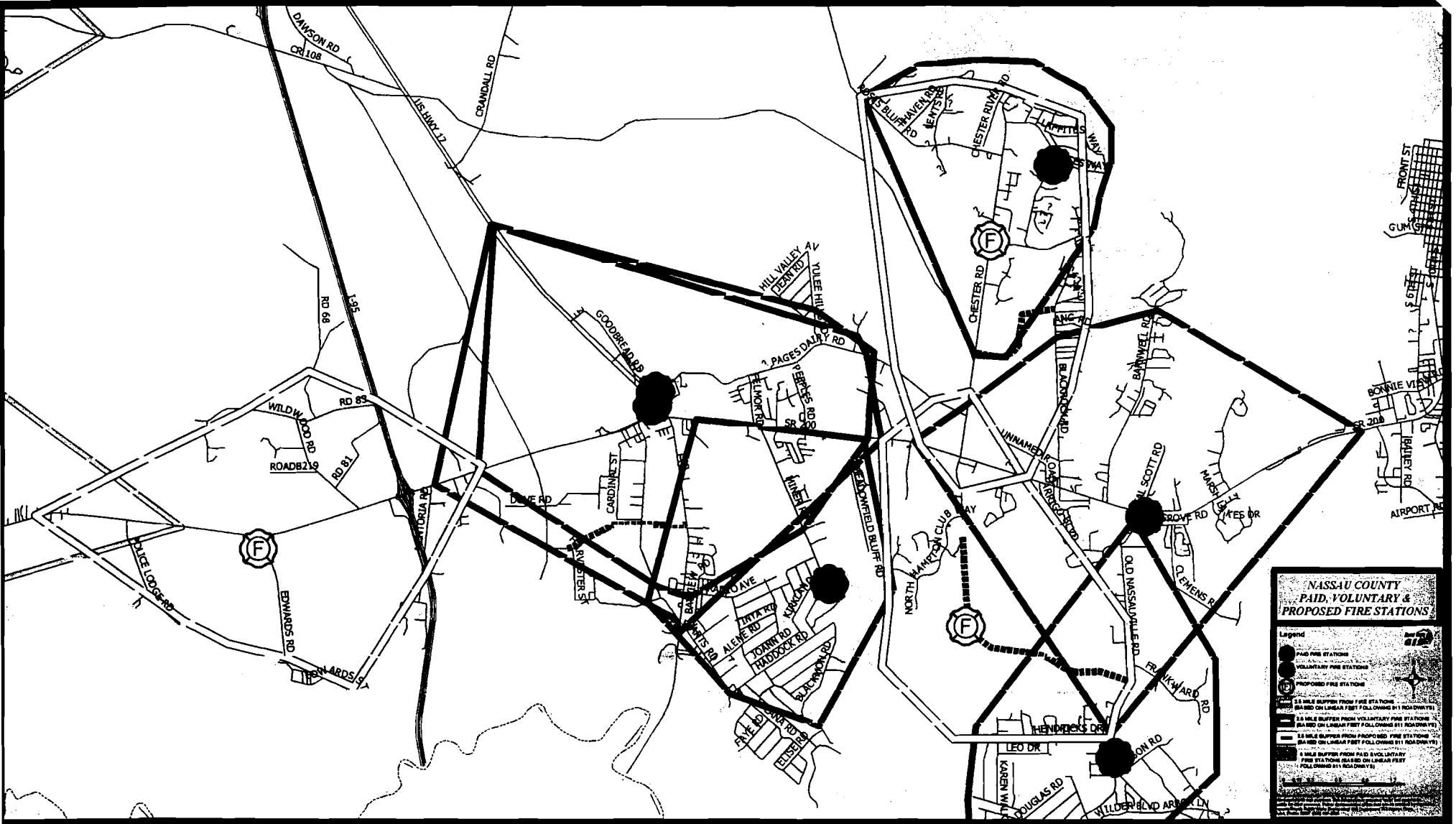
Response times, increased demand for service, reduced volunteer response capabilities along with the fast rate of development has grown to a point of concern both within the fire/rescue community as well as with the Nassau County Board of County Commission. These factors coupled with new and anticipated development county wide, and particularly in the areas between Amelia Island and I-95, have resulted in fire / rescue response volume increasing county wide to a point that essential emergency services will soon be compromised requiring increased response times and an overall decrease in service delivery.

To maintain service at a level proportionate to current and anticipated demand the Department of Emergency Services along with assistance from the Nassau County Planning Department is proposing an aggressive plan for the Nassau County Fire/Rescue Department new stations and locations. These recommendations are provided to the Board of County Commissioners to enable review in an effort to begin immediate action toward implementation. Although the proposal is a recommendation it is believed to be vital and critical in maintaining emergency service levels while taking a proactive approach to future expected service demands.

The cost of this is not expected to be an inexpensive endeavor. It is, however, anticipated that the benefits received in areas of the public's health, safety and welfare along with service will far exceed those expenses. The total estimated cost of this proposal over the next three to four years are estimated to be approximately \$6,702,000.00, including stations, apparatus and personnel. More specifically, the breakdown would include those estimated costs for: Five stations and misc. costs, \$2,225,000.00; apparatus, \$2,400,000.00; Fifty-four additional personnel, \$2,077,000.00.

Nassau County is on the move. As such it is up to local government to look ahead into the future and take a proactive approach to those programs and services that are provided. Public safety is one area that should not and cannot be compromised upon. The Nassau County Board of County Commissioners and Department of Emergency Services support and recognize this, along with planning and forecasting, as an important aspect of any successful program. It is owed to the citizens to provide the best possible levels of protection and service delivery that can be provided. It is further recognized that those fire fighters providing that service are able to do so with the highest degree of safety possible. It is believed that this proposal will accomplish those ends.

Appendix - D



**NASSAU COUNTY
PAID, VOLUNTARY &
PROPOSED FIRE STATIONS**

Legend

- PAID FIRE STATIONS
- VOLUNTARY FIRE STATIONS
- PROPOSED FIRE STATIONS
- 1.5 MILE BUFFER FROM PAID FIRE STATIONS
- 1.5 MILE BUFFER FROM VOLUNTARY FIRE STATIONS
- 0.5 MILE BUFFER FROM PROPOSED FIRE STATIONS

1.5 MILE BUFFER FROM PAID FIRE STATIONS
1.5 MILE BUFFER FROM VOLUNTARY FIRE STATIONS
0.5 MILE BUFFER FROM PROPOSED FIRE STATIONS

1.5 MILE BUFFER FROM PAID FIRE STATIONS
1.5 MILE BUFFER FROM VOLUNTARY FIRE STATIONS
0.5 MILE BUFFER FROM PROPOSED FIRE STATIONS

Appendix B

2002 ENGINE AND RESCUE RESPONSE BY DISTRICT															
		ENGINE 20	RESCUE 20	LADDER 20	ENGINE 30	RESCUE 30	ENGINE 40	RESCUE 40	ENGINE 50	RESCUE 50	ENGINE 60	RESCUE 60	ENGINE 70	RESCUE 70	Total per EMSFIRE
JANUARY															0
	EMS														0
	FIRE	41		31	93		90		129		30		84		498
FEBRUARY															0
	EMS														0
	FIRE	42		21	74		90		90		28		62		407
MARCH															0
	EMS														0
	FIRE	46		18	105		86		122		19		73		469
APRIL															0
	EMS														0
	FIRE	36		13	101		93		112		24		83		462
MAY															0
	EMS		49	17		70	52	55	90	87		17	47	52	536
	FIRE	43			83		14	12	25	11	32		39	20	279
JUNE															0
	EMS	28	36	3	69	82	57	55	81	75	10	19	47	59	621
	FIRE	11	9	12	17	11	19	8	28	20	12	8	27	7	189
JULY															0
	EMS	28	35	8	74	68	63	65	85	80	22	27	54	61	670
	FIRE	13	3	5	26	20	20	17	19	15	9	6	29	17	199
AUGUST															0
	EMS	33	42	3	91	82	65	65	107	97	17	27	41	56	726
	FIRE	21	9	12	18	16	18	13	21	13	10	8	39	14	212
SEPTEMBER															0
	EMS	26	35	3	66	59	55	59	100	86	14	32	70	74	679
	FIRE	22	17	18	15	14	9	4	8	4	3	3	33	7	157
OCTOBER															0
	EMS	27	34	7	81	90	66	66	89	85	9	16	54	54	678
	FIRE	23	12	10	18	13	16	9	15	11	9	5	25	4	170
NOVEMBER															0
	EMS	24	32	4	70	68	71	65	89	87	22	27	34	48	640
	FIRE	10	8	6	19	12	11	9	22	15	5	3	30	19	169
DECEMBER															0
	EMS	24	31	0	67	69	59	59	92	93	22	30	46	50	642
	FIRE	17	14	17	16	17	12	9	19	16	7	5	36	14	199
ALL TOTAL		515	366	208	1103	692	966	570	1343	795	304	233	953	554	8602
DATE LAST UPDATED															TOTAL ALL
11/5/2002															STATIONS

NOTE: January through April had all EMS and Fire calls combined into one category.

Appendix B

2001 Engine Response By District

	Engine 20	Ladder 20	Engine 30	Engine 40	Engine 50	Engine 60	Engine 70
January	43	24	82	65	105	20	65
February	38	16	87	78	107	18	80
March	34	20	88	69	106	21	80
April	37	23	103	93	100	23	95
May	28	22	87	76	91	33	82
June	34	25	82	70	94	30	53
July	36	29	103	56	109	25	87
August	38	27	116	69	85	28	71
September	36	33	92	78	89	25	81
October	20	19	91	76	108	18	71
November	35	0	89	62	99	15	73
December	28	21	91	55	106	22	79
Total	407	259	1111	847	1199	278	917
Total All Stations	5018						

1/8/2002

Appendix B
2000 Fire Report

	Station 20	Station 30	Station 40	Station 50	Station 60	Station 70
January	20	29	9	36	8	37
February	19	26	11	44	8	32
March	33	42	10	53	4	39
April	22	52	10	38	9	41
May	24	42	20	51	4	44
June	23	43	14	41	17	37
July	21	47	19	49	14	55
August	18	29	5	27	11	48
September	22	20	7	19	2	38
October	20	40	6	19	4	34
November	30	38	8	18	5	50
December	38	31	26	45	17	60
Total	290	439	145	440	103	515
Total All Stations	1932					

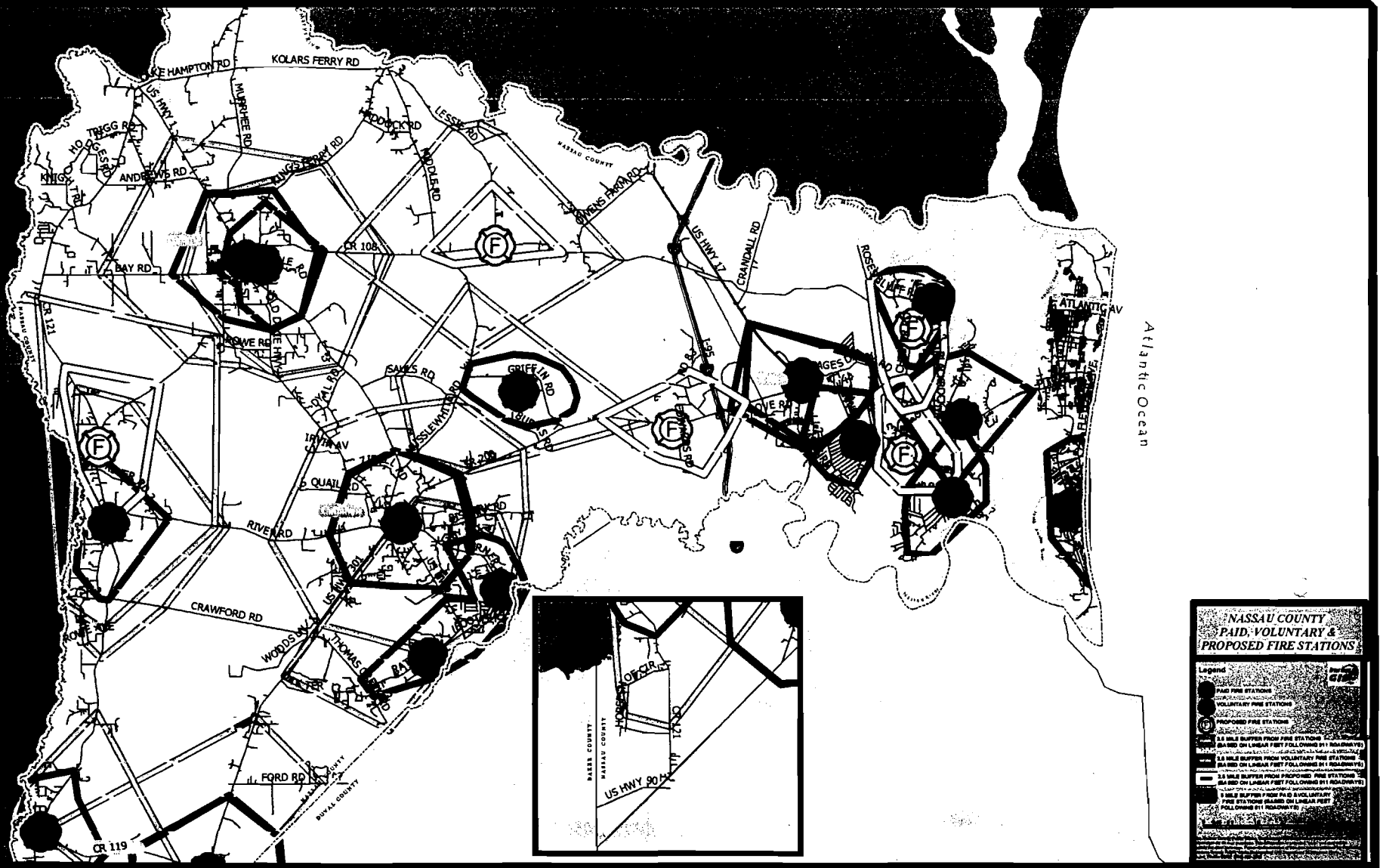
6/22/2001

Appendix B
1999 Fire Report

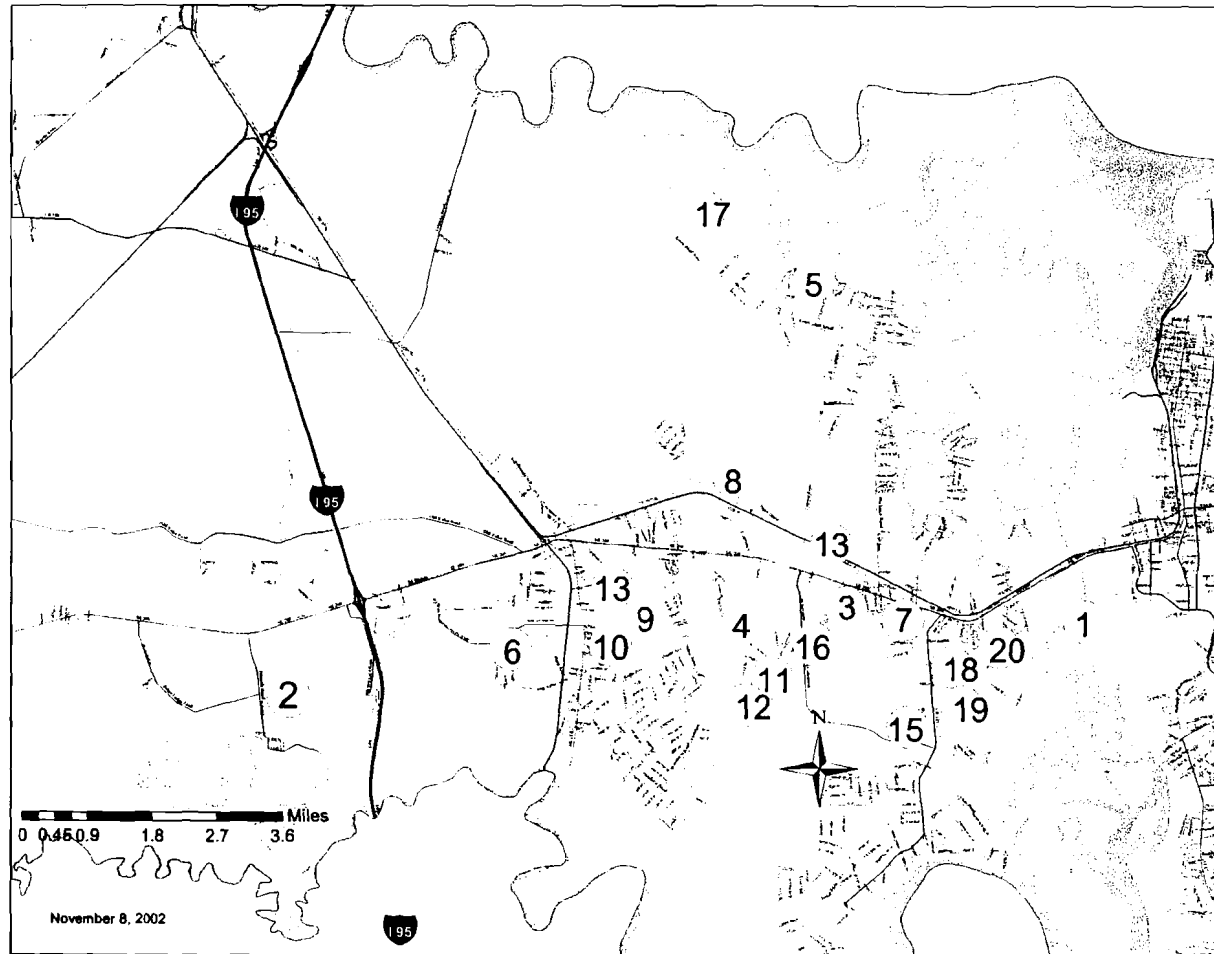
	Station 20	Station 30	Station 40	Station 50	Station 60	Station 70
January	27	36	0	4	15	30
February	25	27	0	22	2	30
March	36	45	10	55	8	55
April	23	52	10	27	4	44
May	48	43	1	32	8	41
June	22	18	3	36	8	23
July	52	33	2	16	0	33
August	56	45	0	27	1	34
September	45	25	0	25	3	32
October	35	14	0	20	0	17
November	15	27	0	18	0	32
December	11	24	1	28	1	27
Total	395	389	27	310	50	398
Total All Stations	1569					

6/22/2001

Appendix - C



Appendix - r
Nassau County
New Large Developments



Legend

- rail_rd
- Freeway
- Local Road
- Major County Collector
- Minor Arterial
- Minor County Collector
- Principal Arterial
- Proposed New Alignment

Developments:	Units:
1 Crane Island	227
2 Timber Creek	550
3 Flora Park Phase III	102
4 Meadowfield Units 2 & 3	280
5 Lighthouse Pointe	146
6 Cartesian Pointe	220
7 The Reserves at Nassau Lakes	88
8 Page Hill Units 2 & 3	145
9 Hickory Village	253
10 The Homestead	275
11 North Hampton Phase 3 & 4	157
12 North Hampton Phase 5	749
13 The Hideaway	400
14 Heron Isles	749
15 Amelia National	719
16 Lofton Pointe	105
17 North Tract (Rose Bluff)	745
18 Lanier	155
19 Wooten Tract	650
20 Dressler Property	85
	6780 Total Units