



FAIRHAVEN PUBLIC SAFETY FACILITY STUDY DRAFT REPORT

*A Report to: Town Of Fairhaven
October 31 2014*

Prepared by: CDR Maguire Inc.
211 Congress Street, 11th Floor
Boston, MA 02110

EXECUTIVE SUMMARY

Objective

The Town of Fairhaven commissioned CDR Maguire to perform a cursory analysis of several sites to determine their feasibility to accommodate either a Police Station a Fire Station or a combined public safety facility. The identified sites were;

- A. The existing Public Safety Facility on 146 Washington Street
- B. Parcel of land on the corner of Bridge Street and Mill Road
- C. The Rogers School on 100 Pleasant Street
- D. The Oxford School on 347 Main Street

Existing Public Safety Facility

CDR Maguire's evaluation of the existing Fairhaven Public Safety Facility revealed that the existing facility is inadequate for meeting the current and future station requirements. Both the Police and Fire department side are undersized additionally the following items were noted

The current stations:

- Are no longer adequate to house a 21st century fire or police department.
- Are beyond capacity for all storage needs.
- The apparatus bay doors are narrow and low for today's apparatus preventing the procurement of state-of-the-art firefighting and emergency equipment.
- Does not comply with building codes and is not handicapped accessible.
- Has structural deficiencies that inhibit the enlargement of the apparatus bays.
- Has no space for a decontamination area.
- Has minimal firefighters accommodations.
- Has no separate accommodations for female firefighters.
- Has no separate gear storage area.
- The existing site is limited and there is no space for vehicle parking.
- Has a limited of ability to adapt to changing department needs.
- Provides no capability for ongoing training of personnel.
- Circulation between the Police, Fire, civilian is disjointed
- No clear demarcation between the secure and unsecure portions of the facility

In addition to the deficiencies identified Above, CDR Maguire also assessed specific thresholds that trigger more involved and complex renovations to the existing facility. Some of these thresholds are percentage of construction costs as they relate to the building value, others depend on the amount of work performed over a percentage of the building and some are triggered by the change in building use.

Program

CDR Maguire personnel interviewed members of the Police and Fire Department investigating such issues as staffing and equipment levels, personnel flow, public spaces, staff spaces, logistical consideration and anticipated future growth. Each component of the Program was considered as to its security level, and its adjacency to other spaces. All areas will comply with the applicable A.D.A., NFPA as well as State and Federal regulatory requirements. (See appendix A for Space Needs Program)

The total building square footage required, based on the program is approximately 36,833 S.F., This includes approximately 7,130 SF of spaces that can be shared between the two departments. This economy of shared spaces will not be realized if two separate facilities are to be constructed.

The current facility is approximately only 13,465 S.F of which 10,584 sf are of the old building and 2,881 for the police station addition.

Site Selection

CDR Maguire performed an initial site evaluation for four sites; the existing site, the Rogers School Site, the Oxford School Site and the vacant site on the corner of Mill Road and Bridge Street. Based on our evaluation, we feel that only the vacant site is suitable for a combined facility. The two school sites are problematic in their locations; vehicular circulation and cost of renovations to accommodate either of the two departments (refer to response time studies in Appendix B). Due to the existing lot size and building restrictions, the existing site could accommodate one of the departments but not both.

Ultimately, the final site selection decision will need to be performed by the Town of Fairhaven as response times, land acquisition costs, construction costs and station displacement will weigh heavily on the final selection.

Budget

At today's current construction cost of \$320.00/S.F., the 36,833 S.F. building would be expected to cost approximately \$11,786,560. In addition, the Town should anticipate 33% for "soft costs" such as engineering, F.F.E., and other associated costs. These figures do not include site acquisition or any environmental cleanup costs.

A detailed Cost Summary is included in appendix C this Report.

Currently, the economic data for construction projects is projected to increase 3% to 5% yearly.

Schedule

The Town should anticipate a minimum of 24-months for design, bid and construction for this type of project. In addition to the actual work months, the Schedule will need to be adjusted for items such as Town funding availability, site acquisition and preparation, temporary location if the existing Public Safety Facility site is to be utilized.

SITE EVALUATION

Based on the needs assessment performed, we have concluded that the existing site in its current configuration cannot accommodate both departments without major disruption to their daily operations. The required renovations and additions will require them to temporarily relocate and work from temporary quarters. As it currently stands too many concessions to the department's programmatic needs would be required to maintain the site as either an active fire or police station.

CDR Maguire performed an initial site evaluation for four sites including the existing. Three of the four are town owned properties, the last one being a privately owned vacant lot. The sites considered for the initial evaluation were:

Site No. 1 – Washington Street (Existing Public Safety Site)

This site includes the existing police station and fire station. No possible expansion is available without the acquisition of adjacent residential properties. To expand the existing station would require the demolition of either of the current departments and construction of a new larger facility, relocating the other department elsewhere. However, due to lot size limitations the new facility would not accommodate both.

Site No. 2 – The Rogers School – 100 Pleasant Street

This parcel of land is currently in a residential neighborhood, adjacent to a playground. The site currently houses an 1884 vintage elementary school, which has been vacant since 2006.

Site No. 3 – The Oxford School – 347 Main Street

Similarly to Rogers School site, this parcel of land currently houses an 1884 vintage elementary school, which has been vacant since 2006. This building too is adjacent to a playground.

Site No. 4 – Corner of Bridge St and Mill Rd

Currently a large undeveloped field

The process of site selection requires a two-stage evaluation to determine a parcel's usability as an emergency response facility.

STAGE 1

The first stage in this process involves identifying site features that are applicable to any parcel of land for the intended usage. This portion of the site analysis is analytical and focuses on the congruent features of the parcels. These features include the following:

Parcel Size – Site should be sufficiently sized and shaped to be able to accommodate the programmed spaces as well as staff parking, public parking, and green space. Some lots may have the appropriate square footage; however, their shape may render them inappropriate.

Road Frontage and Access – Fire Stations require appropriate road frontage for the apparatus to easily roll out into the main road and should also have sufficient view of other vehicles as they exit. Additionally, the road frontage will have impact on the number of apparatus bays that can be constructed on a parcel.

Topography Cut and Fill – Topography of the site is very important. Due to the nature of fire stations, the apparatus trucks need to exit onto the street at approximately the same grade. In certain cases, the station can be constructed into higher contours; however, this typically requires additional excavation and/or fill to make the site suitable.

Accessibility – A study of traffic patterns around the proposed parcel of land as well as restrictions. For example, parcels exiting onto a main street would receive a higher level than those exiting onto a secondary street, additionally parcels near active schools, railroad crossings, low bridges and playgrounds would receive a lower ranking.

Available Utilities – Sites would be evaluated ranked based on the availability of utilities found within the street. Parcels of land without the appropriate natural gas, electrical service, sanitary sewer, water, telephone, cable would be ranked appropriately lower. At this stage, the capacity of the specific utilities are not evaluated, however if it is known that a particular utility is undersized, then the rating would be adjusted accordingly.

Storm Water Drainage – This category identifies potential problems associated with storm water collection and drainage. The presence of drainage swales, collection basins and associated natural features currently present are evaluated. Features such as soil permeability, water flow, vernal pools and runoff are taken into consideration, especially if no storm drainage system is present.

Wetlands – This issue takes into consideration location and size of wetlands. Each site would be analyzed to evaluate the impact the wetland has on the size of the site. Additionally, wetland reclamation and relocation would be considered if the site size permitted. However, the ranking would be adjusted accordingly.

Other Detrimental Features – This category takes into consideration natural features that may impact the overall size of the site. The site may have easements, rivers and

streams, ledge out cropping and setbacks that will negatively impact the size of the parcel or limit the size of the proposed structure.

Demolition Hazards – This category deals with sites that will require building demolition to prepare the site for construction. Typically, before a building is demolished, it needs to be evaluated for the presence of asbestos-containing materials and they need to be properly abated and disposed of prior to demolition. Any site that has a building to be removed will receive a lower rating than a clean site. Additionally, paved areas will also receive a lower rating since they also will require paving removal.

Underground Waste or Hazardous Materials – Unless the site is known to be contaminated, there is really no way of determining the presence of underground hazardous materials without performing test pits. Consequently, if the presence of contaminants is known, the parcels are ranked according to their levels and anticipated effort to remove the contaminants. If the site is known to be heavily contaminated, it will automatically be considered as unsuitable and ranked as such. Typically, if no information is available on any of the sites, they are all ranked at the same score.

STAGE 2

The second stage of this evaluation is to determine how the same parcel of land fares based on criteria specifically dedicated to emergency response facility. This stage is more subjective than the prior stage and takes into consideration the following items:

Traffic Separation – Vehicular and pedestrian circulation around fire stations is particularly important to maintain safety and not impede response time. It is extremely important that separate circulation be provided for vehicles, apparatus and pedestrians. They should not cross or impede the exiting of emergency response vehicles.

Parking – Typically, this category includes parking for police and firefighters as well as for visitors including handicap parking. Parking should be located so that it is readily available to the staff and as mentioned in the traffic separation, it should not impede on the exiting of emergency vehicles. Parking should be maximized to take into consideration shift changes, training and future station growth.

Ease of Apparatus Exiting and Entering - It is important that the front apron of the fire station be sufficiently sized to accommodate a parked fire truck. This allows the vehicle to pull out of the station in a straight line and have complete visibility of the street prior to turning. Once out on the street, they need an appropriate turning radius to safely turn and maximize the ease onto the street.

Drive-Through Capabilities – This is an increasing popular design element of state-of-the-art fire facilities. Typically, the only way to return an apparatus back into the station is either back it in from the frontage street or have a drive through bay. The drive-through bay requires additional vehicular access and a rear apron which adds a significant amount of required land. If the front apron is sufficiently sized and depending on the size of the apparatus it is possible to back an apparatus without blocking the frontage street.

Build Ability – This category evaluates the parcel of land on the ability for the station to be properly constructed on the site, fulfilling all of its programmatic needs. In an existing facility, phasing of the facility would be taken into consideration as not to disrupt the operations of the facility.

Response Time to Potential Events – This is one of the most critical factors in the site selection process or a fire station. To analyze this aspect, we performed a response time based on minutes rather than distance. The time was based on the National Fire Prevention Agency (NFPA 1710), which recommends that firefighters arrive at an emergency scene within 4 minutes from leaving the station.

Acquisition Costs – City-owned properties had a higher ranking as there would be no purchase costs.

Potential Negative Reaction – This category attempts to identify probable level of objections that could be raised by neighbors, advocacy groups or other parties. For example,

Each site was assessed through direct observation, discussions with appropriate personnel, and evaluations of the 18 categories identified above. After Stage 1 was completed, a matrix was produced. A numerical score between 0-10 was given for each attribute, with 0 being the lowest score and 10 being the highest. Each site's score were then tallied, and the sites given a subtotal with the higher scores receiving a numerical starting rank.

Completing Stage 2, a similar matrix was developed; again the scores were added to create a subtotal. These were added to the previous matrix subtotal to generate a final site score for both matrices. The totals were then ranked creating a hierarchy between the sites based on the criteria established in both matrices.

It is important to understand that these rankings are performed without consideration of construction costs.

STAGE 1 Site Issues	Site 1 Washington Street Existing Sub-Station	Site 2 Rogers School 100 Pleasant Street	Site 3 Oxford School 347 Mains Street	Site 4 Corner of Bridge Street and Mill Road
Parcel Size	2	6	6	10
Road Frontage and Access	8	6	6	10
Topography Cut and Fill	9	9	9	9
Accessibility	8	4	5	10
Available Utilities	9	9	9	9
Storm Water Drainage	8	8	8	8
Wetlands	10	10	10	6
Other Detrimental Features	6	6	6	10
Demolition Hazards	8	7	7	10
Underground Waste and Hazardous Materials	TBD	TBD	TBD	10
Total Points	68	65	66	92
Initial Rank	2	4	3	1

Ranking 1 lowest
 10 Highest

STAGE 2 Building Issues	Site 1 Washington Street Existing Sub-Station	Site 2 Rogers School 100 Pleasant Street	Site 3 Oxford School 347 Mains Street	Site 4 Corner of Bridge Street and Mill Road
Traffic Separation	8	2	2	10
Parking	8	4	4	10
Ease of Apparatus Departing/Returning	10	1	2	10
Drive Through Capability	8	8	6	10
Build Ability	7	4	4	10
Land Available Around Building	4	4	4	4
Response Time	8	6	4	9
Acquisition Costs	10	10	10	2
Potential Negative Reaction	10	6	6	6
Building Programmatic Needs	8	8	8	10
Stage 2 Total Points	81	53	50	81
Stage 1 Total Points	68	65	66	92
Total Points	149	118	116	173
Final Rank	2	3	4	1

The matrices revealed that the sites had final scores between 173 and 116. Since an underground waste and hazmat evaluation was not performed on three of the sites, this could shuffle the third and forth ranking but would not be sufficient in rearranging all of the rankings.

Based on the available information the sites in the order of their final ranking are as follows:

<i>Final Ranking</i>	<i>Score</i>	<i>Site</i>
1	173	Corner of Bridge St and Mill Rd
2	149	Washington Street (Existing Public Safety Site)
3	118	The Oxford School – 347 Main Street
4	116	The Rogers School – 100 Pleasant Street

The one item that is skewing the ranking of the second place site is that the site is insufficiently sized to accommodate both facilities. Therefore for this site to work one of the departments will need to be relocated elsewhere.

Attached is a brief summary for each site indicating advantages and disadvantages.

Corner of Bridge St and Mill Rd

The site is a large privately owned parcel of land. The rear of the site slopes slightly away from Mill Road to areas designated as wetland and a vernal pool. The site is sufficiently sized to accommodate all of the programmatic needs of both departments without encroaching on the portions of the site located within the wetlands or the 100 foot setback.

All applicable utilities are located on Mill Roadt and there would not be any major utility relocation associated with the development of this site.

This site is very compatible to the ideal site

Advantages

1. This parcel allows for a new Public Safety Facility to be constructed without impacting on the operations of the existing facility.
2. Improves the current response time.
3. Turn key operation from contractor
4. All utilities are on site.
5. Portions of site can be used for training
6. All of the departments programmatic needs can be fulfilled
7. Excellent site lines along Mill Road.
8. Project does not need to be phased or include renovations to existing facilities
9. Existing building becomes surplus and can be either sold or utilized by other Town agencies
10. Construction is streamlined, reducing construction costs and time
11. Site is adjacent to hospital reducing ambulance run times (returning to station)
12. Portions of unused site can be parceled out and sold for development

Disadvantages

1. Site purchase cost

Washington Street (Existing Public Safety Site)

This parcel of land currently houses the existing the public safety. The site is too small to accommodate expansion of both departments. The only way this site would be suitable is for either the police or fire department to move out to a new facility. Once portion of the building is vacated it can be torn down, expanded or renovated to accommodate the needs of the remaining department.

Similarly to any building renovations the existing building would need to be brought up to meet current codes.

Advantages

1. Existing site is Town owned
2. Maintains or improves the current response time.
3. Turn key operation from contractor on the new facility
4. All utilities are on site.
5. Portions of site can be used for training

Disadvantages

1. Phased construction within an active site
2. Elongated construction duration for both facilities
3. One of the departments can remain on site
4. More expensive
5. Existing facility will require comprehensive building upgrade
6. Existing facility will require extensive handicap code upgrades
7. Since two facilities would be built in lieu of one, there is no advantage of shared spaces
8. All of the stations programmatic needs can be fulfilled
9. Need to find additional sites for relocated department
10. Purchase cost of additional site

If expansion of both departments is to occur on this site it would require numerous programmatic concessions to both departments. Additionally since the facility is currently utilized, both departments would need to relocate during construction. This would require space to relocate the equipment and it could temporarily negatively impact the fire fighters response time.

The Oxford School – 347 Main Street

Based on the current condition, the existing building could be adaptively reused as a public safety facility or a standalone police or fire station however we have numerous concerns with the site and the location.

The building enclosure is in need of substantial masonry repairs. The interior of the facility would require a comprehensive gut and reconstruction to accommodate the programmatic needs of both departments and the associated detention facility. Included with interior modification all new mechanical electrical, plumbing and a new fire suppression system would be provided. It is anticipated that the newer portion of the facility, constructed in 1957 would need to be torn down to accommodate the apparatus bay and fire department support spaces.

Based the existing conditions, the facility as it currently stands is grandfathered from requiring structural improvements. However, changes in building use group and as renovations and improvements are performed to the facility, the International Existing Building Code (IEBC) requires code upgrades be implemented on a sliding scale.

The criteria are based on the extent of work performed within the following three levels.

- | | |
|-----------|---|
| Level 1 – | Minor repairs and roof replacements. |
| Level 2 – | Intermediate repairs, equipment and fixture replacement and some space alterations |
| Level 3 – | Major repairs, with work being performed beyond 50% of the aggregate building area. |

Based on the change in building use, extent of renovations to modify the facility into a Public Safety Facility, Level 3 alterations would be implemented thus requiring the existing facility to be evaluated and upgrade for the following items;

- Structural analysis of gravity loads
- Structural analysis of lateral load capacity
- Egress capacity
- Fire protection system
- Fire resistive construction
- Interior environment
- Hazardous materials
- Energy conservation
- Handicap Accessibility

The amount of renovations and improvement in conjunction with the building use change from an educational facility to public safety would also require extensive structural and seismic upgrades to the existing facility.

The site could be problematic in that it is in a residential neighborhood with very narrow streets and there is currently very little parking. Additionally, the playground park is not a complementary adjacency and would not be good mix with the activity around either a police or fire station

Site concerns are as follows;

1. The existing site is adjacent to a predominantly residential neighborhood with narrow roads. This not an ideal location for a fire station since the apparatus cannot make the proper turns in and out of the site.
2. The facility would be located in North Fairhaven very close to the Acushnet border. Since the facility would not be in a centralized location of the Town, response time to the rest of the town would greatly suffer
3. Currently the site only offers a minimal amount of parking. For a Public Safety Facility to properly function it require separate parking for the public, as well as staff parking and parking for patrol cars. For this to be possible the entire site including the playground and sprinkler park need to be utilized for vehicle parking.
4. Due to the existing building configuration and location of building entry points. Handicap accessibility is a large concern. Currently, with the exception of the 1957 entrance all of the building entrances are located at the intermediate stair platforms. This will require major modifications to accommodate accessibility. As a minimum a new core and entrance would be required housing the secure lobby and elevator.

The question at hand is really;

Are the implementations of the required changes to adaptively reuse the building as a Public Safety Facility a cost effective solution?

Based on the construction costs only, we feel that the adaptive re-use of the Oxford School as a Public Safety Facility would not be cost effective. Factoring in the limited parking, the unfavorable adjacencies of the residential neighborhood and playgrounds as well as the remoteness of the site compared to the geographical center of Fairhaven makes the Oxford School highly problematic as an adaptive reuse as a Public Safety Facility.

Advantages

1. Town owned site
2. Turn key operation
3. Adaptive re-use of existing facility
4. All utilities are on site.

Disadvantages

1. Response time is greatly impacted
2. No possibility of a drive through station
3. Extensive building upgrades to existing facility
4. Required parking cannot be achieved
5. No space on site for training
6. Abatement of hazardous containing materials
7. All of the stations programmatic needs can be fulfilled
8. No separation between staff and visitors parking
9. Do the current configuration building layout, more space will be renovated than programmed, and the room layouts will be dictated by the existing bearing walls.
10. Play grounds and fire stations are typically not the best neighbors. Especially on a tight site such as this one. Typically for these two elements to work together they would need separate vehicular entrances to the site so that responding firefighters do not need to be concerned with other vehicles either entering or existing their parking area.

The Rogers School – 100 Pleasant Street

The Rogers School is very similar to the Oxford School. It was constructed at the same time utilizing the same plans, consequently this site has the same issues that are detrimental to the Oxford School.

The site could be problematic in that it is in a residential neighborhood with very narrow streets and there is currently very little parking. Additionally, the playground park is not a complementary adjacency and would not be good mix with the activity around either a police or fire station

Site concerns are as follows;

1. The existing site is adjacent to a predominantly residential neighborhood with narrow roads. This not an ideal location for a fire station since the apparatus cannot make the proper turns in and out of the site.
2. Currently the site only offers a minimal amount of parking. For a Public Safety Facility to properly function it require separate parking for the public, as well as staff parking and parking for patrol cars. For this to be possible the entire site including the playground and sprinkler park need to be utilized for vehicle parking.
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Advantages

1. Town owned site
2. Turn key operation
3. Response time is minimally impacted
4. Adaptive re-use of existing facility
5. All utilities are on site.

Disadvantages

1. Extensive building upgrades to existing facility
2. Required parking cannot be achieved
3. No space on site for training

4. No separation between staff and visitors parking
5. Abatement of hazardous containing materials
6. All of the stations programmatic needs can be fulfilled
7. Play grounds and fire stations are typically not the best neighbors. Especially on a tight site such as this one. Typically for these two elements to work together they would need separate vehicular entrances to the site so that responding firefighters do not need to be concerned with other vehicles either entering or existing their parking area.
8. Do the current configuration building layout, more space will be renovated than programmed, and the room layouts will be dictated by the existing bearing walls.

To properly evaluate the construction cost of the selected sites, we have created a template which compares all of the sites to a control site. The primary purpose for this control site is to establish a benchmark for comparison to the other sites. The control site assumes the site is undeveloped and town-owned; consequently it does not take in consideration acquisition costs or associated building demolition.

Based on the construction cost chart, we can compare and analyze the project costs at two different stages.

- a. Construction "hard costs"
- b. Construction costs including "soft costs"

The project "hard cost" refers to the money required to prepare the site and construct the actual building with associated construction contingencies. Typically, this is the brick and mortar of the building.

The project "soft costs" include all money required for the design and associated support. This includes engineering and design fees, furniture and equipment, owners' project management fees, testing and associated costs, legal fees, surveying, etc.

At this stage there are numerous unknowns which will impact the project costs. Items such as unsuitable soil conditions, hazardous materials and site acquisition costs will greatly impact the overall project costs.

The estimates are meant to be a bench mark tool to identify the costs of each facility, but it would also be unjustifiable to compare the costs of the renovations to a new facility or those of a smaller facility to the control site. To properly compare the sites and the construction costs one would need to assume that all of the sites would be able to achieve the same programmatic objective.

SITE DESCRIPTIONS

APPENDIX A - Program

Fairhaven Public Safety Facility

PUBLIC ACCESS/DISPATCH

PUBLIC ACCESS

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
1	public	Lobby/vestibule/waiting				300		
1	public	Public Restrooms				120		
1 or 2	semi-public	Classroom/Training/EOC	50			1,000		tiered seating
1 or 2	secure	Classroom Storage				80		
1 or 2	secure	A/V Equipment Storage				80		
1	semi-public	Triage			140			adjacent to app bay
1	semi-public	Fire Arms Permit/finger printing		120				
1	semi-public	Interview		120				
Subtotal				240	140	1,580	1,960	

DISPATCH

1	secure	Dispatch center	4			330		
1	secure	Toilet room				50		
1	secure	Kitchenette/break area				60		
1	secure	Communication Equipment				240		
Subtotal						680	680	

COMMUNITY SERVICE

1	escorted	Clerks office	1			140		
1	escorted	Records and Reserch				260		
1	escorted	Archive area				340		moveable shelving
Subtotal						740	740	

Fairhaven Public Safety Facility

POLICE DEPARTMENT REQUIREMENTS

ADMINISTRATION

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
2	escorted	Police Chief	1	225				4 offices at 120
2	escorted	Administrative Recpt/waiting	1	300				
2	escorted	Records		216				
2	escorted	Administrative offices (4)	4	480				
2	escorted	Kitchenette		24				
2	escorted	Supplies		60				
2	escorted	Workroom		60				
2	escorted	Toilet Room		50				
2	escorted	Conference Room	8	160				
Subtotal				1,575			1,575	

DETECTIVE AREA

2	escorted	Seargents office	1	140				
2	escorted	Detective Open Offices	5	380				
2	escorted	Conference Room	8	160				
2	escorted	Interview Room (1)		90				
2	escorted	Lab		80				
2	escorted	Storage room		100				
Subtotal				950			950	

EVIDENCE

1	secure	Evidence Processing		140				moveable shelving
1	secure	Evidence Storage		240				
1	secure	Evidence Storage - Weapons		60				
1	secure	Evidence Storage - Drugs		60				
Subtotal				500			500	

PATROL OPERATIONS

1	escorted	Open office area	5	400				
1	escorted	Shift Commander (shared)	1	160				
1	escorted	Sergeants Office	1	120				
1	escorted	Guard Room/Roll Call	8	160				
1	secure	Armory		72				
1	secure	Gun Cleaning room		72				
1	escorted	break room/kitchen		240				
1	escorted	Male Toilet Room		50				
1	escorted	Female Toilet Room		50				
1	escorted	report writing	5	180				
Subtotal				1,504			1,504	

Fairhaven Public Safety Facility

DETENTION

1	detention	Secure Sallyport 2 bays		900				
1	detention	Booking/processing		400				
1	detention	Detention Cells	3	264				
1	detention	Janitors closet		40				
1	detention	Holding	2	74				
1	detention	Personal Property Storage		40				
1	detention	Interview		120				
1	detention	Shower/Toilet		40				
Subtotal				1,878			1,878	

STAFF SUPPORT

1	escorted	Male Toilet Room		300				
1	escorted	Female Toilet Room		160				
1	escorted	Male Locker Room	30	450				
1	escorted	Female Locker Room	10	150				
1	escorted	Fitness				560		
Subtotal				1,060		560	1,620	

FIRING RANGE

b or l	secure	Firing Range (4 station)		1,600				
b or l	secure	Armory Office/Control room	1	140				
Subtotal				1,740			1,740	

Fairhaven Public Safety Facility

FIRE DEPARTMENT REQUIREMENTS

ADMINISTRATION

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
2	escorted	Fire Chief	1		225			Shared with DFC
2	escorted	Fire Chief toilet room			50			
2	escorted	Administrative Assistant	1		280			
2	escorted	Deputy Fire Chief	1		180			
2	escorted	Shift Captain	1		140			
2	escorted	File Storage			100			
2	escorted	Kitchenette			24			
2	escorted	Supplies			80			
2	escorted	Workroom			80			
2	escorted	Storage			100			
2	escorted	Fire prevention office	1		140			
2	escorted	EMS/training office	1		140			
2	escorted	Staff toilet rooms			50			
2	escorted	Conference Room	8		160			
Subtotal					1,749		1,749	

APPARATUS AND SUPPORT

1	escorted	Apparatus Bay			7,200			5 double loaded bays
1	escorted	Hazmat and Disaster Supply			120			
1	escorted	Hose Storage Room			100			
1	escorted	Equipment Storage			100			
1	escorted	Toilet Room			50			
1	escorted	Air Supply Room			216			
1	escorted	Turn out Gear Room			280			
1	escorted	Contaminated Washer/Dryer			140			
1	escorted	Biohazard/Decon Area			180			
1	escorted	EMS Storage			140			
1	escorted	Hose Storage Tower			324			
1	escorted	Tool Room/workshop			120			
1	escorted	Maintenance & Storage			168			
Subtotal					9,138		9,138	

FIRE FIGHTERS QUARTERS

2	escorted	Fire fighters bunk room	7 rms		670			separate from dining
2	escorted	Fire fighters bunk room	1 for 4		448			
	escorted	Study Room			120			
2	escorted	unisex toilet rooms	4 @ 65		260			
2	escorted	Day Room			460			
2	escorted	Kitchen			216			
2	escorted	Pantry			80			
2	escorted	Dining Room			320			
2	escorted	Washer and Dryer			64			
2	escorted	Supplies			80			
1	escorted	report writing/watch room			180			
Subtotal					2,898		2,898	

Fairhaven Public Safety Facility

PHYSICAL PLANT

PHYSICAL PLANT

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
1	escorted	Mechanical Room				350		
1	escorted	Mail Room				100		
1	escorted	Computer Room/it room		120	120			
1 and 2	escorted	Janitors closet		80	120			
1	escorted	Buildings Storage				200		
1	escorted	Buildings Supplies		120	120			
2	escorted	Electric / Tele / Data Rooms		100	100	150		
1	escorted	Elevator				160		
1	escorted	Elevator Machine Room				60		
Subtotal				420	460	1,020	1,900	

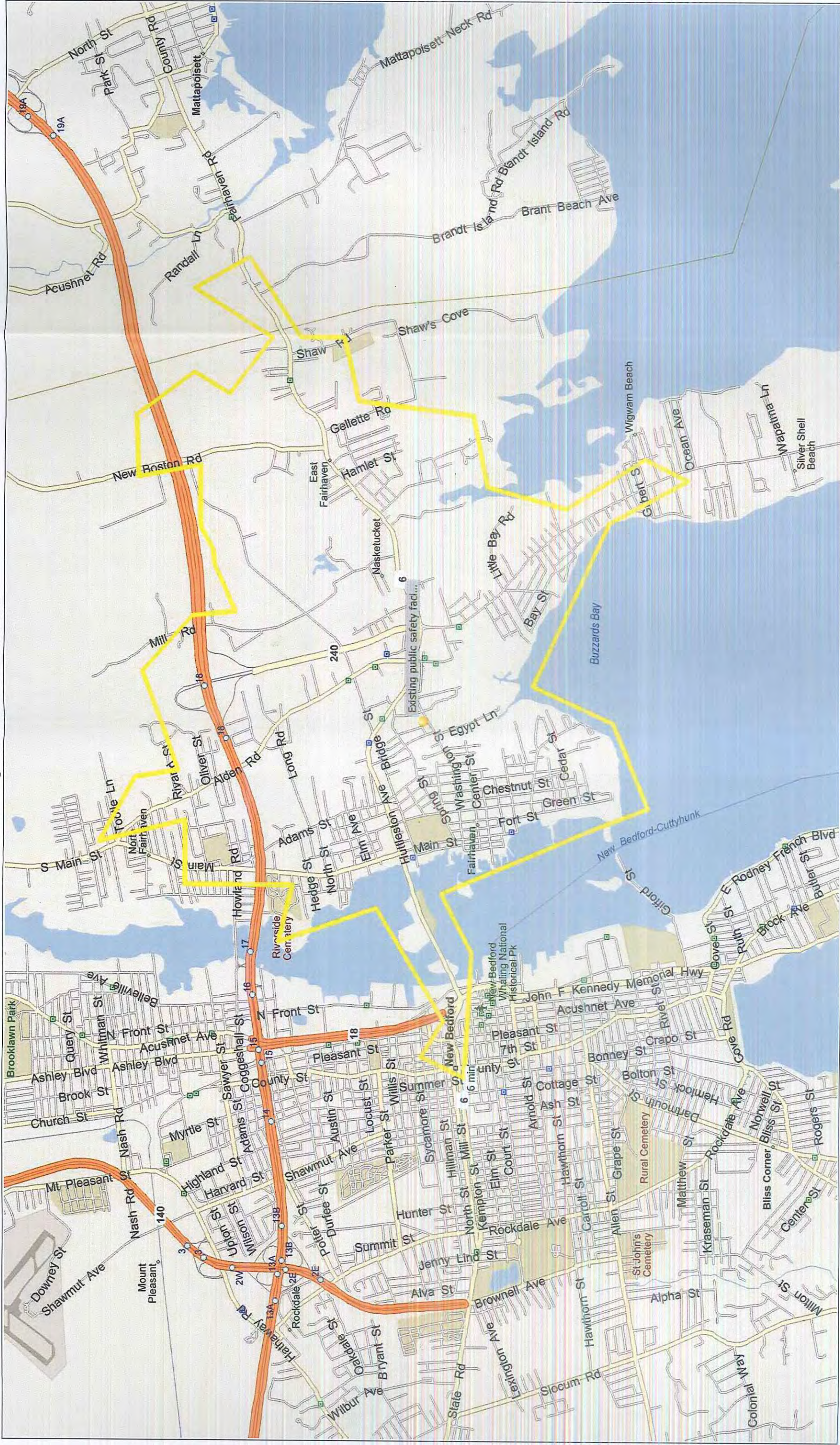
MAINTENANCE/STORAGE BUILDING

PHYSICAL PLANT

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
1	secure	Impound Bays (2)		800				
1	secure	Enclosed Garage/motorcycle		300				
1	escorted	Bulk storage		150				
1	secure	Maintenance Bay				800		
1	secure	Maintenance Parts storage				144		
1	secure	Toilet room				60		
1	secure	Maintenace office				120		
Subtotal				1,250		1,124	2,374	
Total Net SF				9,377	14,385	5,704	29,466	
Net to Gross				2,344	3,596	1,426	7,367	
Total Gross SF				11,721	17,981	7,130	36,833	
GRAND BUILDING TOTAL:						36,833		

APPENDIX B – Response Time Studies

Washington St. Fairhaven Ma

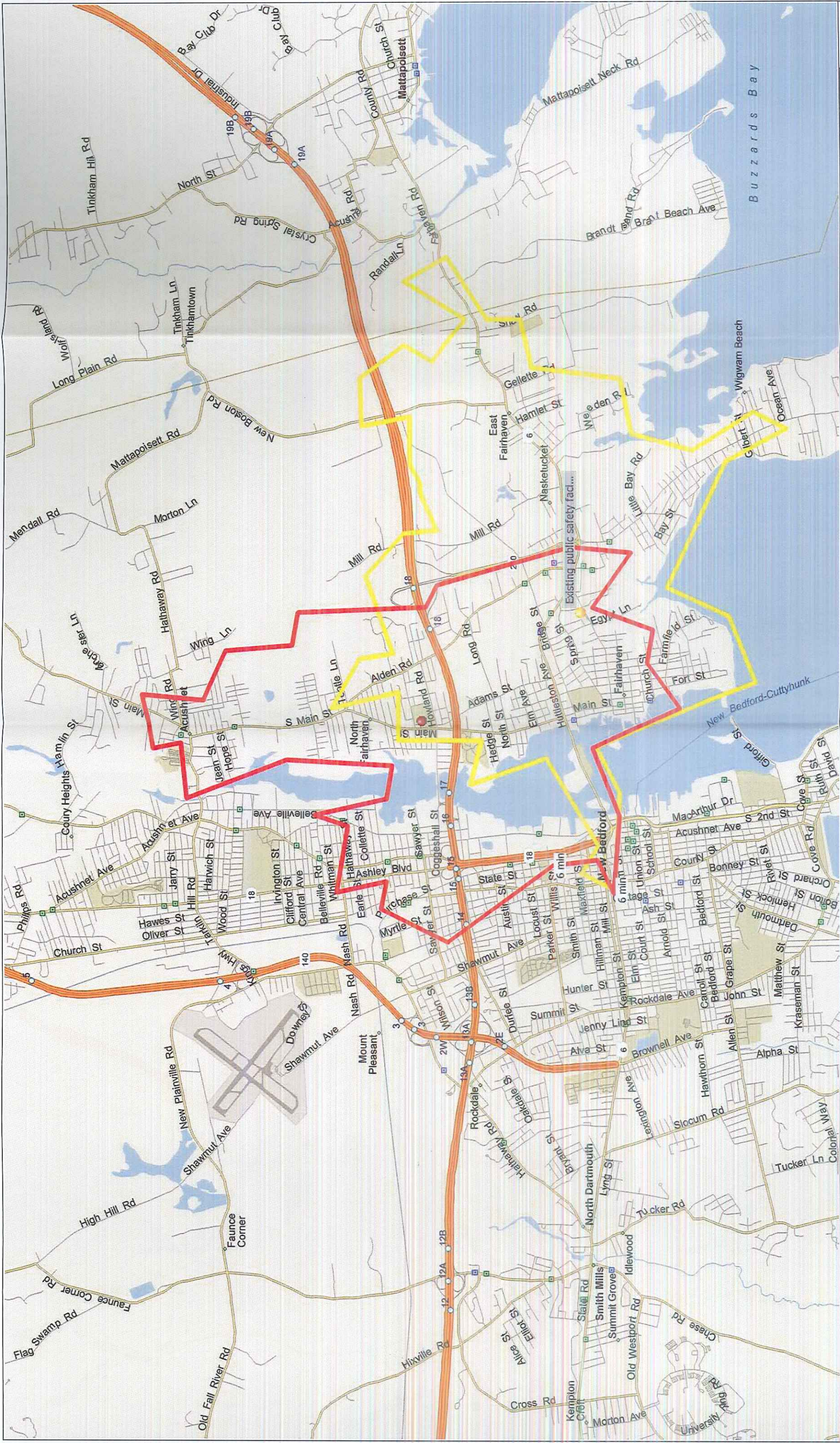


100 Pleasant Street Fairhaven Ma



0 mi 1 2 3

347 Main Street Fairhaven MA



0 mi 1 2 3 4

Bridge St and Mill Rd Fairhaven MA

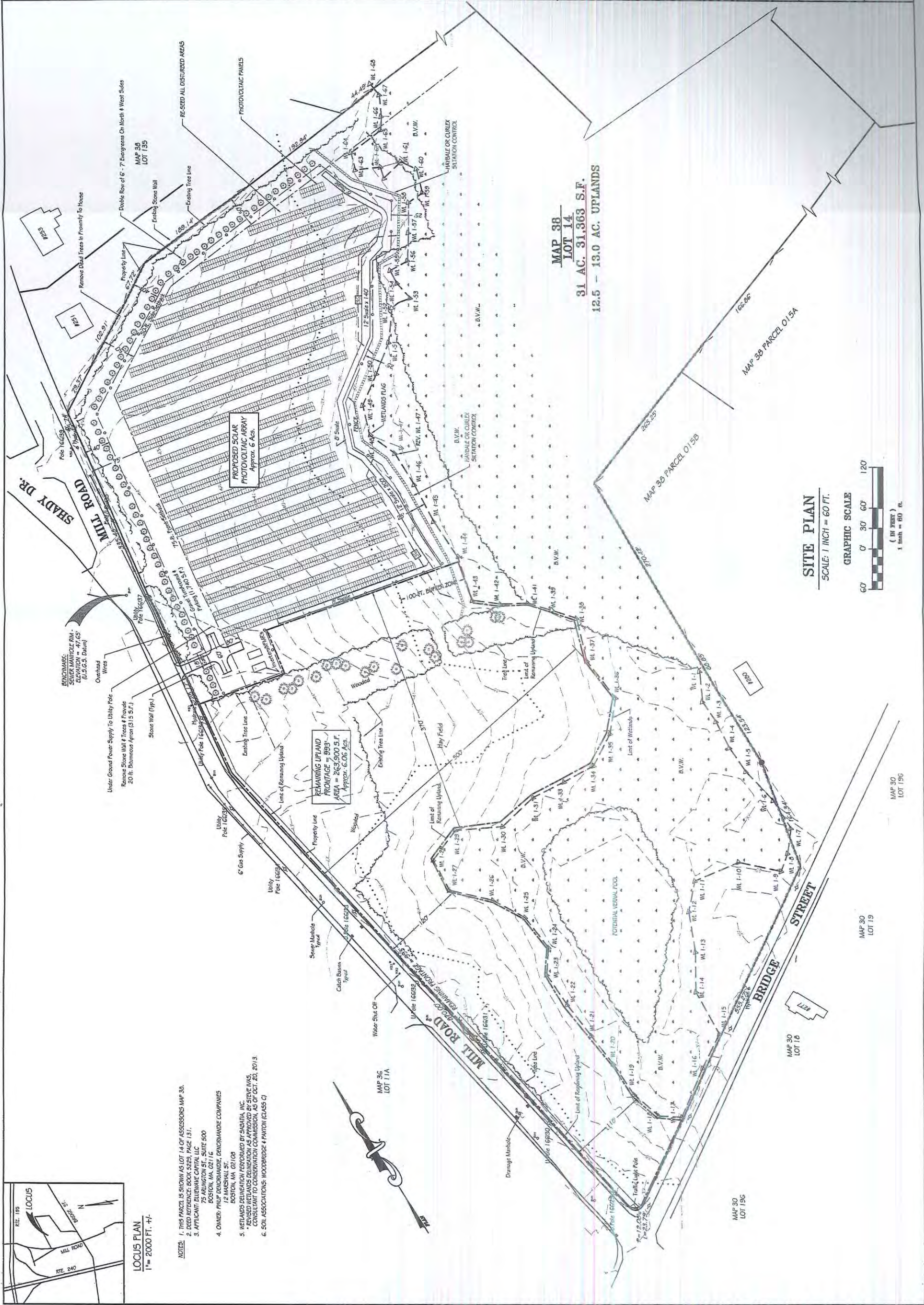


APPENDIX C – Conceptual Plans



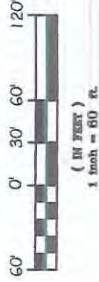
LOCUS PLAN
1" = 2000 FT. +/-

- NOTES: 1. THIS PARCEL IS SHOWN AS LOT 14 OF ASSASSINATIONS MAP 38.
2. DEED REFERENCE: BOOK 5229, PAGE 131.
3. APPLICANT: BLUEWAVE CAPITAL LLC
75 ARLINGTON ST., SUITE 500
BOSTON, MA 02116
4. OWNER: FIRST FIDELITY INVESTMENT MANAGEMENT COMPANY
12 MASSACHUSETTS AVENUE
BOSTON, MA 02108
5. WETLANDS DELINEATION PERFORMED BY SAVATTA, INC.
* REVISED WETLANDS DELINEATION AS APPROVED BY STEVE IVAS,
CONSULTANT TO CONSERVATION COMMISSION, AS OF OCT. 20, 2013.
6. SOIL ASSOCIATIONS: WOODBRIDGE & PANTON (CLASS C)



SITE PLAN
SCALE: 1" = 60 FT.

GRAPHIC SCALE



L-1

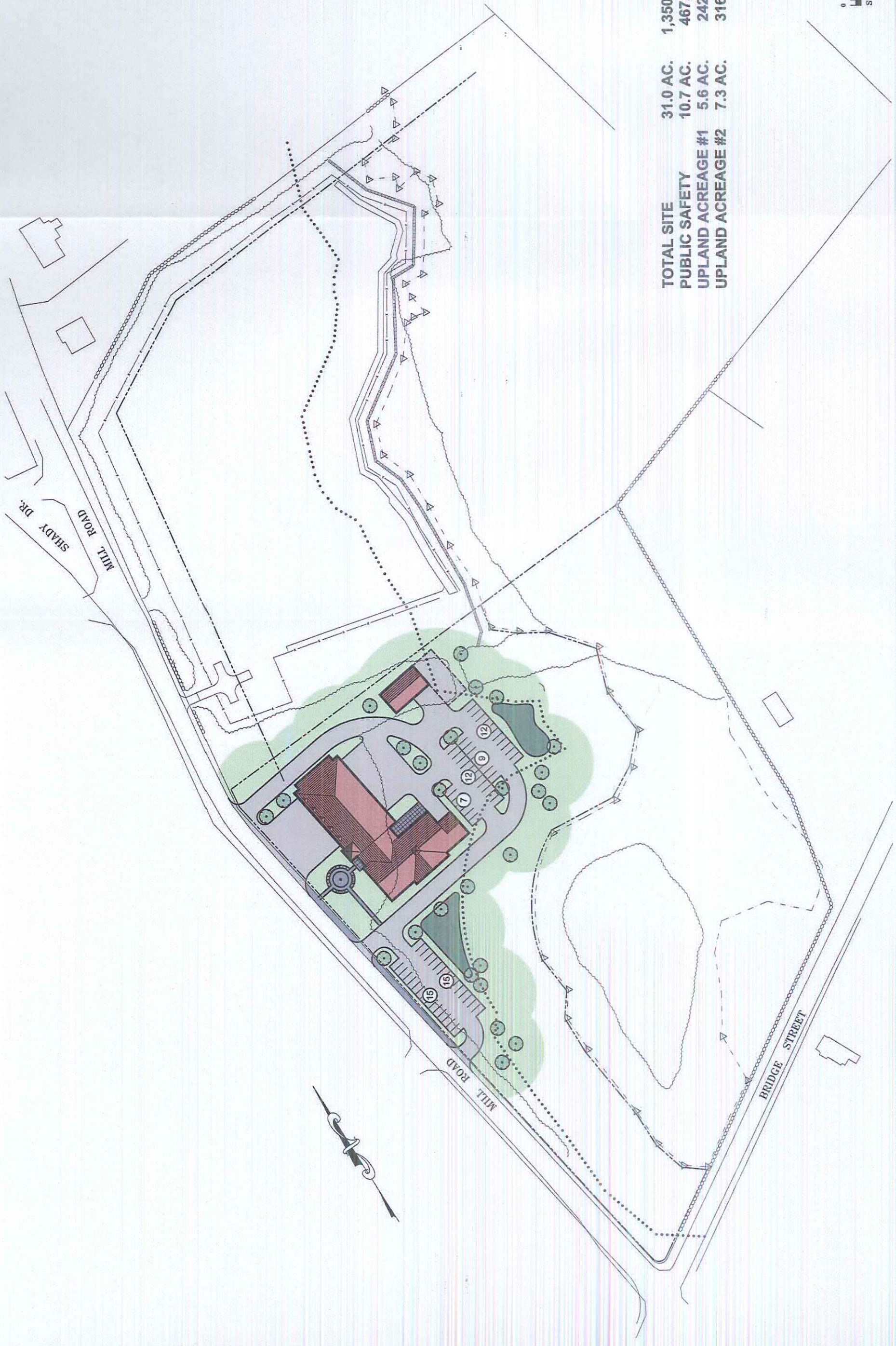
SITE PLAN

SITE PLAN OF
REMAINING DEVELOPABLE AREA
LOT 14, MILL ROAD
FAIRHAVEN, MASS.

Developer:
BLUEWAVE CAPITAL LLC
75 Arlington St. Suite 500
Boston, MA 02116

CAI
Charon Associates, Inc.
Consulting Engineers
323 Neck Road - Rockport, MA 02770
Tel: 508-763-8362 Fax: 508-763-9582
solar design associates
Harvard, MA 01451

No. 1
Date MARCH 17, 2014
Revision

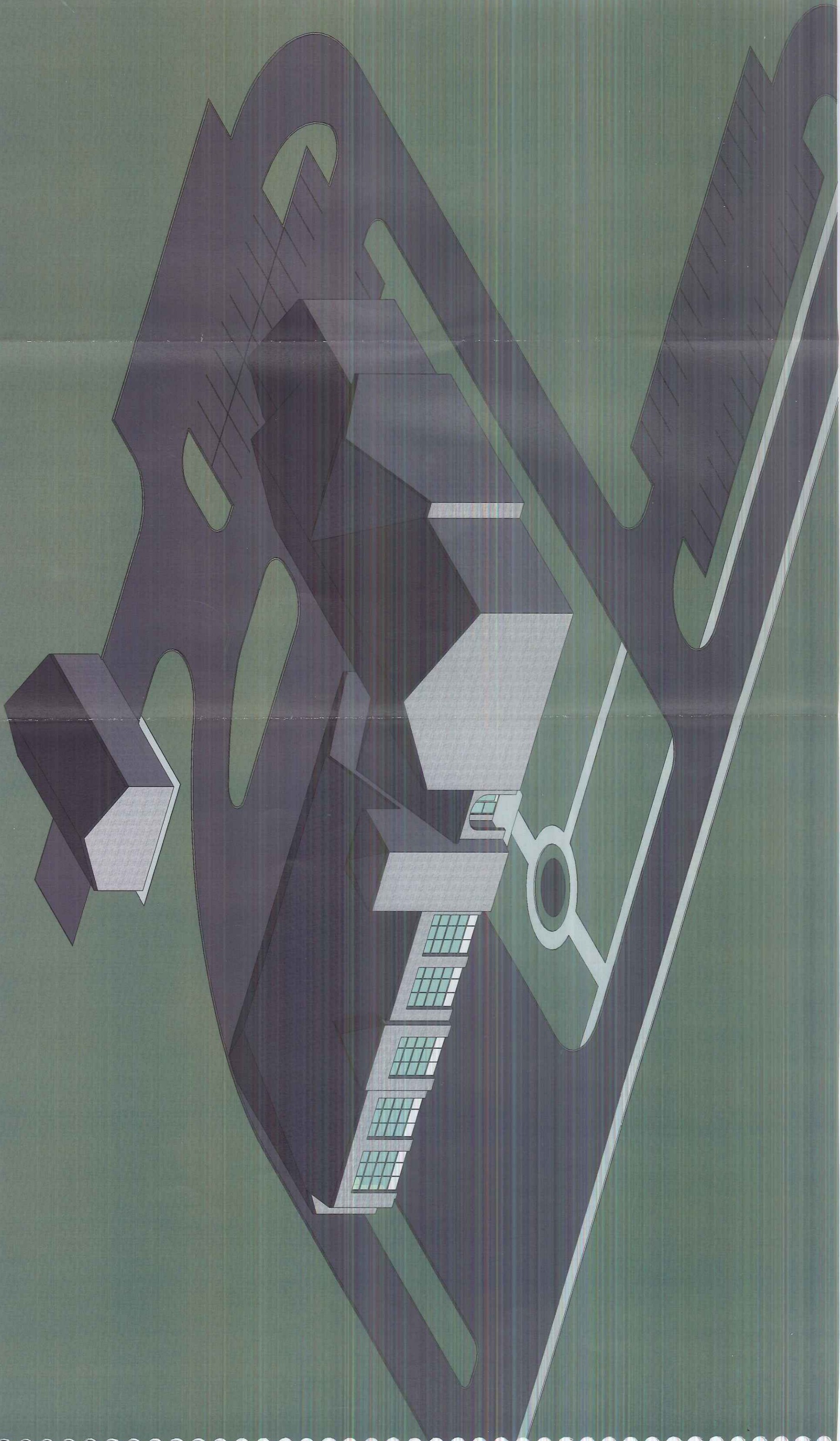


TOTAL SITE	31.0 AC.	1,350,365 S.F.
PUBLIC SAFETY	10.7 AC.	467,610 S.F.
UPLAND ACREAGE #1	5.6 AC.	242,552 S.F.
UPLAND ACREAGE #2	7.3 AC.	316,227 S.F.

Mill Road
Fairhaven, MA

SITE PLAN







CDR Maguire Inc. was founded in 1938 and since that time, has grown to become one of the Northeast's leading architectural, engineering and planning firms. CDR Maguire has offices in Maine, Massachusetts, Rhode Island, Connecticut, New Hampshire, Pennsylvania, and the U.S.V.I.

With over 150 professionals and support staff located in 5 offices throughout these 5 states and territories, CDR Maguire provides a full complement of A/E/P services competitive with other nationally known firms. CDR Maguire differs from most of those firms in that it is a privately-owned firm with staff having long tenure with the company. We find that this is a-typical of the large A/E/P firms today with the primary benefit of having long standing relationships between our clients and our principals and managers. These 5 local offices also allow our staff to develop the particular parochial skills required to coordinate permits with the various regulatory agencies in each of these states and within various counties. For more information about CDR Maguire, please visit our Web site at www.CDRMaguire.com. For more information about this report, please contact: Fabrizio Caruso, AIA, Fabrizio.Caruso@CDRMaguire.com, Direct Line 617.778.1464.