



## FAQs



### LOOP 360/DAVENPORT STATION

#### BUDGET/FUNDING

- **What is the budget for the station?** Generally speaking, there is \$60 million allocated to build five stations in the next six years (\$12 million/each). However, since land in this area is very expensive, we may need additional funds for this particular station. But in broad terms, the cost breakdowns for each station are:
  - Personnel:
    - AFD: \$1.9 million
    - EMS: \$1 million
  - Apparatus:
    - AFD: \$680,000 for the fire truck; \$100,000 for the brush truck
    - EMS: \$400,00 for the ambulance
  - Others costs (plans, construction, etc.) are separate.
- **Do we have funding already?** Yes, we have a preliminary start with funding already set, with a guarantee from the City to pay for the rest via [Resolution 20180524-035](#). As we move along in the process, Council approves the funding as needed at various stages.

#### TIMELINE

- **What is the timeline for a site to be selected?** We are actively looking now but need your help; availability is extremely limited in this area of town. Should you know of/hear of something we should consider, please relay that information to [Michael Gates](#) in the City's Real Estate office.
- **What is the timeline for the station to be built and open?** Once we have a site selected and plans finished, it takes approximately two years from groundbreaking to opening.

#### GENERAL SITE QUESTIONS/CONSIDERATIONS

- **What is the size of the lot needed for the station?** Ideally, 3-5 flat acres on a single site (we'll have four bays) with 20 percent impervious cover. Land with a building to repurpose or asphalt helps address the impervious cover issues.
- **Are you looking for just one site or for two separate sites?** Just one; the station is a co-location of Fire and EMS resources.
- **What are the road requirements/access needed for the station?** Just off Loop 360 (close to the major thoroughfare, not deep in a neighborhood). We also need more than one direction to turn out, and a turn and a secondary street before the highway.
- **Do you have any prospective sites?** No, not yet, which is why we need your help!

- ***What’s the difference between “for sale” and “threat of condemnation”?*** As we’re looking for a site, our first choice is always a vacant lot or existing building for sale. However, if we exhaust our search and can find none, we can go through the process of “condemnation”: the City is able to acquire property at fair market value when unable to reach an agreement with the owner/seller. This process is the last resort and, as you might expect, isn’t the preference of the property owner; plus, it can take anywhere from 18-24 months...subsequently lengthening the timeline of getting a station up and running.
- ***Have you reached out to St. Stephens’ School and Riverbend Church? They both have a lot of empty land they may be willing to partner/sell.*** We respect the privacy rights of a property owner and so we try to keep any conversations that we have private. However, we can tell you that no, we have not done so. But those are great suggestions!
- ***Is the expansion of any existing station (e.g., Station 31) a possibility?*** No; both Station 31 and Station 902 are too far from this area to provide service within our response time goal of 8 minutes. In addition, the footprint does not allow for the possibility of expansion.

### **WATER FLOW/HYDRANT ISSUES**

- ***We have low fire (water) flow and are lacking hydrants in this area. How do you handle that?*** Our units carry 1, 000 – 1,500 gallons of water each and we send a minimum of three units to a “light” structure fire or a small brush fire. The number and type of resources increase from there based on the severity of the incident. We can also ask Austin Water to “pump up” available hydrants to increase the flow from each.
- ***From how far away can you utilize a hydrant?*** Up to ~3,000 feet (1/2 a mile).
- ***Can you use a hydrant outside the city limits to fight a fire within the city limits?*** Yes!

### **STATION SPECIFICS**

- ***We’re concerned about “noise” (sound) from the trucks leaving the station for an emergency. What can you tell us about that?*** On average, we run about 10 responses every shift (24 hours). Lights and sirens are only used for those calls that are deemed “Code 3” (the most critical calls). Additionally, in a residential area (versus on the open roadway/highway) the sound “travels” with the unit so by the time you hear it, it’s already almost past you. Once we have a site chosen, we can bring a unit out and run it Code 3 for you so that you can hear what we mean.
- ***How are you going to integrate the station into the Loop 360 Mobility Project?*** Bruce Byron, the project manager for the [Loop 360 Mobility Project](#), will be working with us to help coordinate this new station into the work being done on 360. He can be reached at (512) 832-7107.
- ***How do you determine the type of unit(s) to put in an area’s station?*** That decision is made based on a variety of factors, including risk analysis, distance to other unit types, and demand of the area. For this station, we will be housing an ambulance, engine, brush truck, and ladder.
- ***Will StarFlight be able to land at this station and/or still use the boat dock?*** Based on the specific details of a particular call, StarFlight would use the best viable landing zone to minimize time for transport of the patient.

## **GENERAL QUESTIONS**

- *What does the orange area on the [response map](#) indicate?* The different colors represent the percentage of our ability to meet our response time goal (which is 8 minutes from 911 call to when the first fire unit arrives). The breakdown is as follows:
  - Light Orange: The area is receiving response times of 8 minutes 70 – 79 percent of the time. Think of light orange as a grade “C”.
  - Dark Orange: The area is receiving response times of 8 minutes 50 – 69 percent of the time. Think of dark orange as a grade “D”. Not good in our book!

## **NEIGHBORHOOD COMMENTS**

- The ideal place would be as far away from residences as possible.
- Do not want Westlake Loop used as a turnaround.