





FEASIBILITY STUDY FOR A NEW PUBLIC SAFETY COMPLEX

Prepared for:
TOWN OF SOUTHAMPTON, MA
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ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

Prior to this Feasibility Study, the Public Safety Building Committee had studied the history of the two existing facilities and considered various proposals to replace them, the most recent study referenced in 2014. The current Fire Station was built in 1863 as a schoolhouse and continued to function as such until 1927. In 1948 the building was reestablished as a firehouse. In 1971 several additions were constructed to complete the building as it now stands. The Police Department was housed in the basement of the original Town Hall, constructed in 1904. In 1972 an addition added offices and a garage to house a growing department. Currently the Police Department occupies the entire building. The existing facilities were renovated to support fire and police functions based on the needs of a certain time period, are undersized, and not organized to safely support modern public safety operations.

In June 2023, HKT Architects was selected by the Town of Southampton to prepare a Feasibility Study for the Town of Southampton. The mandate for the project was to determine the space needs of the Police and Fire Departments, assess three possible sites for suitability for a new Public Safety Facility, develop a conceptual design for a facility on a selected site with an estimated project and operating costs, and suggest a project schedule. HKT Architects worked closely with the Public Safety Facility Committee to provide program data, site assessments, concept plans for selected sites, and to ensure that the Committee had all the information necessary to make informed decisions that were in the best interests of both the end users and the citizens of Southampton.

HKT worked to make recommendations regarding the following issues:

- What are the current and future space needs of Southampton's police and fire departments?
- What is the feasibility of each of three potential sites identified by the Town for a new public safety facility based on land use, constructability, access, traffic, future growth, environmental impacts, availability and other factors?
- Are each of the proposed sites adequate in size to meet the projected space needs?
- What would be the cost to construct a new facility to meet the departments' needs on the preferred site?

It should be noted that the goal of this phase of the study was not to propose the final design for a public safety facility. That step would occur following funding approval. The scope of the study was to determine whether any of the three sites could meet the needs of a future public safety facility, offering enough room to meet building and site programmatic needs while providing safe circulation for public and emergency vehicle traffic. To that end, the sites were carefully studied to assess their suitability for public safety use and constructability, several "test fit" diagrams were then developed to assess whether the proposed

program would fit on each of the two most advantageous sites chosen by the Committee, and a conceptual design was then completed for the final preferred site. An estimated probable project costs was then developed based on a preferred scheme on the most reasonable site.

Methodology

To start the study, HKT sent pre-programming questionnaires out to each department prior to the on-site meetings. These questionnaires are meant to help the departments define the various aspects of their operations and determine the individual departments' needs, not for just the next year but going forward well into the future. HKT then met with the chiefs in August of 2023 to define their departments' needs in terms of a space program and to tour the existing police and fire stations to understand how they currently function. Discussions with the Chiefs focused on developing an understanding of the departments' current operations, anticipated future growth and potential for synergies that would facilitate the sharing of spaces. Based on the programming sessions and the completed questionnaires, a draft program was developed, reviewed, and some adjustments made to develop the final ideal public safety facility space program.

While the program was being developed, civil/site engineers from Pare Corporation assessed the feasibility of three potential sites identified by the Town: a parcel located at 204/210 College Highway, a parcel located at 0 College Highway (now known as 125 College Highway) and a parcel at 79 Clark Street. Only the 204/210 College Highway site is owned by the town and currently houses the Fire Department and Town Hall. Assessments were based on on-site observations of two of the properties where access was granted, and review of available public data. Analysis included consideration of topography, soils, wetlands, FEMA flood zones, lot shape, past uses, site access, utilities, environmentally sensitive resources, environmental records, historical records and other aspects.

The site at 204/210 College Highway included two parcels owned by the Town totaling 8.7 acres. The site is shared with Town Hall and the current Senior Center plus associated parking for this structure. Both the Fire Station and the Town Hall are located within the Southampton Center Historic District which is designated on the National Register of Historic Places. The Fire Station building is also recognized for its historic significance by the Massachusetts Historical Commission. The sloping and terraced terrain site includes reported and visually apparent high groundwater, exposed bedrock and boulders and soil generally not conducive to on-site septic systems without a raised and pumped system. There are also wetlands and a potential river front setback. All of these issues restrict use of the site.

The site at 125 College Highway (formally called out as 0 College Highway) is a 4.2 acre parcel within a 41.5 acre parcel which is privately owned. Initially the entire site was under preliminary design and permitting for potential mixed-use development. The 4.2 acres within the development would rely on

approving the mixed-use development and donation of the lot. The site is located in the Commercial Village (C-V) District and in the Water Supply Protection Overlay District. The site is generally level and soils appear suitable for both on site stormwater management and on-site sewage disposal. There are no Natural Heritage issues and the site is within Barnes Aquifer / Water Supply Protection Overlay

The site at 79 Clark Street is a privately owned parcel totaling 16.2 acres. The odd shaped parcel is split into two pieces separated by another privately owned and developed parcel, leaving the eastern leg of the lot mostly cut off from the buildable site area. The site includes sloping terrain towards Clark Street and the dominate soil on site is not conducive to on-site septic systems or site stormwater infiltration. The site is within the Barnes Aquifer / Water Supply Protection Overlay.

While initial assessments indicated there did not appear to be any constraints that would make any site unfeasible for a public safety facility, challenges at each site were noted.

A comparative site matrix was prepared to augment the data produced in the engineering report. This matrix used the engineering data plus the knowledge of the Town to rank the sites based on the following categories:

- Location
- Accessibility
- Site Features
- Environmental
- Site Development
- Availability

From the assessments and matrix, two sites, 125 College Highway, and 204/210 College Highway, ranked highest and were selected for further consideration. Following the selection of the two sites, HKT's next task was to complete two test fits for each site. Test fit diagrams were developed by taking the building program, grouping similar programmatic areas together into larger blocks of space and then arranging these blocks on the site according to ideal programmatic adjacency relationships. It should be noted that the test fit diagrams are not representative of building floor plans. The purpose of these diagrams was to demonstrate whether the space program previously developed would fit on the sites, how spaces might be organized to meet the departments' operational needs given existing site constraints and whether the overall proposed sites were of adequate size to meet the Town's needs. Test fits also helped to highlight additional challenges to the sites in terms of topography, natural resources and other issues.

The site at 204/210 College Highway, totaling 8.7 acres, included multiple and challenging site issues.

From high groundwater, exposed bedrock, wetlands, and soil not conducive to a simple septic system, this small lot size had two other very challenging issues to deal with: the steeply sloping grades and the connection to the existing Town Hall Building and parking area. To stay out of the buffers, to align the entry elevation with entry point for Town Hall, thereby sharing parking, while still providing a fire apparatus apron free of overlap to other vehicles, the building, now housing two departments, would need to incorporate three levels as the building climbed the grades. Parking at Town Hall would still need to be regraded and on-site leach fields would be challenging to locate on what remains of the site. Each option might include extensive earthwork to connect each tier of building and parking.

The privately owned site at 125 College Highway is a 4.2 acre parcel within a 41.5 acre parcel. Prior to the development of test fits, the Committee began the discussion about acquisition of an additional 2.27 acre portion of the larger site to gain direct access to College Highway, thus avoiding the complication of public safety equipment exiting the site within a private development. One test fit option for this site used the original 4.2 acre site and the second option used both the original site and an adjacent parcel that was planned for commercial development and connected directly to College Highway. Both sites supported the public safety program, with the second option providing clear and unobstructed access to the main road in town. These sites, located in the Commercial Village District and in the Water Supply Overlay District, are generally level sites with soils suitable for both on-site stormwater management and on-site sewage disposal. Both test fit options included a second level and with similar floor plan organization. The civil engineer saw no significant concerns for grades or site elements and felt these sites easier to permit.

Based on the four test fits on two sites, it was decided that the best option for the public safety building would be to locate the building on the College Highway site. Prior to developing the two concepts the Town paused the study effort to determine if acquiring the additional parcel was feasible. As the negotiations progressed, HKT was provided with a revised site plan. which included the original 4.2 acres and an additional 1.14 acre parcel located on College Highway. This additional site would be developed as the entry driveway for all vehicles entering the site directly from College Highway.

Two conceptual plans were developed at this time, including both one-story and two-story building options. Given the site constraints and requirement for easy emergency response access to College Highway, both plan options were placed on the site with the apparatus apron/doors facing directly onto the driveway parcel. The fire department operations are primarily located on the northwest portion of the site while the operations area for the police department is located on the southeast portion of the site. Administrative areas for both departments, living space for the fire department, as well as the shared entry, meeting and exercise rooms, are located between the two operations areas. Parking for each department was separated to provide dedicated spaces for the Fire Department call staff and Police

Department patrol car space and personal vehicles with visitor parking located closest to the entry.

The two-level scheme was fundamentally the same except that both administrative areas and police staff support spaces were located on the upper level. This footprint was slightly smaller on the site but would require two egress stairs and an elevator, adding to the overall building's square footage and potential cost. After evaluation and consideration, the Committee decided that the one-story scheme should be developed for estimating purposes.

While options were being developed GGD Consulting Engineers Inc. presented an overview of options for HVAC systems which included discussion on the goals of economic analysis, Life Cycle Cost Analysis (LCCA) methodology, HVAC options that met the MA Stretch Energy Code adopted by Southampton, Executive Order 594 concerning electrified heating systems versus natural gas heating, three options for systems for this project and supplemental heating that may be required. They also presented information on utility company incentives and federal tax credits. A full Life Cycle Cost Analysis is typically performed during a later design phase and assists Owners with choosing the most appropriate and cost-effective HVAC system for their building based on the first costs, operating and maintenance costs and potential utility rebates and other incentives over a 40-50 year period. For the purposes of this study, it was agreed to develop cost estimates for each of the three HVAC systems options to give the Town an idea of the range of potential first costs for construction.

The one-story plan was further revised to respond to the two elevation studies that were completed. One option included a masonry base and fiber cement envelope and pitched roofs. The second option included an all masonry building with a "flat" roof. The selected option was an all masonry option with some minor modifications that the town felt might appeal to a broader base of supporters.

Consolidation of the police and fire departments into a shared public safety facility in a central location would resolve the current and future space needs of each department. Furthermore, both departments advocated for combining facilities to take advantage of savings in operations and building efficiencies. Building a single combined facility can also reduce overall construction costs as the two departments can share a number of building systems and spaces that would otherwise need to be duplicated in separate facilities. These include:

- Building Systems
    - HVAC equipment
    - Emergency generator
    - Fire protection / fire alarm systems
- Communication Systems
    - Telephone

    - Computer servers
- Security Systems
    - Door access control systems
    - Interior and exterior security cameras
- Program Spaces
    - Public Access: Townspeople can find the help they need simply with a single facility. The police department is continuously occupied 24 hours a day / 7 days a week. The fire department is not continuously occupied when firefighters are responding to a call and because they are a call-department. If a member of the public comes looking for the fire department when they are on a call, someone from the police department is always available to help them in a combined facility.
    - First Aid / Medical – Occasionally a member of the public or a detainee will arrive at the police station needing some medical assistance. With a shared facility, the fire department can quickly respond.
    - Training / Emergency Operations Center
    - Work-out / Fitness Facility
    - Lobby / Reception Space
    - Public toilet rooms
- Site Development
    - Visitor parking
    - Site improvements – walkways, fencing, flagpoles, site lighting, etc.
    - Utilities entering the site
- Extended Operations – During extended operations, such as a snowstorm, the departments are able to work together and coordinate more easily from a shared facility and they are able to share resources, such as food, for personnel working extended shifts.

Cost Analysis

Finally, HKT developed estimated probable total project costs for a new public safety facility on the preferred site. Cost estimator, TCi, reviewed project documentation including the space needs analysis, site assessments, conceptual and design narratives to estimate the cost of construction (hard costs). Administrative costs (soft costs) such as architectural and engineering fees, project management fees, communications/radio equipment and furnishings, among others, were assumed as a percentage of hard construction costs based on costs from similar built projects. The intent of this estimate was to gain a better understanding of what a public safety facility, based upon the agreed upon program, might cost the Town of Southampton. With this information in hand, the Town leadership could then decide what next steps should be taken in the project.

Public Forum

In April of 2024, the Building Committee, along with HKT, presented the Feasibility Study at an open public forum. The Town provided a brief overview of the study and a video tour of the existing buildings which described existing conditions and explained how spaces are used for police and fire operations. HKT then presented a PowerPoint of the Feasibility Process explaining the space needs assessment/program development work, the site evaluations, the selected concept design and the Total Project Cost Estimate. The Committee and HKT then conducted a comments and questions session on the information presented.

125 College Highway Site

Based on the study findings and other general municipal needs of the Town of Southampton, the Town entered into negotiations with the Owner of the 125 College Highway parcel to acquire the entire 52-acre site which included both the 41.5-acre parcel as well as an adjacent approximately 10-acre parcel. At Spring 2024 Town Meeting the Community voted to conclude the negotiations for purchase and a debt exclusion vote passed in June of 2024. The Town of Southampton has now acquired the entire site.

Comparisons to Other Western MA Communities

The Building Committee collected data from three other local communities: Granby, Hadley and Lee. The data included general information on population, geography and median household income as well as data related to public safety facilities. That public safety facilities data included the year the facility was built, the overall size of the building, sizes of specific spaces such as training and evidence storage, counts of vehicles and the space to house them and information on personnel. All the data was then charted and included along with data on the existing Southampton fire and police station buildings and the new future proposed joint structure.

Conclusion

After analyzing the options on the two potential sites, the Town agreed that the one-story building on the College Highway site was the most desirable location for the future Southampton Public Safety Building. This preference is due in a large part to the site's location in Town and its relatively uncomplicated site conditions. Consolidating the town's emergency services in a single facility will provide the Town of Southampton the kind of modern command center it needs to address any emergency situation now and far into the future. There are very clear benefits including shared spaces for training and dual use as a community room, shared mechanical, electrical, plumbing, fire protection and technology systems, storage of vehicles and firefighting apparatus in climate-controlled spaces or under protective cover, providing a legally code compliant and accessible building, and constructing an energy efficient and sustainable structure. The proposed plan meets the operational goals of both departments and provides accommodation for future changes to public safety equipment and scope of services.

SPACE NEEDS ASSESSMENT

The programming process began with a set of questionnaires that were completed by the police and fire departments and which outlined general information about the departments including current and anticipated future staffing levels and vehicle and equipment inventories. After responses were gathered, HKT Architects interviewed Police Chief Ian Illingworth and Fire Chief Richard Fasoli and toured the existing police and fire stations. Our goal of these meetings was to focus on how staff of the departments perform various functions rather than asking for a compilation of spaces that they thought they would need. Discussions focused on each department's current and future needs as well as the potential for shared use spaces and spaces that might be used by other groups in Town. Existing spaces were observed during site visits to understand how that space currently met operational needs.

Following the initial programming meetings, HKT analyzed the data collected and compared projected space needs with those of police and fire stations we have designed in similar towns and with industry best practices, including standards published by the National Fire Protection Association (NFPA) and The Commission on Accreditation for Law Enforcement Agencies (CALEA). The space needs were then illustrated with room data sheets which describe the quantitative and qualitative aspects of each room. Tabulations of required program spaces were developed by first adding the net square footage (NSF), defined as the area required to do an activity measured exclusive of surrounding walls, of each functional space. Net square footage was then converted to gross square footage (GSF). Gross square footage measures the entire building area to the exterior face of exterior walls and includes all net square footage, plus all circulation spaces (corridors) and the thickness of interior and exterior walls. Since floor plans have not been developed during early programming phases and there is no way to measure these circulations spaces and walls, conversion of net square footage to gross square footage is done by applying grossing factors. In the case of public safety facilities, where the building is typically carved into many smaller rooms with surrounding walls, a gross area factor of 15% of net square footage typically captures the area required for interior and exterior walls. Similarly, circulation area factors of 25% of net square footage typically captures the extensive circulation and corridor spaces required to connect the smaller discrete rooms in a public safety facility. Exceptions to these percentages do occur in areas of the building with large open spaces, such as apparatus bays, and in those cases the grossing factor percentages were adjusted accordingly.

Drafts of the programming documents were shared with the departments to obtain their feedback and various revisions were made.

The final space program for the building demonstrates the need for a 27,904 gross square foot facility. A summary of the program is below:

	Gross Square Footage
Police Department Spaces	9,017 GSF
Fire Department Spaces	11,557 GSF
Shared Spaces	7,330 GSF
Total	27,904 GSF

In addition to the building, carports for both departments and a shooting range for the police department were three significant site elements being considered in the early programming and concept phases. The total area for these site elements was 4,068 GSF. These were eventually estimated as separate line items for consideration and eliminated from the project (see further discussion under Cost Analysis section of this report). Consolidating the police and fire departments in a shared facility benefits the Town by reducing construction costs as overall building area is reduced with the efficiencies of shared spaces that would otherwise be duplicated in separate facilities. In a combined public safety facility, the departments can share building systems (HVAC equipment, emergency generator, fire protection and fire alarm systems), communication systems (telephone, computer servers) and security systems (door access control, interior and exterior security cameras). Departments can also share some program spaces/rooms including a Training Room / Emergency Operations Center (EOC) / Community Room, a fitness room for staff, lobby/reception space, public toilet rooms and circulation spaces. Site development costs can also be reduced in a shared facility as the departments share visitor parking, site improvements (walkways, fencing, flagpoles, site lighting) and the cost of utilities entering the site.

Parking needs were also analyzed as part of the space needs assessment. Parking totals account for various factors including personal vehicles of staff, visitors and call firefighters as well as department owned vehicles. The resulting count factors in the anticipated vehicles on site during a shift change when personal vehicles from both the arriving and departing shift are on site along with departmental vehicles staff may drive while on shift. Providing adequate parking during a shift change is critical. Shift changes are when building occupancy is at its highest. At these times, personnel from the departing shift must meet personnel from the arriving shift to brief them on any ongoing matters. The count also factors in when call firefighters might be on site for an emergency call or training during a shift change. The following table summarizes the needs:

	Parking Spaces
Shared / Visitor Spaces	20
Police Department Spaces including 9 spaces at carport	29
Fire Department Spaces including 3 spaces at carport	23
Total	72

The program tabulation in the Appendices illustrate the departments' proposed ideal building program.

SITE ASSESSMENTS

Civil/site engineers at Pare Corporation assessed three sites identified by the Town as possible locations for the future Public Safety Facility: a parcel located at 204/210 College Highway, a parcel located at 0 College Highway (now known as 125 College Highway) and a parcel at 79 Clark Street. Only the 204/210 College Highway site is owned by the town and currently houses the Fire Department and Town Hall. The assessments that follow in the Appendices are based on Pare's on-site observations and existing public data and was not an exhaustive or detailed review. Reports do not appear to indicate any constraints that would immediately exclude any of the sites from being considered a feasible location for the Public Safety Facility.

Pare's evaluation did not include confirmation of type of specific hazardous materials or petroleum based products; capacity analysis of existing utilities; capacity analysis of existing vehicular traffic conditions and turning movements; previous or historical site developments; or any information not provided by the resources identified herein.

125 College Highway

This first site considered is a 4.2 acre parcel within a 41.5 acre parcel which is privately owned. The site is located in the Commercial Village (C-V) District. and in the Water Supply Protection Overlay District. Site 1 (0 / 125 College Highway) is in Water Supply Protection Overlay District (WSPOD), Zone II Wellhead Area, and the Aquifer Yield mapping. The site appears to be currently used as undeveloped farmland or for agriculture purposes. Initially the entire site was under preliminary design and permitting for a potential mixed-use development and the 4.2 acres within the development would rely on a donation of the lot to the Town.

The 41.5-acre parcel is bounded by College Highway to the northwest, and residential properties to the north and south, and the former railroad right way to the southeast. The site abuts properties Zoned C-V to the north, and abuts properties zoned R-V to the south, east, and west, which appear primarily to consist of residential properties. The 4.2 -acre parcel consists of existing meadow or open field, several clusters of trees and is generally level terrain. It appears that no wetlands, vernal pools, or flood plains are located within the designated site. In addition, no Natural Heritage, Estimated Habitats of Rare Wildlife or Priority Habitats of Rare Species demarcations exist on the overall 41.5-acre parcel or designated lot.

According to NRCS Web Soil Survey mapping, the 4.2-acre lot consists primarily of hydrologic soil group (HSG) of A, deep, well drained sands or gravely sands with a high rate of water transmission. It is assumed and required that the proposed development will include stormwater management systems

compliant with state and local stormwater standards.

As the site is currently undeveloped, no buildings exist nor are any served by public utilities. However, based on visual observations, utilities are located along College Highway and are readily accessible for service connections. As the Town of Southampton does not have a municipal sanitary sewer network or corresponding wastewater treatment plant, the site will require an on-site septic system design and permitted in accordance with Title 5 (310 CMR 15.00).

The site is located approximately 1 mile from the center of Southampton and the Town Hall is considered the center. Based on field observations and review of Google Earth satellite images, the intersection sight distance from the proposed site access is estimated as 350 feet or greater to the north along College Highway. College Highway elevation decreases (slopes down) in northerly direction. The intersection sight distance is also estimated as 500 feet or greater to the south along College Highway (SR 10) from the proposed development access / road. The College Highway elevation is generally level in the southerly direction. The proposed access / intersection to College Highway is approximately 140 feet south from existing Greenbrier Estate access drive. However, upon review of the Town of Southampton, Subdivision Regulations and intersection sight distances required for a minor road, it appears that the existing sight distances for the proposed access road onto College Highway will meet or exceed the Town's requirements.

204/210 College Highway

The second site includes two parcels owned by the Town totaling approximately 8.7 acres. The site is shared with Town Hall / Senior Center and the Fire Department plus associated parking for these structures. Both the Fire Station and the Town Hall are located within the Southampton Center Historic District which is designated on the National Register of Historic Places. The Fire Station building is also recognized for its historic significance by the Massachusetts Historical Commission. Both properties are located within the Residential Village (R-V) District. Site 2 (204/210 College Highway) is in the WSPOD, Zone II Wellhead Area, but not within the Aquifer Yield mapping.

The 210 College Highway parcel is currently developed including the existing Town Hall with Senior Center, the Fire Department, and other man-made improvements. The 210 College Highway site is bounded by College Highway to the east, Maple Street to the south, and residential properties to the north and west off High Street. The site abuts properties zoned R-V to the north and west all of which are used as residential properties. The 204 College Highway parcel is a former residential property that is currently vacant or free of structures, but does contain masonry foundation remnants, a north-south oriented drainage swale, and woods with severe invasive plant species overgrowth.

The site along the College Highway frontage is generally flat to moderately sloped at the Fire Sation / Town Hall entrance but increases in slope as one proceeds west along the driveway and toward the Town Hall parking areas. The land has been altered or graded to three plateaus; Level 1 is at the Fire

Station and includes the parking areas, Level 2 is 50-feet to the west of Fire Station, and Level 3 is located 200-feet to the west of the Fire station. Based on visual observations and surface evidence, boulders or bedrock outcrops were present at Levels 1 and 2. Clear standing water and saturated soil were present at the surface at Level 3. Furthermore, it was reported that previous preliminary subsurface investigations revealed the presence of bedrock at very shallow depths below the ground surface at both plateaus to the rear or west of the existing fire Station.

Based on available MassMapper data, the northeastern portion of the 204 College Highway lot contains wetlands with typical 100-foot setbacks or buffers and also includes a small segment of Potash Brook with associated 200-foot riverfront setbacks. The majority of the two parcels are located within a Zone II Wellhead Protection Area. No surface water supply protection areas, aquifer boundary's, vernal pools, or Natural Heritage, Estimated Habitats of Rare Wildlife or Priority Habitats of Rare Species demarcations exist or are shown.

According to NRCS Web Soil Survey mapping, the site contains a mix of soils within the group (HSG) of C, fine texture with a layer that impedes the downward movement of water resulting in a slow rate of water transmission. Udorthents soils are mapped for the Town Hall and associated parking areas and are considered altered by manmade activities that no attempt to classify the naturally occurring soil is made nor are hydrologic soil group listed.

Based on visual observations and surface evidence, the existing stormwater management system on the site is very limited and consists of one stormwater catch basin located approximately 70 feet east of the fire station building front. The catch basin appears to be constructed of cinder blocks, is sediment filled, does not include an oil/debris hood, and the outlet pipe (if exists) was obstructed with sediment. An existing drainage swale with a north-south orientation is located on the 204 College Highway parcel and is approximately 10-feet deep, 10 feet wide at the stream bed, and has 2H:1V embankment slopes. The drainage swale start point is at a cement concrete headwall and drainage or storm sewer pipe outlet located north of the fire station parking area. The discharged water is clear, odorless, and is estimated to be a groundwater subsurface drain from either the Town Hall parking area or potential building perimeter drain (unconfirmed).

Based on visual observations, utilities are located along College Highway and appear readily accessible for service connections. An exposed PVC sanitary sewer line with cleanout is located between the

sleeping quarters of the Fire Station building. As previously noted, as the Town of Southampton does not have a municipal sanitary sewer network or corresponding wastewater treatment plant, the site will require any new buildings or additions to include a new on- site septic system design and permitted in accordance with Title 5 (310 CMR 15.00).

The site is located in the center of Southampton. Based on field observations it is estimated that the intersection sight distance from fire station driveway apron at College Highway to the north is estimated as 350 feet or greater. The intersection sight distance from the fire station driveway apron at College Highway to the south is estimated as 350 feet or greater. The East Street intersection with College Highway is located approximately 130 feet south of the fire station apron. Vehicle maneuvering or left turns from East Street onto College Highway are not allowed due to the existing residential dwelling at the corner and obstructed sight distance. It appears that the existing sight distances for the existing access onto College Highway may meet the Town's requirements and current standard design practice but will require further or more detailed evaluations.

79 Clark Street

The final site is a privately owned parcel totaling 16.2 acres and is located within the Industrial Park (IP) District. Site 3 (79 Clark St) in in WSPOD, Zone II Wellhead Area, and the Aquifer Yield mapping. The site is currently undeveloped and consists of wooded areas at far south and east property edges with an existing cornfield or actively tilled for ongoing agriculture. The site is bounded by Clark Street to the north, and industrial properties to the south, east and west. The site abuts properties zoned IP to the south and east which are undeveloped, and a property zoned IP to the east that is developed for industrial use. HKT and Pare Corporation did not receive verbal or written permission from the landowners to complete an on-site field assessment. As such, visual observations were completed from Clark Street and the former railroad right of way.

The site appears to be gently sloping up from Clark Street to the south or rear of parcel. Based on available MassMapper data, the northeastern portion of the site contains wetlands associated 100- foot WPA buffer and a potential vernal pool located on the southwestern portion of the site. Based on available MassMapper data, there are flood plains identified at the site. However, the site is located within the Barnes Aquifer and Water Supply Protection Overlay District and includes a Natural Heritage Priority Habitat of Rare Species demarcation. However, no Natural Heritage Estimated Habitats of Rare Wildlife demarcations are shown.

According to NRCS Web Soil Survey mapping, the site has a hydrologic soil group of D, a poorly drained soil with a very slow rate of water transmission.

As the site is currently undeveloped, no buildings exist nor are any served by public utilities. Based on

field observations utilities are located along Clark Street and readily accessible for service connections. As previously described, the Town of Southampton does not have a municipal sanitary sewer network or corresponding wastewater treatment plant, and as such the site will require an on-site septic system design and permitted in accordance with Title 5 (310 CMR 15.00).

The site is located approximately 0.5 miles from the center of Southampton. The vehicular access point with Clark Street was assumed to be at the center of the northern property line. Based on field observations it is estimated that the site distance for the access/intersection to Clark Street is approximately 400 feet for both the western and eastern approaches. It appears that the existing sight distances for an access road onto Clark Street will meet or exceed the Town's requirements.

SITE EVALUATION MATRIX

HKT developed a site evaluation matrix as an objective tool to analyze and compare the three sites studied. Based on data gathered from the site investigations along with other less definitive categories, HKT outlined a list of six key site criteria for consideration including location, accessibility, site features, environmental, site development and availability. Within each main category, several sub-categories were created with detailed criteria for each site to be evaluated on.

Next, a point scale of 103 points was then divided among the sub-categories. Point values were not assigned equally to each sub-category. Categories were instead weighted based on the known complexities of the site, operational requirements of the departments and Town and community goals and values. For example, sub-category 1.1 Geographic Location was more heavily weighted at seven available points than sub-category 4.4 Existing Tree Cover at three available points. This was a logical result of the fact that the fire department must be located on a site that meets emergency response times throughout the Town and is critical to operations while the cost of clearing trees is a site complication that can be managed relatively easily. Given the known characteristics of each site, HKT developed a list of comments for each sub-category, describing what site factors would generate a high, medium or low point value, to help guide the group in reviewing and then assigning points impartially. The Committee reviewed the initial matrix and worked with us to refine the categories and to assign values.

Finally, HKT met with the Town to rank the sites. Together, the group reviewed the criteria and discussed the known data on each site before assigning a point value in each sub-category. The sites were judged in an objective fashion with HKT commenting on technical aspects for consideration while the Town provided insight into impact on their operations and community values.

The final results of the exercise demonstrated that the preferred site for the future public safety facility was 125 College Highway which received a ranking of 78 out of 103 possible points available. While the 204/210 College Highway site ranked only six points higher than 79 Clark Street in total, it ranked considerably higher in the category of Location. Of 23 available points in Location, the 204/210 College Highway site received 22 points compared to 15 points for 79 Clark Street.

2014 FIRE AND POLICE STATION SPACE NEEDS ASSESSMENT AND LOCATION STUDY

HKT was not asked to formally review the findings of a previous space needs assessment and location study for a public safety facility in Southampton. The previous study noted inadequacies and obsolescence of the existing stations and the Committee explored three possible town-owned sites, with only one site, 204/210 College Highway, proposed in the two studies. The study suggested the existing Town Hall and Fire Station site would meet the requirements of the departments. Though there was discussion on reusing the existing building it was noted that there was no identified use for the existing structure and any reuse might be considered a compromised solution for a new facility.

The report from 2014 is nearly a decade old and there have been multiple changes to operations for the departments as well as changes to the building code, most notably the Energy Code. Construction costs have also risen dramatically and continue to exceed standard escalation factors.

DESIGN – TEST FIT AND CONCEPTUAL OPTIONS

Preliminary building and site test fit diagrams were developed for 204/210 College Highway and 125 College Highway in response to the space needs identified during programming sessions with the police and fire departments and the restrictions outlined for the two selected sites. The purpose of these diagrams was to “test fit” the program on each of the sites to determine if the sites would be adequate in size for the ideal program.

Test fits would also help alert the design team of any challenges that the sites might pose in terms of topography, impact on natural resources and traffic, among other issues. In developing the diagrams, the design team set several goals relating to the facility operation:

- If at all possible, keep the main public entrance, shared administration areas and the any community use rooms on the same floor level to facilitate personnel workflows while interacting with visitors.
- Provide good access to a main road for emergency vehicles to exit the site quickly and safely, minimizing response times.
- Provide drive-through apparatus bays whenever possible to allow easy circulation of fire apparatus parked in tandem within the building, allowing vehicles to exit/enter the station through front and back doors. Provide drive-thru sally port if possible.
- Separate emergency response vehicles, staff and public parking for the safety as emergency response vehicles quickly exit the site.
- Conceal the sally port entrance from public view for safety and security of detainees and police officers.

Test fit diagrams were developed by taking the building program, grouping similar programmatic areas together into larger blocks of space and then arranging these blocks on the site according to ideal programmatic adjacency relationships and the goals noted.

The Town owned site at 204/210 College Highway included multiple and challenging site issues for both options developed. Planning on this small lot size, once considerations for wetlands buffers, steeply sloping grades, expected connection to the existing Town Hall Building and parking area, were factored in, proved challenging. To accommodate the two departments, including apparatus bays and sally port / impound bays, a three-level building was planned. The two options developed attempted to stay out of the buffers, aligned the entry elevation with the entry point for Town Hall and provided a fire apparatus apron free of overlap to other vehicles. Each option most likely would include extensive earthwork to connect each tier of building and parking, and planning for on-site leach fields would remain challenging. The parking layouts are not ideal, and the total number of spaces accommodated did not meet the

program expectation.

The privately owned site at 125 College Highway included test fits for either the original internally accessed site or a site that added another parcel allowing direct access from College Highway. Both sites supported the public safety program, with the second option providing clear and unobstructed access to the main road in town while the original smaller parcel required construction of the proposed road into the larger development. Both test fit options included a second level and with similar floor plan organization. These sites are generally level sites with soil suitable for both on-site stormwater management and on-site sewage disposal. The parking layouts are ideal, and the total number of spaces accommodated meet the program expectation.

Based on a careful review of the four test fits on two sites, the Committee decided that the best option for the public safety building would be to locate the building on the 125 College Highway site. As the next step involved further development and conceptual planning of two concepts on the 125 College Highway site, the Town paused the project to determine if acquiring the additional parcel was feasible. Subsequently, a revised site including the original internal parcel and a different but smaller parcel located on College Highway were provided for further development. This additional site would be developed as the entry driveway for all vehicles entering the site but was too narrow to construct a building on.

Two “L” shaped plans were developed including one-story and two-story building options. Both plans were similarly placed on the site with the apparatus portion of the building and its apron/doors facing the driveway parcel for the best movement of firetrucks. The fire department operations areas are located immediately adjacent on both sides of the apparatus floor, while the operations area for the police department is located at the rear of the building and as remote from any public spaces as is possible. Administrative areas for both departments, living space for the fire department, the shared staff exercise room, the shared public space including the entry and Community Room and are located between the two operations areas. The two level scheme was fundamentally the same except that both administrative areas and police staff support spaces were located on the upper level. This two-level scheme footprint is slightly smaller on the site but would require two egress stairs and an elevator to meet code, adding square footage and potential cost to the project. Parking for each department is easily accommodated on these sites and visitor parking is located close to the public entry.

After evaluation and consideration, the Committee decided that the one-story scheme should be finalized for estimating purposes.

Elevation studies were completed based on the one-story plan. One option included a masonry base and

fiber cement clapboards/trim with pitched roofs. The second option included an all masonry building with a “flat” roof. Both options were without unnecessary or superfluous detail to allow ease in future maintenance. The selected option was an all masonry option with some modifications that the Town felt might appeal to a broader base of supporters. The plan and elevations were then adjusted to match final comments. The final elevations included a second masonry color/product at the base and as trim at the entry, windows and doors.

COST ANALYSIS

The goal for this study included the development of an estimated total project cost budget for the construction of a public safety facility on the preferred site. That budget could then be used by the Town to discuss what next steps should be taken. Total project cost is a combination of the cost for construction (hard costs) and administrative costs borne directly by the Owner (soft costs). As previously explained, one conceptual option was selected for cost development. Below is an explanation of how these costs were arrived at.

Hard Costs

Hard construction costs were estimated by an independent professional cost estimator, TCi Tortora Consulting. Included in the hard cost figures is a design and pricing contingency added to cover the cost of items that cannot be foreseen at this time without a more defined design. The 10% contingency is typical at the feasibility study phase and is reduced as the project is further developed. Finally, these total costs are estimated for the expected construction bid date in mid-2025, and if bidding is delayed the estimated Total Project Costs budget can be escalated based on what bid date is anticipated at that time, assuming anywhere from 7-10% per year. Currently, these escalation factors are higher than the industry standard which rose significantly during the pandemic and have remained high.

Ideally the next stage of the project would begin immediately following approval at Town Meeting / Voting, with the hiring of an Owner's Project Manager, selection of the design team, and production of biddable documents. The document process lasts eight to nine months.

Soft Costs

Soft costs include a variety of administrative costs typical of a project such as this. Fees for the architects, engineers and owner's project management are typically estimated as a percentage of the construction cost. Other costs can vary from project to project including costs associated with specialized services such as a survey or traffic engineering, permitting, legal fees, commissioning, communications, printing of bid documents, advertisement of the project, testing during construction, a clerk of the works and furniture, fixtures and equipment, among others. As detailed information on the soft costs for this project are not known at this early stage, soft costs were instead assumed at 25% of hard construction costs, a figure in line with other similar public safety projects in Massachusetts.

Owner's Contingency

The Owner's contingency is carried as a line item to cover changes that are initiated at the Owner's option or latent conditions such as unforeseen circumstances. Examples of unforeseen circumstances might be additional hazardous waste removal or boulder removal. This contingency can also cover

changes that the Owner chooses to initiate. Upgrading to a better grade of equipment or deciding to change a spatial arrangement during construction are but two examples. For this project 10% was included in the Total Project Costs.

Total Project Costs

The combination of hard and soft costs yields total project costs. The approved building program was for a 27,904 GSF project. The final conceptual layout, which did not include an upper level, was for a 26,895 GSF building. Total project costs for the chosen site are outlined below:

	125 College Highway
Hard Cost for 26,895 SF Building * (bid date mid-2025)	$29,468,826
Soft Costs @ 25%; Owner's Contingency @ 10%	$10,314,090
Estimated Total Probable Project Costs	**$39,782,916**

**Includes cost two carports and a shooting range as site elements not included in the square footage noted.*

In the Hard Cost total, the costs to construct two freestanding carports and a shooting range, all part of the programming, were included as separate line items. The Committee decided that these three elements, totaling approximately $2 million dollars in hard construction costs, would not be included in the project. Thus, the Hard Costs and the Estimated Total Project Costs would be reduced by that amount. The final figures presented to the Committee for total project costs were as follows:

	125 College Highway
Hard Cost for 26,895 SF Building (bid date mid-2025)	$27,398,826
Soft Costs @ 25%; Owner's Contingency @ 10%	$9,589,590
Estimated Total Probable Project Costs	**$36,988,416**

In addition to these base costs, one Deduct Alternate and five Add Alternates were included for consideration. These included two different HVAC systems options (as described earlier in this report), EV charging stations, photovoltaic arrays on roofs, rainwater harvesting and green roofs.

One potential variable to this budget is if there should be a significant change in the economy (such as a was seen in the COVID-19 Pandemic) which could affect the base cost and the escalation contingency. Another variable is timing, as a delay to the project being bid would also affect the total cost. It is important to keep monitoring costs as the project moves forward into the design phases to make certain that factors such as "scope creep" do not distort the original size and intent of this study.

CONCLUSION

The current Southampton Police and Fire Stations no longer meet the needs of the departments. The buildings and systems are obsolete and do not support the work of modern police and fire departments.

The Fire Station was built in 1863 as a schoolhouse and in 1971 several additions were constructed to complete the building as it is now. Major spaces such as the apparatus bays are undersized for modern fire equipment and living quarters are in a trailer. The most recent building addition is more than 50 years old. Likewise, the Police Department is in a building constructed in 1904 as a Town Hall with a 1972 addition. Spaces are undersized and not well organized due to existing conditions. The most recent building addition is also more than 50 years old. A building expansion/renovation for either site would not resolve basic needs for operations, which is the goal of any Public Safety Building, which would need to meet all current codes and standards.

A consolidated public safety facility would resolve the current and future space needs of each department, improve department coordination and cooperation, and save the Town the added cost of building separate facilities on separate sites. As previously explained, in a consolidated public safety facility, the police and fire departments can share a number of building systems and spaces that would otherwise need to be duplicated in separate facilities. And because the two departments work together, sharing the same facility could benefit the departments operations as well.

Examination of the three sites proposed for the public safety facility indicated that the 125 College Highway site would be a clear preferred choice for the new facility.

This study has laid the groundwork for a new public safety facility for Southampton by confirming previous assessments of the inadequacy of the existing stations, defining the departments' current and future space needs, determining the preferred location for the future facility, and developing an estimated probable total project cost.

APPENDICES

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PROGRAMMING QUESTIONNAIRE – POLICE DEPARTMENT

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PROGRAMMING QUESTIONNAIRE

Southampton Public Safety Complex – Feasibility Study	**HKT Project No.:** 22308
Name / Title:	Ian Illingsworth; Police Chief
Department / Division:	**Police Department**
Phone / Email	413-527-1120 Chief@southamptonpolice.com
Date of Completion:	8/15/2023

General Information

Function: Please respond to the following questions:

F1. Please describe the primary functions / activities / duties of your department in as much detail as possible.

The police department is the primary law enforcement agency for the Town of Southampton. This responsibility includes the following 24/7 primary responsibilities to include:

1. *Proactive and reactive patrol within the Town's jurisdiction*
2. *Investigate crimes, inventory, process, and secure evidence.*
3. *Arrest, process, and detain arrestees.*
4. *Civil process to include serving restraining and harassment orders which causes for the surrender of large amounts of firearms and ammunition.*

Administrative:

1. *Permitting: Process Firearm licenses/ Solicitation Permits*
2. *Records Access*
3. *Sex Offender Registration*
4. *Crime Reporting*
5. *Property Control*

Training:

1. *Conduct required in-house training.*
2. *Taser and Firearms Training*

Community Outreach:

1. *Resident Reassurance Program; Daily Contact with elderly in program*

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2. *Drug Take Back: Events and kiosk in lobby.*
3. *Drug Addiction and Recovery: Provide resources to people in need.*

F2. Identify any functions / activities / duties that you would like to see your department perform now and in the future that are not currently being done and for whom?

1. *To potentially assume the law enforcement component of a smaller jurisdiction.*
2. *Hosting public outreach and training.*
3. *Future technology Lab, computers, body cam storage, unforeseen technology AI.*

F3. Please describe the current dispatch / communications situation and your preferred placement for this function.

The dispatching responsibilities are currently in the process of being transitioned to a regionalized component. This, however, does not preclude the necessity of a communications/ radio room for emergency operations and/or a receiving desk for the public.

Operations: Please respond to the following questions:

O1. How many visits by members of the public do you receive on an average day? Are there times of day / year that are busier than others? Please explain.

5-10 times a day, primarily between the hours of 9AM-7PM

O2. What functions / activities / duties within your department have direct interaction with the public?

Please see response to F1. All except for training, crime reporting, and property control

O3. Are there any spaces you currently share with the Community? Do you envision sharing any spaces with the Community in the future such as the Training Room (assume this will be shared with the FD)?

Currently, the police department does not share space with the community. Envision a shared space such as a training room with the fire department which can be utilized by community user groups. A shared Emergency Operations Center (EOC) with the fire department and community stakeholders.

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O4. Does your department have any special or specific security or safety concerns? Please explain.

Yes. Surveillance of building. Secured spaces for records and evidence, sallyport for arrestee transportation, carport for cruisers, a safe room for people that enter the lobby in crisis or danger. Secured employee parking. Sallyport weapon storage prior to releasing arrestee from cruiser.

Emergency Events: Please describe any special requirements or needs during emergency events. Possible examples might include water, fuel or communication needs, outside assistance or changes to parking or queuing.

1. A shared space could serve as a cooling center for people as the Town does not have this resource.
2. A communications back-up radio tower during disaster or significant weather event
3. Emergency and back-up generator with on-site fuel requirements
4. Reasonable space to house officers and staff for multiple days in the event of natural and person created disasters.

Staffing Organization

Please provide an organizational chart for your department, if available, and complete the table below. Please include current staffing and possible projected staffing until the year 2042.

Position	Staffing Projections				FTE	PTE	Comments
	2023	2028	2033	2043			
Example: Chief	*1*	*1*	*1*	*1*	*X*		*Manages Department*
Example: Staff Title	*1*	*2*	*2*	*3*	*X*		*Staff Member of Division B*
Police Chief	1	1	1	1			
Captain	0	0	1	1			
Lieutenant	1	1	1	1			
Sergeant	3	3	3	3			
Detective	1	1	2	2			Current Detective is also a Sergeant
Patrol Officers	5	8	12	16			
Training Officer	0	1	1	1			

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Administrative Assistant	1	1	1	1			

Space Needs Requirements

The next section deals with space needs for your department. This section is divided into four parts. The first part deals with general questions regarding existing and future space needs. The second part deals with general space requirements for your department including things such as public, lobby, conference, locker rooms, lunchroom and other support facilities. The third part is devoted to individual office and/or workstation requirements. Storage requirements will be covered in the fourth part. Parking or vehicle storage needs will be addressed in the next section.

Please provide as much detail as possible to the questions. Your responses will help to guide programming discussions with the Design Team.

Existing and Future Space Needs: Please respond to the following questions:

E1. What are your thoughts regarding the current space your department occupies? Please comment on positive as well as negative attributes.

The current police department provides adequate space for several functional responsibilities however many spaces not intended for specific functions make it less than opportune. Examples: Lacking space to meet with public, evidence and property storage are poorly lit closets and not capable of large evidence items, lack of dry storage, lack of adequate armory, cruiser storage from elements (snow and ice) The booking and cell locations are not designed for safe intake.

The Department does not have a location to meet with members of the public in a convenient location within the building separate from operations.

There is no kitchen or break room. There are no current locker rooms that feature a bathroom/shower. The current "locker room" is located in a space that is better suited for storage.

E2. What are your conference / meeting space needs? How often are meetings held? How many people attend your meetings? Can you share meeting facilities with the Fire Department personnel? What equipment is required in different meeting spaces?

The department has a conference room that also serves as the Town's Emergency Operations Center. This room is used frequently as a location to meet with the public. As cited in E1, this room is within the center of department operations.

Currently, the police and fire departments are in different building. This room can host approximately 8 people.

Large screen monitor, laptop, projector, speakers, WIFI capabilities are required for conference and training rooms.

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E3. Describe centralized file, archived file and secure storage needs. How many linear feet of active files / records are accessed daily? How many linear feet of files / records do you produce in a year for archiving? How many years of files / records do you maintain? Can any files / records be maintained off-site or digitized?

1. *A secure police records room is a necessity.*
2. *A secure evidence and property room is a necessity.*
3. *A secure evidence processing room is a necessity.*
4. *Currently, at least 10 feet linear of record storage per year. Records storage needs must also accommodate records that cannot be disposed of.*
5. *The Department maintains records for approximately 7 years depending on records retention laws.*

General Space / Support Facility Requirements: Please provide a list of key spaces used by your department. If you have an idea of how large an existing space is or any distinguishing features, please note that.

Space	Size (L x W)	Quantity	Comments
Example: Lobby	*Existing 10 x 12*	*1*	*House officer, seating, access to public toilets*
Example: Conference Rm	*Existing 14 x 18*	*2*	*Needs multiple lighting levels, flat screen monitor, computer hook-up*
Example: Lunch Room	*Seating for 10*	*1*	*Kitchenette with sink, microwave, full size refrigerator, water cooler, vending machine*
Example: Locker Rooms	*?*	*1 male / 1 female*	*x male lockers, x female lockers*
Lobby	13x5	1	
Dispatch Center	14x11	1	Also serves as reception to PD
Kitchenette	7x8	1	No sink. Not designed as such
Booking room	14x11	1	Former garage bay
Cells	9x6	2	Approved for juvenile and adult sight and sound isolated from one another in accordance with housing juveniles and different genders simultaneously
Conference room	11x5	1	Serves as EOC as well
Operations room	19x16	1	Serves as work stations for Officers
Sergeant's office	12x16	1	Serves 2 sergeants
Interview room	11x8	1	
Chief's office	16x11	1	
Lieutenant's office	16x12	1	

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Detective's Office	14x11	1	
Records room	14x13	1	
Supply room	14x18	1	
Evidence processing room	19x13	1	Available space but too large
Training Room	45x24	1	Former meeting center of Town Hall
Garage bay	22x13	1	Nearly wide enough for a Ford Explorer
Locker room male	10x13	1	Poor lighting, no seating or benches
Locker room female	14x14	1	Only 1 locker, no seating or benches
IT Room/ Radio Room	6x11	1	Too small, poor lighting
Armory	8x8	1	Lacks firearm clearing trap. Shelves are small. Door and lock hardware are weak. No workbench for weapon maintenance or repairs.
Evidence room/closet	4x17	1	Poor lighting, damp, too small
Custodian Room	9x8	1	

Office and/or Workstation Requirements: Please list any specific individual needs for staff in your department.

Think about the work performed: Do they have private meetings during the day? If so, with how many people. Do they have multiple private phone or personal conversations during the day? How long are they at their desk each day? Could they share workspace with another individual on another shift? Could they work at a shared work surface assigned on a daily or even hourly basis?

Note any furniture, equipment or storage they may need. Do they need a work surface with a computer hookup only or one with file drawers? Do they need visual or acoustic privacy? Do they need quick access to printers / copiers?

Office (private) or Workstation (open)	Individual Needs for files, copiers etc.	Comments
Example: Private Office for Chief	*Desk with return, Lateral files, bookcase, small table for 4, whiteboard*	*Acoustic privacy required. Access through admin assistant's area is (is not) preferred.*
Example: Workstation for Admin Assistant	*Desk with return, Lateral files, copier/printer*	*Control point for visitors*
Example: Report Writing	*Shared workspace for 4*	*Computer access, shelving, flexible*
Private Office for Police Chief	Desk, filing cabinets, computer, copier /Printer, intercom/radio intercom	Not in areas frequented by the public
Private Office for Lieutenant	Desk, filing cabinets, computer, copier /Printer, intercom/radio intercom	Not in areas frequented by the public
Private Office for Sergeants	Desk (2), filing cabinets, computer, copier /Printer, intercom/radio intercom	Not in areas frequented by the public

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Private Office for Detective	3 Desks, filing cabinets, computer, copier /Printer, intercom/radio intercom, whiteboard, temporary evidence storage	Not in areas frequented by the public
Operations Room for Officers	4 work stations, filing cabinets, mailboxes for staff, whiteboards, bulletin boards, copier/printer, 4 computers, phones, intercom/radio intercom.	Not in areas frequented by the public
Booking Room	Secure booking desk, security rails, fingerprint processing station, wash station, benches	Not in areas frequented by the public. Acoustic privacy
Holding Cells	2 approved that are contiguous with cells, surveillance monitoring, and cell check data terminal sight and sound isolated from one another in accordance with housing juveniles and different genders simultaneously	Not in areas frequented by the public. Acoustic privacy
Interview Room	Computer, phone, audio/recording capabilities	
Conference room	Large enough to support 10-15 people	
Training Room	Large enough to train 30-40 people, computer access, whiteboard, projecting system, touch board	
Lobby capable of being unstaffed	Attached safe room, surveillance cameras, adjacent to Admin/ dispatch room, restrooms	Lobby may be unstaffed and will require remote intercom and surveillance capabilities
Administrative Assistant Office	Adjacent to Lobby	
Records Room	Numerous filing cabinets, computer access	
Armory	Requires a safe	
Evidence/ property room	Large enough to store large evidence, temperature controlled, refrigerator for bio evidence. Internal safes to meet accreditation standards, shelving. Should be adjacent to Evidence processing room	
Dining area/kitchenette	Located in area away from public access or rooms intended for the public	
Sally Port	Drive though, enough to store cruisers. Secured areas for large property unable to be placed in property room	Direct access to booking
Evidence processing room	Adjacent to evidence/property room, ventilation for evidence processing (fuming), computer access,	

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Safe room	For immediate safety members of the public seeking safety in an emergency	
Temporary evidence storage	Connected directly to Evidence/Property room	
Locker rooms w/ showers	Locker rooms with secure lockers, benches, showers	
Bunk room	Bunk room with bed or cot	
Weight/Cardio Room	Free weights, benches, smith machine, treadmill, Arc trainer, elliptical.	
Space designated for indoor shooting range	Three lanes for shooting up to 25 yards.	Access for venting to the outside
Decontamination room/area with shower running water	Small area where officers could change clothes and clean as need to prevent contaminates from entering the building, IE COVID exposures to other communicable diseases, flea infestations, ticks, urine, feces	Small area immediately adjacent to exterior door.

Storage Requirements: Please list any specific storage needs for your department.

Consider items currently stored on site and those that are stored elsewhere in Town. Consider whether current storage locations create any issues for access (i.e. *paper is stored in a locked room in an adjacent building* or *all equipment used in conference rooms needs to be moved from one floor to another x times a day/week*). Please list specific items stored. Please note if these items need special security (assume all doors can be locked).

Material - Items	**Size or Weight**	**Security Needs Secure (S) Unsecured (US)**	**Comments**
Example: Office Supplies	*Currently stored in three 8' x 8' rooms*	*S*	*Needs to be adjacent to admin offices*
Paper/stationary		*S*	*All supplies currently all stored and organized in one large room which seems to work for inventory purposes*
Medical supplies		S	
Uniforms		S	
PPP		S	
Vehicle care and maintenance		S	Stored in sally port
Area large enough to secure a vehicle or other large item that requires secure storage in compliance with evidence storage.		S	Does not need to be in its own room, area, could just be a fenced in secured area, maybe inside cruiser maintenance bay

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Town-Owned Vehicles

Apparatus: Please respond to the following questions regarding your vehicles.

V1. Do you perform light maintenance on your vehicles in-house?

Yes

V2. Do any department owned vehicles go home with employees at night?

Yes

Vehicle/Equipment Storage: Please provide as detailed of a list as you can. Parking counts are required by zoning and this list will help us confirm needs and special issues particularly as it relates to your specific department's vehicles and equipment. Please provide overall vehicle sizes: Small = 8 'x 10', Medium = 8 'x 20' (typical car), Large = 12' x 30', X-Large = 12' x 40' or larger. Please note if vehicle must be stored indoors or in an uncovered parking lot and other unique features (i.e. electric vehicles, handicap van, etc.).

Vehicle Type	Vehicle Projections				Size				Comments
	2023	2028	2033	2043	S	M	L	XL	
Example: Cruiser/Truck/ Assigned Vehicle	*3*	*3*	*5*	*6*		*x*			*Parking lot*
Ex: Command/Off Road vehicle	*2*	*2*	*3*	*4*			*x*		*Indoors*
Cruisers/ undercover car	7	9	12	15		x			Lot and sally port
ATVs	2	2	2	2	x				Sally Port or detached storage area
Boats	1	1	1	1		x			Sally Port or detached storage area

Other

Other Information: Please respond to the following questions:

1. Please provide information on your current detainee processing area. Include information related to sally port, booking vestibule, booking, cell blocks, interview room, surveillance room, shower area, and storage.

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Currently, an arrestee is walked from cruiser parked in lot to an entrance door into the booking. The booking room contains a secure hand rail, intake CAD access, and a fingerprint station. The booking area is audio and video recorded. After processed, the arrestee is walked down a hall into one of two cells. Each cell is audio and video monitored and possess an electronic cell check device which records physical checks of arrestees while detained in cell. The interview room is inconveniently located at the other end of the building. This room has a computer, phone, and audio and video recording abilities.

Showers do not exist. Storage is dispersed amongst the building but there is a primary central storage room for supplies.

2. Please provide information on your evidence submission and evidence storage areas.

Evidence is stored in an unlit, makeshift room approximately 4ft wide and 17 feet deep. Lighting is poor, and the room is not conducive to large items and proper organization. Evidence is temporarily stored in lockers in a hallway after the property was inventoried in the Police Department CAD system. The lockers are secured by pad locks. The assigned property control officer will then transfer the evidence in the lockers to the evidence closet for long term storage. Chain of custody is maintained by paper records not electronic records.

3. Please provide additional information that you believe would provide a more complete picture of your needs with a focus on intangible ideas (such as: *we want to provide an open atmosphere, but our work is too sensitive because...*). We are looking for a facility that will support professional standards with the strategic placement of functional needs and facilities.

*******The Southampton Police Department is an independent law enforcement agency that necessitates the same functional needs, spaces, and facilities as larger police departments but in a smaller package*******

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PROGRAMMING QUESTIONNAIRE – FIRE DEPARTMENT

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PROGRAMMING QUESTIONNAIRE

Southampton Public Safety Complex – Feasibility Study **HKT Project No.:** 22308

Name / Title: Captain Patrick Eline

Department / Division: **Fire Department / EMS**

FD may duplicate this document if the Emergency Medical Services is distinct from standard FD

Phone / Email: Line_px5@yahoo.com

Date of Completion: 08/22/2023

General Information

Function: Please respond to the following questions:

F1. Please describe the primary functions / activities / duties of your department in as much detail as possible.

Respond to fire and EMS emergencies in Southampton and mutual aid to surrounding communities. Provide residential and commercial inspections for detectors and alarms. Training activities for fire and EMS are preformed every Thursday night. Every Christmas season the department sponsors a visit with Santa for the children.

F2. Identify any functions / activities / duties that you would like to see your department perform now and in the future that are not currently being done and for whom?

Community CPR and extinguisher training for the community. Provide non-emergency transports for residents being discharged from medical facilities. An EOC is necessary for major incidents in town.

F3. Please describe the current dispatch / communications situation and your preferred placement for this function.

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Currently the dispatch center is in the police station. However, there is a plan in action to outsource dispatch to a neighboring community.

Operations: Please respond to the following questions:

O1. How many visits by members of the public do you receive on an average day? Are there times of day / year that are busier than others? How many of these are medically related? Please explain.

An average of 2-3 per day generally during the hours of 0800-1700. During burning season, the numbers will increase. January 15th to May 1st, permits are given out on Saturdays and we will see up to 30. However, residents will also come during the week for a permit. The station receives on average of 12 per year people coming to the station requesting medical attention.

O2. What functions / activities / duties within your department have direct interaction with the public?

Inspections for building plans, smoke detectors, oil burners, propane installation, school and food trucks. Burning permits. An open house once a year and at Christmas. Not to mention the 911 calls.

O3. Are there any spaces you currently share with the Community? Do you envision sharing any spaces with the Community in the future such as the Training Room (assume this will be shared with the PD)?

No spaces available for the community. There is barely enough room for the emergency apparatus and equipment. It would be great to have a shared training/community room in the future.

O4. Does your department have any special or specific security or safety concerns? Please explain.

The ambulances have narcotics in them and need to be secured. Also, there are many occasions where there is no staff at the station. Currently, there is a "Key Fob" and key pad system in place to secure the building. On occasion, a garage door will be left open by accident when the apparatus leaves for an emergency. If no staff is at the station, the door will remain open until they return creating a security issue.

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Emergency Events: Please describe any special requirements or needs during emergency events. Possible examples might include fuel, communication needs, outside assistance by other fire/police departments or changes to parking or queuing.

Large fires (brush or structure) requiring mutual aid companies, rehab supplies, warming and/or cooling tents, and an accountability system would be useful. Communications are always a challenge when multiple towns are on scene. A designated frequency(s) would be very helpful. Need room for other departments staff and apparatus when providing station coverage.

Staffing Organization

Please provide an organizational chart for your department, if available, and complete the table below. Please include current staffing and possible projected staffing until the year 2041.

Position	Staffing Projections				FTE	PTE	Comments
	2023	2028	2033	2043			
Example: Chief	*1*	*1*	*1*	*1*	*X*		*Manages Department*
Example: Staff Title	*1*	*2*	*2*	*3*	*X*		*Staff Member of Division B*
Chief	1	1	1	1	X		Head of Department
Deputy Chief	1	1	1	1		X	Second in command
Captain (Fire)	2	2	4	4		X	
Captain (EMS)	2	2	2	2		X	Manages EMS
Lieutenant (Fire)	2	4	4	4		X	
Lieutenant (EMS)	1	1	1	1		X	
Firefighter/Paramedic	18	25	25	25		X	
Firefighter/EMT	12	20	20	20		X	
Firefighter	4	10	20	20		X	

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Space Needs Requirements

The next section deals with space needs for your department. This section is divided into four parts. The first part deals with general questions regarding existing and future space needs. The second part deals with general space requirements for your department including things such as public, lobby, conference, locker rooms, lunch room and other support facilities. The third part is devoted to individual office and/or workstation requirements. Storage requirements will be covered in the fourth part. Parking or vehicle storage needs will be addressed in the next section.

Please provide as much detail as possible to the questions. Your responses will help to guide programming discussions with the Design Team.

Existing and Future Space Needs: Please respond to the following questions:

E1. What are your thoughts regarding the current space your department occupies? Please comment on positive as well as negative attributes.

The building has very limited space for apparatus and equipment. A tanker truck that the town needs cannot be purchased due to no place to house it. There is a small day room for on duty ambulance staff and a FEMA trailer with 2 bedrooms for overnight staff. There is no room for training. Trucks are usually pulled out and training is done in the bays. There is no place to properly clean and dry equipment or hose after a fire. No decontamination room for cleaning ambulance equipment. No gender specific bathrooms or locker rooms. No vent system for diesel exhaust fumes or turnout gear. No area dedicated to storage. Tops of the gear lockers are routinely used for storage

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E2. What are your conference / meeting / training space needs? How often are meetings held? How many people attend your meetings? Can you share meeting facilities with the police department or the public? What equipment is required in different meeting spaces?

Again, there is no current space available for meetings or training. Training is every Thursday night with anywhere from 10-20 members attending. When we have large classroom training, we utilize the town hall. No is no A/V equipment currently in the station. Meeting/training room equipment needed would include tables, chairs, and all A/V needs. A large room class room that holds 50 or more would be very useful for training, meeting, community, and an EOC.

E3. Describe centralized file, archived file and secure storage needs. How many linear feet of active files / records are accessed daily? How many linear feet of files / records do you produce in a year for archiving? How many years of files / records do you maintain? Can any files / records be maintained off-site or digitized?

Currently the chief's office is used for all files. This limits the use of this office and the amount of people that can fit for meetings.

General Space / Support Facility Requirements: Please provide a list of key spaces used by your department. If you have an idea of how large an existing space is or any distinguishing features, please note that. If you have existing floor plans we can use those to determine the size of existing spaces.

Space	Size (L x W)	Quantity	Comments
Example: Lobby	*Existing 10 x 12*	*1*	*Meet and Greet, seating, access to public toilets*
Example: Conference Rm	*Existing Approximately 14 x 18*	*2*	*Needs multiple lighting levels, flat screen monitor with computer hook-up*
Example: Lunch Room	*Seating for 10*	*1*	*Full Kitchen with sink, microwave, full size refrigerator, water cooler*
Example: Locker Rooms	*?*	*1 male / 1 female*	*x male lockers, x female lockers*
Lobby		1	
Training Room		1	Training
Conference Room		1	Community/EOC
Bathrooms		2 male/ 2 female	Community and staff
Locker Rooms		1 male/ 1 female	Staff

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Apparatus Bays		8	House emergency vehicles
Decontamination Room		1	Cleaning and washing
Bedrooms		5	Overnight staff
Kitchen/Dining	Seating for 10	1	
Day Room		1	On duty personnel
Cascade Room		1	Filling air bottles
Hose Tower		1	Clean and store hose
Mechanic Room		1	Equipment and supplies

Office and/or Workstation Requirements: Please list any specific individual needs for staff in your department.

Think about the work performed: Do they have private meetings during the day? If so, with how many people. Do they have multiple private phone or personal conversations during the day? How long are they at their desk each day? Could they share workspace with another individual on another shift? Could they work at a shared work surface assigned on a daily or even hourly basis?

Note any furniture, equipment or storage they may need. Do they need a work surface with a computer hookup only or one with file drawers? Do they need visual or acoustic privacy? Do they need quick access to printers / copiers?

Office (private) or Workstation (open)	**Individual Needs for files, copiers etc.**	**Comments**
Example: Private Office for Chief	*Desk with return, lateral files, bookcase, small table for 4, whiteboard*	*Acoustic privacy required. Access through admin assistant's area is (is not) preferred.*
Example: Workstation for Admin Assistant	*Desk with return, lateral files, copier/printer*	*Control point for visitors*

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Chief Office	Files, bookcase, desk, chair, conference table and chairs, half bathroom.	Large enough for small meetings
Deputy Chief Office	Desk, chair, file cabinet, bookcase	Can double up with Training Officer
EMS Office	2 desks, chairs, 2 file cabinets, bookcase, copier/printer	Manage all EMS duties
Administrative Assistant Work Station	Desk, chair, file cabinets, copier/printer	
Fire Prevention Office		Future growth

Storage Requirements: Please list any specific storage needs for your department.

Consider items currently stored on site and those that are stored elsewhere in Town. Consider whether current storage locations create any issues for access (i.e. *paper is stored in a locked room in an adjacent building* or *all equipment used in conference rooms needs to be moved from one floor to another x times a day/week*). Please list specific items stored. Please note if these items need special security (assume all doors can be locked).

Material - Items	**Size or Weight**	**Security Needs Secure (S) Unsecured (US)**	**Comments**
Example: Office Supplies	*Currently stored in three 8' x 8' rooms*	*S*	*Needs to be adjacent to admin offices*

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Office Supply Closet		Secure	In administrative area
Computer Server Closet		Secure	
Spare Uniform Closet		Unsecure	
EMS Supply Room		Unsecure	Close to ambulances
2 Cleaning Supply Closets		Unsecure	In living quarters and on apparatus floor
Oxygen bottle Supply Closet		Unsecure	Close to ambulances
Radio/Battery charging Room		Unsecure	Charging batteries and spare radios

Apparatus / Town-Owned Vehicles

Apparatus: Please respond to the following questions regarding your apparatus.

V1. Do you perform light maintenance on your vehicles in-house?

Yes.

V2. Do any department owned vehicles go home with employees at night?

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Yes. Chief's car.

Apparatus Storage: Please provide as detailed of a list as you can. Parking counts are required by zoning and this list will help us confirm needs and special issues particularly as it relates to your specific department's vehicles and equipment. Please provide overall vehicle sizes: Small = 8 'x 10', Medium = 8 'x 20' (typical car), Large = 12' x 30', X-Large = 12' x 40' or larger. Please note if vehicle must be stored indoors or in an uncovered parking lot and other unique features (i.e. electric vehicles, etc.).

Vehicle Type	Vehicle Projections				Size				Comments
	2023	2028	2033	2043	S	M	L	XL	
Example: Fire Truck	*4*	*4*	*5*	*6*			*x*		*Indoors*
Ex: Command Vehicle	*2*	*2*	*2*	*2*		*x*			*Parking lot or…*
Ambulance	2	2	2	2			X		Indoor
Brush Truck	1	1	1	1	X				Indoor
Fire Engine	3	3	3	3				X	Indoor
Utility Vehicle	1	1	1	1	X				Parking Lot
UTV	1	1	1	1	X				Outside
Chief's Car	1	1	1	1	X				Parking Lot
Other									

Other Information: Please respond to the following questions:

1. Please provide additional information that you believe would provide a more complete picture of your needs with a focus on intangible ideas (such as: *we are currently a call department but anticipate...*).

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The Southampton Fire Department currently is a call department with only one full time employee (Chief). The ambulance is staffed 24 hours a day with part time firefighter EMTs or Paramedics. The population of the town has been on a steady increase for several years. As the town grows, the call volume continues to increase in both fire and EMS. Full time staff is in the near future. A new fire station/public safety complex is required for the daily operations of the department now and in the future. The current building limits our capacity to purchase apparatus that is required to provide the best in fire protection. Storage is a major issue as well. Finally, the health and safety of our members is paramount. With no way to "scrub" the air in the apparatus bays, members are exposed to dangerous carcinogens from diesel exhaust and dirty turnout gear.

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PROGRAM TABULATION

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	2023 Reduced SF	2023 Total SF - Reduced	Notes:
PUBLIC - SHARED							
Entry Vestibule + Lobby	0	0	300		300		Unstaffed; Video Call System off hours to dispatch at Regional Center; Police have 5-10 walk-ins per day who are met by admin; FD has 2-3 visitors a day unless burning season - need permits so up to 30 and up to 12 per year for medial emergencies; lock-down arrangement at vestibule as safe haven
Public Interview Room; Safe Room	0	4	120		120		Off lobby space to meet with public; do permitting or licensing; as safe area
Training Room/EOC/Community Meeting Room	48	0	1,188		1,188		EOC (Current EOC is for x persons); Training; 40 seats for PD; 48 seats for FD Training; FD weekly training is for 10-20; Community Space
Administrative Assistant	2	1	168		156		Adjacent to Lobby (proposed shared with FD); future may require 2 separate workspaces; copier required
Storage Tables and Chairs	0	0	100		80		
Office Space for EOC			80		80		
Public Toilet	1	0	242		242		2 sets of 2 @121 per set
Kitchenette	0	0	100		100		Refrigerator, sink, microwave, trash containers
SUBTOTAL				**2,298**		**2,266**	
Gross area adjustment 15%				**345**		**340**	
Circulation adjustment at 25%				**661**		**651**	
TOTAL				**3,303**		**3,257**	**Minus 46 SF**
COMMUNICATIONS - SHARED							
Communications/Radio Room	0	0	120		120		For Emergency Operations and or receiving desk for public
SUBTOTAL				**120**		**120**	
Gross area adjustment 15%				**18**		**18**	
Circulation adjustment at 25%				**35**		**35**	
TOTAL				**173**		**173**	
STAFF SUPPORT - SHARED							
Fitness	0	0	750		500		Shared but near locker rooms
SUBTOTAL				**750**		**500**	
Gross area adjustment 15%				**113**		**75**	
Circulation adjustment at 25%				**216**		**144**	
TOTAL				**1,078**		**719**	**Minus 359SF**

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	2023 Reduced SF	2023 Total SF - Reduced	Notes:
BUILDING SUPPORT - SHARED							
Server Room	0	0	192		192		
Mechanical Room	0	0	400		400		
Main Electric Room	0	0	120		120		
Plumbing / Fire Protection Room	0	0	180		180		
Emergency Electrical Room	0	0	80		80		
Electric Closet (1 per floor)	0	0	72		72		1 per floor
Janitor Closet	0	0	40		40		1 per floor
Stairs	0	0	880		880		
Elevator and Machine Room	0	0	249		249		
SUBTOTAL				**2,213**		**2,213**	
Gross area adjustment 15%				**332**		**332**	
Circulation adjustment at 25%				**636**		**636**	
TOTAL				**3,181**		**3,181**	
GRAND TOTAL - SHARED				**7,735**		**7,330**	**MINUS 405 SF**
SITE PLANNING							
Antenna							
Dumpster							
Generator/Transformer							diesel
PARKING							
Visitors	20						Variable 15-20
Total Parking Shared/Public	**20**						

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	2023 Reduceded SF	2023 Total SF Reduced	Notes:
ADMINISTRATION - POLICE							
Police Chief Office	1	4	204		204		Private Office; Not near public; Location near Shared Administrator if possible; small closet within space
Captain (Future Position)	1	2	132		120		Private Office; Not near public
Lieutenant	1	2	132		120		Private Office; Not near public
Administrative Assistant							See Shared Spaces
Conference Room	10	0	192		192		Adjacent to Command Staff
Detective Sergeant Office	1	2	120		120		
Detective Office (1 current + 1 projected)	2	2	168		156		1 person per shift; Not near public
Interview Room - Detectives	0	4	100		100		
Records/Archive Document Storage	0	0	288		216		Active and near lobby; archive could be separated out; 10 lf/yr x 7 years; Hard copies and Digitized
Office Supplies/Copy	0	0	100		100		Secure
Kitchenette	0	0	25		25		Off corridor if not near Break Room
Staff Toilet	0	0	121		121		1 set of 2
SUBTOTAL				**1,582**		**1,474**	
Gross area adjustment 15%				**237**		**221**	
Circulation adjustment at 25%				**455**		**424**	
TOTAL				**2,274**		**2,119**	**Minus 155SF**
OPERATIONS - POLICE							
Sergeant (3 current + projected)	3	1	196		196		Private Office; Not near public; shared space
Operations Room: (5 current + 11 future): Shared workspace; Roll call	4	2	306		306		Not near public; 4 computers; mailboxes for all patrol officers (16); conference table, copier/printer; intercom/radio intercom
Training Officer (Future Position)	1	1	120		120		
Technology Lab	0	0	100		100		Computers; body cam storage; future technology requirements

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	2023 Reduceded SF	2023 Total SF Reduced	Notes:
Decontamination Room with Shower/Toilet/changing area	1	0	70		70		Immediate location to outside door; Changing and shower (exposures to contaminants)
Uniform Storage	0	0	64		30		
PPE Storage	0	0	64		64		
Medical Supplies	0	0	64		64		
Process Room - Lab	0	2	120		120		CSI Unit; Sink, small fume hood, lab surfaces
Evidence/Property Room	1	0	300		275		Processing/Storing; Refrigerator; must meet accreditation standards
Valuable Evidence Room	0	0	80		80		Narcotics and Guns
Evidence Prep Area	0	0	12		12		Off corridor; Evidence lockers including refrigerated compartment open to Evidence/Property Room
Armory/Weapons	1	0	100		100		With Safe
SUBTOTAL				**1,596**		**1,537**	
Gross area adjustment 15%				**239**		**231**	
Circulation adjustment at 25%				**459**		**442**	
TOTAL				**2,294**		**2,209**	**Minus 85SF**
STAFF SUPPORT - POLICE							
Lunch / Break Room	8	0	192		192		
Toilet / Shower / Locker Room - Female	0	0	304		304		Planned for future: Officers and staff at 6 lockers (16x19)
Toilet / Shower / Locker Room - Male	0	0	746		746		Planned for future: Officers and staff at 26 lockers
Bunk Room	1	0	100		0		For 1 person
Janitor	0	0	50		50		1 per floor, first floor near detention
Electrical Closet	0	0	50		50		
SUBTOTAL				**1,442**		**1,342**	
Gross area adjustment 15%				**216**		**201**	
Circulation adjustment at 25%				**415**		**386**	
TOTAL				**2,073**		**1,929**	
DETENTION - POLICE							

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	2023 Reduceded SF	2023 Total SF Reduced	Notes:
Sally Port/Impound/Standard Vehicle	0	0	1,820		1,260		3 bays total ;1@18'x35' deep plus 2@ 16'x35' to accommodate ambulance; rear of other two bays could holds Bulk Evidence and Recovered Property; Drive thru preferred; Gun locker storage; sliding door to booking area; vehicle care and maintenance = 1,750gsf; **Reduce to two bays at 18x35 = 1,260gsf**
Bulk Evidence	0	0	0		0		In rear of impound/vehicle bays
Recovered Property	0	0	0		0		In rear of impound/vehicle bays
Booking Holding	0	2	72		72		Bench with handcuff rail; sliding door to sally port
Booking	0	0	182		182		Accessible; Bench with handcuff rail; fingerprinting processing station; wash station
Detainee Shower	0	0	40		40		Accessible
Holding Cells	2	0	246		246		1/1 sight/sound separation including juveniles; Includes circulation outside cell for separation; acoustic privacy
Interview Room	0	4	120		120		Interview; audio/recording capabilities
SUBTOTAL				**2,480**		**1,920**	
Gross area adjustment 15%				**372**		**288**	
Circulation adjustment at 25%				**713**		**552**	
TOTAL				**3,565**		**2,760**	**Minus 805 SF**
GRAND TOTAL - POLICE				**10,206**		**9,017**	**Minus 1189SF**
PARKING/OTHER							
Shooting Range (Modular Freestanding)	0	0	900		900		2 lanes for shooting up to 25 yards 100'x9'
Carport Parking for cruisers			2,376		2,376		For nine (9) vehicles; Secured Area 24'd x 11'W per vehicle
Current Staff (Officers)	12						
Future Staff (Officers)	14						

	Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	2023 Reduceded SF	2023 Total SF Reduced	Notes:
	Current and Future		**26**					Some overlap from shift to shift
	Cruiser/truck/assigned vehicle (current)	7						Lot and Sally Port
	Cruiser/truck/assigned vehicle (future)	4						Lot and Sally Port
	ATV (current + future)	2						Sally Port or detached storage
	Boats (current + future)	1						Sally Port or detached storage
	Current and Future		**14**					
	Total Parking Police Dept		**40**					

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	2023 Reduced SF	2023 Total SF - Reduced	Notes:
ADMINISTRATION - FIRE							
Fire Chief Office	1	4	204		204		Private Office; Not near public; Location near Shared Administrator if possible; small closet within space
Deputy Chief Office	2	2	144		144		PTE; Can double up with Training Officer
Administrative Assistant							See Shared Spaces
Fire Captain Office (2 current - 4 projected)	4	1	120		100		PTE; 1 captain on duty per shift
EMS Captain Office (2 current + projected)	2	1	120		100		PTE; Administrative Coordinator
Fire Prevention Office (Future)	1	2	120		100		
Office Supplies/Copy	0	0	100		100		Secure
Conference Room	6	0	168		168		
Archive Document Storage	0	0	120		100		1 drawer per year for 8 years
Kitchenette	0	0	25		25		Off corridor if not near Lunch Room
Staff Toilet	0	0	121		121		1 set of 2
SUBTOTAL				**1,242**		**1,162**	
Gross area adjustment 15%				**186**		**174**	
Circulation adjustment at 25%				**357**		**334**	
TOTAL				**1,785**		**1,670**	**Minus 115 SF**
STAFF SUPPORT - FIRE							
PTE: Firefighter/Paramedic (18 current + 25 projected); Firefighter/EMT (12 current + 20 projected); Firefighter (4 current + 20							
Dorm Room - Single	5	0	475		475		Single bed; sidetable; 4-2'-6" spaces for wardrobes/storage bins; small desk surface
Toilet/Shower Room	3	0	264		176		3 - 3 fixture bathrooms
Locker Room	0	0	168		168		By toilet/shower - (10) 24" wide lockers
Spare Uniform Closet	0	0	80		40		
Kitchen/Day Room	10	0	450		450		Seating for 10
Cleaning Supply Storage	0	0	64		30		
Janitors Closet/Laundry	0	0	100		100		Residential W&D
SUBTOTAL				**1,601**		**1,439**	
Gross area adjustment 15%				**240**		**216**	
Circulation adjustment at 25%				**460**		**414**	
TOTAL				**2,301**		**2,069**	**Minus 232 SF**
OPERATIONS - FIRE							
Apparatus Bays	0	0	5,180		5,180		3 engines; 2 ambulances (hold narcotics - secure area); 1 Brush truck; 1 future tanker truck stored indoors; drive thru bays (preferred); 2@17'x72' and 2@ 20'x72'; (1 utility truck; 1 UTV trailer; 1 chief car parked outdoors - carport structure if possible)
Hose Storage	0	0	64		0		Storage; cleaning
Hose Tower	0	0	144		144		50' lengths; could be dedicated shaft or within building dimensions; 10' width by 6' depth min.

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	2023 Reduced SF	2023 Total SF - Reduced	Notes:
Gear Storage	40	0	588		588		40 gear lockers
Toilet/Shower Rooms for Decon	0	0	140		140		Provide 2
Laundry	0	0	156		156		Gear and Standard W&D; ice machine, utility sink
Mechanic Room	0	0	100		100		Small bench and storage
Equipment Decontamination	0	0	120		120		No gear washer/dryer currently; use other towns - future uncertain but unlikely; provide commercial sink with drainboards; storage for backer boards, cabinetry for supplies
SCBA Fill Room	0	0	100		100		
Air Compressor Room	0	0	64		64		
Oxygen Storage	0	0	80		0		Store oxygen bottles in either mechnaic room or SCBA room
Bulk Storage	0	0	120		120		Speed dry; HazMat materials; spare tires; emergency equipment; other building supply
Medical Supply Storage	0	0	64		64		EMS Secure Storage; close to ambulances
Janitors Closet	0	0	25		0		
Electrical Closet	0	0	50		0		
Communications Equipment Room	0	0	100		80		Radio/Battery Charging
SUBTOTAL				**7,095**		**6,856**	
Gross area adjustment 15% (*)				**805**		**769**	* 10% for Apparatus Bays
Circulation adjustment at 10% (**)				**220**		**193**	** 0% for Apparatus Bays
TOTAL				**8,120**		**7,818**	**Minus 302 SF**
GRAND TOTAL - FIRE				**12,207**		**11,557**	**Minus 650SF**
Parking							
Carport Parking for Utility Truck, UTV Trailer, Chief car			792		792		For three (3) vehicles; Secured Area 24'd x 11'W per vehicle
Current Staff (Firefighters)	3						Chief and 2 ambulance crew
Additional Future Staff	2						Additional 2 for ambulance
Call Responders	15						Unknown how many may respond could be up to 15
Administration staff	0						Shown in Shared Program
Visitors	0						Shown in Shared Program
Total Parking Fire Dept	**20**						

HKT architects inc.

SITE ASSESSMENT NARRATIVES – PARE CORPORATION

Public Safety Facility Feasibility Report

Project No. 23168.00

Owner:

Southampton Town Hall
210 College Highway, Suite 7
Southampton, MA 01073-9004

Prepared for:

HKT Architects, Inc.
24 Roland Street, Suite 301
Charlestown, MA 02129

Prepared by:

Pare Corporation
14 Bobala Road, Suite 2B
Holyoke, MA 01040

November 2023

PARE CORPORATION

ENGINEERS SCIENTISTS PLANNERS

INTRODUCTION

The purpose of this site feasibility study is to evaluate three properties for the potential development of a new combined Public Safety Complex in the Town of Southampton, Massachusetts. As previously coordinated with the Town of Southampton and HKT Architects (HKT), the three locations selected for this feasibility evaluation include:

- 0 College Highway, a 4.2-acre site dedicated to a proposed Public Safety Complex within an approximate 44.9-acre subdivision project. The existing project, consisting of two parcels identified by the Town of Southampton as Assessor's Map 19, Lot 141, and Map 24, Lot 15, is currently under preliminary design and permitting for a potential mixed-use development known as Parsons Village and being prepared by Heritage Land Surveying & Engineering and William A. Cannon Landscape Architects
- 204 & 210 College Highway, a 1.7-acre parcel identified as Assessor's Map 23, Lot 89 and a 7.5-acre parcel identified as Map 23, Lot 24, respectively, and owned by the Town of Southampton. Lot 89 is currently vacant and formerly contained a residence situated near the roadway; Lot 24 is the present location of the Southampton Fire Station and Town Hall.
- 79 Clark Street, a 16.2-acre parcel identified as Assessor's Map 28, Lot 22 and presently owned by Marmon/Keystone, LLC.

The methodology for obtaining the information within this site feasibility evaluation incorporate on-site visual observations with assessments and review of publicly available resources including:

- MassMapper (a mapping utility maintained by the Massachusetts Bureau of Geographic Information (MassGIS))
- Natural Resources Conservation Service (NRCS) soil survey data, Hampshire County Central Part
- Massachusetts Department of Transportation (MassDOT), Scenic Byways Map
- Massachusetts Department of Transportation (MassDOT), Highways Division, Roadway Inventory Interactive Map
- Massachusetts Historical Commission (MHC), Massachusetts Cultural Resource Information System (MACRIS)
- National Park Services, National Register of Historic Places
- Federal Emergency Management Agency (FEMA), Flood Rate Insurance Maps (FIRM)
- Town of Southampton MA, General By-Law, including Article XXX Wetland Protection By-Law and Article XXXIX, The Preservation of Historically Significant Buildings (2022)

- Town of Southampton MA, Zoning Bylaws (2018)
- Town of Southampton MA, Assessors Tax Map and Property Cards
- Town of Southampton MA, Rules & Regulations Governing the Subdivision of Land (2015)
- Town of Southampton MA, Stormwater Management Permit Application

As part of this study, the collection and review of the primary elements of a Phase I Environmental Site Assessment (ESA) were performed for each site in accordance with the American Society for Testing and Materials (ASTM) Designation E1527 – 21: Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (referred to hereinafter as "ASTM E1527 – 21") and the Environmental Protection Agency's (EPA's) "All Appropriate Inquiries" Rule under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), 42 U.S.C. § 9601 et seq. and 40 CFR § 312 (2005). The purpose of this review was to evaluate each location for the presence of Recognized Environmental Conditions (RECs) as defined in the ASTM E1527 – 21 Standard Practice as (1) the presence of hazardous substances or petroleum products in, on, or at the property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the [Site] due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the [Site] under conditions that pose a material threat of a future release to the environment. (ASTM E1527 – 21 § 3.2.73)

The ESA activities for each site included:

- Interviews/Inquiries: Interviews with municipal, state, and/or federal agencies as applicable in addition to interviews with the Site Owner's Representative(s), Site Occupant(s), and/or the Key Site Manager(s) regarding Site history and use and to identify environmental conditions at the Site;
- Records Review: Review and evaluation of reasonably ascertainable regulatory and historical records pertaining to the Site, including:
    1. Records identifying notable physical resources on and near each site
    2. Historical aerial photographs, topographic maps, Sanborn Fire Insurance Maps, and historical street directories, as available, for the Site and adjacent area, obtained through Environmental Data Resources, LLC (EDR)
    3. Environmental database listings, provided by EDR, for each site and surrounding area maintained by state and federal agencies, with further review, as applicable, of site-related records and records for select nearby listings

4. Review of relevant permits, violations, and other communications associated with each site that are maintained by the municipal offices of the Town of Southampton

- Site Reconnaissance: Completion of a field reconnaissance to identify conditions at the site that are or may be indicative of a release
- Development of Conclusions as to whether Environmental Conditions may have Impacted the Site: The Qualified Environmental Professional's opinions as to the presence of RECs, Controlled RECs (CRECs), and/or Historical RECs (HRECs) at each site based on the documentation obtained during the course of this assessment

This feasibility level evaluation excludes the following:

- Confirmation of type of specific Hazardous materials or petroleum based products
- Confirmation of a release of oil and/or hazardous materials at a site
- ASTM-defined exclusions from the scope of a standard Phase I ESA, such as naturally occurring radon, asbestos, biological agents, mold or mildew, lead in drinking water, building materials potentially containing asbestos, lead-based paint (LBP), and/or polychlorinated biphenyls (PCBs) unrelated to a release in the environment, regulatory compliance, industrial hygiene, health and safety, impacts to indoor air quality (excluding impacts due to releases of hazardous substances), or substances not defined as hazardous substances under CERCLA or applicable state regulating agencies
- Any relevant information that was not reasonably ascertainable by or provided to Pare before the completion of this report
- Any information that was not practically reviewable as part of this assessment
- Events occurring at any of the sites evaluated herein after the date of the site reconnaissance
- Capacity analysis of existing utilities
- Capacity analysis of existing vehicular traffic conditions and turning movements
- Previous or historical site developments
- Any information not provided by the resources identified herein

SITE EVALUATIONS

Pare evaluated the feasibility of development of a public safety complex at each of the three sites selected by the Town of Southampton. The general existing conditions and limitations or constraints for each location are described in the sections below. Please note that the extent of review is based on visual observations and review of data as listed above and generally included MassMapper and other internet-based resources for demarcations of wetlands and environmental resources, Natural Heritage, Wellhead Protections, aquifer and Water Supply Protection Districts, soil types, and local municipal concerns. It was beyond the current Scope of Services to complete an exhaustive review of all design requirements, regulatory determinations, and permitting criteria, for the potential siting and construction of a proposed combined Public Safety Complex. It was also beyond the current Scope of Services to complete a Peer Review of Parsons Village, preliminary plans or any materials submitted to the Town.

SITE 1: Parsons Village, 0 College Highway

Location

The Site, located at 0 College Highway, is on a 4.2-acre parcel within a proposed mixed-use development known as Parsons Village, which is in the process of initial design and permitting (by others). Parsons Village is a proposed 44.9-acre development project that encompasses two (2) parcels: Map 19, Parcel 141 and Map 24, Parcel 15. Both parcels are currently owned by Eugene & James Labrie according to the Southampton Assessor's Database. The Southampton Municipal Zoning Map (Revision: September 5, 1978) indicates that the property is located within the Commercial Village (C-V) District and in the Water Supply Protection Overlay District. The site appears to be currently used as undeveloped farmland or for agriculture purposes.

The overall 44.9-acre parcel is bounded by College Highway to the north and west, and residential properties to the north and south, and the former railroad right way to the southeast. The site abuts properties Zoned C-V to the north, and abuts properties zoned R-V to the south, east, and west, which appear primarily to consist of residential properties.

Environmental Assessment

The following information summarizes relevant site features and findings of the environmental screening.

Site Overview

Parcel Address:	0 College Highway, Southampton
Assessor's Map/Lot	A.P. 19, Lot 141 & A.P. 24, Lot 15
Site Area	44.9 acres, of which an approximate 4.2-acre area is proposed to be used for the development of the Public Safety Complex project.
Zoning	CV – Commercial Village
Owner	Eugene R. & James R. Labrie
Occupancy and Use	The Parsons Village area and the portion of the project proposed for the Public Safety Complex are presently vacant and do not contain any structures. A residential structure was formerly located near College Highway on the northwest side of Lot 141.
Past Site Use	The earliest available records indicate that this parcel was utilized for agricultural purposes and previously contained several farm buildings. The buildings appear to have been razed between 1985 and 1997, and the parcel appears to have been vacant since that time.
Site Access	The Site is accessible from College Highway to the northwest.
Utilities	Water: Municipal water is available along College Highway Sewer: Municipal sanitary sewers are not available within the Town, and surrounding properties utilize private septic systems for sanitary waste disposal. The developer for the project indicated that a proposed Public Safety Complex would utilize an individual sewage disposal system (ISDS) for sanitary waste, and that each building within the proposed mixed-use development will have its own ISDS. Heat: No heated structures presently exist in the project area; natural gas is available along College Highway.
Use of Adjacent Properties	Surrounding properties are primarily utilized for residential and/or agricultural uses. Low-density commercial uses exist across College Highway to the northwest of the project area, which consist of medical offices, an attorney's office, and a gasoline station/convenience store. An abandoned railroad abuts the southeastern portion of the project area.

Physical Setting

Bedrock information for the site and surrounding area was obtained through the USGS Mineral Resources Online Spatial Data website (https://mrdata.usgs.gov/) and surficial geology information was obtained through the United States Department of Agriculture (USDA) Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm). The Flood Insurance Rate Map (FIRM) for the Site was obtained through the Federal Emergency Management Agency's (FEMA's) Map Service Center (https://msc.fema.gov/portal/home).

Geology	Surficial Geology	Primarily Hinckley loamy sand, 0-35% slopes (~80% of project area, 100% of proposed Public Safety Complex lot), some Windsor loamy sand, 8-15% slopes (~20% of project area)
	Bedrock Geology	Bedrock geology at all three parcel locations is comprised of New Haven Arkose - Red, pink, and gray coarse-grained, locally conglomeratic arkose interbedded with brick-red shaley siltstone and fine-grained arkosic sandstone.

Hydrology	FIRM	Map 2501710010A, effective 12/4/1979
	Flood Zone	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding.
	Groundwater Classification	Groundwater in the vicinity of the Site and surrounding area is classified under the Massachusetts Contingency Plan (310 CMR 40.000) as Reporting Category GW-1 (RCGW-1), which is defined as an area located within a current or potential drinking water source area.

Sensitive Environmental Receptors

The 4.2-acre portion of the Parsons Village subdivision project consists of existing meadow or open field, several clusters of trees and recently cut brush throughout and is generally level terrain. Based on field reconnaissance observations (9/27/23) and MassMapper data, it appears that no wetlands, vernal pools, or flood plains are located within the designated public safety complex site. The site is located within an area designated as a Zone II Public Water Supply Protection Area and a Medium-Yield Potential Drinking Water Source Aquifer (Barnes Aquifer). The Parsons Village subdivision project area is located within 500-feet of protected open space (Fletcher Farm), several freshwater wetlands, a public school (William E. Norris School), a certified vernal pool, and Priority Habitat of Rare Species as defined by the Massachusetts Natural Heritage and Endangered Species Program (NHESP); these designations do not appear to extend onto the subdivision project and appear to be greater than 500-feet from the proposed parcel on which the Public Safety Complex would be constructed.

Notable Observations from Historical Records

As part of the environmental screening, historical records reviewed included historical aerial photographs, topographic maps, and street directories. Sanborn Fire Insurance Maps were requested, but the project site and surrounding area were found to be unmapped, which is not unusual as Sanborn maps were primarily created for areas with high-density development and industrial/commercial uses.

Based on the historical information reviewed, the project site appears to have been utilized for agricultural purposes and previously contained a farm estate that was razed between 1985 and 1997. Notable observations included trees planted in rows, also observed during the reconnaissance – which suggests that a portion of the project area, including the lot proposed for development of the Public Safety Complex – may have previously been utilized as an orchard and surficial soils may be impacted by agricultural pesticides that were historically utilized for these types of operations (e.g.,

lead arsenate, DDT and/or other organochlorine pesticides). Possible evidence of dumping was observed in historical aerials on portions of the project site that are outside of the boundaries of the proposed Public Safety Complex.

Environmental Records Review

The EDR Environmental Database Report identified 13 locations within the applicable ASTM radii from the project site, and 2 locations that were not geocoded with respect to their distance from the project site. One of the non-geocoded listings, Southampton Tire Pile, was identified as being located on Gunn Road, which is located northeast of the project site. Based on observations from historical aerials, this listing may have been located on Fletcher Farm, where large quantities of tires are visible being stored in some past aerials. Additional information was requested but has not been received as of the date of this assessment; however, it appears that this listing would be unlikely to have a significant environmental impact on the portions of the project site that will be associated with the Public Safety Complex. No other listings provided by EDR appear likely to have had a significant environmental impact on the project site; the listings selected for further review included:

Mid-Town Motors, 151 College Highway, RCRA VSQG, UST/LUST, Disposal Site

This listing was identified as being located roughly 1,000-feet southeast of the project site. The Disposal Site listing is related to the Leaking Underground Storage Tank (LUST) listing that was also indicated in the EDR report. In 1995, two USTs were removed from the property, one of which was found to contain a small hole. Elevated headspace readings were noted from soils in the vicinity of the hole, prompting a limited removal action. Approximately 18 cubic yards of soil were excavated from the UST depository, and confirmatory samples were collected from the base and sidewalls of the final limits of the excavation for laboratory analysis of Total Petroleum Hydrocarbons (TPH) and Volatile Organic Compounds (VOCs). A single groundwater monitoring well was also installed proximal to the USTs, and a groundwater sample was collected. The results of confirmatory and groundwater sample analysis indicated that contaminants of concern were not present above the laboratory reporting limits, and a Class A1 Response Action Outcome (RAO) Statement was subsequently submitted to MassDEP for the release. The facility is also registered as a Very Small Quantity Generator (VSQG) of hazardous waste regulated under RCRA, which appears to be limited to characteristically ignitable waste (RCRA waste code D001). No violations were reported in the RCRA summary information provided by EDR. Based on the information reviewed, it is unlikely that this property has had an environmental impact on the subject project site based on the remedial measures taken and the distance of this listing from the subject site.

Municipal Records Review

Municipal records reviewed included individual sewage disposal system (ISDS) permits from the Town of Southampton's Board of Health, building permits available through the Town of Southampton Building Department's online portal: (https://permitlinkonline.com/csp/southampton/DocumentLink.PublicLogin.cls), and any other available information relevant to identifying a release of oil and/or hazardous materials at the project site.

Notable findings from a review of municipal records include the presence of an "Old Landfill" depicted on a 1987 map prepared for the Southampton Aquifer Protection Study. The landfill appears to be depicted on the southwest side of the intersection between Karen Lane and Lynn Drive, approximately 350-feet southwest of the proposed Public Safety Complex lot. Based on topography and the flow direction of the nearby Manhan River (easterly), it is possible that this landfill is hydrogeologically upgradient or crossgradient to the project site, and further evaluation may be warranted to determine whether groundwater impacts from the landfill have impacted the project site.

Site Reconnaissance

During the reconnaissance, the property appeared to be relatively flat and vegetative growth was recently cut to allow for access. The reconnaissance included the proposed lot to be redeveloped into the Public Safety Complex, the associated roadway entrance, and a proposed stormwater management area along the southeastern portion of the project site. Notable observations included *de minimis* dumping of plastic material in a limited area of the proposed Public Safety Complex lot, the presence of walnut trees that may be of a species that requires specific management and disposal (Black Walnut) or may be endangered or threatened (Butternut), and indications that trees had been planted in rows consistent with orchard practices.

Findings and Recommendations

Based on the results of the environmental screening, the following RECs were identified in association with the project site:

- Past agricultural operations may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides containing DDT
- The presence of an apparent landfill located approximately 350-feet southwest of the

proposed Public Safety Complex may have resulted in impacts to groundwater at the subject site that could necessitate modifications to the development plans and/or unanticipated treatment and/or disposal of impacted groundwater, as applicable. Depth to groundwater is not known at this time, and consequently it is not known whether any construction dewatering will be necessary for the project.

Relative to other locations screened as part of this assessment, there are minor environmental concerns associated with this site. These findings are generally typical among properties with similar histories to the project site, which are relatively common throughout New England, and are not expected to have a significant impact on the feasibility of the project, though there may be slightly higher costs associated with the management and disposal of soil and/or groundwater. As such, further investigation *via* the performance of subsurface investigations that include sampling and analysis of soil and groundwater is recommended to anticipate project costs and needs more accurately.

Stormwater Drainage Assessment

According to NRCS Web Soil Survey mapping, the 4.2-acre lot consists primarily of Hinckley Loamy Sand, 0-3% slopes (253A). Hinckley Loamy Sand has a hydrologic soil group (HSG) of A, deep, well drained sands or gravely sands with a high rate of water transmission. It is anticipated that further geotechnical investigation including test pits and soil borings will be required prior to future development of the Site. Refer to Appendix D of the report for further soils information.

It is assumed the proposed Parsons Village development for the overall 44.9-acre parcel will include stormwater management systems consisting of deep sump catch basins, drain manholes, stormwater piping, drainage swales, forebays, and detention ponds compliant with state and local stormwater standards. Based on limited discussions with the developer's representative, the proposed stormwater management system will be designed to contain anticipated runoff for the design rain event on the dedicated 4.2-acre parcel and may include conveyances (pipes) to a larger stormwater detention pond at the east end of the overall parcel for rain events exceeding the design event.

Site Utility Assessment

As the Site is currently undeveloped, no buildings exist nor are any public utilities on the Site. However, based on visual observations, surface, and above-ground evidence of electric, gas, and water service utilities are located along College Highway and are readily accessible for service

connections. As previously described, the Town of Southampton does not have a municipal sanitary sewer network or corresponding wastewater treatment plant and as such the site will require an on-site septic system designed and permitted in accordance with Title 5 (310 CMR 15.00).

Vehicular Access Assessment

Site 1 is located approximately one mile from the center of Southampton, with the Town Hall considered the center. Based on field observations and review of Google Earth satellite images, the intersection sight distance from the proposed Parsons Village access is estimated as 350 feet or greater to the north along College Highway (SR 10). College Highway elevation decreases (slopes down) in the northerly direction. The intersection sight distance is estimated to be 500 feet or greater to the south along College Highway (SR 10) from the proposed development access / road. The College Highway elevation is generally level in the southerly direction.

The proposed Parsons Village access to College Highway is approximately 140 feet south from existing Greenbrier Estate access drive (on opposite / westerly side). However, upon review of the Town of Southampton, Subdivision Regulations and intersection sight distances required for a minor road, it appears that the existing sight distances for the proposed Parsons Village access road onto College Highway will meet or exceed the Town's requirements. It should be understood that the measurements are estimated and based on visual observations and aerial and images.

Based on review of MassDOT Roadway Inventory Map, College Highway is within MassDOT, Highway Division, jurisdiction and will require a Highway Access Application for Permit. The access permit is for vehicular access and requires the submission of supporting engineering and survey plans. The application for permit to access state highway should be submitted at the same time of formal submission of the Parsons Village Subdivision / Site Plan to the Town of Southampton.

Zoning Constraints

As previously described, the Site is located within the Commercial Village (C-V) District. Based on review of the Town of Southampton Zoning By-Laws, the dimensional criteria for the C-V zone or district are highlighted in the table below:

1District	Use	Area (sq. ft.)	Lot Width (ft.)	Lot Depth (ft.)	Front (ft.)	Yards Side (ft.)	Rear (ft.)
R-R**	Any permitted principal structure or use	60,000	175	200	50	30	50
R-N**	Any permitted principal Structure or use	40,000	140	150	35	20	50
R-V**	Any permitted principal Structure or use	30,000	130	125	30	15	45
C-V	Any permitted principal Structure or use	25,000	120	150	50	30*	50
C-H	Any permitted principal Structure or use	40,000	140	150	75	30*	50
I-P	Any permitted principal Structure or use	80,000	200	250	75	50	50

Historical Significance

Based on the information available on-line and reviewed to date, it appears that Site 1, 0 College Highway, is not located within a Historical District.

SITE 2: Existing Fire Station & Town Hall, 204/210 College Highway

Location

The site, located at 204/210 College Highway includes the review of two parcels currently owned by the Town. According to the Town of Southampton Assessor's Database, 204 College Highway is a 1.7-acre parcel, identified as Map 23, Parcel 89 and 210 College Highway is a 7.5-acre parcel, identified as Map 23, Parcel 24. The Southampton Municipal Zoning Map (Revision, September 5, 1978) indicates that both properties are located within the Residential Village (R-V) District and also within the Water Supply Protection Overlay District.

The 210 College Highway (23-24) parcel is currently developed including the existing Town Hall with senior center, the Fire Department as a stand-alone building and other man-made improvements. The 210 College Highway Site is bounded by College Highway to the east, Maple Street to the south, and residential properties to the north and west on High Street. The site abuts properties zoned R-V to the north and west that are primarily residential properties. The 204 College Highway parcel is a former residential property that is currently undeveloped and free of structures, but does contain masonry foundation remnants, a north-south oriented drainage swale, and woods with severe invasive plant species overgrowth.

The site is generally level to moderately sloped at the Fire Station / Town Hall entrance and along the College Highway frontage but increases in slope proceeding west along the driveway and toward the Town Hall parking areas. In addition, the land or terrain has been altered or graded to three plateaus; plateau 1 is considered at the Fire Station and includes the parking areas, plateau 2 is 50-feet to the west of the Fire Station, and plateau 3 is located 200-feet west of the Fire station. Based on visual observations and surface evidence, boulders or bedrock outcrops were present at plateaus 1 and 2. Clear standing water and saturated soil with emerging wetland vegetation were present at the surface at plateau 3. In addition to the observed rock outcrops at the surface, shallow bedrock was confirmed during limited soil excavations (test Pits) performed by Turkey Hill Field Services, dated May 21, 2014.

Environmental Assessment

The following information summarizes relevant site features and findings of the environmental screening.

Site Overview

Parcel Address:	**204-210 College Highway, Southampton**
Assessor's Map/Lot	A.P. 23, Lots 24 (#210) & 89 (#204)
Site Area	The parcels encompass a combined area of approximately 9.2 acres.
Zoning	RV – Residential Village
Owner	Inhabitants of the Town of Southampton
Occupancy and Use	Lot 24 is presently improved with the Southampton Town Hall (addressed as #210 College Highway) and Fire Station (addressed as #204 College Highway); Lot 89 is vacant.
Past Site Use	The earliest available records indicate that the Town Hall and Fire Station were improved prior to the 1940's and were originally used as a school. Lot 89 previously contained a residence that was demolished prior to the reconnaissance.
Site Access	The Site is accessible from College Highway to the east and can be exited via one-way directional lane by Maple Street to the southwest.
Utilities	Water: The existing structures are presently serviced by municipal water, which is available along College Highway. Sewer: Municipal sewer is not available within the Town, and the existing structures utilize ISDSs for sanitary waste disposal. According to a representative of the Board of Health, the Fire Station's system consists of a holding tank. Heat: According to the Tax Assessor's Card and observations from the Site reconnaissance, the Town Hall is heated with natural gas, while the Fire Department appears to have previously been heated with oil but may currently be heated with propane. Natural gas and/or propane heat would be available for a future structure, though there may be limitations on the allowable quantity of propane stored on-Site given its proximity to residences and Site spatial constraints.

Use of Adjacent Properties	Low-density residential is located to the west and northeast, and a mix of residential and commercial is located to the south. The area to the north-northwest consists of open space/wetlands.

Physical Setting

Bedrock information for the Site and surrounding area was obtained through the USGS Mineral Resources Online Spatial Data website (https://mrdata.usgs.gov/) and surficial geology information was obtained through the USDA Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm). The FIRM for the Site was obtained through the FEMA Map Service Center (https://msc.fema.gov/portal/home).

Geology	Surficial Geology	Primarily Udorthents (~40%) with Belgrade silt loam, 3-8% slopes (~30%) and Pollux fine sandy loam, 3-18% slopes (~20%)
	Bedrock Geology	Bedrock geology at all three parcel locations is comprised of New Haven Arkose - Red, pink, and gray coarse-grained, locally conglomeratic arkose interbedded with brick-red shaley siltstone and fine-grained arkosic sandstone.
Hydrology	FIRM	Map 2501710010A, effective 12/4/1979
	Flood Zone	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding.
	Groundwater Classification	Groundwater in the vicinity of the Site and surrounding area is classified under the Massachusetts Contingency Plan (310 CMR 40.000) as RCGW-1, which is defined as an area located within a current or potential drinking water source area.

Sensitive Environmental Receptors

Based on available MassMapper data, the northeastern portion of the 204 College Highway lot contains wetlands with typical 100-foot setbacks or buffers and includes a short segment of Potash Brook with associated 200-foot riverfront setbacks. The majority of the project area is located within a Zone II Wellhead Protection Area. No vernal pools, or NHESP Estimated Habitats of Rare Wildlife or Priority Habitats of Rare Species demarcations exist or are shown. An area designated as protected open space abuts the project area to the northwest.

Although not depicted in available data layers from MassMapper, an apparent storm sewer or groundwater interceptor discharge point was observed on the 204 College Highway parcel during the reconnaissance. The source of the flow observed at the outfall was unknown at the time, but based on review of "Existing Conditions Plan of Land in Southampton, MA", Holmberg & Howe (6/6/14), it appears that the headwall and discharge point convey flows from a wetland area located west of the Town Hall and parallel to Maple Street. Based on the plan, an inlet headwall with 30-

inch RCP is located at the southern portion of property line between the Town and William Bray parcel.

Notable Observations from Historical Records

As part of the environmental screening, historical records reviewed included historical aerial photographs, topographic maps, and street directories. Sanborn Fire Insurance Maps were requested, but the project site and surrounding area were found to be unmapped, which is not unusual as Sanborn maps were primarily created for areas with high-density development and industrial/commercial uses. The site is also listed within a historical district defined by the Massachusetts Historical Commission; information pertaining to the site was reviewed through the Massachusetts Cultural Resource Information System (MACRIS): https://mhc-macris.net/queryresults.

Notable findings from a review of historical records for this site include possible evidence of firefighting training activities observed in aerial photographs from the 1970's. Training activities typically included controlled burning for extinguishment demonstrations, emergency response scenarios that may have involved the use of chemical substances, fire ventilation training, and/or other area-specific scenario training. The Fire Chief indicated that no live burning occurs or previously occurred on the site. According to the MACRIS historical records for the site, the building presently utilized as a Fire Station was historically a school building that was converted for Fire Department use in the 1940's. A photograph of the station that appears to have been taken in the 1940's or 1950's depicts a gas pump near the front of the building, likely utilized for Fire Station vehicle fueling.

Environmental Records Review

The EDR Environmental Database Report identified 11 locations within the applicable ASTM radii from the project site, and no locations that were not geocoded with respect to their distance from the project site. Four of the listings appear to be associated with asbestos abatement activities that occurred within the existing structures on the project site, and are not likely to present a recognized environmental condition for the project site. Other listings reviewed include:

Drake Petroleum Corp/X-Tra Mart at 247 College Highway, LUST, Disposal Site; and Downgradient Property at 243 College Highway, Disposal Site

Based on the information reviewed, the property at 243 College Highway was impacted by a release

consistent with gasoline that is believed to have originated from X-Tra Mart at 247 College Highway, which is an active Disposal Site presently under a Temporary Solution. The most recent status report for the X-Tra Mart property, submitted in September 2023, groundwater exceedances of C5-C8 Aliphatic Hydrocarbons and Methyl tert-Butyl Ether (MTBE) continue to impact a limited area of this property, situated near the property boundary between #243 and 247 College Highway. Based on recent reporting for these listings, groundwater appears to flow southeast in the area and the subject site is expected to be upgradient to these releases. As such, significant environmental impacts to the subject site are unlikely.

Municipal Records Review

Municipal records reviewed included individual sewage disposal system (ISDS) permits from the Town of Southampton's Board of Health, building permits available through the Town of Southampton Building Department's online portal: (https://permitlinkonline.com/csp/southampton/DocumentLink.PublicLogin.cls), and any other available information relevant to identifying a release of oil and/or hazardous materials at the project site.

Historical Land Evidence Records indicate that Lot 24 was used as a school since at least the early 1900's until conversion to its current use. Discussion with Town officials indicated that the Fire Station building may date back to the American Civil War. The Board of Health provided both plan documentation and verbal information relative to the on-site septic systems. A copy of the Town Hall septic system upgrade plan, as prepared by Doucet Associates, Inc for Design Partnership of Cambridge (10/20/09) was reviewed. The septic system or leachfield and 2500-gallon septic tank for the Town Hall are located to the southwest of the building. Paper documentation for the Fire Station septic system was not available. However, Board of Health personnel verbally indicated that the Fire Station reportedly disposes of sanitary sewage and greywater via a holding tank and indicated that a holding tank outlet may discharge settled effluent. Pare reached out to the Board of Health personnel to verify this information in writing or with documentation but have not received a response as of the date of this report.

Fire Station staff indicated that after a fire emergency, vehicle washing and personal decontamination occur at another location off-property in Easthampton. The Fire Chief indicated that a heating oil tank was previously removed from the Fire Station building and provided copies of tank disposal receipts from 1998 for a 500-gallon UST. The receipt indicates that the tank contained gas; however, the Fire Chief indicated that it was actually an oil tank that had been used for heating

purposes prior to removal.

Site Reconnaissance

The following notable observations were made during the reconnaissance:

- Several gasoline jerricans were observed at the rear of the Fire Station on Lot 24, which were stored on bare ground outside and without cover and contained some product. At least one 5-gallon container of Aqueous Film-Forming Foam (AFFF) was observed with the same storage conditions.
- Several severely rusted or corroded containers and drums that may have previously contained oil and/or hazardous materials (OHM) were observed deposited in the woods on Lot 89 (204 College Highway).
- Evidence of fill from an unknown origin was observed along the property boundary between Lot 24 (210 College Highway) and Lot 89 (204 College Highway).
- A relatively steep downgradient slope exists from the northwestern boundary of Lot 24 onto Lot 89. Along this boundary, an apparent outfall was observed discharging flow from a headwall located east of the Fire Station. As previously described, the source of the outfall's discharge appears to be a wetland located west of the Town Hall and parallel to Maple Street .
- The Tax Assessor's field card indicated that the Fire Station is heated with oil, but no oil tanks were observed. Several ceiling-mounted space heaters were observed inside the building, which may use propane, observed outside the building in tanks, as a fuel source.
- A slop sink was observed inside the Fire Station, which discharges to a reported septic system. According to Board of Health verbal information, sewage disposal is accomplished through the use of a holding tank but was not verifiable or confirm by Pare.
- Old equipment, such as firefighting hoses, gas cylinders, and furniture, were observed within a cleared on the northern side of Lot 24.

Findings and Recommendations

Based on the results of the environmental screening, the following RECs were identified in association with the project site:

- OHM management practices at the property, i.e., storage of OHM on bare ground and exposed to weather, potential past firefighting training activities, and potential disposal of OHM and residuals into a holding tank suspected of discharging directly into the environment, may have resulted in a release to the environment.

- There is a potential that abandoned USTs may exist at the property, or that USTs were closed out without the completion of documentation and related testing activities to determine whether a release occurred. Information reviewed indicates that the Fire Station had previously been heated with oil but was converted to propane prior to this study. A photograph of the Fire Station, which appears to have been taken in the 1940's or 1950's, shows a gas pump near the front (southeast side) of the building that was likely used for on-site vehicle fueling. No UST removal records were available for the site as of the date of this report.
- Evidence of solid waste disposal, disposal of containers suspected to have previously contained OHM, and fill from an unknown origin were observed on Lot 24 and the northeastern boundary of Lot 89.

Relative to the other locations screened as part of this assessment, there are moderate to major environmental concerns associated with this site. Some of the materials used historically and observed during the Site reconnaissance are known to be persistent in the environment and difficult to remediate (per- and polyfluorinated alkyl substances [PFAS] associated with AFFF and other firefighting activities), while others are known to migrate relatively far and a relatively small release could have the potential to impact a wide area (gasoline-derived constituents such as MTBE and benzene, toluene, ethylbenzene, and xylenes [collectively, BTEX]). Some substances that may have been used by fire fighters in the past (chlorinated solvents), exhibit both difficulty in remediation and high mobility. These contaminants, if present, could have a significant impact on project costs, and further investigation *via* subsurface sampling would be necessary to accurately define potential impacts to the project if this site was selected for construction.

Stormwater Drainage Assessment

According to NRCS Web Soil Survey mapping, the Site contains a mix of mainly Belgrade Silt Loam, 3-8% slopes (225B), Pollux Fine Sandy Loam (250B), and Udorthents, smoothed (651). The Belgrade Silt Loam and Pollux Fine Sandy Loam both have a hydrologic soil group (HSG) of C, fine texture with a layer that impedes the downward movement of water resulting in a slow rate of water transmission. Udorthents soils are mapped for the Town Hall and associated parking areas and are considered altered by manmade activities that no attempt to classify the naturally occurring soil is made nor are hydrologic soil group listed. It is anticipated that further geotechnical investigation including test pits and soil borings will be required prior to future development of the Site. Refer to Appendix D of the report for further soils information.

Based on available aerial imagery and street imagery as well as field reconnaissance, the existing paved vehicle parking and travel areas on the Site appear to be in fair condition with numerous crack sealing lines through the parking lots. The parking striping appears faded and consists of standard spray paint markings (not reflective thermoplastic) and the presence of bituminous berm is limited. Existing vehicular access is located on College Highway and Maple Street.

Based on visual observations and surface evidence, the existing stormwater management system on the Site is very limited and consists of one stormwater catch basin located approximately 70 feet east of the Fire Station building. The catch basin appears to be constructed of cinder blocks, is sediment filled, does not include an oil/debris hood, and the outlet pipe (if exists) was obstructed with sediment.

As previously described above, an existing drainage swale with a north-south orientation is located on the 204 College Highway parcel and is approximately 10-feet deep, 10 feet wide at the stream bed, and has 2H:1V embankment slopes. The drainage swale start point is at a cement concrete headwall and drainage or storm sewer pipe outlet located north of the fire station parking area. The discharged water is clear, odorless, and based on the Holmberg & Howe plan titled "Existing Conditions Plan of Land in Southampton Massachusetts" dated September 5, 2013 the outlet appears to be a storm sewer pipe that routes runoff from the wetlands west of the Town Hall and adjacent to Maple Street.

Site Utility Assessment

Based on visual observations, surface and above-ground evidence, electric, gas and water service utilities are located along College Highway and appear readily accessible for service connections. An exposed PVC sanitary sewer line with cleanout is located between the sleeping quarters of the Fire Station building. The location of the septic tank and leach field or holding tank are currently unknown. As the Town of Southampton does not have a municipal sanitary sewer network or corresponding wastewater treatment plant, the site will require any new buildings or additions to include a new on-site septic system to be permitted in accordance with Title 5 (310 CMR 15.00).

Vehicular Access Assessment

The Site is located in the center of Southampton. Based on field observations it is estimated that the intersection sight distance from fire station driveway apron at College Highway to the north is

estimated as 350 feet or greater and the intersection sight distance to the south is estimated as 350 feet or greater. The East Street intersection with College Highway is located approximately 130 feet south of the fire station apron. Vehicle maneuvering or left turns from East Street onto College Highway are not allowed due to the existing residential dwelling at the corner and obstructed sight distance. It appears that the existing sight distances for the Fire Station and existing access onto College Highway may meet the Town's requirements and current standard design practice but will require further or more detailed evaluations.

Based on review of MassDOT Roadway Inventory Map, College Highway is within MassDOT, Highway Division, jurisdiction and will require a Highway Access Application for Permit. The access permit is for vehicular access and requires the submission of supporting engineering and survey plans.

Zoning Constraints

As previously described, the Site is located within the Residential Village (R-V) District. Based on review of the Town of Southampton Zoning By-Laws, the dimensional criteria for the R-V zone or district are highlighted in the table below:

1District	Use	Area	Lot	Lot		Yards	Rear
		(sq. ft.)	Width (ft.)	Depth (ft.)	Front (ft.)	Side (ft.)	(ft.)
R-R**	Any permitted principal structure or use	60,000	175	200	50	30	50
R-N**	Any permitted principal Structure or use	40,000	140	150	35	20	50
R-V**	Any permitted principal Structure or use	30,000	130	125	30	15	45
C-V	Any permitted principal Structure or use	25,000	120	150	50	30*	50
C-H	Any permitted principal Structure or use	40,000	140	150	75	30*	50
I-P	Any permitted principal Structure or use	80,000	200	250	75	50	50

An additional zone constraints indicates that "*community facilities, and public facilities, only one principal structure shall be permitted on one lot*". A community facility is defined as, "land and buildings owned, maintained and operated by a governmental or other chartered nonprofit organization, such as school, hospital, or church, but not including a membership club or public utility".

Historical Significance

It is important to note and recognize that both the current Town Hall and existing Fire Station are designated as Massachusetts Historical Commission (MHC), historically significant structures and both appear to be on the National Park Services, National Register of Places, as being within a Historic District. In addition, the existing Southampton Town Hall and Southampton Fire Station are within the Southampton Center Historic District, which is generally bounded by portions of College Highway, East Street, and High Street and includes 33 buildings.

SITE 3: Private Parcel, 79 Clark Street

Location

The Site, located at 79 Clark Street, is on a 16.2-acre parcel identified as Map 28, Parcel 22 and owned by Marmon/Keystone, LLC, according to the Southampton Assessor's Database. The Southampton Municipal Zoning Map (Revision: September 5, 1978) indicates that the property is located within the Industrial Park (IP) District and in the Water Supply Protection Overlay District.

The Site is currently undeveloped and consists of wooded areas at far south and east property edges with an existing cornfield or actively tilled for agriculture purposes. The Site is bounded by Clark Street to the north, and industrial properties to the south, east and west. The Site abuts properties zoned IP to the south and east which are undeveloped, and a property zoned IP to the east that is developed for industrial use.

Environmental Assessment

The following information summarizes relevant site features and findings of the environmental screening.

Site Overview

Parcel Address:	**79 Clark Street, Southampton**
Assessor's Map/Lot	A.P. 28, Lot 22
Site Area	Approximately 16.2 acres
Zoning	IP – Industrial Park
Owner	Marmon/Keystone, LLC
Occupancy and Use	The parcel is currently vacant and does not contain any structures. A portion of the parcel appears to be leased for corn cultivation.

Past Site Use	The earliest available records suggest that the parcel was utilized for agricultural purposes until the mid-1960's, when a commercial/industrial building was improved on the abutting 1 Clark Street. The site parcel appears to have been utilized for drainage purposes by 1 Clark Street, with a portion being leased for continued agricultural use.
Site Access	The Site is accessible from Clark Street to the northwest.
Utilities	Water: Municipal water is available through Clark Street to the northwest. Sewer: Municipal sanitary sewer is not available within the Town, and surrounding properties utilize ISDSs for sanitary waste disposal. Heat: No heating sources presently exist on the parcel; connections to natural gas may exist along Clark Street to the northwest.
Use of Adjacent Properties	The property at 1 Clark Street, which is surrounded by the subject parcel, is utilized for industrial purposes (Marmon/Keystone, a distributor of piping). The area to the west and east of the parcel is agricultural and/or low-density residential, while the areas to the north and south are open space consisting of recreational uses and wildlife habitat.

Physical Setting

Bedrock information for the site and surrounding area was obtained through the USGS Mineral Resources Online Spatial Data website (https://mrdata.usgs.gov/) and surficial geology information was obtained through the USDA Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm). The FIRM for the Site was obtained through the FEMA Map Service Center (https://msc.fema.gov/portal/home).

Geology	Surficial Geology	Primarily Boxford silt loam, 3-15% slopes (~60%) with Amostown fine sandy loam, 3-8% slopes (~30%), minor Merrimac fine sandy loam and Windsor loamy sand (~10%)
	Bedrock Geology	Bedrock geology at all three (3) parcel locations is comprised of New Haven Arkose - Red, pink, and gray coarse-grained, locally conglomeratic arkose interbedded with brick-red shaley siltstone and fine-grained arkosic sandstone.
Hydrology	FIRM	The northern portion of the parcel is located within 2501710010A, effective 12/4/1979, while the remaining majority of the parcel is located within Map 2501710020A, effective 12/4/1979
	Flood Zone	A small portion of the parcel, along the southeast side, appears to be located in Zone B, which is defined as an area of moderate flood hazard with a 0.2-1% annual chance of flooding, while the remainder is located within Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding.
	Groundwater Classification	Groundwater in the vicinity of the site and surrounding area is classified under the Massachusetts Contingency Plan (310 CMR 40.000) as RCGW-1, which is defined as an area located within a current or potential drinking water source area.

Sensitive Environmental Receptors

The site appears to be gently sloping up from Clark Street to the south or rear of parcel. Based on available MassMapper data, the northeastern portion of the site contains wetlands with an associated 100-foot buffer, and a NHESP potential vernal pool is depicted on the southwestern portion of the

site. The site is also located within a medium-yield potential drinking water aquifer (Barnes Aquifer), Zone II Public Water Supply Protection Area, and an area of NHESP Priority Habitat; according to records associated with work at the southerly abutting property, this listing may be associated with wood turtle habitat. A flood plain demarcation also extends onto the southeast portion of the Site.

Notable Observations from Historical Records

As part of the environmental screening, historical records reviewed included historical aerial photographs, topographic maps, and street directories. Sanborn Fire Insurance Maps were requested, but the project site and surrounding area were found to be unmapped, which is not unusual as Sanborn maps were primarily created for areas with high-density development and industrial/commercial uses.

A permit for the septic system at 1 Clark Street was obtained from the Board of Health, but no information was found pertaining to 79 Clark Street, which is not known to have previously contained any structures.

Environmental Records Review

The EDR Environmental Database Report identified 10 locations within the applicable ASTM radii from the project site, and 2 locations that were not able to be geocoded with respect to their distance from the project site. No listings were identified for the project site; the following records for surrounding properties were further reviewed:

Drake Petroleum Corp/X-Tra Mart at 247 College Highway, LUST, Disposal Site; and Downgradient Property at 243 College Highway, Disposal Site

Based on the information reviewed, the property at 243 College Highway was impacted by a release consistent with gasoline that is believed to have originated from X-Tra Mart at 247 College Highway, which is an active Disposal Site presently under a Temporary Solution. The most recent status report for the X-Tra Mart property, submitted in September 2023, groundwater exceedances of C5-C8 Aliphatic Hydrocarbons and MTBE continue to impact a limited area of this property, situated near the property boundary between #243 and 247 College Highway. Groundwater appears to flow southeast in the area, so the subject property is expected to be downgradient to the release; however, the Disposal Site boundary appears to be limited to the boundaries of the 243 College Highway property and does not appear likely to extend further southeast and onto the project site.

Atlas Copco Holyoke at Clark Street, SEMS-Archive, RCRA Former Generator

This listing was identified as an archive site in the Superfund Enterprise Management System (SEMS) located along Clark Street with no street number provided. Based on other records reviewed for this assessment, this listing is likely associated with 1 Clark Street, which was formerly occupied by Atlas Copco. The files do not appear to be available for review online through the EPA's Superfund Site database or MassDEP's Searchable Sites database, so it is unclear at this time whether this listing is associated with environmental impacts to the subject property. The summary information provided by EDR indicates that initial assessment activities under the Superfund program began in 1981 and that a preliminary assessment was conducted by EPA in 1984. No further information is provided; however, the status is listed as NFRAP (No Further Remedial Actions Planned). The summary provided by EDR for Atlas's RCRA file indicates that initial notification was submitted to the EPA in 1980, and that the facility was no longer operating at this location as of 2004. No information on the type(s) of waste generated by Atlas is provided in the EDR Report, and no violations are noted.

Based on the information reviewed, it appears that the SEMS-Archive listing or former RCRA generator listing would be unlikely to have a significant environmental impact on the project site; other issues were identified in association with this property's impact to the project site that are further discussed below.

Municipal Records Review

Municipal records reviewed included individual sewage disposal system (ISDS) permits from the Town of Southampton's Board of Health, building permits available through the Town of Southampton Building Department's online portal: (https://permitlinkonline.com/csp/southampton/DocumentLink.PublicLogin.cls), and any other available information relevant to identifying a release of oil and/or hazardous materials at the project site.

According to Land Evidence Records, the property at 1 Clark Street has been utilized for industrial purposes since at least 1970, and 1 and 79 Clark Street appear to have undergone concurrent ownership and ownership transfers since at least that time. A 1973 land plan depicting 1 Clark Street and a portion of 79 Clark Street was found at Land Plan Book 88, Page 47, which depicts several potential environmental concerns:

- A 5,000-gallon oil tank is shown on the northeast side of the building, which appears to be a

UST. The plan appears to show perforated pipe extending beneath the UST to a drywell which appears to discharge onto the northeastern portion of 79 Clark Street. 1 Clark Street was not identified in environmental database records as a UST site, which may indicate that the UST is still present but abandoned. Any potential releases from the UST have a preferential pathway through the perforated pipe and drywell to migrate to the Site parcel at 79 Clark Street.

- Several other perforated plastic pipes and pipes identified as asbestos concrete are shown extending from the edge of the building to manholes before discharging to 79 Clark Street from the northwest and northeast interior boundaries. The origin of discharge is unclear; it appears that some of the pipes depicted may be intended to show roof runoff, but at least two pipes appear to be unrelated to roof runoff and originate from inside the building. Past discharges from pipes within the building may have originated from industrial processes and are indicative of the presence of Class V Underground Injection Control (UIC) wells.
- A 1,000-gallon septic system and associated leach field are shown along the northwest side of the building. It is possible that industrial process wastewaters were disposed of in the septic tank considering the time period that the facility was in operation (prior to promulgation of regulations that required alternative means of disposal).

The Land Evidence Records also indicated that prior occupants of 1 Clark Street (Atlas Copco and American Buildings Company) were manufacturers of air compressor equipment and utilized hydraulic equipment at their facility. The current occupant, Marmon/Keystone, is in the business of warehousing, distribution, and finishing of piping for various uses, according to their website (https://www.marmonkeystone.com/).

Site Reconnaissance

The following notable observations were made during the reconnaissance:

- Access to the site was not granted by the date of the reconnaissance, and visual assessment was limited to viewing from public ways including Clark Street to the northwest and from the abandoned or former rail bed (future rail trail) to the southeast.
- Evidence of solid waste disposal was observed from the rail trail in the area of the subject property behind (south-southeast) 1 Clark Street. Materials observed included a large machine that may be part of an excavator or a section of hydraulic equipment, railroad ties exhibiting a creosote odor, and other assorted metal, plastic, and wood waste.
- There is a potential that equipment formerly used by 1 Clark Street occupants, some of

which appears to have been discarded on the subject property, could have contained oils.

- The western portion of the 79 Clark Street lot is used for corn cultivation, and pesticides/herbicides may have been applied to this portion of the property that could remain in soil.

Findings and Recommendations

Based on the results of the environmental screening, the following RECs were identified in association with the project site:

- The industries now or formerly operating at the abutting 1 Clark Street typically use hydraulic oils and solvents in their processes, and as these operations began prior to the implementation of the Toxic Substances Control Act (TSCA), it is possible that PCBs were present in materials used at this facility.
- The site has been utilized for drainage purposes by the operations at 1 Clark Street since at least 1970, which included stormwater drainage and potential industrial discharges.
- Solid waste observed to be disposed on the site is known or may to contain OHM. Some of the wastes observed on-site appear to have originated from 1 Clark Street property, while others appear to be associated with past railroad activities and the use of the railroad by the public.
- Past agricultural operations on the western portion of the site may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides like DDT.
- The visual assessment of the site was limited to those portions viewable from public ways. As such, the overall conditions at the site could not be fully assessed and other conditions may exist at the site that could impact these findings and recommendations.

Relative to the other locations screened as part of this assessment, there are moderate to major environmental concerns associated with this site. Contaminants that may have impacted the site include oils, PCBs, chlorinated and non-chlorinated solvents, pesticides, and semi-volatile organic compounds, and further investigation *via* subsurface investigations would be necessary to evaluate site conditions with respect to these findings and their potential impact on project costs.

Stormwater Drainage Assessment

According to NRCS Web Soil Survey mapping, the Site consists of mainly Boxford Silt Loam, 3-8% slopes (220B). Boxford Silt Loam has a hydrologic soil group of D, a poorly drained soil with a

very slow rate of water transmission. It is anticipated that further geotechnical investigation including test pits and soil borings will be required prior to future development of the Site. Refer to Appendix D of the report for further soils information.

Site Utility Assessment

As the Site is currently undeveloped, no buildings exist nor are any public utilities on the Site. However based on field observations, electric, gas and water service utilities are located along Clark Street and readily accessible for service connections. As previously described, the Town of Southampton does not have a municipal sanitary sewer network or corresponding wastewater treatment plant, and as such the site will require an on-site septic system to be designed and permitted in accordance with Title 5 (310 CMR 15.00).

Vehicular Access Assessment

The Site is located approximately 0.5 miles from the center of Southampton. The vehicular access point with Clark Street was assumed to be at the center of the northern property line. Based on field observations it is estimated that the site distance for the access/intersection to Clark Street is approximately 400 feet for both the western and eastern approaches. Upon review of the Town of Southampton, Subdivision Regulations and intersection sight distances required for a minor road, it appears that the existing sight distances for an access road onto Clark Street will meet or exceed the Town's requirements. However, it should be understood that the measurements are estimated and based on visual observations and aerial and images.

Based on review of MassDOT Roadway Inventory Map, Clark Street is not within MassDOT, Highway Division, jurisdiction. Clark Street is within the Town of Southampton Highway Department jurisdiction and requires a simplified Curb Cut permit from the Southampton Highway Department.

Zoning Constraints

As previously described, the Site is located within Industrial Park (I-P) District. Based on review of the Town of Southampton Zoning By-Laws, the dimensional criteria for the I-P zone or district are highlighted in the table below:

1District	Use	Area (sq. ft.)	Lot Width (ft.)	Lot Depth (ft.)	Front (ft.)	Yards Side (ft.)	Rear (ft.)
R-R**	Any permitted principal structure or use	60,000	175	200	50	30	50
R-N**	Any permitted principal Structure or use	40,000	140	150	35	20	50
R-V**	Any permitted principal Structure or use	30,000	130	125	30	15	45
C-V	Any permitted principal Structure or use	25,000	120	150	50	30*	50
C-H	Any permitted principal Structure or use	40,000	140	150	75	30*	50
I-P	Any permitted principal Structure or use	80,000	200	250	75	50	50

Historical Significance

Site 3 is located within the Southampton Center Historic District; however it appears no historical structures are or were located on the Site.

FIGURES:
SITE CONSTRAINT MAPS



LEGEND

- TAX PARCEL
- WETLANDS
- PRIORITY HABITATS OF RARE SPECIES
- PROPERTY LINE
- HYDROLOGIC SOIL GROUP BOUNDARY
- ZONING SETBACK
- MASSDEP WELLHEAD PROTECTION AREA
- STREAM / RIVER
- POTENTIAL VERNAL POOL

NOTES:

1. 4.2 ACRE DESIGNATED PARCEL AS PART OF PARSONS VILLAGE

Scale: 1"=50'

0 25' 50' 100'

PARE

SCALE ADJUSTMENT GUIDE
0" 1"
BAR IS ONE INCH ON ORIGINAL DRAWING

SOUTHAMPTON PUBLIC SAFETY FEASIBILITY STUDY

SOUTHAMPTON, MASSACHUSETTS

REVISIONS:

PROJECT NO.:	23168.00
DATE:	SEPTEMBER 2023
SCALE:	NOT TO SCALE
DESIGNED BY:	
CHECKED BY:	DLL
DRAWN BY:	AWL
APPROVED BY:	DLL

DRAWING TITLE:

SITE 1
SITE CONSTRAINTS -
0 COLLEGE HWY

DRAWING NO.:

SHEET NO. 1 OF 3

WETLAND LIMIT, 2014 SURVEY (TYP)

100' WETLAND BUFFER, 2014 SURVEY (TYP)

15'

HIGH STREET

225B

204 COLLEGE HWY
± 1.8 ACRES

200' RIVERFRONT AREA

POTASH BROOK

HYDROLOGIC SOIL GROUP BOUNDARY (TYP)

45'

250C

MASSDEP WELLHEAD PROTECTION AREA ZONE II LIMITS

100' WETLAND BUFFER

WETLAND LIMIT

NATIONAL REGISTER OF HISTORIC PLACES

200' RIVERFRONT AREA

STREAM BANK, 2014 SURVEY (TYP)

210 COLLEGE HWY
± 7.5 ACRES

45'

253D

651

30'

250B

NATIONAL REGISTER OF HISTORIC PLACES

MAPLE STREET

COLLEGE HWY (MA RTE 10)

EAST STREET

15'

ZONING SETBACK (TYP)

PROPERTY LINE

31A

LEGEND

- TAX PARCEL
- WETLANDS (MASSGIS)
- WETLANDS (2014 SURVEY)
- STREAM BANK (2014 SURVEY)
- PRIORITY HABITATS OF RARE SPECIES
- PROPERTY LINE
- HYDROLOGIC SOIL GROUP BOUNDARY
- ZONING SETBACK
- MASSDEP WELLHEAD PROTECTION AREA
- STREAM / RIVER
- POTENTIAL VERNAL POOL

Scale: 1"=60'

0 30' 60' 120'

PARE

SCALE ADJUSTMENT GUIDE

0" 1"

BAR IS ONE INCH ON ORIGINAL DRAWING

SOUTHAMPTON PUBLIC SAFETY FEASIBILITY STUDY

SOUTHAMPTON, MASSACHUSETTS

REVISIONS:

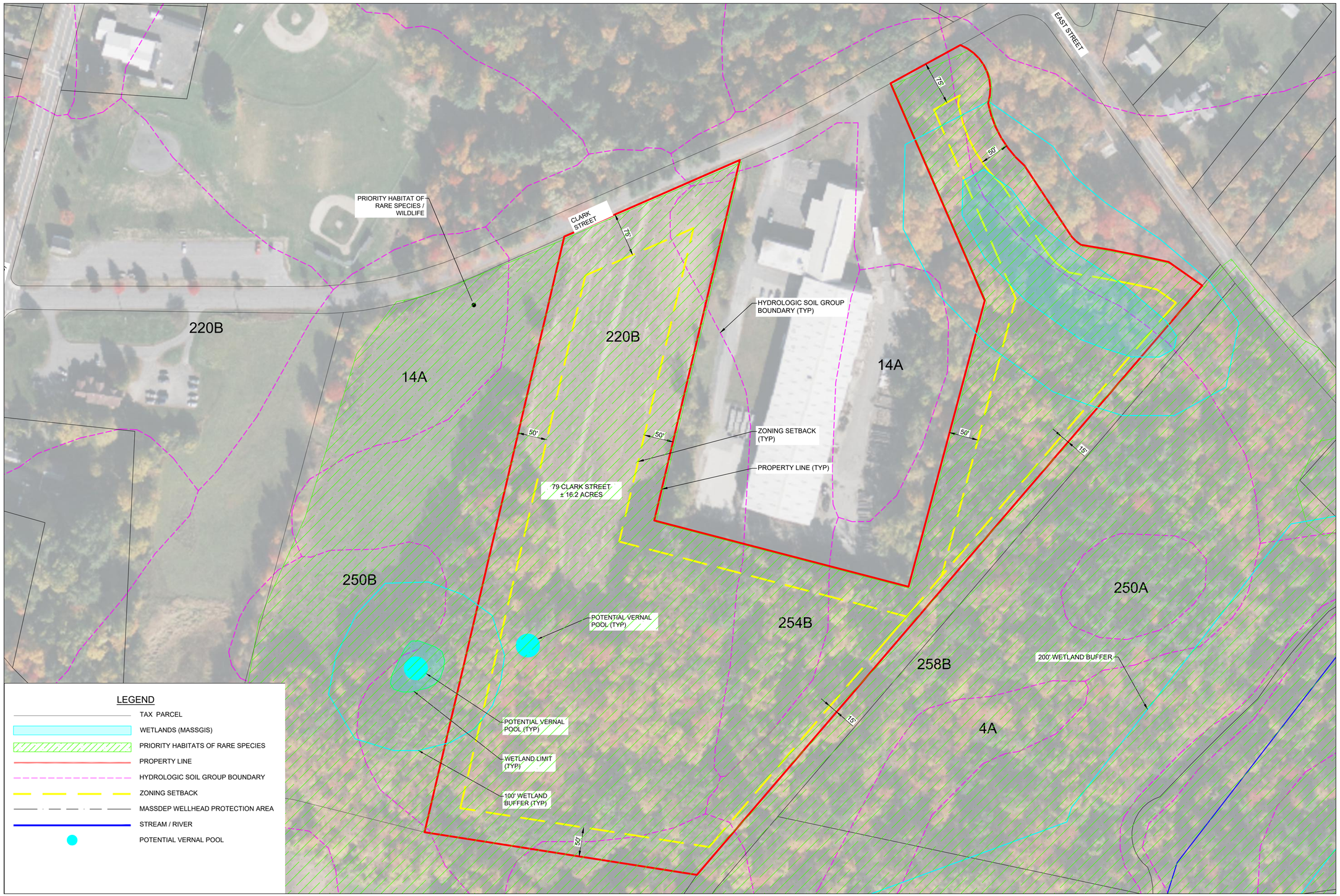
PROJECT NO.:	23168.00
DATE:	SEPTEMBER 2023
SCALE:	NOT TO SCALE
DESIGNED BY:	
CHECKED BY:	DLL
DRAWN BY:	AWL
APPROVED BY:	DLL

DRAWING TITLE:

SITE 2
SITE CONSTRAINTS -
210 COLLEGE HWY

DRAWING NO.:

SHEET NO. 2 OF 3



PARE

SCALE ADJUSTMENT GUIDE
0" 1"
BAR IS ONE INCH ON ORIGINAL DRAWING

SOUTHAMPTON PUBLIC SAFETY FEASIBILITY STUDY

SOUTHAMPTON, MASSACHUSETTS

REVISIONS:

PROJECT NO.:	23168.00
DATE:	SEPTEMBER 2023
SCALE:	NOT TO SCALE
DESIGNED BY:	
CHECKED BY:	DLL
DRAWN BY:	AWL
APPROVED BY:	DLL

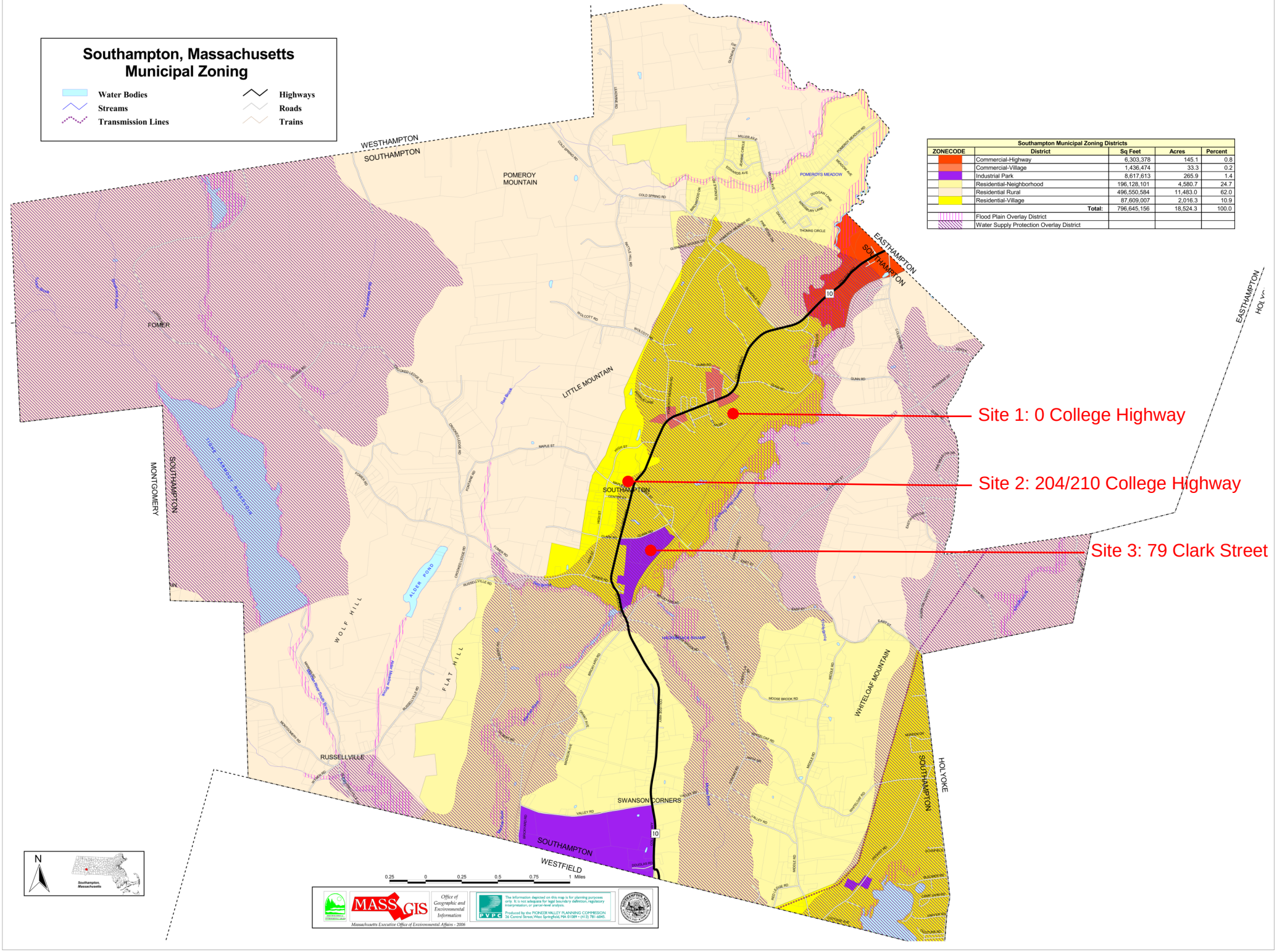
DRAWING TITLE:

SITE 3
SITE CONSTRAINTS -
79 CLARK STREET

DRAWING NO.:

SHEET NO. 3 OF 3

APPENDIX A
ZONING MAP


Southampton, Massachusetts
Municipal Zoning
Water Bodies
Streams
Transmission Lines
Highways
Roads
Trains
Southampton Municipal Zoning Districts
ZONECODE | District | Sq Feet | Acres | Percent
Commercial-Highway | 6,303,378 | 145.1 | 0.8
Commercial-Village | 1,436,474 | 33.3 | 0.2
Industrial Park | 8,617,613 | 265.9 | 1.4
Residential-Neighborhood | 196,128,101 | 4,580.7 | 24.7
Residential Rural | 496,550,584 | 11,483.0 | 62.0
Residential-Village | 87,609,007 | 2,016.3 | 10.9
Total: | 796,645,156 | 18,524.3 | 100.0
Flood Plain Overlay District
Water Supply Protection Overlay District
Site 1: 0 College Highway
Site 2: 204/210 College Highway
Site 3: 79 Clark Street
WESTHAMPTON
SOUTHAMPTON
POMEROY MOUNTAIN
FOMER
LITTLE MOUNTAIN
MONTGOMERY
SOUTHAMPTON
EASTHAMPTON
SOUTHAMPTON
EASTHAMPTON
SOUTHAMPTON
WOLF HILL
FLAT HILL
ALGER POND
RUSSELLVILLE
WHITELOAF MOUNTAIN
HOLYOKE
SOUTHAMPTON
SWANSON CORNERS
SOUTHAMPTON
WESTFIELD
10
10
N
0.25 0 0.25 0.5 0.75 1 Miles
MASS GIS
Office of Geographic and Environmental Information
Massachusetts Executive Office of Environmental Affairs - 2006
PVPC
The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analysis.
Produced by the PIONEER VALLEY PLANNING COMMISSION
Southampton, Massachusetts

APPENDIX B:
PROPERTY RECORDS

Property Location 0 COLLEGE HWY | Map ID 19/ 141/ / / | Bldg Name | State Use 3900
Vision ID 853 | Account # | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 1 | Print Date 1/6/2022 10:55:47 AM

CURRENT OWNER

LABRIE EUGENE R

229 BRICKYARD RD

SOUTHAMPTON MA 01073

TOPO	UTILITIES	STRT / ROAD	LOCATION
4 Rolling		1 Paved	2 Suburban

SUPPLEMENTAL DATA

Alt Prcl ID 2760190000001410

119

GIS ID F_327207_2913715 Assoc Pid#

CURRENT ASSESSMENT

Description	Code	Appraised	Assessed
COM LAND	3900	139,600	139,600
		Total 139,600	139,600

615

SOUTHAMPTON, MA

VISION

RECORD OF OWNERSHIP

RECORD OF OWNERSHIP	BK-VOL/PAGE		SALE DATE	Q/U	V/I	SALE PRICE	VC
LABRIE EUGENE R	12898	155	03-09-2018	U	V	1,200,000	1F
LABRIE EUGENE R	12892	0001	02-19-2018	U	V	1,200,000	1V
WAYNE CHRISTOPHER & WAYNE DENISE	12864	0292	01-25-2018	U	V	0	1
WAYNE LUCILLE R	9321	0128	11-13-2007	U	V	0	1A
WAYNE FRANK D	3748	0291	06-28-1991			0	

PREVIOUS ASSESSMENTS (HISTORY)

Year	Code	Assessed	Year	Code	Assessed V	Year	Code	Assessed
2021	1300	147,100	2020	6010	5,000	2019	6010	4,100
	Total	147,100		Total	5,000		Total	4,100

EXEMPTIONS

Year	Code	Description	Amount
		Total	0.00

OTHER ASSESSMENTS

Code	Description	Number	Amount	Comm Int

ASSESSING NEIGHBORHOOD

Nbhd	Nbhd Name	B	Tracing	Batch
50				

NOTES

PARCEL ADD CHG P/CINDY

CH 61 CERT EXP 12/31/2018

AFFIDAVIT TO KEEP IN 61 (WHICH ? CH)2/18

FY21 RMVD FROM CH61 PER NOTICE OF INTENT

11/1/2019- FULL VALUE

APPRAISED VALUE SUMMARY

Appraised Bldg. Value (Card)	0
Appraised Xf (B) Value (Bldg)	0
Appraised Ob (B) Value (Bldg)	0
Appraised Land Value (Bldg)	139,600
Special Land Value	0
Total Appraised Parcel Value	139,600
Valuation Method	C
Total Appraised Parcel Value	139,600

BUILDING PERMIT RECORD

Permit Id	Issue Date	Type	Description	Amount	Insp Date	% Comp	Date Comp	Comments

VISIT / CHANGE HISTORY

Date	Id	Type	Is	Cd	Purpost/Result

LAND LINE VALUATION SECTION

B	Use Code	Description	Zone	Land Type	Land Units		Unit Price	Size Adj	Site Index	Cond.	Nbhd.	Nbhd. Adj	Notes	Location Adjustment	Adj Unit P	Land Value
1	3900	DEVEL LAND	CV		43,560	SF	1.64	1.00000	5	1.00	50	1.000	HgA - S	1.0000	1.64	71,400
1	3900	DEVEL LAND	CV		1.000	AC	5,000	1.00000	0	1.00	50	1.000	HgA - S	1.0000	5,000	5,000
1	3900	DEVEL LAND	CV		39.500	AC	5,000	1.00000	0	0.20	50	1.000	HgA - S	1.0000	840	33,200
1	3900	DEVEL LAND	CV		600.000	FF	50	1.00000	0	1.00	50	1.000	HgA - S	1.0000	50	30,000
		Total Card Land Units			43,560 1.000 39.500	SF AC AC	Parcel Total Land Area			41.500				Total Land Value		139,600

Property Location	0 COLLEGE HWY		Map ID	19/ 141/ / /		Bldg Name	State Use 3900
Vision ID 853		Account #		Bldg # 1	Sec # 1 of 1	Card # 1 of 1	Print Date 1/6/2022 10:55:48 AM

CONSTRUCTION DETAIL

Element	Cd	Description
Style:	99	Vacant Land
Model	00	Vacant
Grade:		
Stories:		
Occupancy		
Exterior Wall 1		
Exterior Wall 2		
Roof Structure:		
Roof Cover		
Interior Wall 1		
Interior Wall 2		
Interior Flr 1		
Interior Flr 2		
Heat Fuel		
Heat Type:		
AC Type:		
Total Bedrooms		
Total Bthrms:		
Total Half Baths		
Total Xtra Fixtrs		
Total Rooms:		
Bath Style:		
Kitchen Style:		

CONSTRUCTION DETAIL (CONTINUED)

Element	Cd	Description

CONDO DATA

Parcel Id		C		Owne	
		B		S	

Adjust Type	Code	Description	Factor%
Condo Flr			
Condo Unit			

COST / MARKET VALUATION

Building Value New	0
Year Built	0
Effective Year Built	0
Depreciation Code	
Remodel Rating	
Year Remodeled	
Depreciation %	
Functional Obsol	0
External Obsol	0
Trend Factor	1
Condition	
Condition %	
Percent Good	
Cns Sect Rcnld	
Dep % Ovr	
Dep Ovr Comment	
Misc Imp Ovr	
Misc Imp Ovr Comment	
Cost to Cure Ovr	
Cost to Cure Ovr Comment	

No Sketch

OB - OUTBUILDING & YARD ITEMS(L) / XF - BUILDING EXTRA FEATURES(B)

Code	Description	L/B	Units	Unit Price	Yr Blt	Cond. Cd	% Gd	Grade	Grade Adj.	Appr. Value

BUILDING SUB-AREA SUMMARY SECTION

Code	Description	Living Area	Floor Area	Eff Area	Unit Cost	Undeprec Value
	Ttl Gross Liv / Lease Area	0	0	0		0

Property Location 210 COLLEGE HWY | Map ID 23/ 24/ / / | Bldg Name | State Use 9030
Vision ID 1148 | Account # | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 2 | Print Date 1/6/2022 11:26:41 AM

CURRENT OWNER	TOPO	UTILITIES	STRT / ROAD	LOCATION
INHABITANTS OF THE TOWN OF SO				
210 COLLEGE HWY				
SOUTHAMPTON MA 01073				

SUPPLEMENTAL DATA

Alt Prcl ID 2760230000000240

GIS ID F_322886_2911276 Assoc Pid#

CURRENT ASSESSMENT

Description	Code	Appraised	Assessed
EXEMPT	9030	1,834,700	1,834,700
EXM LAND	9030	480,000	480,000
EXEMPT	9030	20,200	20,200
	Total	2,334,900	2,334,900

615

SOUTHAMPTON, MA

VISION

RECORD OF OWNERSHIP

RECORD OF OWNERSHIP	BK-VOL/PAGE		SALE DATE	Q/U	V/I	SALE PRICE	VC
INHABITANTS OF THE TOWN OF SOUTHAM	11868	0219	02-13-2015	U	I	1	1F
PARKER CHERYL ESQ	11868	0211	02-13-2015	U	I	1	1F
SOUTHAMPTON TOWN OF	1187	0377	11-04-1954			0	

PREVIOUS ASSESSMENTS (HISTORY)

Year	Code	Assessed	Year	Code	Assessed	Year	Code	Assessed
2021	9030	1,834,700	2020	9030	1,834,700	2019	9030	1,678,300
	9030	480,000		9030	480,000		9030	480,000
	9030	20,200		9030	20,200		9030	20,200
	Total	2,334,900		Total	2,334,900		Total	2,178,500

EXEMPTIONS

Year	Code	Description	Amount
		Total	0.00

OTHER ASSESSMENTS

Code	Description	Number	Amount	Comm Int

ASSESSING NEIGHBORHOOD

Nbhd	Nbhd Name	B	Tracing	Batch
50				

NOTES

FIRE STATION

CONTAINS 23-88 BK 1566-43

WHOLE PARCEL 231/125

LOT LINE ADJ 233/108 BK 11868/209

APPRAISED VALUE SUMMARY

Appraised Bldg. Value (Card)	1,834,700
Appraised Xf (B) Value (Bldg)	0
Appraised Ob (B) Value (Bldg)	20,200
Appraised Land Value (Bldg)	480,000
Special Land Value	0
Total Appraised Parcel Value	2,334,900
Valuation Method	C
Total Appraised Parcel Value	2,334,900

BUILDING PERMIT RECORD

Permit Id	Issue Date	Type	Description	Amount	Insp Date	% Comp	Date Comp	Comments
19-157RB	07-03-2019	REP		9,000		0		INSTALL DOOR, FIX FASCIA,
09R10	02-18-2010	RE	Remodel					
112R05	07-05-2005	AD	Addition	5,465				

VISIT / CHANGE HISTORY

Date	Id	Type	Is	Cd	Purpost/Result
02-13-2012	LS			21	PERMIT INSP [BLDG]
03-10-2004	CC			00	Measur+Listed

LAND LINE VALUATION SECTION

B	Use Code	Description	Zone	Land Type	Land Units		Unit Price	I. Factor	Site Index	Cond.	Nbhd.	Nhbd Adj	Notes	Location Adjustment		Adj Unit Pric	Land Value
1	9030	MUNICPAL MDL	RV		3.000	AC	64,000	1.00000	0	1.00	50	1.000			0	64,000	192,000
				Total Card Land Units	3.000	AC	Parcel Total Land Area:	7.500								Total Land Value	480,000

Property Location 210 COLLEGE HWY | Map ID 23/ 24/ / / | Bldg Name | State Use 9030
Vision ID 1148 | Account # | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 2 | Print Date 1/6/2022 11:26:41 AM

CONSTRUCTION DETAIL

Element	Cd	Description
Style:	58	City/Town Hall
Model	96	Commercial/Ind
Grade	03	Average
Stories:	1.25	
Occupancy	1.00	
Exterior Wall 1	15	Concr/Cinder
Exterior Wall 2		
Roof Structure	03	Gable/Hip
Roof Cover	03	Asph/F Gls/Cmp
Interior Wall 1	01	Minim/Masonry
Interior Wall 2		
Interior Floor 1	04	Concr Abv Grad
Interior Floor 2		
Heating Fuel	02	Oil
Heating Type	04	Forced Air-Duc
AC Type	01	None
Bldg Use	9030	MUNICPAL MDL-96
Total Rooms		
Total Bedrms	00	
Total Baths	0	
Heat/AC	01	HEAT/AC PKGS
Frame Type	03	MASONRY
Baths/Plumbing	01	LIGHT
Ceiling/Wall	03	SUS-CEIL/MN WL
Rooms/Prtns	01	LIGHT
Wall Height	14.00	
% Comn Wall		
1st Floor Use:	9030	

CONSTRUCTION DETAIL (CONTINUED)

Element	Cd	Description

MIXED USE

Code	Description	Percentage
9030	MUNICPAL MDL-96	100
		0
		0

COST / MARKET VALUATION

RCN	311,874
Year Built	1920
Effective Year Built	1997
Depreciation Code	A
Remodel Rating	
Year Remodeled	
Depreciation %	36
Functional Obsol	
External Obsol	
Trend Factor	1
Condition	
Condition %	
Percent Good	64
Cns Sect Rcnld	199,600
Dep % Ovr	
Dep Ovr Comment	
Misc Imp Ovr	
Misc Imp Ovr Comment	
Cost to Cure Ovr	
Cost to Cure Ovr Comment	

OB - OUTBUILDING & YARD ITEMS(L) / XF - BUILDING EXTRA FEATURES(B)

Code	Description	L/B	Units	Unit Price	Yr Blt	Cond. Cd	% Good	Grade	Grade Adj	Appr. Value
MSC3	OTHER	L	1	18500.00	2003		85		0.00	15,700

BUILDING SUB-AREA SUMMARY SECTION

Code	Description	Living Area	Floor Area	Eff Area	Unit Cost	Undeprec Value
BAS	First Floor	641	641	641	149.58	95,881
FAT	Attic, Finished	287	1,148	287	37.40	42,929
FGR	Garage	0	2,831	1,132	59.81	169,325
UST	Utility, Storage, Unfinished	0	84	25	44.52	3,740
	Ttl Gross Liv / Lease Area	928	4,704	2,085		311,875

Property Location 210 COLLEGE HWY | Map ID 23/ 24/ / / | Bldg Name | State Use 9030
Vision ID 1148 | Account # | Bldg # 2 | Sec # 1 of 1 | Card # 2 of 2 | Print Date 1/6/2022 11:26:41 AM

CURRENT OWNER	TOPO	UTILITIES	STRT / ROAD	LOCATION
INHABITANTS OF THE TOWN OF SO				
210 COLLEGE HWY				
SOUTHAMPTON MA 01073				

SUPPLEMENTAL DATA

Alt Prcl ID 2760230000000240

GIS ID F_322886_2911276 Assoc Pid#

CURRENT ASSESSMENT

Description	Code	Appraised	Assessed
EXEMPT	9030	1,834,700	1,834,700
EXM LAND	9030	480,000	480,000
EXEMPT	9030	20,200	20,200
	Total	2,334,900	2,334,900

615

SOUTHAMPTON, MA

VISION

RECORD OF OWNERSHIP

RECORD OF OWNERSHIP	BK-VOL/PAGE		SALE DATE	Q/U	V/I	SALE PRICE	VC
INHABITANTS OF THE TOWN OF SOUTHAM	11868	0219	02-13-2015	U	I	1	1F
PARKER CHERYL ESQ	11868	0211	02-13-2015	U	I	1	1F
SOUTHAMPTON TOWN OF	1187	0377	11-04-1954			0	

PREVIOUS ASSESSMENTS (HISTORY)

Year	Code	Assessed	Year	Code	Assessed	Year	Code	Assessed
2021	9030	1,834,700	2020	9030	1,834,700	2019	9030	1,678,300
	9030	480,000		9030	480,000		9030	480,000
	9030	20,200		9030	20,200		9030	20,200
	Total	2,334,900		Total	2,334,900		Total	2,178,500

EXEMPTIONS

Year	Code	Description	Amount
		Total	0.00

OTHER ASSESSMENTS

Code	Description	Number	Amount	Comm Int

ASSESSING NEIGHBORHOOD

Nbhd	Nbhd Name	B	Tracing	Batch
50				

NOTES

LARABEE SCHOOL

APPRAISED VALUE SUMMARY

Appraised Bldg. Value (Card)	1,834,700
Appraised Xf (B) Value (Bldg)	0
Appraised Ob (B) Value (Bldg)	20,200
Appraised Land Value (Bldg)	480,000
Special Land Value	0
Total Appraised Parcel Value	2,334,900
Valuation Method	C
Total Appraised Parcel Value	2,334,900

BUILDING PERMIT RECORD

Permit Id	Issue Date	Type	Description	Amount	Insp Date	% Comp	Date Comp	Comments

VISIT / CHANGE HISTORY

Date	Id	Type	Is	Cd	Purpost/Result

LAND LINE VALUATION SECTION

B	Use Code	Description	Zone	Land Type	Land Units		Unit Price	I. Factor	Site Index	Cond.	Nbhd.	Nhbd Adj	Notes	Location Adjustment		Adj Unit Pric	Land Value
2	903C	MUNICPAL MDL			4.500	AC	64,000	1.00000	0	1.00	50	1.000			0	64,000	288,000
				Total Card Land Units	4.500	AC	Parcel Total Land Area:	7.500								Total Land Value	480,000

Property Location 210 COLLEGE HWY | Map ID 23/ 24/ / / | Bldg Name | State Use 9030
Vision ID 1148 | Account # | Bldg # 2 | Sec # 1 of 1 | Card # 2 of 2 | Print Date 1/6/2022 11:26:42 AM

CONSTRUCTION DETAIL

Element	Cd	Description
Style:	58	City/Town Hall
Model	94	Commercial/Ind
Grade	06	Good
Stories:	2	
Occupancy	1.00	
Exterior Wall 1	20	Brick/Masonry
Exterior Wall 2		
Roof Structure	03	Gable/Hip
Roof Cover	03	Asph/F Gls/Cmp
Interior Wall 1	05	Drywall/Sheet
Interior Wall 2		
Interior Floor 1	05	Vinyl/Asphalt
Interior Floor 2	04	Concr Abv Grad
Heating Fuel	03	Gas
Heating Type	04	Forced Air-Duc
AC Type	03	Central
Bldg Use	903C	MUNICPAL MDL-94
Total Rooms		
Total Bedrms	00	
Total Baths	0	
Heat/AC	00	NONE
Frame Type	03	MASONRY
Baths/Plumbing	02	AVERAGE
Ceiling/Wall	06	CEIL & WALLS
Rooms/Prtns	02	AVERAGE
Wall Height	16.00	
% Comn Wall		
1st Floor Use:	903C	

CONSTRUCTION DETAIL (CONTINUED)

Element	Cd	Description

MIXED USE

Code	Description	Percentage
903C	MUNICPAL MDL-94	100
		0
		0

COST / MARKET VALUATION

RCN	2,440,420
Year Built	1920
Effective Year Built	1999
Depreciation Code	G
Remodel Rating	
Year Remodeled	
Depreciation %	33
Functional Obsol	0
External Obsol	0
Trend Factor	1
Condition	
Condition %	
Percent Good	67
Cns Sect Rcnld	1,635,100
Dep % Ovr	
Dep Ovr Comment	
Misc Imp Ovr	
Misc Imp Ovr Comment	
Cost to Cure Ovr	
Cost to Cure Ovr Comment	

OB - OUTBUILDING & YARD ITEMS(L) / XF - BUILDING EXTRA FEATURES(B)

Code	Description	L/B	Units	Unit Price	Yr Blt	Cond. Cd	% Good	Grade	Grade Adj	Appr. Value
GAZ	Gazebo	L	201	25.00	2003		90		0.00	4,500

BUILDING SUB-AREA SUMMARY SECTION

Code	Description	Living Area	Floor Area	Eff Area	Unit Cost	Undeprec Value
BAS	First Floor	9,440	9,440	9,440	143.89	1,358,347
FBM	Basement, Finished	0	4,400	3,080	100.72	443,190
FOP	Porch, Open, Finished	0	32	8	35.97	1,151
FUS	Upper Story, Finished	4,432	4,432	4,432	143.89	637,732
	Ttl Gross Liv / Lease Area	13,872	18,304	16,960		2,440,420

Property Location 204 COLLEGE HWY | Map ID 23/ 89/ / / | Bldg Name | State Use 903V
Vision ID 1215 | Account # | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 1 | Print Date 1/6/2022 11:33:36 AM

CURRENT OWNER	TOPO	UTILITIES	STRT / ROAD	LOCATION
SOUTHAMPTON TOWN OF				
8 EAST STREET				
SOUTHAMPTON MA 01073				

SUPPLEMENTAL DATA

Alt Prcl ID 2760230000000890

GIS ID F_323186_2911431 Assoc Pid#

CURRENT ASSESSMENT

Description	Code	Appraised	Assessed
EXM LAND	9030	74,900	74,900
		Total 74,900	74,900

615

SOUTHAMPTON, MA

VISION

RECORD OF OWNERSHIP

RECORD OF OWNERSHIP	BK-VOL/PAGE		SALE DATE	Q/U	V/I	SALE PRICE	VC
SOUTHAMPTON TOWN OF	5536	0214	11-18-1998	U	V	9,500	

PREVIOUS ASSESSMENTS (HISTORY)

Year	Code	Assessed	Year	Code	Assessed V	Year	Code	Assessed
2021	9030	74,900	2020	9030	74,900	2019	9030	74,900
	Total	74,900		Total	74,900		Total	74,900

EXEMPTIONS

Year	Code	Description	Amount
		Total	0.00

OTHER ASSESSMENTS

Code	Description	Number	Amount	Comm Int

ASSESSING NEIGHBORHOOD

Nbhd	Nbhd Name	B	Tracing	Batch
50				

NOTES

SOLD W/ 23-22

APPRAISED VALUE SUMMARY

Appraised Bldg. Value (Card)	0
Appraised Xf (B) Value (Bldg)	0
Appraised Ob (B) Value (Bldg)	0
Appraised Land Value (Bldg)	74,900
Special Land Value	0
Total Appraised Parcel Value	74,900
Valuation Method	C
Total Appraised Parcel Value	74,900

BUILDING PERMIT RECORD

Permit Id	Issue Date	Type	Description	Amount	Insp Date	% Comp	Date Comp	Comments
18-42RB	03-28-2018	REP	Repair	800		0		HUD MOBILE HOME - SETTI

VISIT / CHANGE HISTORY

Date	Id	Type	Is	Cd	Purpost/Result

LAND LINE VALUATION SECTION

B	Use Code	Description	Zone	Land Type	Land Units		Unit Price	Size Adj	Site Index	Cond.	Nbhd.	Nbhd. Adj	Notes	Location Adjustment	Adj Unit P	Land Value
1	903V	MUNICPAL MDL	RV		43,560	SF	1.64	1.00000	5	1.00	50	1.000	2LL - 313' RF	1.0000	1.64	71,400
1	9030	MUNICPAL MDL	RV		0.700	AC	5,000	1.00000	0	1.00	50	1.000		1.0000	5,000	3,500
		Total Card Land Units			43,560 0.700	SF AC	Parcel Total Land Area			1.700				Total Land Value		74,900

Property Location 204 COLLEGE HWY | Map ID 23/ 89/ / / | Bldg Name | State Use 903V
Vision ID 1215 | Account # | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 1 | Print Date 1/6/2022 11:33:37 AM

CONSTRUCTION DETAIL

Element	Cd	Description
Style:	99	Vacant Land
Model	00	Vacant
Grade:		
Stories:		
Occupancy		
Exterior Wall 1		
Exterior Wall 2		
Roof Structure:		
Roof Cover		
Interior Wall 1		
Interior Wall 2		
Interior Flr 1		
Interior Flr 2		
Heat Fuel		
Heat Type:		
AC Type:		
Total Bedrooms		
Total Bthrms:		
Total Half Baths		
Total Xtra Fixtrs		
Total Rooms:		
Bath Style:		
Kitchen Style:		

CONSTRUCTION DETAIL (CONTINUED)

Element	Cd	Description

CONDO DATA

Parcel Id		C		Owne	
		B		S	

Adjust Type	Code	Description	Factor%
Condo Flr			
Condo Unit			

COST / MARKET VALUATION

Building Value New	
Year Built	
Effective Year Built	
Depreciation Code	
Remodel Rating	
Year Remodeled	
Depreciation %	
Functional Obsol	
External Obsol	
Trend Factor	1
Condition	
Condition %	
Percent Good	
Cns Sect Rcnld	
Dep % Ovr	
Dep Ovr Comment	
Misc Imp Ovr	
Misc Imp Ovr Comment	
Cost to Cure Ovr	
Cost to Cure Ovr Comment	

No Sketch

OB - OUTBUILDING & YARD ITEMS(L) / XF - BUILDING EXTRA FEATURES(B)

Code	Description	L/B	Units	Unit Price	Yr Blt	Cond. Cd	% Gd	Grade	Grade Adj.	Appr. Value

BUILDING SUB-AREA SUMMARY SECTION

Code	Description	Living Area	Floor Area	Eff Area	Unit Cost	Undeprec Value
	Ttl Gross Liv / Lease Area	0	0	0		0

Property Location 79 CLARK ST | Map ID 28/ 22/ / / | Bldg Name | State Use 4400
Vision ID 1440 | Account # | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 1 | Print Date 1/6/2022 11:57:12 AM

CURRENT OWNER

MARMON/KEYSTONE LLC

225 EAST CUNNINGHAM ST

BUTLER PA 16001

TOPO	UTILITIES	STRT / ROAD	LOCATION

SUPPLEMENTAL DATA

Alt Prcl ID 2760280000000220

GIS ID F_323703_2908747 Assoc Pid#

CURRENT ASSESSMENT

Description	Code	Appraised	Assessed
IND LAND	4400	92,300	92,300
		Total 92,300	92,300

615

SOUTHAMPTON, MA

VISION

RECORD OF OWNERSHIP

RECORD OF OWNERSHIP	BK-VOL/PAGE		SALE DATE	Q/U	V/I	SALE PRICE	VC
MARMON/KEYSTONE LLC	2513	0123	11-20-1984	U	V	0	

PREVIOUS ASSESSMENTS (HISTORY)

Year	Code	Assessed	Year	Code	Assessed V	Year	Code	Assessed
2021	4400	92,300	2020	4400	92,300	2019	4400	92,300
	Total	92,300		Total	92,300		Total	92,300

EXEMPTIONS

Year	Code	Description	Amount
		Total	0.00

OTHER ASSESSMENTS

Code	Description	Number	Amount	Comm Int

ASSESSING NEIGHBORHOOD

Nbhd	Nbhd Name	B	Tracing	Batch
110				

NOTES

APPRAISED VALUE SUMMARY

Appraised Bldg. Value (Card)	0
Appraised Xf (B) Value (Bldg)	0
Appraised Ob (B) Value (Bldg)	0
Appraised Land Value (Bldg)	92,300
Special Land Value	0
Total Appraised Parcel Value	92,300
Valuation Method	C
Total Appraised Parcel Value	92,300

BUILDING PERMIT RECORD

Permit Id	Issue Date	Type	Description	Amount	Insp Date	% Comp	Date Comp	Comments

VISIT / CHANGE HISTORY

Date	Id	Type	Is	Cd	Purpost/Result

LAND LINE VALUATION SECTION

B	Use Code	Description	Zone	Land Type	Land Units		Unit Price	Size Adj	Site Index	Cond.	Nbhd.	Nbhd. Adj	Notes	Location Adjustment		Adj Unit P	Land Value
1	4400	IND LD DV	IP		43,560	SF	1.64	1.00000	5	0.80	110	1.000	CN=TOPO		1.0000	1.31	57,100
1	4400	IND LD DV	IP		5.000	AC	5,000	1.00000	0	1.00	110	1.000			1.0000	5,000	25,000
1	4400	IND LD DV	IP		10.210	AC	5,000	1.00000	0	0.20	110	1.000	WET		1.0000	1,000	10,200
		Total Card Land Units			43,560 5.000 10.210	SF AC AC	Parcel Total Land Area			16.210					Total Land Value		92,300

Property Location 79 CLARK ST | Map ID 28/ 22/ / / | Bldg Name | State Use 4400
Vision ID 1440 | Account # | Bldg # 1 | Sec # 1 of 1 | Card # 1 of 1 | Print Date 1/6/2022 11:57:13 AM

CONSTRUCTION DETAIL

Element	Cd	Description
Style:	99	Vacant Land
Model	00	Vacant
Grade:		
Stories:		
Occupancy		
Exterior Wall 1		
Exterior Wall 2		
Roof Structure:		
Roof Cover		
Interior Wall 1		
Interior Wall 2		
Interior Flr 1		
Interior Flr 2		
Heat Fuel		
Heat Type:		
AC Type:		
Total Bedrooms		
Total Bthrms:		
Total Half Baths		
Total Xtra Fixtrs		
Total Rooms:		
Bath Style:		
Kitchen Style:		

CONSTRUCTION DETAIL (CONTINUED)

Element	Cd	Description

CONDO DATA

Parcel Id		C		Owne	
		B		S	

Adjust Type	Code	Description	Factor%
Condo Flr			
Condo Unit			

COST / MARKET VALUATION

Building Value New	0
Year Built	0
Effective Year Built	0
Depreciation Code	
Remodel Rating	
Year Remodeled	
Depreciation %	
Functional Obsol	0
External Obsol	0
Trend Factor	1
Condition	
Condition %	
Percent Good	
Cns Sect Rcnld	
Dep % Ovr	
Dep Ovr Comment	
Misc Imp Ovr	
Misc Imp Ovr Comment	
Cost to Cure Ovr	
Cost to Cure Ovr Comment	

No Sketch

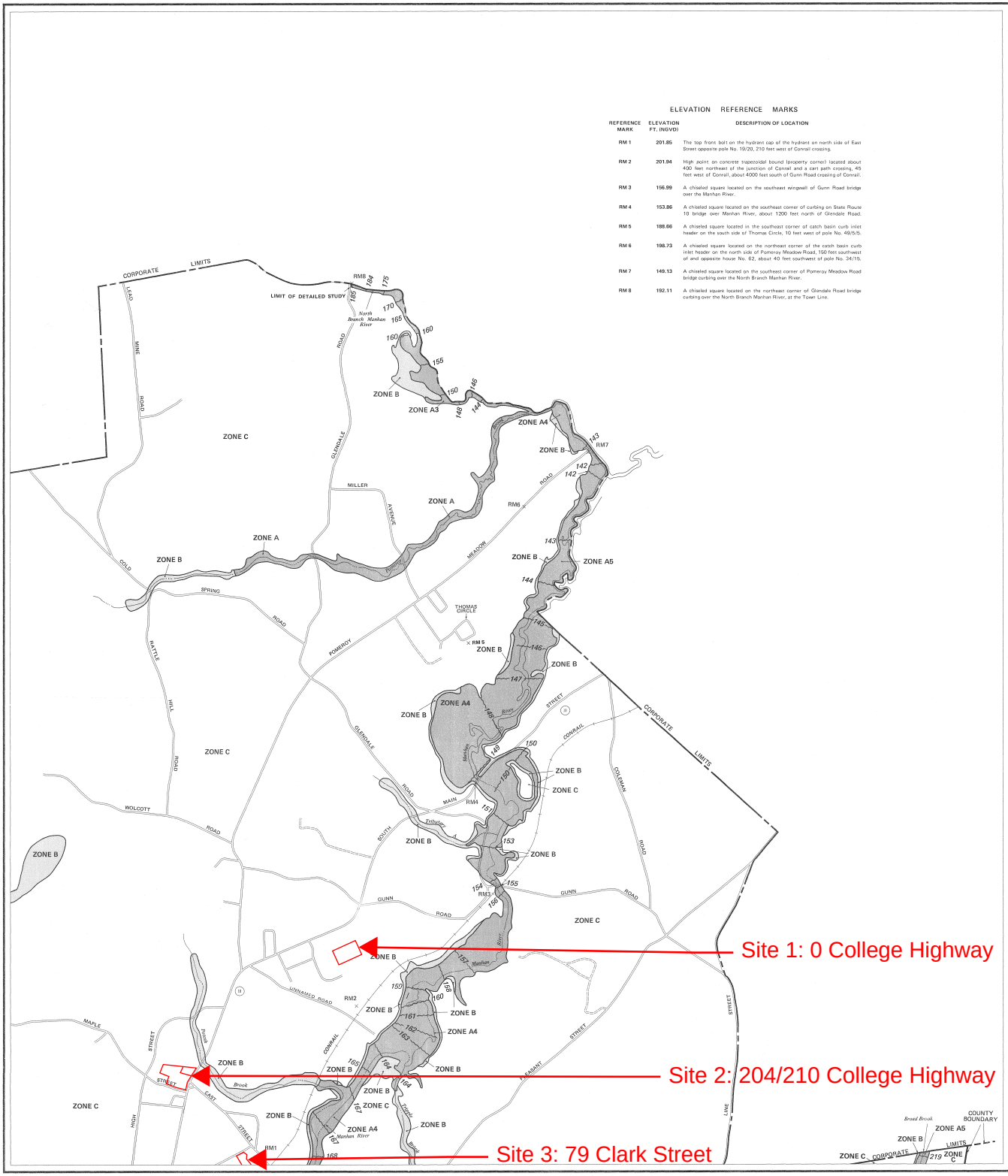
OB - OUTBUILDING & YARD ITEMS(L) / XF - BUILDING EXTRA FEATURES(B)

Code	Description	L/B	Units	Unit Price	Yr Blt	Cond. Cd	% Gd	Grade	Grade Adj.	Appr. Value

BUILDING SUB-AREA SUMMARY SECTION

Code	Description	Living Area	Floor Area	Eff Area	Unit Cost	Undeprec Value
	Ttl Gross Liv / Lease Area	0	0	0		0

APPENDIX C:
FEMA MAPPING



ELEVATION REFERENCE MARKS

REFERENCE MARK	ELEVATION FT. (NGVD)	DESCRIPTION OF LOCATION
RM 1	201.85	The top front bolt on the hydrant cap of the hydrant on north side of East Street opposite pole No. 19/20, 210 feet west of Conrail crossing.
RM 2	201.94	High point on concrete trapezoidal bound (property corner) located about 400 feet northeast of the junction of Conrail and a cart path crossing, 45 feet west of Conrail, about 4000 feet south of Gunn Road crossing of Conrail.
RM 3	156.99	A chiseled square located on the southeast wingwall of Gunn Road bridge over the Manhan River.
RM 4	153.86	A chiseled square located on the southeast corner of curbing on State Route 10 bridge over Manhan River, about 1200 feet north of Glendale Road.
RM 5	188.66	A chiseled square located in the southeast corner of catch basin curb inlet header on the south side of Thomas Circle, 10 feet west of pole No. 49/5/5.
RM 6	198.73	A chiseled square located on the northeast corner of the catch basin curb inlet header on the north side of Pomeroy Meadow Road, 150 feet southwest of and opposite house No. 82, about 40 feet southwest of pole No. 34/15.
RM 7	149.13	A chiseled square located on the southeast corner of Pomeroy Meadow Road bridge curbing over the North Branch Manhan River.
RM 8	192.11	A chiseled square located on the northeast corner of Glendale Road bridge curbing over the North Branch Manhan River, at the Town Line.

KEY TO MAP

- 500-Year Flood Boundary
- 100-Year Flood Boundary
- Zone Designations* With Date of Identification e.g., 12/2/74
- 100-Year Flood Boundary
- 500-Year Flood Boundary
- Base Flood Elevation Line With Elevation In Feet**
- Base Flood Elevation in Feet Where Uniform Within Zone**
- Elevation Reference Mark
- River Mile

ZONE B / ZONE A1 DATE / ZONE A5 DATE / ZONE B

513

(EL 987)

RM7 ×

• M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

*EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
AO	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION:
MARCH 4, 1977

FLOOD HAZARD BOUNDARY MAP REVISIONS:

FLOOD INSURANCE RATE MAP EFFECTIVE:
DECEMBER 4, 1979

FLOOD INSURANCE RATE MAP REVISIONS:

Refer to the CONVERSION TO REGULAR PROGRAM date shown on this map to determine when actuarial rates apply to structures in the zones where elevations or depths have been established.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620, or (800) 424-8872.

APPROXIMATE SCALE
1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

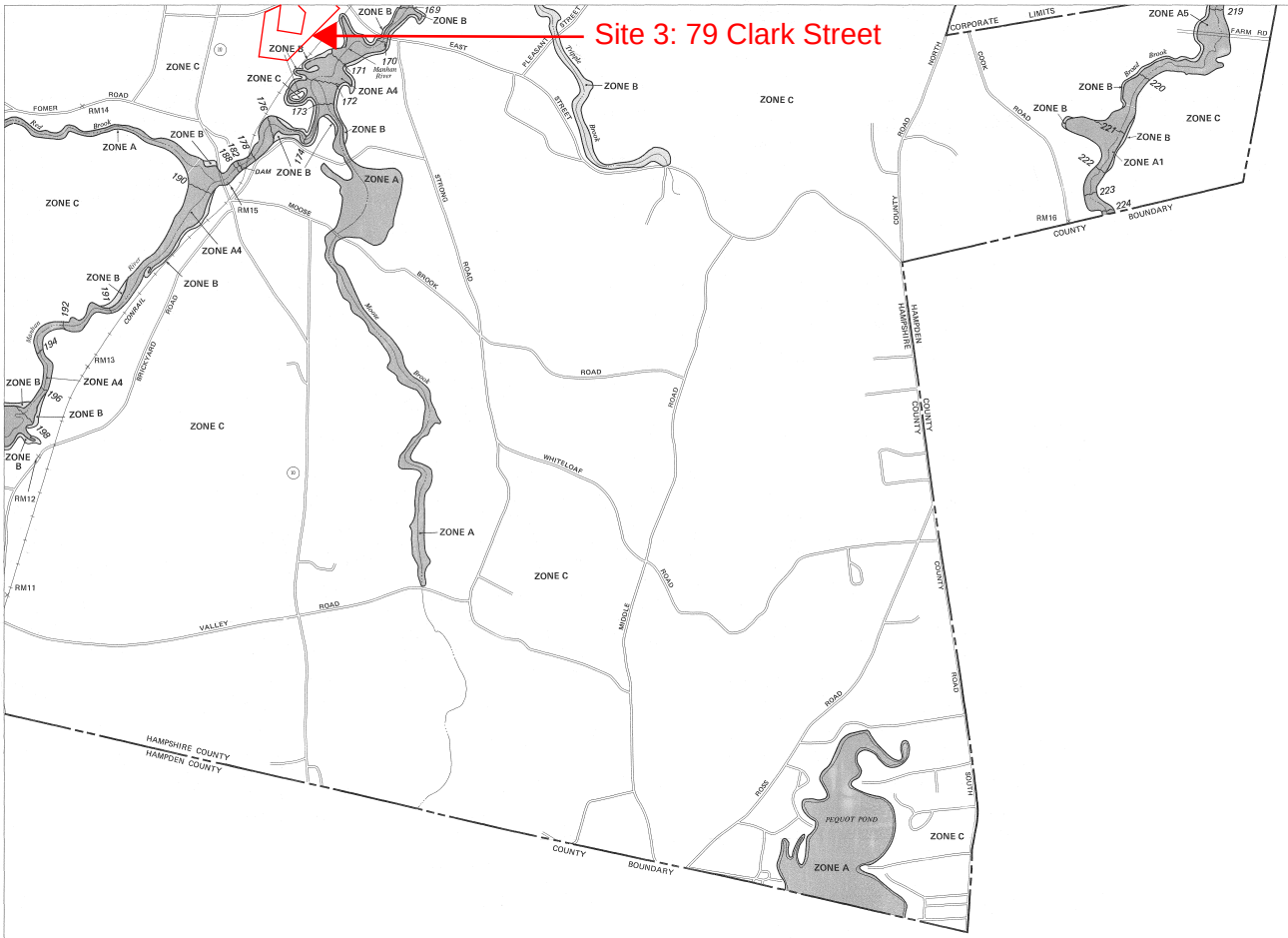
TOWN OF
SOUTHAMPTON,
MASSACHUSETTS
HAMPSHIRE COUNTY

PANEL 10 OF 20

COMMUNITY-PANEL NUMBER
250171 0010 A

EFFECTIVE DATE:
DECEMBER 4, 1979

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL INSURANCE ADMINISTRATION



KEY TO MAP

500-Year Flood Boundary
100-Year Flood Boundary
Zone Designations* With Date of Identification e.g., 12/2/74
100-Year Flood Boundary
500-Year Flood Boundary

ZONE B
ZONE A3 DATE
ZONE A5 DATE
ZONE B

Base Flood Elevation Line With Elevation In Feet** — 513
Base Flood Elevation In Feet Where Uniform Within Zone** — (EL 987)
Elevation Reference Mark — RM7 ×
River Mile — • M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

*EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION:
MARCH 4, 1977

FLOOD HAZARD BOUNDARY MAP REVISIONS:

FLOOD INSURANCE RATE MAP EFFECTIVE:
DECEMBER 4, 1979

FLOOD INSURANCE RATE MAP REVISIONS:

Refer to the CONVERSION TO REGULAR PROGRAM date shown on this map to determine when actuarial rates apply to structures in the zones where elevations or depths have been established.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620, or (800) 424-8872.

APPROXIMATE SCALE
1000 0 1000 FEET

ELEVATION REFERENCE MARKS

REFERENCE MARK	ELEVATION FT. (NGVD)	DESCRIPTION OF LOCATION
RM 11	233.35	Located 200 feet north of the intersection of Conrail and Brickyard Road near Valley Road, about 1900 feet north of Town Line at track centerline.
RM 12	208.68	Top of hydrant ring (near spindle) directly over 1891 located on the north side of Brickyard Road, about 5 feet west of pole No. 37/26, about 350 feet west of the Conrail and Brickyard Road north crossing.
RM 13	225.82	On top of the granite railroad bound at the centerline of the Conrail tracks, about 1500 feet north of the junction of Conrail and Brickyard Road north crossing.
RM 14	281.44	Top front (north) bolt of hydrant flange on hydrant on Fomer Road located about 3000 feet west of junction of State Route 10 and Fomer Road, 10 feet east of and across from pole No. 14/11.
RM 15	196.77	A chiseled square located on the south corner of southeast wingwall of the State Route 10 bridge over the Manhan River.
RM 16	233.72	A chiseled square in the top of a town line bound located 4 feet above the ground, 25 feet east of Cook Road.

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

TOWN OF
SOUTHAMPTON,
MASSACHUSETTS
HAMPSHIRE COUNTY

PANEL 20 OF 20

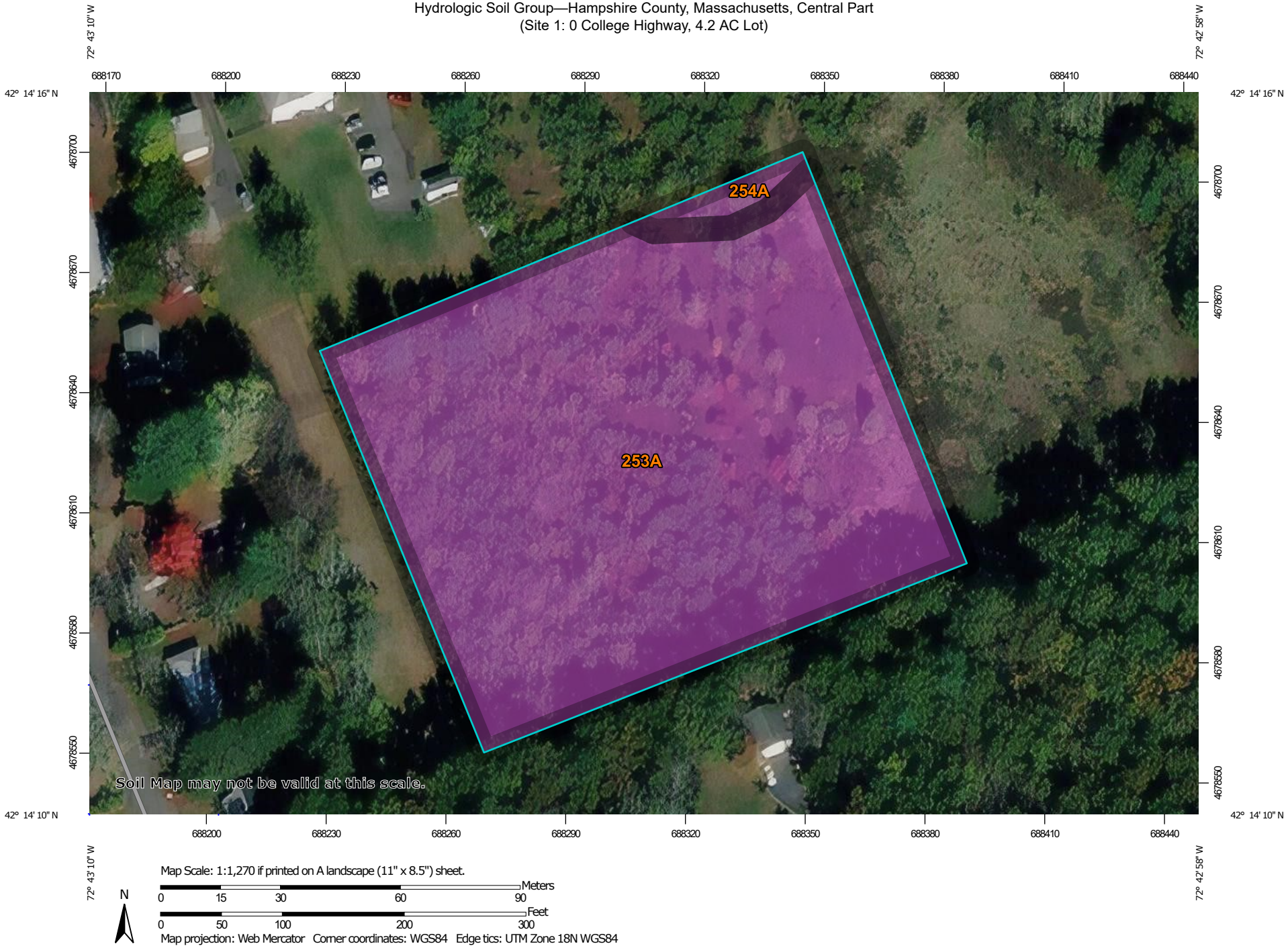
COMMUNITY-PANEL NUMBER
250171 0020 A

EFFECTIVE DATE:
DECEMBER 4, 1979

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL INSURANCE ADMINISTRATION

APPENDIX D:
SOIL INFORMATION

Hydrologic Soil Group—Hampshire County, Massachusetts, Central Part
(Site 1: 0 College Highway, 4.2 AC Lot)



Map Scale: 1:1,270 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 15 30 60 90

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Hampshire County, Massachusetts, Central Part
Survey Area Data: Version 17, Sep 9, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 15, 2016—Oct 30, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
253A	Hinckley loamy sand, 0 to 3 percent slopes	A	3.5	97.5%
254A	Merrimac fine sandy loam, 0 to 3 percent slopes	A	0.1	2.5%
Totals for Area of Interest			**3.5**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

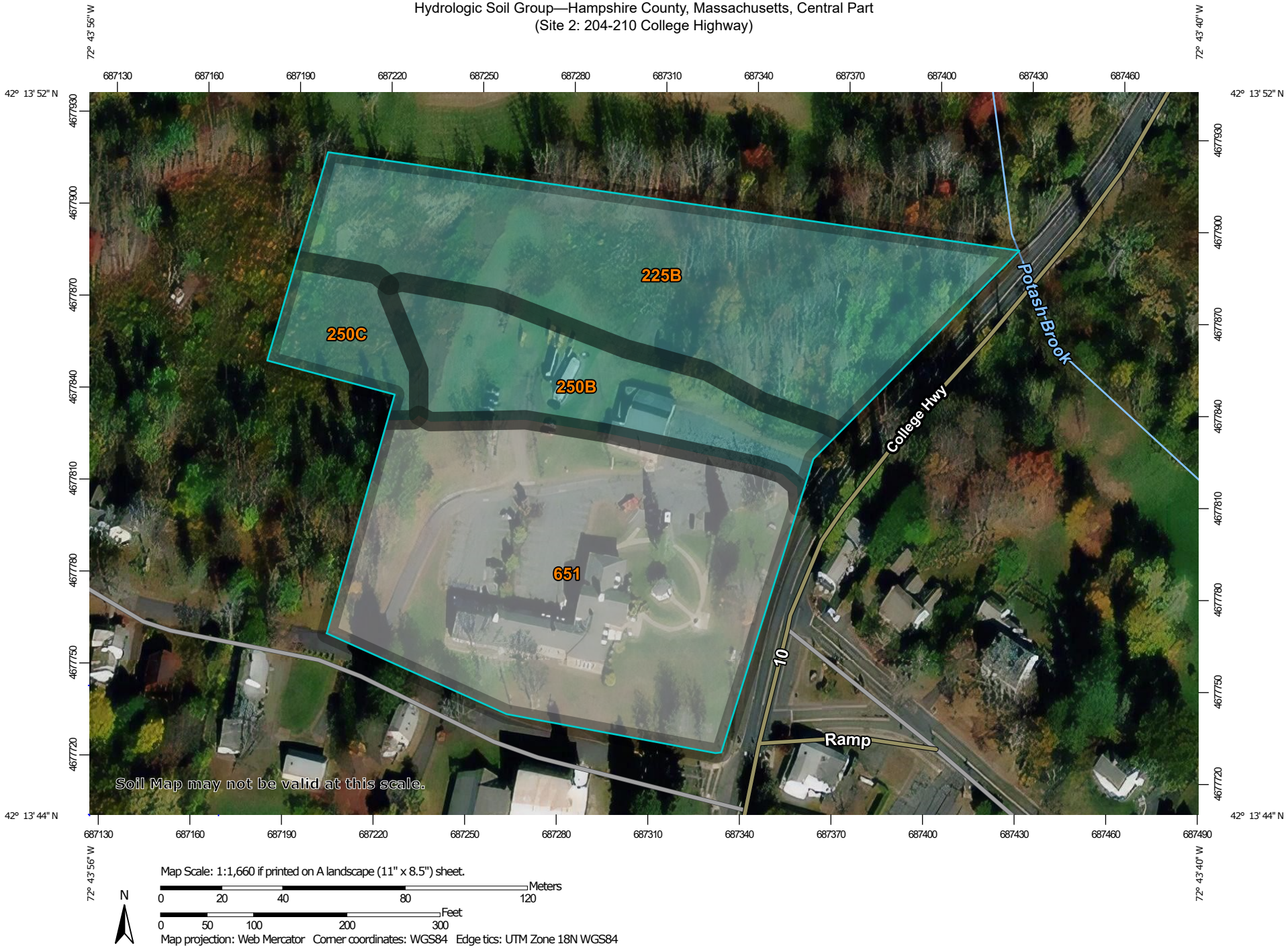
Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Hydrologic Soil Group—Hampshire County, Massachusetts, Central Part
(Site 2: 204-210 College Highway)



Map Scale: 1:1,660 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 20 40 80 120

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Hampshire County, Massachusetts, Central Part
Survey Area Data: Version 17, Sep 9, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 15, 2016—Oct 30, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
225B	Belgrade silt loam, 3 to 8 percent slopes	C	2.6	36.2%
250B	Pollux fine sandy loam, 3 to 8 percent slopes	C	1.1	15.0%
250C	Pollux fine sandy loam, 8 to 15 percent slopes	C	0.4	5.4%
651	Udorthents, smoothed		3.1	43.4%
Totals for Area of Interest			**7.1**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

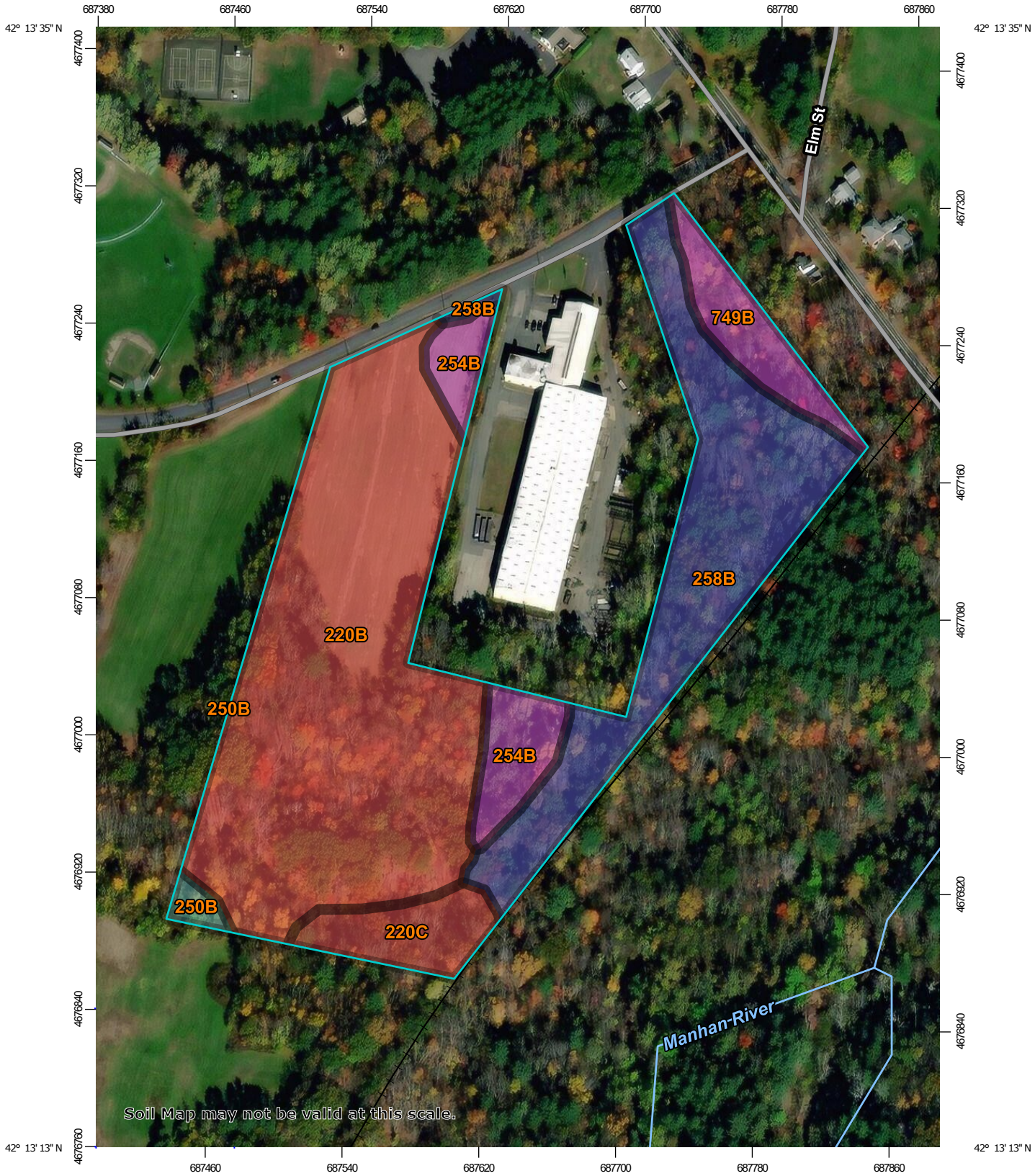
Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Hydrologic Soil Group—Hampshire County, Massachusetts, Central Part
(Site 3: 79 Clark Street)



Map Scale: 1:3,180 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 45 90 180 270

Feet: 0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Hampshire County, Massachusetts, Central Part
Survey Area Data: Version 17, Sep 9, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 15, 2016—Oct 30, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
220B	Boxford silt loam, 3 to 8 percent slopes	D	9.6	53.7%
220C	Boxford silt loam, 8 to 15 percent slopes	D	1.0	5.5%
250B	Pollux fine sandy loam, 3 to 8 percent slopes	C	0.2	1.0%
254B	Merrimac fine sandy loam, 3 to 8 percent slopes	A	1.3	7.0%
258B	Amostown fine sandy loam, 3 to 8 percent slopes	B	4.8	27.0%
749B	Windsor loamy sand, silty substratum, 3 to 8 percent slopes	A	1.0	5.8%
Totals for Area of Interest			**17.8**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

APPENDIX E:
HISTORIC MAPPING

MACRIS Maps

Enter search ID | Search | Southampton - STH | More | Login



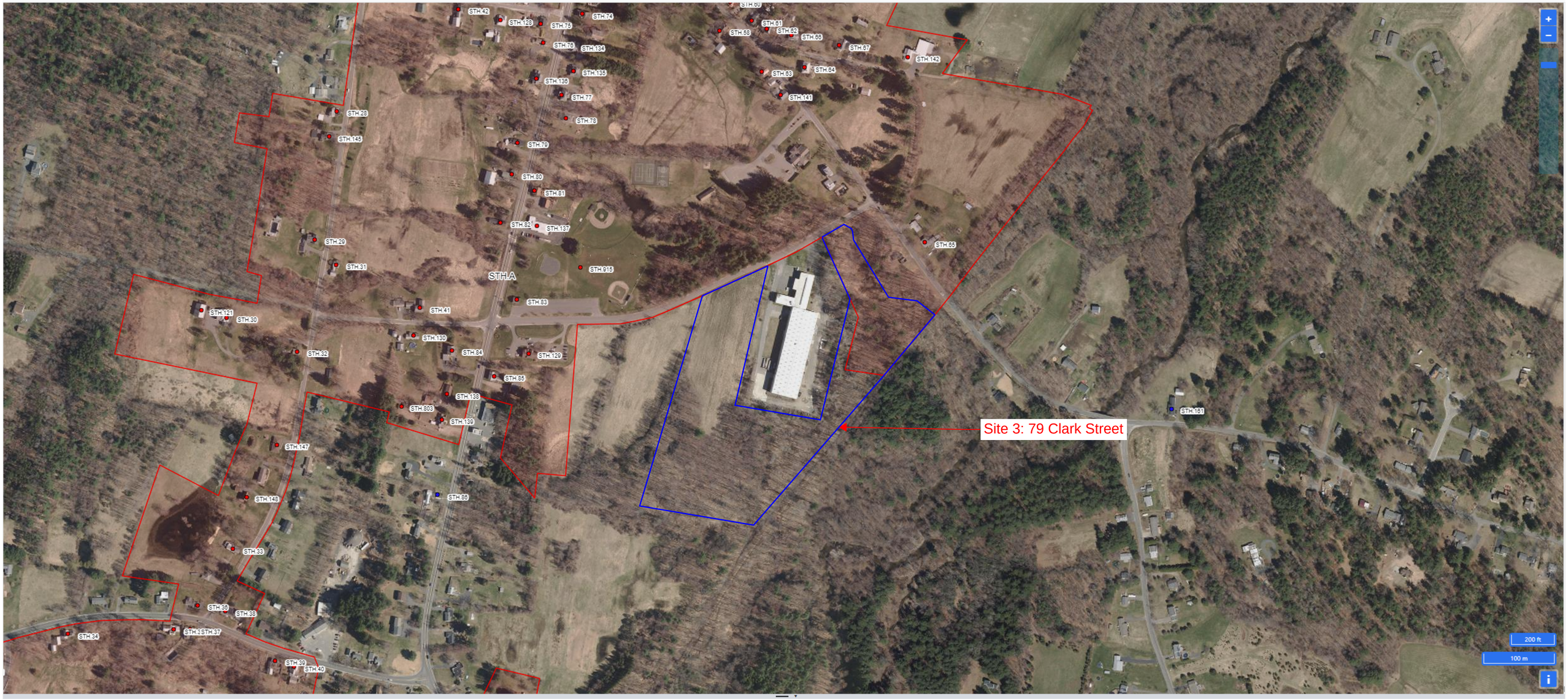
No data is currently available

MACRIS Maps | Enter search ID | Search | Zoom to a town | More | Login



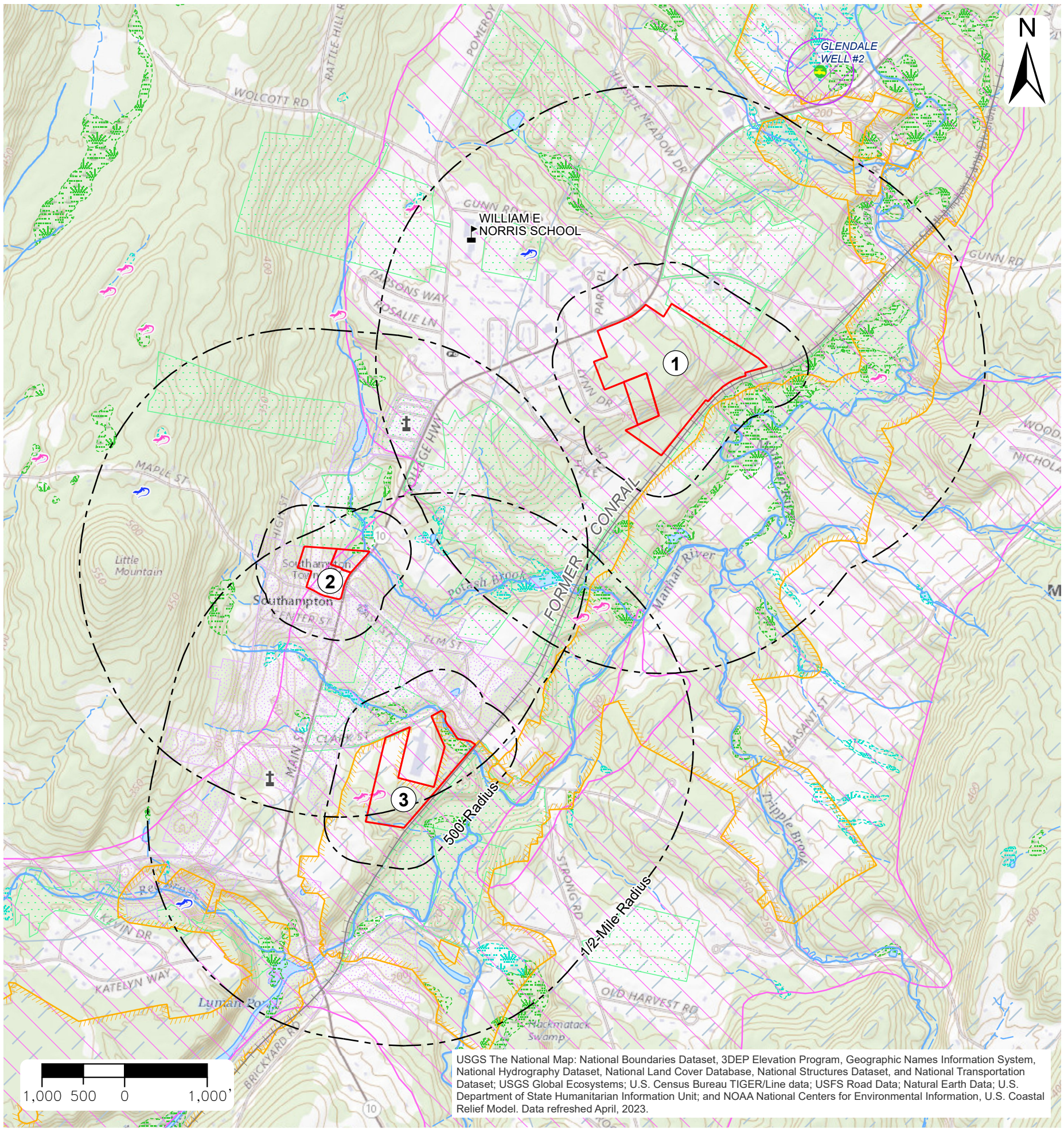
Inv Points (3) | Inv Points | Export Selected Tab to Excel

#	Demolished?	MHC #	Historic Name	Common Name	Address	Designations	Architectural Style
1	Yes	STH.50	Hannum, Lewis House	Tyler, George House	204 College Hwy Southampton	NRDIS (1991)	
2		STH.68	Southampton District #1 Schoolhouse	Southampton Fire Station	204 College Hwy Southampton	NRDIS (1991)	Italianate;
3		STH.131	Larrabee School		College Hwy Southampton	NRDIS (1991)	Postwar Traditional;



No data is currently available

APPENDIX F:
ENVIRONMENTAL SITE PLANS



LEGEND

- Subject Property Parcels
- (1) 0 College Highway
- (2) 204-210 College Highway
- (3) 79 Clark Street
- Primary Schools
- Railroads

Massachusetts Historic Commission Sites

- Historic Burial Grounds
- Historic Districts

Sensitive Environmental Resources

- Rivers and Streams
- Hydrologic Connections
- Zone I
- Zone II Public Water Supply Wellhead Protection Area
- Medium Yield Potential Drinking Water Aquifer
- Protected Open Space
- Lakes and Ponds
- Non-Community Wellhead

MassDEP Wetlands

- Marsh/Bog
- Shallow Marsh, Meadow, or Fen

Massachusetts Natural Heritage & Endangered Species Program (NHESP)

- Priority Habitat for Rare and Endangered Species
- Certified Vernal Pools
- Potential Vernal Pools

FIGURE 1. LOCUS

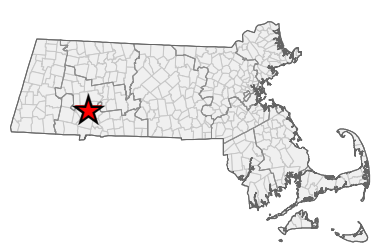
Data Layers Obtained From: MASS GIS

PARE CORPORATION
14 BOBALA ROAD, SUITE 2B
HOLYOKE, MA 01040
413-507-3448

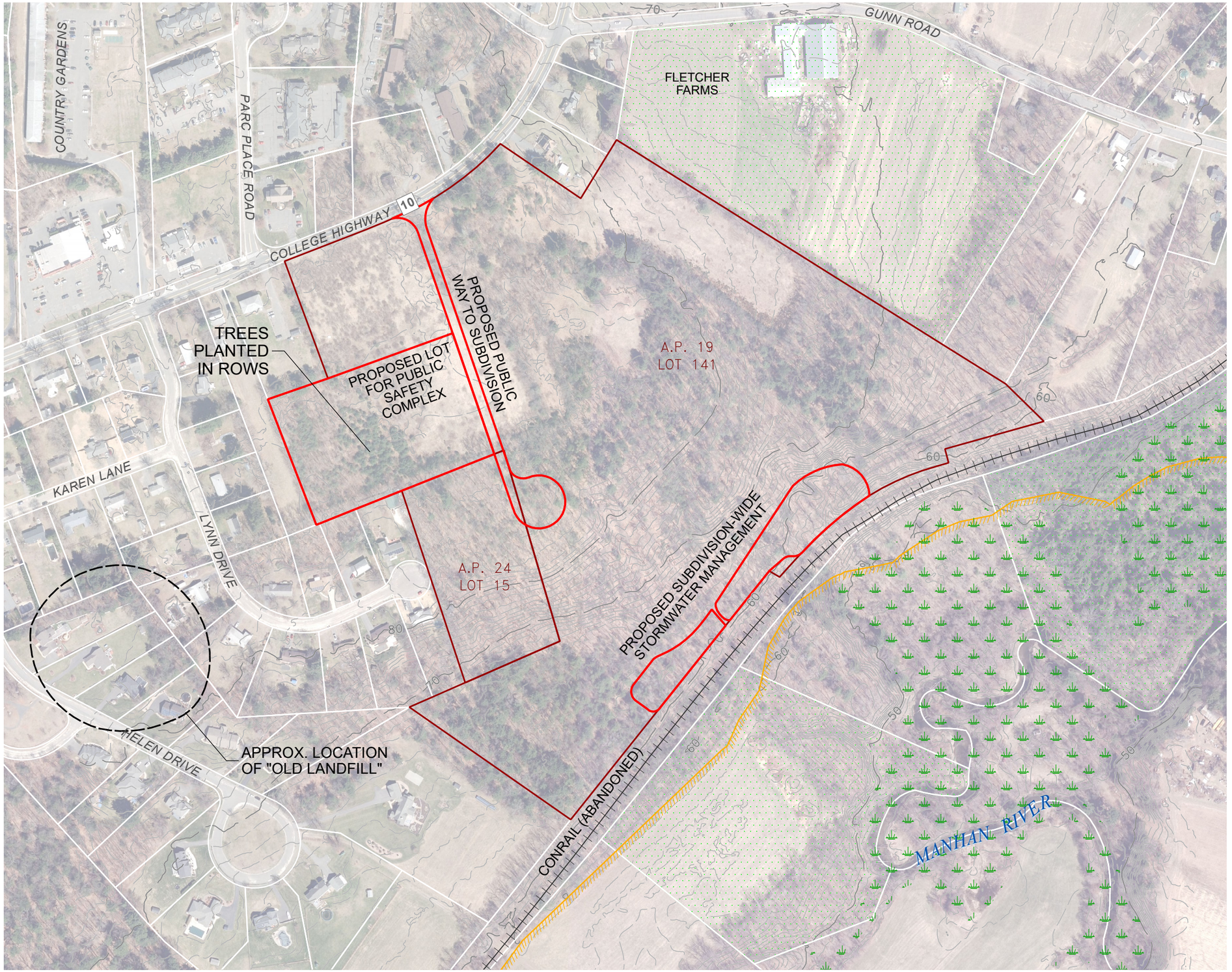
SOUTHAMPTON PUBLIC SAFETY COMPLEX FEASIBILITY STUDY

SOUTHAMPTON, MA

PROJECT NO.: 23168.00
DATE: SEPT 2023



★ SITE LOCATION



LEGEND

- Subject Property
- Remainder of Lot Containing Subject Property
- Railroad
- MassDEP Wetlands
- NHESP Priority Habitat
- Tax Assessor's Parcels
- Protected Open Space
- 1' Contours
- 10' Contours

2019 Aerial Imagery Shown

Contours derived from MassGIS LIDAR Data

Data sources provided and maintained by:

MassGIS (Bureau of Geographic Information), Commonwealth of Massachusetts EOTSS.

MASS GIS

PARE CORPORATION
14 BOBALA ROAD, SUITE 2B
HOLYOKE, MA 01040
413-507-3448

N

100 50 0 100'

SITE PLAN

0 COLLEGE HIGHWAY

SOUTHAMPTON PUBLIC SAFETY COMPLEX FEASIBILITY STUDY

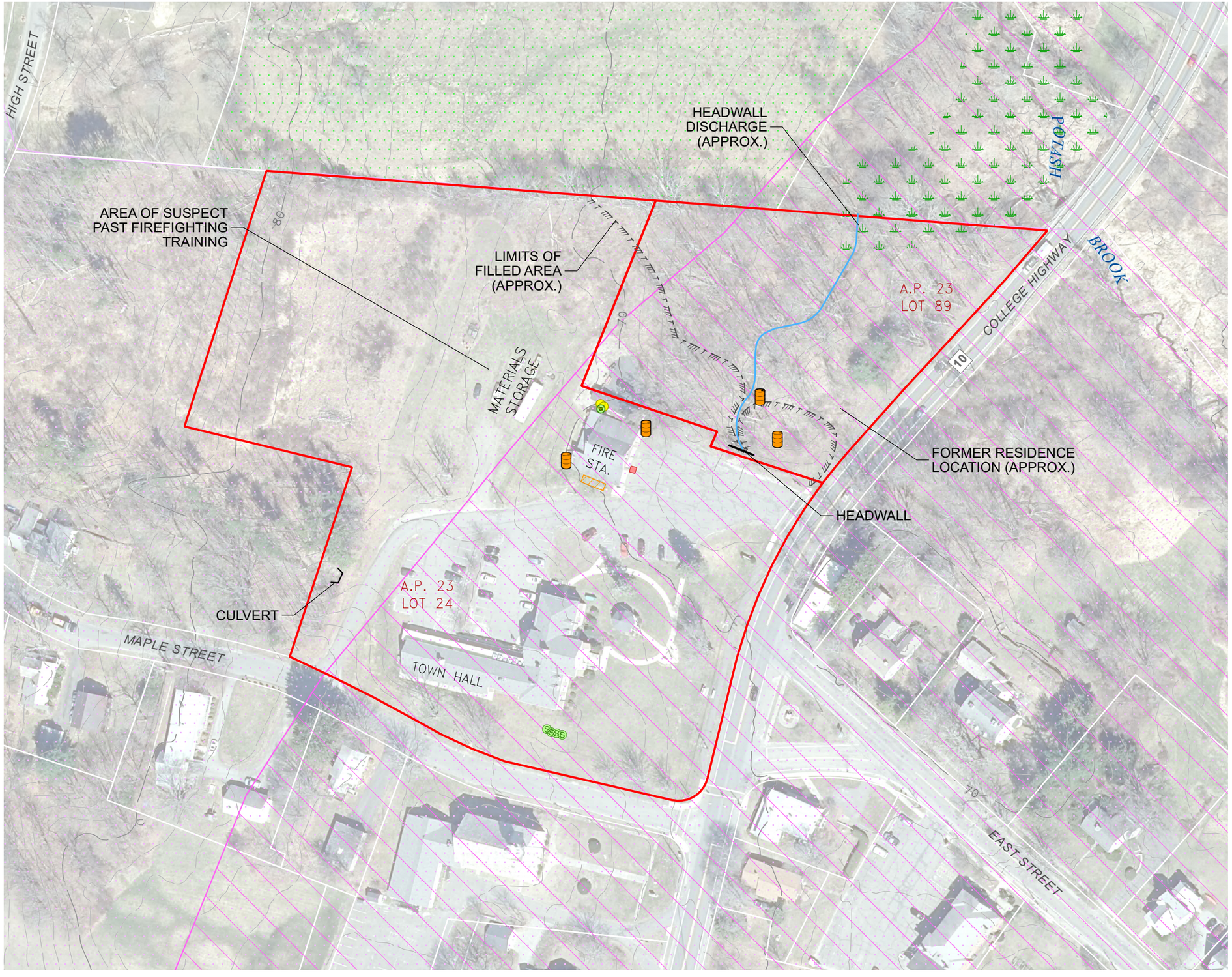
SOUTHAMPTON, MA



★ SITE LOCATION

FIGURE 2A

PROJECT NO.: 23168.00
DATE: SEPT 2023



LEGEND

- Subject Property
- Containers of OHM
- Propane Cylinders
- Apparent Septic System Manhole
- Apparent Septic System Cleanout
- Former Gas or Oil UST (Removed)
- Former Gas Pump (Approx.)
- Suspect Filled Area
- MassDEP Wetlands
- Tax Assessor's Parcels
- Protected Open Space
- Historic District
- Zone II Wellhead Protection Area
- 1' Contours
- 10' Contours

2019 Aerial Imagery Shown

Contours derived from MassGIS LIDAR Data

Data sources provided and maintained by:

MassGIS (Bureau of Geographic Information), Commonwealth of Massachusetts EOTSS.

MASS GIS

PARE CORPORATION
14 BOBALA ROAD, SUITE 2B
HOLYOKE, MA 01040
413-507-3448

N

50 25 0 50'

SITE PLAN

204 - 210 COLLEGE HIGHWAY

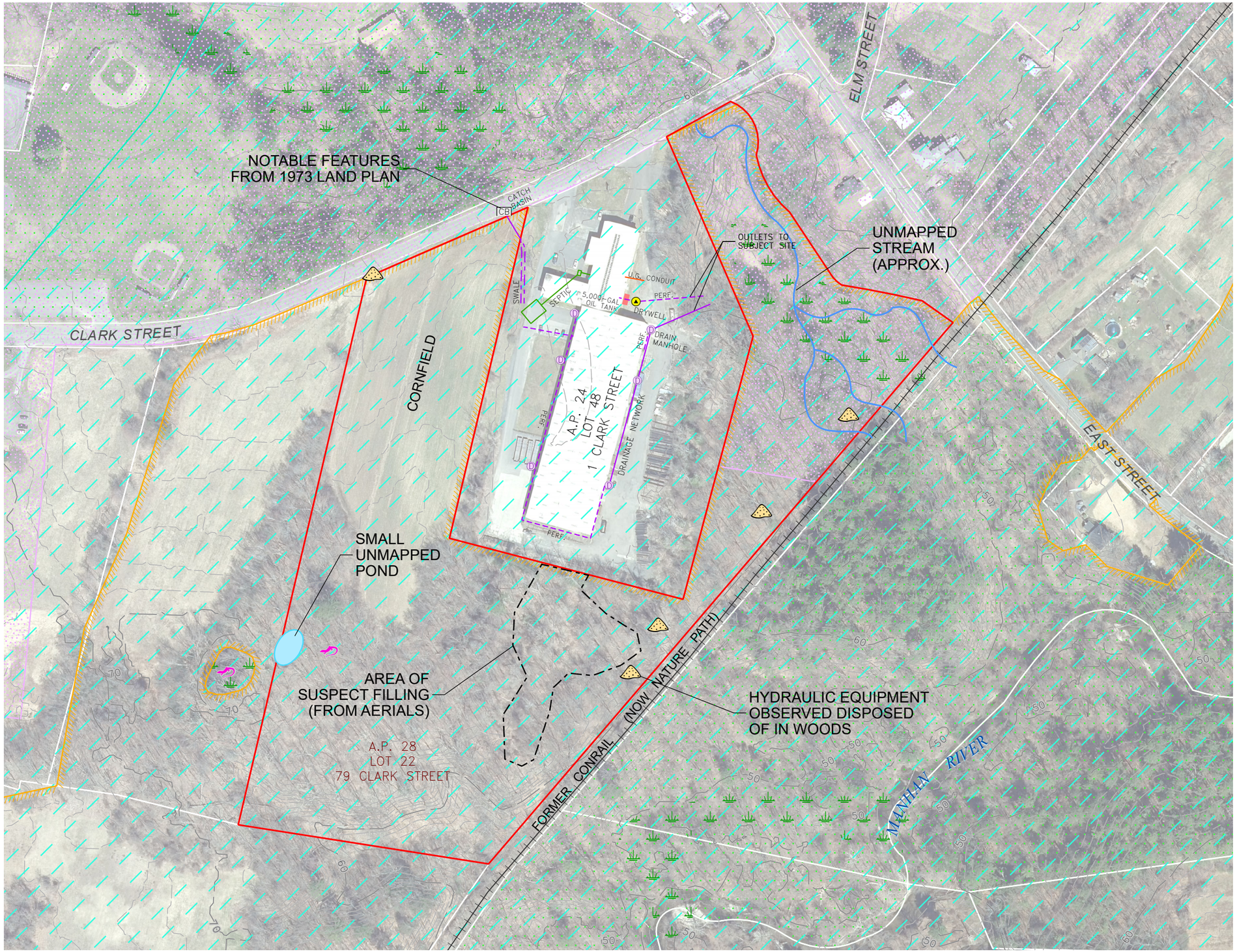
SOUTHAMPTON PUBLIC SAFETY COMPLEX FEASIBILITY STUDY

SOUTHAMPTON, MA

SITE LOCATION

FIGURE 2B

PROJECT NO.: 23168.00
DATE: SEPT 2023



LEGEND

- Subject Property
- Observed Solid Waste Disposal
- Tax Assessor's Parcels
- Railroad
- Historic District
- Protected Open Space
- NHESP Priority Habitat
- Potential Vernal Pools
- MassDEP Wetlands
- Unmapped Streams
- Unmapped Ponds
- 1' Contours
- 10' Contours
- Medium Yield Potential Drinking Water Aquifer

2019 Aerial Imagery Shown

Contours derived from MassGIS LIDAR Data

Data sources provided and maintained by:

MassGIS (Bureau of Geographic Information), Commonwealth of Massachusetts EOTSS.

MASS GIS

PARE CORPORATION
14 BOBALA ROAD, SUITE 2B
HOLYOKE, MA 01040
413-507-3448

N

100 50 0 100'

SITE PLAN
79 CLARK STREET
SOUTHAMPTON PUBLIC SAFETY COMPLEX FEASIBILITY STUDY
SOUTHAMPTON, MA



★ SITE LOCATION

FIGURE 2C

PROJECT NO.: 23168.00
DATE: SEPT 2023

TABLE OF CONTENTS

SECTION		PAGE
1	Introduction	1
2	Site Evaluations	4
3	Site 1 – 0 College Highway	4
4	Site 2 – 204/210 College Highway	11
5	Site 3 – 79 Clark Street	20

FIGURES

1	Site Constraint Map – 0 College Highway
2	Site Constraint Map – 204/210 College Highway
3	Site Constraint Map – 79 Clark Street

APPENDICES

A	Zoning Map
B	Property Records
C	FEMA Mapping
D	Soil Information
E	Historic Mapping
F	Environmental Site Plans

MEMORANDUM

DATE: September 29, 2023

TO: Janet Slemenda, HKT Architects

CC: Alan D. Hanscom, LSP
David Loring, P.E., LEED AP, ENV SP

FROM: Arianne Barton, Senior Environmental Scientist

RE: Preliminary Environmental Assessment Summary
Town of Southampton Public Safety Complex Feasibility Study

The following matrix has been prepared by Pare's Environmental Division to summarize environmental constraints related to potential redevelopment of the three (3) selected locations for a new Public Safety Facility in Southampton, Massachusetts (hereinafter, the "Project"). This matrix presents relevant information identified as part of an ongoing Phase I Environmental Site Assessment (ESA) under the American Society for Testing and Materials (ASTM) Standard Practice E1527-21. This matrix primarily addresses environmental conditions and is not intended to provide a complete evaluation of site redevelopment considerations.

For the purposes of this summary, the following locations were considered for potential Project sites as part of this feasibility study:

A. **210 College Highway** – Assessor's Map 23, Lots 24 & 89, addressed as 210 and 204 College Highway, respectively, and encompassing approximately 9.2 acres at the northwest intersection of College Highway and Maple Street. Both lots were evaluated during the Site reconnaissance.

B. **0 College Highway** – Assessor's Map 19, Lot 141 and Map 24, Lot 15, addressed as 0 College Highway and 0 Lynn Drive, respectively, and encompassing approximately 44.9 acres on the south side of College Highway, near its intersection with Gunn Road/Gunn Road Extension. The Site reconnaissance for this property consisted of the area where the Project was proposed, that is, the public roadway, the lot on which the Project would be located, and the stormwater management area.

C. **79 Clark Street** – Assessor's Map 28, Lot 22, addressed as 79 Clark Street and encompassing approximately 16.2 acres surrounding another lot, identified as Map 24, Lot 48, and addressed as 1 Clark Street, located on the southern side of Clark Street, and extending to a former railroad. Permission to enter the Site has not been received to date, and only a limited Site reconnaissance has been completed, which involved viewing the Site from the public roadway of Clark Street and from the former railroad line that extends along the southern property boundary.

	Potential Project Locations		
Category	**0 College Highway**	**210 College Highway**	**79 Clark Street**
General Information			
Assessor's Plat/Lot	A.P. 19, Lot 141, and A.P. 24, Lot 15	A.P. 23, Lots 24 & 89	A.P. 28, Lot 22
Area	44.89 acres, a portion of which would be used for the Project	9.2 acres, a portion of which be used for the Project	16.21 acres, a portion of which would be used for the Project
Zoning	CV – Commercial Village	RV – Residential Village	IP – Industrial Park
Owner	Eugene R. & James R. Labrie	Inhabitants of the Town of Southampton	Marmon/Keystone, LLC
Current Use	The parcel is currently vacant and does not contain any structures.	Lot 24 is presently improved with the Southampton Town Hall and Fire Department; Lot 89 is vacant.	The parcel is currently vacant and does not contain any structures.
Past Use	The earliest available records indicate that this parcel was utilized for agricultural purposes and previously contained several farm buildings. The buildings appear to have been razed between 1985 and 1997, and the parcel appears to have been vacant since that time.	The earliest available records indicate that the Town Hall and Fire Station were improved prior to the 1940's and were originally used as a school.	The earliest available records suggest that the parcel was utilized for agricultural purposes until the mid-1960's, when a commercial/industrial building was improved on the abutting 1 Clark Street. The Site parcel appears to have been utilized for drainage purposes by 1 Clark Street, with a portion being leased for continued agricultural use.
Surrounding Property Use	Residential and agricultural to the southwest and northeast, mixed residential and commercial across College Highway to the northwest, and open space/wetlands to the southeast beyond a former railroad.	Low-density residential to the west and northeast and a mix of residential and commercial to the south. The area to the north-northwest consists of open space/wetlands.	The property at 1 Clark Street, which is surrounded by the subject parcel, is utilized for industrial purposes (Marmon/Keystone, a distributor of piping). The area to the west and east of the parcel is agricultural and/or low-density residential, while the areas to the north and south are open space consisting of recreational uses and wildlife habitat.
Site Access	The Site is accessible from College Highway to the northwest.	The Site is accessible from College Highway to the east and can be exited *via* one-way directional lane by Maple Street to the southwest.	The Site is accessible from Clark Street to the northwest.
Utilities			
Water	Municipal water is available through College Highway.	The Site buildings are presently serviced by municipal water.	Municipal water is available through Clark Street.
Sewer	Municipal sewer is not available in the area, and surrounding properties utilize private septic systems for sanitary waste disposal.	Existing structures currently utilize private on-Site septic systems for sanitary waste disposal.	Municipal sewer is not available in the area, and surrounding properties utilize private septic systems for sanitary waste disposal.
Heat	No heating sources presently exist on the parcel; connection to natural gas is available along College Highway.	According to the Tax Assessor's Card and observations from the Site reconnaissance, the Town Hall is heated with natural gas, while the Fire Department appears to have previously been heated with oil but may currently be heated with propane. Natural gas and/or propane heat would be available for a future structure, though there may be limitations on the allowable quantity of propane stored on-Site given its proximity to residences and Site spatial constraints.	No heating sources presently exist on the parcel; connection to natural gas is available along College Highway.
Physical Setting			
FEMA Flood Mapping	Map 2501710010A, effective 12/4/1979	Map 2501710010A, effective 12/4/1979	The northern portion of the parcel is located within 2501710010A, effective 12/4/1979, while the remaining majority of the parcel is located within Map 2501710020A, effective 12/4/1979
Flood Zone	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding	A small portion of 79 Clark Street, along the southeast side, appears to be located in Zone B, which is defined as an area of moderate flood hazard with a 0.2-1% annual chance of flooding, while the remainder is located within Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding.

Category	Potential Project Locations		
	0 College Highway	**210 College Highway**	**79 Clark Street**
Environmentally Sensitive Resources *(From the Massachusetts Department of Environmental Protection [MassDEP] Bureau of Waste Site Cleanup [BWSC] Phase I Site Assessment Mapper: https://maps.massgis.digital.mass.gov/images/dep/mcp/mcp.htm)*	Located within a Zone II Public Water Supply (PWS) Protection Area. Within 500-feet of protected open space and freshwater wetlands, and within ½-mile of a medium-yield potential drinking water source aquifer, additional protected open space, a certified vernal pool, Natural Heritage and Endangered Species Program (NHESP) Priority Habitat, additional freshwater wetlands and streams, and a school.	Located within a Zone II PWS Protection Area and medium-yield potential drinking water source aquifer. Within ½-mile of protected open space, a certified vernal pool, NHESP Priority Habitat, several freshwater wetlands and streams, and a school. While not shown on the MassDEP BWSC's Phase I Mapper, an apparent culverted stream was observed exiting a headwall near the boundary of Lot 141 onto Lot 15.	Located within a Zone II PWS Protection Area, medium-yield potential drinking water source aquifer, NHESP Priority Habitat, 100-year flood zone, and freshwater wetlands. Located within ½-mile of protected open space, additional freshwater wetlands and areas within flood zones, and several rivers and streams. While not identified on the MassDEP BWSC's Phase I Mapper, a small unnamed pond appears to extend onto the southwestern portion of the parcel.
Groundwater Classification *(Reporting Category under the Massachusetts Contingency Plan [MCP], 310 CMR 40.000)*	RCGW-1 (Within a Current or Potential Drinking Water Source Area)	RCGW-1 (Within a Current or Potential Drinking Water Source Area)	RCGW-1 (Within a Current or Potential Drinking Water Source Area)
Environmental Conditions	*(Notable findings for each location from the below categories)*		
Site Environmental Records Review	No environmental records were found for the subject Site.	The Site was identified in a database of asbestos abatement projects. These listings are unlikely to present a recognized environmental condition at the Site.	No environmental records were found for the subject Site.
Surrounding Property Environmental Records Review	<u>Fletcher Farm, 22 Gunn Road (RCRA):</u> This facility abuts the subject property to the northeast. The information reviewed indicates that significant environmental impacts to the subject property would be unlikely. <u>Southampton Tire Pile, Gunn Road (Solid Waste Facility):</u> No additional information was found pertaining to this listing through MassDEP; however, based on historical aerial photographs, it may have been located at the Fletcher Farm property to the northeast of the subject property. This listing indicates that historical dumping may have occurred on the Fletcher Farm property that could have impacted the subject property; however, given the distance of proposed Project to this location, it is unlikely that environmental impacts, if any, would have had such an impact on the subject property to render it unsuitable for the Project.	<u>243 College Highway Disposal Site with Downgradient Property Status (DPS):</u> Based on the information reviewed, this property was impacted by a release consistent with gasoline that is believed to have originated from X-Tra Mart at 247 College Highway, which is an active Disposal Site presently under a Temporary Solution. Groundwater appears to flow southeast in the area, so the subject property is expected to be upgradient to these releases and significant environmental impacts are unlikely.	<u>Atlas Copco Holyoke (Superfund Archive):</u> This listing was identified as being located along Clark Street with no street number provided. Based on other records reviewed for this assessment, this listing is likely associated with 1 Clark Street, which was formerly occupied by Atlas Copco. The files do not appear to be available for review online through the EPA's Superfund Site database or MassDEP's Searchable Sites database, so it is unclear at this time whether this listing could be associated with environmental impacts to the subject property.

Category	Potential Project Locations		
	0 College Highway	**210 College Highway**	**79 Clark Street**
Historical Records *(Aerial Photographs, Street Directories, Topographic Maps, and Hampshire County Registry of Deeds)*	Historical aerials suggest that the property was utilized as a farm estate/agricultural property since at least the 1940's. Some areas of the property exhibit evidence of filling/dumping in historical aerials, but these locations do not appear to have been located within the proposed Project location.	Historical Land Evidence Records indicate that the property was used as a school since at least the early 1900's. Evidence of firefighting training activities was observed in aerial photographs from the 1970's. These training activities typically involved controlled burning of a substance, often combustible materials such as fuel oil, which was subsequently extinguished as part of the demonstration, possibly with AFFF.	According to Land Evidence Records, the property at 1 Clark Street has been utilized for industrial purposes since at least 1970, and 1 and 79 Clark Street appear to have undergone concurrent ownership and ownership transfers since at least that time. A 1973 plan depicting 1 Clark Street and a portion of 79 Clark Street was found at Land Plan Book 88, Page 47, which depicts several environmental concerns: • A 5,000-gallon oil tank is shown on the northeast side of the building, which appears to be a UST. The plan appears to show perforated pipe extending beneath the UST to a drywell which seems to discharge onto the northeastern portion of 79 Clark Street. 1 Clark Street was not identified in environmental database records as a UST site, which indicates that the UST may still be present and was abandoned. Any releases from the UST have a preferential pathway through the perforated pipe and drywell to migrate to the Site parcel at 79 Clark Street. • Several other perforated plastic pipes and pipes identified as asbestos concrete are shown extending from the edge of the building to manholes before discharging to 79 Clark Street from the northwest and northeast interior boundaries. The origin of discharge is unclear; it appears that some of the pipes may be intended to show roof runoff, but at least two appear to be unrelated to roof runoff and originate from inside the building. Past discharges from pipes within the building may have originated from industrial processes and are indicative of the presence of Class V UICs. • A 1,000-gallon septic system and associated leach field are shown along the northwest side of the building. It is possible that industrial process wastewaters were disposed of in the septic tank given the time period that the facility was in operation (prior to promulgation of regulations that required alternative means of disposal). The Land Evidence Records also indicated that prior occupants of 1 Clark Street were involved in the manufacture of air compressor equipment and utilized hydraulic equipment at their facility. The current occupant, Marmon/Keystone, is in the business of warehousing, distribution, and finishing of piping for various uses, according to their website (https://www.marmonkeystone.com/).
Municipal Records	No notable findings that have not been described elsewhere herein.	Information on the septic systems associated with the existing structures was obtained through the Board of Health. The septic system for the Town Hall is located off the southwestern side of the building, while information on the system for the Fire Station was not found. Board of Health personnel indicated that the Fire Station reportedly disposed of sanitary and greywater by holding tank with an outlet. Fire Station staff indicated that vehicle washing, and personal decontamination occur at another location off-property (in Easthampton).	A permit for the septic system at 1 Clark Street was obtained at the Board of Health, but no information was found pertaining to 79 Clark Street.

	Potential Project Locations		
Category	**0 College Highway**	**210 College Highway**	**79 Clark Street**
Site Reconnaissance	It was noted that several trees on the portion of the property where the Project is proposed appear to have been planted in rows, which suggests historical use as an orchard. Other historical records indicate the property was agricultural in use and, as such, it is possible that pesticides and herbicides were historically used at this property, which may remain in soil.	• Several gasoline jerricans were observed stored on bare ground outside and without cover, which contained some product. At least one (1) 5-gallon container of aqueous film-forming foam (AFFF) was observed with the same storage conditions. • Several containers and drums that were in poor condition and may have previously contained oil and/or hazardous materials (OHM) were observed deposited in the woods on Lot 15. • Evidence of fill from an unknown origin was observed along the property boundary between Lot 141 and Lot 15. • The Tax Assessor's field card indicated that the Fire Department is heated with oil, but no oil tanks were observed. Several ceiling-mounted space heaters were observed inside the building, which may use propane, observed outside the building in tanks, as a fuel source. • A slop sink was observed inside the Fire Station, which discharges to a reported septic system. According to the Board of Health, sewage disposal is *via* a holding tank with outlet pipe, and no leach field appears to have been installed. • Old equipment was observed being stored in a clearing on the northern side of Lot 141, which may have contributed to some contaminants being released in this area that could impact soils and/or groundwater.	• Evidence of solid waste disposal was observed (from the railroad) in the area of the subject property behind (south-southeast) 1 Clark Street. Materials observed included a large machine that may have been an excavator or part of an excavator, or a piece of hydraulic equipment given the activities conducted at 1 Clark Street, railroad ties exhibiting a creosote odor, and other assorted metal, plastic, and wood waste. • There is a potential that equipment formerly used by 1 Clark Street occupants, some of which appears to have been discarded on the subject property, contained oils contaminated with PCBs. • The western portion of the lot was being used for corn cultivation, and pesticides/herbicides may have been applied to this portion of the property that could remain in soil.
Preliminary Findings & Conclusions Relative to Environmental Impacts			
Recognized Environmental Conditions *(Including Historical and Controlled Recognized Environmental Conditions)*	• Past agricultural operations may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides like DDT.	• OHM management practices at the property, i.e., storage of OHM on bare ground and exposed to weather, and potential disposal of OHM and residuals into a holding tank discharging directly into the environment, may have resulted in a release to soils and/or groundwater at the property. • There is a potential that an abandoned UST exists at the property, or that a UST was closed out without the completion of testing activities to determine whether a release occurred. • Evidence of solid waste disposal, disposal of containers suspected to have previously contained OHM, and fill from an unknown origin were observed on Lot 15 and the northeastern boundary of Lot 141.	• Solid wastes disposed of on the property are known or likely to contain OHM that may have impacted soil and/or groundwater at the property. • Use of the subject property by the occupants of 1 Clark Street for drainage of stormwater and possible industrial discharges may have resulted in subsurface impacts at the subject property from the substances typically used by the types of operations that now or formerly occupied 1 Clark Street, oils, potentially contaminated with PCBs, and chlorinated solvents. • Past agricultural operations on the western portion of the property may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides like DDT. • Some areas of the property were not able to be viewed and the overall conditions on the property were unable to be fully assessed due to access not being granted in advance of the scheduled Site reconnaissance. As such, there may be other conditions at the property that could impact findings and conclusions.
Potential Impacts to Project	Impacts from the environmental conditions identified are expected to be minor; there is a potential for increased costs associated with excess soil management and disposal, if necessary, for the Project. Further investigation via subsurface investigations is recommended to evaluate this environmental condition and its potential impacts to the Project cost.	Impacts from the environmental conditions identified are expected to be moderate to major for this property. Some of the materials used historically and observed during the Site reconnaissance are known to be persistent in the environment and difficult to remediate (PFAS associated with AFFF and other fire-fighting activities), while others are known to migrate relatively far and a relatively small release could have the potential to impact a wide area (gasoline-derived constituents such as MTBE and BTEX). Some substances that may have been used by fire fighters in the past (chlorinated solvents), exhibit both difficulty in remediation and high mobility. Further investigation *via* subsurface sampling would be necessary to accurately define potential impacts to the Project.	Impacts from the environmental conditions identified are expected to be moderate to major for this property. The chemicals that could be anticipated at the subject are similar to those identified at the Fire Station on 210 College Highway; however, the quantities of these substances that were used at 1 Clark Street and could impact the subject property are much greater than those that appear to have been used at the Fire Station, and the overall impact to the Project from the Clark Street property, when compared to the 210 College Highway property, would likely be more significant.



LEGEND

- TAX PARCEL
- WETLANDS
- PRIORITY HABITATS OF RARE SPECIES
- PROPERTY LINE
- HYDROLOGIC SOIL GROUP BOUNDARY
- ZONING SETBACK
- MASSDEP WELLHEAD PROTECTION AREA
- STREAM / RIVER
- POTENTIAL VERNAL POOL

NOTES:

1. 4.2 ACRE DESIGNATED PARCEL AS PART OF PARSONS VILLAGE

Scale: 1"=50'

0 25' 50' 100'

PARE

SCALE ADJUSTMENT GUIDE
0" 1"
BAR IS ONE INCH ON ORIGINAL DRAWING

SOUTHAMPTON PUBLIC SAFETY FEASIBILITY STUDY

SOUTHAMPTON, MASSACHUSETTS

REVISIONS:

PROJECT NO.:	23168.00
DATE:	SEPTEMBER 2023
SCALE:	NOT TO SCALE
DESIGNED BY:	
CHECKED BY:	DLL
DRAWN BY:	AWL
APPROVED BY:	DLL

DRAWING TITLE:

SITE 1
SITE CONSTRAINTS -
0 COLLEGE HWY

DRAWING NO.:

SHEET NO. 1 OF 3

WETLAND LIMIT, 2014 SURVEY (TYP)

100' WETLAND BUFFER, 2014 SURVEY (TYP)

15'

HIGH STREET

225B

204 COLLEGE HWY
± 1.8 ACRES

200' RIVERFRONT AREA

POTASH BROOK

HYDROLOGIC SOIL GROUP BOUNDARY (TYP)

45'

250C

MASSDEP WELLHEAD PROTECTION AREA ZONE II LIMITS

100' WETLAND BUFFER

WETLAND LIMIT

NATIONAL REGISTER OF HISTORIC PLACES

200' RIVERFRONT AREA

STREAM BANK, 2014 SURVEY (TYP)

210 COLLEGE HWY
± 7.5 ACRES

45'

253D

651

30'

250B

NATIONAL REGISTER OF HISTORIC PLACES

MAPLE STREET

COLLEGE HWY (MA RTE 10)

EAST STREET

15'

ZONING SETBACK (TYP)

PROPERTY LINE

31A

LEGEND

- TAX PARCEL
- WETLANDS (MASSGIS)
- WETLANDS (2014 SURVEY)
- STREAM BANK (2014 SURVEY)
- PRIORITY HABITATS OF RARE SPECIES
- PROPERTY LINE
- HYDROLOGIC SOIL GROUP BOUNDARY
- ZONING SETBACK
- MASSDEP WELLHEAD PROTECTION AREA
- STREAM / RIVER
- POTENTIAL VERNAL POOL

Scale: 1"=60'

0 30' 60' 120'

PARE

SCALE ADJUSTMENT GUIDE

0" 1"

BAR IS ONE INCH ON ORIGINAL DRAWING

SOUTHAMPTON PUBLIC SAFETY FEASIBILITY STUDY

SOUTHAMPTON, MASSACHUSETTS

REVISIONS:

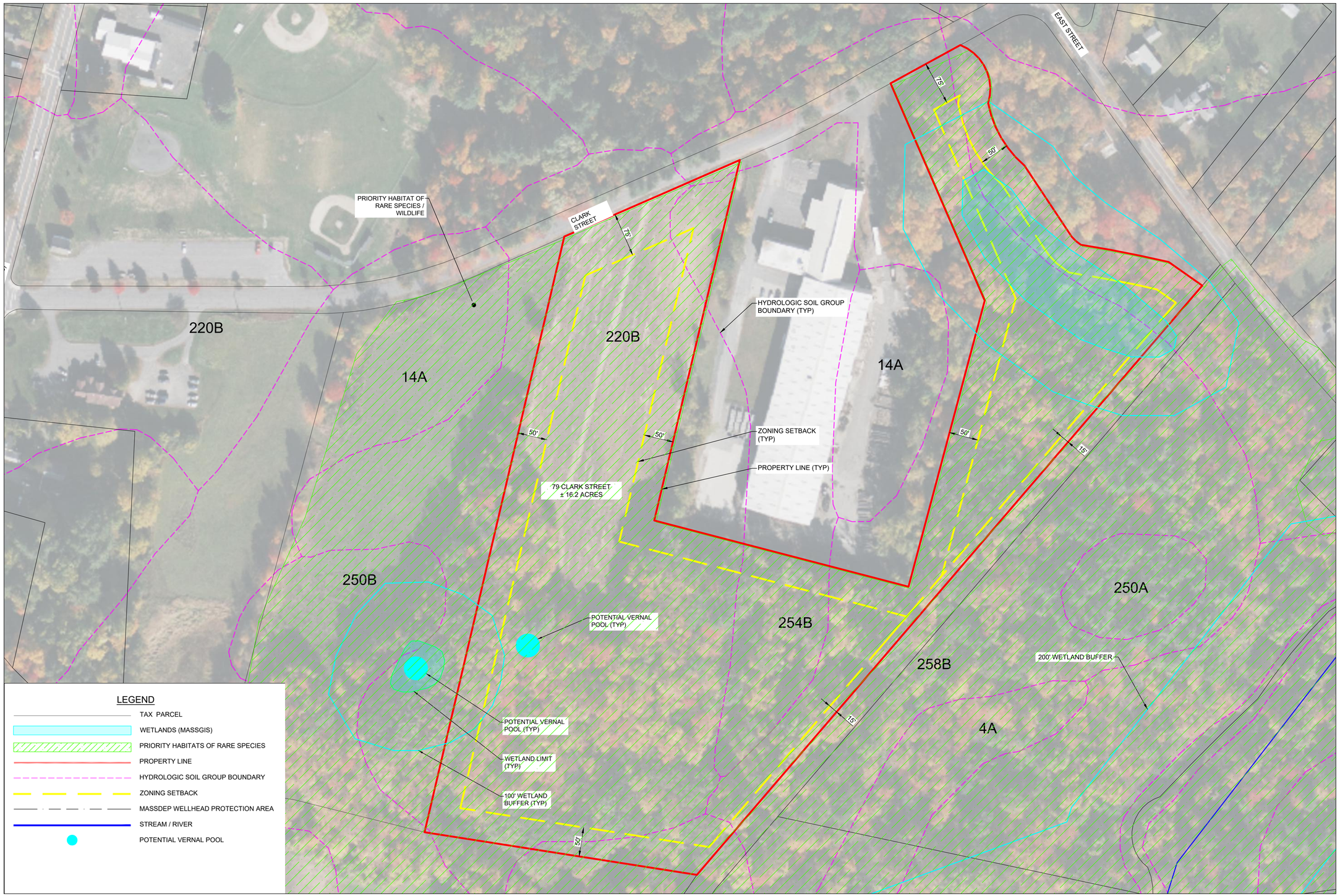
PROJECT NO.:	23168.00
DATE:	SEPTEMBER 2023
SCALE:	NOT TO SCALE
DESIGNED BY:	
CHECKED BY:	DLL
DRAWN BY:	AWL
APPROVED BY:	DLL

DRAWING TITLE:

SITE 2
SITE CONSTRAINTS -
210 COLLEGE HWY

DRAWING NO.:

SHEET NO. 2 OF 3



PARE

SCALE ADJUSTMENT GUIDE
0" 1"
BAR IS ONE INCH ON ORIGINAL DRAWING

SOUTHAMPTON PUBLIC SAFETY FEASIBILITY STUDY

SOUTHAMPTON, MASSACHUSETTS

REVISIONS:

PROJECT NO.:	23168.00
DATE:	SEPTEMBER 2023
SCALE:	NOT TO SCALE
DESIGNED BY:	
CHECKED BY:	DLL
DRAWN BY:	AWL
APPROVED BY:	DLL

DRAWING TITLE:

SITE 3
SITE CONSTRAINTS -
79 CLARK STREET

DRAWING NO.:

SHEET NO. 3 OF 3

HKT architects inc.

SITE EVALUATION MATRIX

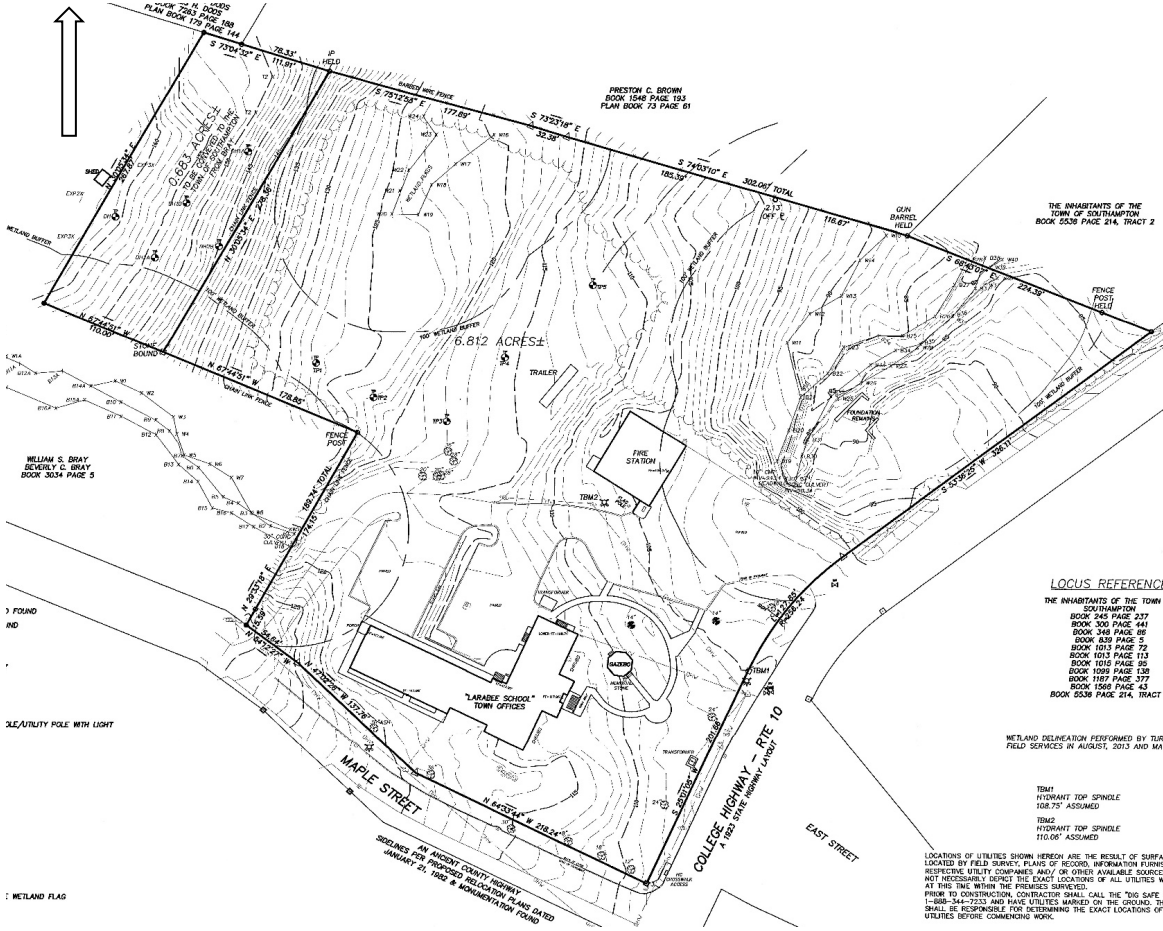
	PUBLIC SAFETY OPTIONS				
CATEGORY	**204/210 College Highway**	**125 College Highway**	**79 Clark Street**	**Total Points Available**	**COMMENTS**
1. LOCATION	**22**	**15**	**15**	**23**	
1.1 Geographic location	7	7	4	7	Central to mission of FD/PD - Response times met; response times not met
1.2 Neighborhood	3	2	4	4	Minimal impact on residential neighborhood and community; Moderate impact; Significant impact
1.3 Current Use	2	2	2	2	Currently undeveloped; Currently undeveloped but site planned for other use; Currently planned for other use
1.4 Zoning By-laws	2	1	2	2	Allowed - complies with use, dimensional requirements and performance standards; Use allowed with moderate approval; Use allowed but will be difficult or costly to win approval
1.5 Public Facade/Screening	2	0	2	2	No private owner abutters and/or nothing special required; Close abutters with adequate area for screening; Abutters with inadequate area for screening
1.6 Community Visibility	6	3	1	6	Site is clearly visible to community and easily assessible, particularly in an emergency; Site is visible to community but not easily accessible; Site is neither clearly visible from public roads nor easily accessible
2. ACCESSIBILITY	**5**	**6**	**6**	**12**	
2.1 Site Access	3	4	2	8	Ease of access through existing entry points and roadways; Some impact on entry or roadway; Significant impact including limited emergency access
2.2 Traffic	2	2	4	4	No impact on traffic patterns; Some impact; Significant impact
3. SITE FEATURES	**7**	**10**	**9**	**12**	
3.1 Adequate buildable area	4	6	4	6	Optimum size/shape -buildable area allows for full police/fire program; Good size; Undersized for full program
3.2 Operations - ease of use	3	4	5	6	Staff and Visitors use of site: Site easily split bewteen emergency vehicles and visitors; Site requires some overlap of uses; Site uses overlap negatively
4. ENVIRONMENTAL	**15**	**20**	**14**	**21**	
4.1 Wetlands	2	6	4	6	No wetlands or all work will occur outside of ConCom jurisdiction; Indirect impact (work in buffer zones); Direct impact on existing wetlands, flood plains
4.2 Stormwater Management	3	5	3	5	Reasonable cost for stormwater management; Moderate costs; Excesssive costs
4.3 Conservation / DEP Permitting	5	5	2	5	No work within designated vernal pool and/or rare species habitat; Normal permitting process with vernal pool and/or rare species habitat nearby/on site; Work within vernal pool and/or rare species habitat
4.4 Existing Tree Cover	3	3	3	3	No major reduction; Minimum to moderate clearing; Major clearing
4.5 Drinking Water Protection	2	1	2	2	
5. SITE DEVELOPMENT	**12**	**17**	**13**	**20**	
5.1 Utilities	5	2	2	5	Availability of all utilities on site; Utilities in road but need to be brought on site; Some/all utilities need to be brought to site
5.2 Topography	2	5	4	5	Appropriate for buildings, parking - full access; Some slope revisions to meet needs; Significant slope revisions to meet needs
5.3 Soils	1	3	2	3	Subsurface conditions: Percolation, ledge, bearing capacity
5.4 Hazardous Materials	1	2	1	2	Free of known contaminants; Testing required; Site history of contaminants
5.5 Costs of Development	3	5	4	5	Reasonable costs for development: Cut/fill, clearing, blasting; Minimal costs; Moderate costs; Excessive costs
6. AVAILABILITY	**10**	**10**	**8**	**15**	
6.1 Acquisition	10	5	3	10	Cost, availability, eminent domain: Owned by the Town; Reasonable costs, available for sale at this time; Costs high but available; Cost high with eminent domain
6.2 Displacement Required	0	5	5	5	Existing operations must be temporarily relocated
TOTAL	**71**	**78**	**65**	**103**	

HKT architects inc.

TEST FIT OPTIONS – 204/210 COLLEGE HIGHWAY

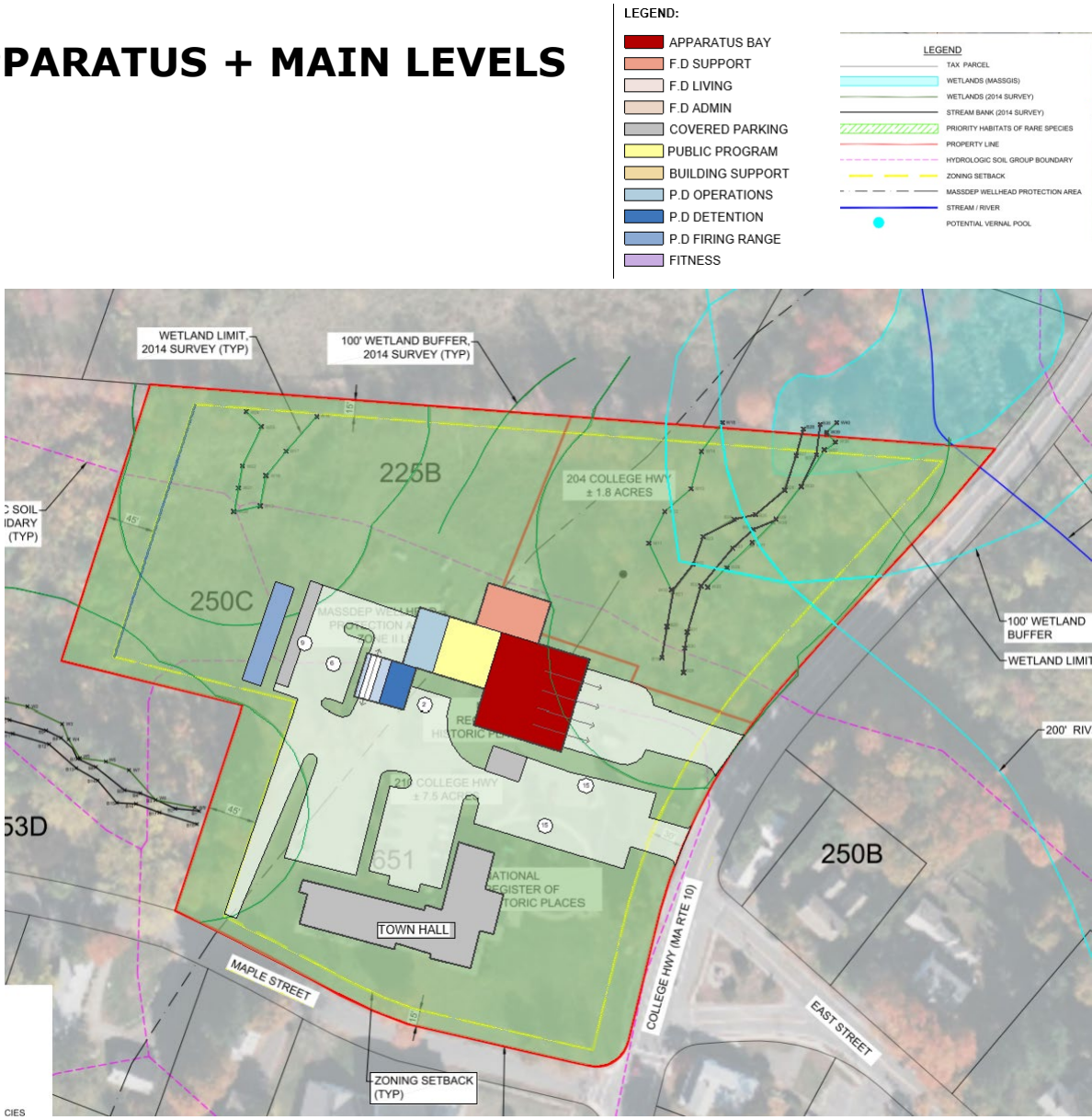
SITE 1: 204/210 COLLEGE HIGHWAY

- 1.2-acre and 7.5-acre parcel owned by the Town of Southampton
- Site and building(s) have historic importance
- Reported + visually apparent high groundwater + exposed bedrock / boulders
- Sloping + terraced terrain
- Wetlands, potential River Front setbacks, small lot size
- Soils not generally conducive to on Site Septic Systems without a raised + pumped system



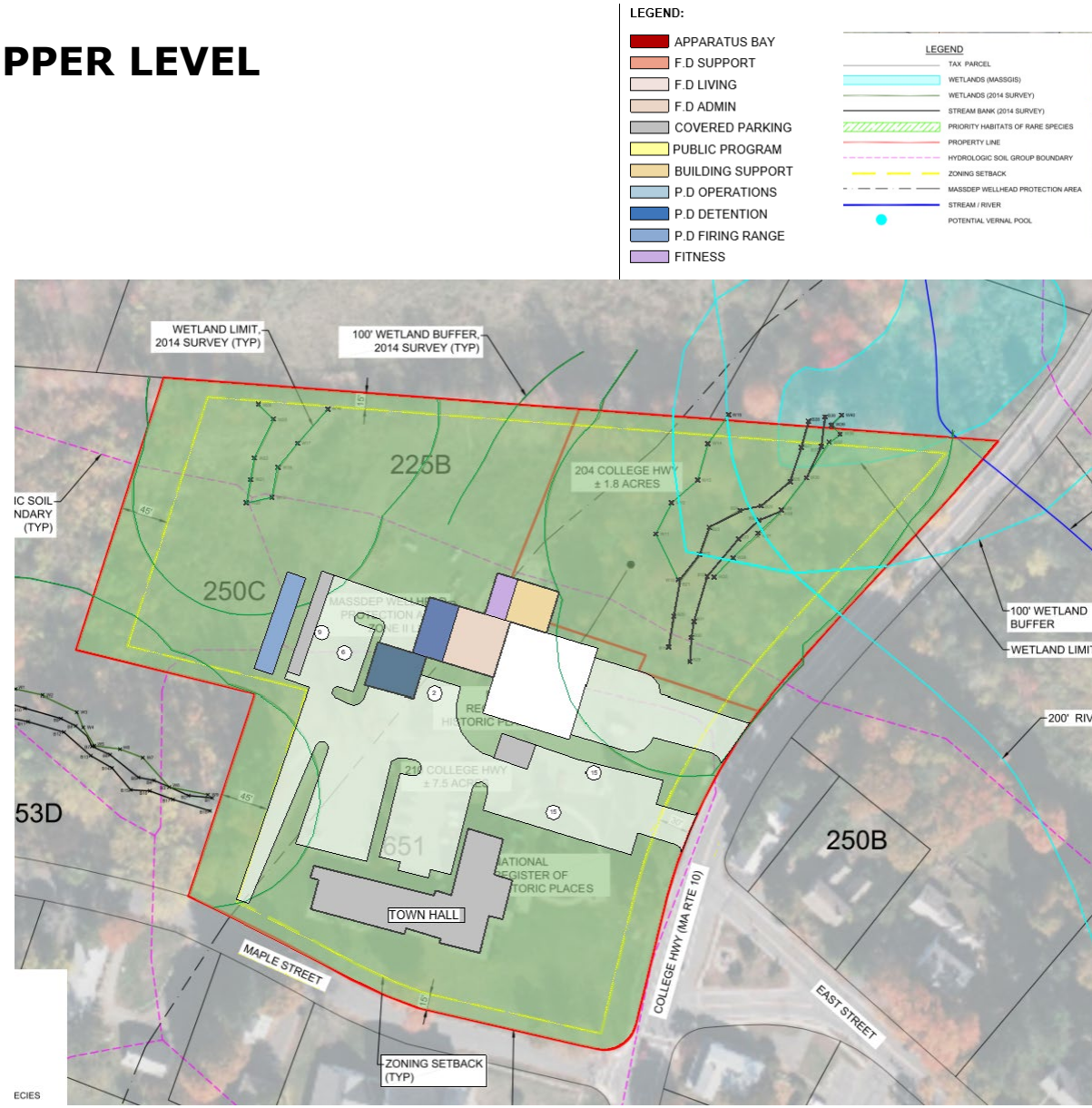
SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 1 – APPARATUS + MAIN LEVELS

- Separate driveways for apparatus + Town Hall
- Attempt to stay out of the buffers up to 50’
- Entry elevation aligning with Town Hall building
- Sally port as drive thru + uses parking as loop road
- 3 stop elevator to deal with three levels
  - apparatus floor at +/- 104
  - main level at +/- 112
  - second level at +/-126
- Lowest level: Apparatus/Fire support, Staff support
- Main level: Lobby, Training/EOC/Community Room, Administrative Assistant, Communications, Police Operations + Detention/Sally port

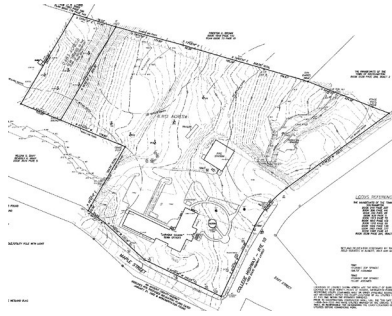


SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 1 – UPPER LEVEL

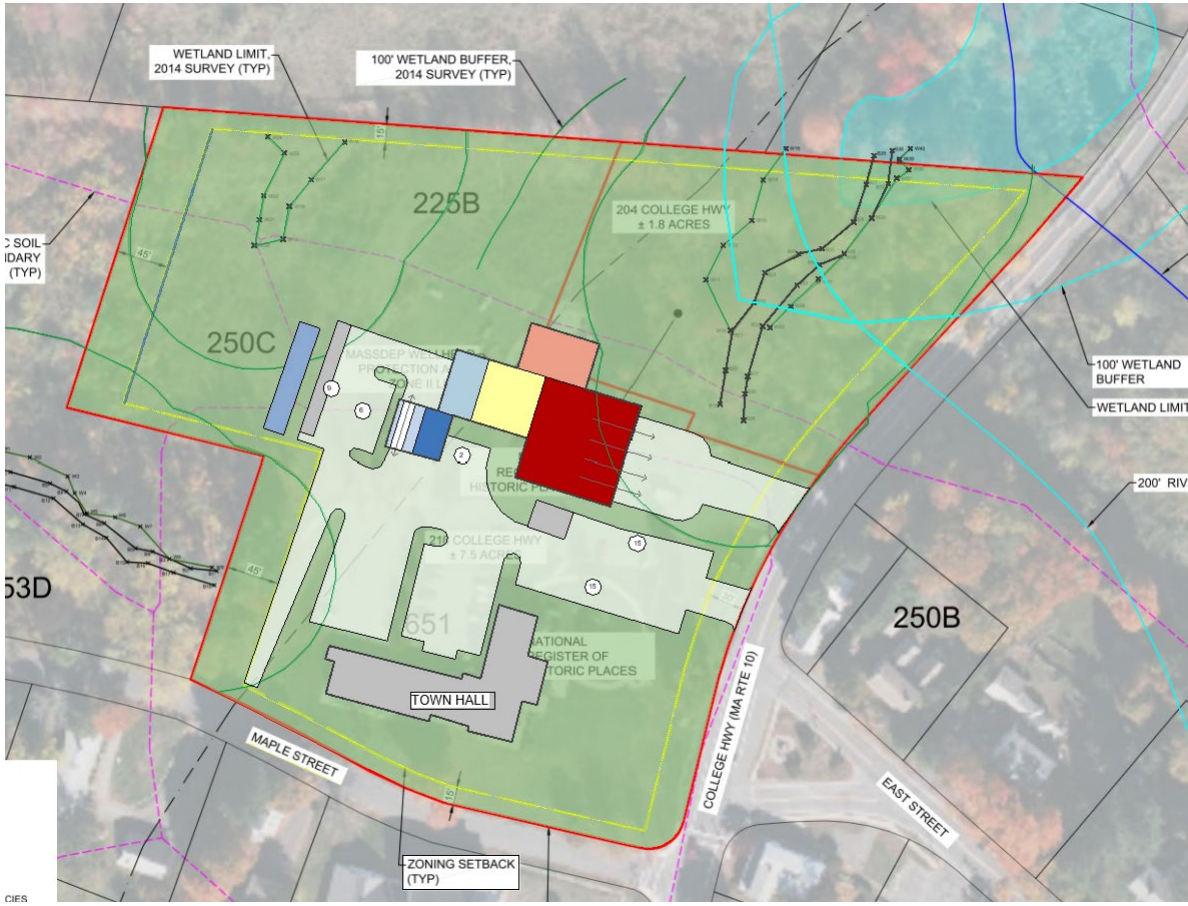
- 3 stop elevator to deal with three levels
  - apparatus floor at +/- 104
  - main level at +/- 112
  - second level at +/-126
- Upper level: Police + Fire Administration, Police Support, Building Support



SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 1 – CIVIL COMMENTS

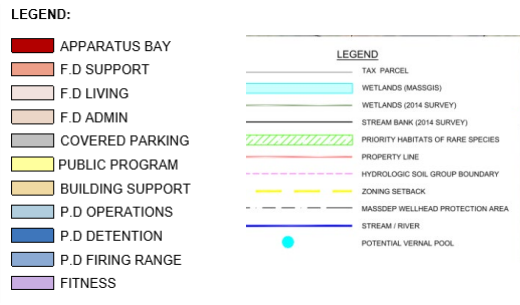


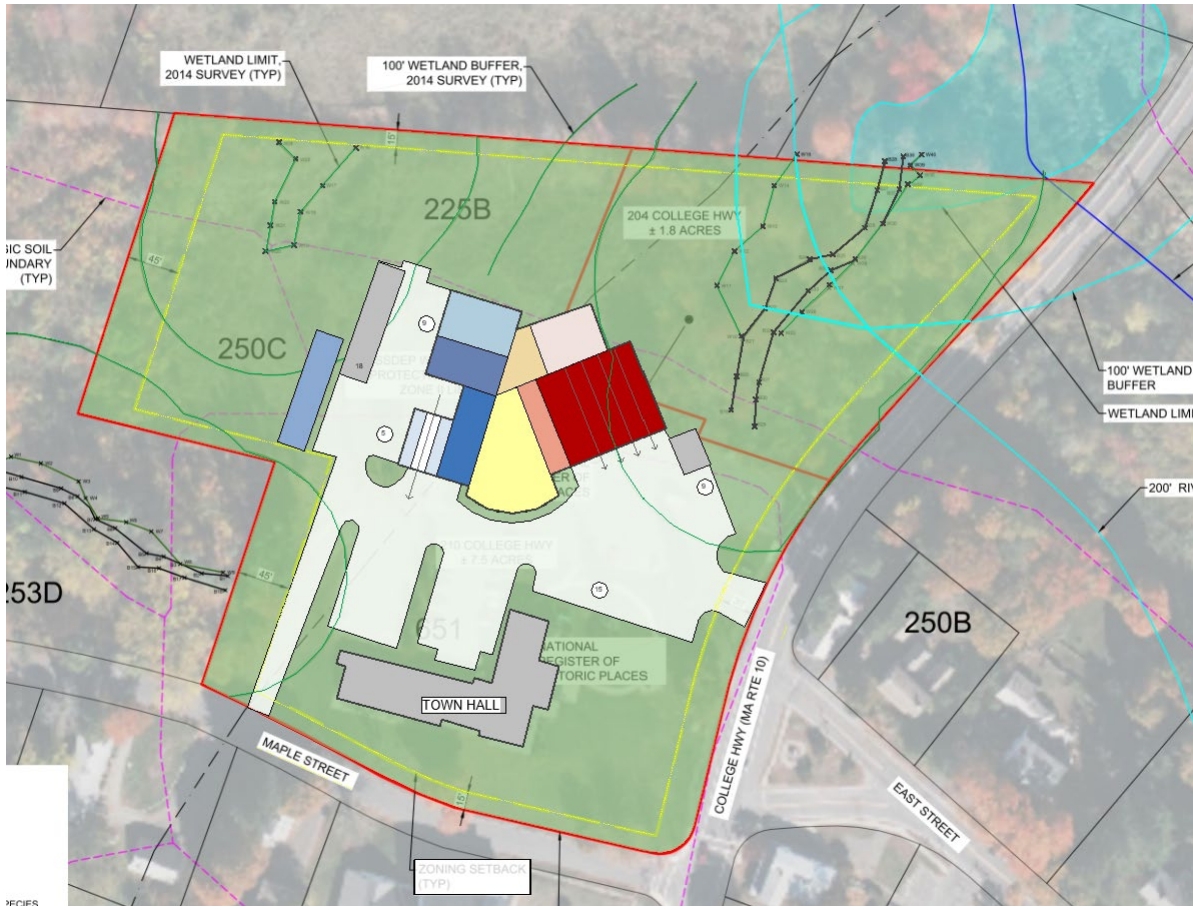
- Note wet areas that have a 100 ft buffer
- Plans assume reconstruction of Town Hall parking to provide connections
- Vehicle travel ways / parking grades / grading / slopes will be critical
- Civil likes the separate access for Fire apron but MassDOT may have curb cut access requirements
- On site septic leach field will be challenging to locate anywhere on site for soils, depth from bottom of field to bedrock + depth from bottom of field to water table
- Stormwater Permit design requirements will be very challenging to design for compliance



SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 2 – APPARATUS + MAIN LEVELS

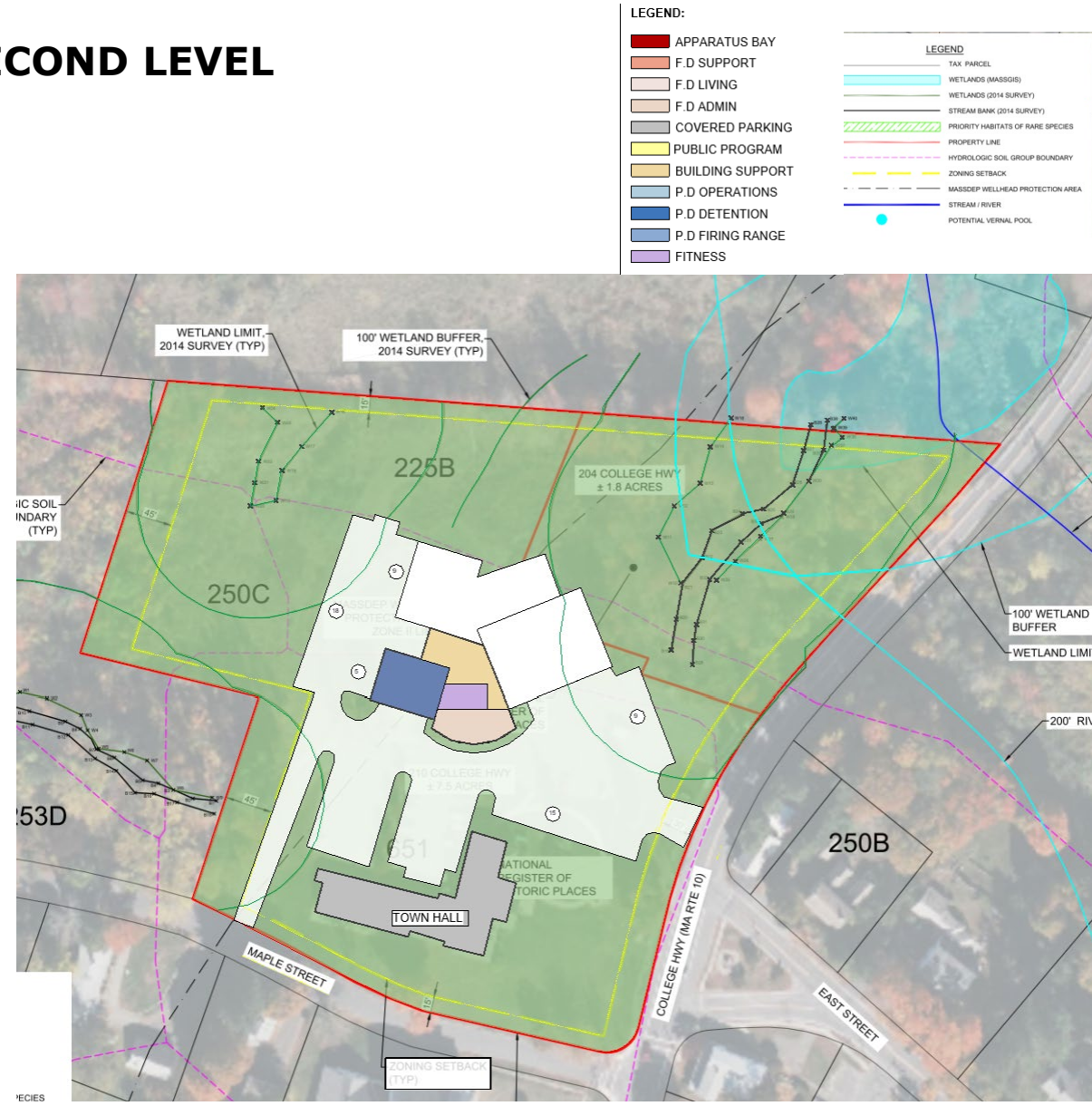
- Shared driveway for apparatus + Town Hall
- Attempt to stay out of the buffers up to 50’
- Entry elevation aligning with the Town Hall building
- Sally port as drive thru + uses the parking as loop road
- 3 stop elevator to deal with three levels:
  - apparatus floor at+/- 104
  - main level at +/- 112
  - second floor at +/-126
- Lowest level: Apparatus/Fire support, Staff support
- Main level: Lobby, Training/EOC/Community Room, Administrative Assistant, Communications, Police Operations + Support, Detention/Sally port





SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 2 - SECOND LEVEL

- 3 stop elevator to deal with three levels:
  - apparatus floor at+/- 104
  - main level at +/- 112
  - second floor at +/-126
- Upper level: Police + Fire Administration, Building support

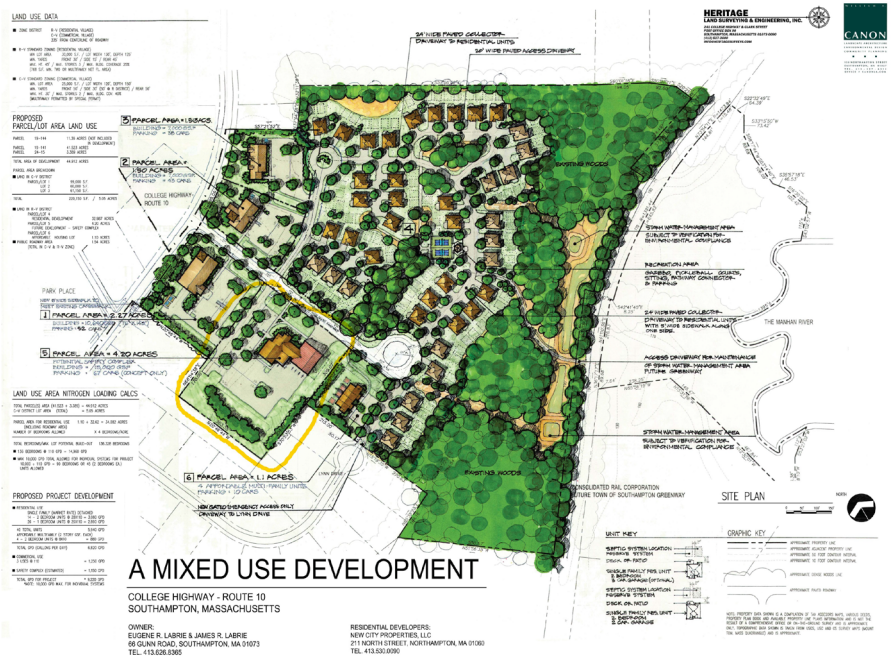


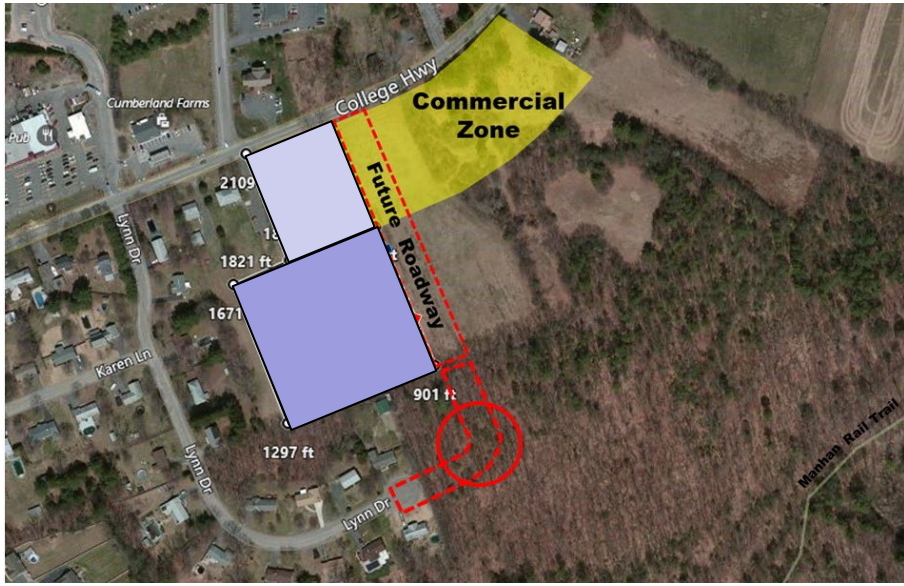
HKT architects inc.

TEST FIT OPTIONS – 125 COLLEGE HIGHWAY

SITE 2: 0 COLLEGE HIGHWAY

- 4.03-acre parcel within a 41.5-acre parcel
  - Additional 2.27-acre parcel - acquisition required
- Under preliminary design + permitting for a potential mixed-use development; Private lot (currently), Relies on Town approving the Parson Village mixed-use development + donation of the lot
- Commercial Village (C-V) District + in the Water Supply Protection Overlay District
- Soils appear suitable for both on site stormwater management + on-site sewage disposal
- Generally level terrain
- No Natural Heritage Issues
- Is within Barnes Aquifer / Water Supply Protection Overlay

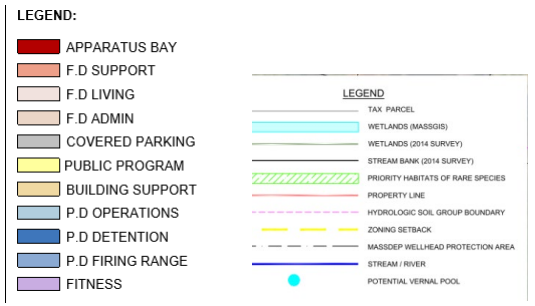


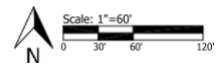


SITE 2 : 0 COLLEGE HIGHWAY – OPTION 1 – MAIN LEVEL

- Entry to site + Apparatus apron off of interior main road to development
- 2 stop elevator to deal with two levels
- Main level: Apparatus/Fire support; Staff support, Lobby, Training/EOC/Community Room, Administrative Assistant, Communications, Building support, Police Operations + Detention/Sally port



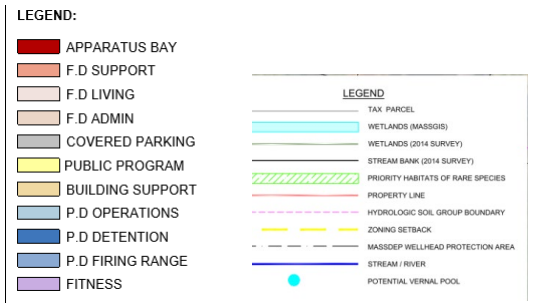


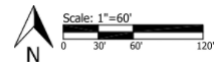


SITE 2 : 0 COLLEGE HIGHWAY – OPTION 1 – UPPER LEVEL

- 2 stop elevator to deal with two levels
- Upper level: Police + Fire Administration, Police Support, Building Support



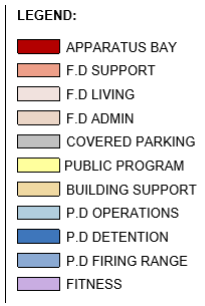


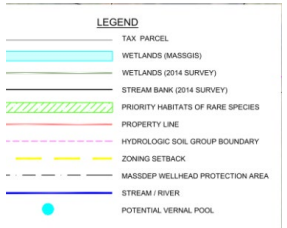


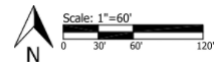
SITE 2 : 0 COLLEGE HIGHWAY – OPTION 2 – MAIN LEVEL

- Entry to site + Apparatus apron off of College Highway; 2 entry points
- 2 stop elevator to deal with two levels
- Main level: Apparatus/Fire support; Staff support, Lobby, Training/EOC/Community Room, Administrative Assistant, Communications, Police Operations + Support, Detention/Sally port









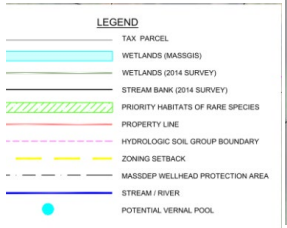
SITE 2 : 0 COLLEGE HIGHWAY – OPTION 2 – UPPER LEVEL

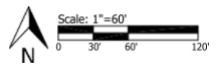
- 2 stop elevator to deal with two levels
- Upper level: Police + Fire Administration, Building Support



LEGEND:

- APPARATUS BAY
- F.D SUPPORT
- F.D LIVING
- F.D ADMIN
- COVERED PARKING
- PUBLIC PROGRAM
- BUILDING SUPPORT
- P.D OPERATIONS
- P.D DETENTION
- P.D FIRING RANGE
- FITNESS





SITE 2 : 204/210 COLLEGE HIGHWAY – OPTION 1 + 2 - CIVIL

- No significant concerns for grades or site elements
- Lot size supports all programming needs
- No buffers of concern
- Second option better in terms of access to College Highway
- Civil likes the separate access for Fire apron but MassDOT may have curb cut access requirements
- On site septic leach field should be easier to construct + permit
- Stormwater Permit will be easier to design for compliance





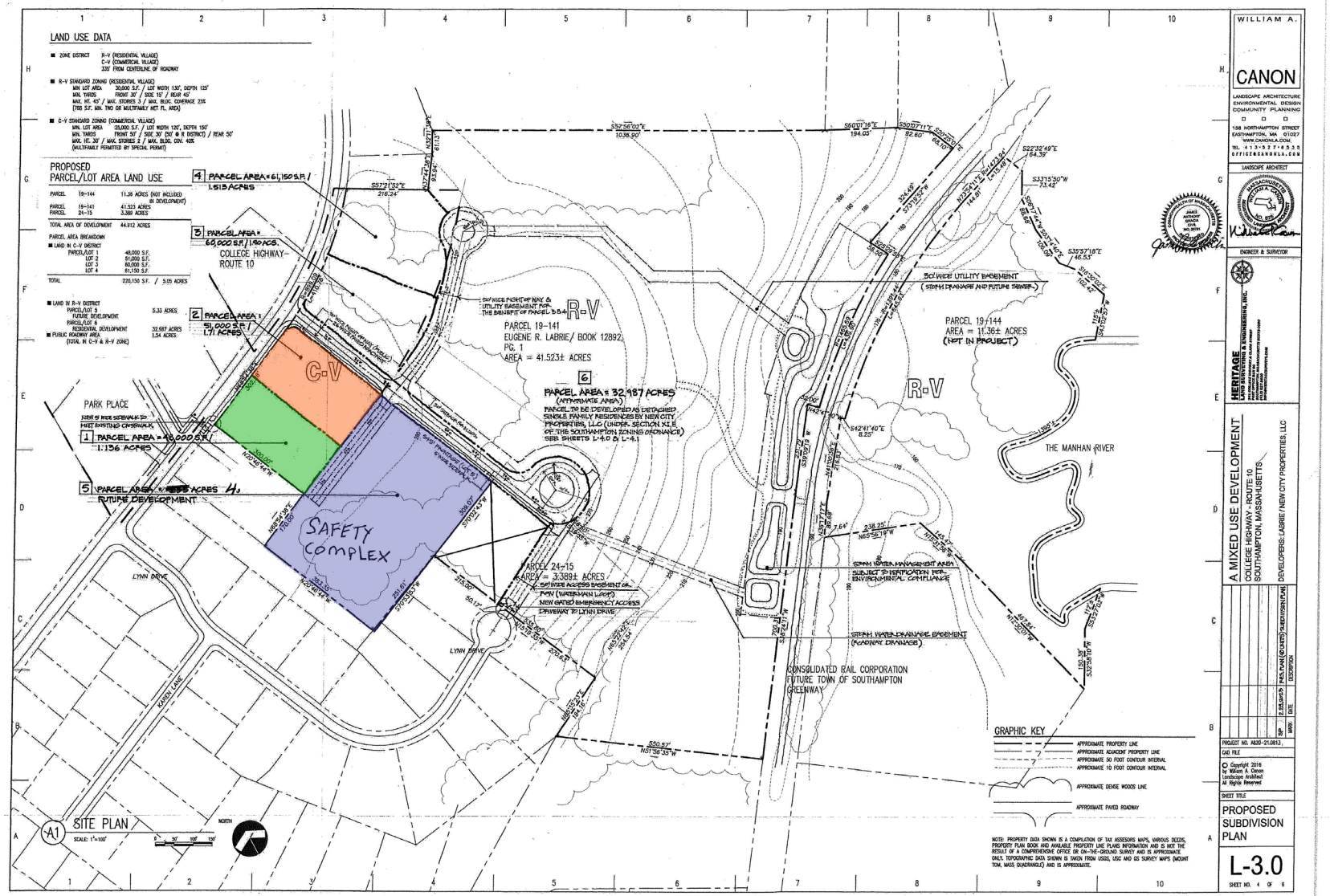
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0 30' 60' 120'

HKT architects inc.

CONCEPTUAL OPTIONS – 125 COLLEGE HIGHWAY

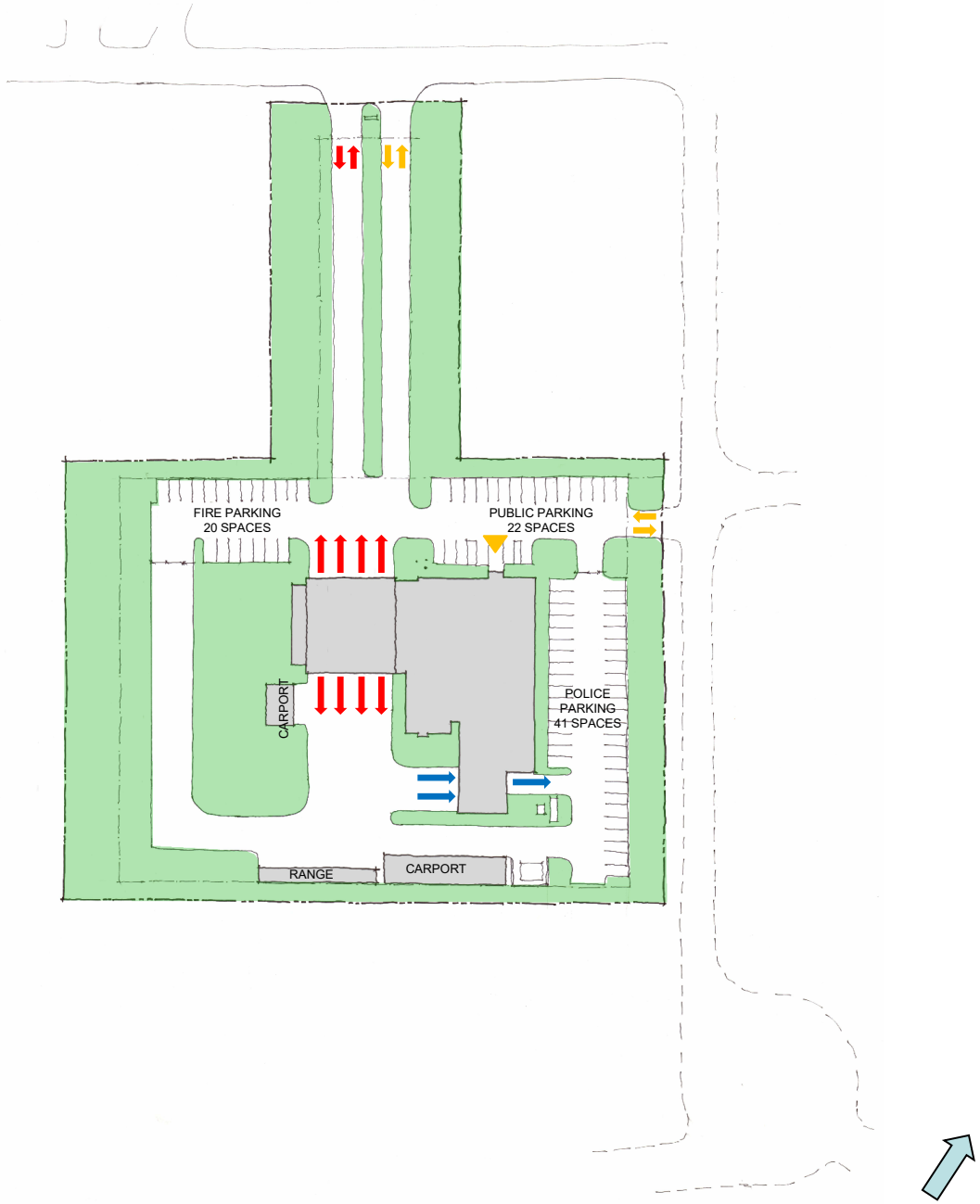
0 COLLEGE HIGHWAY – CURRENTLY PROPOSED ACQUISITION

- 4.03-acre parcel within a 41.5-acre parcel
- Additional +/-1.14-acre parcel – acquisition
- Benefits:
  - Lot size supports all programming needs
  - Direct access to College Highway
  - Potential separate access for Fire apron (MassDOT may have curb cut access requirements)



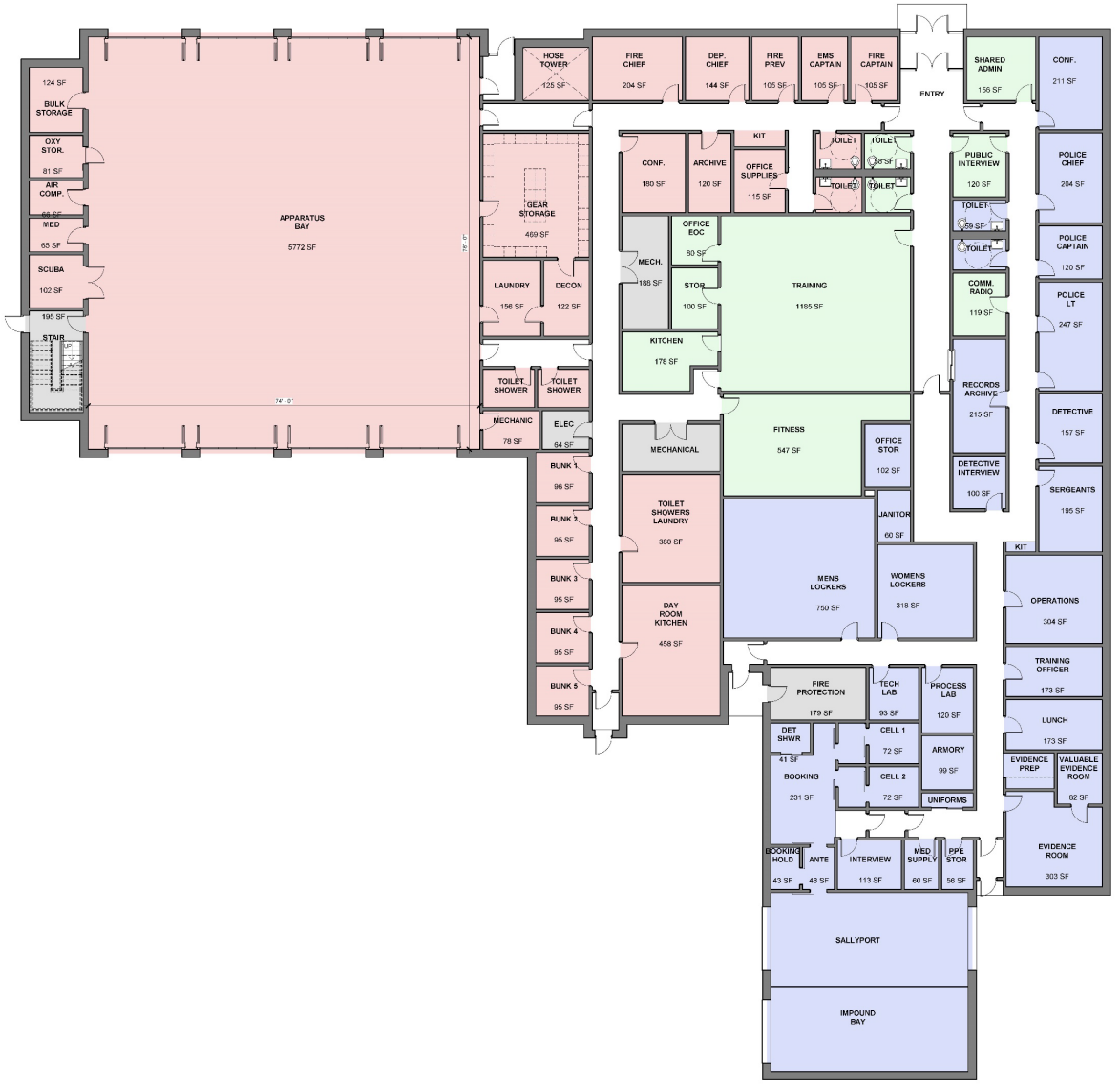
0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY

- Potential to separate access for fire apparatus off College Highway from other traffic
- Possible secondary entry should development build main entry road as planned
- Three zones for parking:
  - Public parking on northeast side
  - Police parking on east side with gate possibilities
  - Fire parking on north side at front of building for easy access to equipment with gate possibilities
- Location of fire apparatus apron guides layout for building
- Drive thru Sally port
- Carport + shooting range help shield neighborhood
- Plantings + screening opportunities are significant



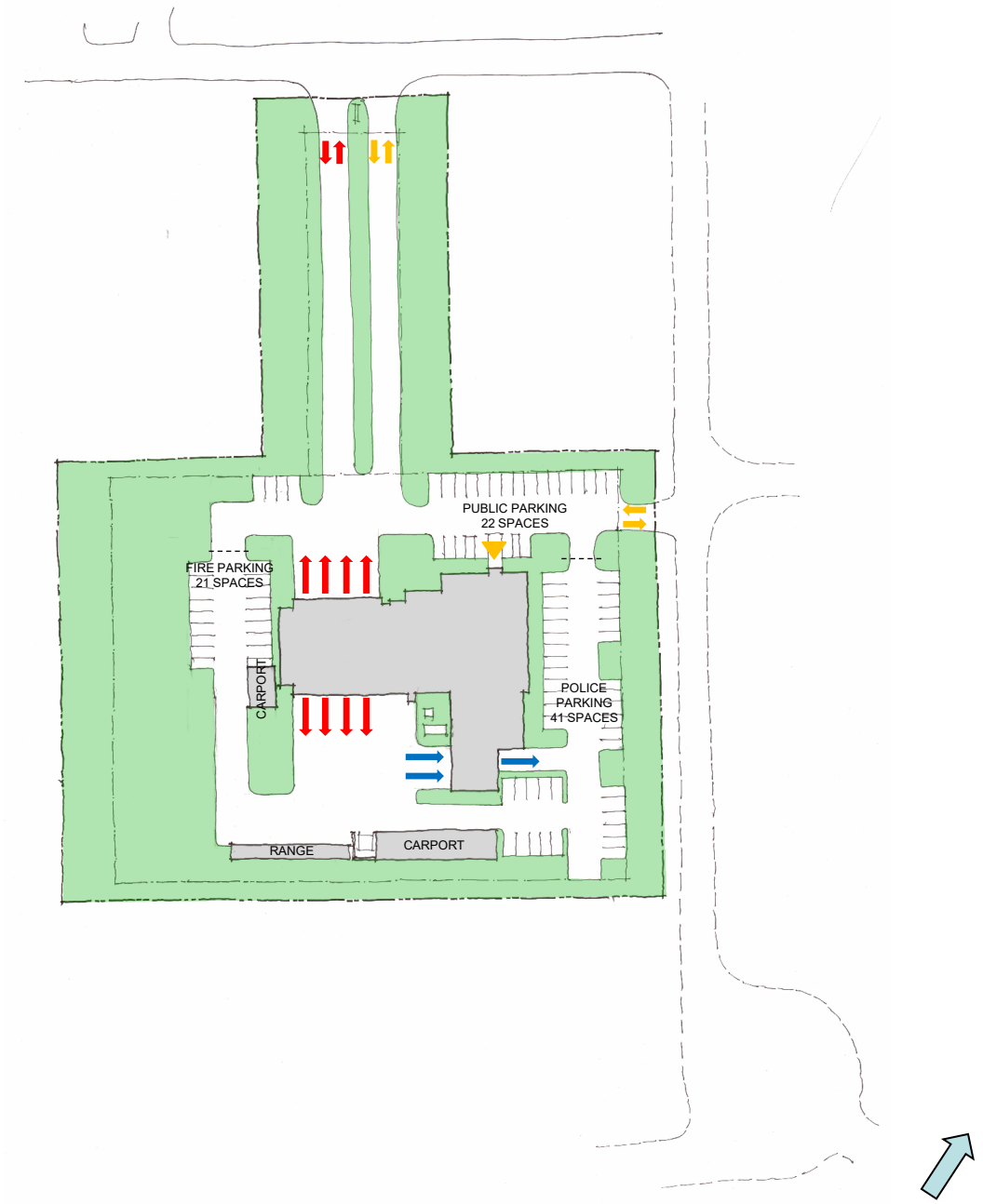
0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY – FIRST FLOOR

- Center entry allows access to both departments + public areas
- All shared spaces located along center spine
- Fire apparatus located for easiest access to College Highway
- Focus on firefighter health, carcinogens and elimination of cross contamination: Layout provides for hot to cold zones
- Fire administration located along north wall with living areas located to southwest
- Police administration located along east side with operations located to south
- Sally port + detention located to rear of site



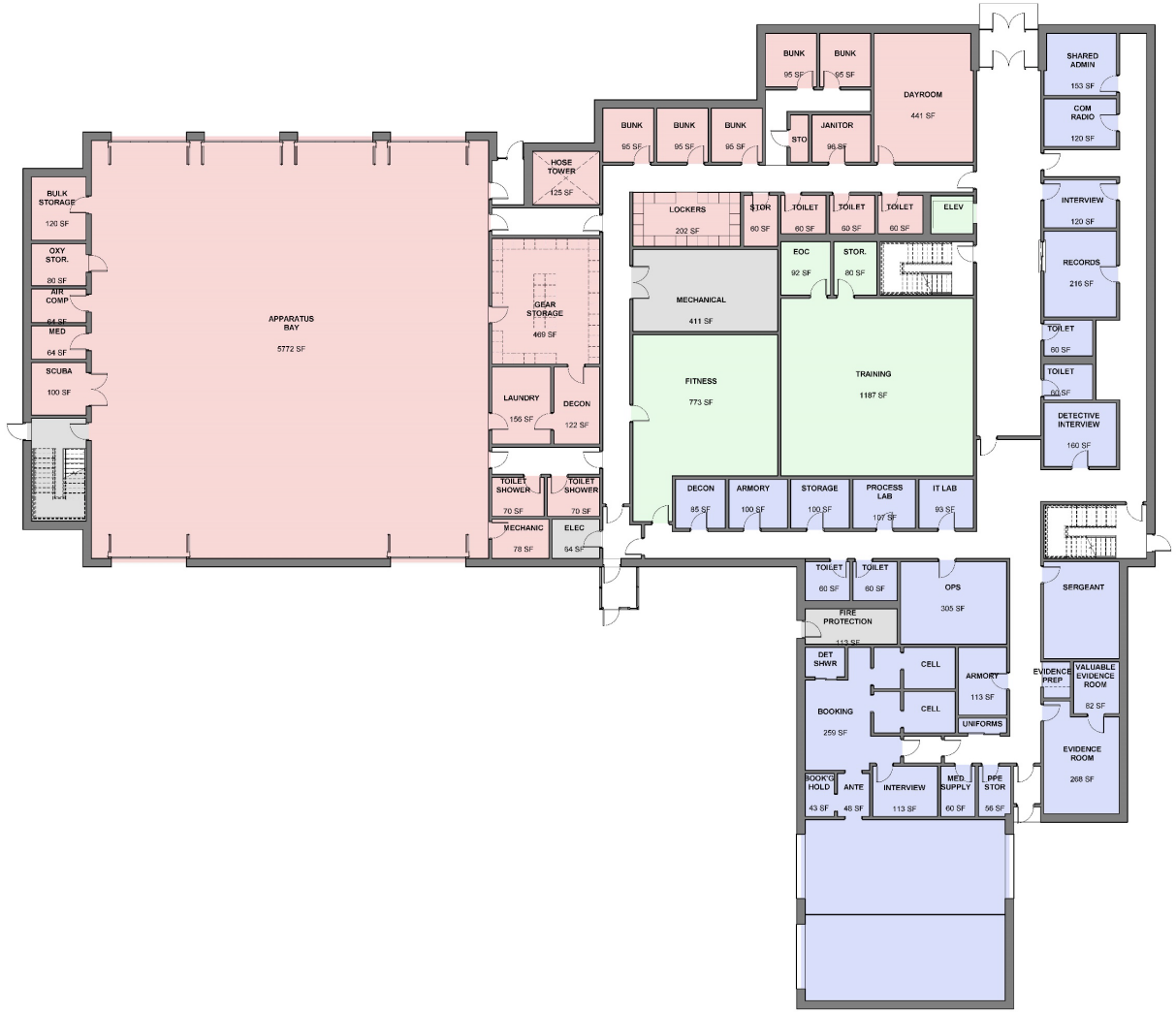
0 COLLEGE HIGHWAY – OPTION 4 – TWO STORIES

- Potential to separate access for fire apparatus off College Highway from other traffic
- Possible secondary entry should development build main entry road as planned
- Three zones for parking:
  - Public parking on northeast side
  - Police parking on east side with gate possibilities
  - Fire parking on west side for easy access to equipment with gate possibilities
- Location of fire apparatus apron guides layout for building
- Drive thru Sally port
- Carport and shooting range help shield neighborhood
- Plantings + screening opportunities are significant



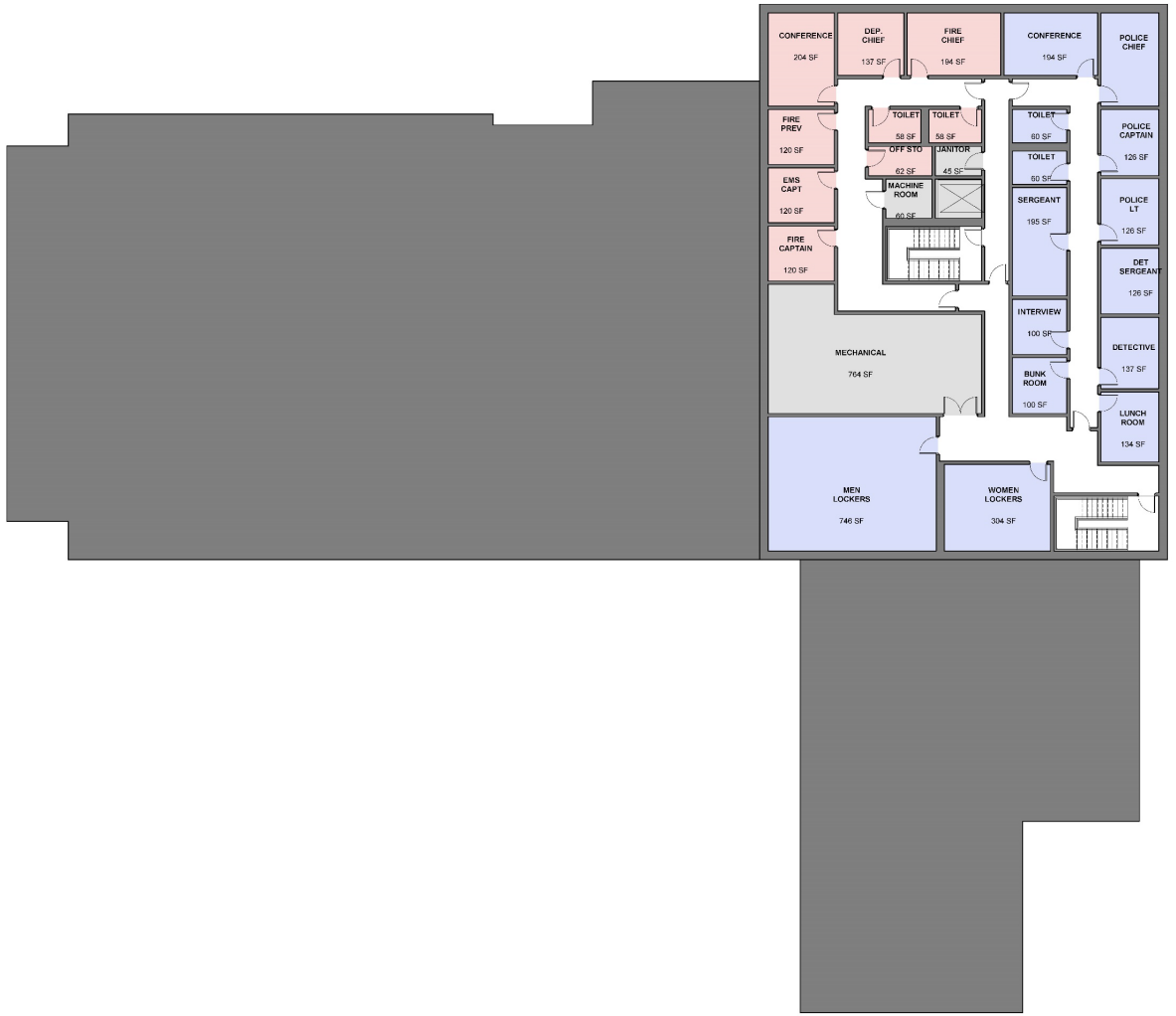
0 COLLEGE HIGHWAY – OPTION 4 – TWO STORIES – FIRST FLOOR

- Center entry allows access to both departments + public areas
- All shared spaces located along center spine
- Fire apparatus located for easiest access to College Highway
- Focus on firefighter health, carcinogens and elimination of cross contamination: Layout provides for hot to cold zones
- Fire living quarters located on north side
- Police operations located on south side
- Sally port + detention located to rear of site
- Fire + Police administration located on upper level accessible by elevator + stair



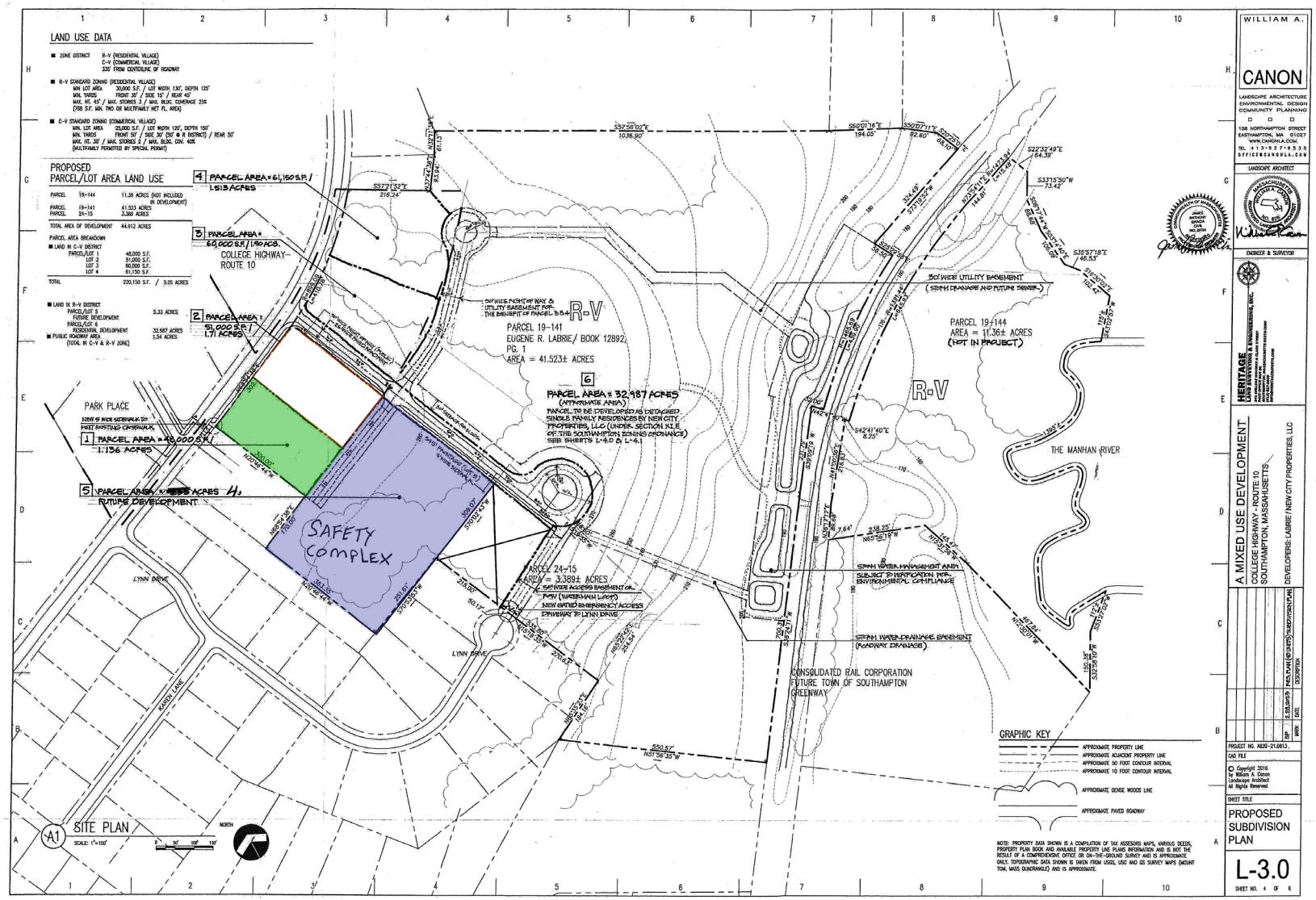
0 COLLEGE HIGHWAY – OPTION 4 – TWO STORIES – SECOND FLOOR

- Fire + Police administration located on upper level accessible by elevator + stair
- Access to upper level limited/controlled
- Police locker/showers + lunchroom located on south side



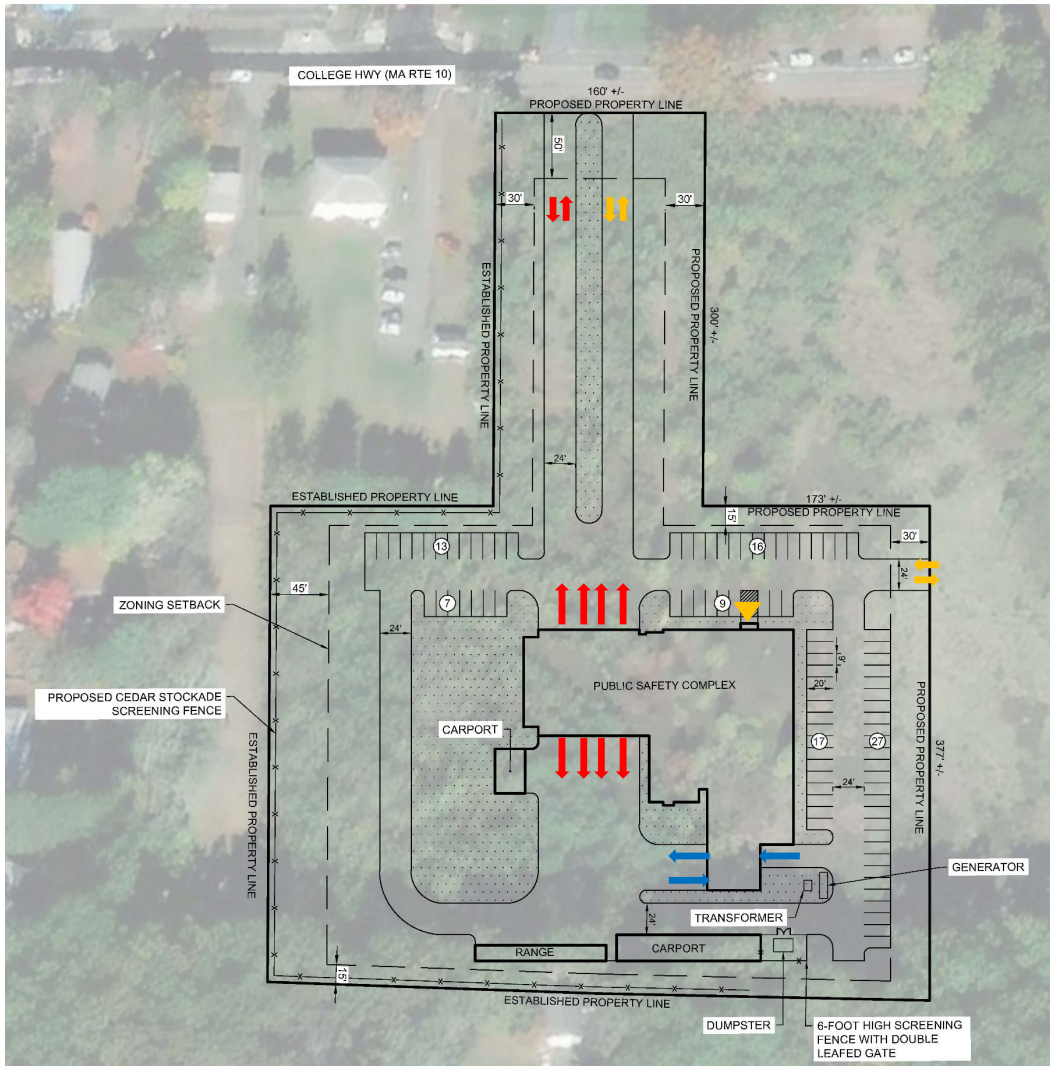
0 COLLEGE HIGHWAY – CURRENTLY PROPOSED ACQUISITION

- 4.03-acre parcel within a 41.5-acre parcel
- Additional +/-1.14-acre parcel – acquisition
- Benefits:
  - Lot size supports all programming needs
  - Direct access to College Highway
  - Potential separate access for Fire apron (MassDOT may have curb cut access requirements)



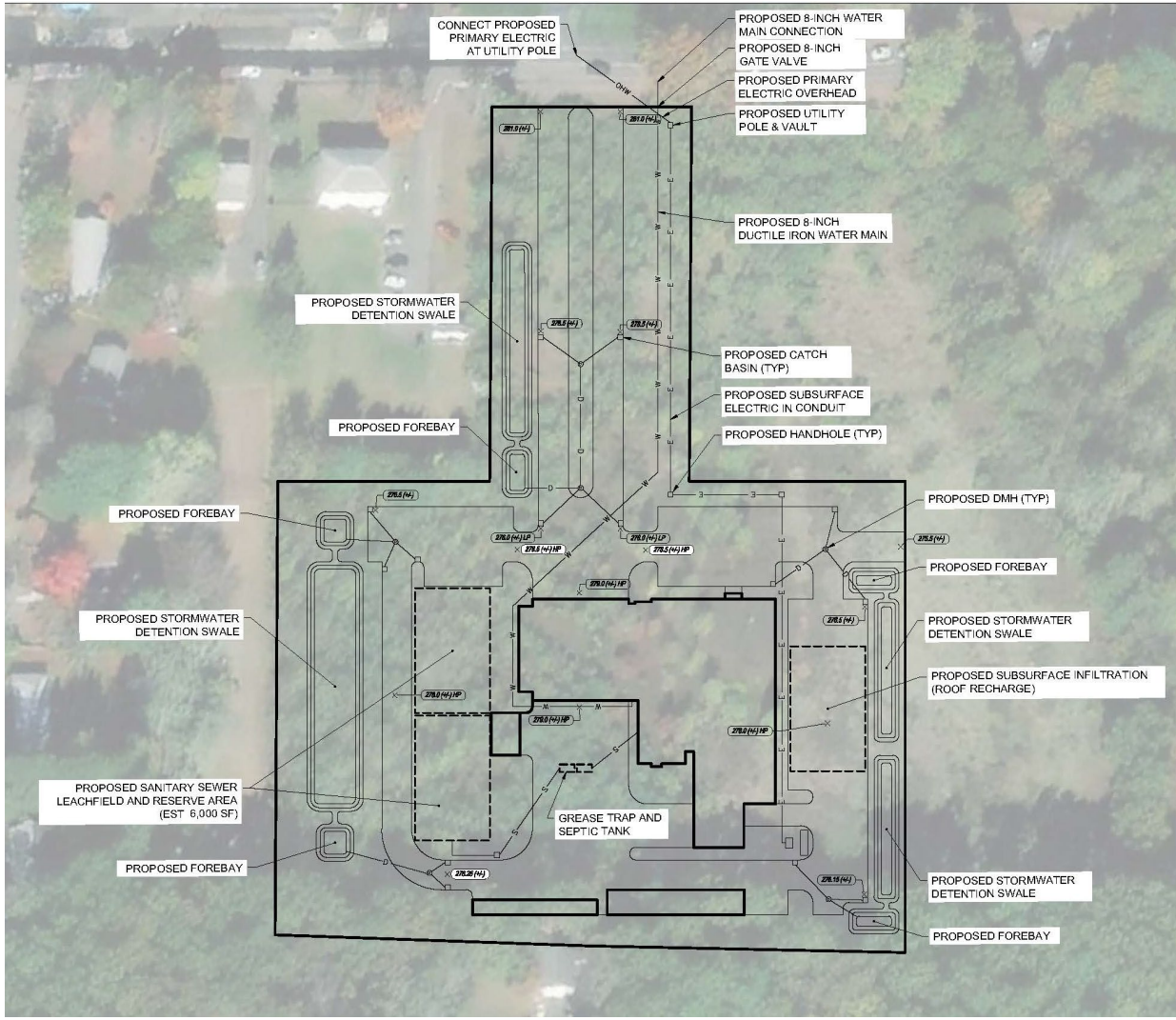
0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY

- Potential to separate access for fire apparatus off College Highway from other traffic if required
- Possible secondary entry should future development construct main entry road as planned
- Three zones for parking:
  - Public parking on northeast side
  - Police parking on east side with gate possibilities
  - Fire parking on north side at front of building for easy access to equipment with gate possibilities
- Location of fire apparatus apron guides layout for building
- Drive thru Sally port
- Carport + shooting range help shield neighborhood
- Plantings + screening opportunities are significant



0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY

- Proposed Civil / Site
  - Utilities
  - Stormwater Detention Swales
  - Sanitary Sewer Leachfield + Reserve
  - Subsurface Infiltration
  - Grease trap and Septic tank



0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY – FIRST FLOOR

- Center entry provides access to both departments + public areas located along central spine
- Fire apparatus located for easiest access to College Highway
- Focus on firefighter health, carcinogens + elimination of cross contamination: Layout provides for hot to cold zones
- Fire administration located along north wall with living areas located to southwest
- Police administration located along east side with operations located to south
- Sally port + detention located to rear of site



Main Level: 25,504 SF
Mezzanine Level: 657 SF
Total: 26,161 SF

0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY A





0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY A

- Asphalt Shingle Pitched Roof
- Masonry Base; Fiber Cement with Trim
- Operable Windows





0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY B





0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY B

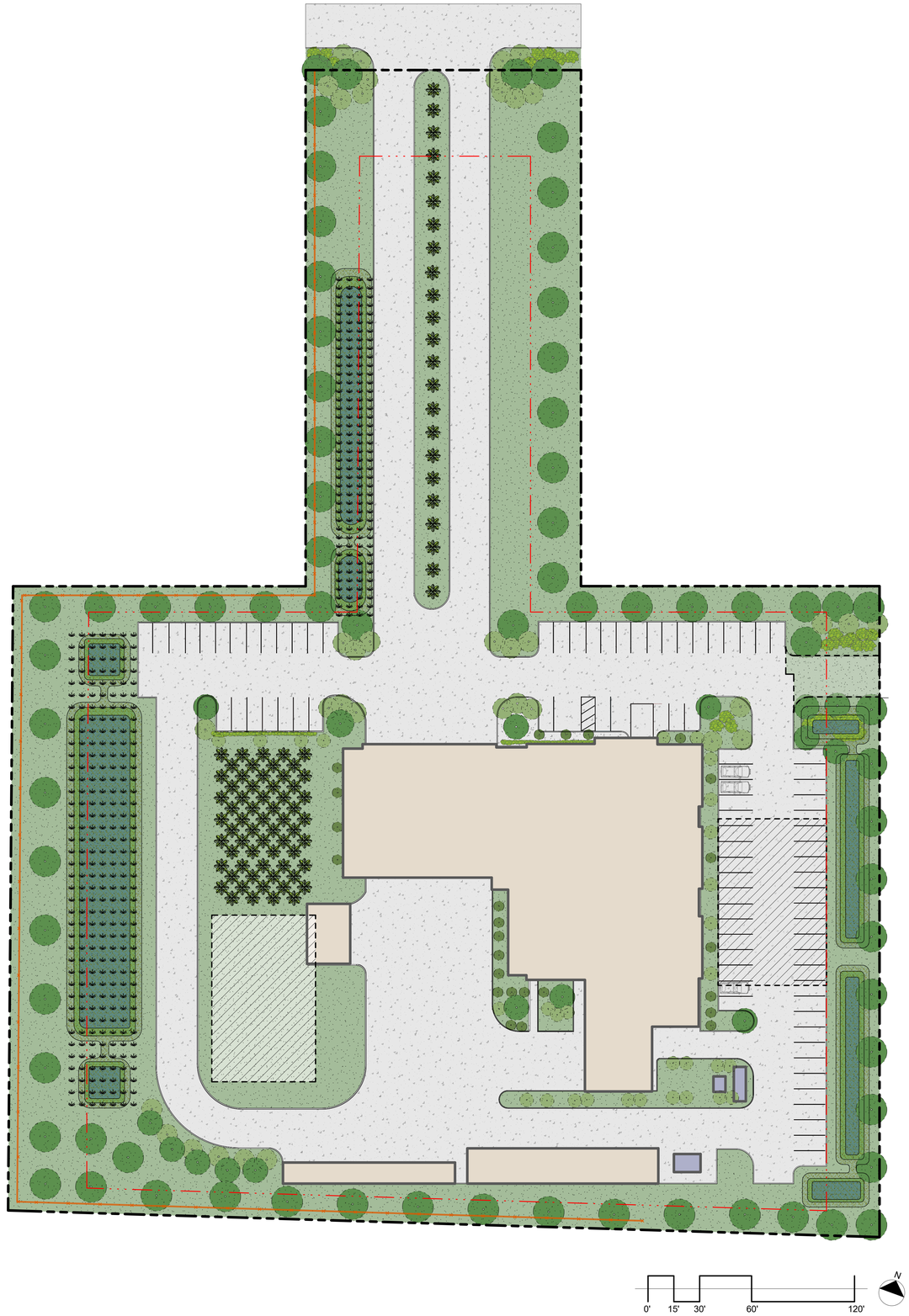
- Flat Roof
- Masonry
- Operable Windows





HKT architects inc.

PREFERRED OPTION – 125 COLLEGE HIGHWAY



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www.hktarchitects.com

Revision Schedule

NO.	Revision	Date

Registrations

Consultants

Project
SOUTHAMPTON PUBLIC SAFETY BUILDING
0 COLLEGE HIGHWAY, SOUTHAMPTON, MA

TOWN OF SOUTHAMPTON, MA

Drawing Title
SITEPLAN

Drawn by	Checked by
AV	AD

Date
3/22/2024

Job number
22308

Drawing set
FEASABILITY STUDY

Drawing number
A-100



PLAN MEZZANINE 2

1/8" = 1'-0"

PLAN LEVEL 1 1

1/8" = 1'-0"

0' 4' 8' 16' 32'

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Revision Schedule

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Registrations

Consultants

Project
SOUTHAMPTON PUBLIC SAFETY BUILDING
0 COLLEGE HIGHWAY, SOUTHAMPTON, MA
TOWN OF SOUTHAMPTON, MA

Drawing Title
LEVEL 1 AND MEZZANINE FLOOR PLANS

AW	AJD
Drawn by	Checked by

3/4/2024
Date

22308
Job number

FEASIBILITY STUDY
Drawing set

Drawing number
A-101



W ELEVATION

3

1/8" = 1'-0"



S ELEVATION

1

1/8" = 1'-0"

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Revision Schedule

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Registrations

Consultants

Project
SOUTHAMPTON PUBLIC SAFETY BUILDING
0 COLLEGE HIGHWAY, SOUTHAMPTON, MA

TOWN OF SOUTHAMPTON, MA

Drawing Title
EXTERIOR ELEVATIONS

Author	Checker
Drawn by	Checked by
3/22/2024	
Date	
22308	
Job number	
FEASABILITY STUDY	
Drawing set	

Drawing number

A-301



E ELEVATION

2

1/8" = 1'-0"



N ELEVATION

1

1/8" = 1'-0"

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Revision Schedule

NO.	Revision	Date

Registrations

Consultants

Project
SOUTHAMPTON PUBLIC SAFETY BUILDING
0 COLLEGE HIGHWAY, SOUTHAMPTON, MA

TOWN OF SOUTHAMPTON, MA

Drawing Title
EXTERIOR ELEVATIONS

Author | Checker
Drawn by | Checked by
3/22/2024
Date
22308
Job number
FEASABILITY STUDY
Drawing set

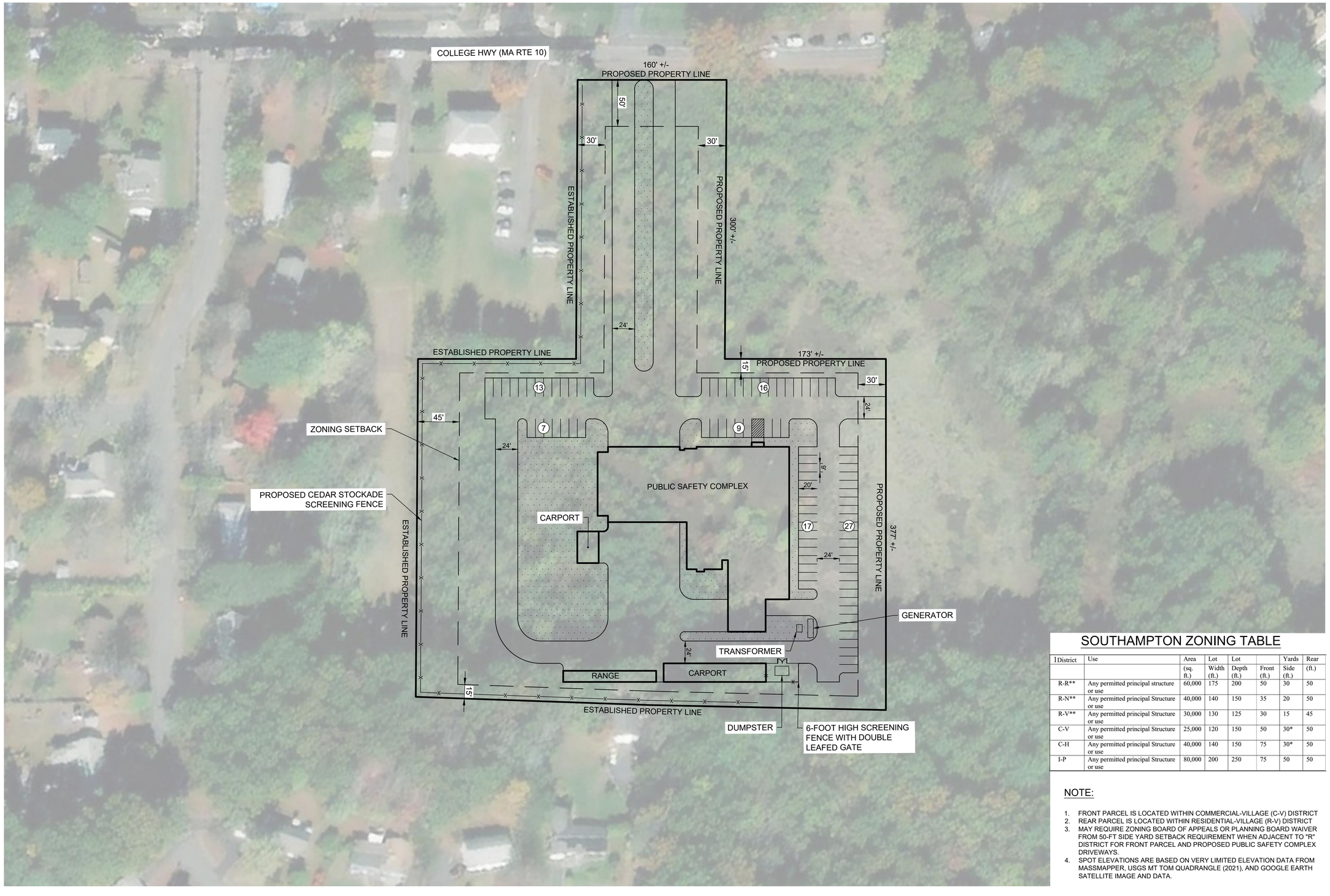
Drawing number
A-302


SOUTHAMPTON PUBLIC SAFETY
POLICE
POLICE




POLICE





SOUTHAMPTON ZONING TABLE

1District	Use	Area (sq. ft.)	Lot Width (ft.)	Lot Depth (ft.)	Front (ft.)	Yards Side (ft.)	Rear (ft.)
R-R**	Any permitted principal structure or use	60,000	175	200	50	30	50
R-N**	Any permitted principal Structure or use	40,000	140	150	35	20	50
R-V**	Any permitted principal Structure or use	30,000	130	125	30	15	45
C-V	Any permitted principal Structure or use	25,000	120	150	50	30*	50
C-H	Any permitted principal Structure or use	40,000	140	150	75	30*	50
I-P	Any permitted principal Structure or use	80,000	200	250	75	50	50

NOTE:

1. FRONT PARCEL IS LOCATED WITHIN COMMERCIAL-VILLAGE (C-V) DISTRICT
2. REAR PARCEL IS LOCATED WITHIN RESIDENTIAL-VILLAGE (R-V) DISTRICT
3. MAY REQUIRE ZONING BOARD OF APPEALS OR PLANNING BOARD WAIVER FROM 50-FT SIDE YARD SETBACK REQUIREMENT WHEN ADJACENT TO "R" DISTRICT FOR FRONT PARCEL AND PROPOSED PUBLIC SAFETY COMPLEX DRIVEWAYS.
4. SPOT ELEVATIONS ARE BASED ON VERY LIMITED ELEVATION DATA FROM MASSMAPPER, USGS MT TOM QUADRANGLE (2021), AND GOOGLE EARTH SATELLITE IMAGE AND DATA.

Scale: 1"=50'

0 25' 50' 100'

PARE

SCALE ADJUSTMENT GUIDE

0" 1"

BAR IS ONE INCH ON ORIGINAL DRAWING

SOUTHAMPTON PUBLIC SAFETY FEASIBILITY STUDY

SOUTHAMPTON, MASSACHUSETTS

REVISIONS:

PROJECT NO.:	23168.00
DATE:	FEBRUARY 2024
SCALE:	NOT TO SCALE
DESIGNED BY:	
CHECKED BY:	MAM
DRAWN BY:	AWL
APPROVED BY:	MAM

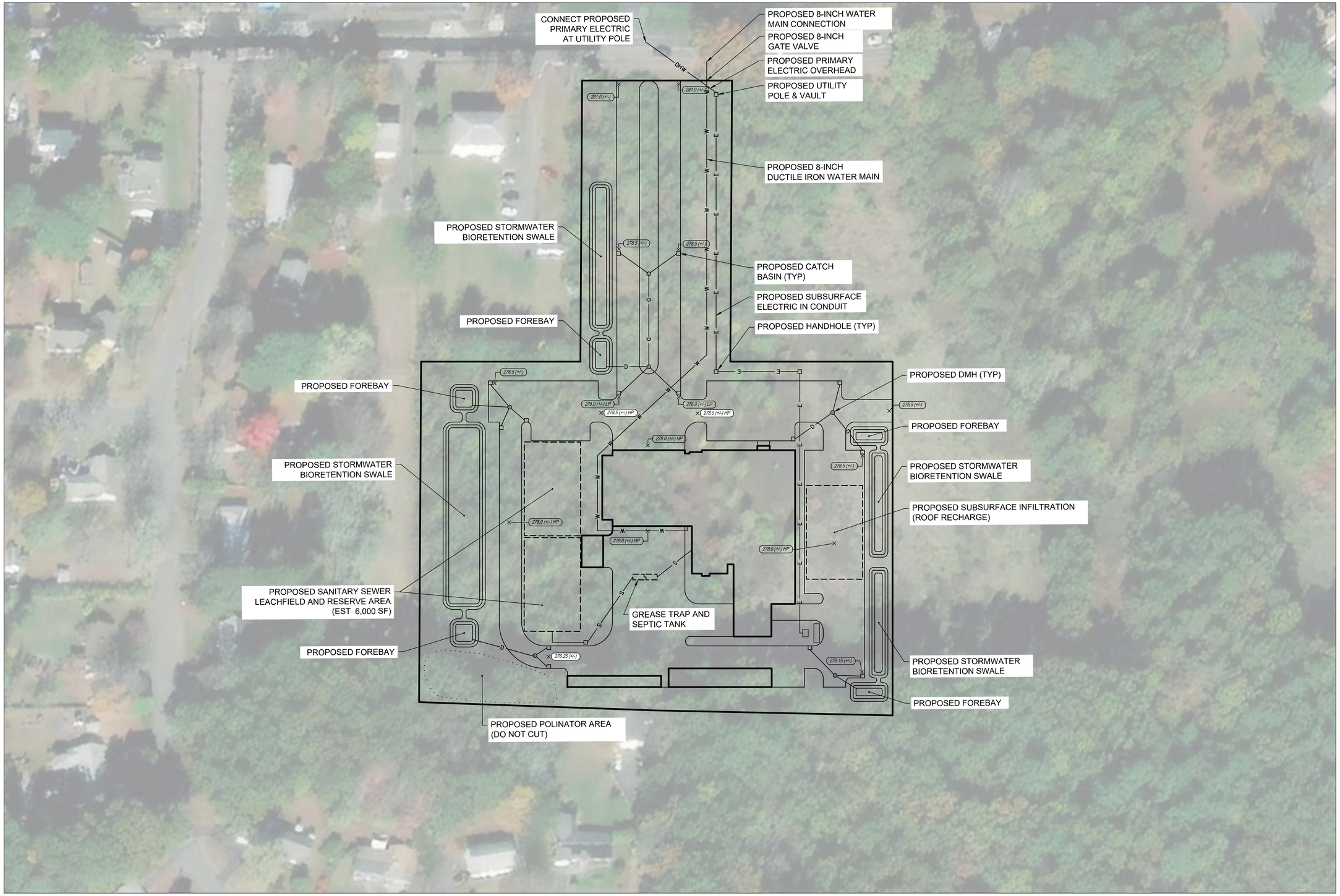
DRAWING TITLE:

CONCEPT PLAN (LAYOUT)

DRAWING NO.:

C1.1

SHEET NO. 1 OF 2



Scale: 1"=50'

0 25' 50' 100'

PARE

SCALE ADJUSTMENT GUIDE

0" 1"

BAR IS ONE INCH ON ORIGINAL DRAWING

SOUTHAMPTON PUBLIC SAFETY FEASIBILITY STUDY

SOUTHAMPTON, MASSACHUSETTS

REVISIONS:

PROJECT NO.:	23168.00
DATE:	FEBRUARY 2024
SCALE:	NOT TO SCALE
DESIGNED BY:	
CHECKED BY:	MAM
DRAWN BY:	AWL
APPROVED BY:	MAM

DRAWING TITLE:

CONCEPT PLAN (GRADING & UTILITIES)

DRAWING NO.:

C1.2

SHEET NO. 2 OF 2

HKT architects inc.

HVAC SYSTEMS OPTIONS + LIFE CYCLE COST ANALYSIS SUMMARY + SYSTEMS NARRATIVES – GGD CONSULTING ENGINEERS

HVAC System Options & Lifecycle Cost Analysis (LCCA) Summary

for

Southampton Public Safety Building
Southampton, MA

GGD Consulting Engineers, Inc.

HVAC System Options Overview

1. **Goal of Economic Analysis**

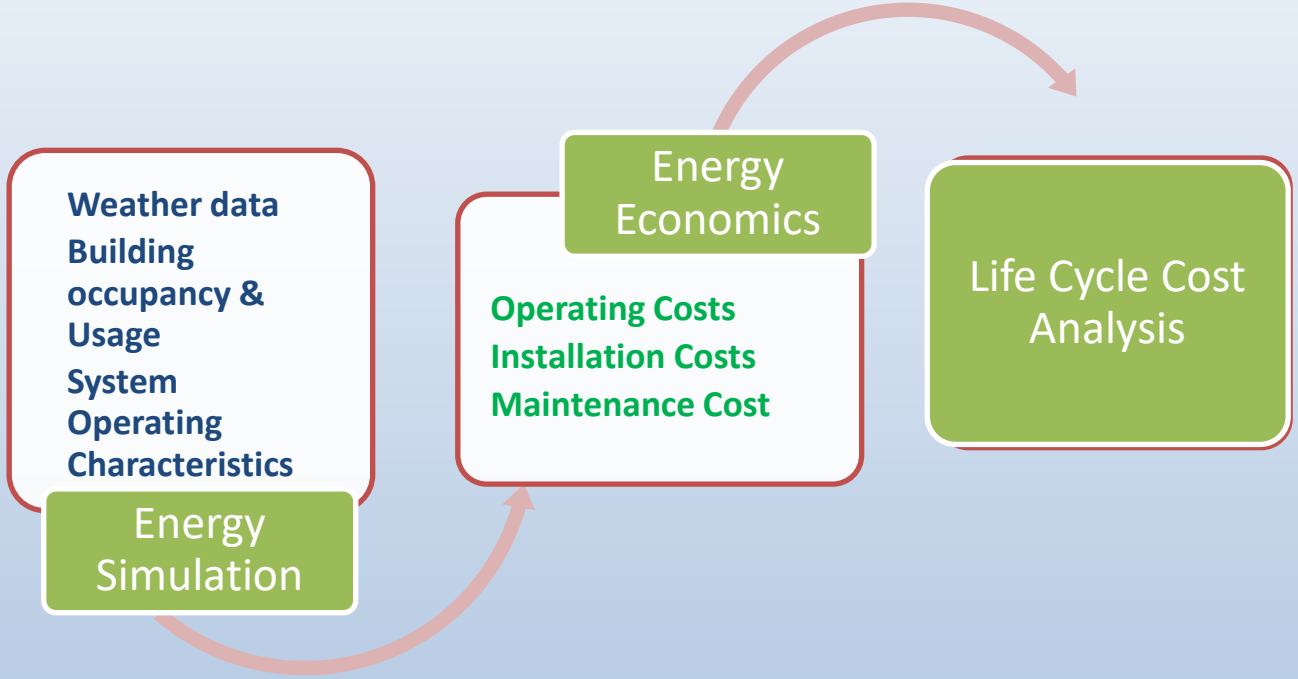
2. **Lifecycle Cost Analysis (LCCA) Methodology**

3. **HVAC System Options Overview:**
   - **Code Baseline: MA Stretch Code**
   - **Executive Order 594; Electrified Heating Systems versus Natural Gas Heating**
   - **Option 1: Air Source VRF (Variable Refrigerant Flow) Heat Pump HVAC System**
   - **Option 2: Air Source Heat Pump Chiller/Heater with Backup Gas or Electric Boiler**
   - **Option 3: Closed Loop Geothermal HVAC System**
   - **Supplemental Heating Systems (Radiant Heating)**

4. **Utility Company Incentives & Federal Tax Credits**

5. **Questions and Discussion**

GOAL OF LIFE CYCLE COST ANALYSIS



- Goal is to assess the performance of **various mechanical system options** in comparison to a baseline mechanical system.
- Options compared to the baseline system over a 50-year cycle to determine the most advantageous system considering **utility costs, maintenance costs, replacement costs, and initial construction costs**.
- The Option with the **greatest total life-cycle savings** is generally recommended.

LIFE CYCLE COST ANALYSIS

Proposed Design Criteria Temperature Conditions

Notes:
DB = Dry Bulb
RH = Relative Humidity
WB = Wet Bulb

Design Outdoor Temperature Data

Heating @ 1°F Heating

Cooling @ 91°F db, 72°F wb

Design Indoor Temperature Conditions:

Offices, Day Rooms, Living Areas:

Heating @ 70°F db +/- 2 °F

Air Conditioning @ 75°F db +/- 2 °F with 55% RH

Hallways, Corridors, Entryways, Restrooms: Slightly higher Dry Bulb temp w/ Dehumidification

Apparatus Bay, General Storage Areas, Vestibules:

Heating & Ventilation Only: **70°F db** for heating

Unoccupied temperature setback is provided for all options that do not have 24/7 occupancy.

HVAC System: Baseline Code & Executive Order 594
Heating Fuel Source Pros & Cons

Baseline Systems: Massachusetts Stretch Code compliant
If Gas Heating is used – reduced Mass Save Incentives, no Incentives for Gas Heating

Executive Order 594
"Leading by Example: Decarbonizing and Minimizing Environmental Impacts of State Government."
Recommends efficient electric heating and cooling systems instead of fossil fuel source heating systems.

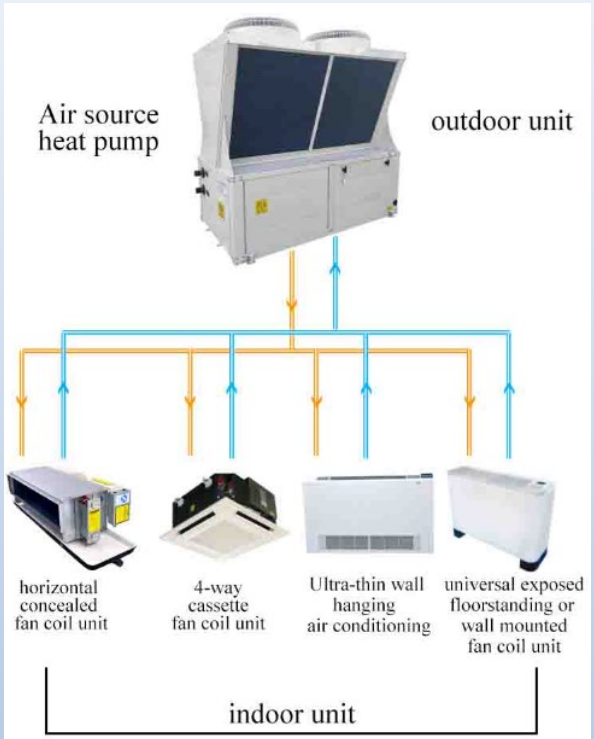
Benefits of Efficient all Electric (Heat Pump) Heating:
- Complies with EO 594
- Lower Site EUI (Energy Use intensity)
- Reduced Site Carbon, CO2 emissions, Fossil Fuel Free
- No Boiler or Gas Fired Furnace Flues and associated maintenance
- Multiple High energy efficiency HVAC options available
- HVAC System could cost less than Fossil Fuel Free heating system as Heat pumps provide Heating & Cooling through same equipment.

Cons of all Electric Heating:
- Potential for Higher operational costs versus gas fired heating systems due to comparative lower cost of current natural gas pricing
- Requires some additional first cost for:
  - Larger size generator for Backup heating
  - Backup electric heating systems could have higher first cost versus typical multiple gas fired boiler backup heating design

Option 1 – Air Source to Hydronic (Hot & Chilled Water) Heat Recovery Plant w/ Dedicated Outdoor Air Systems (DOAS)

Pros:

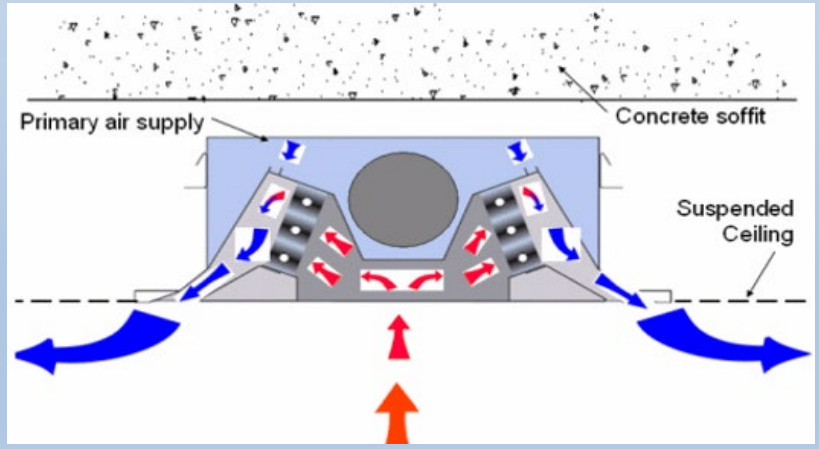
- High degree thermal comfort control with dedicated terminal unit and thermostat provided for each space
- Boiler and Chiller Plants and distribution systems not required; Supplemental Electric Boiler is recommended in event of ASHP failure or shutdown for service
- Single unit can be utilized for both heating and cooling applications
- Smaller central ventilation ductwork as only the code required ventilation air is provided to meet occupancy load
- Different indoor unit styles (FCUs, Active Chilled Beams) provide multiple options to fit within architectural ceiling design elements
- Reduced Refrigerant Piping
- Can utilize HW heating for heating only spaces
- Potential Reduced Future Maintenance & Replacement Costs





Cons:

- Higher overall installed costs v. Option 2
- Maintenance of equipment is in occupied area
- Quarterly filter changes per unit
- Condensate drain maintenance for terminal units
- Maintenance Cost associated with added HW/CH pumps/accessories

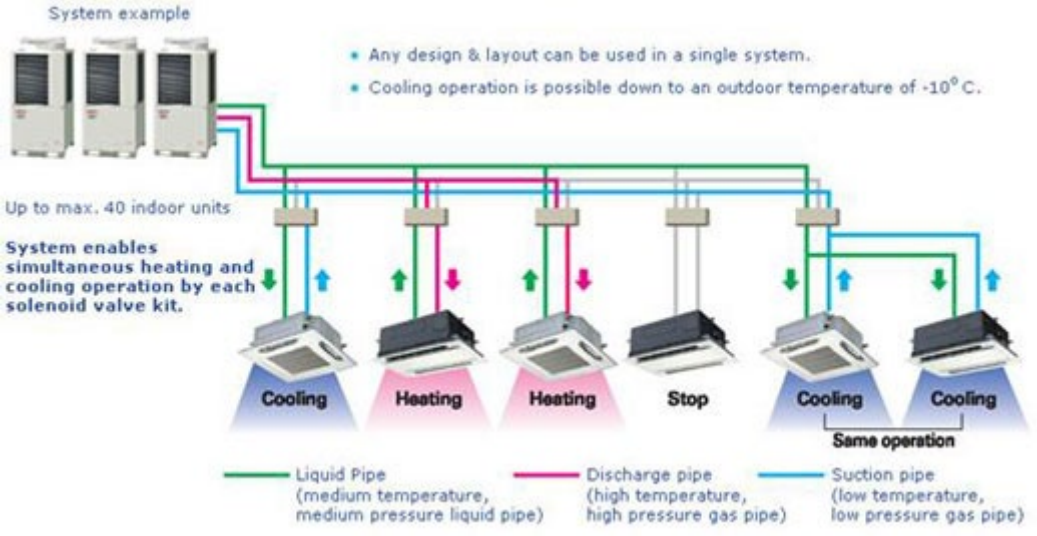


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Option 2 – Air Source Variable Flow Refrigerant (VRF) Heat Recovery System w/ Dedicated Outdoor Air System (DOAS)

Pros:

- Low piping installed costs due to refrigerant piping system only
- Moderate overall installed costs
- Chiller/heater plant and distribution systems not required
- Single cabinet can be utilized for both heating and cooling applications
- Smaller central ventilation ductwork as only the code required ventilation air is provided to meet occupancy load





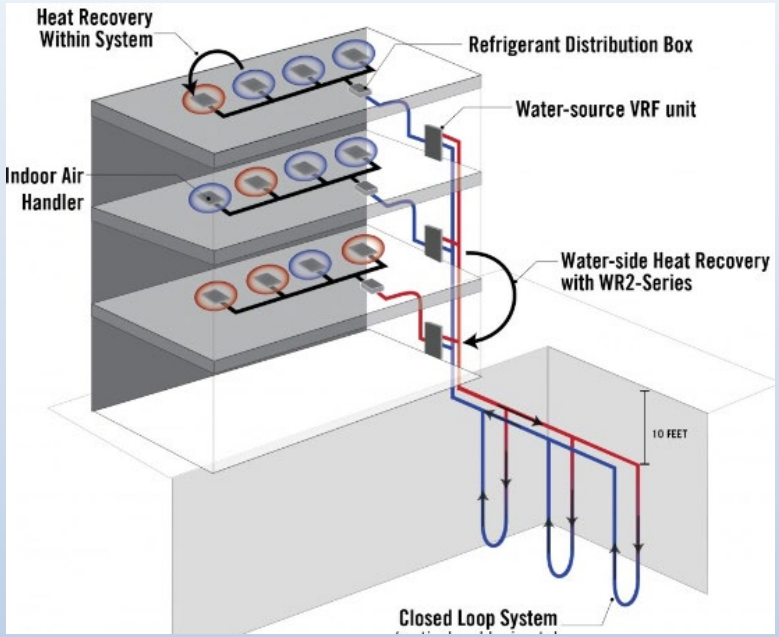
Cons:

- Maintenance of equipment is in occupied area; Quarterly filter changes per unit
- More complex automatic temperature controls; Higher automatic temperature controls installed costs on a per unit basis due to amount of control devices required
- Refrigerant & Condensate drain maintenance for terminal units

Option 3 – Closed Loop Geothermal VRF Heat Recovery System w/ Dedicated Outdoor Air System (DOAS)

Geothermal Pros:

- High energy efficiency and lower EUI
- Reduced carbon footprint for environmental considerations
- Low noise levels inside and outside of building as no exterior mounted equipment with condensers or fans are required
- Longer Equipment & Piping Lifespan
- Potential Utility Incentives & Federal Tax Credits
- Can use Geothermal with both WSHP & VRF (Refrigerant) Systems





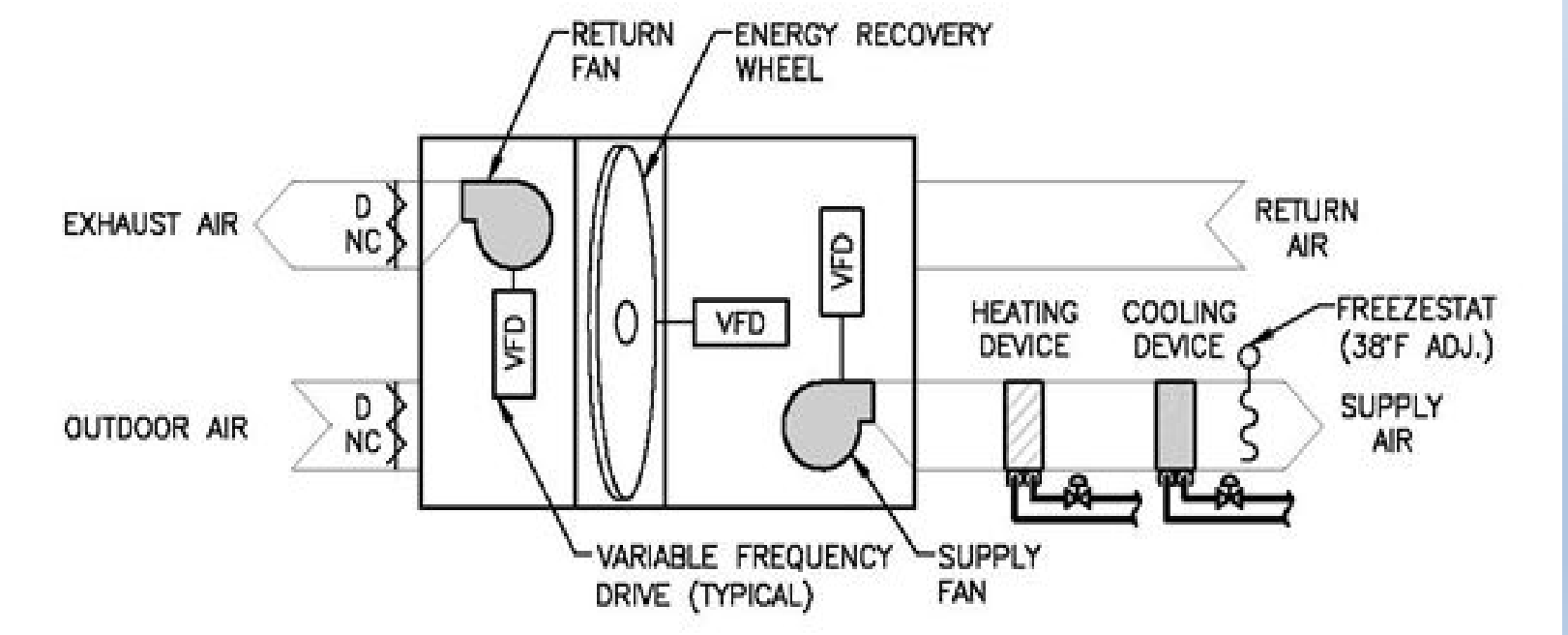
Geothermal Cons:

- Increased capital investment for geothermal plant
- Requires increased site coordination for well locations
- Higher automatic temperature controls for geothermal plant equipment
- Requires increased maintenance for geothermal plant equipment (filters, additional pumps, etc.)

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Dedicated Outside Air Handling System

- **Typical to System Option 1, 2, & 3**
- **Increases Energy Efficiency due to:**
  - **Energy Recovery**
  - **Sizing Equipment for Specific Duty (AHU for Latent Cooling and Terminal Units for Sensible Cooling)**



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SUPPLEMENTAL HEATING SYSTEMS

Supplemental Heating (Radiant Panels)

Pros:

- Provide system redundancy and resiliency if Airside system fails and needs service or repair
- Energy Efficient when used with Efficient Heating Source system as it provides night setback unoccupied heating without the use of airside equipment.
- Improved thermal comfort
- For Electric Resistance Type Heating Systems these are typically used as backup only due to high operational cost.
- Ceiling mounted – does not interfere with program area and furniture layout and has a good aesthetic compared to other terminal heating options.

Cons:

- Higher First Cost
- For All electric resistance systems – high operational cost (recommended only for





Supplemental Apparatus Bay Heating (Floor Slab Radiant Heating)

Pros:

- Provide system redundancy if Airside system needs service or repair.
- Energy Efficient when used with Efficient Heating Source – Lower Space Temperature setpoints are typically required.
- Improved thermal comfort
- Improved snow/ice melt for Apparatus

Cons:

- Higher First Cost
- For All electric systems – high operational cost (recommended only for back-up).
- Still requires Airside system (such as VRF or Unit Heaters to handle cold temperature infiltration associated with Apparatus Bay door operation during cold weather



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Public Safety Buildings - HVAC System Option LCCA Costs

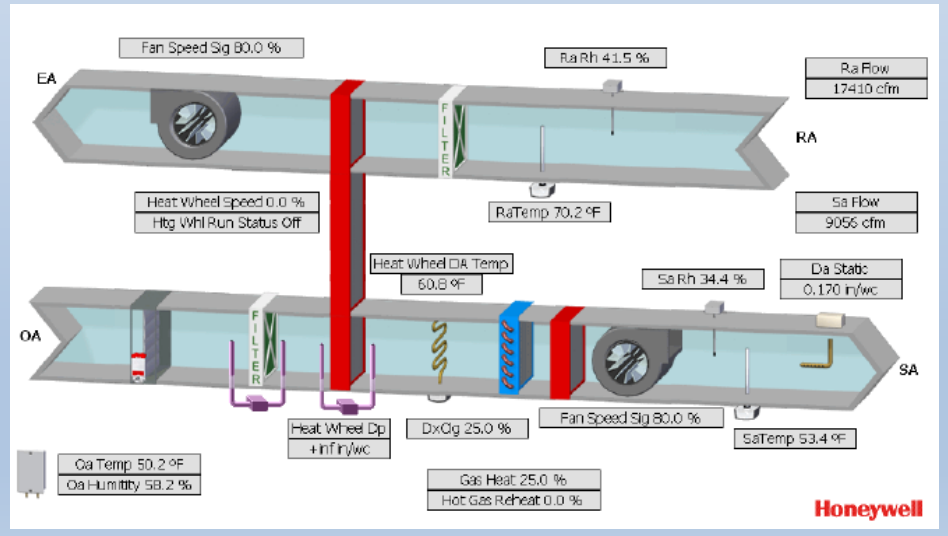
HVAC System Option	Installed Cost ($/s.f.)	Annual Operating Cost ($/s.f.)	Annual kBTU/s.f. (EUI)	Annual Maint. Cost ($/s.f.)
Hybrid Air-Source VRF Heat Pump System w/ Gas-Fired Boilers	$70.50	$0.53	67.1	$0.92
Air-Source VRF Heat Pump System	$63.78	$0.95	51.2	$0.82
Hydronic Air-Source Heat Pump Plant System	$67.34	$0.44	56.0	$0.66
Geothermal Ground-Source VRF Heat Pump System	$101.14	$1.15	52.5	$0.87

Building Energy Management System (BMS)





- All Options will include ATC/BMS
- Provides Zone Scheduling
- Occupied-Unoccupied Control
- Night Setback Operation
- Lighting Control System Integration
- Increased Energy Savings
- Integrate with Preventative Maintenance Scheduling



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POTENTIAL HVAC SYSTEM INCENTIVES

Option	Description	MassSave HP Incentive	Remarks
	Gas Heating Systems	$0	
1	Air Source to Hydronic Heat Pump System	$800/ton Heating	*
2	Air Source VRF w/ ASHP AHUs	$1,000/ton Heating	*
3	Geothermal Heat Pump HVAC System	$4,500/ton Heating	* & **
Notes			
*	MassSave incentive based on following:		
	Heat Pumps only, and excludes potential additional whole building incentives		
	Current Program offerings which may be subject to change.		
**	Federal Tax credit as Direct Pay option may be available for 30%-40% of Geothermal System Cost per 2022 IRA – Tax Code Section 48e		
Abbreviations:			
AHU	Air Handling Unit		
ASHP	Air Source Heat Pump		
RTU	Rooftop Air Handling Unit		
VRF	Variable Refrigerant Flow		

For additional information please refer to the following references:

ClimateMaster's IRA 2023 Commercial Geothermal Tax Guide, weblink @ lc028-climatemaster-commercial-federal-tax-incentives-brochure.pdf .

IRS Clean Energy Tax Credit Information: Publication 5817-G (6-2023) (irs.gov), weblink @ https://www.irs.gov/pub/irs-pdf/p5817g.pdf, and included in Appendix B

IRS & US Treasury Dept Notice 2023-44: Additional Guidance for the Qualifying Advanced Energy Project Credit Allocation Program under Section 48C(e) (irs.gov), weblink @ https://www.irs.gov/pub/irs-drop/n-23-44.pdf

Thank You

Questions and Discussions



Southampton Public Safety
Southampton, MA
J#787 016 00.00
L#87938/Page 1/ March 4, 2024

FIRE PROTECTION SYSTEMS

NARRATIVE REPORT

The following is the Fire Protection system narrative, which defines the scope of work and capacities of the Fire Protection system, as well as, the Basis of Design.

1. CODES

   A. All work installed under Section 210000 shall comply with the MA Building Code and all state, county, and federal codes, laws, statutes, and authorities having jurisdiction.

2. DESIGN INTENT

   A. All work is new and consists of furnishing all materials, equipment, labor, transportation, facilities, and all operations and adjustments required for the complete and operating installation of the Fire Protection work and all items incidental thereto, including commissioning and testing.

3. GENERAL

   A. In accordance with the provisions of the Massachusetts Building Code, a commercial building of greater than 7,500 s.f. must be protected with an automatic sprinkler system.

4. DESCRIPTION

   A. The new building will be served by a new 6-inch fire service, double check valve assembly, wet alarm valve complete with electric bell, and fire department connection meeting local thread standards.

   B. The system will be an automatic sprinkler system. Sprinkler control valve assemblies shall be provided to create separate sprinkler zones for the detention area and remainder of the building. A total of two control valve assemblies will be provided.

   C. Control valve assemblies shall consist of a supervised shutoff valve, check valve, flow switch and test connection with drain.

   D. All areas of the building, including all finished and unfinished spaces, combustible concealed spaces, all electrical rooms and closets will be sprinklered.

   E. All sprinkler heads will be quick-response, pendent in hung ceiling areas and upright in unfinished areas.

5. BASIS OF DESIGN

   A. The mechanical rooms, kitchen, and storage rooms are considered Ordinary Hazard Group 1. Apparatus bays and sallyports are considered Ordinary Hazard Group 2. All other areas are considered light hazard.

B. Required Design Densities:

Light Hazard Areas	0.10 GPM over 1,500 s.f.
Ordinary Hazard Group 1	0.15 GPM over 1,500 s.f.
Ordinary Hazard Group 2	0.20 GPM over 1,500 s.f.

C. Sprinkler spacing (max.):

Light Hazard Areas:	225 s.f.
Ordinary Hazard Areas:	130 s.f.

D. A hydrant flow test shall be performed to determine whether there is adequate water to serve the project without a fire pump.

6. DOUBLE CHECK VALVE ASSEMBLY

A. Double check valve assembly shall be MA State approved, U.L./F.M. approved, with iron body bronze mounted construction complete with supervised OS & Y gate valves and test cocks. Furnish two spare sets of gaskets and repair kits.

B. Double check valve detector assembly shall be of one of the following:

1. Watts Series 757-OSY
2. Wilkins 350A-OSY
3. Conbraco Series 4S-100
4. Or equal

7. PIPING

A. Sprinkler piping 1-1/2 in. and smaller shall be ASTM A-53, Schedule 40 black steel pipe. Sprinkler/standpipe piping 2 in. and larger shall be ASTM A-135, Schedule 10 black steel pipe.

8. FITTINGS

A. Fittings on fire service piping, 2 in. and larger, shall be Victaulic Fire Lock Ductile Iron Fittings conforming to ASTM A-536 with integral grooved shoulder and back stop lugs and grooved ends for use with Style 009-EZ or Style 005 couplings. Branch line fittings shall be welded or shall be Victaulic 920/920N Mechanical Tees. Schedule 10 pipe shall be roll grooved. Schedule 40 pipe, where used with mechanical couplings, shall be roll grooved and shall be threaded where used with screwed fittings. Fittings for threaded piping shall be malleable iron screwed sprinkler fittings.

9. JOINTS

A. Threaded pipe joints shall have an approved thread compound applied on male threads only. Teflon tape shall be used for threads on sprinkler heads. Joints on piping, 2 in. and larger, shall be made up with Victaulic, or equal, Fire Lock Style 005, rigid coupling of ductile iron and pressure responsive gasket system for wet sprinkler system as recommended by manufacturer.

10. SPRINKLERS

A. All sprinklers to be used on this project shall be Quick Response type.

B. Furnish spare heads of each type installed located in a cabinet along with special sprinkler wrenches. The number of spares and location of cabinet shall be in complete accord with NFPA 13-2013.

C. Sprinklers shall be manufactured by Tyco, Victaulic, Viking, or equal.

D. Upright sprinkler heads in areas with no ceilings shall be Tyco Model "TY-FRB" Quick Response, upright natural brass finish heads. Include heavy duty sprinkler guards in all mechanical rooms and storage rooms.

E. Sidewall heads shall be Tyco Model "TY-FRB" Quick Response with white polyester head and escutcheon.

F. Pendent wet sprinkler heads shall be Tyco Model "TY-FRB" Quick Response recessed adjustable escutcheon, white polyester finish.

G. Concealed heads shall be Tyco Model "RFII" Quick Response concealed type, 1-1/2 inch adjustment white cover plate. In special areas, as may be noted on the Drawings, provide alternate cover plate finishes.

H. Use of flexible stainless steel hose with fittings for fire protection service that connect sprinklers to branch lines in suspended ceilings is acceptable. Flexible hoses shall be UL/FM approved and shall comply with NFPA 13 standards. Hose assemblies shall be type 304 stainless steel with minimum 1-inch true-bore internal hose diameter. Ceiling bracket shall be galvanized steel and include multi-port style self-securing integrated snap-on clip ends that attach directly to the ceiling with tamper resistant screws.

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L#87939/Page 1/ March 4, 2024

PLUMBING SYSTEMS

NARRATIVE REPORT

The following is the Plumbing system narrative, which defines the scope of work and capacities of the Plumbing system as well as the Basis of Design.

1. CODES

   A. All work installed under Section 220000 shall comply with the MA Building Code, MA Plumbing Code and all state, county, and federal codes, laws, statutes, and authorities having jurisdiction.

2. DESIGN INTENT

   A. All work is new and consists of furnishing all materials, equipment, labor, transportation, facilities, and all operations and adjustments required for the complete and operating installation of the Plumbing work and all items incidental thereto, including commissioning and testing.

3. GENERAL

   A. The Plumbing Systems that will serve the project are cold water, hot water, tempered water, sanitary waste and vent system, garage waste system, storm drain system, and natural gas.

   B. The building will be serviced by Municipal water and on-site septic system.

   C. All Plumbing in the building will conform to Accessibility Codes and to Water Conserving sections of the Plumbing Code.

4. DRAINAGE SYSTEM

   A. Soil, Waste, and Vent piping system is provided to connect to all fixtures and equipment. The system runs from 10 feet outside the building and terminates with stack vents through the roof.

   B. A separate Garage Waste System starting with connection to an exterior industrial waste holding tank running through the Apparatus Bay areas and Sallyport drains and terminating with a vent terminal through the roof.

   C. Storm Drainage system is provided to drain all roofs with roof drains piped through the building to a point 10 feet outside the building.

   D. Drainage system piping will be service weight cast iron piping; hub and spigot with gaskets for below grade; no hub with gaskets, bands and clamps for above grade 2 in. and larger. Waste and vent piping 1-1/2 in. and smaller will be type ‘L’ copper.

5. WATER SYSTEM

A. A new 4-inch domestic water service from the municipal water system will be provided. A meter and backflow preventer, if required, will be provided.

B. Cold water distribution main is provided. Non-freeze wall hydrants with integral back flow preventers are provided along the exterior of the building.

C. Domestic hot water heating for Kitchen will be provided with two (2) tank type electric water heaters; each with 18 kW element with 175 gallons of storage. System is to be equipped with thermostatically controlled mixing devices to control water temperature to the fixtures. A pump will re-circulate hot water from the piping system. The water temperature will be 120 deg. to serve general use fixtures.

D. Water piping will be type 'L' copper with wrot copper sweat fittings, silver solder or press-fit system. All piping will be insulated with 1 in. thick high-density fiberglass.

E. Tepid (70 deg. F – 90 deg. F) water will be provided to the emergency shower/eyewash fixtures.

6. FIXTURES

A. Furnish and install all fixtures, including supports, connections, fittings, and any incidentals to make a complete installation.

B. Fixtures shall bear the manufacturer's guaranteed label trademark indicating first quality. All acid resisting enameled ware shall bear the manufacturer's symbol signifying acid resisting material.

C. Vitreous china and acid resisting enameled fixtures, including stops, supplies and traps shall be of one manufacturer by Kohler, American Standard, or Eljer, or equal. Supports shall be Zurn, Smith, Josam, or equal. All fixtures shall be white. Faucets shall be Speakman, Chicago, or equal.

D. Fixtures shall be as scheduled on drawings.

1. Water Closet: High efficiency toilet, 1.28 gallon per flush, wall hung, vitreous china, siphon jet. Manually operated 1.28 gallon per flush-flush valve.

2. Penal Combi Toilet: Acorn Model 1418-FA-AL/AR-2-BP-4-1.6GPF-M-PBH-SPS-SW, suicide skirt, 18" wide lav/toilet, penal fixture combination, fabricated of type 304, #14 gage Stainless steel, seamless welded construction. Fixture is supplied with domestic hot and cold water.

3. Penal Combi ADA Toilet: Acorn Model No. 1432-ADA-AL/AR-2-DMS-4-1.6GPF-PBH-SPS-SW with rear spud, floor mounted wall outlet blowout jet stainless steel institutional water closet less grab bar, elongated bowl, integral stainless-steel seat, suicide skirt, seamless construction, complete with vandal proof mounting hardware. Fixture is supplied with domestic hot and cold water.

4. Lavatory: Wall hung/countertop ADA lavatory with 0.35 GPM metering mixing faucet.

5. Sink: MAAB/ADA stainless steel countertop sink with gooseneck faucet and 0.5 GPM aerator.

6. Drinking Fountain: Barrier free hi-low wall mounted electric water cooler, stainless steel basin with bottle filling stations.

7. Janitor Sink: 24 x 24 x 10 Terrazo mop receptor Stern-Williams or equal.

8. Shower: Barrier free acrylic shower stall with integral soap shelf and seat. Center drain location and slip resistant, textured bottom. Concealed pressure balanced shower valve with lever handle, integral checkstops, factory pre-set temperature limit stops, 2.5 GPM flow restrictor.

9. Detention Area Hose Bibb: A hot and cold water hose bibb, cast bronze valve body, vacuum breaker, screw driver stops, recessed stainless steel mounting box with locking door.

7. DRAINS

A. Drains are cast iron, caulked outlets, nickaloy strainers, and in waterproofed areas and roofs shall have galvanized iron clamping rings with 6 lb. lead flashings to bond 9 in. in all directions. Drains shall be Smith, Zurn, Josam, or equal.

8. VALVES

A. Locate all valves so as to isolate all parts of the system. Shutoff valves 3 in. and smaller shall be ball valves, solder end or screwed, Apollo, or equal.

9. INSULATION

A. All water piping shall be insulated with snap-on fiberglass insulation Type ASJ-SSL, equal to Johns Manville Micro-Lok HP.

10. CLEANOUTS

A. Cleanouts shall be full size up to 4 in. threaded bronze plugs located as indicated on the drawings and/or where required in soil and waste pipes.

11. ACCESS DOORS

A. Furnish access doors for access to all concealed parts of the plumbing system that require accessibility. Coordinate types and locations with the Architect.

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PLUMBING SYSTEMS – RAINWATER HARVESTING - ALTERNATE

NARRATIVE REPORT

The following is the Plumbing Systems narrative, which defines the scope of work and capacities of the Plumbing Systems, as well as, the Basis of Design for the rainwater reclamation system to flush water closets and urinals in the building.

1. RAINWATER RECLAMATION SYSTEM - GENERAL

   A. The Plumbing design will incorporate a rainwater reclamation system which will collect rain water from flat roof areas. This water will then be stored in an underground exterior storage cistern provided by Division 22. Water will be used for flushing water closets and urinals.

   B. The water to be used for flushing will be pumped from the cistern into the building and then through a treatment/filtration system. After treatment, the grey water system will be pressurized by a booster pump system which will maintain the pressure required to operate the fixtures on the system. This system will also have an automated city water back-up in the case of insufficient rainfall.

   C. Furnish and install a packaged commercial rainwater reclaim system. System shall consist of all rain leader piping to the exterior cistern tank, vortex rain water leader separators, and turnkey system for disinfection and repressurization.

   D. Systems shall be manufactured by Watertronics, Water Control Corporation, Highland, or equal.

2. EXTERIOR RAINWATER COLLECTION TANKS

   A. Untreated water will be stored in an underground single-wall, fiberglass, 20,000 gallon, storage tank system which is specified under Division 22 and herein after referred to as the cistern.

   B. Cistern shall be single wall fiberglass reinforced underground storage tank for non-potable water storage as manufactured by Granby, Xerxes Corporation, Containment Solutions, or approved equal.

   C. Tank shall be furnished complete with manways and risers to grade, cast iron frames and covers, hold down straps, turnbuckles, precast concrete deadmen, tappings for inlets, tank vents, and for interstitial monitoring and level indicators.

3. RAW WATER PUMPS

   A. Furnish and install inside the exterior cistern, a pair of Goulds, Cannaris, Myers, or equal submersible sump pumps complete with integrated pump control panel. Pump control panel shall be designed to operate the submersible pump synchronous with the primary pump on the treatment skid package.

B. Include in this section all materials and equipment including pumps, and the waterproof junction box in the pump chamber.

C. Pumps shall be Goulds Water Technology model 120L stainless steel submersible type pump with 2" discharge connection. The pump casing shall be stainless steel fitted with stainless steel impellers machined and balanced to provide the flow characteristics indicated on the Drawings. Pump motor shall be vertical, NEMA-6 and wired for 480 volt, three phase operation, 5 horsepower. System shall include a quantity of two submersible pumps each rated to supply 80 GPM at 115 feet of head and shall also include a sub-panel designed to operate the submersible pump synchronous with the primary pump on the treatment skid package.

4. RAINWATER FILTRATION SYSTEM:

A. System shall ensure output water and tank disinfection with 10 micron & 5 micron dual bag filter assemblies and 254nmλ germicidal ultraviolet lamps.

B. System shall alternate between delivery mode and programmable tank circulation mode, based on building demand. System shall be skid-mounted and include a potable water bypass system to ensure continuous supply of water during low-tank, low-UV disinfection, loss of pump pressure, broken pipe, or blocked filter situations. On-board touchscreen PLC control panel shall include system status indicators and alarms, with programmable digital, analog, and SCADA inputs/outputs for connection to building control systems.

C. System shall disinfect stored water via alternating on-demand/side stream circulation flow through twin bag filter housings (10 micron and 5 micron) and 254nmλ germicidal ultraviolet lamps. Water shall be drawn from tank, into skid system. After passing through twin filter housing and ultraviolet lamps, water shall be either sent to fixtures/appliances where usage is occurring – or returned to cistern tank via circulation return line. UVX radiometers mounted in UV lamp housings shall take constant measurement of UV intensity levels (mW/cm2) to ensure standard UV dose of 40 mJ/cm2 and absolute minimum dose of 20 mJ/cm2. UV intensity levels shall be displayed on touchscreen control panel display. Clean, disinfected water shall be supplied to fixtures and equipment from on-board bladder tank. As tank system is depleted, on-board pressure sensor shall send signal for system to switch from circulation to delivery mode. Once system pressure demand is satisfied, and flow has ceased, system shall switch back to timer-actuated circulation mode. Variable frequency drive shall ensure constant delivery and recirculation pressures, with minimum energy consumption.

5. RAINWATER (GREY WATER) BOOSTER PUMP SYSTEM:

A. The booster pump system is totally independent of the raw water treatment system except that it will receive a signal from the storage tank to signal low suction. The pump controller will shut down and remain down for 5 minutes when low suction is sensed. If suction is not restored in 5 minutes an alarm shall sound locally. Provide dry contacts for a remote signal. The booster pump control system will respond only to system pressure on the gray water distribution system maintaining the system pressure at 65 P.S.I. The pumps are variable frequency drive designed to maintain system pressure, by varying the flow and thereby conserving energy.

B. Furnish and install a pre-fabricated and tested variable speed packaged duplex pumping system to maintain constant water delivery pressure after water treatment. System shall provide 80 GPM at a 65 PSI Boost; 460 volt, three phase.

C. Each pump shall be capable of providing 40 GPM at 65 PSI Boost; 5 HP motors

D. The packaged booster pump system shall use advanced variable frequency drive and electronic controller technology to maintain a minimum constant pressure of 65 psi to a maximum flow of 80 GPM.

HVAC SYSTEMS

NARRATIVE REPORT

The following is the HVAC Systems narrative, which defines the proposed scope of work and capacities of the HVAC Systems, as well as the Basis of Design.

1. CODES

   All work installed under Section 230000 shall comply with the Massachusetts State Building Code and all state, county, and federal codes, laws, statutes, and authorities having jurisdiction.

2. DESIGN INTENT

   All work is new and consists of furnishing all materials, equipment, labor, transportation, facilities, and all operations and adjustments required for the complete and operating installation of the Mechanical work and all items incidental thereto, including commissioning and testing.

3. MECHANICAL SYSTEM LIFE CYCLE ANALYSIS

   As part of the schematic design phase, a building energy model will be prepared and a life cycle cost analysis shall be performed to determine the most cost effective HVAC system for the building in terms of overall life cycle cost that factor in first, operating, maintenance and replacement costs of different HVAC system options. The following options are proposed to be studied in comparison to Baseline Code HVAC systems.

4. HVAC SYSTEM - OPTION 1 – AIR SOURCE HYDRONIC HEAT PUMP & FAN COIL UNIT/INDUCTION UNIT SYSTEM

   A. Summary: Under this option, an air source heat recovery chiller shall be provided, which will provide heating hot water and chilled water throughout the building. Occupied spaces shall be heated/cooled by space mounted fan coil units (FCUs) or induction units. Ventilation air will be provided by roof-mounted air handling units that shall be ducted to each FCU/induction unit through a central distribution system to deliver 100% outside air to each space. Hot water and chilled water shall be distributed by end suction pumps equipped with VFDs. Automatic temperature controls will be of the direct digital low-voltage type communicating with all HVAC equipment.

   B. Heating and Cooling Plants:

      1) A modular air source heat recovery chiller plant shall be provided, which shall be capable of providing hot and chilled water simultaneously. One module shall be redundant. The hot and chilled water systems will include propylene glycol at a concentration of approximately 30% by weight to prevent freezing.

      2) A maximum of 130°F heating hot water will be distributed to rooftop units and terminal heating equipment throughout the building through a fiberglass-insulated steel/copper distribution system by primary and standby pad-mounted pumps equipped with variable frequency drives. The supply water temperature shall be adjusted downward based on outdoor air temperature.

3) A backup electric boiler shall be provided, which shall operate only upon a failure of the air source heat pump chiller plant.

4) Chilled water will be distributed to the various rooftop air handling units at 44°F (adj.) through a fiberglass insulated copper distribution system, which will include primary and standby pad-mounted circulator pumps. A compensated chilled water loop shall be provided to distribute chilled water throughout the building to the various FCUs/induction units at 55°F through a fiberglass insulated copper distribution system. The compensated chilled water loop shall include primary and standby pad-mounted circulator pumps equipped with variable frequency drives.

C. Ventilation System:

1) The central ventilation system will include air handling units of the 100% outside air design. The air handling units will be provided with MERV 14 filters, chilled water cooling coils with modulating control valve, hot water heating coils with modulating control valve, supply and exhaust fan with variable frequency drives, total energy recovery wheel, and a hot water re-heat coil for dehumidification reheat purposes. The units will provide ventilation air to each FCU/ induction unit through a fiberglass insulated galvanized sheet-metal distribution system. 100% of the supply air to each space will be returned through a separate galvanized sheet-metal return air system back to the air handling units where it will pass through an energy recovery wheel which will transfer heat from the exhaust air stream to the outside air intake stream for pre-heating and vice-versa for pre-cooling.

The RTUs' supply air distribution system will consist of overhead insulated galvanized sheetmetal distribution system. Densely occupied spaces shall be provided with variable air volume (VAV) boxes with sound attenuators. The VAV boxes will vary the supply airflow based on the zones' ventilation requirements.

D. Toilet and Shower Rooms

1) Toilet areas and shower areas will be ducted to the return ductwork of the associated RTU, where it will pass through the energy recovery wheel before it is exhausted to the outdoors. Aluminum exhaust ductwork and grilles will be provided for shower areas.

2) Perimeter ceiling-mounted hot water radiant panels will provide supplemental heating.

E. Supplemental Air Conditioning Systems:

1) Under this option, Electrical Rooms and IDF/MDF/Server rooms shall be served by ducted fan coil units equipped with hot water and chilled water coils, which will provide the cooling needs for the space. It is estimated that (5) 18 MBH fan coil units shall be required to serve the Electrical rooms and Server room

2) Elevator machine rooms shall be served by an 18 MBH ducted fan coil unit.

F. Exhaust Systems: Exhaust air fans systems shall be provided for custodial closets, locker room, utility room and specialty exhaust air systems. A commercial kitchen exhaust air fan system shall be provided for the Fire Department Kitchen.

G. Apparatus Bay:

1) The Apparatus Bay shall be served by a vehicle source-capture exhaust air system.

2) The Apparatus bays shall also be served by a general exhaust air ventilation and make-up air louver and damper. A gas monitoring (CO/NO2 sensors) system shall be provided to energize the general exhaust fan and open the associated make-up air damper.

3) Apparatus Bay Radiant Floor: Hot water from the heat recovery chiller plant shall be provided to supply hot water heating for the Apparatus Bay and Apron floor slab heating system. Heating hot water will be distributed from the heat recovery chiller to the radiant heating system manifolds through a fiberglass insulated copper distribution system. Radiant floor system will include an in-line circulator equipped with EC motor. The floor slab radiant heating system shall consist of underslab PEX piping, manifolds, control valves and sensors.

4) The Apparatus Bay shall also be heated by ceiling suspended hot water unit heaters to provide supplemental heating when the Apparatus Bay doors are open during the winter heating season.

H. Automatic Temperature Controls (DDC): Automatic Temperature Controls will be of the low-voltage direct digital control (DDC) design for the operation of all HVAC equipment, input sensors, and valve/damper actuators. A central communication network will be provided for the monitoring of all space temperatures, system set points, and overall control for the entire HVAC system. A central front-end workstation PC will also be provided as a user interface for access to the entire automatic temperature control (ATC) system. The ATC control system shall be web accessible and shall be capable of being integrated into a Town Wide building energy management system.

5. HVAC SYSTEM OPTION 2 – AIR SOURCE VRF (Variable Refrigerant Flow) SYSTEM

A. Summary:

1) Under this option, a high-efficiency Air Source Variable Refrigerant Flow (VRF) heat recovery system shall provide simultaneous heating and cooling capabilities to all regularly occupied spaces via a combination of ducted, ductless wall and/or ductless ceiling cassette type VRF terminal heating and cooling units. Air conditioning will be generated by outdoor roof or grade mounted heat recovery type air source heat pump condensing units that shall be connected to the VRF indoor heating and cooling units. The outdoor VRF heat pump condensing units will be sized and located according to terminal equipment zones capacity requirements and VRF system piping length limitations.

2) Ventilation shall be provided to building areas via dedicated outdoor air systems (DOAS) air handling units as described below. Rooftop air handling units shall be provided with packaged heat pump units heating/cooling section.

3) Heating for entryways, stairwells and storage rooms will be generated by a combination of electric resistance type unit heaters, radiant panels and fin tube radiation.

B. Ventilation System: The ventilation system shall include rooftop air handling units of the 100% outside air dedicated outdoor air system (DOAS) design. The DOAS units shall be provided with MERV 14 filters, packaged heat pump cooling/heating coil, supply and exhaust fans with variable frequency drives or EC motors, supplemental electric heating coils, total energy recovery wheel, and hot gas re-heat coil for dehumidification reheat. The DOAS units shall provide ventilation air to each occupied building area through a fiberglass insulated galvanized sheet-metal distribution system. Airflow from each space will be returned through a separate galvanized sheet-metal return air system back to the air handling units where it will pass through an energy recovery wheel which will transfer heat from the exhaust air stream to the outside air intake stream for preheating or vice-versa for pre- cooling. Densely occupied spaces such as the training room shall be provided with variable air volume terminal boxes equipped with CO2 demand ventilation controls that will control the amount of ventilation airflow to the space. The units will operate at reduced capacity during the unoccupied periods if unoccupied space set points are not maintained.

The RTUs' supply air distribution system will consist of overhead insulated galvanized sheetmetal distribution system. Densely occupied spaces shall be provided with variable air volume (VAV) boxes with sound attenuators. The VAV boxes will vary the supply airflow based on the zones' ventilation requirements.

C. Locker, Toilet, Shower Rooms:

1) Toilet areas and shower areas will be ducted to the return ductwork of the associated RTU, where it will pass through the energy recovery wheel before it is exhausted to the outdoors. Aluminum exhaust ductwork and grilles will be provided for shower areas.

2) Perimeter ceiling-mounted electric radiant panels will provide supplemental heating.

D. Supplemental Air Conditioning Systems:

1) Under this option, Electrical Rooms and IDF/MDF/Server rooms shall be served by dedicated ductless split AC systems which will provide the cooling needs for the space. It is estimated that (5) 18 MBH DCUs shall be required to serve the Electrical rooms and Server room

2) The elevator machine room shall be served by an 18 MBH ductless split AC system.

E. Exhaust Systems: Exhaust air fans systems shall be provided for custodial closets, utility room and specialty exhaust air systems. A commercial kitchen exhaust air fan system shall be provided for the kitchen.

F. Apparatus Bay:

1) The Apparatus bay shall be served by a vehicle source-capture exhaust air system.

2) The Apparatus bays shall also be served by a general exhaust air ventilation and make-up air louver and damper. A gas monitoring (CO/NO2 sensors) system shall be provided to energize the general exhaust fan and open the associated make-up air damper.

3) Apparatus Bay Heating Plant: Ducted VRF units shall be provided to provide heating to the apparatus bay. An electric radiant floor heating system shall be provided as a secondary heat source.

G. Automatic Temperature Controls (DDC): Automatic Temperature Controls will be of the low-voltage direct digital control (DDC) design for the operation of all HVAC equipment, input sensors, and valve/damper actuators. A central communication network will be provided for the monitoring of all space temperatures, system set points, and overall control for the entire HVAC system. A central front-end workstation PC will also be provided as a user interface for access to the entire automatic temperature control (ATC) system. The ATC control system shall be web accessible and shall be capable of being integrated into a Town Wide building energy management system.

6. HVAC SYSTEM - OPTION 3 – GROUNDWATER SOURCE HYDRONIC

Summary: The building HVAC distribution system for this option shall be similar to Option 1 Air Source Hydronic system, with the following differences:

A. Heating and Cooling Plant: The Option 1 high efficiency air source outdoor heat recovery chiller described above shall be replaced with an indoor modular groundwater source heat recovery chiller plant. Ground water shall be distributed between the wellfield and the groundwater source heat recovery chiller plant.

B. Groundwater source heat pump heating/cooling rooftop units shall be provided in lieu of the air source heat pump rooftop units described above.

C. Ground source water shall be distributed to the RTUs and heat recovery chiller from a closed loop geothermal well field. Ground source water shall be distributed to the equipment via a (2) groundwater pumps system piped in a primary/standby configuration. All pumps shall be equipped with variable speed drives or EC motors. Ground water source side hydronic accessories including expansion tank, filter and an air separator shall be provided. The equipment shall be located in a mechanical room.

D. The ground source well field shall consist of several 650 ft deep vertical close loop wells constructed of quad-loop HDPX piping. Lateral piping shall be constructed of HDPE piping. Each well shall require a capacity of approximately 4 tons each. Well field quantity and depths are estimates only. Actual well field quantity, depth and capacity of wells shall be determined by a Ground Source Wellfield Consultant.

7. GREEN OPTIONS

All options described above are considered “green” options, as they are all highly efficient. However, geothermal systems are generally considered the “greenest” option as they often result in the lowest Energy Use Intensity (EUI) compared to the other options.

Therefore, of the three options described above, previous LCCA models have historically shown that the proposed Option 3 Groundwater Source Hydronic option is the greenest option. One additional benefit of this option is that the hot water produced by the heat recovery chiller plant can be used to pre-heat the domestic hot water, reducing the load required for the hot water heater.

8. TESTING, ADJUSTMENT, AND BALANCING REQUIREMENTS:

A. The mechanical contractor shall provide testing of the following systems with the owner and owner’s representative present:

1) Air Source or Geothermal plant system

2) Geothermal, Air Source, or VRF heat pump condensing unit plant system

3) Hot water booster heat exchanger system

4) Indoor Air Handling Units

5) Terminal heating and cooling devices

6) Automatic temperature control and building energy management system

B. Testing reports shall be submitted to the engineer for review and approval before providing to the owner.

9. OPERATION MANUALS AND MAINTENANCE MANUALS: When the project is completed, the mechanical contractor shall provide operation and maintenance manuals to the owner.

10. RECORD DRAWINGS AND CONTROL DOCUMENTS: When the project is completed, an as-built set of drawings, showing all mechanical system requirements from the contract and addendum items will be provided to the owner.

11. COMMISSIONING: The project shall be commissioned per the project Commissioning Agent’s (CxA) specifications.

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ELECTRICAL SYSTEMS

NARRATIVE REPORT

The following is the Electrical system narrative, which defines the scope of work and capacities of the Power and Lighting system, as well as, the Basis of Design for the Southampton Public Safety Building

1. CODES

   All work installed under Section 26 00 00 shall comply with the Massachusetts State Building Code and all state, county, and federal codes, laws, statutes, and authorities having jurisdiction.

2. DESIGN INTENT

   A. All work is new and consists of furnishing all materials, equipment, labor, transportation, facilities, and all operations and adjustments required for the complete and operating installation of the electrical work and all items incidental thereto, including commissioning and testing.

   B. The work of Section 260000 is as described in this Narrative. All work is new and consists of furnishing all materials, equipment, labor, transportation, facilities, and all operations and adjustments required for the complete and operating installation of the Electrical work and all items incidental thereto, including commissioning and testing.

   C. Design Parameters:

High Voltage:	277/480 volt
Low Voltage:	120/208 Volt
Phase:	3 Phase
Amperage:	1000 Amps with 1200Amp rated bussing

3. DESCRIPTION OF THE SYSTEMS

   A. Utilities:

      1. The new building will be supplied with utility power from the utility company Eversource. The new service will be fed via underground primary duct bank to a pad mounted utility company owned liquid filled transformer.

      2. The service electrical transformer will be furnished, installed, owned and maintained by Eversource, and it will be located adjacent to the building as shown on the civil drawings. The transformer will be of the pad- mounted type with a primary voltage of 13.8 kV and a secondary voltage of 480Y/277 volts. The transformer will be sized by the utility company based on the load data provided by The Design team.

      3. Concrete pad and grounding grid for the pad-mounted transformer is provided by the Contractor per the Eversource standards.

4. Concrete encased duct bank of the two 5" PVC conduits will be provided by the Electrical Contractor for the primary feeder installation from the utility manhole to the pad-mounted transformer. Pre-cast concrete manholes 12' x 9' will be provided by the Contractor to facilitate the primary cables field installation. The duct bank routing is shown on the civil drawings.

5. Utility company will provide a primary feeder cable from the utility manhole to the pad-mounted transformer via the new manhole and terminate the feeder cable on both ends.

6. Transformer secondary feeder of the copper conductors will be installed underground in the duct bank of four 4" PVC conduits from the pad-mounted transformer to the main electrical switchboard located in the main electrical room. The secondary feeder and terminations at the switchboard side will be provided by the Electrical Contractor, and terminated at the transformer side by Eversource. The new service will be metered at the transformer secondary voltage.

7. The Eversource metering CTs will be installed in a CT section of the switch board after the main breaker (Cold Sequence metering), the meter will be located at the direction of the utility company.

8. Telephone, Cable TV, and City Fiber will be fed underground into the building's Main Distribution Frame/Head End Room.

B. Power Distribution:

- Electrical power will be brought into the site via underground medium voltage cables from the utility company network. A pad mounted step-down transformer will be located at grade adjacent to the building. Service entrance and distribution switchgear will be located in the electrical room, along with lighting, power distribution, and mechanical equipment panels. The service capacity will be sized for 1200 amperes at 120/208V, 3Ø, 4 wire.

- A diesel powered 250KW emergency generator will be provided with sound attenuating weather proof enclosure, critical grade exhaust silencer, and automatic starting and safety controls. The generator will include two (2) service breakers: one (1) for life safety equipment and one (1) for optional standby equipment. A kirk-key interlock system will be provided for a roll up back-up generator that will support the entire building as well as a manual transfer switch with roll up generator connections for the life safety distribution in compliance with NEC 700.3(F) for testing and maintenance.

- The generator will be sized for 100% of all loads, the diesel fuel tank will be sized for 72 hours at full load.

- The emergency power distribution system will consist of two (2) automatic transfer switches, one for life safety equipment and one for optional stand-by systems. A separate system of distribution panels and conduit systems will be provided for each level of emergency or standby power.

- A centralized uninterruptible power supply (UPS) sized at 30 kva with 15 minutes of battery back-up will be located in the Head End Room and will back up all critical communications equipment including dispatch and report writing receptacles.

C. Interior Lighting System:

- General offices and meeting room lighting fixtures will consist of recessed 2'x4' LED luminaries with dimming drivers. The fixtures will be wired for automatic dimming where natural day light is available and also for multi-level switching.
- The apparatus bay will be provided with high output LED pendant luminaires with dimming drivers. Fixtures will be located between the vehicles for access. Fixtures will be designed for rough service.
- Corridors and other functional lighting fixtures will consist of acrylic recessed direct fixtures with LEDs and dimmable drivers.
- Lighting in cells will be vandal proof fixtures corner mounted LED. Each cell will be separately switched. Selected fixtures in cell areas will have integral emergency ballasts for instant lighting upon power failure. Each cell area will be switched separately from central location.
- Lighting in the Dispatch Room will be indirect LED dimmable fixtures and direct dimmable LED source fixtures over each position.
- Dorm Rooms will be provided with dual level lighting with low level lighting to be automatically activated by the building's alerting system.
- Selected area lighting, including corridors, stairwells, and apparatus bay will also be automatically active by the building's alerting system.
- Storage, mechanical, etc. will be provided with LED industrial wraparound fixtures with acrylic lens.
- Exit signs will be of the energy efficient, long life LED type.
- All fixtures will be dimmable LED type.
- Each area will be locally switched and designed for multi-level controls. Each office space and toilet room will have an occupancy sensor to turn lights off when unoccupied. Daylight sensors will be installed in each space with daylight for automatic dimming of light fixtures.
- The entire facility will be controlled with an addressable automatic lighting control system for programming lights on and off.

D. Site Lighting System:

- Fixtures for area lighting will be pole mounted LED luminaries in the parking area and roadways. The exterior lighting will be controlled by photocell on and schedule off operation.

- Building perimeter fixtures will be wall mounted LED luminaires over exterior doors.
- All fixtures will be of the dark sky compliant cut-off type.

E. Wiring Devices:

- Offices will generally have one (1) duplex outlet per wall. At each workstation a double duplex receptacle will be provided.
- Corridors will have a cleaning receptacle at approximately 25 foot intervals.
- Exterior weatherproof receptacles will be installed at exterior doors.
- A system of computer grade panelboards with double neutrals and transient voltage surge suppressors will be provided for receptacle circuits.
- Receptacles in Storage Facility and sallyport spaces will be GFI type weatherproof covers mounted at 48 inches above floor.

F. Fire Alarm System:

- A fire alarm and detection system will be provided with battery back-up. The system will be of the addressable type where each device will be identified at the control panel and remote annunciator by device type and location to facilitate search for origin of alarms.
- Smoke detectors will be provided in open areas, corridors, stairwells outside of cells and other egress ways. Elevator recall will be provided.
- The sprinkler system will alarm on water flow and provide supervisory on valves.
- Horn/strobes will be provided in egress ways, assembly spaces, open areas, and other large spaces. Strobe only units will be provided in single toilets and conference rooms.
- Manual pull stations will be provided within 5 feet of all exit doors.
- Transmission of signals will be via radio masterbox to the Fire Department central receiving equipment.
- Carbon monoxide detectors will be provided in the residential areas and adjacent spaces to the apparatus bay and sallyport.

G. Security System:

- An addressable security system will be provided. The system will be integrated with the card access and closed circuit TV (CCTV) system.
- Position switches will be provided at all exterior doors.

- A UL Listed closed circuit TV system will be provided. The system consists of computer servers with image software, computer monitors, and IP based closed circuit TV cameras. The head end server shall be located in the server room and will be rack mounted. The system can be accessed from any PC within the facility or externally via an IP address. Each camera can be viewed independently. The Stored Appliance Network (SAN) will store this information for 45 days at 30 images per second.

- The location of the cameras is generally in corridors, secure areas, and exterior building perimeter. The exterior cameras are 180 deg. or 360 deg. type.

- The system shall fully integrate with the access control system to allow viewing of events from a single alarm viewer. Camera images and recorded video shall be linked to the access system to allow retrieval of video that is associated with the event.

- The system includes a card access controller, door controllers, and proximity readers/keypads. The electrical hardware for each door is provided by the Hardware Contractor. Proximity readers will be located at various locations as shown on the security drawings. The purpose is to only allow access to authorized personnel at all times. Each proximity reader will have a distinctive code to identify the user and a log will be kept in memory. The log within the panel can be accessed through a computer.

- The alarm condition shall also initiate real time recording on the integral CCTV system that is included as part of this submission. The system is programmed with graphic maps allowing the end-user to quickly identify alarm conditions and lock/unlock doors.

- The system shall be tested and complete documentation shall be provided to the Owner on the operational and programming functions available. The system may be easily expanded to accommodate any additional devices that may be added in the future.

- The System will be included with a site license to accommodate future expansion to include the entire district. This will allow the Public Safety Building to have a centralized solution that may be managed at a central location.

H. Distribution Antennae System (DAS):

1. A public safety radio distributed antenna system (DAS) which consists of bi-directional amplifiers (BDA), donor antennas, coverage antennas, coax cable, coax connectors, splitters, combiners and couplers. These devices will be used as part of a system for in-building public safety 2-way radio system communication.

I. Lightning Protection System:

- A system of lightning protection will be provided. The system will be installed in compliance with the provisions of the latest "Code for Protection Against Lightning" for buildings as adopted by the National Fire Protection Association and the Underwriters' Laboratories, Inc. for UL Master Label System.
- The lightning protection equipment will include air terminals, conductors, conduits, fasteners, connectors, ground rods, etc.
- The lightning protection system will be installed for the new public safety facility.

J. Level 2 AC Dual Electric Vehicle Charging Equipment. (EVSE)

- EVSE stations fed with 40 ampere feeders back to the building for charging electric vehicles. Two protective bollards will be installed at each charging station.

K. Two-Way Communications System:

- A Two-Way Communications System will be provided at the elevator lobbies that do not have grade access. Area of rescue assistance call boxes will be provided at Elevator Lobbies with no grade access. The call boxes connect to a main panel located adjacent to the Fire Alarm annunciator panel.

L. Renewable Energy System Provisions:

- Electrical provisions will be made for a roof mounted renewable energy system for a grid connected photovoltaic PV system intended to reduce the facilities demand for power.

4. TESTING REQUIREMENTS

The Electrical Contractor shall provide testing of the following systems with the Owner and Owner's Representative present:

- Lighting and power panels for correct phase balance.
- Emergency generator.
- Lighting control system (interior and exterior).
- Fire alarm system.
- Security systems.

Testing reports shall be submitted to the Engineer for review and approval before providing to the Owner.

5. OPERATION MANUALS AND MAINTENANCE MANUALS:

When the project is completed, the Electrical Contractor shall provide operation and maintenance manuals to the Owner.

6. RECORD DRAWINGS AND CONTROL DOCUMENTS:

When the project is completed, an as-built set of drawings, showing all lighting and power requirements from contract and addendum items will be provided to the Owner.

HKT
architects inc.

OPINION OF PROBABLE COSTS

Southampton Public Safety Building

Study Cost Estimate

0 College Highway
Town of Southampton, Ma

Prepared by:

TCi Construction Cost Estimating

Post Office 1988

North Falmouth, Ma 02556
www.tortoraconsulting.com

Prepared for:

HKT Architects Inc.

March 21, 2024

Southampton Public Safety Building

0 College Highway
Town of Southampton, Ma

Study Cost Estimate

March 21, 2024

MAIN SUMMARY

Items	Building SF	*$/sf*	Estimated Costs
Public Safety Building and Site	26,895	*$1,018.73*	$27,398,826
Carport 1 (3 vehicles)	800	*$525.00*	$420,000
Carport 2 (9 vehicles)	2,300	*$500.00*	$1,150,000
Pre-fabricated shooting range (2 lanes)			$500,000
Total Estimated Study Construction Costs	29,995	*$982.46*	**$29,468,826**

Alternates

1. Air Source VRF System (Option 2) in lieu of Base (Option1)	**Deduct**	($152,171)
2. Groundwater Source Hydronic (Option 3) in lieu of Base (Option1)	**add**	$1,901,354
3. 21 EV charging stations	**add**	$289,428
4. PV on sloped and flat roofs – 64KW	**add**	$603,517
5. Rainwater harvesting – Alternate to include harvesting rainwater from all roof areas to use in flushing toilets in the building	**add**	$395,333
6. Green roof – Install a green roofing system over the administration wing. Assume in lieu of TPO system (10,000 sf)	**add**	$1,494,287

QUALIFICATIONS

Note: This cost estimate includes escalation and market bidding conditions contingency until mid 2025 bids. If bidding is delayed, the annual increase would be in the 7% - 10% range each year.

This cost estimate was produced from March 4, 2024 documents received provided by HKT Architects. Design and engineering changes occurring subsequent to the issue of these documents have not been incorporated in this estimate.

This estimate includes all direct construction costs, general contractor's overhead and profit and design contingency. Cost escalation per main summary.

Bidding conditions are expected to be public bidding utilizing chapter 149 filed sub bidding and DCAM qualified General Contractors.

The estimate is based on prevailing wage rates for construction in this market and represents a reasonable opinion of cost. It is not a prediction of the successful bid from a contractor as bids will vary due to fluctuating market conditions, errors and omissions, proprietary specifications, lack or surplus of bidders, perception of risk, etc. Consequently the estimate is expected to fall within the range of bids from a number of competitive contractors or subcontractors, however we do not warrant that bids or negotiated prices will not vary from the final construction cost estimate.

ITEMS NOT CONSIDERED IN THIS ESTIMATE

Land acquisition, feasibility, and financing costs
Items identified in the design as Not In Contract (NIC)
Items identified in the design as by others
Work to City streets and sidewalks, (except as noted in this estimate)
Construction or occupancy phasing or off hours' work, (except as noted in this estimate)
Rock excavation; special foundations (unless indicated by design engineers)
Contaminated or unsuitable soils removal or replacement
Utility company back charges, including work required off-site
Communications and AV devices and wiring
Ground improvements
Building Permits
Chapter 149a
Temp facilities

Recommendations For Cost Control

TCI recommends that the Owner and Architect carefully review this document, including line item descriptions, unit prices, clarifications, exclusions, inclusions and assumptions, contingencies, escalation and mark-ups. Request for modifications of any apparent errors or omissions to this document must be made to TCI with in twenty (20) days of receipt of this estimate. Otherwise, it will be understood that the contents have been concurred with and accepted.
It is recommended that TCI using bid documents produce a final update estimate, to determine overall costs changes which have occurred since the preparation of the estimate. The final update estimate will address changes and additions to the document, as well as addenda issued during bidding process. TCI cannot reconcile bid results to an estimate not produced from bid documents.

Statement Of Probable Cost

TCI has no control over the cost of labor and materials, the general contractor's or any subcontractor's method of determining prices, or competitive bidding and market conditions. The opinion of construction is made on the basis of the experience, qualifications, and best judgment of the professional estimator familiar with the industry. TCI does not guarantee that bids will not vary form this estimate.

TCI staff of professional cost estimators has prepared this estimate in accordance with generally accepted principles and practices.

Acceptance of Report

With acceptance of this report, the holder shall indemnify and hold harmless Tortora Consulting from and against all claims, damages, losses and expenses, including but not limited to attorney fees and court costs arising out of or as a result of the performance of this work, including third party claims.

CONSTRUCTION COST SUMMARY IN CSI FORMAT	*BASE ESTIMATE*	*26,895 $/SF*
DIV. 3 CONCRETE		
033000 Cast-in-Place Concrete	$1,617,255	*$60.13*
DIV. 4 MASONRY		
042000 Unit Masonry (part of 040001 FSB)	$1,477,220	*$54.93*
DIV. 5 METALS		
051200 Structural Steel Framing and Decking	$1,172,670	*$43.60*
055000 Metal Fabrications (part of 050001 FSB)	$418,820	*$15.57*
DIV. 6 WOODS & PLASTICS		
061000 Rough Carpentry	$43,000	*$1.60*
064020 Interior Architectural Woodwork & Casework	$107,210	*$3.99*
DIV. 7 THERMAL & MOISTURE PROTECTION		
072100 Thermal Insulation	$225,600	*$8.39*
072700 Waterproofing & Air Barriers (part of 070001 FSB)	$200,790	*$7.47*
074600 Metal Panel Siding and Trim	$0	*$0.00*
075400 Membrane Roofing (part of 070002 FSB)	$1,270,950	*$47.26*
075450 Metal Roofing System (part of 070002 FSB)	$13,000	*$0.48*
077200 Roof Accessories	$36,000	*$1.34*
078410 Fire Proofing & Penetration Firestopping	$7,500	*$0.28*
079200 Joint Sealants (part of 070001 FSB)	$98,915	*$3.68*
DIV. 8 DOORS & WINDOWS		
081110 Doors and Frames	$266,625	*$9.91*
083110 Access Doors and Frames	$4,000	*$0.15*
083310 Bifold & OH Doors	$228,000	*$8.48*
084110 Aluminum Punched Windows	$317,675	*$11.81*
084500 Aluminum-Framed Entrances and Storefronts	$91,500	*$3.40*
084600 Curtainwall	$101,750	*$3.78*
084650 Skylights	$20,000	*$0.74*
087100 Door Hardware	$57,700	*$2.15*
088000 Glazing	$19,000	*$0.71*
089000 Louvers and Vents	$7,500	*$0.28*
DIV. 9 FINISHES		
092110 Gypsum Board Assemblies	$716,140	*$26.63*
093000 Tiling	$109,800	*$4.08*
095100 Acoustical Ceilings	$112,500	*$4.18*
096510 Resilient Flooring and Accessories	$133,840	*$4.98*
096550 Carpet	$32,400	*$1.20*
097300 Resinous flooring and base	$157,500	*$5.86*
099000 Painting and Coating (part of 090007 FSB)	$293,196	*$10.90*
DIV 10 SPECIALTIES		
101400 Signage	$15,000	*$0.56*
102800 Toilet Accessories	$26,730	*$0.99*
104400 Fire Protection Specialties	$2,200	*$0.08*
106500 Toilet Partitions	$0	*$0.00*
108500 Lockers	$84,050	*$3.13*
109400 Bullet Resistant Specialties	$52,500	*$1.95*
109450 Dentention Door Systems	$72,000	*$2.68*
109950 Misc Specialties	$48,300	*$1.80*

CONSTRUCTION COST SUMMARY IN CSI FORMAT	*BASE ESTIMATE*	*26,895 $/SF*
DIV. 11 EQUIPMENT		
113100 Appliances	$36,300	*$1.35*
115100 Misc Equipment	$30,000	*$1.12*
DIV. 12 FURNISHINGS		
122110 Horizontal Louver Blinds	$28,850	*$1.07*
DIV. 14 ELEVATORS		
14100 Elevators - FSB	$0	*$0.00*
DIV. 21 FIRE SUPPRESSION		
210000 Fire Suppression - FSB	$396,530	*$14.74*
DIV. 22 PLUMBING		
220000 Plumbing - FSB	$1,016,197	*$37.78*
DIV. 23 HVAC		
220000 HVAC - FSB	$2,423,055	*$90.09*
DIV. 26 ELECTRICAL		
260000 Electrical - FSB	$2,186,197	*$81.29*
DIV. 31 SITEWORK		
311000 Site Clearing, Demolition & Preparation	$241,500	*$8.98*
312000 Earthwork	$685,541	*$25.49*
312500 Erosion and Sedimentation Controls	$86,700	*$3.22*
315000 Ground Improvements	$0	*$0.00*
DIV. 32 EXTERIOR IMPROVEMENTS		
321216 Asphalt Paving	$509,200	*$18.93*
321213 Portland Cement Concrete Paving	$30,000	*$1.12*
321613 Curbs and Gutters	$227,500	*$8.46*
323100 Site Improvements	$148,100	*$5.51*
323500 Site Structures	$0	*$0.00*
329000 Landscaping	$285,980	*$10.63*
DIV. 33 UTILITIES		
331000 Site Water Distribution	$146,500	*$5.45*
333000 Sanitary Sewerage Utilities	$119,000	*$4.42*
334000 Storm Drainage	$629,800	*$23.42*
335000 Gas	$0	*$0.00*
SUBTOTAL DIRECT (TRADE) COST	***$18,885,786***	*$702.20*
GENERAL CONDITIONS & REQUIREMENTS 13%	$2,455,152	
GL INSURANCE 1.5%	$283,287	
BONDS 2%	$377,716	
OVERHEAD & PROFIT 3.5%	$770,068	
DESIGN AND PRICING CONTINGENCY 10%	$2,277,201	
ESCALATION / MARKET BIDDING CONDITIONS SUMMER 2025 BIDS 9.38%	$2,349,616	
TOTAL BASE CONSTRUCTION COSTS	**$27,398,826**	***$1,018.73***

Southampton Public Safety Building
Study Cost Estimate
Town of Southampton, Ma

March 21, 2024

Public Safety Building and Site

UNIFORMAT CONSTRUCTION COST SUMMARY

BUILDING SYSTEM		BASE ESTIMATE (*26,895 sf*)	
A10	FOUNDATIONS AND SLABS	$1,576,943	$58.63
B10	SUPERSTRUCTURE	$1,352,262	$50.28
B20	EXTERIOR CLOSURE	$2,668,655	$99.22
B30	ROOFING	$1,303,950	$48.48
C10	INTERIOR CONSTRUCTION	$1,569,460	$58.36
C20	STAIRCASES	$156,950	$5.84
C30	INTERIOR FINISHES	$860,666	$32.00
D10	CONVEYING SYSTEMS	$0	$0.00
D20	PLUMBING	$1,016,197	$37.78
D30	HVAC	$2,423,055	$90.09
D40	FIRE PROTECTION	$396,530	$14.74
D50	ELECTRICAL	$2,357,347	$87.65
E10	EQUIPMENT	$66,300	$2.47
E20	FURNISHINGS	$28,850	$1.07
F20	DEMOLITION	$0	$0.00
G10	SITEWORK	$3,108,621	$115.58
TOTAL DIRECT COST (Trade Costs)		***$18,885,786***	$702.20

Mark-ups on CSI summary

CSI Code / DESCRIPTION		QTY	UNIT	UNIT COST	EST'D COST	SUB TOTAL	TOTAL COST
	Public Safety Building and Site						
GROSS FLOOR AREA CALCULATION							
	Level 1			**25,950**			
	Mezzanine			**945**			
TOTAL GROSS FLOOR AREA (GFA)					**26,895**	***GSF***	
A10	***BUILDING FOUNDATIONS***						
A1010	**STANDARD FOUNDATIONS**						
	Footings & walls (form, rebar and concrete)						
3300	Strip footings	**347**	cy	1,100.00	381,700		
3300	Foundation walls	**455**	cy	1,100.00	500,500		
3300	Column footings	**236**	cy	1,100.00	259,600		
7210	Perimeter rigid insulation at walls	**5,400**	sf	6.00	32,400		
7270	Waterproofing/Dampproofing to walls	**5,400**	sf	12.00	64,800		
	SUBTOTAL					1,239,000	
A1030	**LOWEST FLOOR CONSTRUCTION**						
	8" Slab on Grade						
3300	Vapor barrier	**8,200**	sf	1.50	12,300		
3300	Rebar	**9,430**	sf	2.25	21,218		
3300	Concrete - 8" thick	**217**	cy	185.00	40,145		
3300	Placing concrete	**217**	cy	25.00	5,425		
3300	Finishing and curing concrete	**8,200**	sf	1.00	8,200		
3300	Control joints - saw cut	**8,200**	sf	0.10	820		
3300	Isolation joints at columns	**12,000**	sf	0.50	6,000		
	5" Slab on grade						
3300	Vapor barrier	**17,750**	sf	1.50	26,625		
3300	Rebar	**20,413**	sf	1.50	30,620		
3300	Concrete - 5" thick	**345**	cy	185.00	63,825		
3300	Placing concrete	**345**	cy	25.00	8,625		
3300	Finishing and curing concrete	**17,750**	sf	1.00	17,750		
3300	Control joints - saw cut	**17,750**	sf	0.10	1,775		
3300	Isolation joints at columns	**17,750**	sf	0.50	8,875		
	Miscellaneous						
3300	Rigid insulation at underslab to 4'	**3,600**	sf	6.00	21,600		
3300	Thickened slabs at CMU walls	**80**	cy	185.00	14,800		
3300	Moisture mitigation mix	**562**	cy	70.00	39,340		
3300	Equipment pads and curbs	**1**	ls	10,000.00	10,000		
	SUBTOTAL					337,943	
TOTAL - FOUNDATIONS							***$1,576,943***
B10	***SUPERSTRUCTURE***						
B1010	**FLOOR CONSTRUCTION**						
	Mezzanine Floor Structure - Steel:						
05120	Structural steel columns, beams and bracing	**6**	tns	6,300.00	37,800		
05120	Floor deck - 3'' deck	**945**	sf	6.00	5,670		
03300	WWF reinforcement	**1,087**	sf	1.50	1,631		
03300	Concrete on metal deck	**20**	cy	185.00	3,700		
03300	Place and finish concrete	**945**	sf	1.25	1,181		
	Miscellaneous						
	Spray Fireproofing				NIC		
07841	Fire stopping floors	**1**	ls	7,500.00	7,500		
05500	Misc metals	**26,895**	sf	4.00	107,580		
	SUBTOTAL					165,062	

CSI Code *DESCRIPTION*		*QTY*	*UNIT*	*UNIT COST*	*EST'D COST*	*SUB TOTAL*	*TOTAL COST*
	Public Safety Building and Site						
B1020	**ROOF CONSTRUCTION**						
	Main Roof Structure - Steel:						
05120	Structural steel columns, beams and bracing	**107**	tns	6,300.00	674,100		
05120	Roof deck	**17,750**	sf	8.00	142,000		
	Apparatus Bay Roof Structure - Steel:						
05120	Structural steel columns, trusses, beams and bracing	**37**	tns	6,300.00	233,100		
05120	Roof deck	**8,200**	sf	8.00	65,600		
	Tower Roof Structure - Steel:						
05120	Structural steel columns, beams and bracing	**2**	tns	6,300.00	12,600		
05120	Roof deck	**225**	sf	8.00	1,800		
	Miscellaneous						
	Spray Fireproofing				NIC		
05500	Allow for roof screen supports	**80**	lf	275.00	22,000		
07720	Allow for roof screen panels	**480**	sf	75.00	36,000		
	SUBTOTAL					1,187,200	
TOTAL - SUPERSTRUCTURE							***$1,352,262***
B20	***EXTERIOR CLOSURE***						
B2010	**EXTERIOR WALLS**						
	26' ht - Apparatus Bay - 12" CMU, AB, 6" min wool, Brick/CMU veneer						
9900	Interior paint	**6,318**	sf	2.00	12,636		
4200	12" CMU	**6,318**	sf	35.00	221,130		
7270	Air/Vapor barrier	**6,318**	sf	9.00	56,862		
7210	6" stone wool insulation	**6,318**	sf	12.00	75,816		
4200	4" Brick veneer	**5,054**	sf	60.00	303,240		
4200	CMU veneer/bands	**1,264**	sf	50.00	63,200		
	16' - Detention - 12" CMU, AB, 6" min wool, Brick/CMU veneer						
9900	Interior paint	**2,218**	sf	2.00	4,436		
4200	12" CMU	**2,218**	sf	35.00	77,630		
7270	Air/Vapor barrier	**2,218**	sf	9.00	19,962		
7210	6" stone wool insulation	**2,218**	sf	12.00	26,616		
4200	4" Brick veneer	**1,774**	sf	60.00	106,440		
4200	CMU veneer/bands	**444**	sf	50.00	22,200		
	32' - Hose Tower - 12" CMU, AB, 6" min wool, Brick/CMU veneer						
9900	Interior paint	**634**	sf	2.00	1,268		
4200	12" CMU	**634**	sf	35.00	22,190		
7270	Air/Vapor barrier	**634**	sf	9.00	5,706		
7210	6" stone wool insulation	**634**	sf	12.00	7,608		
4200	4" Brick veneer	**507**	sf	60.00	30,420		
4200	CMU veneer/bands	**127**	sf	50.00	6,350		
	16' - Exterior walls - Gyp, 6" LGMF, gyp sheath AB, 6" wool, 4" brick/CMU						
9900	Interior paint	**5,940**	sf	2.00	11,880		
9211	GWB	**5,940**	sf	6.00	35,640		
9211	6" LGMF	**5,940**	sf	20.00	118,800		
7210	2" spray faom insulation	**5,940**	sf	6.00	35,640		
9211	Gyp sheathing	**5,940**	sf	7.00	41,580		
7270	Air/Vapor barrier	**5,940**	sf	9.00	53,460		
7210	6" stone wool insulation	**5,940**	sf	8.00	47,520		
4200	4" Brick veneer	**4,752**	sf	60.00	285,120		
4200	CMU veneer/bands	**1,188**	sf	50.00	59,400		
	Misc						
7920	Caulking and sealants	**15,110**	sf	3.00	45,330		
5500	Lintels/angles at masonry openings and relieving	**15,110**	sf	5.00	75,550		
	SUBTOTAL					1,873,630	

CSI Code / DESCRIPTION		QTY	UNIT	UNIT COST	EST'D COST	SUB TOTAL	TOTAL COST
	Public Safety Building and Site						
B2020	**WINDOWS & DOORS**						
	Windows						
84500	Storefront at entries - triple glazed	**200**	sf	265.00	53,000		
84500	Storefront at interior vestibule	**100**	sf	95.00	9,500		
84600	Curtainwall at tower - triple glazed	**370**	sf	275.00	101,750		
84110	Punched windows - triple glazed	**995**	sf	265.00	263,675		
	Doors						
84500	6x8 alum entry doors/frame at main entry and vestibule - triple	**2**	pr	1,500.00	3,000		
84500	3x8 alum entry doors/sidelight frame at other vestibules - triple	**4**	ea	6,500.00	26,000		
8331	BF 14x14	**8**	ea	28,500.00	228,000		
84110	OHD 10x12	**3**	ea	18,000.00	54,000		
8111	Door & frame 3x7 GHM	**2**	ea	2,200.00	4,400		
8710	HW	**8**	ea	650.00	5,200		
	Misc						
8900	Louvers	**1**	ls	7,500.00	7,500		
7920	Backer rod & double sealant	**1,500**	lf	16.00	24,000		
6100	Wood blocking at openings	**1,500**	lf	10.00	15,000		
	SUBTOTAL					795,025	
TOTAL - EXTERIOR CLOSURE							***$2,668,655***
B30	***ROOFING***						
B3010	**ROOF COVERINGS**						
	Roofing						
7540	TPO roof system - 1/2 sheathing, VB, 8" rigid, 1/4" board	**25,950**	sf	47.00	1,219,650		
7540	Parapets alum cap, membrane and flashings	**900**	lf	57.00	51,300		
7545	Roof hatch	**2**	ea	6,500.00	13,000		
84650	Allow for skylights over training and fitness	**2**	ea	10,000.00	20,000		
	SUBTOTAL					1,303,950	
TOTAL - ROOFING							**$1,303,950**
C10	***INTERIOR CONSTRUCTION***						
C1010	**PARTITIONS**						
9211	Interior GWB partitions	**22,140**	sf	18.00	398,520		
9211	Interior GWB plumbing partitions	**1,040**	sf	20.00	20,800		
4200	Interior 8" CMU partitions	**8,880**	sf	30.00	266,400		
10940	Bullet resistant panels at lobby	**700**	sf	75.00	52,500		
7920	Sealants & caulking at partitions	**26,895**	sf	0.60	16,137		
6100	Rough blocking	**2,500**	lf	9.00	22,500		
	SUBTOTAL					776,857	
C1020	**INTERIOR AND EXTERIOR DOORS**						
	Doors and Frames						
8111	Single HM frame & wood door	**80**	ea	1,850.00	148,000		
8111	Double HM frame & wood door	**5**	ea	2,500.00	12,500		
8111	Single HM frame & HM door	**16**	ea	1,750.00	28,000		
8111	Double HM frame & HM door	**4**	ea	2,450.00	9,800		
	Borrowed Lites						
8111	Allow for sliding windows, borrowed and sidelights	**12**	ea	2,000.00	24,000		
	Misc						
8311	Allowance for access doors	**16**	ea	250.00	4,000		
8111	Ratings premium	**20**	lvs	500.00	10,000		
8710	Hardware	**105**	opn	500.00	52,500		
8111	Install	**105**	opn	285.00	29,925		
9900	Paint HM doors and frames	**20**	ea	120.00	2,400		
9900	Paint HM frames	**97**	ea	250.00	24,250		
8800	Glazing	**200**	sf	50.00	10,000		
	Special						
10280	Allow for bullet resistant transaction windows	**1**	ls	10,000.00	10,000		
10945	Cell detention door systems	**6**	ea	12,000.00	72,000		
	SUBTOTAL					437,375	

CSI Code / DESCRIPTION		QTY	UNIT	UNIT COST	EST'D COST	SUB TOTAL	TOTAL COST
	Public Safety Building and Site						
C1030	**SPECIALTIES / MILLWORK**						
	Millwork						
6402	Day room Kitchen base island and quartz counter	**6**	lf	550.00	3,300		
6402	Day room Kitchen base, wall cabinets and quartz counter	**18**	lf	650.00	11,700		
6402	Training kitchen base, wall cabinets and quartz counter	**10**	lf	650.00	6,500		
6402	Kitchenette base, wall cabinets and quartz counter	**10**	lf	650.00	6,500		
6402	Lunch base, wall cabinets and quartz counter	**9**	lf	650.00	5,850		
6402	Laundry Plam base cabinet and quartz counter	**10**	lf	550.00	5,500		
6402	Decon metal base and wall cabinet and quartz counter	**10**	lf	800.00	8,000		
6402	Booking base, wall cabinets and quartz counter	**14**	lf	650.00	9,100		
6402	Booking bench and handcuff rail	**10**	lf	500.00	5,000		
6402	Process lab cabinets and quartz counter	**14**	lf	800.00	11,200		
6402	5 rows adjustable shelving - janitor	**6**	lf	285.00	1,710		
6402	5 rows adjustable shelves - multiple rooms	**90**	lf	285.00	25,650		
6402	Maple window sills	**160**	lf	45.00	7,200		
	Specialties						
3300	Cell concrete benches	**2**	ea	1,500.00	3,000		
10950	Process lab fume hood	**1**	ea	7,500.00	7,500		
10950	Evidence shelving units	**50**	lf	150.00	7,500		
10950	Evidence pass-through and lockers	**1**	ls	6,500.00	6,500		
10950	Armory lockers	**1**	ls	6,500.00	6,500		
10950	Records pass-through silding window and counter	**1**	ls	3,500.00	3,500		
10950	Chainlink fence at sallyport	**35**	lf	480.00	16,800		
	Restrooms and Lockers						
10850	24"x24" gear lockers	**40**	ea	975.00	39,000		
10850	24"x24" lockers with integral bench	**53**	ea	850.00	45,050		
10280	Jan closet MB	**2**	ea	250.00	500		
10280	Soap disp	**15**	ea	20.00	300		
10280	Mirror	**15**	ea	265.00	3,975		
10280	Robe hook	**18**	ea	25.00	450		
10280	Grab bar	**12**	ea	125.00	1,500		
10280	Towel dispenser/disposal	**15**	ea	275.00	4,125		
10280	Napkin dispenser/disposal	**15**	ea	200.00	3,000		
10280	TP holder	**15**	ea	60.00	900		
10280	Shower curtain rod	**9**	ea	220.00	1,980		
	Misc						
6100	Backer panels in electrical closets	**1**	ls	2,500.00	2,500		
10140	Interior and Exterior Signage	**1**	ls	15,000.00	15,000		
10440	Fire extinguisher cabinets	**8**	ea	275.00	2,200		
8800	Wall mirrors	**180**	sf	50.00	9,000		
5500	Miscellaneous metals throughout building	**26,895**	sf	2.00	53,790		
7920	Miscellaneous sealants throughout building	**26,895**	sf	0.50	13,448		
	SUBTOTAL					355,228	
TOTAL - INTERIOR CONSTRUCTION							***$1,569,460***
C20	***STAIRCASES***						
C2010	**STAIR CONSTRUCTION**						
5500	Stair 1	**2**	flt	14,000.00	28,000		
5500	Training Tower Stair Galv including hoists and racks	**3**	flt	18,000.00	54,000		
5500	Mezzanine guardrail	**44**	lf	175.00	7,700		
5500	Hose hanging rack and hoist	**1**	ls	15,000.00	15,000		
3300	Concrete material in pan infill	**5**	flt	1,750.00	8,750		
	SUBTOTAL					113,450	
C2020	**STAIR FINISHES**						
9651	Rubber landings, treads and risers	**2**	flts	4,500.00	9,000		
9730	Resinous treads and landings	**3**	flts	6,500.00	19,500		
9900	Paint to staircases	**5**	flt	3,000.00	15,000		
	SUBTOTAL					43,500	
TOTAL - STAIRCASES							***$156,950***

CSI Code *DESCRIPTION*		*QTY*	*UNIT*	*UNIT COST*	*EST'D COST*	*SUB TOTAL*	*TOTAL COST*
	Public Safety Building and Site						
C30	***INTERIOR FINISHES***						
C3010	**WALL FINISHES**						
9900	Paint to walls	**78,060**	sf	2.10	163,926		
6100	FRP to janitor closet	**300**	sf	10.00	3,000		
9300	Tile to walls	**1,600**	sf	28.00	44,800		
	SUBTOTAL					211,726	
C3020	**FLOOR FINISHES**						
9300	Porcelain tile flooring/base	**2,500**	sf	26.00	65,000		
9651	Athletic rubber tile	**520**	sf	16.00	8,320		
9651	Linoleum	**4,800**	sf	12.00	57,600		
9665	Carpet	**5,400**	sf	6.00	32,400		
9730	Resinous & base	**9,200**	sf	15.00	138,000		
9900	Sealed concrete	**1,300**	sf	2.50	3,250		
9651	Rubber base	**5,600**	lf	6.00	33,600		
9651	Floor prep	**25,320**	sf	1.00	25,320		
	SUBTOTAL					363,490	
C3030	**CEILING FINISHES**						
9510	ACT-1	**12,500**	sf	9.00	112,500		
9211	GWB ceiling	**2,000**	sf	15.00	30,000		
5500	Steel ceilings	**400**	sf	45.00	18,000		
9211	MR GWB ceiling/soffits	**600**	sf	18.00	10,800		
9211	Rated GWB ceilings	**1,500**	sf	25.00	37,500		
9211	GWB soffits	**300**	lf	75.00	22,500		
9900	Prep and paint exposed structure	**9,600**	sf	4.00	38,400		
9900	Paint to GWB ceilings and soffits	**6,300**	sf	2.50	15,750		
	SUBTOTAL					285,450	
TOTAL - INTERIOR FINISHES							***860,666***
D10	***CONVEYING SYSTEMS***						
D10	**CONVEYING SYSTEMS**						
14100	N/A						
	SUBTOTAL					-	
TOTAL - EQUIPMENT							***$0***

CSI Code *DESCRIPTION*		*QTY*	*UNIT*	*UNIT COST*	*EST'D COST*	*SUB TOTAL*	*TOTAL COST*
	Public Safety Building and Site						
D20	***PLUMBING***						
D20	**PLUMBING**						
	Equipment						
220000	Water Meter	**1**	ea	$2,500.00	$2,500		
220000	Backflow Preventor Assembly	**1**	ea	$4,500.00	$4,500		
220000	Gas Fired Water Heater	**1**	ea	$3,200.00	$3,200		
220000	Recirc Pump	**1**	ea	$1,500.00	$1,500		
220000	Expansion Tank	**1**	ea	$1,100.00	$1,100		
220000	Thermostatic Mixing Valve	**1**	ea	$1,300.00	$1,300		
220000	Instantaneous Water Heaters	**2**	ea	$1,200.00	$2,400		
220000	Trap Primers	**6**	ea	$375.00	$2,250		
220000	Oil Seperator	**1**	ea	$8,600.00	$8,600		
220000	Air Compressor w/ Dryer	**1**	ea	$19,500.00	$19,500		
220000	CA w/ Hose Reel	**10**	ea	$675.00	$6,750		
220000	CA Outlet	**10**	ea	$195.00	$1,950		
220000	Plumbing Specialties	**1**	ls	$9,250.00	$9,250		
220000	Equipment Connections	**37**	ea	$450.00	$16,650		
	Fixtures						
220000	Water Closets	**15**	ea	$1,300.00	$19,500		
220000	Lavatory	**15**	ea	$1,200.00	$18,000		
220000	Sink - Janitor	**1**	ea	$1,200.00	$1,200		
220000	Drinking Fountain	**1**	ea	$3,400.00	$3,400		
220000	Showers	**9**	ea	$2,600.00	$23,400		
220000	Sink - Laundry	**2**	ea	$1,200.00	$2,400		
220000	Washer Box	**1**	ea	$200.00	$200		
220000	Kitchen sinks	**4**	ea	$950.00	$3,800		
220000	Decon double bowl sink and drainboards	**1**	ea	$3,500.00	$3,500		
220000	Cell WC/Sink SS fixtures	**2**	ea	$5,000.00	$10,000		
220000	Cell shower	**1**	ea	$4,500.00	$4,500		
220000	Hose Bibbs	**4**	ea	$235.00	$940		
220000	Wall Hydrants	**6**	ea	$315.00	$1,890		
220000	Hose Reels	**6**	ea	$675.00	$4,050		
220000	Floor Drains	**2**	ea	$595.00	$1,190		
220000	Trench Drains	**280**	lf	$165.00	$46,200		
220000	Fixture Rough Ins	**51**	ea	$625.00	$31,875		
	Piping						
220000	Water piping systems	**26,895**	sf	$10.00	$268,950		
220000	Oil waste piping system	**26,895**	sf	$8.50	$228,608		
220000	Gas piping & connections	**26,895**	sf	$1.20	$32,274		
220000	Compressed Air system	**26,895**	sf	$6.00	$161,370		
	Trade Requirements						
220000	Project Supervision	**300**	hrs	$125.00	$37,500		
220000	Coordination	**240**	hrs	$125.00	$30,000		
	SUBTOTAL					1,016,197	
TOTAL - PLUMBING							***$1,016,197***

CSI Code / DESCRIPTION		QTY	UNIT	UNIT COST	EST'D COST	SUB TOTAL	TOTAL COST
	Public Safety Building and Site						
D30	***HVAC***						
D30	**HVAC**						
	HVAC SYSTEM - OPTION 1 – ASHP SYSTEM						
230000	Equipment	**26,895**	sf	$30.00	806,850		
230000	Sheet Metal	**26,895**	sf	$15.00	403,425		
230000	Piping - Chilled Water, Hot Water, & Condensate Drain	**26,895**	sf	$16.75	450,491		
230000	Insulation	**26,895**	sf	$5.00	134,475		
230000	Controls	**26,895**	sf	$9.00	242,055		
230000	Radiant heating at exterior	**2,200**	sf	$25.00	55,000		
230000	Radiant heating at interior	**6,800**	sf	$25.00	170,000		
230000	Start Up	**26,895**	sf	$0.75	20,171		
230000	Testing, Adjusting, & Balancing	**26,895**	sf	$0.95	25,550		
230000	3rd Party Cx Assist	**26,895**	sf	$0.35	9,413		
230000	Project Supervision	**400**	hrs	$125.00	50,000		
230000	Coordination	**280**	hrs	$125.00	35,000		
230000	Crane & Rigging	**1**	ls	$20,625.00	20,625		
	SUBTOTAL					2,423,055	
TOTAL - HVAC							***$2,423,055***
D40	***FIRE PROTECTION***						
D40	**FIRE PROTECTION**						
210000	Service Equipment	**1**	ls	20,000.00	20,000		
210000	Sprinkler system piping and heads	**26,895**	sf	14.00	376,530		
	SUBTOTAL					396,530	
TOTAL - FIRE PROTECTION							***$396,530***
D50	***ELECTRICAL***						
D50	**ELECTRICAL**						
	Light Fixtures						
260000	Lighting	**26,895**	sf	12.00	322,740		
	Branch Circuitry						
260000	Wiring, switching, devices and controls	**26,895**	sf	10.00	268,950		
	Power Circuitry						
260000	Power feeds conduits and wiring	**26,895**	sf	5.00	134,475		
	Lightning Protection System						
260000	Lightning Protection	**1**	ls	30,000.00	30,000		
	Grounding						
260000	Service and systen grounding	**1**	ls	7,500.00	7,500		
	Power Equipment						
260000	Power equipment panels, Disc, VFDs and misc	**26,895**	sf	10.00	268,950		
260000	250Kw Diesel Generator. ATS and misc, WP	**1**	ls	185,000.00	185,000		
	Fire Alarm						
260000	Fire alarm system	**26,895**	sf	5.00	134,475		
	Telecommunications System						
260000	Telecommunications - rough-in	**26,895**	sf	3.50	94,133		
	BDA						
260000	BDA/DAS Allowance	**1**	ls	75,000.00	75,000		
	Security System						
260000	Security System - full	**26,895**	sf	6.00	161,370		
	Sound System						
260000	Sound System	**26,895**	sf	1.25	33,619		
	Zetron System (empty conduit)						
260000	Rough-in	**1**	ls	5,000.00	5,000		

CSI Code *DESCRIPTION*		*QTY*	*UNIT*	*UNIT COST*	*EST'D COST*	*SUB TOTAL*	*TOTAL COST*
	Public Safety Building and Site						
	Misc						
260000	Temp Power and Lighting	**1**	ls	30,000.00	30,000		
	Site Lighting						
260000	Light Poles	**12**	ea	6,500.00	78,000		
260000	Type In-Grade Uplight at building sign and misc	**6**	ea	600.00	3,600		
260000	Type Bollard Light	**6**	ea	1,500.00	9,000		
	Site Utilities						
260000	Utility Pole Riser, pole and vault	**1**	ls	15,000.00	15,000		
260000	Primary power conduits	**670**	lf	120.00	80,400		
260000	Secondary power conduits and wiring	**120**	lf	450.00	54,000		
260000	Utility Transformer Pad	**1**	ls	4,500.00	4,500		
260000	Install Utility Meter FBO	**1**	ea	800.00	800		
	Telecommunications:						
260000	Telecomm Utility Riser	**1**	ls	5,000.00	5,000		
260000	4" PVC (Tel,empty)	**700**	lf	30.00	21,000		
	PV panels						
260000	Allow for provision for PV panels	**26,895**	sf	3.00	80,685		
	EV-ready charging stations						
260000	Allow for provision for station and associated pad, counduits and wiring	**21**	ea	3,000.00	63,000		
	Misc						
260000	Temp Power	**1**	ls	5,000.00	5,000		
260000	Misc Site Demo	**1**	ls	7,500.00	7,500		
260000	Misc Eqpt Rentals	**1**	ls	7,500.00	7,500		
	Ductbanks						
312000	E&B Elec/communication duct banks	**790**	lf	60.00	47,400		
312500	E&B Lighting poles and circuitry	**1,200**	lf	30.00	36,000		
3300	Encase duct banks in concrete	**234**	cy	375.00	87,750		
	SUBTOTAL					2,357,347	
TOTAL - ELECTRICAL							***$2,357,347***
E10	***EQUIPMENT***						
E10	**EQUIPMENT**						
	Kitchen Appliances						
11310	Refrigerator	**4**	ea	2,800.00	11,200		
11310	Dishwasher	**1**	ea	1,500.00	1,500		
11310	Microwave	**4**	ea	900.00	3,600		
11310	Range	**1**	ea	8,500.00	8,500		
11310	Hood	**1**	ea	6,500.00	6,500		
	Laundry						
11310	Washer, dryer and misc equipment/cabinets	**1**	ls	5,000.00	5,000		
	Misc						
11510	Allowance for the Installation of the equipment that the GC will need to remove and reinstall such as SCBA, extractors, and the like.	**200**	hrs	150.00	30,000		
	SUBTOTAL					66,300	
TOTAL - EQUIPMENT							***$66,300***
E20	***FURNISHINGS***						
E2010	**FIXED FURNISHINGS**						
	Window Treatment						
12211	Roller shades	**1,600**	sf	12.00	19,200		
12211	Interior blinds	**800**	sf	8.00	6,400		
12211	Bunk rooms - room darkening shades	**5**	ea	650.00	3,250		
	SUBTOTAL					28,850	
TOTAL - FURNISHINGS							***$28,850***

CSI Code DESCRIPTION		QTY	UNIT	UNIT COST	EST'D COST	SUB TOTAL	TOTAL COST
	Public Safety Building and Site						
G10	*SITEWORK*						
	Site Demolition & Prep						
312500	Compost filter / Silt fence	**2,400**	lf	18.00	43,200		
312500	Tracking pad	**1**	ea	7,500.00	7,500		
311000	R&D - trees & shrubs	**230,000**	sf	0.20	46,000		
311000	Clear & grubb	**230,000**	sf	0.85	195,500		
	SUBTOTAL					292,200	
	Earthwork						
	Building structural excavation and backfill						
312000	Trench excavate and backfill foundation walls	**4,630**	cy	25.00	115,750		
312000	Excavate and backfill column footings	**1,200**	cy	35.00	42,000		
312000	Import underslab base for slabs	**960**	cy	55.00	52,800		
	Site grading and structures excavation and backfill						
312000	Cut and fills	**17,037**	cy	8.00	136,296		
312000	Grade site	**8,519**	cy	10.00	85,190		
312000	Excavate and backfill utilities and site structures	**1,000**	cy	35.00	35,000		
	Paving and walks prep						
312000	Bitum. Paving 12" Dense Grade	**3,007**	cy	55.00	165,385		
312000	Pedestrian Paving 8" Dense Grade	**104**	cy	55.00	5,720		
	SUBTOTAL					638,141	
	Paving and curbing						
321216	Heavy duty HMA	**79,000**	sf	6.00	474,000		
321613	Granite curbs	**3,500**	lf	65.00	227,500		
321216	Vehicular concrete pavement	**2,200**	sf	16.00	35,200		
321213	Concrete walks	**2,500**	sf	12.00	30,000		
	SUBTOTAL					766,700	
	Drainage						
334000	HDPE Storm piping	**1,600**	lf	85.00	136,000		
334000	DMH	**6**	ea	6,500.00	39,000		
334000	CB	**14**	ea	6,200.00	86,800		
334000	Flared end	**6**	ea	3,000.00	18,000		
334000	Storm water biorention swale and forebay (E,B, prep and grades)	**25,000**	sf	8.00	200,000		
334000	Storm water infiltration system (E,B, prep and precast structures)	**6,000**	sf	25.00	150,000		
	SUBTOTAL					629,800	
	Water						
331000	Street connection	**1**	ea	4,500.00	4,500		
331000	Hydrants	**3**	ea	4,800.00	14,400		
331000	8" main piping, valves and tees	**660**	lf	185.00	122,100		
331000	Domestic piping, valves and tees	**50**	lf	110.00	5,500		
	SUBTOTAL					146,500	
	Sewer						
333000	Grease trap	**1**	ea	6,500.00	6,500		
333000	Septic tank and distribution boxes	**1**	ea	12,000.00	12,000		
333000	Sanitary piping	**300**	lf	95.00	28,500		
333000	Leaching field and reserve	**6,000**	sf	12.00	72,000		
	SUBTOTAL					119,000	

CSI Code *DESCRIPTION*		*QTY*	*UNIT*	*UNIT COST*	*EST'D COST*	*SUB TOTAL*	*TOTAL COST*
	Public Safety Building and Site						
	Site Structures						
323500	Carport 1 (3 vehicles)	**800**	sf		see main summary		
323500	Carport 2 (9 vehicles)	**2,300**	sf		see main summary		
323500	Pre-fabricated shooting range (2 lanes)	**1**	ls		see main summary		
	SUBTOTAL					-	
	Site Improvements						
323100	Parking signs	**10**	ea	240.00	2,400		
323100	Site monumental sign	**1**	ea	20,000.00	20,000		
323100	Parking space lines/symbols/hatching	**1**	ea	15,000.00	15,000		
5500	Bollards at pads	**16**	ea	600.00	9,600		
5500	Bollards at OHDs	**22**	ea	800.00	17,600		
323100	Flag pole	**1**	ea	5,000.00	5,000		
323100	Benches	**2**	ea	2,600.00	5,200		
323100	Cedar stockade fencing	**1,200**	lf	65.00	78,000		
3300	Generator pad	**1**	ls	7,500.00	7,500		
3300	Dumpster 8" pad and perimeter frost walls/footings	**20**	cy	1,200.00	24,000		
4200	Dumpster brick veneer and precast at walls	**180**	sf	75.00	13,500		
5500	Dumpster enclosure - Tube steel frames	**1**	ls	10,000.00	10,000		
323100	Dumpster enclosure - gates	**1**	pr	2,500.00	2,500		
323100	Misc site improvements	**1**	ls	20,000.00	20,000		
	SUBTOTAL					230,300	
	Landscaping						
329000	Landscaping planting allowance	**1**	ls	125,000.00	125,000		
329000	Spread loam	**2,148**	cy	35.00	75,180		
329000	Seed	**58,000**	sf	0.60	34,800		
329000	Swale mix seed	**25,000**	sf	0.60	15,000		
329000	Import planting soils and mulch	**600**	cy	60.00	36,000		
	SUBTOTAL					285,980	
TOTAL - SITEWORK							***3,108,621***

Alternates

DESCRIPTION	QTY	UNIT	UNIT COST	EST'D COST	SUB TOTAL	TOTAL COST
1. Air Source VRF System (Option 2) in lieu of Base (Option1)						
Deduct Option 1 base	**(1)**	ls	2,423,055.00	(2,423,055)		
Add						
HVAC OPTION 2 - AIR SOURCE VRF						
Equipment	**26,895**	sf	25.00	672,375		
Sheet Metal	**26,895**	sf	15.00	403,425		
Piping - Refrigerant & Condensate Drain	**26,895**	sf	14.00	376,530		
Insulation	**26,895**	sf	4.75	127,751		
Controls	**26,895**	sf	9.00	242,055		
Radiant heating at exterior	**2,200**	sf	25.00	55,000		
Radiant heating at interior	**6,800**	sf	25.00	170,000		
Start Up	**26,895**	sf	0.95	25,550		
Testing, Adjusting, & Balancing	**26,895**	sf	0.85	22,861		
3rd Party Cx Assist	**26,895**	sf	0.35	9,413		
Project Supervision	**400**	hrs	125.00	50,000		
Coordination	**280**	hrs	125.00	35,000		
Crane & Rigging	**1**	ls	20,625.00	20,625		
Other trades						
Architectural premium	**26,895**	sf	1.00	26,895		
Structural premium	**26,895**	sf	1.00	26,895		
Electrical	**26,895**	sf	2.00	53,790		
SUBTOTAL					(104,890)	
SUBTOTAL						***(104,890)***
	GENERAL CONDITIONS & REQUIREMENTS				*13%*	($13,636)
	GL INSURANCE				*1.5%*	($1,573)
	SUB/CM BONDS				*2%*	($2,098)
	OVERHEAD & PROFIT				3.5%	($4,277)
	DESIGN AND PRICING CONTINGENCY				10%	($12,647)
	ESCALATION / MARKET BIDDING CONDITIONS				9.38%	($13,050)
TOTAL ALTERNATE COST						**($152,171)**

DESCRIPTION	QTY	UNIT	UNIT COST	EST'D COST	SUB TOTAL	TOTAL COST
2. Groundwater Source Hydronic (Option 3) in lieu of Base (Option1)						
Deduct Option 1 base	**(1)**	ls	2,423,055.00	(2,423,055)		
Add						
HVAC OPTION 3 - GEOTHERMAL SOURCE SYSTEM						
Equipment	**26,895**	sf	25.00	672,375		
Sheet Metal	**26,895**	sf	12.00	322,740		
Piping - Indoor Geothermal, Refrigerant, & Condensate Drain	**26,895**	sf	15.50	416,873		
Geothermal Well Field - Wells 650' Deep including Vertical and Horizontal Piping - 4 ton ea	**22**	ea	60,000.00	1,320,000		
Insulation	**26,895**	sf	4.75	127,751		
Controls	**26,895**	sf	9.00	242,055		
Radiant heating at exterior	**2,200**	sf	25.00	55,000		
Radiant heating at interior	**6,800**	sf	25.00	170,000		
Start Up	**26,895**	sf	0.95	25,550		
Testing, Adjusting, & Balancing	**26,895**	sf	0.85	22,861		
3rd Party Cx Assist	**26,895**	sf	0.40	10,758		
Project Supervision	**400**	hrs	125.00	50,000		
Coordination	**280**	hrs	125.00	35,000		
Crane & Rigging	**1**	ls	20,625.00	20,625		
Other trades						
Civil premium	**26,895**	sf	2.00	53,790		
Architectural premium	**26,895**	sf	1.00	26,895		
Structural premium	**26,895**	sf	1.00	26,895		
Electrical	**26,895**	sf	5.00	134,475		
SUBTOTAL					1,310,588	
SUBTOTAL						***1,310,588***
	GENERAL CONDITIONS & REQUIREMENTS				*13%*	$170,376
	GL INSURANCE				*1.5%*	$19,659
	SUB/CM BONDS				*2%*	$26,212
	OVERHEAD & PROFIT				3.5%	$53,439
	DESIGN AND PRICING CONTINGENCY				10%	$158,027
	ESCALATION / MARKET BIDDING CONDITIONS				9.38%	$163,053
TOTAL ALTERNATE COST						**$1,901,354**

DESCRIPTION	QTY	UNIT	UNIT COST	EST'D COST	SUB TOTAL	TOTAL COST
3. 21 EV charging stations						
Allow for charging stations	**21**	ea	9,500.00	199,500		
SUBTOTAL					199,500	
SUBTOTAL						***199,500***
	GENERAL CONDITIONS & REQUIREMENTS				*13%*	$25,935
	GL INSURANCE				*1.5%*	$2,993
	SUB/CM BONDS				*2%*	$3,990
	OVERHEAD & PROFIT				3.5%	$8,135
	DESIGN AND PRICING CONTINGENCY				10%	$24,055
	ESCALATION / MARKET BIDDING CONDITIONS				9.38%	$24,820
TOTAL ALTERNATE COST						**$289,428**
4. PV on sloped and flat roofs – 64KW						
Add PV panel system	**64**	kw	6,500.00	416,000		
SUBTOTAL					416,000	
SUBTOTAL						***416,000***
	GENERAL CONDITIONS & REQUIREMENTS				*13%*	$54,080
	GL INSURANCE				*1.5%*	$6,240
	SUB/CM BONDS				*2%*	$8,320
	OVERHEAD & PROFIT				3.5%	$16,962
	DESIGN AND PRICING CONTINGENCY				10%	$50,160
	ESCALATION / MARKET BIDDING CONDITIONS				9.38%	$51,755
TOTAL ALTERNATE COST						**$603,517**
5. Rainwater harvesting – Alternate to include harvesting rainwater from all roof areas to use in flushing toilets in the building						
Commercial rainwater reclaim system - system shall consist of all rain leader piping to the exterior cistern tank, vortex rain water leader separators, and turnkey system for disinfection and repressurization	**1**	ls	250,000.00	250,000		
Modifiy piping to feed WC fixtures	**15**	ea	1,500.00	22,500		
SUBTOTAL					272,500	
SUBTOTAL						***272,500***
	GENERAL CONDITIONS & REQUIREMENTS				*13%*	$35,425
	GL INSURANCE				*1.5%*	$4,088
	SUB/CM BONDS				*2%*	$5,450
	OVERHEAD & PROFIT				3.5%	$11,111
	DESIGN AND PRICING CONTINGENCY				10%	$32,857
	ESCALATION / MARKET BIDDING CONDITIONS				9.38%	$33,902
TOTAL ALTERNATE COST						**$395,333**
6. Green roof – Install a green roofing system over the administration wing. Assume in lieu of TPO system (10,000 sf)						
Deduct						
TPO roof system - 1/2 sheathing, VB, 8'' rigid, 1/4'' board	**(10,000)**	sf	47.00	(470,000)		
Add						
Green roof system	**10,000**	sf	150.00	1,500,000		
SUBTOTAL					1,030,000	
SUBTOTAL						***1,030,000***
	GENERAL CONDITIONS & REQUIREMENTS				*13%*	$133,900
	GL INSURANCE				*1.5%*	$15,450
	SUB/CM BONDS				*2%*	$20,600
	OVERHEAD & PROFIT				3.5%	$41,998
	DESIGN AND PRICING CONTINGENCY				10%	$124,195
	ESCALATION / MARKET BIDDING CONDITIONS				9.38%	$128,144
TOTAL ALTERNATE COST						**$1,494,287**

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COMPARISON TO OTHER WESTERN MASSACHUSETTS COMMUNITIES

Comparison to Other W Ma Communities [*per US Census Bureau – July 1, 2023]

Comparison Points	Southampton 2024	Southampton FUTURE estimates for 2028**	Granby	Hadley (two facilities)	Lee
*Population	6195	6500 plus**	6060	5277 +30-60,000 daily	5694
*Geography	28.15 sq miles	28.15 miles	27.81 sq miles	23 sq miles	26.15 Sq Miles
*Median household income	$114,531	$150, 000 plus**	$102,248	$112,450	$74,074
PD & FD together	No	YES	Yes	yes, N Hadley FD only	No
Year PD built	1904, converted to PD in 1967-	2028**	2012	PS built 1996 N Hadley FS 2018	In TH built in 1800s. Upfitted in 1991
Year FD built	1863, converted to a FD in the 1970's	2028**	2012	PS built 1996 N Hadley FS 2018	
Total net sq. ft	FD -4080 sq feet w trailer and Bleumer Rd Station PD – 5100 sq feet	26,161 square feet	18,000 sq feet	PS 17,482 sq feet N Hadley FS 5384 sq ft	PD 1600 sq ft
Single or Multi story	PD: Multi, FD: Single	Single story	Multi story	Both multi story	PD Multi
ambulances & fire vehicles	2 amb; 3 fire vehicles; one brush truck	2 amb; 3 fire; 1 brush truck and 1 tanker truck	1 amb; 9 fire	**Needs to be checked**	
police vehicles	7	7	9	15	7
PD personnel FT/PT	12 FT/3 PT	15 PFT/2 PT	22 full time	20 FT, 3 PT	13F/t 3 P/t
Fire/EMS pers FT/PT	1 FT, 46 PT	6 FT/ 25 PT	7 FT, 30 call	10 full time, 20 call	
FD/EMS single bays	3	0	0	No single bays	
FD/EMS double & drive thru bays	1 double, 0 drive thru bays	4 bays, all drive thru	5 dbl; 5 drive thru	PS: 3 dble 2 drive thru N Had 2 dble, 1 dr thru	
PD cells & sally ports	2 holding cells, 0 sally ports	2 holdings; 1 sally port	2 holding, 1 sally	5 holding; 2 sally	3 cells. No Sally
# bunks/night space	FD -2 (trailer), PD - 0	FD – 5 bunk rooms	3 bunk rooms	PS – 2, N Had 2	
Fitness area sq. feet	0	500 nsf (proposed)	800 sq feet	N Hadley 200 sq feet	0 for PD
Training area sq. feet	FD. Uses TH, PD – 965.	1,188 nsf (proposed)	Apparatus bay	560 sq feet	0 for PD
Room for public mtgs?	0	Same space as above	yes	Yes, the training area	0 for PD
Dedicated evidence storage: narcotics, firearms, lg items, refrigeration	Converted closet and a dorm type frig	367 nsf (proposed)	yes	Yes	Yes

Comparison to Other W Ma Communities [*per US Census Bureau – July 1, 2023]

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POWER POINT PRESENTATIONS

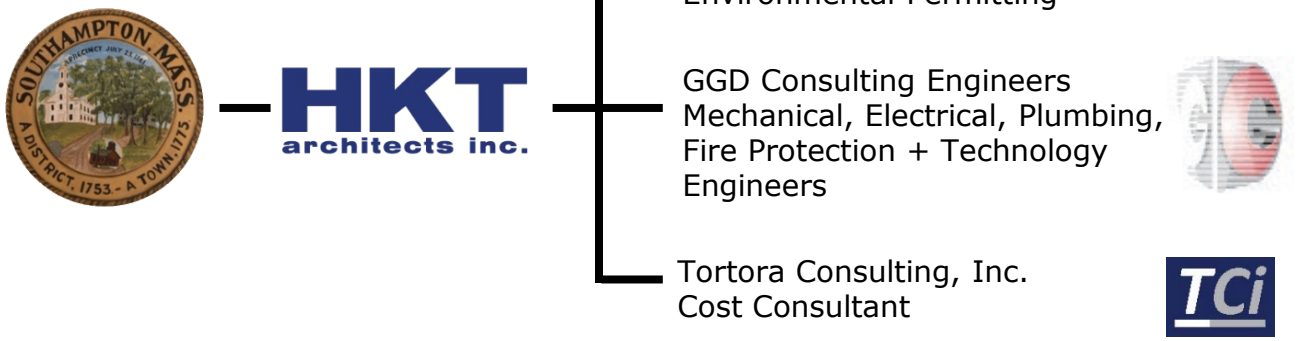


FEASIBILITY STUDY
NEW PUBLIC SAFETY COMPLEX
SOUTHAMPTON, MA

AUGUST 7, 2023

AGENDA

- Discuss Goals for Study
- Process
  - Space Needs Assessment
  - Site Evaluations
  - Conceptual Design
  - Estimate Total Project Costs
- Schedule
  - Study Schedule
  - Project Schedule
- Town Efforts
- Community Outreach
  - Introduce project to gain support



ESTABLISH GOALS

- Discuss your Vision for this Project
    - Describe overall goals, project objectives + key success factors
    - How do you see this project impacting your community
        - Better response times
        - Cost to individual community members
    - How do you see this project impacting your professional staff
        - Healthier environment for professional staff
        - Better operations areas
    - How will the public process engage the community in order to gain the support this project will need at Town Meeting + in the privacy of the voting booth









PROCESS: SPACE NEEDS ASSESSEMENT

- Needs Assessment: Merge best practice with unique PD + FD operational needs
  - Space Needs Questionnaire sent in advance of on-site meeting
  - On-site Meeting:
    - Field observations
    - Interviews with personnel
  - Analyze functional needs
  - Create programming summary
  - Presentation of Summary
    - Revisions of document for Approval



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PROGRAMMING QUESTIONNAIRE

Master Facilities Development Plan — HKT Project No.:

Name / Title:

Department / Division:

Phone / Email:

Date of Completion:

General Information

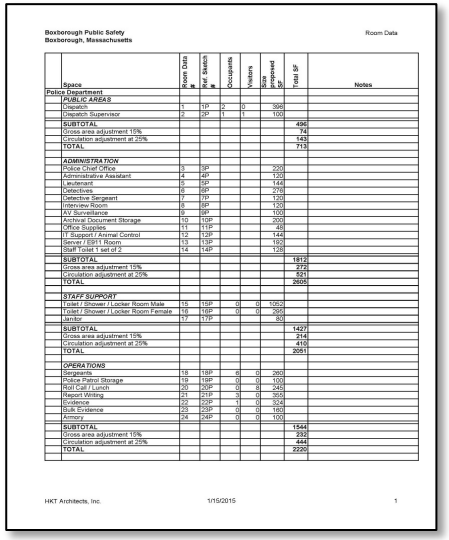
Function: Please respond to the following questions

F1. Please describe the primary function / activities / duties of your department in as much detail as possible.

F2. Identify any functions / activities / duties that you would like to see your department perform now and in the future that are not currently being done and for whom?

F3. Please describe how the current / proposed / ideal physical layout your preferred placement for this function.

1

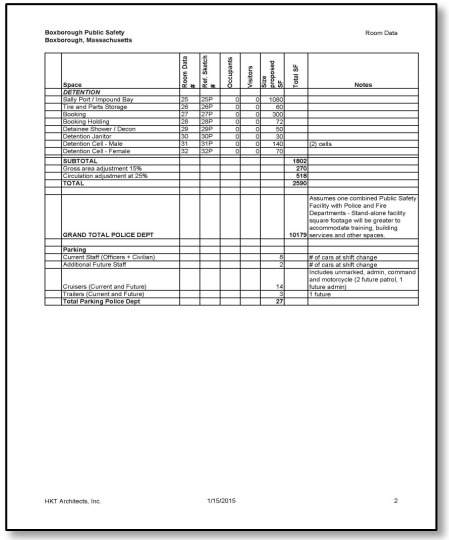


Boxborough Public Safety
Boxborough, Massachusetts

Room Data

Space	Room Data #	Ref. Sketch #	Occupants	Visitors	Size Approved SF	Total SF	Notes
Police Department							
PUBLIC AREAS							
Dispatch	1	1P	2	0	396		
Dispatch Supervisor	2	2P	1	1	100		
SUBTOTAL						496	
Gross area adjustment 15%						74	
Circulation adjustment at 25%						143	
TOTAL						713	
ADMINISTRATION							
Police Chief Office	3	3P			220		
Administrative Assistant	4	4P			120		
Lieutenant	5	5P			144		
Detectives	6	6P			276		
Detective Sergeant	7	7P			120		
Interview Room	8	8P			120		
AV Surveillance	9	9P			100		
Archival Document Storage	10	10P			200		
Office Supplies	11	11P			48		
IT Support / Animal Control	12	12P			144		
Server / E911 Room	13	13P			192		
Staff Toilet 1 set of 2	14	14P			128		
SUBTOTAL						1812	
Gross area adjustment 15%						272	
Circulation adjustment at 25%						521	
TOTAL						2605	
STAFF SUPPORT							
Toilet / Shower / Locker Room Male	15	15P	0	0	1052		
Toilet / Shower / Locker Room Female	16	16P	0	0	295		
Janitor	17	17P			80		
SUBTOTAL						1427	
Gross area adjustment 15%						214	
Circulation adjustment at 25%						410	
TOTAL						2051	
OPERATIONS							
Sergeants	18	18P	4	0	260		
Police Patrol Storage	19	19P	0	0	100		
Roll Call / Lunch	20	20P	0	8	240		
Report Writing	21	21P	3	0	360		
Evidence	22	22P	1	0	324		
Bulk Evidence	23	23P	0	0	160		
Armory	24	24P	0	0	100		
SUBTOTAL						1544	
Gross area adjustment 15%						232	
Circulation adjustment at 25%						444	
TOTAL						2220	

HKT Architects, Inc. 1/15/2015 1



Boxborough Public Safety
Boxborough, Massachusetts

Room Data

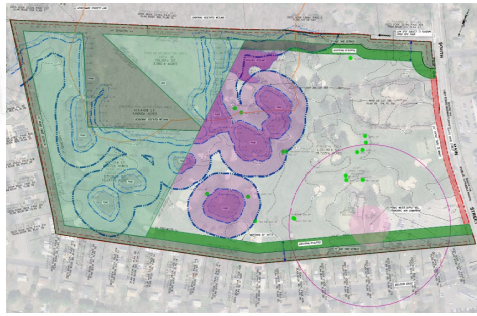
Space	Room Data #	Ref. Sketch #	Occupants	Visitors	Size Approved SF	Total SF	Notes
DETENTION							
Sally Port / Impound Bay	25	25P	0	0	1080		
Tire and Parts Storage	26	26P	0	0	60		
Booking	27	27P	0	0	300		
Booking Holding	28	28P	0	0	72		
Detainee Shower / Decon	29	29P	0	0	50		
Detention Janitor	30	30P	0	0	30		
Detention Cell - Male	31	31P	0	0	140		(2) cells
Detention Cell - Female	32	32P	0	0	70		
SUBTOTAL						1802	
Gross area adjustment 15%						270	
Circulation adjustment at 25%						518	
TOTAL						2590	
GRAND TOTAL POLICE DEPT						10179	Assumes one combined Public Safety Facility with Police and Fire Departments - Stand-alone facility square footage will be greater to accommodate training, building services and other spaces.
Parking							
Current Staff (Officers + Civilian)						8	# of cars at shift change
Additional Future Staff						2	# of cars at shift change
Cruisers (Current and Future)						14	Includes unmarked, admin, command and motorcycle (2 future patrol, 1 future admin)
Trailers (Current and Future)						3	1 future
Total Parking Police Dept						27	

HKT Architects, Inc. 1/15/2015 2

PROCESS: SITE EVALUATION OF THREE SITES

- Selection factors to meet Fire + Police Department needs
    - Review available data; Research + confirm
    - Opportunities + constraints review
        - Screen sites for environmental issues; archaeological; wetlands; stormwater management; site utilities; vehicular access; zoning, topo/grading
- Compile data into Matrix
- Rank three sites
    - Select Preferred Site







CATEGORY	Existing Police/Fire Station Site - 146 Washington Street	194 Bridge Street (Town Dump)	139 Alden Road	243 Bridge Street / Brahmin Property	David Drews Blvd / Alden Road Extension	249 Alden Road	Hemlock Street / Alden Road (Town Dump)	Alden Road - North of National Beach	Long Road	Total Points Available	COMMENTS
1. LOCATION	10	25	20	22	10	11	12	15	8	20	
1.1 Geographic location	10	10	10	10	10	0	0	0	0	10	Central to mission of FD - Response times met; response times not met
1.2 Neighborhood	3	3	3	3	3	2	3	3	3	3	Minimal impact on residential neighborhood and community; Moderate impact; Significant impact
1.3 Current Use	0	3	3	0	3	0	0	3	3	3	Currently undeveloped; Currently underemployed but site planned for other use; Currently planned for other use
1.4 Zoning By-laws										3	Allowed - complies with use, dimensional requirements and performance standards; Use allowed with moderate approval; Use allowed but will be difficult to obtain approval; Not allowed
1.5 Public Facade/Screening	0	3	3	3	3	3	3	3	3	3	We provide exterior shutters and/or rolling special required; Close shutters with adequate area for screening; Abutters with inadequate area for screening
1.6 Community Visibility	6	6	6	6	0	6	6	6	0	6	Site is clearly visible to community and easily accessible , particularly in an emergency; Site is visible to community but not easily accessible; Site is neither clearly visible from public roads nor easily accessible
2. ACCESSIBILITY	10	10	10	5	8	10	10	8	5	10	
2.1 Site Access	5	5	5	5	5	5	5	3	0	5	Ease of access through existing entry points and roadways; Some impact on entry or roadway; Significant impact including limited emergency access
2.2 Traffic	5	5	5	0	3	5	5	5	5	5	No impact on traffic patterns; Some impact; Significant impact
3. SITE FEATURES	5	10	9	10	8	9	8	9	2	20	
3.1 Adequate site size	3	10	5	10	8	9	8	9	2	10	Optimum size - allows for full police/fire program and expansion; Good size but no expansion capability; Can only accommodate one department
3.2 Operations – ease of use										7	Staff and Visitors use of site; Site easily split between emergency vehicles and visitors; Site requires some overlap of uses; Site uses overlap significantly
3.3 Flexibility / Circulation										3	Flexibility to reconfig/lay out as needs change; site has limited reconfiguration options; site has no flexibility
4. ENVIRONMENTAL	12	12	12	12	9	7	12	12	8	15	
4.1 Wetlands	5	5	5	5	0	2	5	5	0	5	No wetlands or all work will occur outside of ConCom jurisdiction; Indirect impact (work in buffer zones); Direct impact on existing wetlands; flood plains; endangered species
4.2 Stormwater Management										3	Reasonable cost for stormwater management; Moderate costs; Excessive costs
4.3 Conservation/DEP Permitting	5	5	5	5	5	5	5	5	5	5	No work within designated vernal pool and/or rare species habitat; Normal permitting process with vernal pool and/or rare species habitat mediation; Very complex mitigation; Mitigation not feasible; Not permittable
4.4 Existing Tree Cover	2	2	2	2	0	0	2	2	1	2	No mature vegetation; Moderate mature vegetation; Many mature trees
5. SITE DEVELOPMENT	2	3	3	3	3	3	0	3	3	15	
5.1 Utilities										3	Availability of all utilities on site; Utilities in road but need to be brought on site; Some/all utilities need to be brought to site
5.2 Topography	2	3	3	3	3	3	0	3	3	3	Appropriate for buildings, parking, fall arenas; Some major alterations to meet needs; Significant slope reduces to meet needs
5.3 Soils										3	Adequate for bearing capacity; Non-standard foundations required
5.4 Hazardous Materials										3	Free of known contaminants; Testing required; Site history of contaminants
5.5 Costs of Development										3	Reasonable costs for development; Cut/fill, clearing, blasting; Minimal costs; Moderate costs; Excessive costs
6. AVAILABILITY	6	12	8	8	8	8	6	8	12	12	
6.1 Acquisition	6	6	2	2	2	2	6	2	6	6	Cost, availability, time schedule, eminent domain; Owned by the Town; Reasonable costs, available for sale at this time; Costs high but available to meet schedule; Cost high with eminent domain
6.2 Displacement Required	0	6	6	6	6	6	0	6	6	6	Existing operations must be relocated; Cost of relocation minimal, moderate, excessive
TOTAL	52	72	63	66	43	42	49	60	37	100	

PROCESS: CONCEPTUAL DESIGN

- Test Fits to Conceptual Design
    - Site: Organize for movement of emergency vehicles, visitors + staff to maintain safety + operations
    - Plan: Explore options based on space needs, PD + FD interactions + industry trends
- Elevations Design: Reflect consensus of Committee based on conversations, photo surveys + good design
- Building Systems Conversation: Balancing efficiency with maintenance needs
    - Review to determine most appropriate MEP systems, lighting + HVAC controls for code compliance + user operation
- Sustainability Goals: Matching Town desires with budget realities



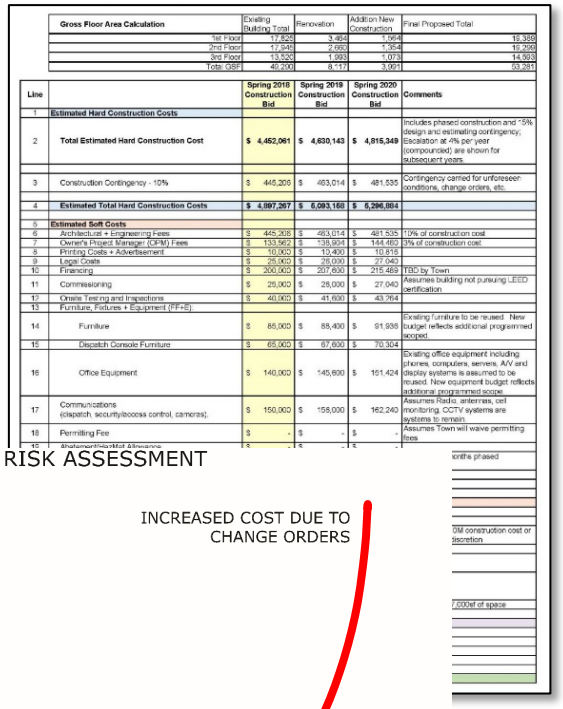






PROCESS: ESTIMATE TOTAL PROJECT COSTS

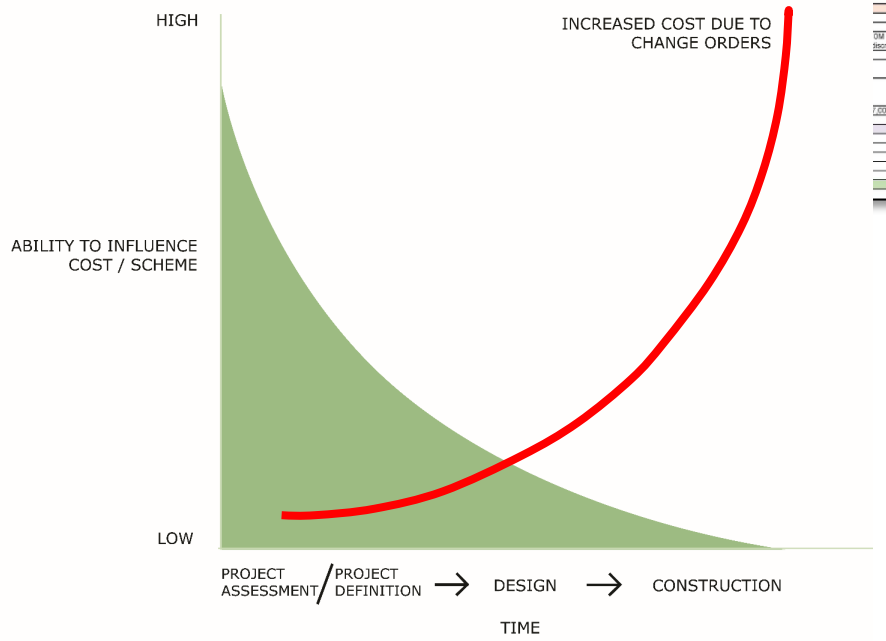
- Review budget expectations today – is there some expectation for TPC
- Best opportunity to control costs is early in design process
  - Apply historical cost data to options to get first look
  - Prevent scope creep
  - Determine how selection of site, siting of building, or selection of materials + systems may affect final costs
- Professional Cost Estimator
  - Final preferred conceptual design
  - Provide alternate costs for green design options
- Work with Town to refine Total Project Cost



Gross Floor Area Calculation	Existing Building Total	Renovation	Addition New Construction	Final Proposed Total
1st Floor	17,825	3,464	1,964	16,389
2nd Floor	17,946	2,665	1,354	16,299
3rd Floor	13,529	1,993	1,073	14,693
Total GSF	49,200	8,117	3,901	53,281

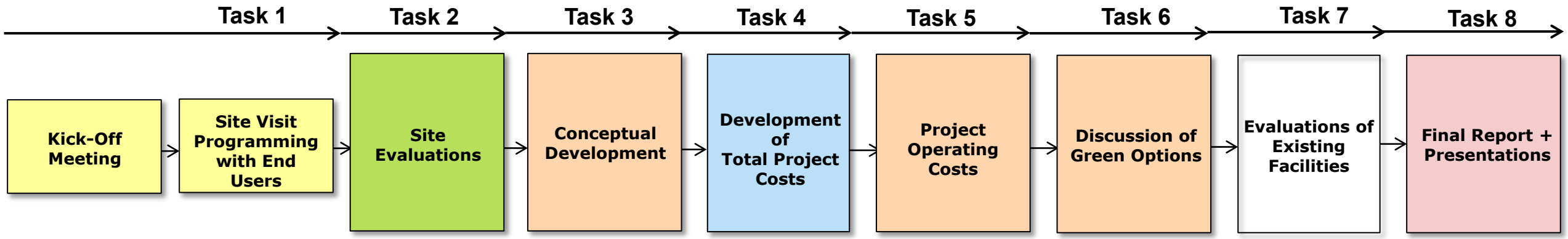
Line		Spring 2018 Construction Bid	Spring 2019 Construction Bid	Spring 2020 Construction Bid	Comments
1	**Estimated Hard Construction Costs**				
2	**Total Estimated Hard Construction Cost**	**$ 4,452,061**	**$ 4,630,143**	**$ 4,815,349**	Includes phased construction and 15% design and estimating contingency; Escalation at 4% per year (compounded) are shown for subsequent years.
3	Construction Contingency - 10%	$ 445,206	$ 463,014	$ 481,535	Contingency carried for unforeseen conditions, change orders, etc.
4	**Estimated Total Hard Construction Costs**	**$ 4,897,267**	**$ 5,093,158**	**$ 5,296,884**	
5	**Estimated Soft Costs**				
6	Architectural + Engineering Fees	$ 445,206	$ 463,014	$ 481,535	10% of construction cost
7	Owner's Project Manager (OPM) Fees	$ 133,562	$ 138,904	$ 144,460	3% of construction cost
8	Printing Costs + Advertisement	$ 10,000	$ 10,400	$ 10,816	
9	Legal Costs	$ 25,000	$ 26,000	$ 27,040	
10	Financing	$ 200,000	$ 207,800	$ 215,489	TBD by Town
11	Commissioning	$ 25,000	$ 26,000	$ 27,040	Assumes building not pursuing LEED certification
12	Onsite Testing and Inspections	$ 40,000	$ 41,600	$ 43,264	
13	Furniture, Fixtures + Equipment (FF+E):				
14	Furniture	$ 85,000	$ 88,400	$ 91,936	Existing furniture to be reused. New budget reflects additional programmed scope.
15	Dispatch Console Furniture	$ 65,000	$ 67,600	$ 70,304	
16	Office Equipment	$ 140,000	$ 145,600	$ 151,424	Existing office equipment including phones, computers, servers, A/V and display systems is assumed to be reused. New equipment budget reflects additional programmed scope.
17	Communications (dispatch, security/access control, cameras);	$ 150,000	$ 156,000	$ 162,240	Assumes Radio, antennas, cell monitoring, CCTV systems are systems to remain
18	Permitting Fee	$ -	$ -	$ -	Assumes Town will waive permitting fees

TIME / RISK ASSESSMENT



SCHEDULE

- **Task 1:** Kick-Off + Space Needs Assessment
- **Task 2:** Site Evaluation
- **Tasks 3, 5, 6:** Conceptual Design, Project Operating Costs, Green Design
- **Task 4:** Development of Total Project Costs
- *Task 7: By Town of Southampton*
- **Task 8:** Final Report and Presentations



SCHEDULE

- Task 1: Kick-Off + Space Needs Assessment
  - ***Virtual Kick-Off Meeting***
  - **Space Needs: One all day site visit**
  - ***2 virtual meetings*** **with SBC to finalize + approve program**
- Task 2: Site Evaluation
  - **3 or 4 sites reviewed dependent on Senior Center Decisions**
    - **Pare working to assess 3 sites – Review of available data + 1 site visit**
  - **Preparation of matrix**
  - ***Virtual meeting(s)*** **to rank sites based on evaluations with goal of selection of 2 sites**
  - **Approval of 2 sites to move to Task 3**

SCHEDULE

- Tasks 3: Conceptual Design
  - **Test Fit block diagrams (2 per 2 selected sites) + with choice of 1 preferred site**
    - ***1 virtual meeting***
  - **Develop 2 conceptual plans on the preferred site**
    - ***1 virtual meeting***
    - **Revise preferred plan as needed**
    - **Develop 2 conceptual elevations**
    - ***1 virtual meeting*** **to present revision + elevations**
      - **Pare will do preliminary site plan work on preferred option**
  - **HKT will assist in developing communications tools**
  - **Facilitate *In-Person Public Meeting* to report progress**

SCHEDULE

- Task 6: Options for Green Design – Concurrent with Task 3
  - **GGD will meet *virtually* to discuss systems options + green design options; Pare will consider green design features in site design**
  - **GGD to prepare narratives for proposed system**
- Task 5: Project Operating Costs – Concurrent with Task 3
  - **GGD develops rough estimate of annual costs for heating, cooling water + electricity based on similar projects**
  - ***HKT to virtually present***
- Task 4: Development of Total Project Costs
  - **TCi will provide detailed cost estimate based on final preferred conceptual design scheme**
    - **Alternate costs for green design included (Task 6)**
  - ***HKT to virtually present Construction Costs and Total Project costs***
  - ***HKT to virtually present preliminary project schedule***

SCHEDULE

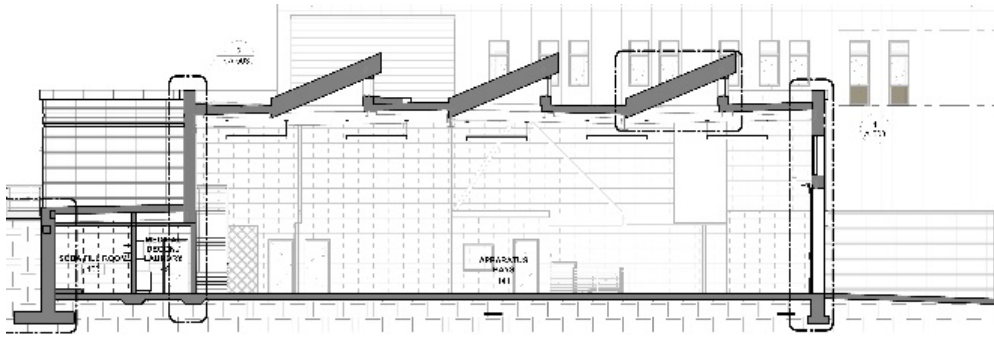
- *Task 7: By Town of Southampton*
- Task 8: Final Report + Presentations
    - **Prepare Draft + Final Report**
    - **In preparation for Town Meeting**
        - **Milestone dates in order to develop detailed schedule**
    - **Prepare presentation material for Town Meeting**
    - ***Present* at Town Meeting**

TOWN EFFORTS

- Review costs for projects from neighboring towns
    - Consider date of bid + escalate bid to 2024/2025 dollars
    - Consider size of building + end users
    - Consider site development costs which vary from site to site
    - Separate “hard” construction costs from “soft” costs for the development of the project
    - Prepare end product report for inclusion in HKT Final Report
- Community Engagement: Be prepared to talk about the project at any time to individual members of the Community







COMMUNITY OUTREACH

- Building support takes time; determine who will "champion" this project; Identify supporters of this project + those who will challenge the results
- Community Engagement, Support + Participation
    - Inform + Educate: Explain informed decision-making process + project benefits to the Community; Answer all questions
    - Website; Social Media; YouTube; Brochures; Visual displays; Newspaper articles + Cable News
- Ensuring Public Support through Strong Outreach + Inclusion
    - Identify Key Groups + Individuals
    - Public Input - Listen + Reflect Back
    - Build Enthusiasm + Maintain Involvement
    - Manage Expectations













Thank You







FEASIBILITY STUDY
NEW PUBLIC SAFETY COMPLEX
SOUTHAMPTON, MA

SEPTEMBER 25, 2023

AGENDA

- Programming Process
  - Site Visit
  - Summary Document
  - Cost Implication
- Schedule
  - Through to March 8, 2024
- Site Assessment
  - Matrix
- Town Efforts
- Community Outreach

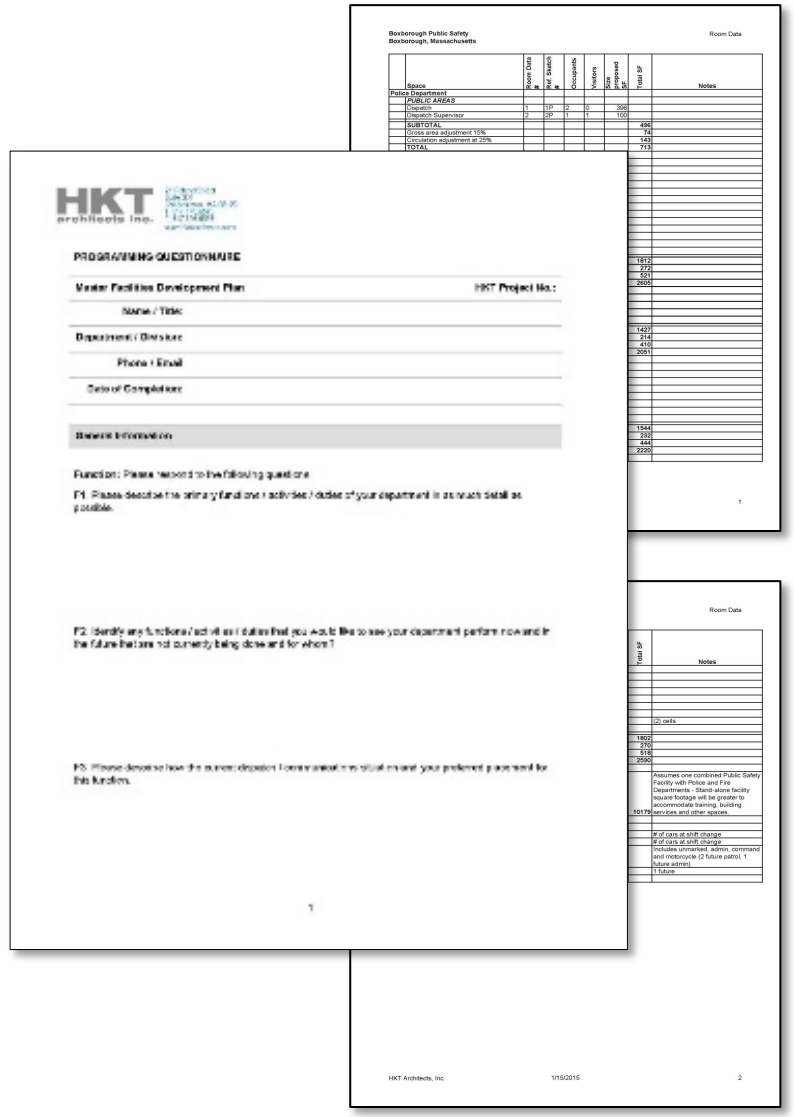


HKT architects inc.

- Pare Corporation
  Site/Civil, Structural + Geotechnical Engineers, Environmental Permitting
- GGD Consulting Engineers
  Mechanical, Electrical, Plumbing, Fire Protection + Technology Engineers
- Tortora Consulting, Inc.
  Cost Consultant

PROCESS: SPACE NEEDS ASSESSEMENT

- Needs Assessment
  - On-site Meeting:
    - Space Needs Questionnaire used as basis for discussion
      - Field observations
      - Interviews with personnel
  - Analyzed functional needs
  - Created programming summary for review by End Users
  - Discussion on Spaces



PROCESS: POLICE SUMMARY

- Administration
- Operations
- Staff Support
- Detention
- Parking/Other

Southampton Public Safety Complex — Summary — Police Department

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
ADMINISTRATION - POLICE					
Police Chief Office	1	4	204		Private Office; Not near public; Location near Shared Administrator if possible; small closet within space
Captain (Future Position)	1	2	132		Private Office; Not near public
Lieutenant	1	2	132		Private Office; Not near public
Administrative Assistant					See Shared Spaces
Conference Room	10	0	192		Adjacent to Command Staff
Detective Sergeant Office	1	2	120		
Detective Office (1 current + 1 projected)	2	2	168		1 person per shift; Not near public
Interview Room - Detectives	0	4	100		
Records/Archive Document Storage	0	0	288		Active and near lobby; archive could be separated out; 10 lf/yr x 7 years; Hard copies and Digitized
Office Supplies/Copy	0	0	100		Secure
Kitchenette	0	0	25		Off corridor if not near Break Room
Staff Toilet	0	0	121		1 set of 2
SUBTOTAL				**1,582**	
Gross area adjustment 15%				**237**	
Circulation adjustment at 25%				**455**	
TOTAL				**2,274**	
OPERATIONS - POLICE					
Sergeant (3 current + projected)	3	1	196		Private Office; Not near public; shared space
Operations Room: (5 current + 11 future): Shared workspace; Roll call	4	2	306		Not near public; 4 computers; mailboxes for all patrol officers (16); conference table, copier/printer; intercom/radio intercom
Training Officer (Future Position)	1	1	120		
Technology Lab	0	0	100		Computers; body cam storage; future technology requirements
Decontamination Room with Shower/Toilet/changing area	1	0	70		Immediate location to outside door; Changing and shower (exposures to contaminants)
Uniform Storage	0	0	64		
PPE Storage	0	0	64		
Medical Supplies	0	0	64		
Process Room - Lab	0	2	120		CSI Unit; Sink, small fume hood, lab surfaces
Evidence/Property Room	1	0	300		Processing/Storing; Refrigerator; must meet accreditation standards
Valuable Evidence Room	0	0	80		Narcotics and Guns
Evidence Prep Area	0	0	12		Off corridor; Evidence lockers including refrigerated compartment open to Evidence/Property Room
Armory/Weapons	1	0	100		With Safe

HKT Architects, Inc. — 9/13/2023

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
SUBTOTAL				**1,596**	
Gross area adjustment 15%				**239**	
Circulation adjustment at 25%				**459**	
TOTAL				**2,294**	
STAFF SUPPORT - POLICE					
Lunch / Break Room	8	0	192		
Toilet / Shower / Locker Room - Female	0	0	304		Planned for future: Officers and staff at 6 lockers (16x19)
Toilet / Shower / Locker Room - Male	0	0	746		Planned for future: Officers and staff at 26 lockers
Bunk Room	1	0	100		For 1 person
Janitor	0	0	50		1 per floor, first floor near detention
Electrical Closet	0	0	50		
SUBTOTAL				**1,442**	
Gross area adjustment 15%				**216**	
Circulation adjustment at 25%				**415**	
TOTAL				**2,073**	
DETENTION - POLICE					
Sally Port/Impound/Standard Vehicle	0	0	1,820		3 bays total; 2 @18'x35' deep plus 1@ 16'x35' to accommodate ambulance; rear of other two bays could holds Bulk Evidence and Recovered Property; Drive thru preferred; Gun locker storage; sliding door to booking area; vehicle care and maintenance
Bulk Evidence	0	0	0		In rear of impound/vehicle bays
Recovered Property	0	0	0		In rear of impound/vehicle bays
Booking Holding	0	2	72		Bench with handcuff rail; sliding door to sally port
Booking	0	0	182		Accessible; Bench with handcuff rail; fingerprinting processing station; wash station
Detainee Shower	0	0	40		Accessible
Holding Cells	2	0	246		1/1 sight/sound separation including juveniles; Includes circulation outside cell for separation; acoustic privacy
Interview Room	0	4	120		Interview; audio/recording capabilities
SUBTOTAL				**2,480**	
Gross area adjustment 15%				**372**	
Circulation adjustment at 25%				**713**	
TOTAL				**3,565**	
GRAND TOTAL - POLICE				**10,206**	
PARKING/OTHER					
Shooting Range (Modular Freestanding)	0	0	900		2 lanes for shooting up to 25 yards 100'x9'
Carport Parking for cruisers			2,376		For nine (9) vehicles; Secured Area 24'd x 11'W per vehicle
Current Staff (Officers)	12				
Future Staff (Officers)	14				
Current and Future		**26**			Some overlap from shift to shift
Cruiser/truck/assigned vehicle (current)	7				Lot and Sally Port
Cruiser/truck/assigned vehicle (future)	4				Lot and Sally Port
ATV (current + future)	2				Sally Port or detached storage
Boats (current + future)	1				Sally Port or detached storage
Current and Future		**14**			
Total Parking Police Dept		**40**			

PROCESS: POLICE SUMMARY

- **Administration: 2,274 GSF**
  - Offices
  - Conference
  - Detectives
  - Records

	Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
ADMINISTRATION - POLICE						
	Police Chief Office	1	4	204		Private Office; Not near public; Location near Shared Administrator if possible; small closet within space
	Captain (Future Position)	1	2	132		Private Office; Not near public
	Lieutenant	1	2	132		Private Office; Not near public
	Administrative Assistant					See Shared Spaces
	Conference Room	10	0	192		Adjacent to Command Staff
	Detective Sergeant Office	1	2	120		
	Detective Office (1 current + 1 projected)	2	2	168		1 person per shift; Not near public
	Interview Room - Detectives	0	4	100		
	Records/Archive Document Storage	0	0	288		Active and near lobby; archive could be separated out; 10 lf/yr x 7 years; Hard copies and Digitized
	Office Supplies/Copy	0	0	100		Secure
	Kitchenette	0	0	25		Off corridor if not near Break Room
	Staff Toilet	0	0	121		1 set of 2
	SUBTOTAL				**1,582**	
	Gross area adjustment 15%				**237**	
	Circulation adjustment at 25%				**455**	
	TOTAL				**2,274**	

PROCESS: POLICE SUMMARY

- **Operations: 2,294 GSF**
  - Offices
  - Operations Room
  - Technology
  - Officer Support
  - Evidence
  - Armory

OPERATIONS - POLICE					
Sergeant (3 current + projected)	3	1	196		Private Office; Not near public; shared space
Operations Room: (5 current + 11 future): Shared workspace; Roll call	4	2	306		Not near public; 4 computers; mailboxes for all patrol officers (16); conference table, copier/printer; intercom/radio intercom
Training Officer (Future Position)	1	1	120		
Technology Lab	0	0	100		Computers; body cam storage; future technology requirements
Decontamination Room with Shower/Toilet/changing area	1	0	70		Immediate location to outside door; Changing and shower (exposures to contaminants)
Uniform Storage	0	0	64		
PPE Storage	0	0	64		
Medical Supplies	0	0	64		
Process Room - Lab	0	2	120		CSI Unit; Sink, small fume hood, lab surfaces
Evidence/Property Room	1	0	300		Processing/Storing; Refrigerator; must meet accreditation standards
Valuable Evidence Room	0	0	80		Narcotics and Guns
Evidence Prep Area	0	0	12		Off corridor; Evidence lockers including refrigerated compartment open to Evidence/Property Room
Armory/Weapons	1	0	100		With Safe
SUBTOTAL				**1,596**	
Gross area adjustment 15%				**239**	
Circulation adjustment at 25%				**459**	
TOTAL				**2,294**	

PROCESS: POLICE SUMMARY

- **Staff Support: 2,073 GSF**
  - Lunch /Break
  - Toilet / Shower / Locker
  - Support Spaces

STAFF SUPPORT - POLICE						
	Lunch / Break Room	8	0	192		
	Toilet / Shower / Locker Room - Female	0	0	304		Planned for future: Officers and staff at 6 lockers (16x19)
	Toilet / Shower / Locker Room - Male	0	0	746		Planned for future: Officers and staff at 26 lockers
	Bunk Room	1	0	100		For 1 person
	Janitor	0	0	50		1 per floor, first floor near detention
	Electrical Closet	0	0	50		
	SUBTOTAL				**1,442**	
	Gross area adjustment 15%				**216**	
	Circulation adjustment at 25%				**415**	
	TOTAL				**2,073**	

PROCESS: POLICE SUMMARY

- **Detention: 3,565 GSF**
  - Sally Port
  - Booking + Cells
  - Interview
- **Parking / Other**
  - Shooting Range: 900 GSF
  - Carport: 2,376 GSF
  - Parking: 40

DETENTION - POLICE						
	Sally Port/Impound/Standard Vehicle	0	0	1,820		3 bays total; 2 @18'x35' deep plus 1@ 16'x35' to accommodate ambulance; rear of other two bays could holds Bulk Evidence and Recovered Property; Drive thru preferred; Gun locker storage; sliding door to booking area; vehicle care and maintenance
	Bulk Evidence	0	0	0		In rear of impound/vehicle bays
	Recovered Property	0	0	0		In rear of impound/vehicle bays
	Booking Holding	0	2	72		Bench with handcuff rail; sliding door to sally port
	Booking	0	0	182		Accessible; Bench with handcuff rail; fingerprinting processing station; wash station
	Detainee Shower	0	0	40		Accessible
	Holding Cells	2	0	246		1/1 sight/sound separation including juveniles; Includes circulation outside cell for separation; acoustic privacy
	Interview Room	0	4	120		Interview; audio/recording capabilities
	SUBTOTAL				**2,480**	
	Gross area adjustment 15%				**372**	
	Circulation adjustment at 25%				**713**	
	TOTAL				**3,565**	
	GRAND TOTAL - POLICE				**10,206**	
	PARKING/OTHER					
	Shooting Range (Modular Freestanding)	0	0	900		2 lanes for shooting up to 25 yards 100'x9'
	Carport Parking for cruisers			2,376		For nine (9) vehicles; Secured Area 24'd x 11'W per vehicle
	Current Staff (Officers)	12				
	Future Staff (Officers)	14				
	Current and Future		**26**			Some overlap from shift to shift
	Cruiser/truck/assigned vehicle (current)	7				Lot and Sally Port
	Cruiser/truck/assigned vehicle (future)	4				Lot and Sally Port
	ATV (current + future)	2				Sally Port or detached storage
	Boats (current + future)	1				Sally Port or detached storage
	Current and Future		**14**			
	Total Parking Police Dept		**40**			

PROCESS: FIRE SUMMARY

- Administration
- Staff Support
- Operations
- Parking/Other

Southampton Public Safety Complex Summary **Fire Department**

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
ADMINISTRATION - FIRE					
Fire Chief Office	1	4	204		Private Office; Not near public; Location near Shared Administrator if possible; small closet within space
Deputy Chief Office	2	2	144		PTE; Can double up with Training Officer
Administrative Assistant					See Shared Spaces
Fire Captain Office (2 current - 4 projected)	4	1	120		PTE; 1 captain on duty per shift
EMS Captain Office (2 current + projected)	2	1	120		PTE; Administrative Coordinator
Fire Prevention Office (Future)	1	2	120		
Office Supplies/Copy	0	0	100		Secure
Conference Room	6	0	168		
Archive Document Storage	0	0	120		1 drawer per year for 8 years
Kitchenette	0	0	25		Off corridor if not near Lunch Room
Staff Toilet	0	0	121		1 set of 2
SUBTOTAL				**1,242**	
Gross area adjustment 15%				**186**	
Circulation adjustment at 25%				**357**	
TOTAL				**1,785**	
STAFF SUPPORT - FIRE					
PTE: Firefighter/Paramedic (18 current + 25 projected); Firefighter/EMT (12 current + 20 projected); Firefighter (4					
Dorm Room - Single	5	0	475		Single bed; sidetable; 4-2'-6" spaces for wardrobes/storage bins; small desk surface
Toilet/Shower Room	3	0	264		3 - 3 fixture bathrooms
Locker Room	0	0	168		By toilet/shower - (10) 24" wide lockers
Spare Uniform Closet	0	0	80		
Kitchen/Day Room	10	0	450		Seating for 10
Cleaning Supply Storage	0	0	64		
Janitors Closet/Laundry	0	0	100		Residential W&D
SUBTOTAL				**1,601**	
Gross area adjustment 15%				**240**	
Circulation adjustment at 25%				**460**	
TOTAL				**2,301**	
OPERATIONS - FIRE					
Apparatus Bays	0	0	5,180		3 engines; 2 ambulances (hold narcotics - secure area); 1 Brush truck; 1 future tanker truck stored indoors; drive thru bays (preferred); 2@17'x72' and 2@ 20'x72'; (1 utility truck; 1 UTV trailer; 1 chief car parked outdoors - carport structure if possible)
Hose Storage	0	0	64		Storage; cleaning

Southampton Public Safety Complex Summary **Fire Department**

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
Hose Tower	0	0	144		50' lengths; could be dedicated shaft or within building dimensions; 10' width by 6' depth min.
Gear Storage	40	0	588		40 gear lockers
Toilet/Shower Rooms for Decon	0	0	140		Provide 2
Laundry	0	0	156		Gear and Standard W&D; ice machine, utility sink
Mechanic Room	0	0	100		Small bench and storage
Equipment Decontamination	0	0	120		No gear washer/dryer currently; use other towns - future uncertain but unlikely; provide commercial sink with drainboards; storage for backer boards, cabinetry for supplies
SCBA Fill Room	0	0	100		
Air Compressor Room	0	0	64		
Oxygen Storage	0	0	80		
Bulk Storage	0	0	120		Speed dry; HazMat materials; spare tires; emergency equipment; other building supply
Medical Supply Storage	0	0	64		EMS Secure Storage; close to ambulances
Janitors Closet	0	0	25		
Electrical Closet	0	0	50		
Communications Equipment Room	0	0	100		Radio/Battery Charging
SUBTOTAL				**7,095**	
Gross area adjustment 15% (*)				**805**	* 10% for Apparatus Bays
Circulation adjustment at 10% (**)				**220**	** 0% for Apparatus Bays
TOTAL				**8,120**	
GRAND TOTAL - FIRE				**12,207**	
Parking					
Carport Parking for Utility Truck, UTV Trailer, Chief car			792		For three (3) vehicles; Secured Area 24'd x 11'W per vehicle
Current Staff (Firefighters)	3				Chief and 2 ambulance crew
Additional Future Staff	2				Additional 2 for ambulance
Call Responders	15				Unknown how many may respond could be up to 15
Administration staff	0				Shown in Shared Program
Visitors	0				Shown in Shared Program
Total Parking Fire Dept	**20**				

PROCESS: FIRE SUMMARY

- **Administration: 1,785 GSF**
  - Offices
  - Conference
  - Records
- **Staff Support: 2,301 GSF**
  - Dorm Rooms
  - Toilet / Shower
  - Kitchen / Day Room
- *Concerns: Separate bedrooms for each person on duty, instead of one dorm style room. Show 5.*
- *Have separate kitchen & day rooms. This can be split into two pieces*

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
ADMINISTRATION - FIRE					
Fire Chief Office	1	4	204		Private Office; Not near public; Location near Shared Administrator if possible; small closet within space
Deputy Chief Office	2	2	144		PTE; Can double up with Training Officer
Administrative Assistant					See Shared Spaces
Fire Captain Office (2 current - 4 projected)	4	1	120		PTE; 1 captain on duty per shift
EMS Captain Office (2 current + projected)	2	1	120		PTE; Administrative Coordinator
Fire Prevention Office (Future)	1	2	120		
Office Supplies/Copy	0	0	100		Secure
Conference Room	6	0	168		
Archive Document Storage	0	0	120		1 drawer per year for 8 years
Kitchenette	0	0	25		Off corridor if not near Lunch Room
Staff Toilet	0	0	121		1 set of 2
SUBTOTAL				**1,242**	
Gross area adjustment 15%				**186**	
Circulation adjustment at 25%				**357**	
TOTAL				**1,785**	
STAFF SUPPORT - FIRE					
PTE: Firefighter/Paramedic (18 current + 25 projected); Firefighter/EMT (12 current + 20 projected); Firefighter (4					
Dorm Room - Single	5	0	475		Single bed; sidetable; 4-2'-6" spaces for wardrobes/storage bins; small desk surface
Toilet/Shower Room	3	0	264		3 - 3 fixture bathrooms
Locker Room	0	0	168		By toilet/shower - (10) 24" wide lockers
Spare Uniform Closet	0	0	80		
Kitchen/Day Room	10	0	450		Seating for 10
Cleaning Supply Storage	0	0	64		
Janitors Closet/Laundry	0	0	100		Residential W&D
SUBTOTAL				**1,601**	
Gross area adjustment 15%				**240**	
Circulation adjustment at 25%				**460**	
TOTAL				**2,301**	

PROCESS: FIRE SUMMARY

- **Operations 8,120 GSF**
  - Apparatus Bays
  - Hose Storage + Tower
  - Gear Storage
  - Decontamination: Equipment + Staff
  - SCBA + Air Compressor + Oxygen
  - Medical Supply

OPERATIONS - FIRE						
	Apparatus Bays	0	0	5,180		3 engines; 2 ambulances (hold narcotics - secure area); 1 Brush truck; 1 future tanker truck stored indoors; drive thru bays (preferred); 2@17'x72' and 2@ 20'x72'; (1 utility truck; 1 UTV trailer; 1 chief car parked outdoors - carport structure if possible)
	Hose Storage	0	0	64		Storage; cleaning
						within building dimensions; 10' width by 6' depth min.
	Gear Storage	40	0	588		40 gear lockers
	Toilet/Shower Rooms for Decon	0	0	140		Provide 2
	Laundry	0	0	156		Gear and Standard W&D; ice machine, utility sink
	Mechanic Room	0	0	100		Small bench and storage
	Equipment Decontamination	0	0	120		No gear washer/dryer currently; use other towns - future uncertain but unlikely; provide commercial sink with drainboards; storage for backer boards, cabinetry for supplies
	SCBA Fill Room	0	0	100		
	Air Compressor Room	0	0	64		
	Oxygen Storage	0	0	80		
	Bulk Storage	0	0	120		Speed dry; HazMat materials; spare tires; emergency equipment; other building supply
	Medical Supply Storage	0	0	64		EMS Secure Storage; close to ambulances
	Janitors Closet	0	0	25		
	Electrical Closet	0	0	50		
	Communications Equipment Room	0	0	100		Radio/Battery Charging
	SUBTOTAL				**7,095**	
	Gross area adjustment 15% (*)				**805**	* 10% for Apparatus Bays
	Circulation adjustment at 10% (**)				**220**	** 0% for Apparatus Bays
	TOTAL				**8,120**	
	GRAND TOTAL - FIRE				**12,207**	

PROCESS: FIRE SUMMARY

- **Parking/Other**
  - Carport: 792 GSF
  - Parking: 20

	Parking					
	Carport Parking for Utility Truck, UTV Trailer, Chief car			792		For three (3) vehicles; Secured Area 24'd x 11'W per vehicle
	Current Staff (Firefighters)	3				Chief and 2 ambulance crew
	Additional Future Staff	2				Additional 2 for ambulance
	Call Responders	15				Unknown how many may respond could be up to 15
	Administration staff	0				Shown in Shared Program
	Visitors	0				Shown in Shared Program
	Total Parking Fire Dept	**20**				

PROCESS: SHARED SUMMARY

- Public Spaces
- Communications
- Staff Support
- Building Support
- Outdoor Spaces

Southampton Public Safety Complex Summary **Shared**

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
PUBLIC - SHARED					
Entry Vestibule + Lobby	0	0	300		Unstaffed; Video Call System off hours to dispatch at Regional Center; Police have 5-10 walk-ins per day who are met by admin; FD has 2-3 visitors a day unless burning season - need permits so up to 30 and up to 12 per year for medial emergencies; lock-down arrangement at vestibule as safe haven
Public Interview Room; Safe Room	0	4	120		Off lobby space to meet with public; do permitting or licensing; as safe area
Training Room/EOC/Community Meeting Room	48	0	1,188		EOC (Current EOC is for x persons); Training; 40 seats for PD; 48 seats for FD Training; FD weekly training is for 10-20; Community Space
Administrative Assistant	2	1	168		Adjacent to Lobby (proposed shared with FD); future may require 2 separate workspaces; copier required
Storage Tables and Chairs	0	0	100		
Office Space for EOC			80		
Public Toilet	1	0	242		2 sets of 2 @121 per set
Kitchenette	0	0	100		Refrigerator, sink, microwave, trash containers
SUBTOTAL				**2,298**	
Gross area adjustment 15%				**345**	
Circulation adjustment at 25%				**661**	
TOTAL				**3,303**	
COMMUNICATIONS - SHARED					
Communications/Radio Room	0	0	120		For Emergency Operations and or receiving desk for public
SUBTOTAL				**120**	
Gross area adjustment 15%				**18**	
Circulation adjustment at 25%				**35**	
TOTAL				**173**	
STAFF SUPPORT - SHARED					
Fitness	0	0	750		Shared but near locker rooms
SUBTOTAL				**750**	
Gross area adjustment 15%				**113**	
Circulation adjustment at 25%				**216**	
TOTAL				**1,078**	
BUILDING SUPPORT - SHARED					
Server Room	0	0	192		
Mechanical Room	0	0	400		
Main Electric Room	0	0	120		
Plumbing / Fire Protection Room	0	0	180		

Southampton Public Safety Complex Summary **Shared**

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
Emergency Electrical Room	0	0	80		
Electric Closet (1 per floor)	0	0	72		1 per floor
Janitor Closet	0	0	40		1 per floor
Stairs	0	0	880		
Elevator and Machine Room	0	0	249		
SUBTOTAL				**2,213**	
Gross area adjustment 15%				**332**	
Circulation adjustment at 25%				**636**	
TOTAL				**3,181**	
GRAND TOTAL - SHARED				**7,735**	
SITE PLANNING					
Antenna					
Dumpster					
Generator/Transformer					72 hours of fuel; assume propane or diesel
PARKING					
Visitors	20				Variable 15-20
Total Parking Shared/Public	**20**				

PROCESS: SHARED SUMMARY

- **Public Spaces: 3,303 GSF**
  - Vestibule + Lobby
  - Public Interview – Safe Room
  - Training/EOC/Community Room
  - Administrative Assistant
  - Support Spaces
  - *Concerns: One aspect that needs to be considered is firearms application processing for the public. For design purposes this requires the shared use of our AFIS fingerprint equipment which is needed for arrestee processing as well as firearms licenses applications for the public.*

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
PUBLIC - SHARED					
Entry Vestibule + Lobby	0	0	300		Unstaffed; Video Call System off hours to dispatch at Regional Center; Police have 5-10 walk-ins per day who are met by admin; FD has 2-3 visitors a day unless burning season - need permits so up to 30 and up to 12 per year for medial emergencies; lock-down arrangement at vestibule as safe haven
Public Interview Room; Safe Room	0	4	120		Off lobby space to meet with public; do permitting or licensing; as safe area
Training Room/EOC/Community Meeting Room	48	0	1,188		EOC (Current EOC is for x persons); Training; 40 seats for PD; 48 seats for FD Training; FD weekly training is for 10-20; Community Space
Administrative Assistant	2	1	168		Adjacent to Lobby (proposed shared with FD); future may require 2 separate workspaces; copier required
Storage Tables and Chairs	0	0	100		
Office Space for EOC			80		
Public Toilet	1	0	242		2 sets of 2 @121 per set
Kitchenette	0	0	100		Refrigerator, sink, microwave, trash containers
SUBTOTAL				**2,298**	
Gross area adjustment 15%				**345**	
Circulation adjustment at 25%				**661**	
TOTAL				**3,303**	

PROCESS: SHARED SUMMARY

- **Communications: 173 GSF**
- **Staff Support: 1,078 GSF**
- **Building Support: 3,181 GSF**
- Outdoor Spaces:
  - Parking: 20
  - Antenna, Dumpster, Generator/Transformer
  - Roadways + Green Space

COMMUNICATIONS - SHARED						
	Communications/Radio Room	0	0	120		For Emergency Operations and or receiving desk for public
	SUBTOTAL				**120**	
	Gross area adjustment 15%				**18**	
	Circulation adjustment at 25%				**35**	
	TOTAL				**173**	
STAFF SUPPORT - SHARED						
	Fitness	0	0	750		Shared but near locker rooms
	SUBTOTAL				**750**	
	Gross area adjustment 15%				**113**	
	Circulation adjustment at 25%				**216**	
	TOTAL				**1,078**	
BUILDING SUPPORT - SHARED						
	Server Room	0	0	192		
	Mechanical Room	0	0	400		
	Main Electric Room	0	0	120		
	Plumbing / Fire Protection Room	0	0	180		
	Emergency Electrical Room	0	0	80		
	Electric Closet (1 per floor)	0	0	72		1 per floor
	Janitor Closet	0	0	40		1 per floor
	Stairs	0	0	880		
	Elevator and Machine Room	0	0	249		
	SUBTOTAL				**2,213**	
	Gross area adjustment 15%				**332**	
	Circulation adjustment at 25%				**636**	
	TOTAL				**3,181**	
	GRAND TOTAL - SHARED				**7,735**	
	SITE PLANNING					
	Antenna					
	Dumpster					
	Generator/Transformer					72 hours of fuel; assume propane or diesel
	PARKING					
	Visitors	20				Variable 15-20
	Total Parking Shared/Public	**20**				

PROCESS: TOTAL SUMMARY COMPARISON

	2023 Program	2014 Program	Difference 2023-2014	Comments: Noting differences
Police	10,026 GSF	5,400 NSF		Planning for office + lab spaces; records storage; Operations Room; accounting for overall storage needs
Fire	12,207 GSF	8,500 NSF		Planning for support spaces (living); storage support spaces for operations; gear storage; hose tower; Hot/cold zone allowances
Shared	7,735 GSF	3,800 NSF		Planning for safe zone; shared admin area; size + support spaces for training; Communications/Radio; Fitness; MEPFP Spaces
Circulation 2014	Included above	2,655 NSF		
Subtotal		20,355 NSF		
TOTAL	**29,968 GSF**	**23,169 GSF**	**+6,799 GSF**	Significant increase in square footage: 2023 GSF does not included carports or shooting range.

- 2014: Many generalized categories; 2023: More detailed space assignments
- Approach to net + gross factors assignment different
- 2023 Program is 6,799 GSF larger

PROCESS: SCHEDULE

- Task 1: Space Needs Assessment
  - **Finalize + approve program**
- Task 2: Site Evaluation
  - **Rank sites** based on evaluations with goal of selection of 2 sites
  - Approval of 2 sites to move to Task 3

Public Safety Complex Feasibility Study
Southampton, MA

DRAFT

Schedule

The following is a list of anticipated task through completion of the Feasibility Study. The acronyms used are HKT= HKT Architects/Team; ToS = Town of Southampton (Committee, FD, PD or Town Officials)

Description of Work to be Completed by March 8, 2024	Work By	Approximate Date		Comment
		Start	Complete	
Task 1 - Space Needs Assessment				
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Send Questionnaire to PD and FD	*HKT*	*8/8/2023*		
Questionnaire Returned	*ToS*	*PD 8/15/2023 FD 8/22/2023*		
Tour existing fire and police stations; Meet with FD / PD personnel to discuss space needs	*ToS, HKT*	*8/31/2023*		*1 day*
Summary Programming Sent to Departments	*HKT*	*9/13/2023*		
Present Space Needs Programming to Committee for Discussion and Approval	ToS, HKT	9/25/2023		1 Mtg.
Finalize Program based on discussion	HKT	9/26/2023	9/29/2023	
Task 2 - Site Evaluation				
Pare on site to review 3 sites	HKT	9/25/2023 or 9/26/2023		
Site Analysis Presentation and Ranking using Matrix; Select 2 sites	ToS, HKT	10/2/2023	10/5/2023	2nd Mtg. if rqd.
Task 3 - Conceptual Design; Task 5 Project Operating Costs + Task 6 Options for Green Design				
Test Fit Options: 2 test fit options for two sites identified in Task #2	HKT	Completed by 10/20/2023		
Meeting to present 2 test fit options for 2 sites; Select Preferred site at this meeting	ToS, HKT	10/23/2023	10/23/2023	1 Mtg.
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Meeting with GGD - MEPFP Engineers; system options and green design	ToS, HKT	TBD		1 Mtg.
GGD work on a rough estimate of annual costs	HKT	Ongoing		
Final design revisions; Annual Costs Summary	HKT	11/28/2023	12/8/2023	
Meeting to present Final Option	ToS, HKT	12/18/2023	12/18/2023	1 Mtg.
Community Meeting - Communication Tools	ToS, HKT	TBD; Ongoing work		1 Mtg.
Task 4 - Total Project Cost Estimate and Schedule				
Prepare documents for Cost Estimate	HKT	12/19/2023	1/4/2024	
Professional Cost Estimate	HKT	1/5/2023	1/19/2024	
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Task 7 - Evaluation of Existing Facilities / Comparison to Other Communities				
Evaluations of existing facilities and cost comparisons	ToS	Ongoing		
Task 8 - Comprehensive Final Report and Presentation by March 1, 2024				
Prepare Draft Final Report	HKT	4 weeks - 1/19/2024 thru 2/16/2024		
Receive Review Comments	ToS	1 week - 2/16/2024 thru 2/23/2024		
Revise Final Report	HKT	2 weeks - 2/26/2024 thru 3/8/2024		
Presentations	ToS, HKT	On-going		

PROCESS: SCHEDULE

- Tasks 3: Conceptual Design
  - Test Fit block diagrams; choice of 1 preferred site
  - Develop 2 conceptual plans on the preferred site
  - Revise preferred plan; Develop 2 conceptual elevations
  - Facilitate *In-Person Public Meeting* to report progress
- Task 5: Project Operating Costs: GGD develops rough estimate of annual costs for heating, cooling water + electricity based on similar projects
- Task 6: Options for Green Design: GGD will meet virtually to discuss systems options + green design options

Public Safety Complex Feasibility Study
Southampton, MA

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Schedule

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PROCESS: SCHEDULE

- Task 4: Development of Total Project Costs: TCi will provide detailed cost estimate based on final preferred conceptual design scheme
- *Task 7: By Town of Southampton*
- Task 8: Final Report + Presentations
  - Town Meeting

Public Safety Complex Feasibility Study
Southampton, MA

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Schedule

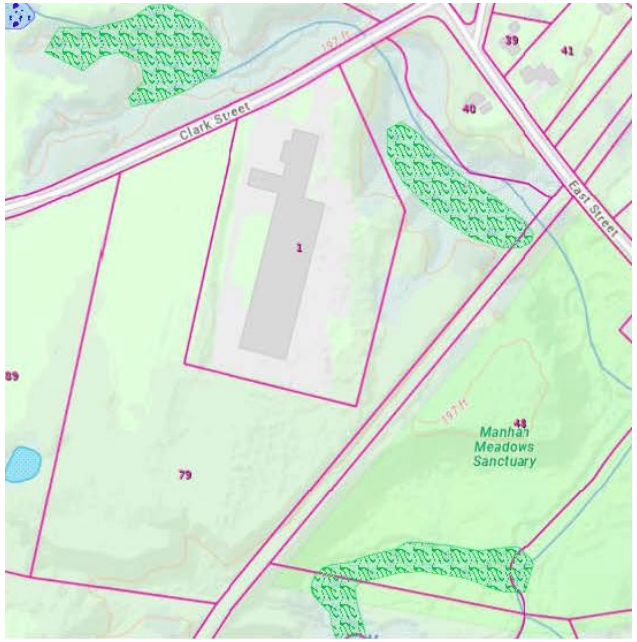
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PROCESS – SITE ASSESSMENT: PROPERTIES



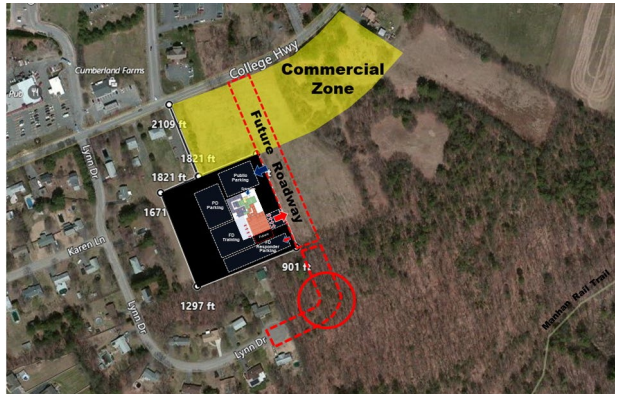
204 College Highway



79 Clark Street



0 College Highway



PROCESS: SITE MATRIX

- 6 Categories
  - Location
  - Accessibility
  - Site Features
  - Environmental
  - Site Development
  - Availability
- Scoring: 100 Points

Southampton , MA
Feasibility Study - Public Safety Facility
Alternative Sites for Public Safety Facility

Site Evaluation
Criteria Matrix

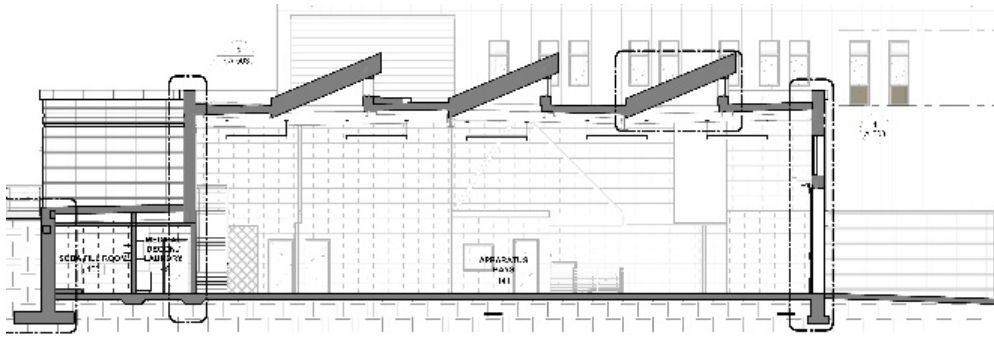
CATEGORY	PUBLIC SAFETY OPTIONS: 204 College Highway	0 College Highway	79 Clark Street	Total Points Available	COMMENTS
1. LOCATION	0	0	0	24	
1.1 Geographic location					Central to mission of FD/PD - Response times met; response times not met
1.2 Neighborhood					Minimal impact on residential neighborhood and community; Moderate impact; Significant impact
1.3 Current Use					Currently undeveloped; Currently undeveloped but site planned for other use; Currently planned for other use
1.4 Zoning By-laws					Allowed - complies with use, dimensional requirements and performance standards; Use allowed with moderate approval; Use allowed but will be difficult or costly to win approval
1.5 Public Facade/Screening					No private owner abutters and/or nothing special required; Close abutters with adequate area for screening; Abutters with inadequate area for screening
1.6 Community Visibility					Site is clearly visible to community and easily assessible, particularly in an emergency; Site is visible to community but not easily accessible; Site is neither clearly visible from public roads nor easily accessible
2. ACCESSIBILITY	0	0	0	10	
2.1 Site Access					Ease of access through existing entry points and roadways; Some impact on entry or roadway; Significant impact including limited emergency access
2.2 Traffic					No impact on traffic patterns; Some impact; Significant impact
3. SITE FEATURES	0	0	0	20	
3.1 Adequate site size					Optimum size - allows for full police/fire program and expansion; Good size but no expansion capability; Undersized for full program
3.2 Operations - ease of use					Staff and Visitors use of site: Site easily split bewteen emergency vehicles and visitors; Site requires some overlap of uses; Site uses overlap negatively
4. ENVIRONMENTAL	0	0	0	16	
4.1 Wetlands					No wetlands or all work will occur outside of ConCom jurisdiction; Indirect impact (work in buffer zones); Direct impact on existing wetlands, flood plains, endangered species
4.2 Stormwater Management					Reasonable cost for stormwater management; Moderate costs; Excesssive costs
4.3 Conservation / DEP Permitting					No work within designated vernal pool and/or rare species habitat; Normal permitting process with vernal pool and/or rare species habitat nearby/on site; Work within vernal pool and/or rare species habitat
4.4 Existing Tree Cover					No major reduction; Minimum to moderate clearing; Major clearing
5. SITE DEVELOPMENT	0	0	0	20	
5.1 Utilities					Availability of all utilities on site; Utilities in road but need to be brought on site; Some/all utilities need to be brought to site
5.2 Topography					Appropriate for buildings, parking - full access; Some slope revisions to meet needs; Significant slope revisions to meet needs
5.3 Soils					Adequate for bearing capacity; Non-standard foundations required
5.4 Hazardous Materials					Free of known contaminants; Testing required; Site history of contaminants
5.5 Costs of Development					Reasonable costs for development: Cut/fill, clearing, blasting; Minimal costs; Moderate costs; Excessive costs
6. AVAILABILITY	0	0	0	10	
6.1 Acquisition					Cost, availability, time schedule, eminent domain: Owned by the Town; Reasonable costs, available for sale at this time; Costs high but available to meet schedule; Cost high with eminent domain
6.2 Displacement Required					Existing operations must be relocated: Cost of relocation minimal; moderate; excessive
TOTAL	0	0	0	100	

TOWN EFFORTS

- Review costs for projects from neighboring towns
    - Consider date of bid + escalate bid to 2024/2025 dollars
    - Consider size of building + end users
    - Consider site development costs which vary from site to site
    - Separate “hard” construction costs from “soft” costs for the development of the project
    - Prepare end product report for inclusion in HKT Final Report
- Community Engagement: Be prepared to talk about the project at any time to individual members of the Community







COMMUNITY OUTREACH

- Building support takes time; determine who will "champion" this project; Identify supporters of this project + those who will challenge the results
- Community Engagement, Support + Participation
    - Inform + Educate: Explain informed decision-making process + project benefits to the Community; Answer all questions
    - Website; Social Media; YouTube; Brochures; Visual displays; Newspaper articles + Cable News
- Ensuring Public Support through Strong Outreach + Inclusion
    - Identify Key Groups + Individuals
    - Public Input - Listen + Reflect Back
    - Build Enthusiasm + Maintain Involvement
    - Manage Expectations













Thank You







FEASIBILITY STUDY
NEW PUBLIC SAFETY COMPLEX
SOUTHAMPTON, MA

OCTOBER 2, 2023

AGENDA

- Site Assessment
  - Review of Pare Draft Report
  - Matrix: Populate
- Programming Process
  - Summary Document
- Next Steps



HKT architects inc.

- Pare Corporation
  Site/Civil, Structural + Geotechnical Engineers, Environmental Permitting
- GGD Consulting Engineers
  Mechanical, Electrical, Plumbing, Fire Protection + Technology Engineers
- Tortora Consulting, Inc.
  Cost Consultant

PROCESS: SITE MATRIX

- 6 Categories
  - Location
  - Accessibility
  - Site Features
  - Environmental
  - Site Development
  - Availability
- Scoring: 100 Points

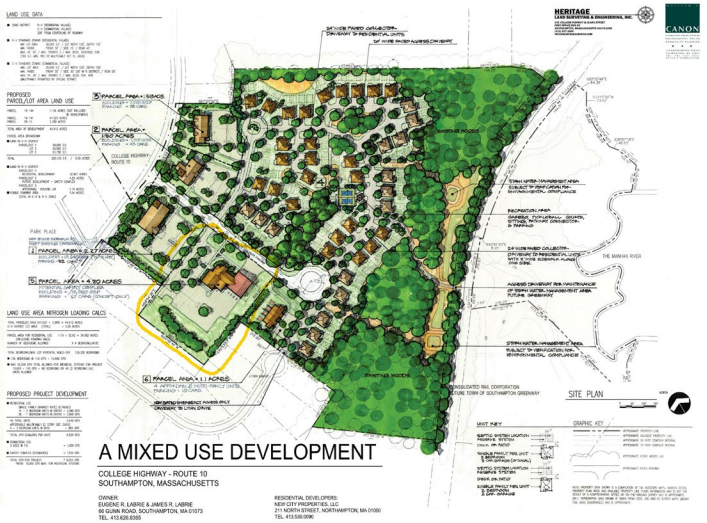
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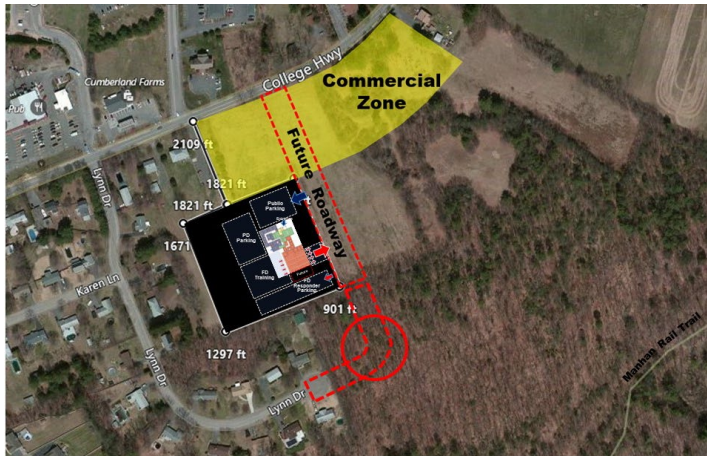
Site Evaluation
Criteria Matrix

CATEGORY	PUBLIC SAFETY OPTIONS: 204 College Highway	0 College Highway	79 Clark Street	Total Points Available	COMMENTS
1. LOCATION	0	0	0	23	
1.1 Geographic location				7	Central to mission of FD/PD - Response times met; response times not met
1.2 Neighborhood				4	Minimal impact on residential neighborhood and community; Moderate impact; Significant impact
1.3 Current Use				2	Currently undeveloped; Currently undeveloped but site planned for other use; Currently planned for other use
1.4 Zoning By-laws				2	Allowed - complies with use, dimensional requirements and performance standards; Use allowed with moderate approval; Use allowed but will be difficult or costly to win approval
1.5 Public Facade/Screening				2	No private owner abutters and/or nothing special required; Close abutters with adequate area for screening; Abutters with inadequate area for screening
1.6 Community Visibility				6	Site is clearly visible to community and easily assessible, particularly in an emergency; Site is visible to community but not easily accessible; Site is neither clearly visible from public roads nor easily accessible
2. ACCESSIBILITY	0	0	0	12	
2.1 Site Access				8	Ease of access through existing entry points and roadways; Some impact on entry or roadway; Significant impact including limited emergency access
2.2 Traffic				4	No impact on traffic patterns; Some impact; Significant impact
3. SITE FEATURES	0	0	0	12	
3.1 Adequate buildable area				6	Optimum size/shape -buildable area allows for full police/fire program; Good size; Undersized for full program
3.2 Operations - ease of use				6	Staff and Visitors use of site: Site easily split bewteen emergency vehicles and visitors; Site requires some overlap of uses; Site uses overlap negatively
4. ENVIRONMENTAL	0	0	0	18	
4.1 Wetlands				6	No wetlands or all work will occur outside of ConCom jurisdiction; Indirect impact (work in buffer zones); Direct impact on existing wetlands, flood plains
4.2 Stormwater Management				5	Reasonable cost for stormwater management; Moderate costs; Excesssive costs
4.3 Conservation / DEP Permitting				5	No work within designated vernal pool and/or rare species habitat; Normal permitting process with vernal pool and/or rare species habitat nearby/on site; Work within vernal pool and/or rare species habitat
4.4 Existing Tree Cover				3	No major reduction; Minimum to moderate clearing; Major clearing
4.5 Drinking Water Protection				2	
5. SITE DEVELOPMENT	0	0	0	20	
5.1 Utilities				5	Availability of all utilities on site; Utilities in road but need to be brought on site; Some/all utilities need to be brought to site
5.2 Topography				5	Appropriate for buildings, parking - full access; Some slope revisions to meet needs; Significant slope revisions to meet needs
5.3 Soils				3	Subsurface conditions: Percolation, ledge, bearing capacity
5.4 Hazardous Materials				2	Free of known contaminants; Testing required; Site history of contaminants
5.5 Costs of Development				5	Reasonable costs for development: Cut/fill, clearing, blasting; Minimal costs; Moderate costs; Excessive costs
6. AVAILABILITY	0	0	0	15	
6.1 Acquisition				10	Cost, availability, eminent domain: Owned by the Town; Reasonable costs, available for sale at this time; Costs high but available; Cost high with eminent domain
6.2 Displacement Required				5	Existing operations must be temporarily relocated
TOTAL	0	0	0	100	

PROCESS: SITE ASSESSEMENT – 0 COLLEGE HIGHWAY

- 4.2-acre parcel within a 41.5-acre parcel
- Under preliminary design + permitting for a potential mixed-use development; Private lot (currently), Relies on Town approving the Parson Village mixed-use development + donation of the lot
- Commercial Village (C-V) District + in the Water Supply Protection Overlay District
- Soils appear suitable for both on site stormwater management + on-site sewage disposal.
- Generally level terrain
- No Natural Heritage Issues
- Is within Barnes Aquifer / Water Supply Protection Overlay





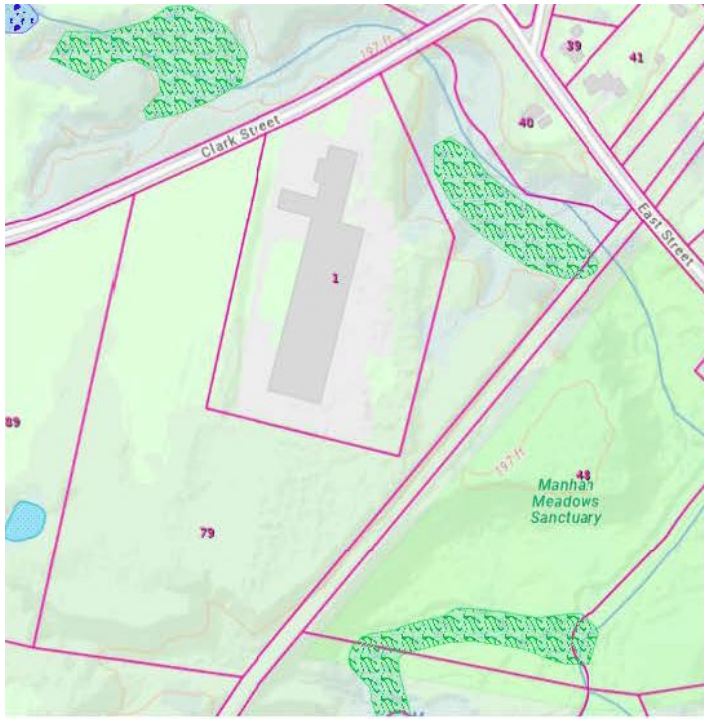
PROCESS: SITE ASSESSEMENT – 204/210 COLLEGE HIGHWAY

- 1.2-acre and 7.5-acre parcel owned by the Town of Southampton
- Both Buildings (Town Hall and Fire Station) are Mass Historical Commission / National Register Of Historic Places
- Reported and visually apparent high groundwater + exposed bedrock / boulders
- Sloping + terraced terrain
- Wetlands, potential River Front setbacks, small lot size
- Soils not generally conducive to on Site Septic Systems without a raised + pumped system



PROCESS: SITE ASSESSEMENT – 79 CLARK STREET

- 16.2 acre parcel owned by Marmon Keystone
- Flag lot shaped parcel (somewhat). The eastern leg of parcel is basically not useable / developable
- Private Lot
- Sloping terrain toward street
- Dominate soil on site not conducive to on Site Septic Systems or site stormwater infiltration
- Is within Barnes Aquifer / Water Supply Protection Overlay



HKT architects inc.

PROCESS – SITE ASSESSMENT: PROPERTIES

Category	Potential Project Locations 0 College Highway	210 College Highway	79 Clark Street
General Information			
Assessor's Plat/Lot	A.P. 19, Lot 141, and A.P. 24, Lot 15	A.P. 23, Lots 24 & 89	A.P. 28, Lot 22
Area	44.89 acres, a portion of which would be used for the Project	9.2 acres, a portion of which be used for the Project	16.21 acres, a portion of which would be used for the Project
Zoning	CV – Commercial Village	RV – Residential Village	IP – Industrial Park
Owner	Eugene R. & James R. Labrie	Inhabitants of the Town of Southampton	Marmon/Keystone, LLC
Current Use	The parcel is currently vacant and does not contain any structures.	Lot 24 is presently improved with the Southampton Town Hall and Fire Department; Lot 89 is vacant.	The parcel is currently vacant and does not contain any structures.
Past Use	The earliest available records indicate that this parcel was utilized for agricultural purposes and previously contained several farm buildings. The buildings appear to have been razed between 1985 and 1997, and the parcel appears to have been vacant since that time.	The earliest available records indicate that the Town Hall and Fire Station were improved prior to the 1940's and were originally used as a school.	The earliest available records suggest that the parcel was utilized for agricultural purposes until the mid-1960's, when a commercial/industrial building was improved on the abutting 1 Clark Street. The Site parcel appears to have been utilized for drainage purposes by 1 Clark Street, with a portion being leased for continued agricultural use.
Surrounding Property Use	Residential and agricultural to the southwest and northeast, mixed residential and commercial across College Highway to the northwest, and open space/wetlands to the southeast beyond a former railroad.	Low-density residential to the west and northeast and a mix of residential and commercial to the south. The area to the north-northwest consists of open space/wetlands.	The property at 1 Clark Street, which is surrounded by the subject parcel, is utilized for industrial purposes (Marmon/Keystone, a distributor of piping). The area to the west and east of the parcel is agricultural and/or low-density residential, while the areas to the north and south are open space consisting of recreational uses and wildlife habitat.
Site Access	The Site is accessible from College Highway to the northwest.	The Site is accessible from College Highway to the east and can be exited *via* one-way directional lane by Maple Street to the southwest.	The Site is accessible from Clark Street to the northwest.
Utilities			
Water	Municipal water is available through College Highway.	The Site buildings are presently serviced by municipal water.	Municipal water is available through Clark Street.
Sewer	Municipal sewer is not available in the area, and surrounding properties utilize private septic systems for sanitary waste disposal.	Existing structures currently utilize private on-Site septic systems for sanitary waste disposal.	Municipal sewer is not available in the area, and surrounding properties utilize private septic systems for sanitary waste disposal.
Heat	No heating sources presently exist on the parcel; connection to natural gas is available along College Highway.	According to the Tax Assessor's Card and observations from the Site reconnaissance, the Town Hall is heated with natural gas, while the Fire Department appears to have previously been heated with oil but may currently be heated with propane. Natural gas and/or propane heat would be available for a future structure, though there may be limitations on the allowable quantity of propane stored on-Site given its proximity to residences and Site spatial constraints.	No heating sources presently exist on the parcel; connection to natural gas is available along College Highway.
Physical Setting			
FEMA Flood Mapping	Map 2501710010A, effective 12/4/1979	Map 2501710010A, effective 12/4/1979	The northern portion of the parcel is located within 2501710010A, effective 12/4/1979, while the remaining majority of the parcel is located within Map 2501710020A, effective 12/4/1979
Flood Zone	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding	A small portion of 79 Clark Street, along the southeast side, appears to be located in Zone B, which is defined as an area of moderate flood hazard with a 0.2-1% annual chance of flooding, while the remainder is located within Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding.
Environmentally Sensitive Resources *(From the Massachusetts Department of Environmental Protection [MassDEP] Bureau of Waste Site Cleanup [BWSC] Phase I Site Assessment Mapper - https://maps.massgis.digital.mass.gov/images/dep/mcp/mcp.htm)*	Located within a Zone II Public Water Supply (PWS) Protection Area. Within 500-feet of protected open space and freshwater wetlands, and within ½-mile of a medium-yield potential drinking water source aquifer, additional protected open space, a certified vernal pool, Natural Heritage and Endangered Species Program (NHESP) Priority Habitat, additional freshwater wetlands and streams, and a school.	Located within a Zone II PWS Protection Area and medium-yield potential drinking water source aquifer. Within ½-mile of protected open space, a certified vernal pool, NHESP Priority Habitat, several freshwater wetlands and streams, and a school. While not shown on the MassDEP BWSC's Phase I Mapper, an apparent culverted stream was observed exiting a headwall near the boundary of Lot 141 onto Lot 15.	Located within a Zone II PWS Protection Area, medium-yield potential drinking water source aquifer, NHESP Priority Habitat, 100-year flood zone, and freshwater wetlands. Located within ½-mile of protected open space, additional freshwater wetlands and areas within flood zones, and several rivers and streams. While not identified on the MassDEP BWSC's Phase I Mapper, a small unnamed pond appears to extend onto the southwestern portion of the parcel.
Groundwater Classification *(Reporting Category under the Massachusetts Contingency Plan [MCP], 310 CMR 40.000)*	RCGW-1 (Within a Current or Potential Drinking Water Source Area)	RCGW-1 (Within a Current or Potential Drinking Water Source Area)	RCGW-1 (Within a Current or Potential Drinking Water Source Area)
Environmental Conditions	*(Notable findings for each location from the below categories)*		
Site Environmental Records Review	No environmental records were found for the subject Site.	The Site was identified in a database of asbestos abatement projects. These listings are unlikely to present a recognized environmental condition at the Site.	No environmental records were found for the subject Site.
Surrounding Property Environmental Records Review	Fletcher Farm, 22 Gunn Road (RCRA): This facility abuts the subject property to the northeast. The information reviewed indicates that significant environmental impacts to the subject property would be unlikely. Southampton Tire Pile, Gunn Road (Solid Waste Facility): No additional information was found pertaining to this listing through MassDEP, however, based on historical aerial photographs, it may have been located at the Fletcher Farm property to the northeast of the subject property. This listing indicates that historical dumping may have occurred on the Fletcher Farm property that could have impacted the subject property; however, given the distance of proposed Project to this location, it is unlikely that environmental impacts, if any, would have had such an impact on the subject property to render it unsuitable for the Project.	243 College Highway Disposal Site with Downgradient Property Status (DPS): Based on the information reviewed, this property was impacted by a release consistent with gasoline that is believed to have originated from X-Tra Mart at 247 College Highway, which is an active Disposal Site presently under a Temporary Solution. Groundwater appears to flow southeast in the area, so the subject property is expected to be upgradient to these releases and significant environmental impacts are unlikely.	Atlas Copco Holyoke (Superfund Archive): This listing was identified as being located along Clark Street with no street number provided. Based on other records reviewed for this assessment, this listing is likely associated with 1 Clark Street, which was formerly occupied by Atlas Copco. The files do not appear to be available for review online through the EPA's Superfund Site database or MassDEP's Searchable Sites database, so it is unclear at this time whether this listing could be associated with environmental impacts to the subject property.

Category	Potential Project Locations 0 College Highway	210 College Highway	79 Clark Street
Historical Records *(Aerial Photographs, Street Directories, Topographic Maps, and Hampshire County Registry of Deeds)*	Historical aerials suggest that the property was utilized as a farm estate/agricultural property since at least the 1940's. Some areas of the property exhibit evidence of filling/dumping in historical aerials, but these locations do not appear to have been located within the proposed Project location.	Historical Land Evidence Records indicate that the property was used as a school since at least the early 1900's. Evidence of firefighting training activities was observed in aerial photographs from the 1970's. These training activities typically involved controlled burning of a substance, often combustible materials such as fuel oil, which was subsequently extinguished as part of the demonstration, possibly with AFFF.	According to Land Evidence Records, the property at 1 Clark Street has been utilized for industrial purposes since at least 1970, and 1 and 79 Clark Street appear to have undergone concurrent ownership and ownership transfers since at least that time. A 1973 plan depicting 1 Clark Street and a portion of 79 Clark Street was found at Land Plan Book 88, Page 47, which depicts several environmental concerns: • A 5,000-gallon oil tank is shown on the northeast side of the building, which appears to be a UST. The plan appears to show perforated pipe extending beneath the UST to a drywell which seems to discharge onto the northeastern portion of 79 Clark Street. 1 Clark Street was not identified in environmental database records as a UST site, which indicates that the UST may still be present and was abandoned. Any releases from the UST have a preferential pathway through the perforated pipe and drywell to migrate to the Site parcel at 79 Clark Street. • Several other perforated plastic pipes and pipes identified as asbestos concrete are shown extending from the edge of the building to manholes, before discharging to 79 Clark Street from the northwest and northeast interior boundaries. The origin of discharge is unclear; it appears that some of the pipes may be intended to show roof runoff, but at least two appear to be unrelated to roof runoff and originate from inside the building. Past discharges from pipes within the building may have originated from industrial processes and are indicative of the presence of Class V UICs. • A 1,000-gallon septic system and associated leach field are shown along the northwest side of the building. It is possible that industrial process wastewaters were disposed of in the septic tank given the time period that the facility was in operation (prior to promulgation of regulations that required alternative means of disposal). The Land Evidence Records also indicated that prior occupants of 1 Clark Street were involved in the manufacture of air compressor equipment and utilized hydraulic equipment at their facility. The current occupant, Marmon/Keystone, is in the business of warehousing, distribution, and finishing of piping for various uses, according to their website (https://www.marmonkeystone.com/).
Municipal Records	No notable findings that have not been described elsewhere herein.	Information on the septic systems associated with the existing structures was obtained through the Board of Health. The septic system for the Town Hall is located off the southwestern side of the building, while information on the system for the Fire Station was not found. Board of Health personnel indicated that the Fire Station reportedly disposed of sanitary and greywater by holding tank with an outlet. Fire Station staff indicated that vehicle washing, and personal decontamination occur at another location off-property (in Easthampton).	A permit for the septic system at 1 Clark Street was obtained at the Board of Health, but no information was found pertaining to 79 Clark Street.
Site Reconnaissance	It was noted that several trees on the portion of the property where the Project is proposed appear to have been planted in rows, which suggests historical use as an orchard. Other historical records indicate the property was agricultural in use and, as such, it is possible that pesticides and herbicides were historically used at this property, which may remain in soil.	• Several gasoline jerricans were observed stored on bare ground outside and without cover, which contained some product. At least one (1) 5-gallon container of aqueous film-forming foam (AFFF) was observed with the same storage conditions. • Several containers and drums that were in poor condition and may have previously contained oil and/or hazardous materials (OHM) were observed deposited in the woods on Lot 15. • Evidence of fill from an unknown origin was observed along the property boundary between Lot 141 and Lot 15. • The Tax Assessor's field card indicated that the Fire Department is heated with oil, but no oil tanks were observed. Several ceiling-mounted space heaters were observed inside the building, which may use propane, observed outside the building in tanks, as a fuel source. • A slop sink was observed inside the Fire Station, which discharges to a reported septic system. According to the Board of Health, sewage disposal is *via* a holding tank with outlet pipe, and no leach field appears to have been installed. • Old equipment was observed being stored in a clearing on the northern side of Lot 141, which may have contributed to some contaminants being released in this area that could impact soils and/or groundwater.	• Evidence of solid waste disposal was observed (from the railroad) in the area of the subject property behind (south-southeast) 1 Clark Street. Materials observed included a large machine that may have been an excavator or part of an excavator, or a piece of hydraulic equipment given the activities conducted at 1 Clark Street, railroad ties exhibiting a creosote odor, and other assorted metal, plastic, and wood waste. • There is a potential that equipment formerly used by 1 Clark Street occupants, some of which appears to have been discarded on the subject property, contained oils contaminated with PCBs. • The western portion of the lot was being used for corn cultivation, and pesticides/herbicides may have been applied to this portion of the property that could remain in soil.
Preliminary Findings & Conclusions Relative to Environmental Impacts			
Recognized Environmental Conditions *(Including Historical and Controlled Recognized Environmental Conditions)*	• Past agricultural operations may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides like DDT.	• OHM management practices at the property, i.e., storage of OHM on bare ground and exposed to weather, and potential disposal of OHM and residuals into a holding tank discharging directly into the environment, may have resulted in a release to soils and/or groundwater at the property. • There is a potential that an abandoned UST exists at the property, or that a UST was closed out without the completion of testing activities to determine whether a release occurred. • Evidence of solid waste disposal, disposal of containers suspected to have previously contained OHM, and fill from an unknown origin were observed on Lot 15 and the northeastern boundary of Lot 141.	• Solid wastes disposed of on the property are known or likely to contain OHM that may have impacted soil and/or groundwater at the property. • Use of the subject property by the occupants of 1 Clark Street for drainage of stormwater and possible industrial discharges may have resulted in subsurface impacts at the subject property from the substances typically used by the types of operations that now or formerly occupied 1 Clark Street, oils, potentially contaminated with PCBs, and chlorinated solvents. • Past agricultural operations on the western portion of the property may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides like DDT. • Some areas of the property were not able to be viewed and the overall conditions on the property were unable to be fully assessed due to access not being granted in advance of the scheduled Site reconnaissance. As such, there may be other conditions at the property that could impact findings and conclusions.
Potential Impacts to Project	Impacts from the environmental conditions identified are expected to be minor; there is a potential for increased costs associated with excess soil management and disposal, if necessary, for the Project. Further investigation *via* subsurface investigations is recommended to evaluate this environmental condition and its potential impacts to the Project cost.	Impacts from the environmental conditions identified are expected to be moderate to major for this property. Some of the materials used historically and observed during the Site reconnaissance are known to be persistent in the environment and difficult to remediate (PFAS associated with AFFF and other fire-fighting activities), while others are known to migrate relatively far and a relatively small release could have the potential to impact a wide area (gasoline-derived constituents such as MTBE and BTEX). Some substances that may have been used by fire fighters in the past (chlorinated solvents), exhibit both difficulty in remediation and high mobility. Further investigation *via* subsurface sampling would be necessary to accurately define potential impacts to the Project.	Impacts from the environmental conditions identified are expected to be moderate to major for this property. The chemicals that could be anticipated at the subject are similar to those identified at the Fire Station on 210 College Highway; however, the quantities of these substances that were used at 1 Clark Street and could impact the subject property are much greater than those that appear to have been used at the Fire Station, and the overall impact to the Project from the Clark Street property, when compared to the 210 College Highway property, would likely be more significant.

PROCESS – SITE ASSESSMENT: PROPERTIES

	Potential Project Locations		
Category	**0 College Highway**	**210 College Highway**	**79 Clark Street**
General Information			
Assessor's Plat/Lot	A.P. 19, Lot 141, and A.P. 24, Lot 15	A.P. 23, Lots 24 & 89	A.P. 28, Lot 22
Area	44.89 acres, a portion of which would be used for the Project	9.2 acres, a portion of which be used for the Project	16.21 acres, a portion of which would be used for the Project
Zoning	CV – Commercial Village	RV – Residential Village	IP – Industrial Park
Owner	Eugene R. & James R. Labrie	Inhabitants of the Town of Southampton	Marmon/Keystone, LLC
Current Use	The parcel is currently vacant and does not contain any structures.	Lot 24 is presently improved with the Southampton Town Hall and Fire Department; Lot 89 is vacant.	The parcel is currently vacant and does not contain any structures.
Past Use	The earliest available records indicate that this parcel was utilized for agricultural purposes and previously contained several farm buildings. The buildings appear to have been razed between 1985 and 1997, and the parcel appears to have been vacant since that time.	The earliest available records indicate that the Town Hall and Fire Station were improved prior to the 1940's and were originally used as a school.	The earliest available records suggest that the parcel was utilized for agricultural purposes until the mid-1960's, when a commercial/industrial building was improved on the abutting 1 Clark Street. The Site parcel appears to have been utilized for drainage purposes by 1 Clark Street, with a portion being leased for continued agricultural use.
Surrounding Property Use	Residential and agricultural to the southwest and northeast, mixed residential and commercial across College Highway to the northwest, and open space/wetlands to the southeast beyond a former railroad.	Low-density residential to the west and northeast and a mix of residential and commercial to the south. The area to the north-northwest consists of open space/wetlands.	The property at 1 Clark Street, which is surrounded by the subject parcel, is utilized for industrial purposes (Marmon/Keystone, a distributor of piping). The area to the west and east of the parcel is agricultural and/or low-density residential, while the areas to the north and south are open space consisting of recreational uses and wildlife habitat.
Site Access	The Site is accessible from College Highway to the northwest.	The Site is accessible from College Highway to the east and can be exited *via* one-way directional lane by Maple Street to the southwest.	The Site is accessible from Clark Street to the northwest.
Utilities			
Water	Municipal water is available through College Highway.	The Site buildings are presently serviced by municipal water.	Municipal water is available through Clark Street.
Sewer	Municipal sewer is not available in the area, and surrounding properties utilize private septic systems for sanitary waste disposal.	Existing structures currently utilize private on-Site septic systems for sanitary waste disposal.	Municipal sewer is not available in the area, and surrounding properties utilize private septic systems for sanitary waste disposal.
Heat	No heating sources presently exist on the parcel; connection to natural gas is available along College Highway.	According to the Tax Assessor's Card and observations from the Site reconnaissance, the Town Hall is heated with natural gas, while the Fire Department appears to have previously been heated with oil but may currently be heated with propane. Natural gas and/or propane heat would be available for a future structure, though there may be limitations on the allowable quantity of propane stored on-Site given its proximity to residences and Site spatial constraints.	No heating sources presently exist on the parcel; connection to natural gas is available along College Highway.

PROCESS – SITE ASSESSMENT: PROPERTIES

	Potential Project Locations		
Category	**0 College Highway**	**210 College Highway**	**79 Clark Street**
Physical Setting			
FEMA Flood Mapping	Map 2501710010A, effective 12/4/1979	Map 2501710010A, effective 12/4/1979	The northern portion of the parcel is located within 2501710010A, effective 12/4/1979, while the remaining majority of the parcel is located within Map 2501710020A, effective 12/4/1979
Flood Zone	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding	A small portion of 79 Clark Street, along the southeast side, appears to be located in Zone B, which is defined as an area of moderate flood hazard with a 0.2-1% annual chance of flooding, while the remainder is located within Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding.
Environmentally Sensitive Resources *(From the Massachusetts Department of Environmental Protection [MassDEP] Bureau of Waste Site Cleanup [BWSC] Phase I Site Assessment Mapper: https://maps.massgis.digital.mass.gov/images/dep/mcp/mcp.htm)*	Located within a Zone II Public Water Supply (PWS) Protection Area. Within 500-feet of protected open space and freshwater wetlands, and within ½-mile of a medium-yield potential drinking water source aquifer, additional protected open space, a certified vernal pool, Natural Heritage and Endangered Species Program (NHESP) Priority Habitat, additional freshwater wetlands and streams, and a school.	Located within a Zone II PWS Protection Area and medium-yield potential drinking water source aquifer. Within ½-mile of protected open space, a certified vernal pool, NHESP Priority Habitat, several freshwater wetlands and streams, and a school. While not shown on the MassDEP BWSC's Phase I Mapper, an apparent culverted stream was observed exiting a headwall near the boundary of Lot 141 onto Lot 15.	Located within a Zone II PWS Protection Area, medium-yield potential drinking water source aquifer, NHESP Priority Habitat, 100-year flood zone, and freshwater wetlands. Located within ½-mile of protected open space, additional freshwater wetlands and areas within flood zones, and several rivers and streams. While not identified on the MassDEP BWSC's Phase I Mapper, a small unnamed pond appears to extend onto the southwestern portion of the parcel.
Groundwater Classification *(Reporting Category under the Massachusetts Contingency Plan [MCP], 310 CMR 40.000)*	RCGW-1 (Within a Current or Potential Drinking Water Source Area)	RCGW-1 (Within a Current or Potential Drinking Water Source Area)	RCGW-1 (Within a Current or Potential Drinking Water Source Area)

PROCESS – SITE ASSESSMENT: PROPERTIES

	Potential Project Locations		
Category	**0 College Highway**	**210 College Highway**	**79 Clark Street**
Environmental Conditions	*(Notable findings for each location from the below categories)*		
Site Environmental Records Review	No environmental records were found for the subject Site.	The Site was identified in a database of asbestos abatement projects. These listings are unlikely to present a recognized environmental condition at the Site.	No environmental records were found for the subject Site.
Surrounding Property Environmental Records Review	Fletcher Farm, 22 Gunn Road (RCRA): This facility abuts the subject property to the northeast. The information reviewed indicates that significant environmental impacts to the subject property would be unlikely. Southampton Tire Pile, Gunn Road (Solid Waste Facility): No additional information was found pertaining to this listing through MassDEP; however, based on historical aerial photographs, it may have been located at the Fletcher Farm property to the northeast of the subject property. This listing indicates that historical dumping may have occurred on the Fletcher Farm property that could have impacted the subject property; however, given the distance of proposed Project to this location, it is unlikely that environmental impacts, if any, would have had such an impact on the subject property to render it unsuitable for the Project.	243 College Highway Disposal Site with Downgradient Property Status (DPS): Based on the information reviewed, this property was impacted by a release consistent with gasoline that is believed to have originated from X-Tra Mart at 247 College Highway, which is an active Disposal Site presently under a Temporary Solution. Groundwater appears to flow southeast in the area, so the subject property is expected to be upgradient to these releases and significant environmental impacts are unlikely.	Atlas Copco Holyoke (Superfund Archive): This listing was identified as being located along Clark Street with no street number provided. Based on other records reviewed for this assessment, this listing is likely associated with 1 Clark Street, which was formerly occupied by Atlas Copco. The files do not appear to be available for review online through the EPA's Superfund Site database or MassDEP's Searchable Sites database, so it is unclear at this time whether this listing could be associated with environmental impacts to the subject property.

PROCESS – SITE ASSESSMENT: PROPERTIES

	Potential Project Locations		
Category	**0 College Highway**	**210 College Highway**	**79 Clark Street**
Historical Records *(Aerial Photographs, Street Directories, Topographic Maps, and Hampshire County Registry of Deeds)*	Historical aerials suggest that the property was utilized as a farm estate/agricultural property since at least the 1940's. Some areas of the property exhibit evidence of filling/dumping in historical aerials, but these locations do not appear to have been located within the proposed Project location.	Historical Land Evidence Records indicate that the property was used as a school since at least the early 1900's. Evidence of firefighting training activities was observed in aerial photographs from the 1970's. These training activities typically involved controlled burning of a substance, often combustible materials such as fuel oil, which was subsequently extinguished as part of the demonstration, possibly with AFFF.	According to Land Evidence Records, the property at 1 Clark Street has been utilized for industrial purposes since at least 1970, and 1 and 79 Clark Street appear to have undergone concurrent ownership and ownership transfers since at least that time. A 1973 plan depicting 1 Clark Street and a portion of 79 Clark Street was found at Land Plan Book 88, Page 47, which depicts several environmental concerns: • A 5,000-gallon oil tank is shown on the northeast side of the building, which appears to be a UST. The plan appears to show perforated pipe extending beneath the UST to a drywell which seems to discharge onto the northeastern portion of 79 Clark Street. 1 Clark Street was not identified in environmental database records as a UST site, which indicates that the UST may still be present and was abandoned. Any releases from the UST have a preferential pathway through the perforated pipe and drywell to migrate to the Site parcel at 79 Clark Street. • Several other perforated plastic pipes and pipes identified as asbestos concrete are shown extending from the edge of the building to manholes before discharging to 79 Clark Street from the northwest and northeast interior boundaries. The origin of discharge is unclear; it appears that some of the pipes may be intended to show roof runoff, but at least two appear to be unrelated to roof runoff and originate from inside the building. Past discharges from pipes within the building may have originated from industrial processes and are indicative of the presence of Class V UICs. • A 1,000-gallon septic system and associated leach field are shown along the northwest side of the building. It is possible that industrial process wastewaters were disposed of in the septic tank given the time period that the facility was in operation (prior to promulgation of regulations that required alternative means of disposal). The Land Evidence Records also indicated that prior occupants of 1 Clark Street were involved in the manufacture of air compressor equipment and utilized hydraulic equipment at their facility. The current occupant, Marmon/Keystone, is in the business of warehousing, distribution, and finishing of piping for various uses, according to their website (https://www.marmonkeystone.com/).

PROCESS – SITE ASSESSMENT: PROPERTIES

	Potential Project Locations		
Category	**0 College Highway**	**210 College Highway**	**79 Clark Street**
Municipal Records	No notable findings that have not been described elsewhere herein.	Information on the septic systems associated with the existing structures was obtained through the Board of Health. The septic system for the Town Hall is located off the southwestern side of the building, while information on the system for the Fire Station was not found. Board of Health personnel indicated that the Fire Station reportedly disposed of sanitary and greywater by holding tank with an outlet. Fire Station staff indicated that vehicle washing, and personal decontamination occur at another location off-property (in Easthampton).	A permit for the septic system at 1 Clark Street was obtained at the Board of Health, but no information was found pertaining to 79 Clark Street.
Site Reconnaissance	It was noted that several trees on the portion of the property where the Project is proposed appear to have been planted in rows, which suggests historical use as an orchard. Other historical records indicate the property was agricultural in use and, as such, it is possible that pesticides and herbicides were historically used at this property, which may remain in soil.	• Several gasoline jerricans were observed stored on bare ground outside and without cover, which contained some product. At least one (1) 5-gallon container of aqueous film-forming foam (AFFF) was observed with the same storage conditions. • Several containers and drums that were in poor condition and may have previously contained oil and/or hazardous materials (OHM) were observed deposited in the woods on Lot 15. • Evidence of fill from an unknown origin was observed along the property boundary between Lot 141 and Lot 15. • The Tax Assessor's field card indicated that the Fire Department is heated with oil, but no oil tanks were observed. Several ceiling-mounted space heaters were observed inside the building, which may use propane, observed outside the building in tanks, as a fuel source. • A slop sink was observed inside the Fire Station, which discharges to a reported septic system. According to the Board of Health, sewage disposal is *via* a holding tank with outlet pipe, and no leach field appears to have been installed. • Old equipment was observed being stored in a clearing on the northern side of Lot 141, which may have contributed to some contaminants being released in this area that could impact soils and/or groundwater.	• Evidence of solid waste disposal was observed (from the railroad) in the area of the subject property behind (south-southeast) 1 Clark Street. Materials observed included a large machine that may have been an excavator or part of an excavator, or a piece of hydraulic equipment given the activities conducted at 1 Clark Street, railroad ties exhibiting a creosote odor, and other assorted metal, plastic, and wood waste. • There is a potential that equipment formerly used by 1 Clark Street occupants, some of which appears to have been discarded on the subject property, contained oils contaminated with PCBs. • The western portion of the lot was being used for corn cultivation, and pesticides/herbicides may have been applied to this portion of the property that could remain in soil.

PROCESS – SITE ASSESSMENT: PROPERTIES

	Potential Project Locations		
Category	**0 College Highway**	**210 College Highway**	**79 Clark Street**
Preliminary Findings & Conclusions Relative to Environmental Impacts			
Recognized Environmental Conditions *(Including Historical and Controlled Recognized Environmental Conditions)*	• Past agricultural operations may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides like DDT.	• OHM management practices at the property, i.e., storage of OHM on bare ground and exposed to weather, and potential disposal of OHM and residuals into a holding tank discharging directly into the environment may have resulted in a release to soils and/or groundwater at the property • There is a potential that an abandoned UST exists at the property, or that a UST was closed out without the completion of testing activities to determine whether a release occurred. • Evidence of solid waste disposal, disposal of containers suspected to have previously contained OHM, and fill from an unknown origin were observed on Lot 15 and the northeastern boundary of Lot 141.	• Solid wastes disposed of on the property are known or likely to contain OHM that may have impacted soil and/or groundwater at the property. • Use of the subject property by the occupants of 1 Clark Street for drainage of stormwater and possible industrial discharges may have resulted in subsurface impacts at the subject property from the substances typically used by the types of operations that now or formerly occupied 1 Clark Street, oils, potentially contaminated with PCBs, and chlorinated solvents • Past agricultural operations on the western portion of the property may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides like DDT. • Some areas of the property were not able to be viewed and the overall conditions on the property were unable to be fully assessed due to access not being granted in advance of the scheduled Site reconnaissance. As such, there may be other conditions at the property that could impact findings and conclusions.
Potential Impacts to Project	Impacts from the environmental conditions identified are expected to be minor; there is a potential for increased costs associated with excess soil management and disposal, if necessary, for the Project. Further investigation via subsurface investigations is recommended to evaluate this environmental condition and its potential impacts to the Project cost.	Impacts from the environmental conditions identified are expected to be moderate to major for this property. Some of the materials used historically and observed during the Site reconnaissance are known to be persistent in the environment and difficult to remediate (PFAS associated with AFFF and other fire-fighting activities), while others are known to migrate relatively fa and a relatively small release could have the potential to impact a wide area (gasoline-derived constituents such as MTBE and BTEX). Some substances that may have been used by fire fighters in the past (chlorinated solvents), exhibit both difficulty in remediation and high mobility. Further investigation *via* subsurface sampling would be necessary to accurately define potential impacts to the Project.	mpacts from the environmental conditions identified are expected to be moderate to major for this property. The chemicals that could be anticipated at the subject are similar to those identified at the Fire Station on 210 College Highway; however, the quantities of these substances that were used at 1 Clark Street and could impact the subject property are much greater than those that appear to have been used at the Fire Station, and the overall impact to the Project from the Clark Street property, when compared to the 210 College Highway property, would likely be more significant.









Thank You







FEASIBILITY STUDY
NEW PUBLIC SAFETY COMPLEX
SOUTHAMPTON, MA

OCTOBER 23, 2023

AGENDA

- Test Fits on Two Sites
  - 204 College Highway
  - 0 College Highway
- Schedule
- Next Steps

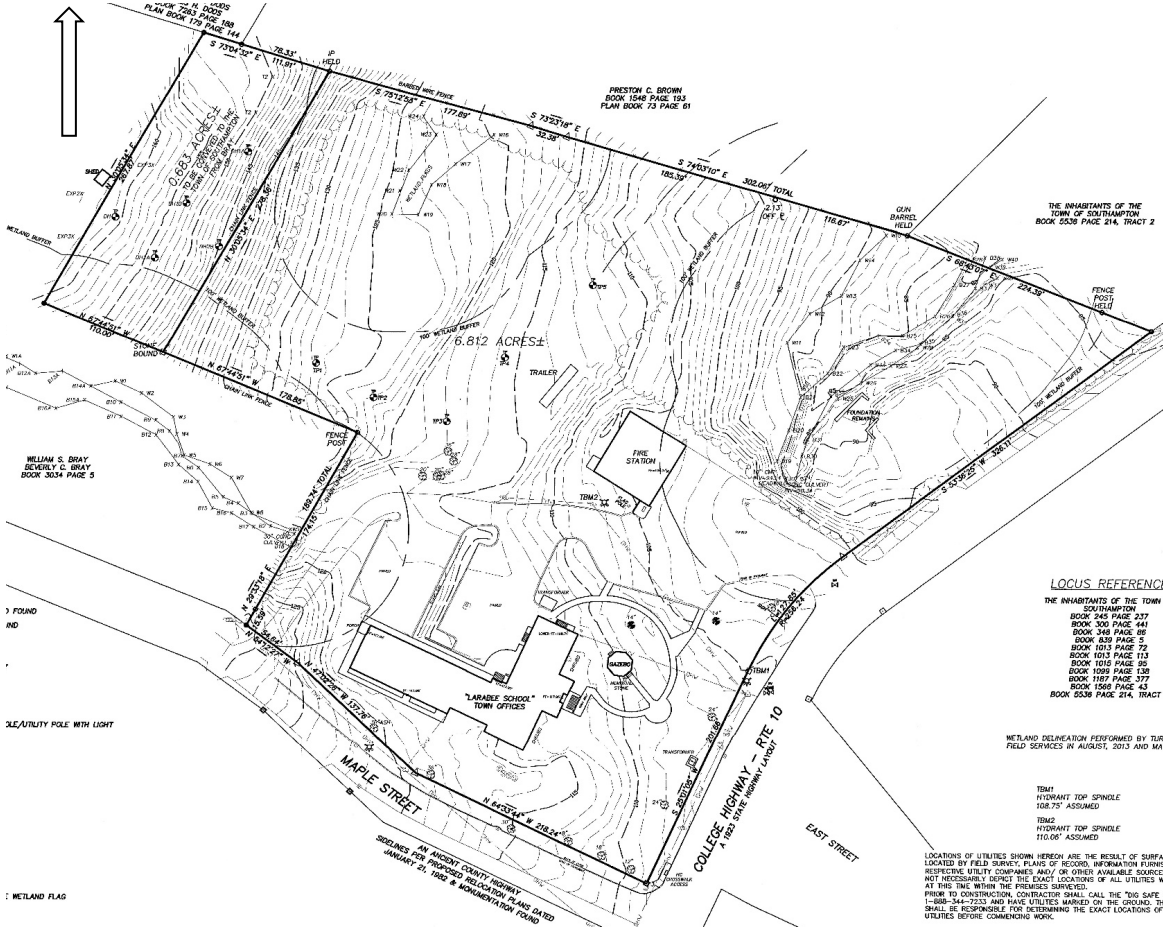


HKT architects inc.

- Pare Corporation
  Site/Civil, Structural + Geotechnical Engineers, Environmental Permitting
- GGD Consulting Engineers
  Mechanical, Electrical, Plumbing, Fire Protection + Technology Engineers
- Tortora Consulting, Inc.
  Cost Consultant

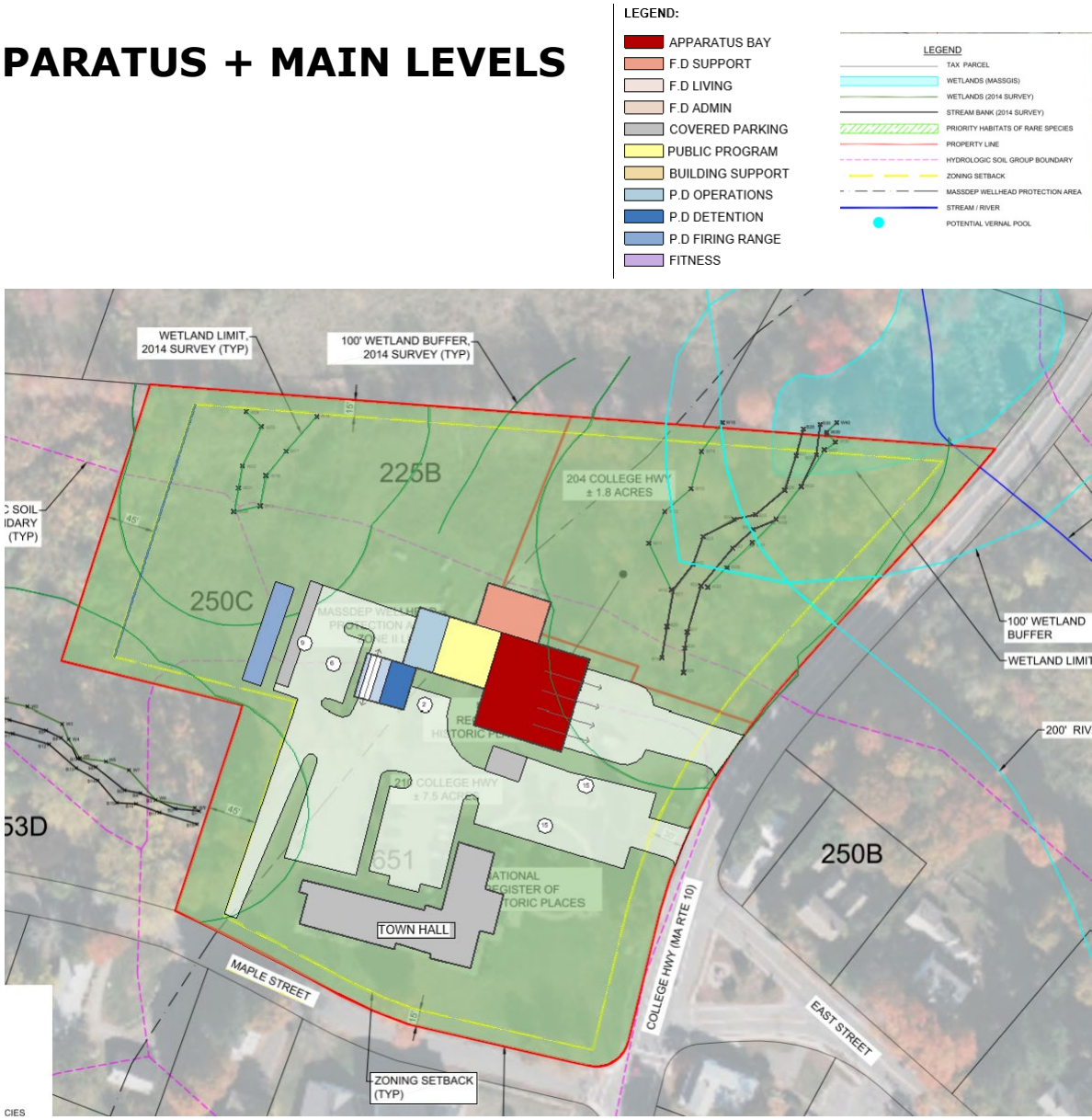
SITE 1: 204/210 COLLEGE HIGHWAY

- 1.2-acre and 7.5-acre parcel owned by the Town of Southampton
- Site and building(s) have historic importance
- Reported + visually apparent high groundwater + exposed bedrock / boulders
- Sloping + terraced terrain
- Wetlands, potential River Front setbacks, small lot size
- Soils not generally conducive to on Site Septic Systems without a raised + pumped system



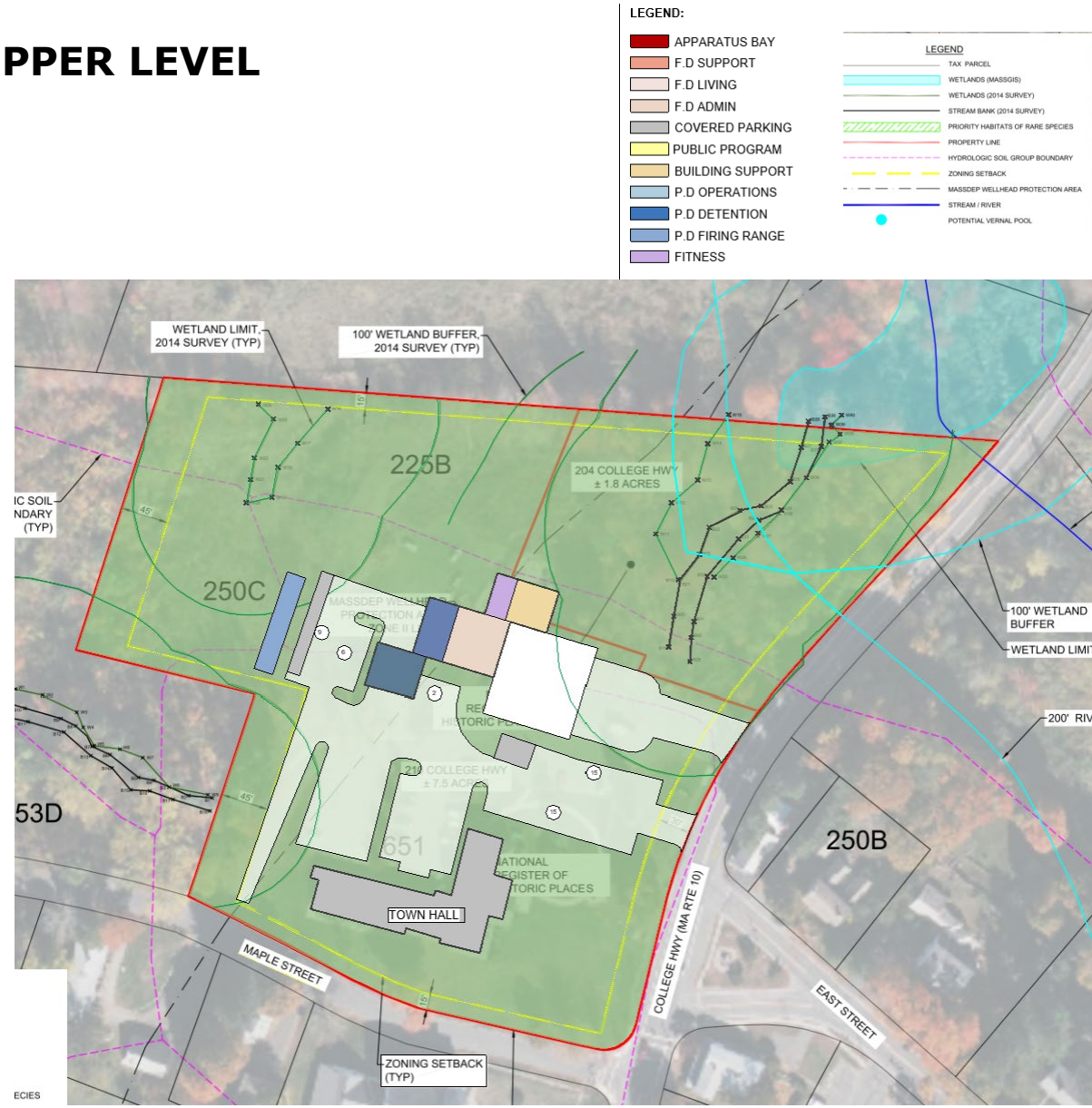
SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 1 – APPARATUS + MAIN LEVELS

- Separate driveways for apparatus + Town Hall
- Attempt to stay out of the buffers up to 50’
- Entry elevation aligning with Town Hall building
- Sally port as drive thru + uses parking as loop road
- 3 stop elevator to deal with three levels
  - apparatus floor at +/- 104
  - main level at +/- 112
  - second level at +/-126
- Lowest level: Apparatus/Fire support, Staff support
- Main level: Lobby, Training/EOC/Community Room, Administrative Assistant, Communications, Police Operations + Detention/Sally port

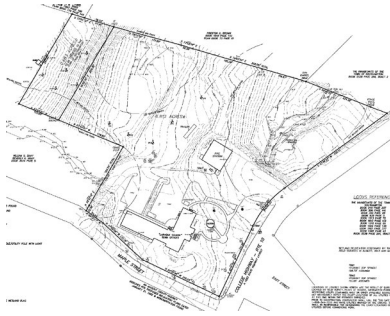


SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 1 – UPPER LEVEL

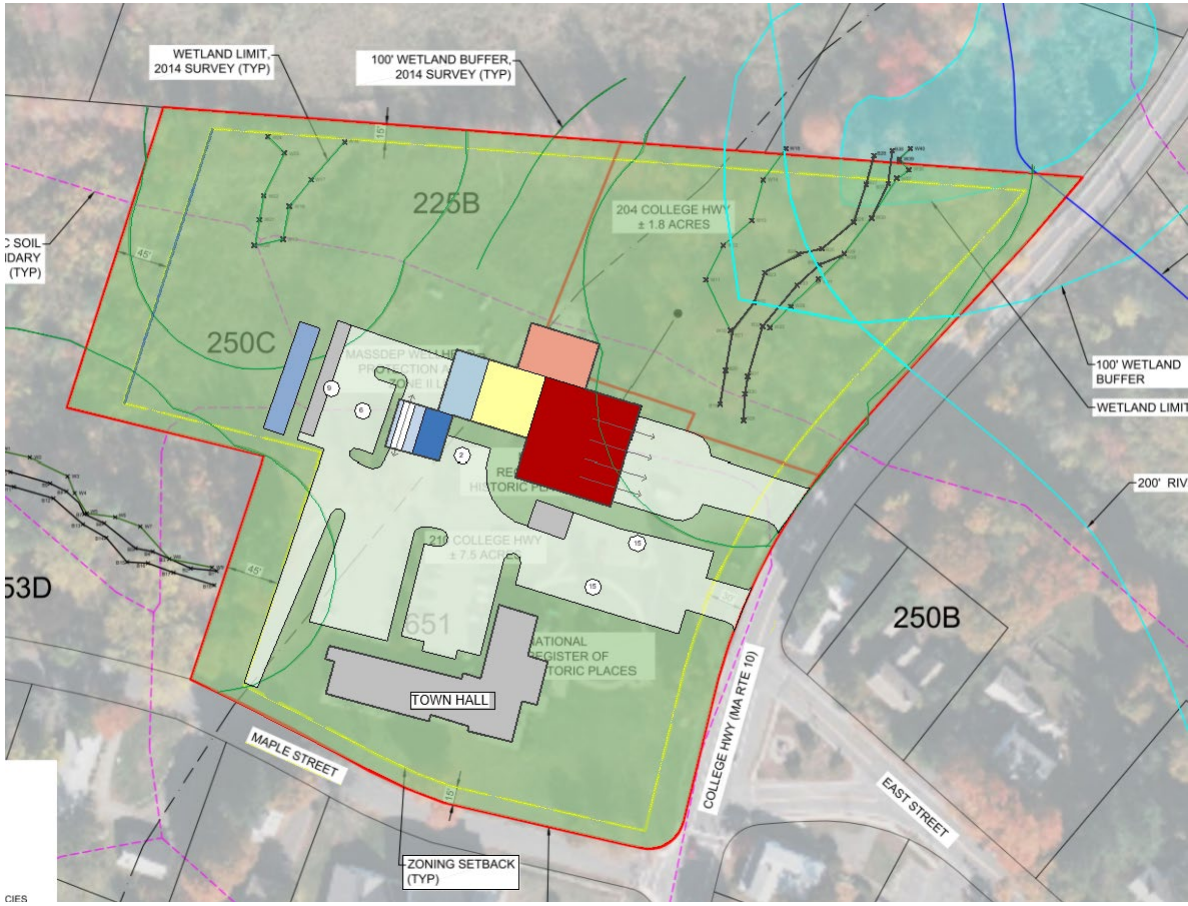
- 3 stop elevator to deal with three levels
  - apparatus floor at +/- 104
  - main level at +/- 112
  - second level at +/-126
- Upper level: Police + Fire Administration, Police Support, Building Support



SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 1 – CIVIL COMMENTS

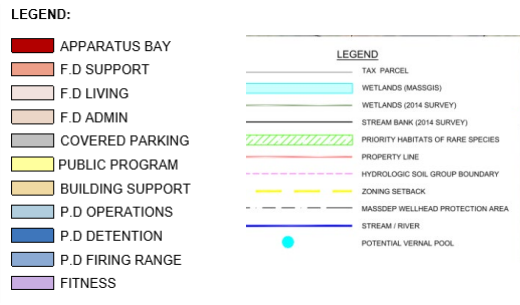


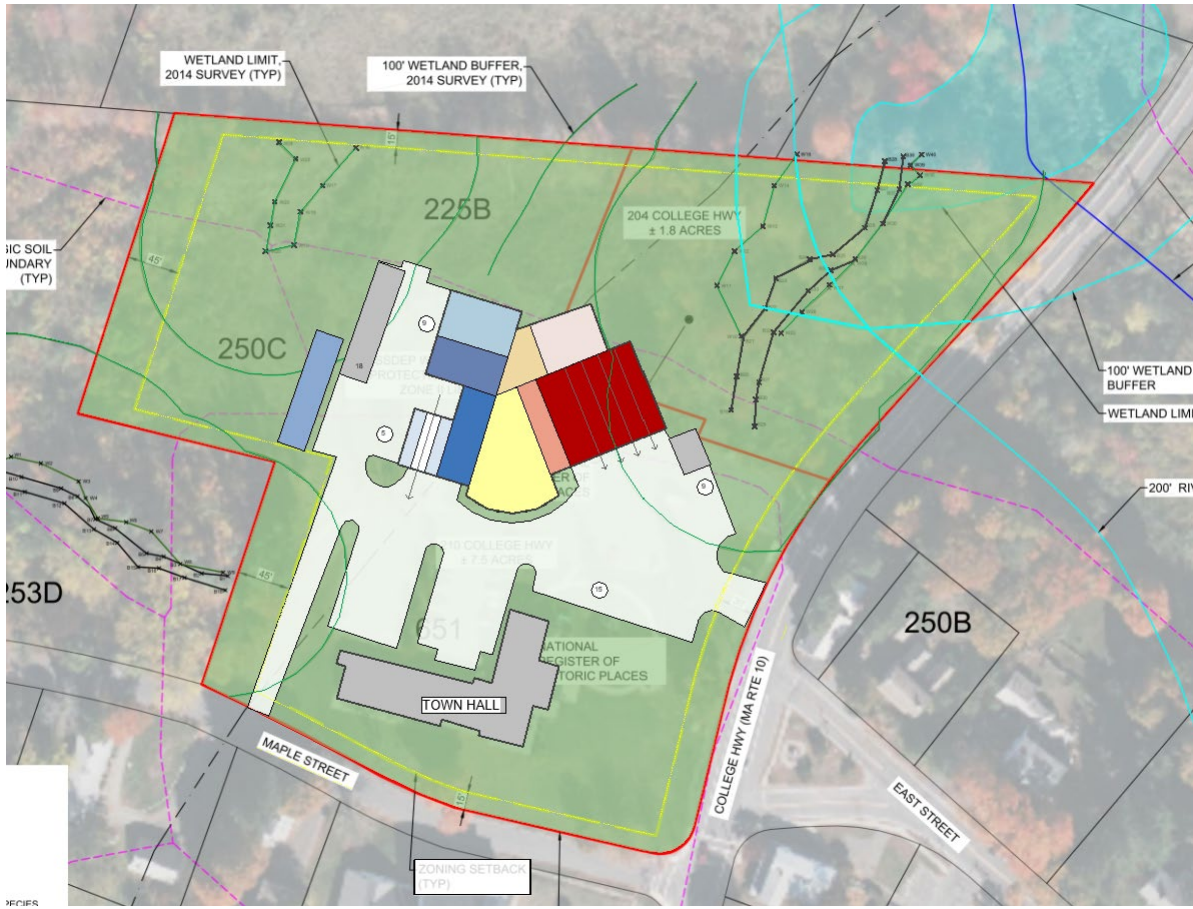
- Note wet areas that have a 100 ft buffer
- Plans assume reconstruction of Town Hall parking to provide connections
- Vehicle travel ways / parking grades / grading / slopes will be critical
- Civil likes the separate access for Fire apron but MassDOT may have curb cut access requirements
- On site septic leach field will be challenging to locate anywhere on site for soils, depth from bottom of field to bedrock + depth from bottom of field to water table
- Stormwater Permit design requirements will be very challenging to design for compliance



SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 2 – APPARATUS + MAIN LEVELS

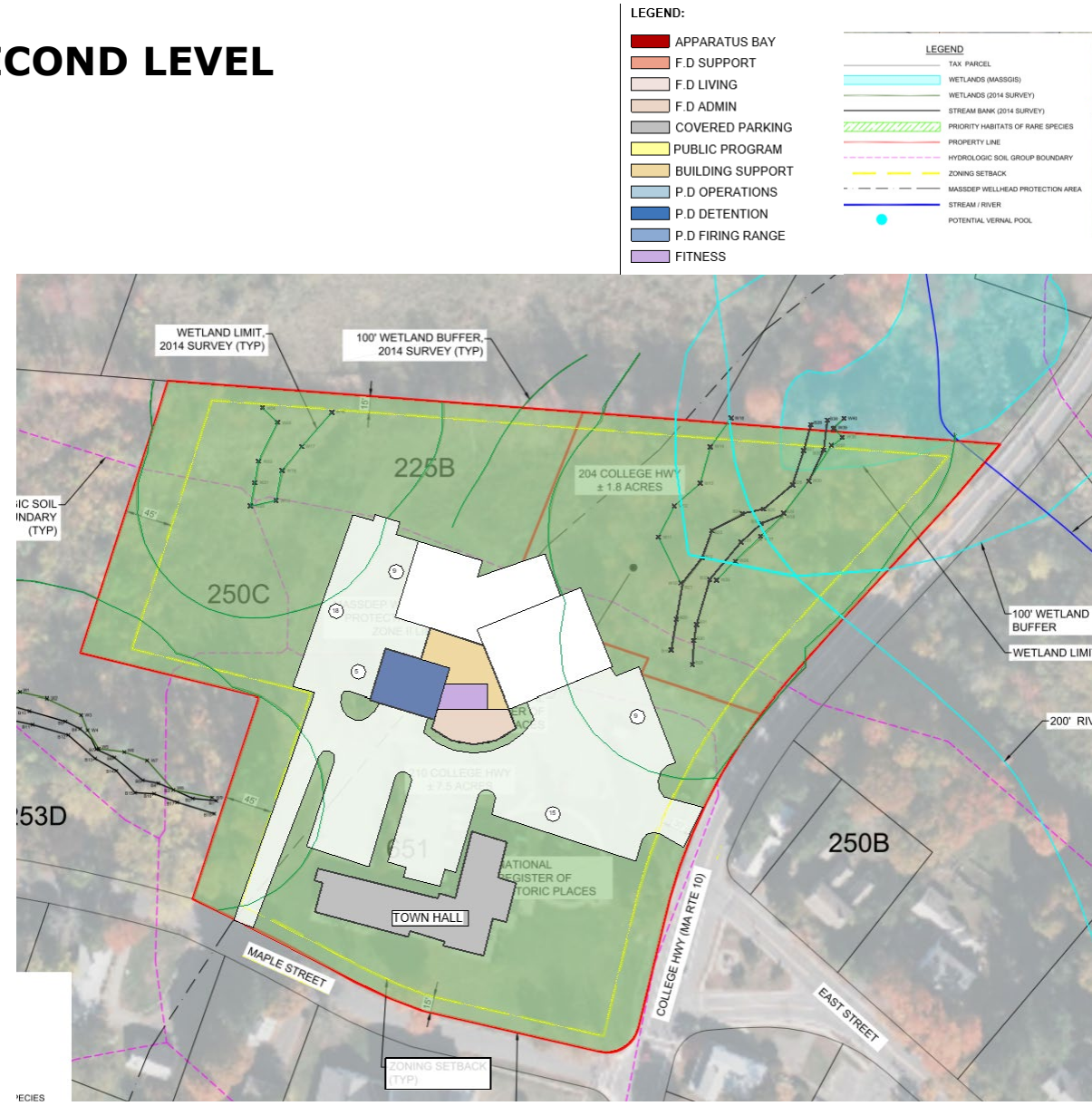
- Shared driveway for apparatus + Town Hall
- Attempt to stay out of the buffers up to 50’
- Entry elevation aligning with the Town Hall building
- Sally port as drive thru + uses the parking as loop road
- 3 stop elevator to deal with three levels:
  - apparatus floor at+/- 104
  - main level at +/- 112
  - second floor at +/-126
- Lowest level: Apparatus/Fire support, Staff support
- Main level: Lobby, Training/EOC/Community Room, Administrative Assistant, Communications, Police Operations + Support, Detention/Sally port



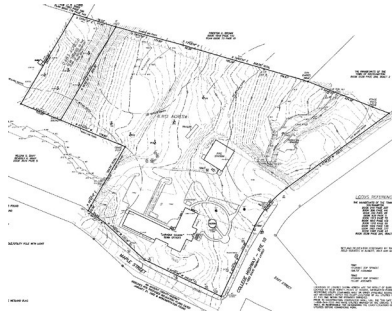


SITE 1: 204/210 COLLEGE HIGHWAY – OPTION 2 - SECOND LEVEL

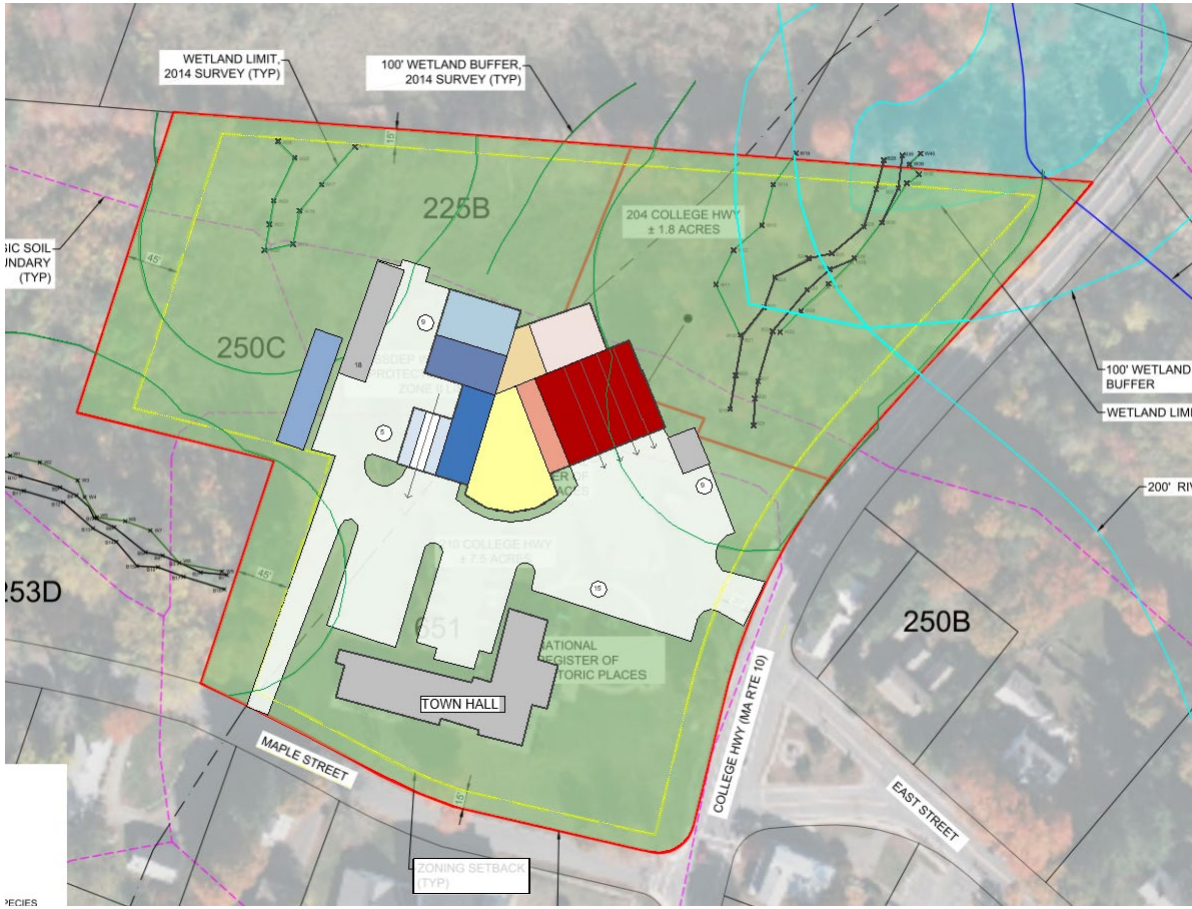
- 3 stop elevator to deal with three levels:
  - apparatus floor at+/- 104
  - main level at +/- 112
  - second floor at +/-126
- Upper level: Police + Fire Administration, Building support



PROCESS: 204/210 COLLEGE HIGHWAY – OPTION 2 – CIVIL COMMENTS

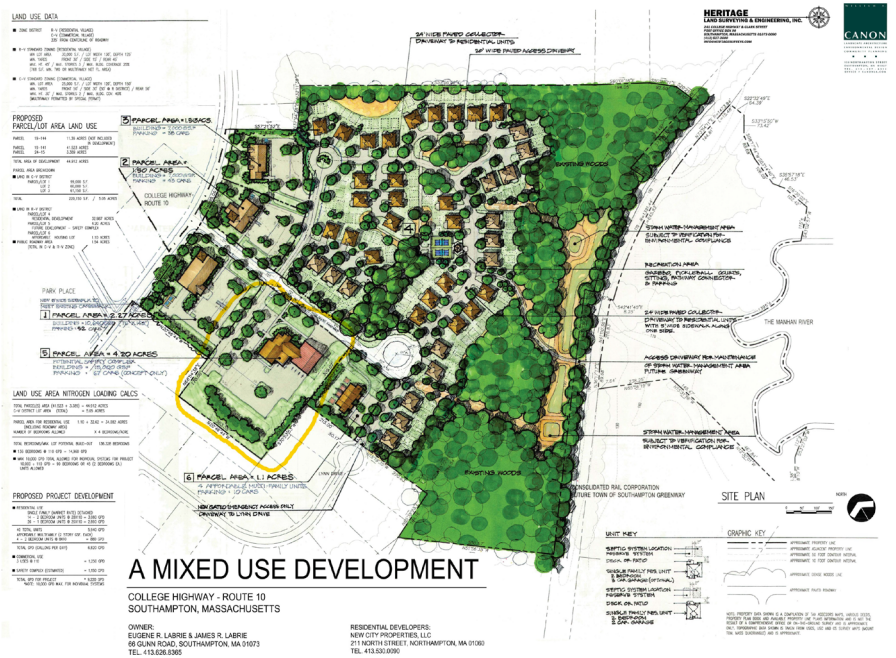


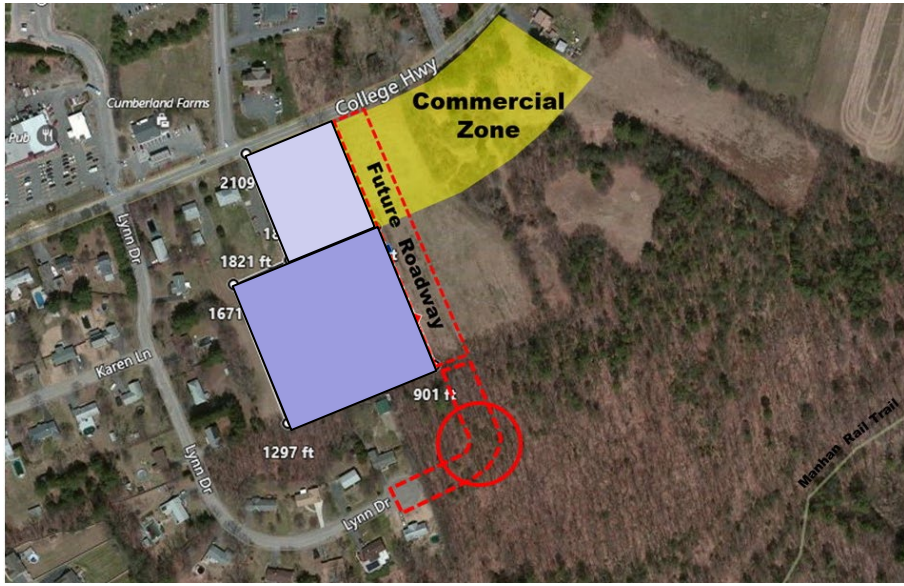
- Keep out of buffer as much as is possible
- Better in terms of access to College Highway. Since FD is essentially volunteer, Pare doesn't anticipate many traffic conflicts. When the fire truck siren blasts, everyone is to get out of the way. MassDOT may prefer with singular curb cut
- Will likely require extensive earthwork, as well as incorporation of some grade / retaining walls between the buildings + "tiers"
- Will require extensive Environmental Permitting to make sure the issues are addressed / mitigated
- Reconstruction of Town Hall parking
- Vehicle travel ways / parking grades / grading / slopes will be critical
- On site septic leach field will be challenging to locate
- Stormwater Permit design requirements will be very challenging to design for compliance



SITE 2: 0 COLLEGE HIGHWAY

- 4.03-acre parcel within a 41.5-acre parcel
  - Additional 2.27-acre parcel - acquisition required
- Under preliminary design + permitting for a potential mixed-use development; Private lot (currently), Relies on Town approving the Parson Village mixed-use development + donation of the lot
- Commercial Village (C-V) District + in the Water Supply Protection Overlay District
- Soils appear suitable for both on site stormwater management + on-site sewage disposal
- Generally level terrain
- No Natural Heritage Issues
- Is within Barnes Aquifer / Water Supply Protection Overlay

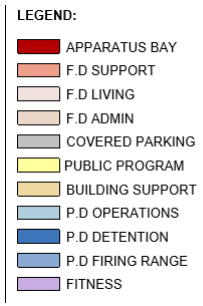


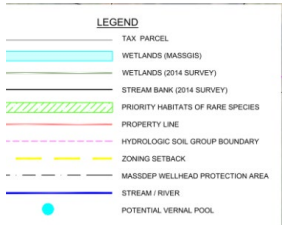


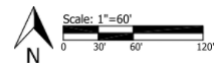
SITE 2 : 0 COLLEGE HIGHWAY – OPTION 1 – MAIN LEVEL

- Entry to site + Apparatus apron off of interior main road to development
- 2 stop elevator to deal with two levels
- Main level: Apparatus/Fire support; Staff support, Lobby, Training/EOC/Community Room, Administrative Assistant, Communications, Building support, Police Operations + Detention/Sally port









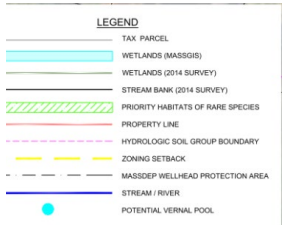
SITE 2 : 0 COLLEGE HIGHWAY – OPTION 1 – UPPER LEVEL

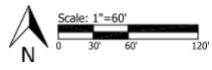
- 2 stop elevator to deal with two levels
- Upper level: Police + Fire Administration, Police Support, Building Support



LEGEND:

- APPARATUS BAY
- F.D SUPPORT
- F.D LIVING
- F.D ADMIN
- COVERED PARKING
- PUBLIC PROGRAM
- BUILDING SUPPORT
- P.D OPERATIONS
- P.D DETENTION
- P.D FIRING RANGE
- FITNESS

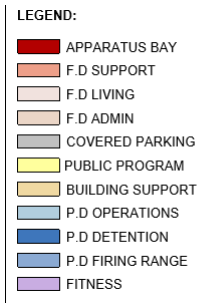


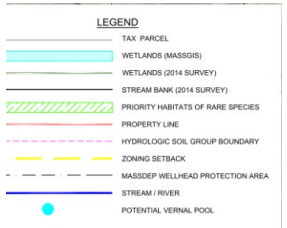


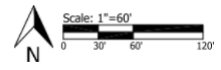
SITE 2 : 0 COLLEGE HIGHWAY – OPTION 2 – MAIN LEVEL

- Entry to site + Apparatus apron off of College Highway; 2 entry points
- 2 stop elevator to deal with two levels
- Main level: Apparatus/Fire support; Staff support, Lobby, Training/EOC/Community Room, Administrative Assistant, Communications, Police Operations + Support, Detention/Sally port









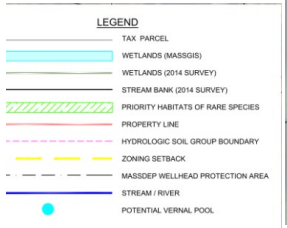
SITE 2 : 0 COLLEGE HIGHWAY – OPTION 2 – UPPER LEVEL

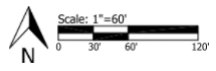
- 2 stop elevator to deal with two levels
- Upper level: Police + Fire Administration, Building Support



LEGEND:

- APPARATUS BAY
- F.D SUPPORT
- F.D LIVING
- F.D ADMIN
- COVERED PARKING
- PUBLIC PROGRAM
- BUILDING SUPPORT
- P.D OPERATIONS
- P.D DETENTION
- P.D FIRING RANGE
- FITNESS





SITE 2 : 204/210 COLLEGE HIGHWAY – OPTION 1 + 2 - CIVIL

- No significant concerns for grades or site elements
- Lot size supports all programming needs
- No buffers of concern
- Second option better in terms of access to College Highway
- Civil likes the separate access for Fire apron but MassDOT may have curb cut access requirements
- On site septic leach field should be easier to construct + permit
- Stormwater Permit will be easier to design for compliance





N
Scale: 1"=60'
0 30' 60' 120'









Thank You





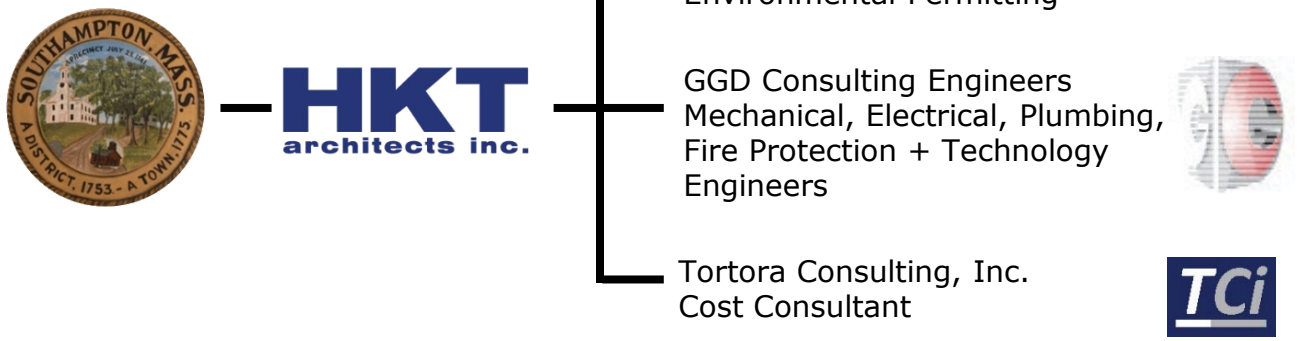


FEASIBILITY STUDY
NEW PUBLIC SAFETY COMPLEX
SOUTHAMPTON, MA

JANUARY 18, 2024

AGENDA

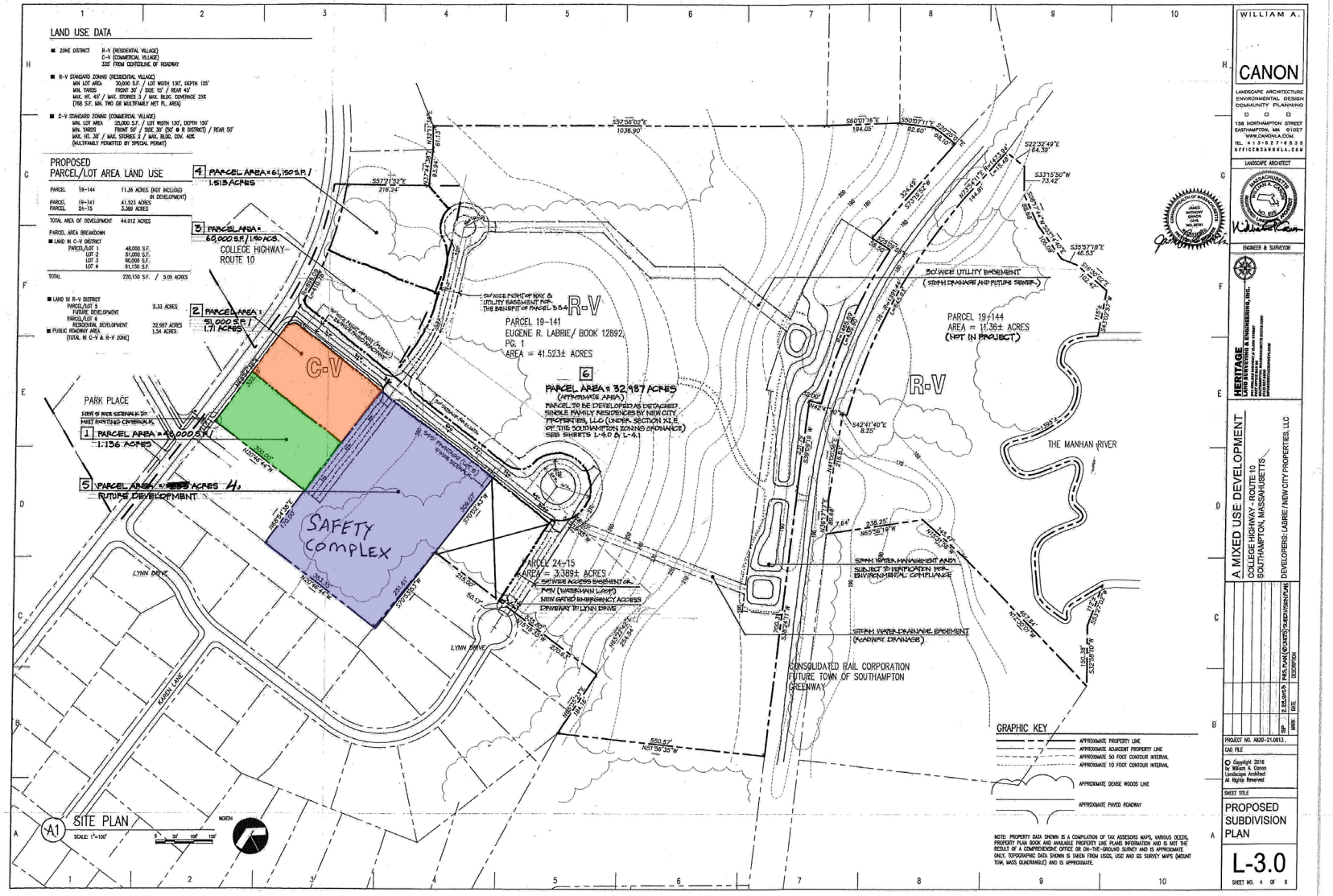
- Conceptual Plans at 0 College Highway
- Schedule + Next Steps



0 COLLEGE HIGHWAY – TEST FIT OPTION 1

- 4.03-acre parcel within a 41.5-acre parcel

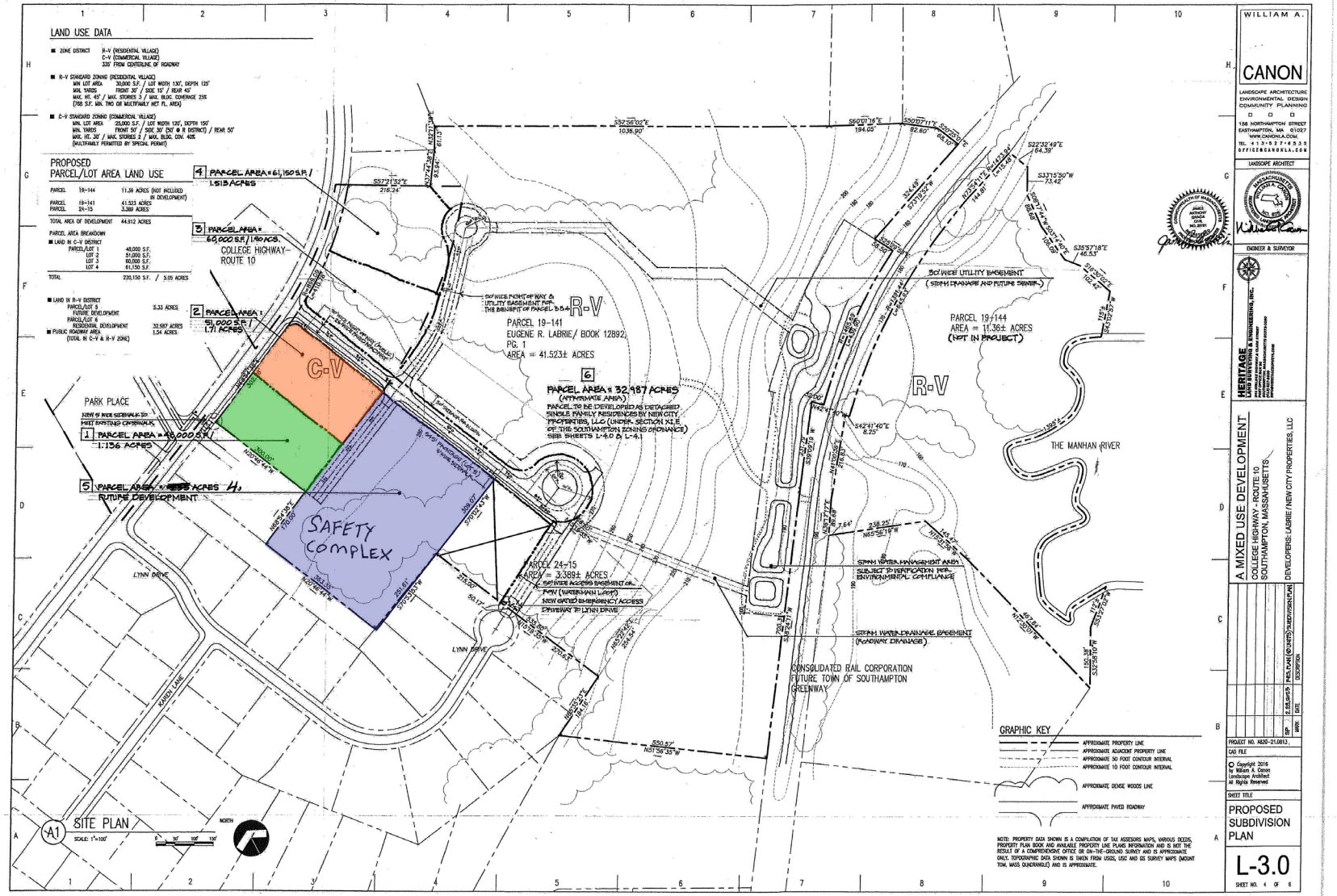




0 COLLEGE HIGHWAY – TEST FIT OPTION 2

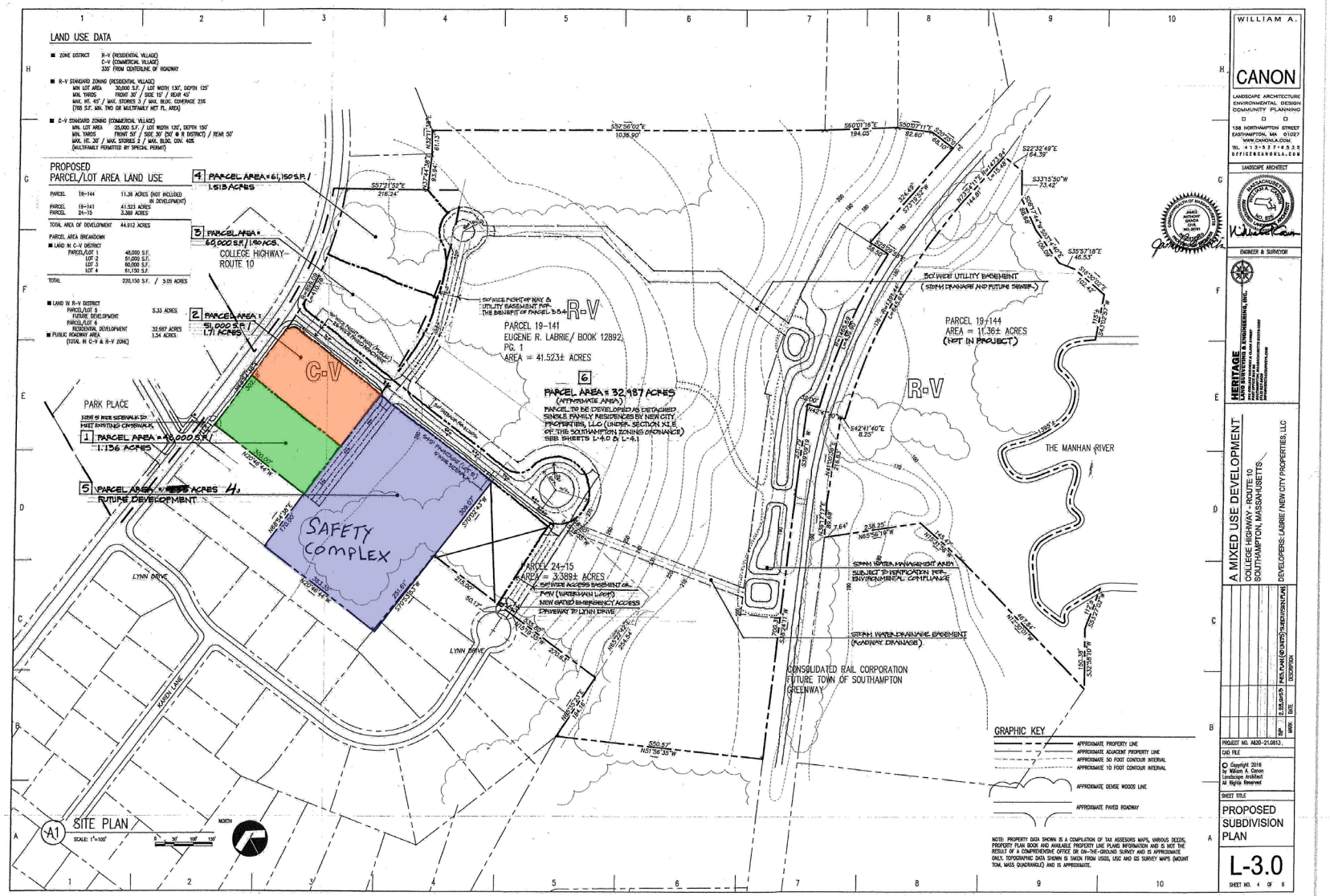
- 4.03-acre parcel within a 41.5-acre parcel
- Additional 2.27-acre parcel - acquisition +





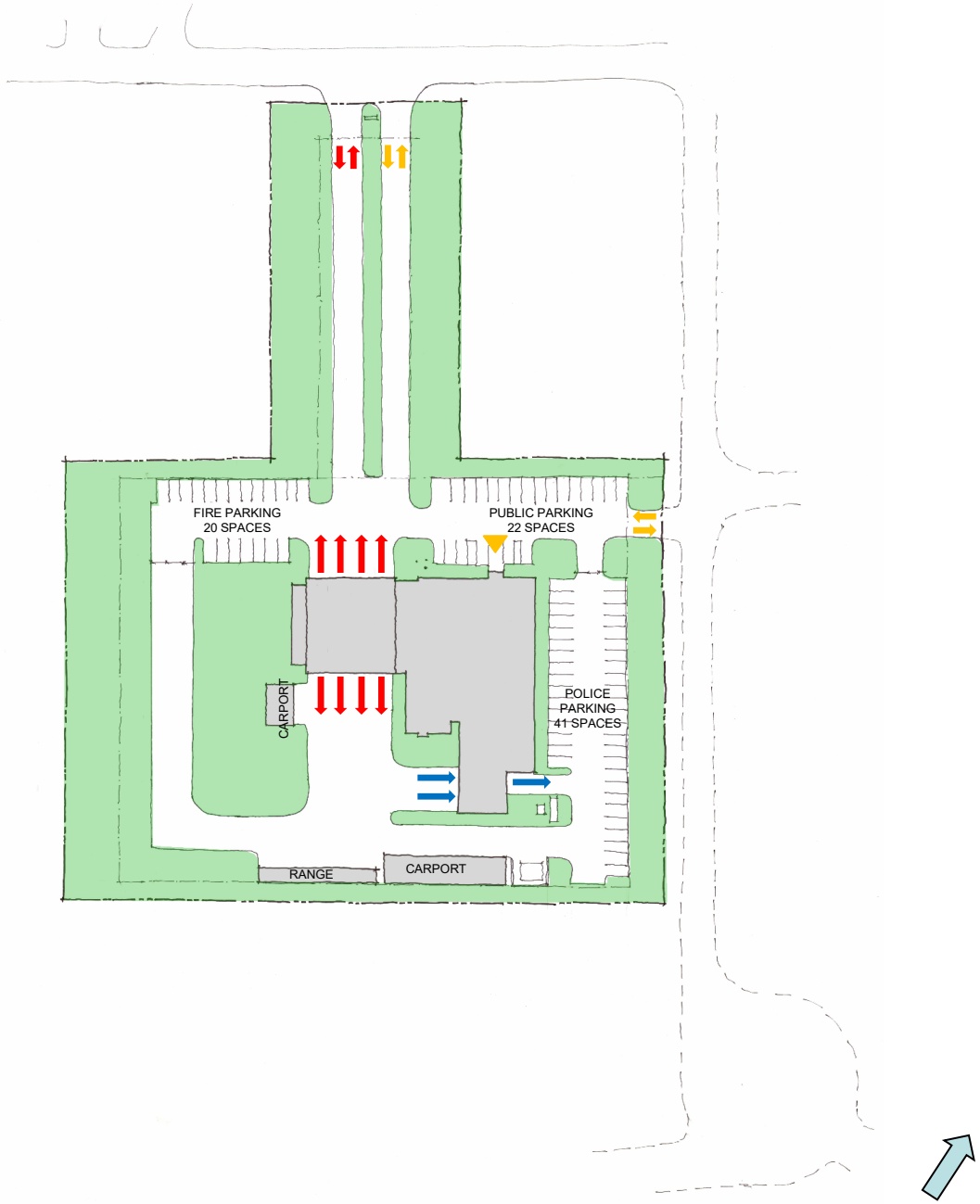
0 COLLEGE HIGHWAY – CURRENTLY PROPOSED ACQUISITION

- 4.03-acre parcel within a 41.5-acre parcel
- Additional +/-1.14-acre parcel – acquisition
- Benefits:
  - Lot size supports all programming needs
  - Direct access to College Highway
  - Potential separate access for Fire apron (MassDOT may have curb cut access requirements)



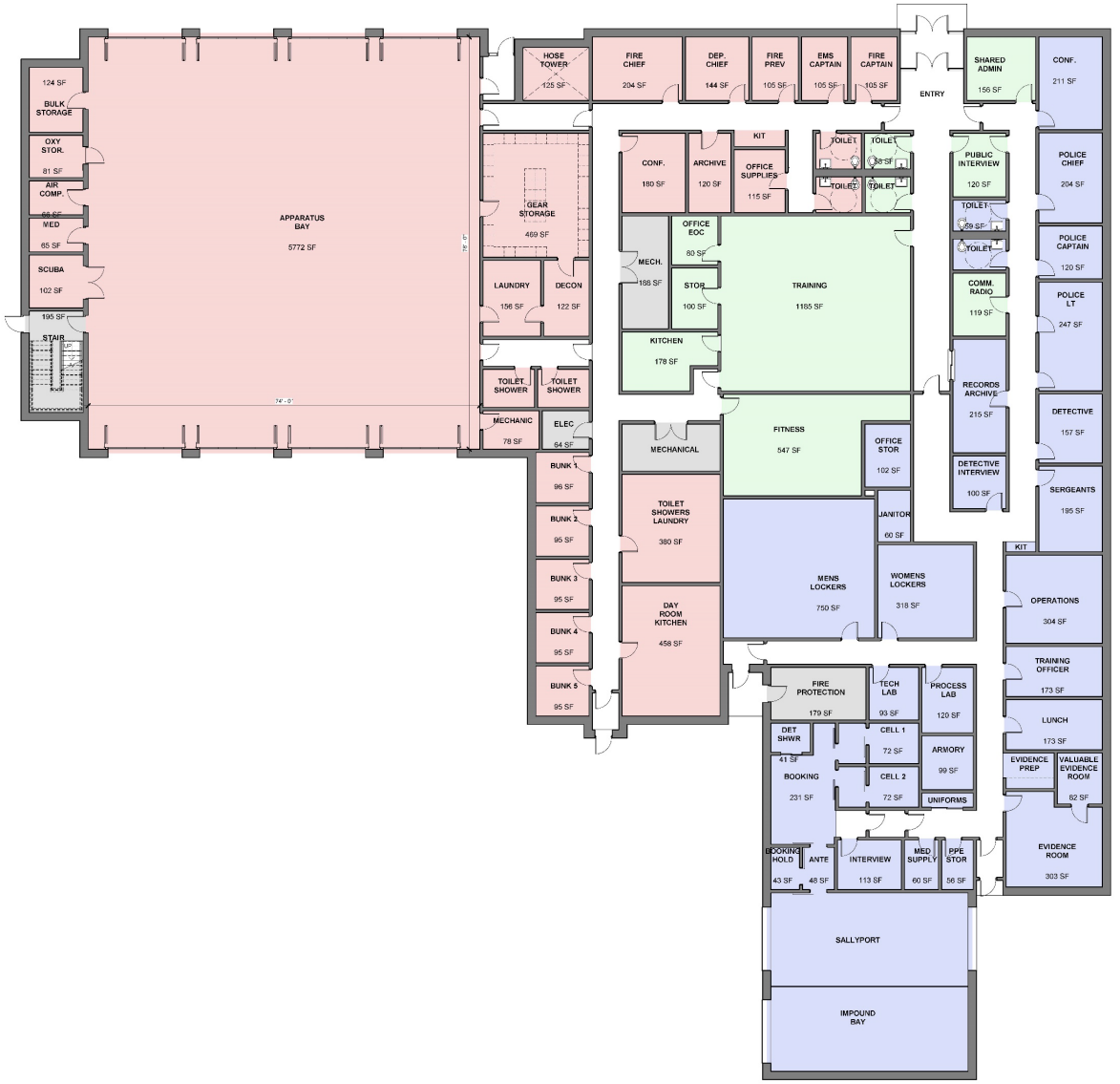
0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY

- Potential to separate access for fire apparatus off College Highway from other traffic
- Possible secondary entry should development build main entry road as planned
- Three zones for parking:
  - Public parking on northeast side
  - Police parking on east side with gate possibilities
  - Fire parking on north side at front of building for easy access to equipment with gate possibilities
- Location of fire apparatus apron guides layout for building
- Drive thru Sally port
- Carport + shooting range help shield neighborhood
- Plantings + screening opportunities are significant



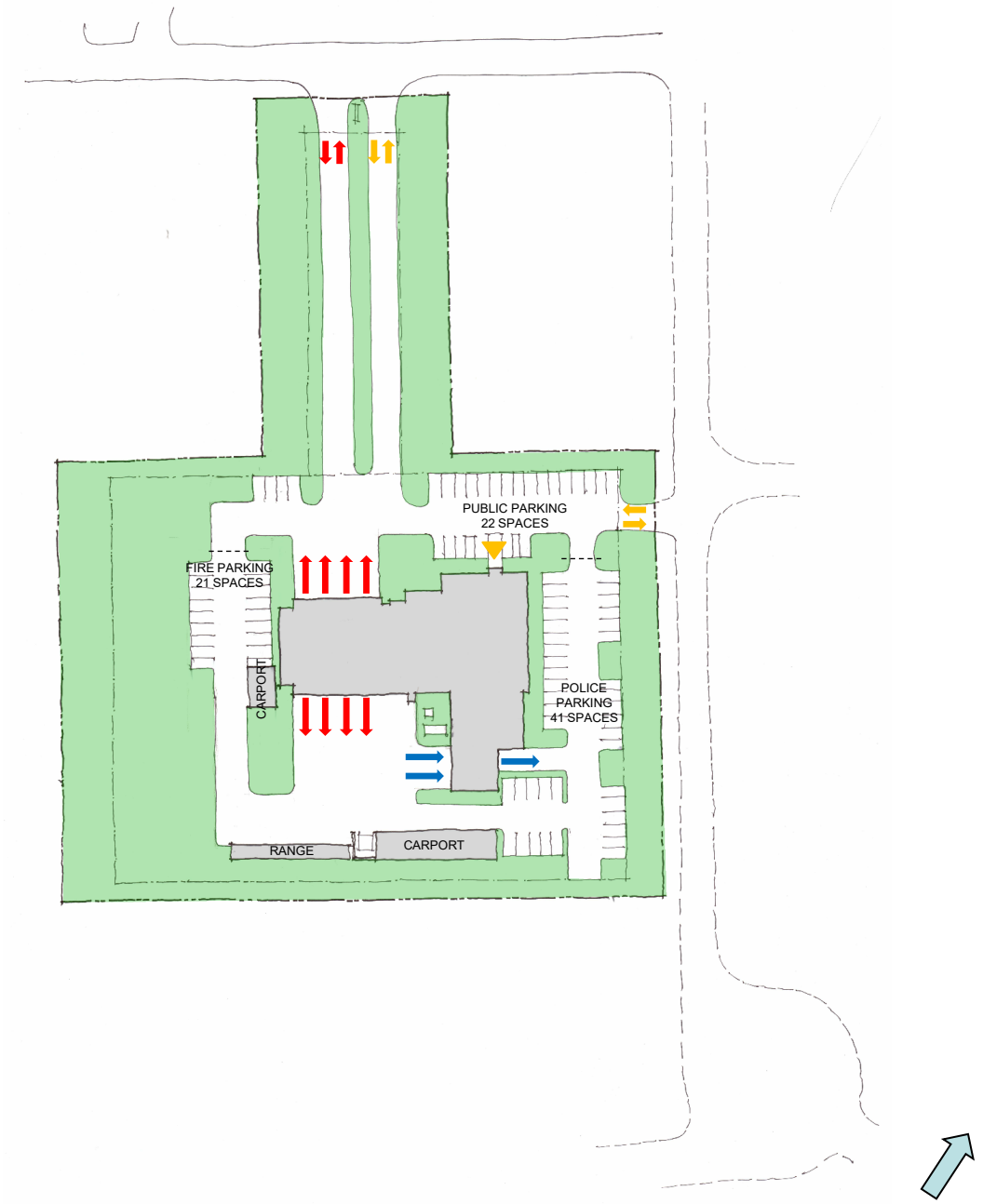
0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY – FIRST FLOOR

- Center entry allows access to both departments + public areas
- All shared spaces located along center spine
- Fire apparatus located for easiest access to College Highway
- Focus on firefighter health, carcinogens and elimination of cross contamination: Layout provides for hot to cold zones
- Fire administration located along north wall with living areas located to southwest
- Police administration located along east side with operations located to south
- Sally port + detention located to rear of site



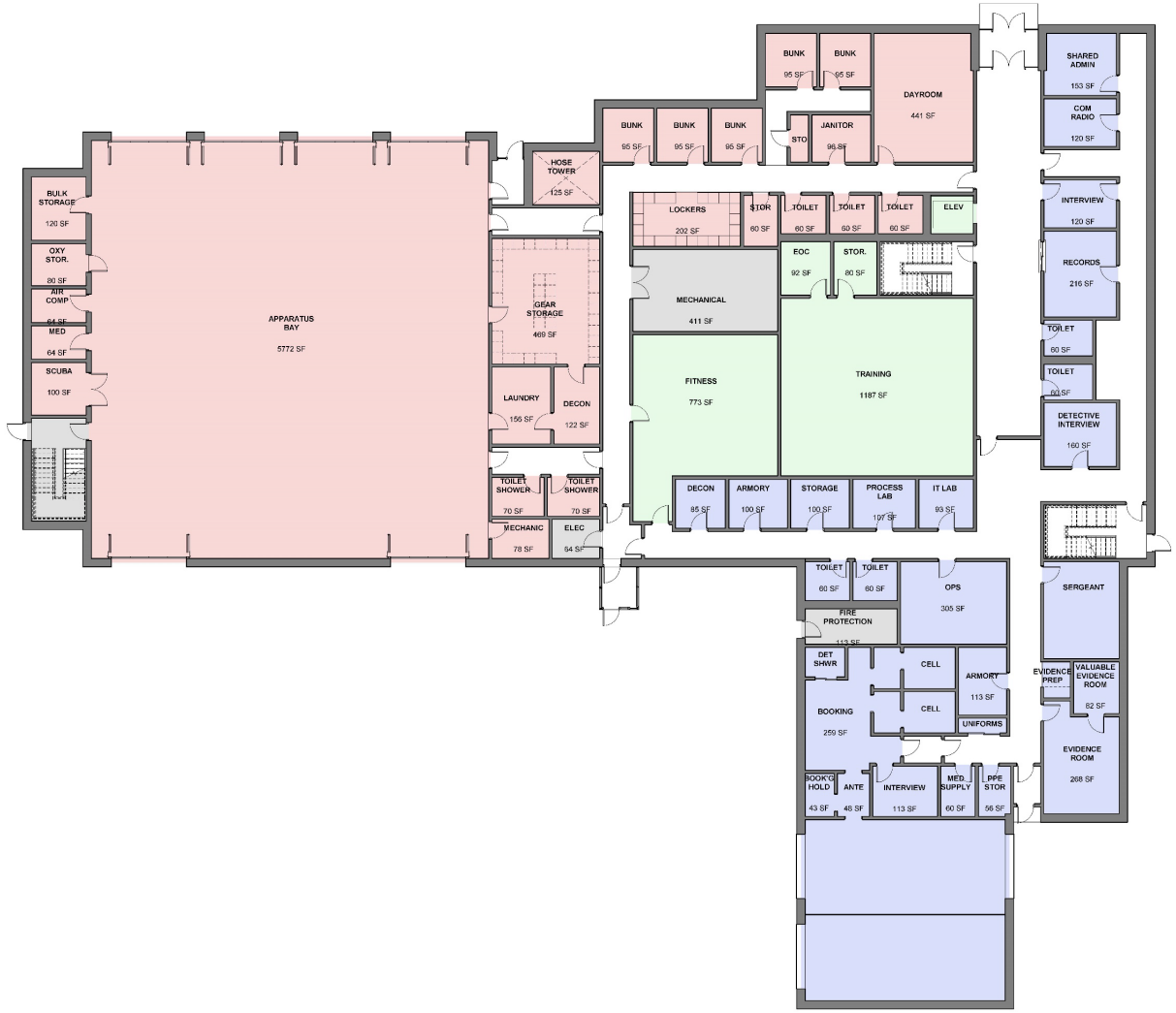
0 COLLEGE HIGHWAY – OPTION 4 – TWO STORIES

- Potential to separate access for fire apparatus off College Highway from other traffic
- Possible secondary entry should development build main entry road as planned
- Three zones for parking:
  - Public parking on northeast side
  - Police parking on east side with gate possibilities
  - Fire parking on west side for easy access to equipment with gate possibilities
- Location of fire apparatus apron guides layout for building
- Drive thru Sally port
- Carport and shooting range help shield neighborhood
- Plantings + screening opportunities are significant



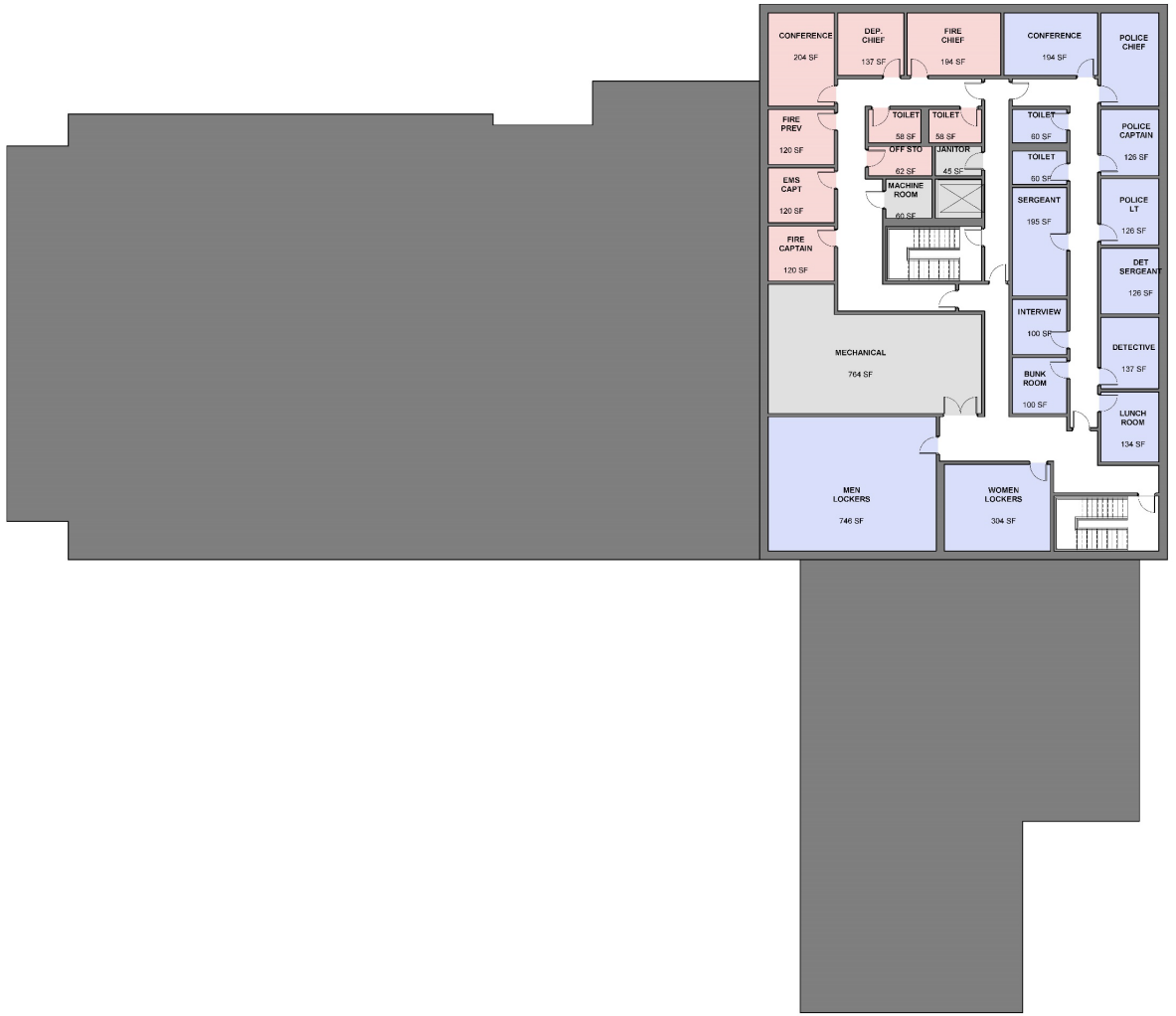
0 COLLEGE HIGHWAY – OPTION 4 – TWO STORIES – FIRST FLOOR

- Center entry allows access to both departments + public areas
- All shared spaces located along center spine
- Fire apparatus located for easiest access to College Highway
- Focus on firefighter health, carcinogens and elimination of cross contamination: Layout provides for hot to cold zones
- Fire living quarters located on north side
- Police operations located on south side
- Sally port + detention located to rear of site
- Fire + Police administration located on upper level accessible by elevator + stair



0 COLLEGE HIGHWAY – OPTION 4 – TWO STORIES – SECOND FLOOR

- Fire + Police administration located on upper level accessible by elevator + stair
- Access to upper level limited/controlled
- Police locker/showers + lunchroom located on south side



SCHEDULE + NEXT STEPS

- Proposed Committee Meeting on Monday, 2/12
  - Revisions to preferred plan
  - Two elevation options
  - Meeting with MEPFP engineers to discuss system options + green design
- Proposed Committee Meeting on Monday, 2/26
  - Final design revisions
  - Annual operating cost rough estimate
- Proposed Committee Meeting on Monday, 3/25
  - Cost estimate
- Community Meeting Presentation – TBD
- Town Meeting Presentation – TBD

Description of Work to be Completed by May 10, 2024	Work By	Approximate Date		Comment
		Start	Complete	
Task 1 - Space Needs Assessment				
Kick-off meeting: Goals, process, schedule, informal visioning	*ToS, HKT*	*8/7/2023*	*8/7/2023*	*1 Mtg*
Send Questionnaire to PD and FD	*HKT*	*8/8/2023*		
Questionnaire Returned	*ToS*	*PD 8/15/2023 FD 8/22/2023*		
Tour existing fire and police stations; Meet with FD / PD personnel to discuss space needs	*ToS, HKT*	*8/31/2023*		*1 day*
Summary Programming Sent to Departments	*HKT*	*9/13/2023*		
Present Space Needs Programming to Committee for Discussion and Approval	ToS, HKT	9/25/2023		1 Mtg.
Finalize Program based on discussion	HKT	9/26/2023	9/29/2023	
Task 2 - Site Evaluation				
Pare on site to review 3 sites	HKT	9/25/2023 or 9/26/2023		
Site Analysis Presentation and Ranking using Matrix; Select 2 sites	ToS, HKT	10/2/2023	10/5/2023	2nd Mtg. if rqd.
Task 3 - Conceptual Design; Task 5 Project Operating Costs + Task 6 Options for Green Design				
Test Fit Options: 2 test fit options for two sites identified in Task #2	HKT	Completed by 10/20/2023		
Meeting to present 2 test fit options for 2 sites; Select Preferred site at this meeting	ToS, HKT	10/23/2023	10/23/2023	1 Mtg.
Town notifies HKT of selected site	ToS	ToS notifies HKT by 1/2/2024		
Develop 2 conceptual plans on selected site	HKT	Completed by 1/18/2024		
Meeting to present 2 conceptual plans on one site	ToS, HKT	1/18/2024	1/18/2024	1 Mtg.
Design revisions for preferred plan with elevations	HKT	1/19/2024	2/9/2024	
Meeting to present conceptual plan and elevations	ToS, HKT	2/12/2024	2/12/2024	1 Mtg.
Meeting with GGD - MEPFP Engineers; system options and green design	ToS, HKT	2/12/2024	2/12/2024	1 Mtg.
GGD work on a rough estimate of annual costs	HKT	Ongoing		
Final design revisions; GGD's Annual Costs Summary	HKT	2/13/2024	2/23/2024	
Meeting to present Final Option + Annual Cost Summary	ToS, HKT	2/26/2024	2/26/2024	1 Mtg.
Community Meeting - Communication Tools	ToS, HKT	TBD; Ongoing work		1 Mtg.
Task 4 - Total Project Cost Estimate and Schedule				
Prepare documents for Cost Estimate	HKT	2/27/2024	3/4/2024	
Professional Cost Estimate	HKT	3/4/2024	3/20/2024	
Meeting to present Cost Estimate	ToS, HKT	3/25/2024	3/25/2024	1 Mtg.
Task 7 - Evaluation of Existing Facilities / Comparison to Other Communities				
Evaluations of existing facilities and cost comparisons	ToS	Ongoing		
Task 8 - Comprehensive Final Report and Presentation				
Prepare Draft Final Report	HKT	4 weeks - 3/20/2024 thru 4/17/2024		
Receive Review Comments	ToS	1 week - 4/17/2024 thru 4/24/2024		
Revise Final Report	HKT	2 weeks - 4/25/2024 thru 5/10/2024		
Presentations	ToS, HKT	On-going		









Thank You







FEASIBILITY STUDY
NEW PUBLIC SAFETY COMPLEX
SOUTHAMPTON, MA

FEBRUARY 12, 2024

AGENDA

- MEPFP engineers discuss system options + green design
- Revision to Preferred Plans at 0 College Highway
- Elevations
- Schedule + Next Steps

HKT architects inc.

- Pare Corporation — Site/Civil, Structural + Geotechnical Engineers, Environmental Permitting
- GGD Consulting Engineers — Mechanical, Electrical, Plumbing, Fire Protection + Technology Engineers
- Tortora Consulting, Inc. — Cost Consultant

HVAC System Options & Lifecycle Cost Analysis (LCCA) Summary

for

Southampton Public Safety Building
Southampton, MA

GGD Consulting Engineers, Inc.

HVAC System Options Overview

1. **Goal of Economic Analysis**

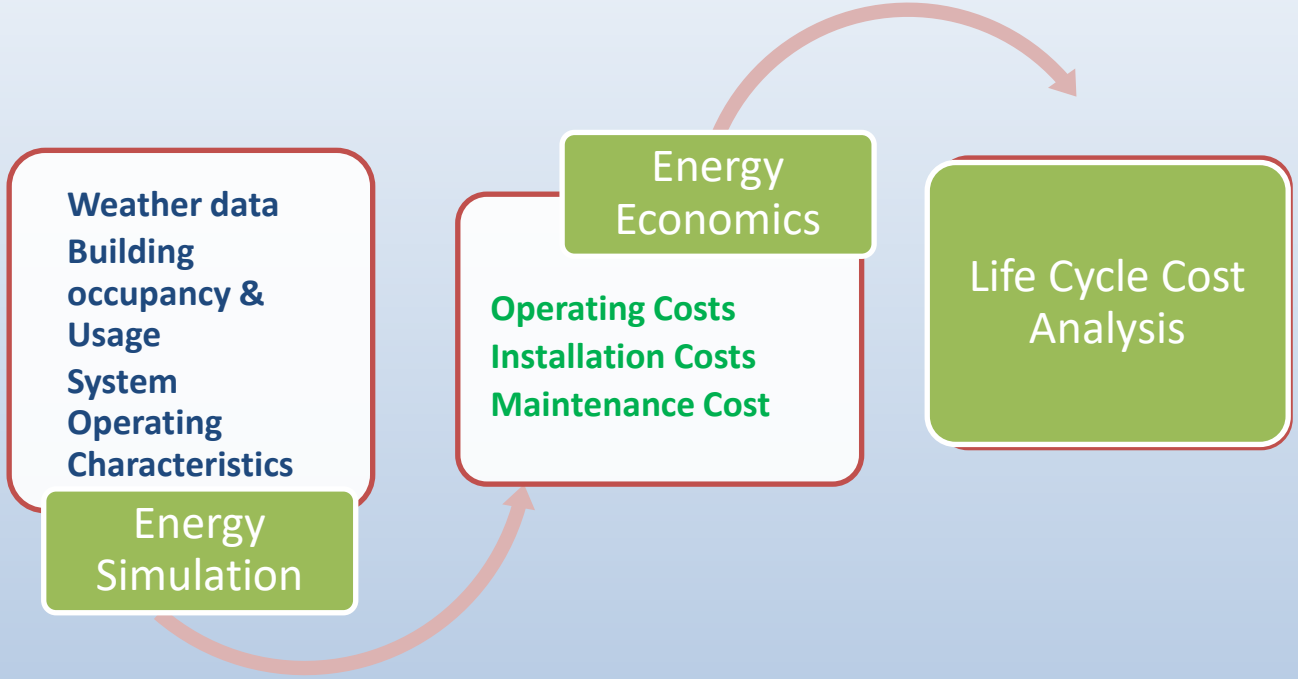
2. **Lifecycle Cost Analysis (LCCA) Methodology**

3. **HVAC System Options Overview:**
   - **Code Baseline: MA Stretch Code**
   - **Executive Order 594; Electrified Heating Systems versus Natural Gas Heating**
   - **Option 1: Air Source VRF (Variable Refrigerant Flow) Heat Pump HVAC System**
   - **Option 2: Air Source Heat Pump Chiller/Heater with Backup Gas or Electric Boiler**
   - **Option 3: Closed Loop Geothermal HVAC System**
   - **Supplemental Heating Systems (Radiant Heating)**

4. **Utility Company Incentives & Federal Tax Credits**

5. **Questions and Discussion**

GOAL OF LIFE CYCLE COST ANALYSIS



- Goal is to assess the performance of **various mechanical system options** in comparison to a baseline mechanical system.
- Options compared to the baseline system over a 50-year cycle to determine the most advantageous system considering **utility costs, maintenance costs, replacement costs, and initial construction costs**.
- The Option with the **greatest total life-cycle savings** is generally recommended.

LIFE CYCLE COST ANALYSIS

Proposed Design Criteria Temperature Conditions

Notes:
DB = Dry Bulb
RH = Relative Humidity
WB = Wet Bulb

Design Outdoor Temperature Data

Heating @ 1°F Heating

Cooling @ 91°F db, 72°F wb

Design Indoor Temperature Conditions:

Offices, Day Rooms, Living Areas:

Heating @ 70°F db +/- 2 °F

Air Conditioning @ 75°F db +/- 2 °F with 55% RH

Hallways, Corridors, Entryways, Restrooms: Slightly higher Dry Bulb temp w/ Dehumidification

Apparatus Bay, General Storage Areas, Vestibules:

Heating & Ventilation Only: **70°F db** for heating

Unoccupied temperature setback is provided for all options that do not have 24/7 occupancy.

HVAC System: Baseline Code & Executive Order 594
Heating Fuel Source Pros & Cons

Baseline Systems: Massachusetts Stretch Code compliant
If Gas Heating is used – reduced Mass Save Incentives, no Incentives for Gas Heating

Executive Order 594
"Leading by Example: Decarbonizing and Minimizing Environmental Impacts of State Government."
Recommends efficient electric heating and cooling systems instead of fossil fuel source heating systems.

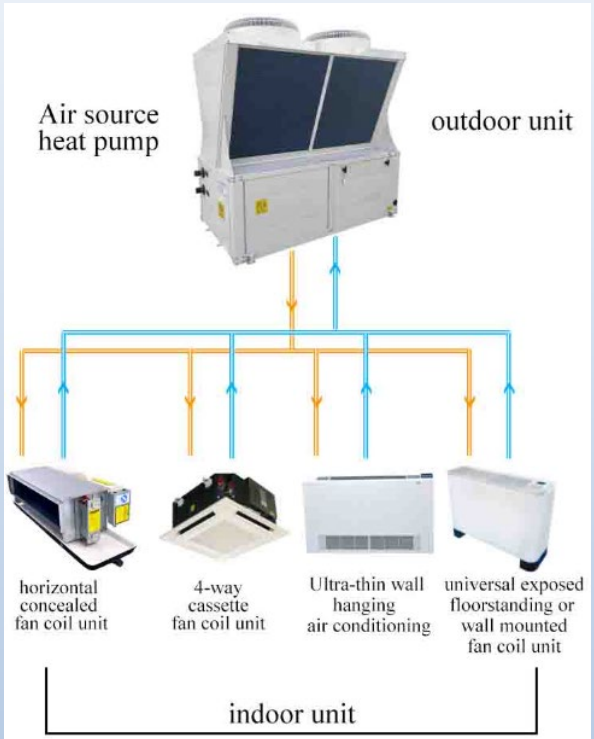
Benefits of Efficient all Electric (Heat Pump) Heating:
- Complies with EO 594
- Lower Site EUI (Energy Use intensity)
- Reduced Site Carbon, CO2 emissions, Fossil Fuel Free
- No Boiler or Gas Fired Furnace Flues and associated maintenance
- Multiple High energy efficiency HVAC options available
- HVAC System could cost less than Fossil Fuel Free heating system as Heat pumps provide Heating & Cooling through same equipment.

Cons of all Electric Heating:
- Potential for Higher operational costs versus gas fired heating systems due to comparative lower cost of current natural gas pricing
- Requires some additional first cost for:
  - Larger size generator for Backup heating
  - Backup electric heating systems could have higher first cost versus typical multiple gas fired boiler backup heating design

Option 1 – Air Source to Hydronic (Hot & Chilled Water) Heat Recovery Plant w/ Dedicated Outdoor Air Systems (DOAS)

Pros:

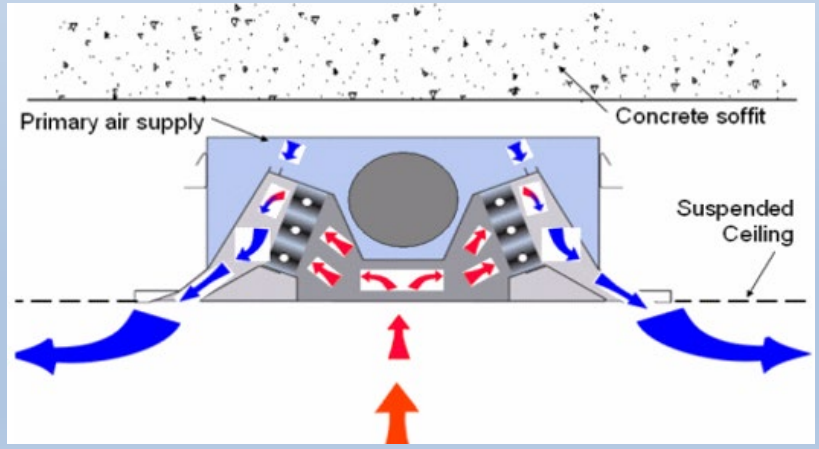
- High degree thermal comfort control with dedicated terminal unit and thermostat provided for each space
- Boiler and Chiller Plants and distribution systems not required; Supplemental Electric Boiler is recommended in event of ASHP failure or shutdown for service
- Single unit can be utilized for both heating and cooling applications
- Smaller central ventilation ductwork as only the code required ventilation air is provided to meet occupancy load
- Different indoor unit styles (FCUs, Active Chilled Beams) provide multiple options to fit within architectural ceiling design elements
- Reduced Refrigerant Piping
- Can utilize HW heating for heating only spaces
- Potential Reduced Future Maintenance & Replacement Costs





Cons:

- Higher overall installed costs v. Option 2
- Maintenance of equipment is in occupied area
- Quarterly filter changes per unit
- Condensate drain maintenance for terminal units
- Maintenance Cost associated with added HW/CH pumps/accessories

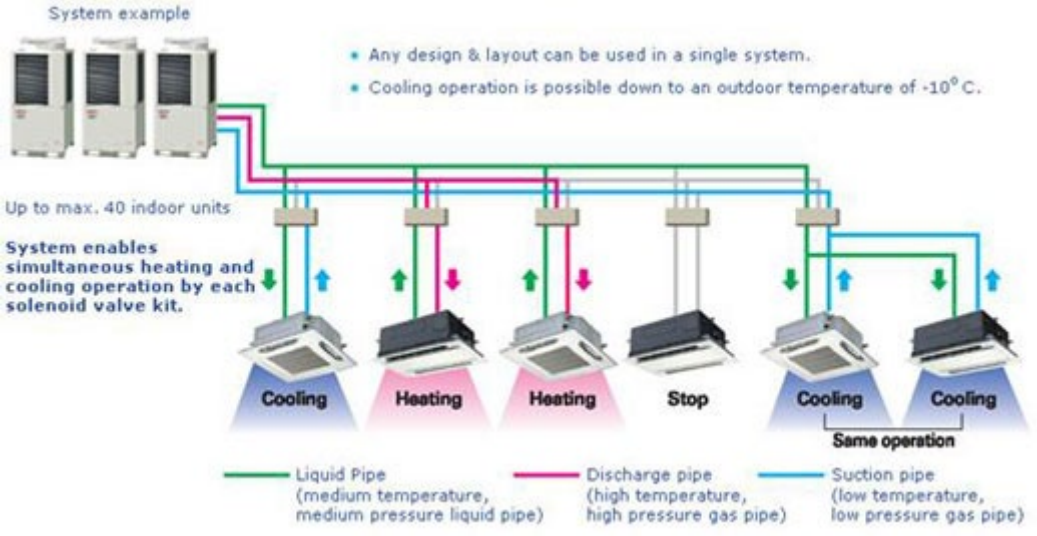


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Option 2 – Air Source Variable Flow Refrigerant (VRF) Heat Recovery System w/ Dedicated Outdoor Air System (DOAS)

Pros:

- Low piping installed costs due to refrigerant piping system only
- Moderate overall installed costs
- Chiller/heater plant and distribution systems not required
- Single cabinet can be utilized for both heating and cooling applications
- Smaller central ventilation ductwork as only the code required ventilation air is provided to meet occupancy load





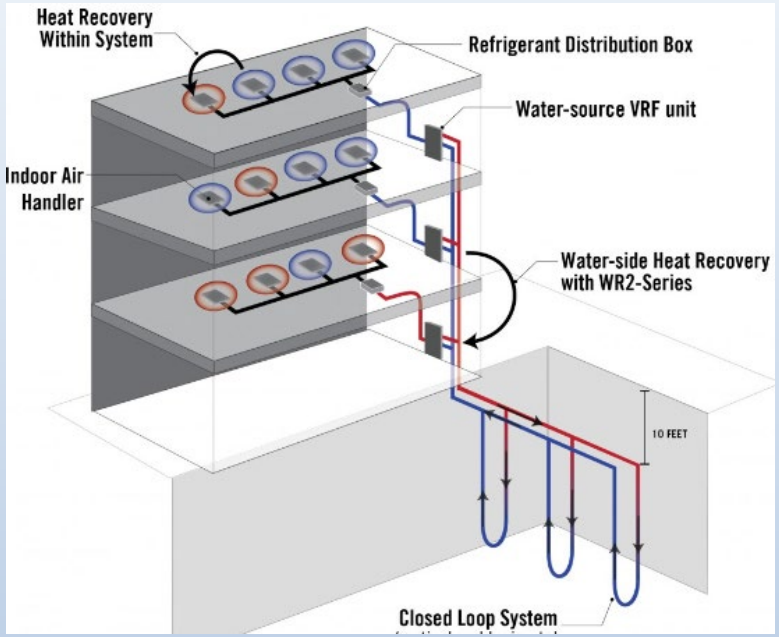
Cons:

- Maintenance of equipment is in occupied area; Quarterly filter changes per unit
- More complex automatic temperature controls; Higher automatic temperature controls installed costs on a per unit basis due to amount of control devices required
- Refrigerant & Condensate drain maintenance for terminal units

Option 3 – Closed Loop Geothermal VRF Heat Recovery System w/ Dedicated Outdoor Air System (DOAS)

Geothermal Pros:

- High energy efficiency and lower EUI
- Reduced carbon footprint for environmental considerations
- Low noise levels inside and outside of building as no exterior mounted equipment with condensers or fans are required
- Longer Equipment & Piping Lifespan
- Potential Utility Incentives & Federal Tax Credits
- Can use Geothermal with both WSHP & VRF (Refrigerant) Systems





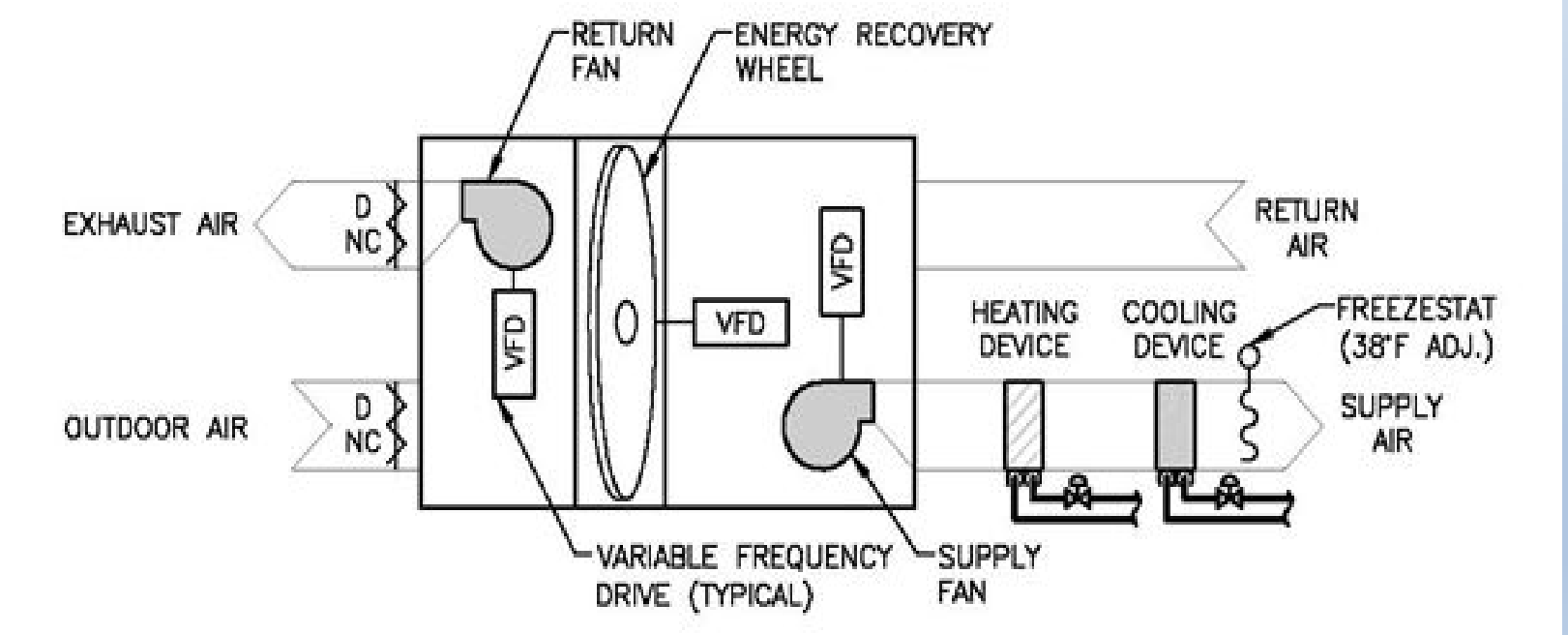
Geothermal Cons:

- Increased capital investment for geothermal plant
- Requires increased site coordination for well locations
- Higher automatic temperature controls for geothermal plant equipment
- Requires increased maintenance for geothermal plant equipment (filters, additional pumps, etc.)

GGD Consulting Engineers, Inc.

Dedicated Outside Air Handling System

- **Typical to System Option 1, 2, & 3**
- **Increases Energy Efficiency due to:**
  - **Energy Recovery**
  - **Sizing Equipment for Specific Duty (AHU for Latent Cooling and Terminal Units for Sensible Cooling)**



GGD Consulting Engineers, Inc.

SUPPLEMENTAL HEATING SYSTEMS

Supplemental Heating (Radiant Panels)

Pros:

- Provide system redundancy and resiliency if Airside system fails and needs service or repair
- Energy Efficient when used with Efficient Heating Source system as it provides night setback unoccupied heating without the use of airside equipment.
- Improved thermal comfort
- For Electric Resistance Type Heating Systems these are typically used as backup only due to high operational cost.
- Ceiling mounted – does not interfere with program area and furniture layout and has a good aesthetic compared to other terminal heating options.

Cons:

- Higher First Cost
- For All electric resistance systems – high operational cost (recommended only for





Supplemental Apparatus Bay Heating (Floor Slab Radiant Heating)

Pros:

- Provide system redundancy if Airside system needs service or repair.
- Energy Efficient when used with Efficient Heating Source – Lower Space Temperature setpoints are typically required.
- Improved thermal comfort
- Improved snow/ice melt for Apparatus

Cons:

- Higher First Cost
- For All electric systems – high operational cost (recommended only for back-up).
- Still requires Airside system (such as VRF or Unit Heaters to handle cold temperature infiltration associated with Apparatus Bay door operation during cold weather



GGD Consulting Engineers, Inc.
375 Faunce Corner Road, Suite D
Dartmouth, MA 02747

Public Safety Buildings - HVAC System Option LCCA Costs

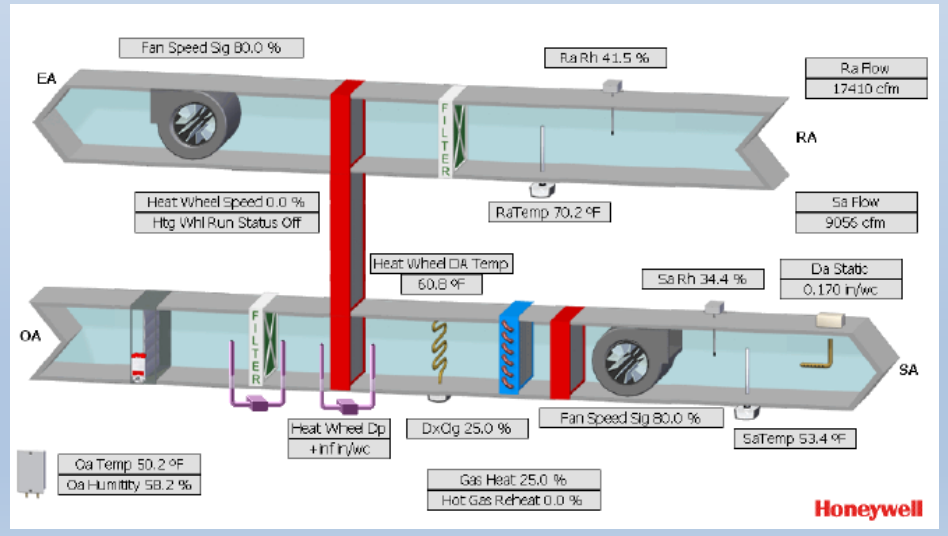
HVAC System Option	Installed Cost ($/s.f.)	Annual Operating Cost ($/s.f.)	Annual kBTU/s.f. (EUI)	Annual Maint. Cost ($/s.f.)
Hybrid Air-Source VRF Heat Pump System w/ Gas-Fired Boilers	$70.50	$0.53	67.1	$0.92
Air-Source VRF Heat Pump System	$63.78	$0.95	51.2	$0.82
Hydronic Air-Source Heat Pump Plant System	$67.34	$0.44	56.0	$0.66
Geothermal Ground-Source VRF Heat Pump System	$101.14	$1.15	52.5	$0.87

Building Energy Management System (BMS)





- All Options will include ATC/BMS
- Provides Zone Scheduling
- Occupied-Unoccupied Control
- Night Setback Operation
- Lighting Control System Integration
- Increased Energy Savings
- Integrate with Preventative Maintenance Scheduling



GGD Consulting Engineers, Inc.

POTENTIAL HVAC SYSTEM INCENTIVES

Option	Description	MassSave HP Incentive	Remarks
	Gas Heating Systems	$0	
1	Air Source to Hydronic Heat Pump System	$800/ton Heating	*
2	Air Source VRF w/ ASHP AHUs	$1,000/ton Heating	*
3	Geothermal Heat Pump HVAC System	$4,500/ton Heating	* & **
Notes			
*	MassSave incentive based on following:		
	Heat Pumps only, and excludes potential additional whole building incentives		
	Current Program offerings which may be subject to change.		
**	Federal Tax credit as Direct Pay option may be available for 30%-40% of Geothermal System Cost per 2022 IRA – Tax Code Section 48e		
Abbreviations:			
AHU	Air Handling Unit		
ASHP	Air Source Heat Pump		
RTU	Rooftop Air Handling Unit		
VRF	Variable Refrigerant Flow		

For additional information please refer to the following references:

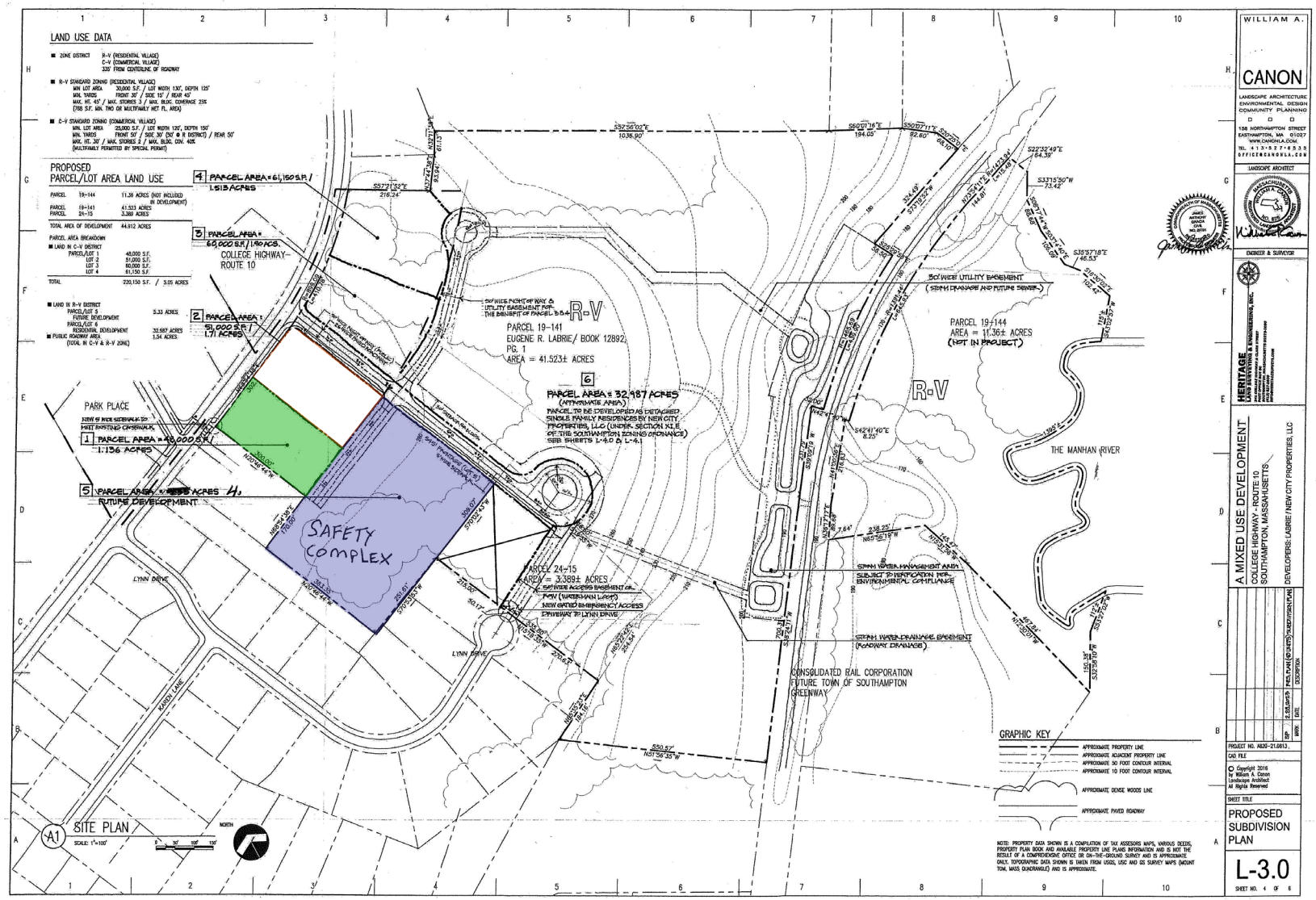
ClimateMaster's IRA 2023 Commercial Geothermal Tax Guide, weblink @ lc028-climatemaster-commercial-federal-tax-incentives-brochure.pdf .

IRS Clean Energy Tax Credit Information: Publication 5817-G (6-2023) (irs.gov), weblink @ https://www.irs.gov/pub/irs-pdf/p5817g.pdf, and included in Appendix B

IRS & US Treasury Dept Notice 2023-44: Additional Guidance for the Qualifying Advanced Energy Project Credit Allocation Program under Section 48C(e) (irs.gov), weblink @ https://www.irs.gov/pub/irs-drop/n-23-44.pdf

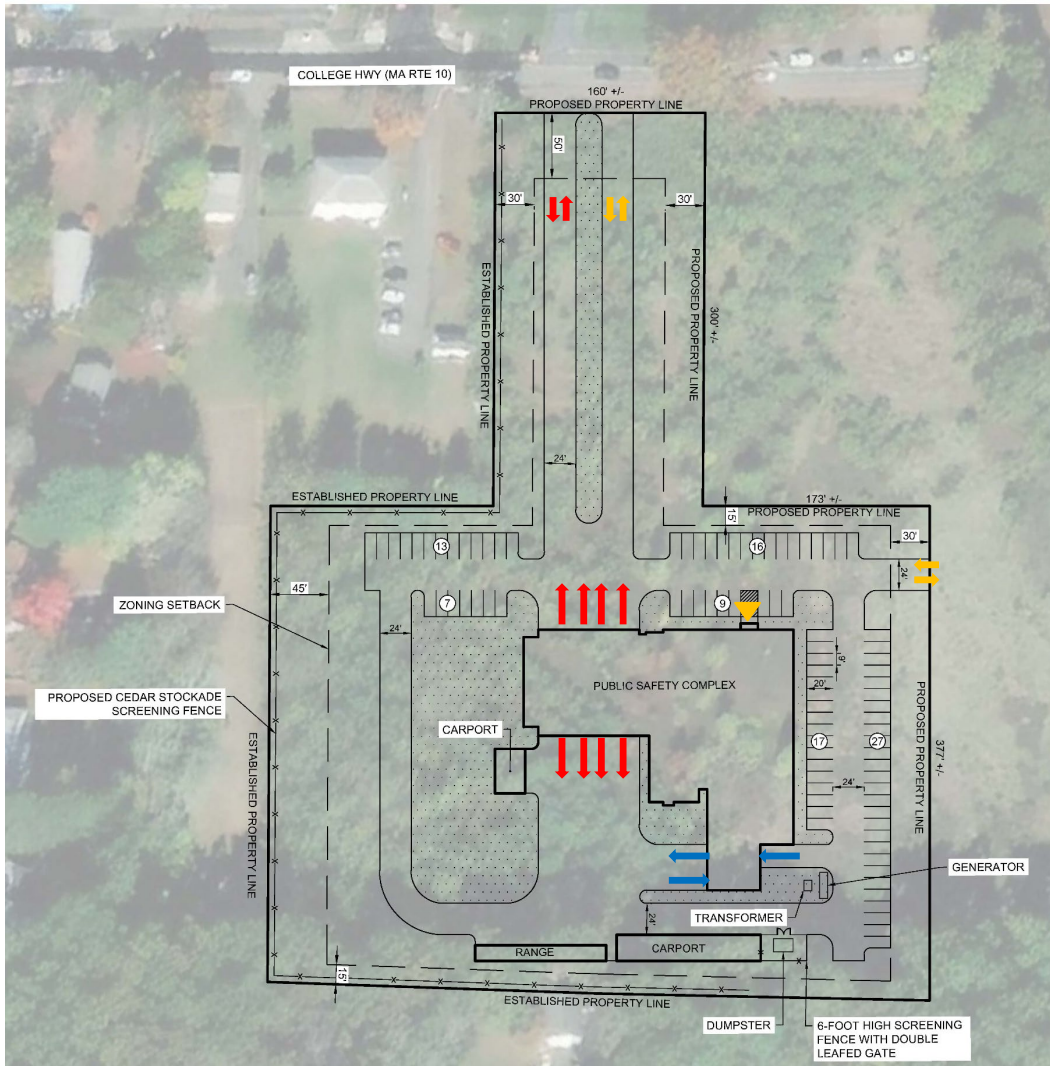
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- 4.03-acre parcel within a 41.5-acre parcel
- Additional +/-1.14-acre parcel – acquisition
- Benefits:
  - Lot size supports all programming needs
  - Direct access to College Highway
  - Potential separate access for Fire apron (MassDOT may have curb cut access requirements)



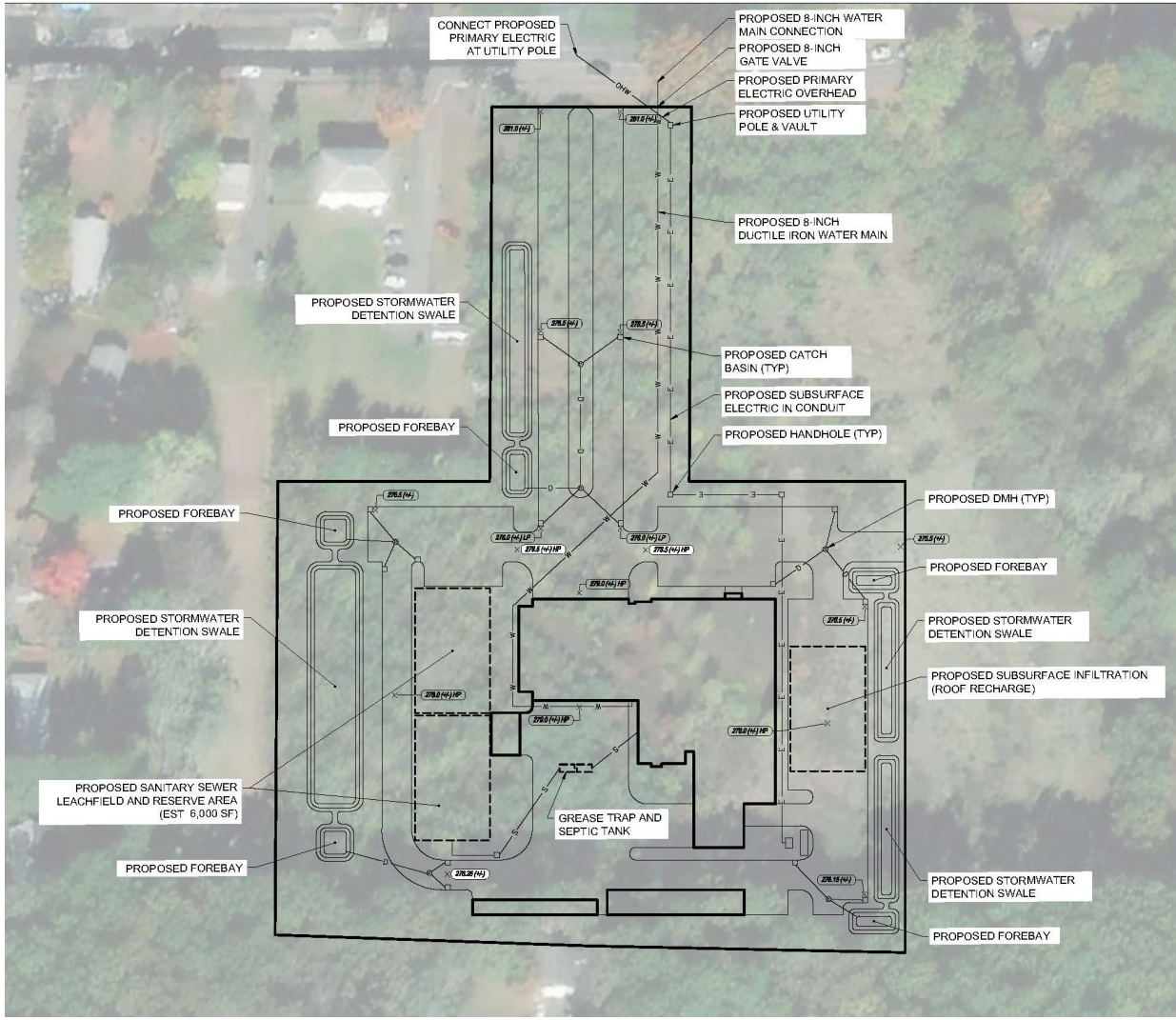
0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY

- Potential to separate access for fire apparatus off College Highway from other traffic if required
- Possible secondary entry should future development construct main entry road as planned
- Three zones for parking:
  - Public parking on northeast side
  - Police parking on east side with gate possibilities
  - Fire parking on north side at front of building for easy access to equipment with gate possibilities
- Location of fire apparatus apron guides layout for building
- Drive thru Sally port
- Carport + shooting range help shield neighborhood
- Plantings + screening opportunities are significant



0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY

- Proposed Civil / Site
  - Utilities
  - Stormwater Detention Swales
  - Sanitary Sewer Leachfield + Reserve
  - Subsurface Infiltration
  - Grease trap and Septic tank



0 COLLEGE HIGHWAY – OPTION 3 – ONE STORY – FIRST FLOOR

- Center entry provides access to both departments + public areas located along central spine
- Fire apparatus located for easiest access to College Highway
- Focus on firefighter health, carcinogens + elimination of cross contamination: Layout provides for hot to cold zones
- Fire administration located along north wall with living areas located to southwest
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- Sally port + detention located to rear of site



Main Level: 25,504 SF
Mezzanine Level: 657 SF
Total: 26,161 SF

0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY A





0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY A

- Asphalt Shingle Pitched Roof
- Masonry Base; Fiber Cement with Trim
- Operable Windows





0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY B





0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY B

- Flat Roof
- Masonry
- Operable Windows





SCHEDULE + NEXT STEPS

- GGD continues work on estimate of annual costs
- Committee Meeting on Monday, 2/26
  - Final design revisions
  - Annual operating cost rough estimate
- Proposed Committee Meeting on Monday, 3/25
  - Cost estimate
- Community Meeting Presentation – TBD
- Town Meeting Presentation – TBD

Description of Work to be Completed by May 10, 2024	Work By	Approximate Date		Comment
		Start	Complete	
Task 1 - Space Needs Assessment				
Kick-off meeting: Goals, process, schedule, informal visioning	*ToS, HKT*	*8/7/2023*	*8/7/2023*	*1 Mtg*
Send Questionnaire to PD and FD	*HKT*	*8/8/2023*		
Questionnaire Returned	*ToS*	*PD 8/15/2023 FD 8/22/2023*		
Tour existing fire and police stations; Meet with FD / PD personnel to discuss space needs	*ToS, HKT*	*8/31/2023*		*1 day*
Summary Programming Sent to Departments	*HKT*	*9/13/2023*		
Present Space Needs Programming to Committee for Discussion and Approval	ToS, HKT	9/25/2023		1 Mtg.
Finalize Program based on discussion	HKT	9/26/2023	9/29/2023	
Task 2 - Site Evaluation				
Pare on site to review 3 sites	HKT	9/25/2023 or 9/26/2023		
Site Analysis Presentation and Ranking using Matrix; Select 2 sites	ToS, HKT	10/2/2023	10/5/2023	2nd Mtg. if rqd.
Task 3 - Conceptual Design; Task 5 Project Operating Costs + Task 6 Options for Green Design				
Test Fit Options: 2 test fit options for two sites identified in Task #2	HKT	Completed by 10/20/2023		
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Town notifies HKT of selected site	ToS	ToS notifies HKT by 1/2/2024		
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Meeting with GGD - MEPFP Engineers; system options and green design	ToS, HKT	2/12/2024	2/12/2024	1 Mtg.
GGD work on a rough estimate of annual costs	HKT	Ongoing		
Final design revisions; GGD's Annual Costs Summary	HKT	2/13/2024	2/23/2024	
Meeting to present Final Option + Annual Cost Summary	ToS, HKT	2/26/2024	2/26/2024	1 Mtg.
Community Meeting - Communication Tools	ToS, HKT	TBD; Ongoing work		1 Mtg.
Task 4 - Total Project Cost Estimate and Schedule				
Prepare documents for Cost Estimate	HKT	2/27/2024	3/4/2024	
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Task 8 - Comprehensive Final Report and Presentation				
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Presentations	ToS, HKT	On-going		









Thank You







FEASIBILITY STUDY
NEW PUBLIC SAFETY COMPLEX
SOUTHAMPTON, MA

FEBRUARY 26, 2024

AGENDA

- Discussion of rough estimate of Annual Costs
- Updates to conceptual design
- Public Information Meeting
- Next Steps



HKT architects inc.

- Pare Corporation
  Site/Civil, Structural + Geotechnical Engineers, Environmental Permitting
- GGD Consulting Engineers
  Mechanical, Electrical, Plumbing, Fire Protection + Technology Engineers
- Tortora Consulting, Inc.
  Cost Consultant

ANNUAL COSTS

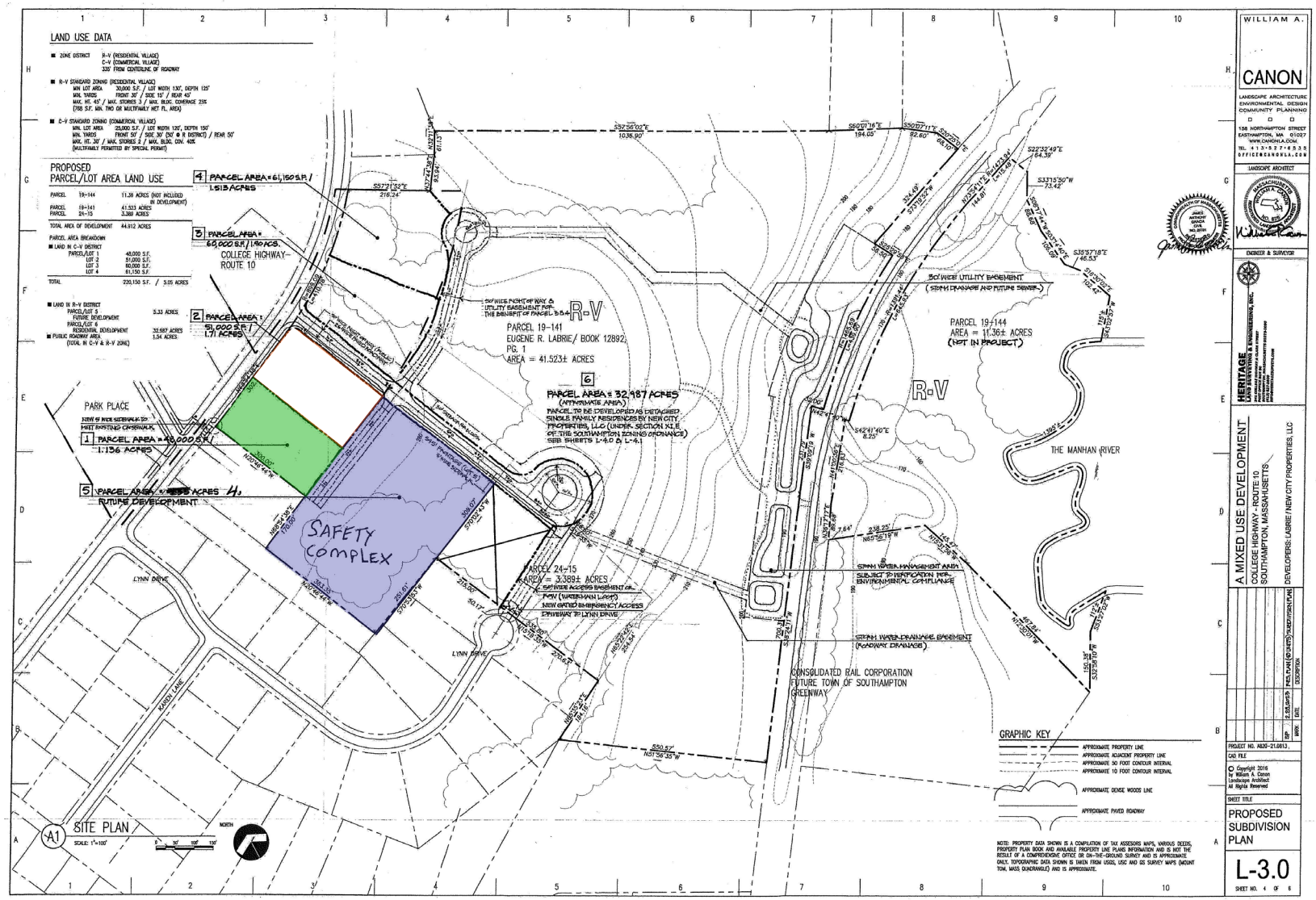
- Overview: Assess performance of various mechanical system options
    - 50 year cycle to determine the most advantageous system considering utility, maintenance, replacement and initial construction costs
    - The Option with the greatest total life-cycle savings is generally recommended
- 3 systems presented:
    - Option 1 – Air Source to Hydronic (Hot & Chilled Water) Heat Recovery Plant w/ Dedicated Outdoor Air Systems (DOAS)
    - Option 2 – Air Source Variable Flow Refrigerant (VRF) Heat Recovery System w/ Dedicated Outdoor Air System (DOAS)
    - Option 3 – Closed Loop Geothermal VRF Heat Recovery System w/ Dedicated Outdoor Air System (DOAS)

ANNUAL COSTS

- 3 systems considered for annual cost following discussion. These include the costs for mechanical and electrical systems:
  - Option 1 – Air Source to Hydronic (Hot & Chilled Water) Heat Recovery Plant w/ Dedicated Outdoor Air Systems (DOAS) **Air Source Hydronic: $3.30/sq. ft. – approx. $86,500/yr**
  - Option 2 – Air Source Variable Flow Refrigerant (VRF) Heat Recovery System w/ Dedicated Outdoor Air System (DOAS) **Air Source VRF: $2.90/sq. ft. – approx. $76,000/yr**
  - Option 3 – Closed Loop Geothermal VRF Heat Recovery System w/ Dedicated Outdoor Air System (DOAS) **Geothermal GWS Hydronic: $2.50/sq. ft. – approx. $65,500/yr**

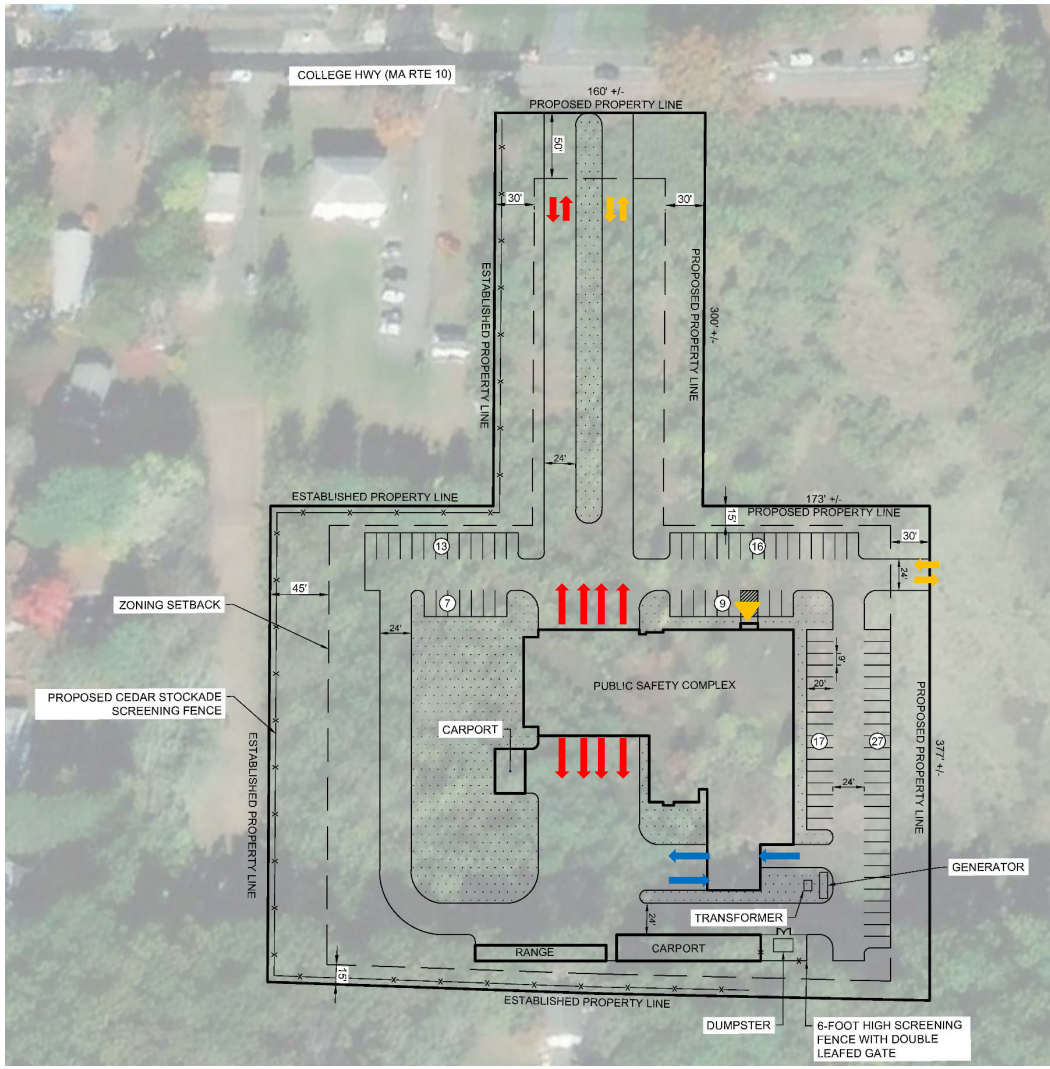
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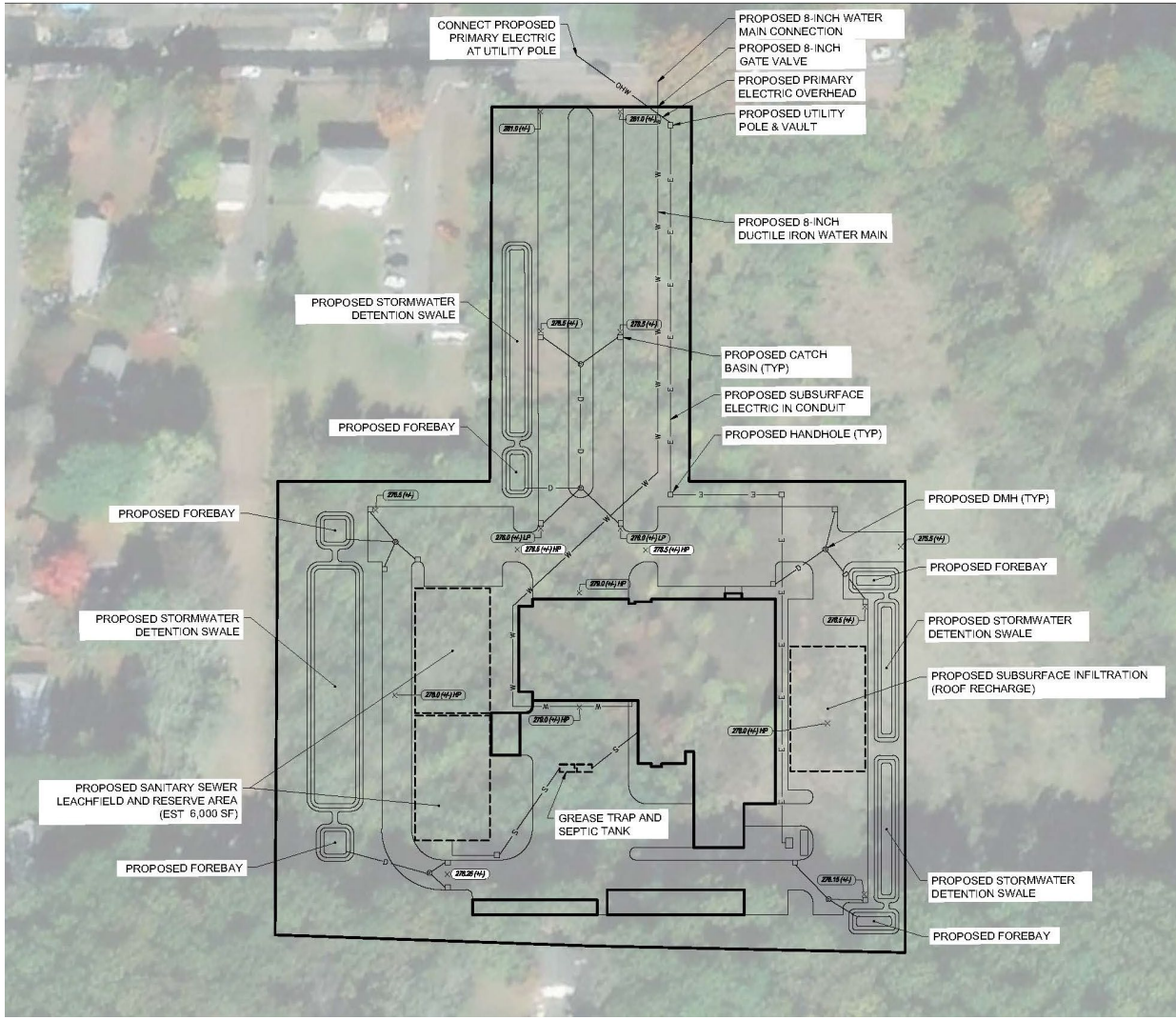
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0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY B.1



Main Entry looking from Northeast

0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY B.1



Apparatus bays looking from Northwest

0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY B.1



Side view looking from Southeast

0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY B.1



N ELEVATION 1



E ELEVATION

0 COLLEGE HIGHWAY – OPTION 3 – ELEVATION STUDY B.1



S ELEVATION 1



W ELEVATION

SCHEDULE + NEXT STEPS

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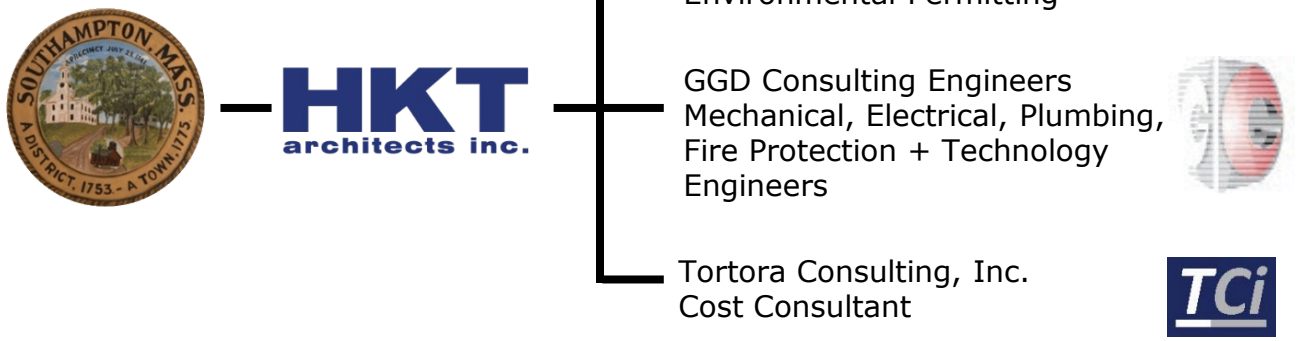


FEASIBILITY STUDY
NEW PUBLIC SAFETY COMPLEX
SOUTHAMPTON, MA

MARCH 25, 2024

AGENDA

- Total Project Cost: Estimate Review
- Communication Tools
- Community Information Meeting:
  April 10, 2024
- Schedule: Town Meeting Presentation



TOTAL PROJECT COSTS – CONCEPTUAL DESIGN OPTIONS & ANALYSIS

- Hard Construction Costs
    - HKT Team Conceptual Design Estimating Package consisted of limited drawings + engineering narratives.
        - Base includes enhanced envelope features anticipated to meet current energy code
        - Includes Solar-ready roof required to meet current energy code
        - Includes EV-ready charging provisions required to meet current energy code
    - At the conceptual design level documents are not fully developed. Where information was not available, the professional cost estimator was directed to make assumptions based on knowledge + experience.
    - The Statement of Probable Costs includes design + pricing contingencies of 10% to allow for the unknowns.
    - Includes 6 Alternate Options for Green Design

TOTAL PROJECT COSTS

ITEM	EST. COSTS	SUB-TOTAL	TOTAL COST	NOTES
Public Safety Building + Site	$27,398,826			26,895 SF; Mid-2025 Bids
Carport 1 (FD - 3 vehicles)	$420,000			
Carport 2 (PD - 9 vehicles)	$1,150,000			
Shooting Range Allowance	$500,000			Prefabricated Free Standing
SUBTOTAL		**$29,468,826**		
Soft Costs at 25%	$7,367,207			
Owner's Contingency at 10%	$2,946,883			
SUBTOTAL		**$10,314,090**		
2025 Project Costs			**$39,782,916**	
Alternates (1 deduct) Hard Costs Only	($152,171)			Deduct for Air Source VFR System (Option 2 in lieu of Option 1)
Alternates (5 adds) Hard Costs Only	Include all $4,683,919			Adds for Groundwater Source Hydronics (Option 3 in lieu of Base Option 1), EV Charging Stations, PV on roofs, Rainwater Harvesting, Green Roofs

TOTAL PROJECT COSTS – 6 ALTERNATES FOR GREEN DESIGN OPTIONS

	Item 1	Item 2	Item 3	Item 4	Item 5	Item 6
	Air Source VRF System (Option 2) in lieu of Base (Option 1)	Groundwater Source Hydronic (Option 3) in lieu of Base (Option 1)	21 EV Charging Stations	PV on roofs	Rainwater Harvesting	Green Roof in lieu of TPO System
Status	Deduct	Add	Add	Add	Add	Add
Base Cost	($152,171)	$1,901,354	$289,428	$603,517	$395,333	$1,494,287
Soft Cost 25%		$475,339	$72,357	$150,879	$98,833	$373,572
Total Cost		$2,376,693	$361,785	$754,396	$494,166	$1,867,859

COMMUNICATION TOOL DEVELOPMENT

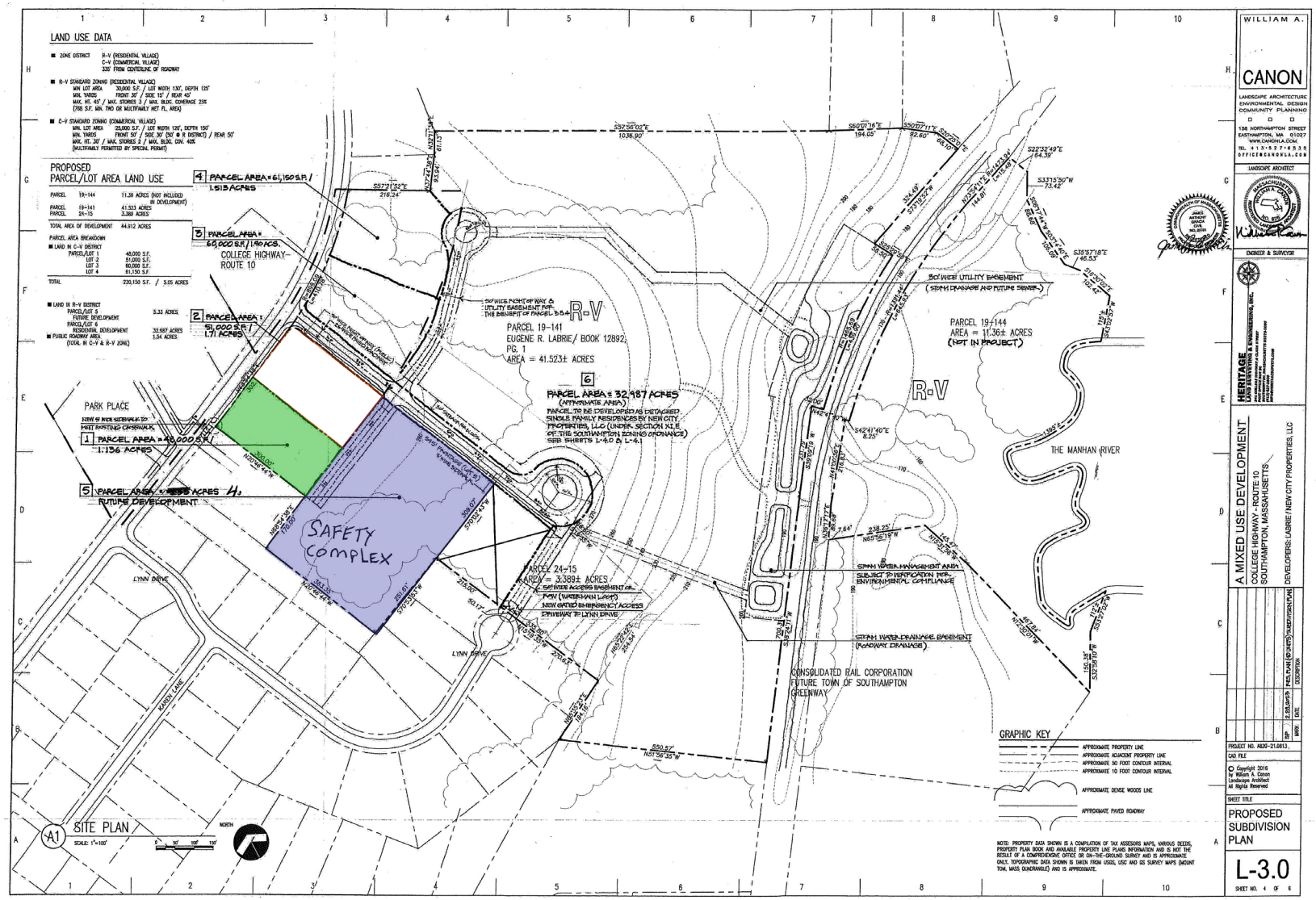
- Sign Boards: Land Acquisition, Engineering + Design Costs, Condition of Police + Fire Department Buildings, Project Costs
- Images available from HKT
    - Site, floor plan + elevation renderings
    - 3D model renderings
    - Presentation of Progress as sites were reviewed + concepts were developed. Includes images and descriptions of progress
- Elements provided to HKT from Town to develop sign boards concepts
    - Written descriptions
    - Interior + exterior photographs of existing buildings to document existing conditions; written descriptions as summaries
    - Other information acquired during comparison review of similar projects

COMMUNITY INFORMATION SESSION

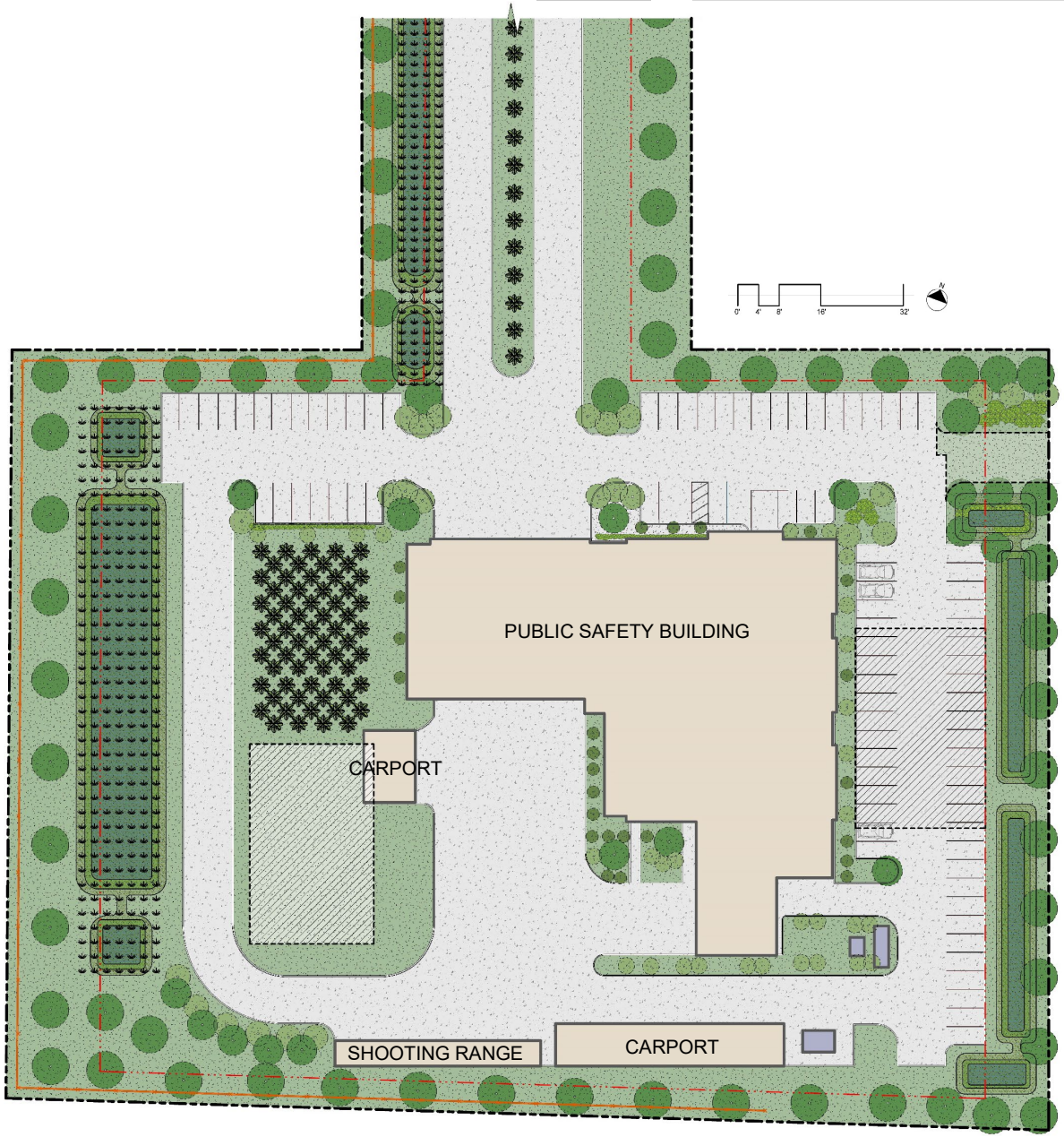
- Scope of Work Review
- Process
    - Programming + tours of existing facilities
    - Engineering assessment of 3 sites; Selection of 2 preferred sites
    - Development of test fit plans for 2 preferred sites; selection of 1 preferred site
        - System Options discussion + Green Design
    - Development of 2 conceptual plan options for the preferred site
    - Selection of preferred plan option
        - Develop 2 elevations of preferred plan option
        - Selection of preferred elevation option
    - Development of Total Project Costs

0 COLLEGE HIGHWAY – CURRENTLY PROPOSED ACQUISITION

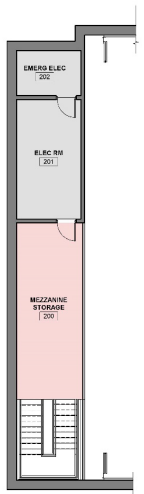
- 4.03-acre parcel within a 41.5-acre parcel
- Additional +/-1.14-acre parcel – acquisition
- Benefits:
  - Lot size supports all programming needs
  - Direct access to College Highway
  - Potential separate access for Fire apron (MassDOT may have curb cut access requirements)



RENDERED SITE PLAN



RENDERED FLOOR PLAN



Mezzanine Plan



First Floor Plan

0 COLLEGE HIGHWAY – 3D RENDERINGS



Main Entry looking from Northeast

0 COLLEGE HIGHWAY – 3D RENDERINGS



Apparatus bays looking from Northwest

0 COLLEGE HIGHWAY – 3D RENDERINGS



Side view looking from Southeast

0 COLLEGE HIGHWAY – 3D RENDERINGS



Side view looking from Southwest

0 COLLEGE HIGHWAY – OPTION 3 – RENDERED ELEVATIONS



N ELEVATION



E ELEVATION

0 COLLEGE HIGHWAY – OPTION 3 – RENDERED ELEVATIONS



S ELEVATION



W ELEVATION

SCHEDULE + NEXT STEPS

- Prepare Communications Tools
- Community Information Meeting: April 10, 2024
- Town Meeting Presentation – TBD

	Community Meeting - Communication Tools	ToS, HKT	TBD; Ongoing work		1 Mtg.
Task 4 - Total Project Cost Estimate and Schedule					
	Prepare documents for Cost Estimate	HKT	2/27/2024	3/4/2024	
	Professional Cost Estimate	HKT	3/4/2024	3/20/2024	
	Meeting to present Cost Estimate	ToS, HKT	3/25/2024	3/25/2024	1 Mtg.
Task 7 - Evaluation of Existing Facilities / Comparison to Other Communities					
	Evaluations of existing facilities and cost comparisons	ToS	Ongoing		
Task 8 - Comprehensive Final Report and Presentation					
	Community Information Meeting	ToS, HKT	4/10/2024	4/10/2024	1 Mtg.
	Prepare Draft Final Report	HKT	4 weeks - 3/26/2024 thru 4/17/2024		
	Receive Review Comments	ToS	1 week - 4/17/2024 thru 4/24/2024		
	Revise Final Report	HKT	2 weeks - 4/25/2024 thru 5/10/2024		
	Presentations	ToS, HKT	On-going		

The following is a list of anticipated task through completion of the Feasibility Study. The acronyms used are HKT= HKT Architects/Team; ToS = Town of Southampton (Committee, FD, PD or Town Officials)

Description of Work to be Completed by May 10, 2024	Work By	Approximate Date		Comment
		Start	Complete	
Task 1 - Space Needs Assessment				
Kick-off meeting: Goals, process, schedule, informal visioning	*ToS, HKT*	*8/7/2023*	*8/7/2023*	*1 Mtg*
Send Questionnaire to PD and FD	*HKT*	*8/8/2023*		
Questionnaire Returned	*ToS*	*PD 8/15/2023 FD 8/22/2023*		
Tour existing fire and police stations; Meet with FD / PD personnel to discuss space needs	*ToS, HKT*	*8/31/2023*		*1 day*
Summary Programming Sent to Departments	*HKT*	*9/13/2023*		
Present Space Needs Programming to Committee for Discussion and Approval	ToS, HKT	9/25/2023		1 Mtg.
Finalize Program based on discussion	HKT	9/26/2023	9/29/2023	
Task 2 - Site Evaluation				
Pare on site to review 3 sites	HKT	9/25/2023 or 9/26/2023		
Site Analysis Presentation and Ranking using Matrix; Select 2 sites	ToS, HKT	10/2/2023	10/5/2023	2nd Mtg. if rqd.
Task 3 - Conceptual Design; Task 5 Project Operating Costs + Task 6 Options for Green Design				
Test Fit Options: 2 test fit options for two sites identified in Task #2	HKT	Completed by 10/20/2023		
Meeting to present 2 test fit options for 2 sites; Select Preferred site at this meeting	ToS, HKT	10/23/2023	10/23/2023	1 Mtg.
Town notifies HKT of selected site	ToS	ToS notifies HKT by 1/2/2024		
Develop 2 conceptual plans on selected site	HKT	Completed by 1/18/2024		
Meeting to present 2 conceptual plans on one site	ToS, HKT	1/18/2024	1/18/2024	1 Mtg.
Design revisions for preferred plan with elevations	HKT	1/19/2024	2/9/2024	
Meeting to present conceptual plan and elevations	ToS, HKT	2/12/2024	2/12/2024	1 Mtg.
Meeting with GGD - MEPFP Engineers; system options and green design	ToS, HKT	2/12/2024	2/12/2024	1 Mtg.
GGD work on a rough estimate of annual costs	HKT	Ongoing		
Final design revisions; GGD's Annual Costs Summary	HKT	2/13/2024	2/23/2024	
Meeting to present Final Option + Annual Cost Summary	ToS, HKT	2/26/2024	2/26/2024	1 Mtg.
Community Meeting - Communication Tools	ToS, HKT	TBD; Ongoing work		1 Mtg.
Task 4 - Total Project Cost Estimate and Schedule				
Prepare documents for Cost Estimate	HKT	2/27/2024	3/4/2024	
Professional Cost Estimate	HKT	3/4/2024	3/20/2024	
Meeting to present Cost Estimate	ToS, HKT	3/25/2024	3/25/2024	1 Mtg.
Task 7 - Evaluation of Existing Facilities / Comparison to Other Communities				
Evaluations of existing facilities and cost comparisons	ToS	Ongoing		
Task 8 - Comprehensive Final Report and Presentation				
Community Information Meeting	ToS, HKT	4/10/2024	4/10/2024	1 Mtg.
Prepare Draft Final Report	HKT	4 weeks - 3/26/2024 thru 4/17/2024		
Receive Review Comments	ToS	1 week - 4/17/2024 thru 4/24/2024		
Revise Final Report	HKT	2 weeks - 4/25/2024 thru 5/10/2024		
Presentations	ToS, HKT	On-going		









Thank You







FEASIBILITY STUDY

NEW PUBLIC SAFETY COMPLEX

SOUTHAMPTON, MA

APRIL 10, 2024

FEASIBILITY STUDY PROCESS

- Space Needs Assessment / Program Development
- Site Evaluation
- Conceptual Design
- Total Project Cost Estimate

HKT architects inc.

- Pare Corporation
  Site/Civil, Structural + Geotechnical Engineers, Environmental Permitting
- GGD Consulting Engineers
  Mechanical, Electrical, Plumbing, Fire Protection + Technology Engineers
- Tortora Consulting, Inc.
  Cost Consultant

SPACE NEEDS ASSESSEMENT + PROGRAM DEVELOPMENT

- Space Needs Assessment
  - On-site Meeting:
    - Space Needs Questionnaire used as basis for discussion
      - Field observations
      - Interviews with personnel
  - Analyzed functional needs
  - Created programming summary for review by End Users
  - Discussion on Spaces
- Program Development
  - Draft program presented to Building Committee
  - Fire + Police Department revisions
  - Program finalized



PROGRAM DEVELOPMENT

- Police Department
  - Administration – Offices, Conference, Detective
  - Operations – Evidence, Armory, Technology, Lab
  - Staff Support – Lunchroom, Toilet/Shower/Locker
  - Detention – Booking + Cells, Sally Port
- Fire Department
  - Administration – Offices, Conference, Records
  - Staff Support – Dorm Rooms, Kitchen/Day Room
  - Operations – Apparatus Bays + Related Support
- Shared Spaces
  - Public – Lobby, Training/EOC/Community Room
  - Building Support
- Exterior Space Needs

Southampton Public Safety Complex Summary Police Department

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
ADMINISTRATION - POLICE					
Police Chief Office	1	4	204		Private Office; Not near public; Location near Shared Administrator if possible; small closet within space
Captain (Future Position)	1	2	132		Private Office; Not near public
Lieutenant	1	2	132		Private Office; Not near public
Administrative Assistant					See Shared Spaces
Conference Room	10	0	192		Adjacent to Command Staff
Detective Sergeant Office	1				
Detective Office (1 current + 1 projected)	2				
Interview Room - Detectives	0				
Records/Archive Document Storage	0				
Office Supplies/Copy	0				
Kitchenette	0				
Staff Toilet	0				
SUBTOTAL					
Gross area adjustment 15%					
Circulation adjustment at 25%					
TOTAL					
OPERATIONS - POLICE					
Sergeant (3 current + projected)	3				
Operations Room: (5 current + 11 future): Shared workspace; Roll call	4				
Training Officer (Future Position)	1				
Technology Lab	0				
Decontamination Room with Shower/Toilet/changing area	1				
Uniform Storage	0				
PPE Storage	0				
Medical Supplies	0				
Process Room - Lab	0				
Evidence/Property Room	1				
Valuable Evidence Room	0				
Evidence Prep Area	0				
Armory/Weapons	1				

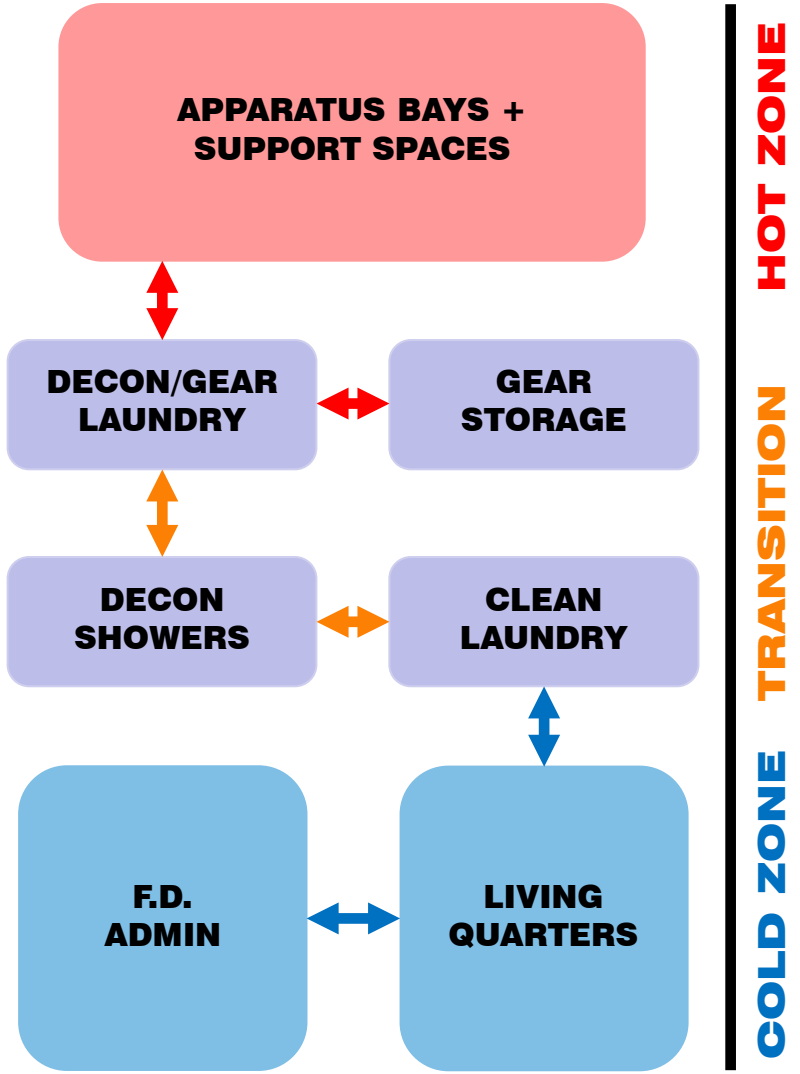
HKT Architects, Inc.

Southampton Public Safety Complex Summary **Fire Department**

Space	Occupants	Visitors	2023 Proposed SF	2023 Total SF	Notes:
ADMINISTRATION - FIRE					
Fire Chief Office	1	4	204		Private Office; Not near public; Location near Shared Administrator if possible; small closet within space
Deputy Chief Office	2	2	144		PTE; Can double up with Training Officer
Administrative Assistant					See Shared Spaces
Fire Captain Office (2 current - 4 projected)	4	1	120		PTE; 1 captain on duty per shift
EMS Captain Office (2 current + projected)	2	1	120		PTE; Administrative Coordinator
Fire Prevention Office (Future)	1	2	120		
Office Supplies/Copy	0	0	100		Secure
Conference Room	6	0	168		
Archive Document Storage	0	0	120		1 drawer per year for 8 years
Kitchenette	0	0	25		Off corridor if not near Lunch Room
Staff Toilet	0	0	121		1 set of 2
SUBTOTAL				**1,242**	
Gross area adjustment 15%				**186**	
Circulation adjustment at 25%				**357**	
TOTAL				**1,785**	
STAFF SUPPORT - FIRE					
PTE: Firefighter/Paramedic (18 current + 25 projected); Firefighter/EMT (12 current + 20 projected); Firefighter (4					
Dorm Room - Single	5	0	475		Single bed; sidetable; 4-2'-6" spaces for wardrobes/storage bins; small desk surface
Toilet/Shower Room	3	0	264		3 - 3 fixture bathrooms
Locker Room	0	0	168		By toilet/shower - (10) 24" wide lockers
Spare Uniform Closet	0	0	80		
Kitchen/Day Room	10	0	450		Seating for 10
Cleaning Supply Storage	0	0	64		
Janitors Closet/Laundry	0	0	100		Residential W&D
SUBTOTAL				**1,601**	
Gross area adjustment 15%				**240**	
Circulation adjustment at 25%				**460**	
TOTAL				**2,301**	
OPERATIONS - FIRE					
Apparatus Bays	0	0	5,180		3 engines; 2 ambulances (hold narcotics - secure area); 1 Brush truck; 1 future tanker truck stored indoors; drive thru bays (preferred); 2@17'x72' and 2@ 20'x72'; (1 utility truck; 1 UTV trailer; 1 chief car parked outdoors - carport structure if possible)
Hose Storage	0	0	64		Storage; cleaning

PROGRAM DEVELOPMENT – BEST PRACTICES IN FIRE STATION DESIGN

- Best practice considerations for Fire Department Personnel
  - Focus on firefighter health + carcinogens
  - Recognizing contamination of equipment + people upon return to the station impacts living + working spaces in the building
  - Develop plans to minimize contaminants migrating from Hot Zones to Cold Zones
  - Assess operational changes impacting design
- Discuss how these can be incorporated into program + plan development



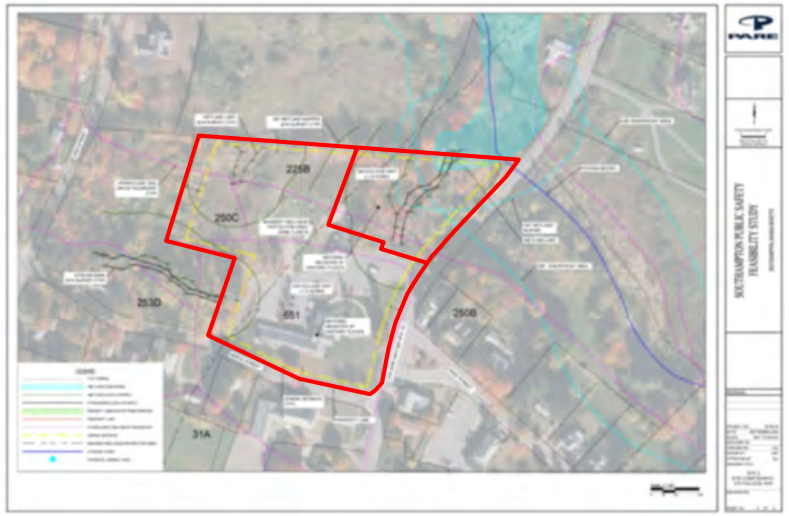
PROGRAM SUMMARY COMPARISON GOALS – *2024 PROGRAM PROVIDED DETAILED SPACE REQUIREMENTS; 2014 PROGRAM INDICATED GENERALIZED SPACE ASSIGNMENTS*

	2024 Reduced Program	2023 Program	2014 Program	Comments: Noting differences
Police	9,017 GSF	10,026 GSF	5,400 NSF	Planning for office + lab spaces; records storage; Operations Room; accounting for overall storage needs
Fire	11,557 GSF	12,207 GSF	8,500 NSF	Planning for support spaces (living); storage support spaces for operations; gear storage; hose tower; Hot/cold zone allowances
Shared	7,730 GSF	7,735 GSF	3,800 NSF	Planning for safe zone; shared admin area; size + support spaces for training; Communications/Radio; Fitness; MEPFP Spaces
Circulation 2014	Included above	Included above	2,655 NSF	
Subtotal			20,355 NSF	
TOTAL	**28,304 GSF**	**29,968 GSF**	**23,169 GSF**	
Current Plan as Estimated	**26,895 GSF**			3,100 SF for two carports and a 900 SF shooting range not included in GSF

Gross square footage (GSF) is the total space of a building including the exterior walls. All areas of the building are counted including unusable space between walls, cores areas, circulation space and equipment areas. Net square footage (NSF) is the usable area of the building that is available for furnishing, equipment and personnel.

SITE EVALUATION – ENGINEERING ASSESSMENT

- Three properties assessed by civil engineers at Pare Corporation
  - Assessment included desktop review of available public data + site visit of two properties where access was allowed
  - Analysis included consideration of topography, soils, wetlands, FEMA flood zones, lot shape, past uses, site access, utilities, environmentally sensitive resources, environmental records, historical records + other aspects
  - Summary of findings was presented to the committee for consideration when ranking the sites



204/210 College Highway



79 Clark Street



125 College Highway

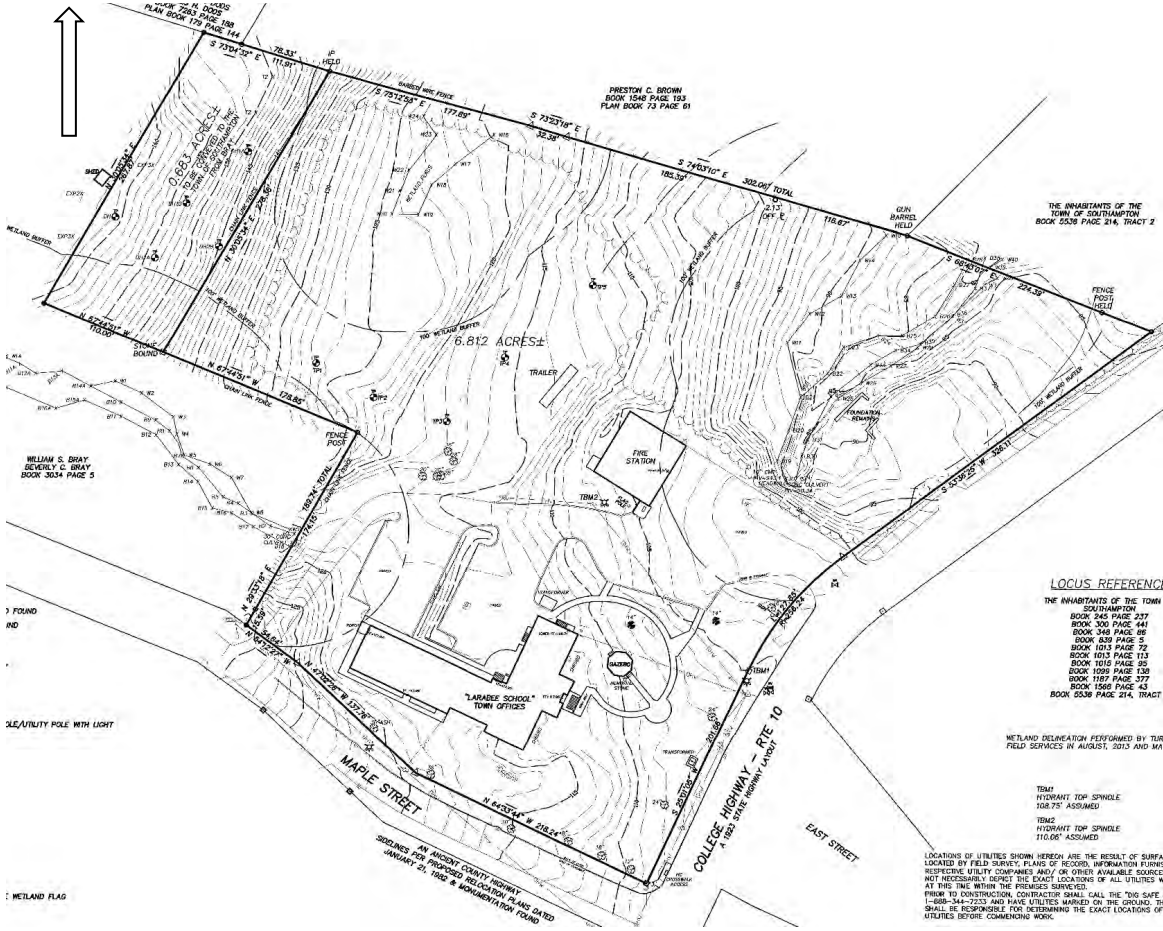
SITE EVALUATION – SITE MATRIX

- Using knowledge gained from Pare's engineering site evaluation + knowledge of the Town, the Committee used a matrix to rank the three sites
- 6 Categories Assessed
  - Location
  - Accessibility
  - Site Features
  - Environmental
  - Site Development
  - Availability
- Maximum Possible Score: 103 Points
- 204/210 College Highway + 125 College Highway ranked highest + were selected for further consideration

	PUBLIC SAFETY OPTIONS				
CATEGORY	204/210 College Highway	125 College Highway	79 Clark Street	Total Points Available	COMMENTS
1. LOCATION	22	15	15	23	
1.1 Geographic location	7	7	4	7	Central to mission of FD/PD - Response times met; response times not met
1.2 Neighborhood	3	2	4	4	Minimal impact on residential neighborhood and community; Moderate impact; Significant impact
1.3 Current Use	2	2	2	2	Currently undeveloped; Currently undeveloped but site planned for other use; Currently planned for other use
1.4 Zoning By-laws	2	1	2	2	Allowed - complies with use, dimensional requirements and performance standards; Use allowed with moderate approval; Use allowed but will be difficult or costly to win approval
1.5 Public Facade/Screening	2	0	2	2	No private owner abutters and/or nothing special required; Close abutters with adequate area for screening; Abutters with inadequate area for screening
1.6 Community Visibility	6	3	1	6	Site is clearly visible to community and easily assessible, particularly in an emergency; Site is visible to community but not easily accessible; Site is neither clearly visible from public roads nor easily accessible
2. ACCESSIBILITY	5	6	6	12	
2.1 Site Access	3	4	2	8	Ease of access through existing entry points and roadways; Some impact on entry or roadway; Significant impact including limited emergency access
2.2 Traffic	2	2	4	4	No impact on traffic patterns; Some impact; Significant impact
3. SITE FEATURES	7	10	9	12	
3.1 Adequate buildable area	4	6	4	6	Optimum size/shape -buildable area allows for full police/fire program; Good size; Undersized for full program
3.2 Operations - ease of use	3	4	5	6	Staff and Visitors use of site: Site easily split bewteen emergency vehicles and visitors; Site requires some overlap of uses; Site uses overlap negatively
4. ENVIRONMENTAL	15	20	14	21	
4.1 Wetlands	2	6	4	6	No wetlands or all work will occur outside of ConCom jurisdiction; Indirect impact (work in buffer zones); Direct impact on existing wetlands, flood plains
4.2 Stormwater Management	3	5	3	5	Reasonable cost for stormwater management; Moderate costs; Excesssive costs
4.3 Conservation / DEP Permitting	5	5	2	5	No work within designated vernal pool and/or rare species habitat; Normal permitting process with vernal pool and/or rare species habitat nearby/on site; Work within vernal pool and/or rare species habitat
4.4 Existing Tree Cover	3	3	3	3	No major reduction; Minimum to moderate clearing; Major clearing
4.5 Drinking Water Protection	2	1	2	2	
5. SITE DEVELOPMENT	12	17	13	20	
5.1 Utilities	3	2	2	5	Availability of all utilities on site; Utilities in road but need to be brought on site; Some/all utilities need to be brought to site
5.2 Topography	2	5	4	5	Appropriate for buildings, parking - full access; Some slope revisions to meet needs; Significant slope revisions to meet needs
5.3 Soils	1	3	2	3	Subsurface conditions: Percolation, ledge, bearing capacity
5.4 Hazardous Materials	1	2	1	2	Free of known contaminants; Testing required; Site history of contaminants
5.5 Costs of Development	3	5	4	5	Reasonable costs for development: Cut/fill, clearing, blasting; Minimal costs; Moderate costs; Excessive costs
6. AVAILABILITY	10	10	8	15	
6.1 Acquisition	10	5	3	10	Cost, availability, eminent domain: Owned by the Town; Reasonable costs, available for sale at this time; Costs high but available; Cost high with eminent domain
6.2 Displacement Required	0	5	5	5	Existing operations must be temporarily relocated
TOTAL	71	78	65	103	

SITE EVALUATION – TEST FITS – 204/210 COLLEGE HIGHWAY

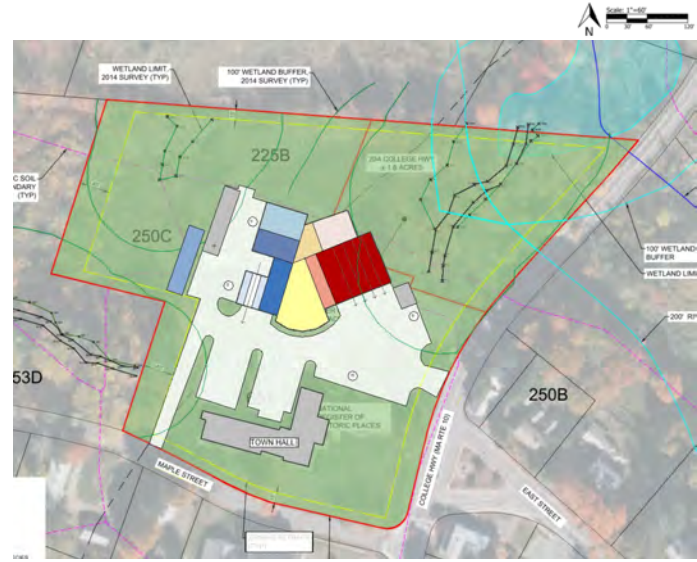
- Approximate +/- 8-acre parcel owned by the Town of Southampton
- Site and building(s) have historic importance
- Reported + visually apparent high groundwater + exposed bedrock / boulders
- Sloping + terraced terrain
- Wetlands, potential River Front setbacks, small lot size
- Soils not generally conducive to on Site Septic Systems without a raised + pumped system



SITE EVALUATION – TEST FITS – 204/210 COLLEGE HIGHWAY

- Both options likely require extensive earthwork
- Incorporation of some grade / retaining walls between the buildings + “tiers”
- Requires extensive Environmental Permitting
- Reconstruction of Town Hall parking
- Vehicle travel ways / parking grades / grading / slopes will be critical
- On site septic leach field will be challenging to locate
- Very challenging to design for compliance with Stormwater Permit requirements











Option 1

Option 2

SITE EVALUATION – TEST FITS – 125 COLLEGE HIGHWAY

- 4.03-acre parcel within a +/- 54-acre parcel
    - Additional 2.27-acre parcel - acquisition required
- Commercial Village (C-V) District + in the Water Supply Protection Overlay District
- Soils appear suitable for both on site stormwater management + on-site sewage disposal
- Generally level terrain
- No Natural Heritage Issues
- Is within Barnes Aquifer / Water Supply Protection Overlay



SITE EVALUATION – TEST FITS – 125 COLLEGE HIGHWAY

- No significant concerns for grades or site elements
- Lot size supports all programming needs
- No buffers of concern
- Second option better in terms of access to College Highway
- On site septic leach field should be easier to construct + permit
- Stormwater Permit will be easier to design for compliance

- Option 2 was preferred as it provided direct access to College Highway and otherwise avoided a land locked parcel.

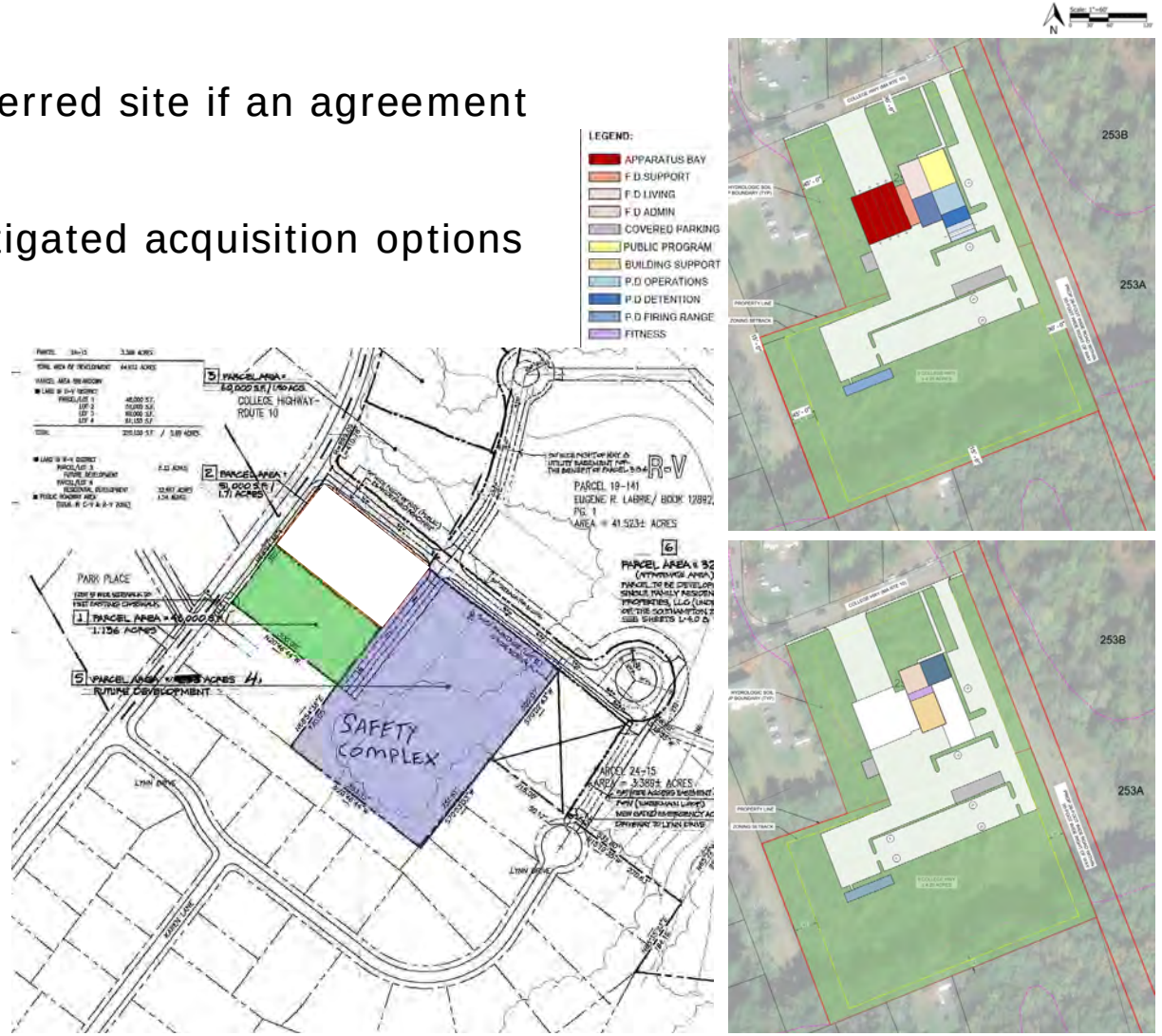




Option 1 Option 2

SITE EVALUATION – 125 COLLEGE HIGHWAY – ACQUISITION

- 125 College Highway was selected as the preferred site if an agreement on acquisition could be negotiated
- Study was paused while the Committee investigated acquisition options
- 4.03-acre parcel within an approximate +/- 54-acre parcel – to be donated
- Additional +/-1.1-acre parcel – to be purchased
  - Previous Test Fit Option 2 to be redesigned for smaller parcel acquisition
- Benefits:
  - Lot size supports all programming needs
  - Direct access to College Highway

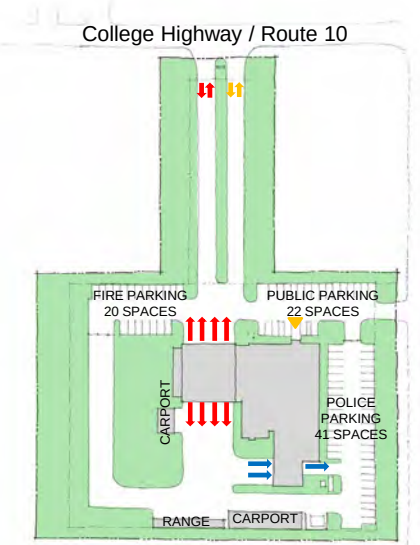


Option 2

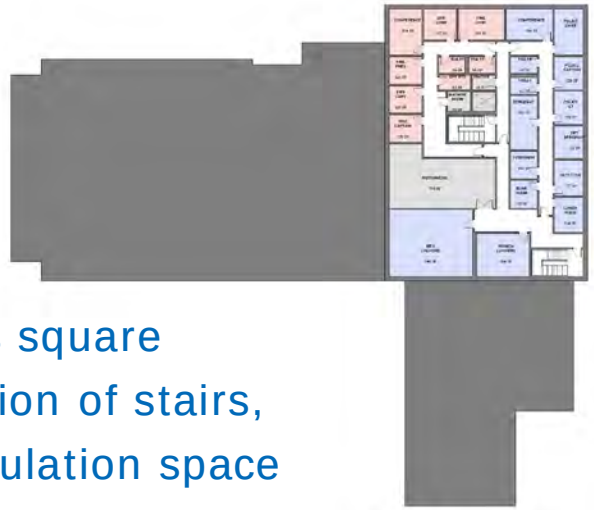
PLAN OPTION DEVELOPMENT

- Two options presented
  - Option 1: One-story
  - Option 2: Two-stories
  - Both options considered including free-standing carports + a free-standing shooting range
  - Vehicular access off College Highway

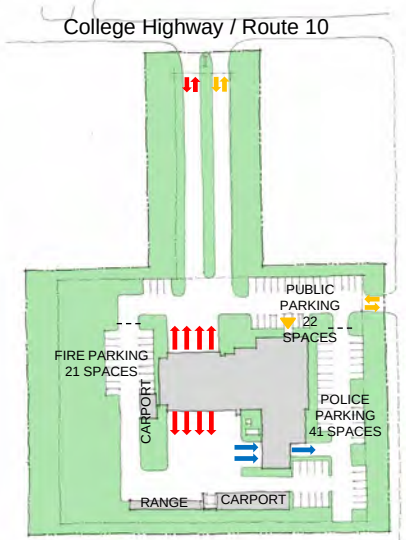




Option 1





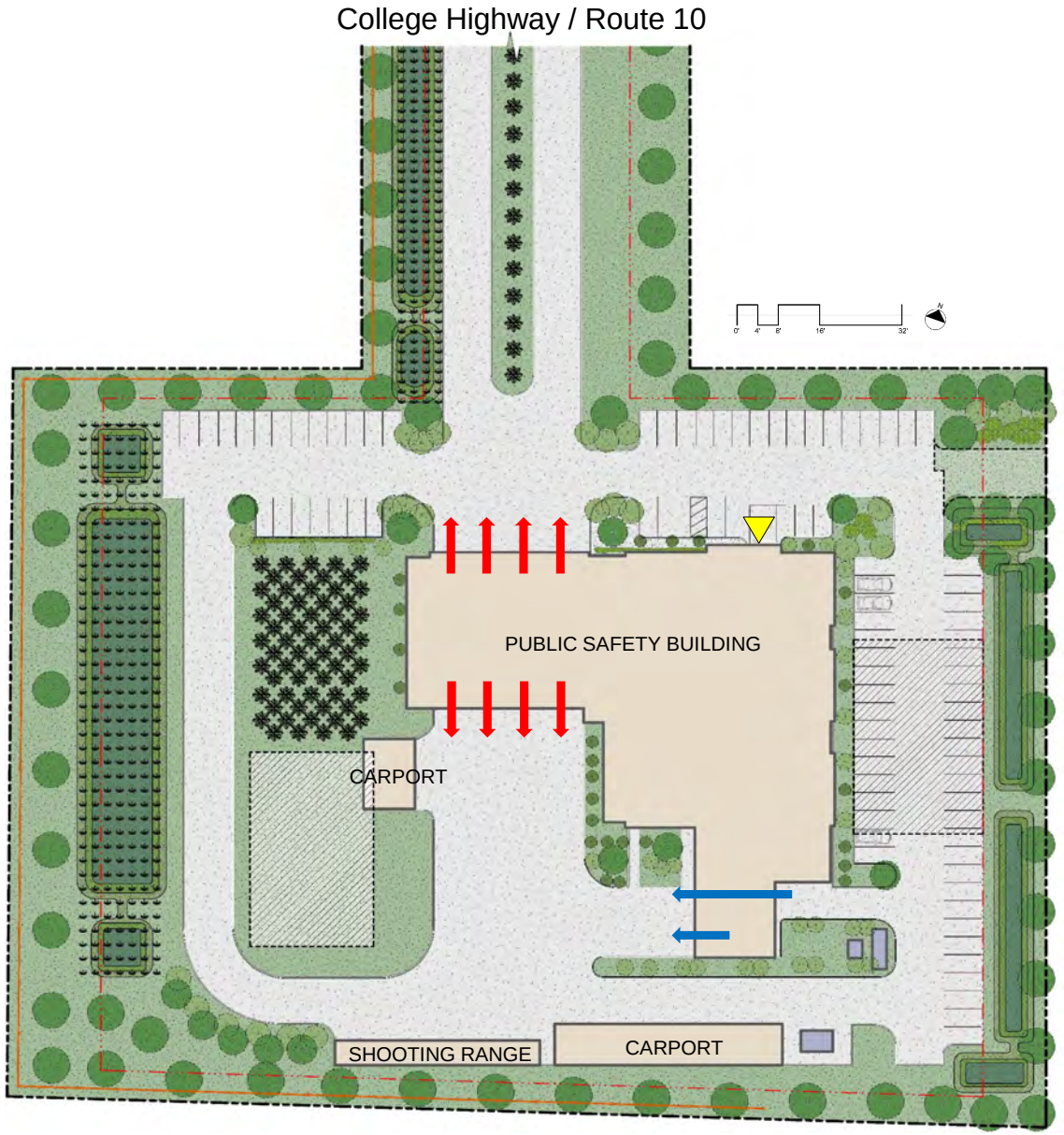


Option 2

- Option 1 preferred
  - One-story scheme is less square footage with the elimination of stairs, elevator + additional circulation space
  - Option 1 is the lower cost option

PREFERRED SITE PLAN DEVELOPMENT

- Potential to separate access for fire apparatus off College Highway from other traffic if required
- Possible secondary entry should future development construct main entry road as planned
- Three zones for parking:
  - Public parking on northeast side
  - Police parking on east side
  - Fire parking on north side at front of building for easy access to equipment
- Location of fire apparatus apron guides layout for building
- Drive thru Sally port
- An optional carport + shooting range help shield neighborhood
- Plantings + screening opportunities are significant



HKT architects inc.

PREFERRED PLAN DEVELOPMENT

- Center entry provides access to both departments + public areas located along central spine
- Fire apparatus located for easiest access to College Highway
- Focus on firefighter health, carcinogens + elimination of cross contamination: Layout provides for hot to cold zones
- Fire administration located along north wall with living areas located to southwest
- Focus on Police security + functionality
- Police administration located along east side with operations located to south
- Sally port + detention located to rear of site



ELEVATION OPTION DEVELOPMENT

- Two elevation options considered
- Option A – Asphalt shingle pitched roof, masonry base, fiber cement siding + trim, operable windows
- Option B – Flat roof, masonry, operable windows



OPTION A

- The Committee selected Option B as it is the lower cost option. Flat roof framing is less costly to build than sloped roof framing. The masonry cladding is more durable + has lower maintenance over its lifetime. The Committee asked for the design to be modified to fit in more with the historic character of the Town.



OPTION B

FINAL PREFERRED ELEVATION



Main Entry looking from Northeast

FINAL PREFERRED ELEVATION



Apparatus bays looking from Northwest

FINAL PREFERRED ELEVATION



Side view looking from Southeast

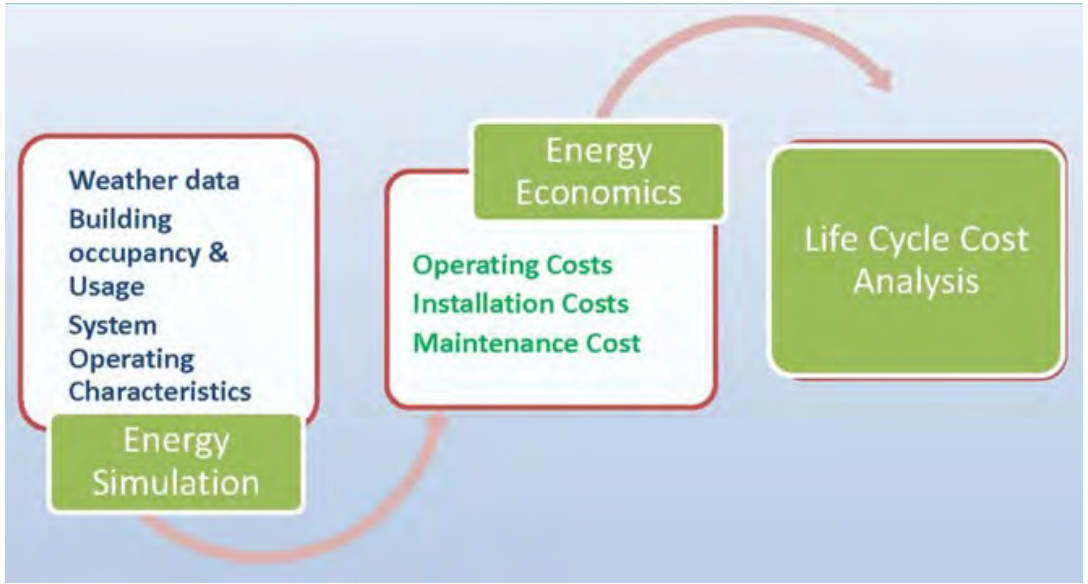
FINAL PREFERRED ELEVATION



Side view looking from Southwest

HVAC SYSTEM OPTIONS

- The Committee met with the mechanical engineers at GGD to discuss system options + the Lifecycle Cost Analysis (LCCA) process.
- The goals of the LCCA is to compare system options over a 50-year cycle to determine the most advantageous system considering utility costs, maintenance costs, replacement costs and initial construction costs.
- LCCA is done during the next phase, Schematic Design.
- For this Feasibility Study, cost estimates for three systems often used in Public Safety Facilities were done to give an idea of the range of possible initial construction costs.



- Utility Incentives for electric heat pumps + Tax Credits for geothermal under the Inflation Reduction Act can help defray costs for some HVAC system options. Incentives available during the Design Phase will be factored into the LCCA.

GREEN DESIGN

- A new energy code was adopted in Massachusetts in 2023. Many green features that used to be considered optional for many municipalities are now a part of the baseline design guidelines.
- Under the energy code, this building will be required to have:
    - 20% of parking spaces EV-ready
    - A PV-ready roof
    - A high-performance building envelope – Exact requirements will be confirmed via energy modeling in the next design phases. Similar projects have required high performance triple-glazed windows and additional insulation in the walls + roof
- Optional green features were estimated as “alternates”. The Town can chose whether or not to incorporate these green features into the design in the next phase of the design process.
    - 21 EV chargers (to make the EV-ready spaces operational)
    - PV panels on the roof
    - Rainwater harvesting for flushing toilets
    - A vegetative green roof over the administration spaces

TOTAL PROJECT COSTS – CONCEPTUAL DESIGN OPTIONS & ANALYSIS

- Hard Construction Costs
  - HKT Team Conceptual Design Estimating Package consisted of limited drawings + engineering narratives.
    - Base includes enhanced envelope features anticipated to meet current energy code
    - Includes Solar-ready roof required to meet current energy code
    - Includes EV-ready charging provisions required to meet current energy code
  - At the conceptual design level documents are not fully developed. Where information was not available, the professional cost estimator was directed to make assumptions based on knowledge + experience.
  - The Statement of Probable Costs includes design + pricing contingencies of 10% to allow for the unknowns of the design.
  - Includes 6 Alternate Options for Green Design

TOTAL PROJECT COSTS – CONCEPTUAL DESIGN OPTIONS + ANALYSIS

- Soft Costs – Other Project Costs outside the Scope of the General Contractor
  - Furnishings, Fixtures + Equipment
    - Loose Furnishings
    - Program Related Equipment
    - Data/Telecom Equipment
    - AV Equipment
    - Security
    - Other Specialty Items
  - Fees and Expenses
    - Designer, OPM + Clerk of Works
    - Commissioning
    - Permitting + Legal
    - Utility Assessment
    - Materials Testing Fees During Construction
  - Owner's Contingency
    - Construction Items
    - Owner's Project Items
  - **Total Project Costs = Hard Cost + Soft Costs**

TOTAL PROJECT COSTS = HARD + SOFT COSTS

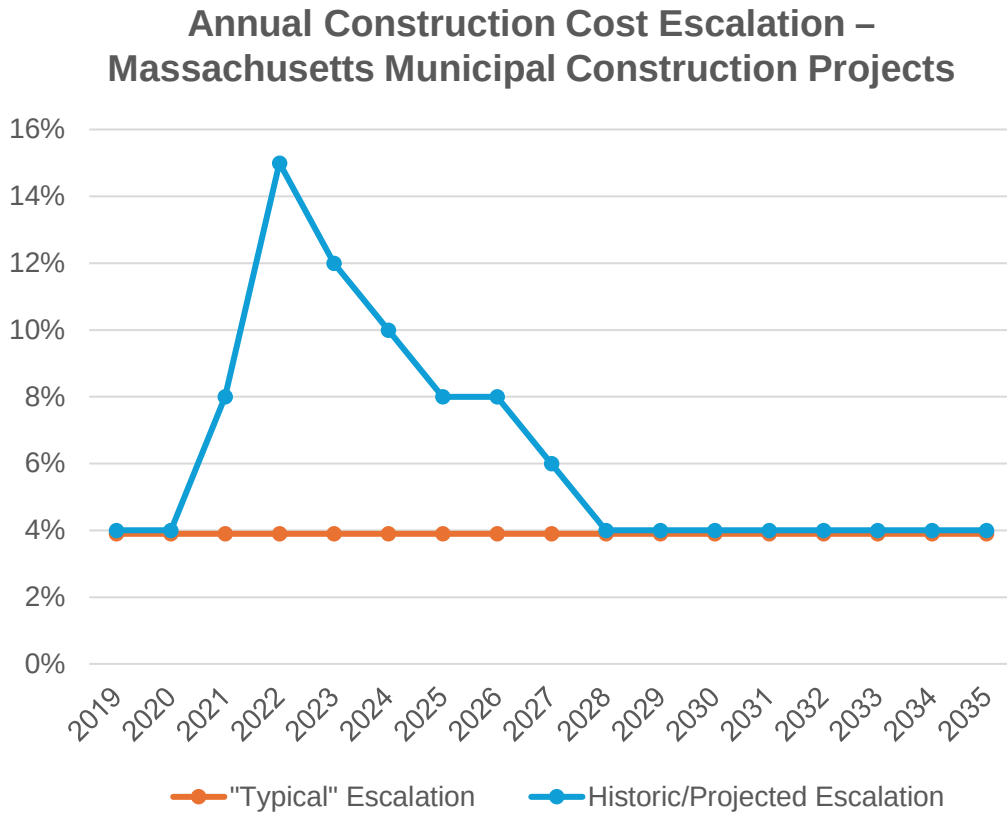
ITEM	EST. COSTS	TOTAL COST	EST. COSTS REVISED	TOTAL COST REVISED	NOTES
Public Safety Building + Site	$27,398,826		$27,398,826		26,895 SF; Mid-2025 Bids
~~Carport 1 (FD - 3 vehicles)~~	~~$420,000~~		$0		
~~Carport 2 (PD - 9 vehicles)~~	~~$1,150,000~~		$0		
~~Shooting Range Allowance~~	~~$500,000~~		$0		Prefabricated Free Standing
SUBTOTAL (Hard Costs)	**$29,468,826**		**$27,398,826**		
Soft Costs at 25%	$7,367,207		$6,849,707		
Owner's Contingency at 10%	$2,946,883		$2,739,883		
SUBTOTAL (Soft Costs)	**$10,314,090**		**$9,589,590**		
2025 Total Project Costs		**$39,782,916**		**$36,988,416**	
Alternates (1 deduct) Hard Costs Only	($152,171)				Deduct for Air Source VFR System (Option 2 in lieu of Option 1)
Alternates (5 adds) Hard Costs Only	Include all $4,683,919				Adds for Groundwater Source Hydronics (Option 3 in lieu of Base Option 1), EV Charging Stations, PV on roofs, Rainwater Harvesting, Green Roofs

TOTAL PROJECT COSTS – 6 ALTERNATES FOR GREEN DESIGN OPTIONS

	Item 1	Item 2	Item 3	Item 4	Item 5	Item 6
	Air Source VRF System (Option 2) in lieu of Base (Option 1)	Groundwater Source Hydronic (Option 3) in lieu of Base (Option 1)	21 EV Charging Stations	PV on roofs	Rainwater Harvesting	Green Roof in lieu of TPO System
Status	Deduct	Add	Add	Add	Add	Add
Base Cost	($152,171)	$1,901,354	$289,428	$603,517	$395,333	$1,494,287
Soft Cost 25%		$475,339	$72,357	$150,879	$98,833	$373,572
Total Cost		$2,376,693	$361,785	$754,396	$494,166	$1,867,859

OTHER IMPORTANT CONSIDERATIONS – CONSTRUCTION COST ESCALATION

- Comparisons of Construction Costs over time must be made based on actual historic escalation of construction costs for Massachusetts municipal projects bid under MGL Chapter 149.
  - Prior to 2020, historic escalation averaged 3.8% to 4.0% annually.
  - With the Covid Pandemic beginning in 2020, supply chain issues, worker shortages + company closures resulted in unprecedented construction cost escalation.
  - Inflation since 2020 has remained high impacting multiple market sectors including construction.
  - As a result, historic escalation figures for Massachusetts municipal projects bid post-2020 have fluctuated, ranging from 8% to up to 15% annually.
- Escalation is anticipated to remain high for several years before returning to pre-pandemic levels of 3.8% to 4%.



OTHER IMPORTANT CONSIDERATIONS – TOTAL PROJECT COST ESCALATION

- Escalation can substantially increase Total Project Costs when a construction project is delayed.
  - The current project is estimated to cost the Town $37.0M if the project is bid in mid-2025.
  - With historic escalation, the same project might have cost the Town $20.1M if it was bid in mid-2019.
  - With projected future escalation, the same project might cost the Town $57.9M if it is bid in mid-2035.

BID DATE – MID YEAR	2019	2020	2021	2022	2023	2024	mid 2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Escalation	4%	4%	8%	15%	12%	10%	**8%**	8%	6%	4%	4%	4%	4%	4%	4%	4%	4%
Cost per SF	$557	$580	$631	$742	$844	$937	**$1,019**	$1,100	$1,166	$1,213	$1,261	$1,312	$1,364	$1,419	$1,476	$1,535	$1,596
Hard Construction	$14.9 M	$15.6 M	$16.9 M	$19.9 M	$22.7 M	$25.2 M	**$27.4 M**	$29.6 M	$31.4 M	$32.6 M	$33.9 M	$35.3 M	$36.7 M	$38.2 M	$39.7 M	$41.3 M	$42.9 M
Soft Costs (25%) + Owners Contingency (10%)	$5.2 M	$5.5 M	$5.9 M	$7.0 M	$7.9 M	$8.8 M	**$9.6 M**	$10.4 M	$11.0 M	$11.4 M	$11.9 M	$12.4 M	$12.8M	$13.4 M	$13.9 M	$14.5 M	$15.0 M
Total Project Costs	$20.1 M	$21.1 M	$22.8 M	$26.9 M	$30.6 M	$34.0 M	$37.0 M	$40.0 M	$42.4 M	$44.0 M	$45.8 M	$47.7 M	$49.5 M	$51.6 M	$53.6 M	$55.8 M	$57.9 M

Q + A



THANK YOU



FIRE DEPARTMENT EXISTING CONDITIONS

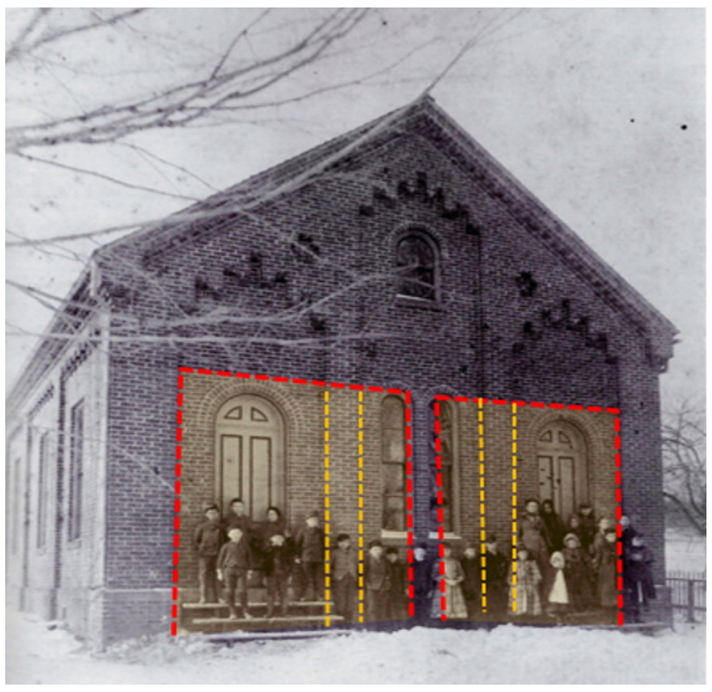
- 1863: Southampton constructs a new schoolhouse.
- 1927: Southampton discontinues use of facility as a school.
- 1946: Southampton votes to raze the former school building.
- 1948: The Town votes that the former school be established as a fire house.
- 1971: Garage bays + office space constructed on three sides of the original structure.



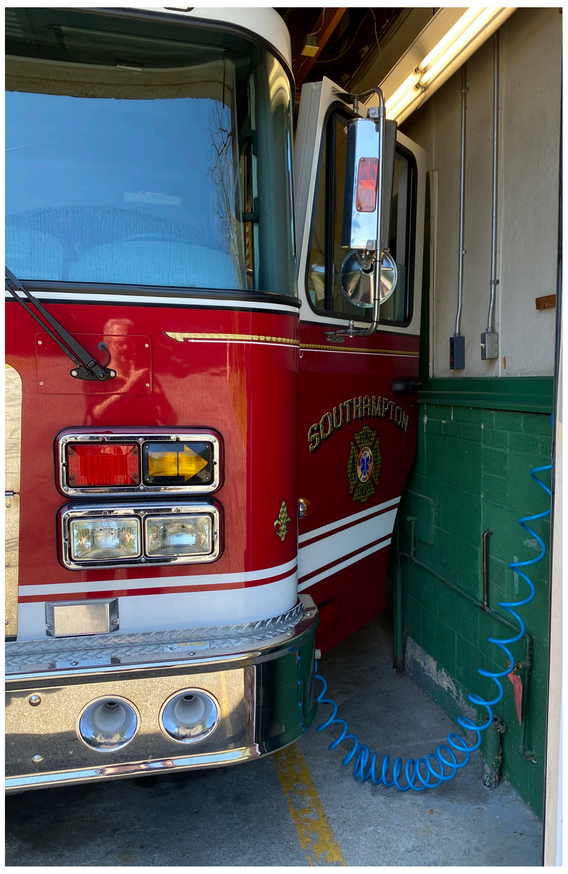


MOBILE BUNK ROOM AT REAR OF STATION

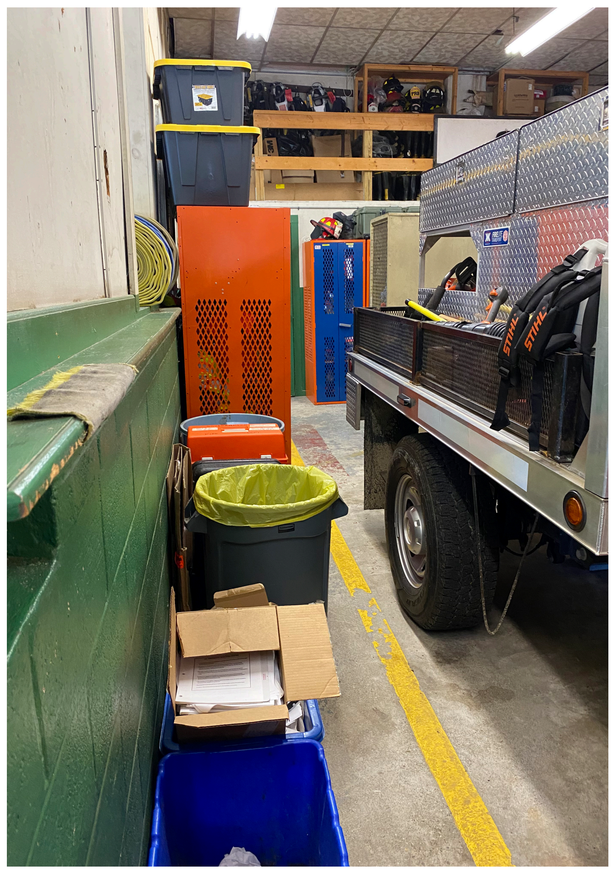
Doors, windows and masonry pier removed to create overhead door openings (undersized for modern emergency vehicles)



ORIGINAL BUILDING



INADEQUATE DOOR CLEARANCE



UNSAFE CIRCULATION



MED STORAGE



EXISTING CEILING CONDITION

NEW PUBLIC SAFETY COMPLEX, SOUTHAMPTON, MA

HKT architects inc.

POLICE DEPARTMENT EXISTING CONDITIONS

Southampton Police Department is housed in the basement of the original Town Hall, constructed in 1904.

The Department initially occupied a 1972 addition with 2 offices and a garage. As additional basement space became available, the Police Department developed holding cells and other necessary support spaces.

The existing Police Station no longer meets the operational needs of the Southampton Police Department:

- **The building lacks appropriate security features.**
- **Significant facility repairs are currently required.**
- **The building has inadequate utility infrastructure.**
- **The building does not comply with current codes or Police Facility standards.**
- **The building is a significant liability for the Town of Southampton.**

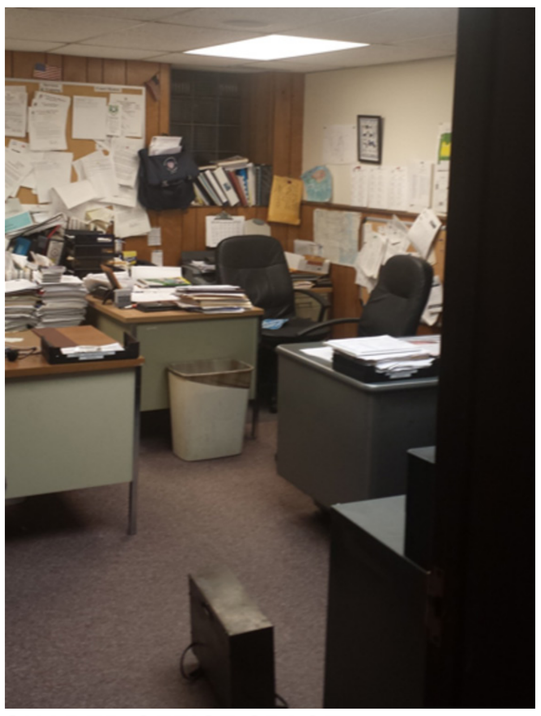




OPERATIONS ROOM



CHARGING STATION



SHARED OFFICE SPACE



KITCHENETTE



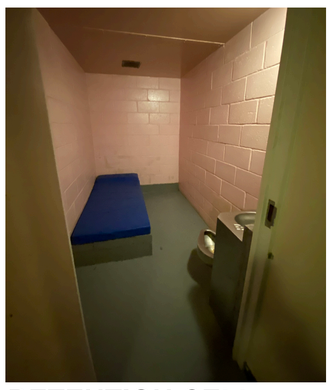
TRAINING ROOM



EQUIPMENT AREAS



EVIDENCE AND PROPERTY ROOM



DETENTION CELL



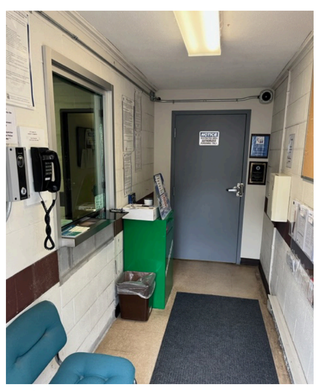
BOOKING ROOM



GARAGE



IT ROOM



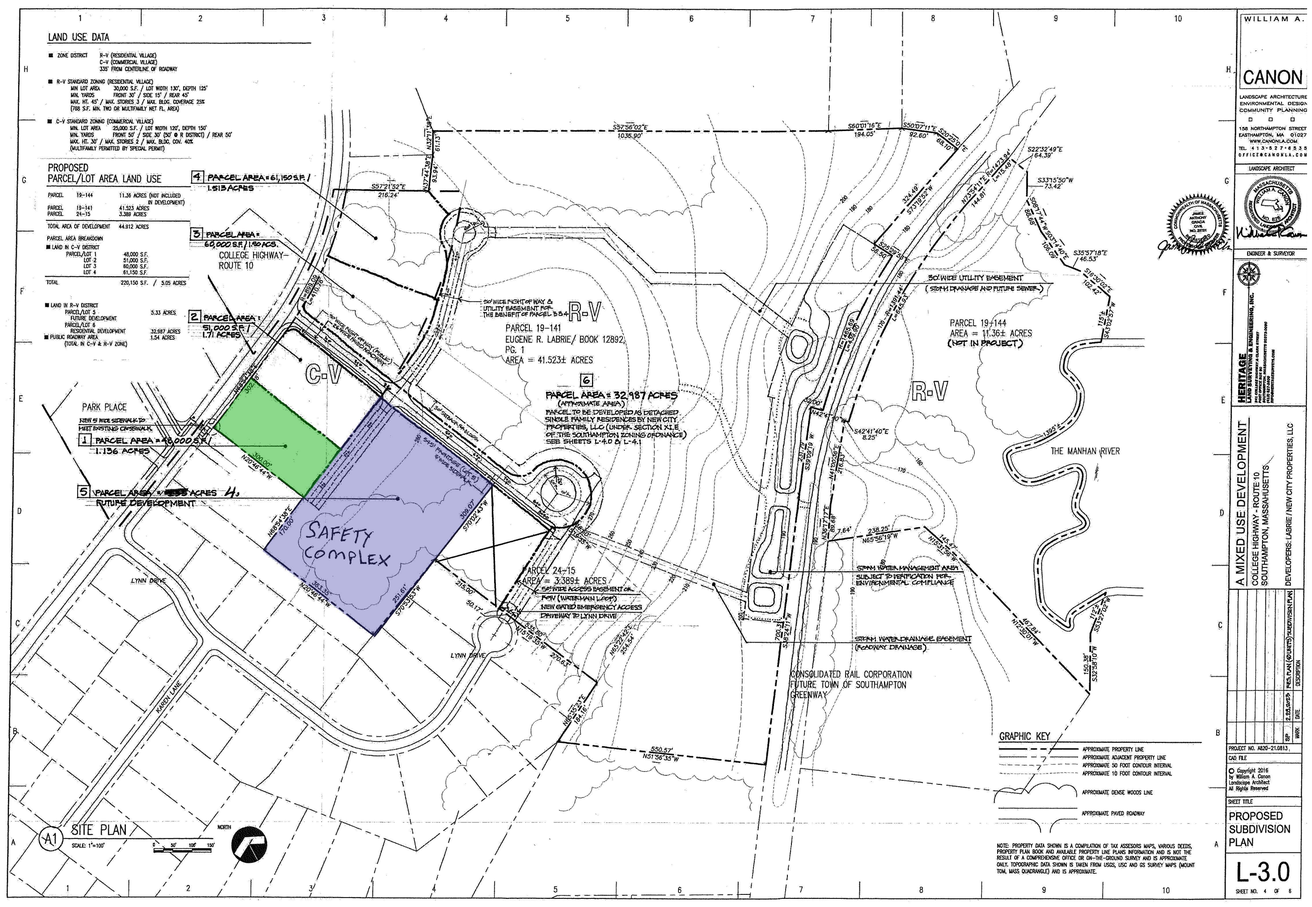
LOBBY



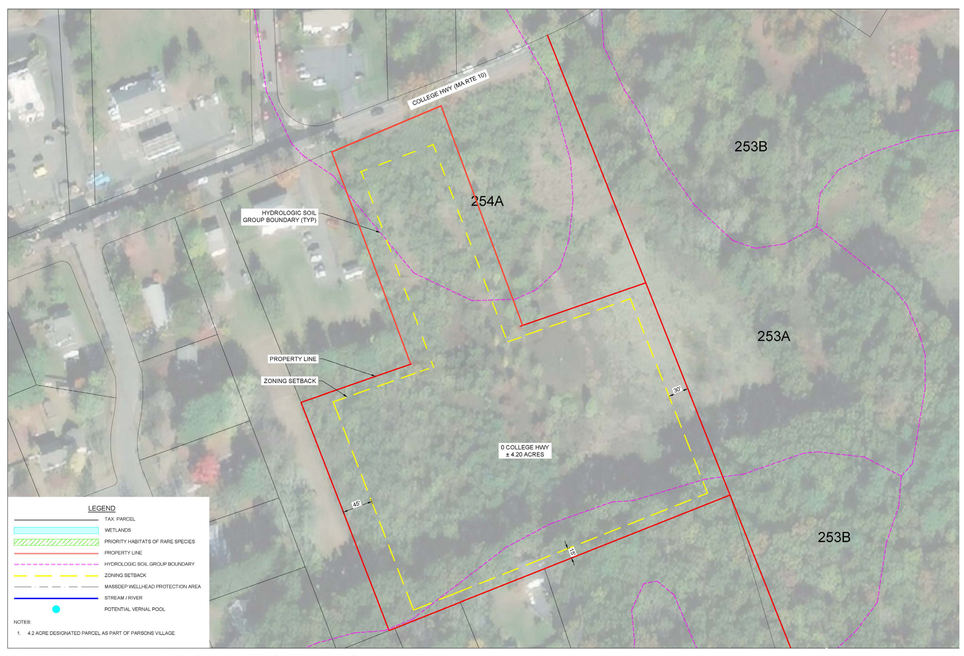
1904 ORIGINAL TOWN HALL

SITE EVALUATION + SELECTION PROCESS

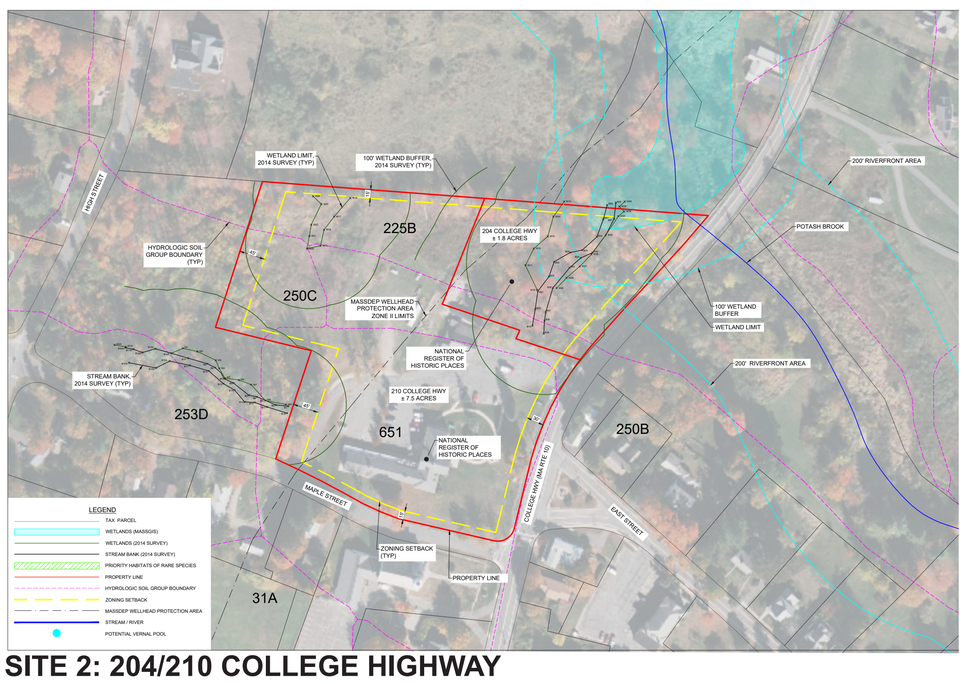
- Three sites were considered.
- Civil Engineers reviewed available data + visited sites to prepare a preliminary site assessment.
- Site assessment data was compiled in a matrix with six categories ranging from geographic location to environmental factors. The matrix was used by the Committee to rank the three sites + narrow the options down to the two sites considered most desirable.
- Architects developed “test fits” of the building program on the two sites for discussion.
- The Committee determined that the 125 College Highway site was the preferred option but required further discussion to resolve concerns regarding access to the site from College Highway.
- The Town negotiated a solution to the access issues with the potential purchase of a parcel abutting College Highway.
- The proposed site as currently shown includes an approximately 4.03-acre donated parcel + an approximately 1.14-acre parcel to be purchased.
- Two building plan options were developed for this proposed combined site: a one-story + a two-story option. The Committee selected the one-story option for further development.



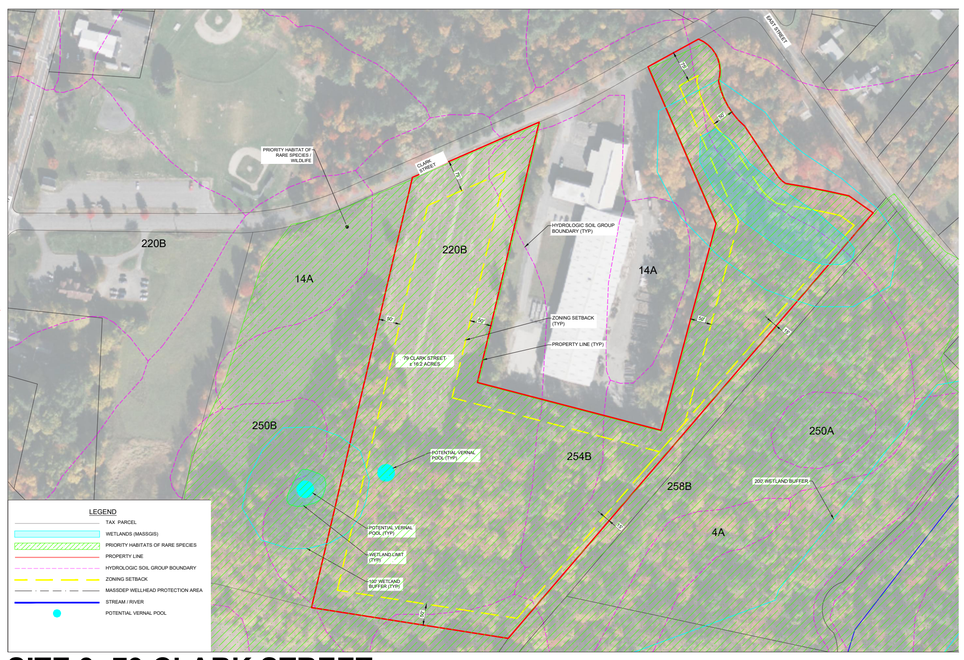
SELECTED SITE



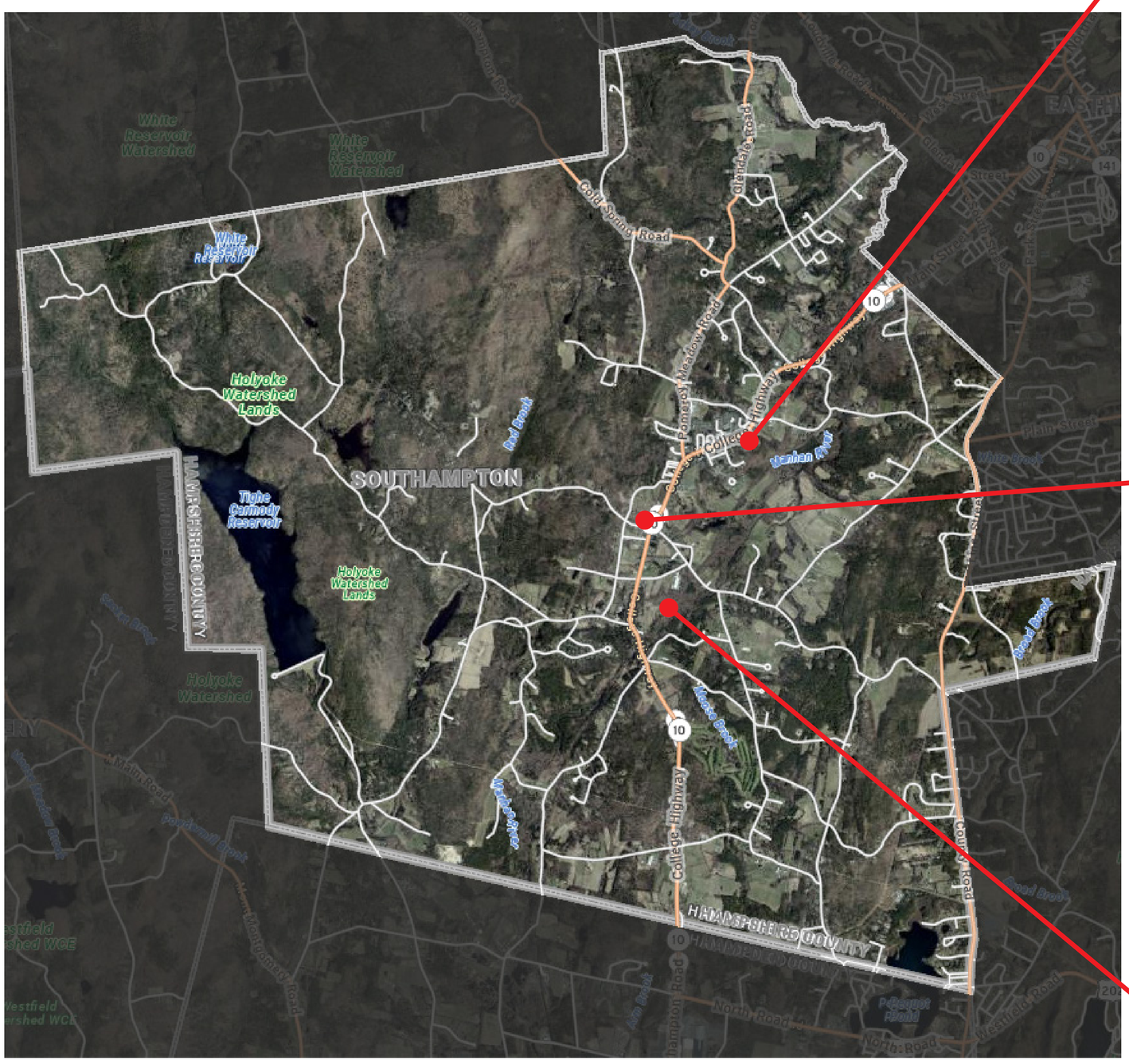
SITE 1: 125 COLLEGE HIGHWAY



SITE 2: 204/210 COLLEGE HIGHWAY

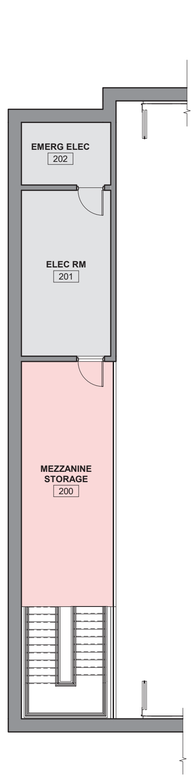


SITE 3: 79 CLARK STREET

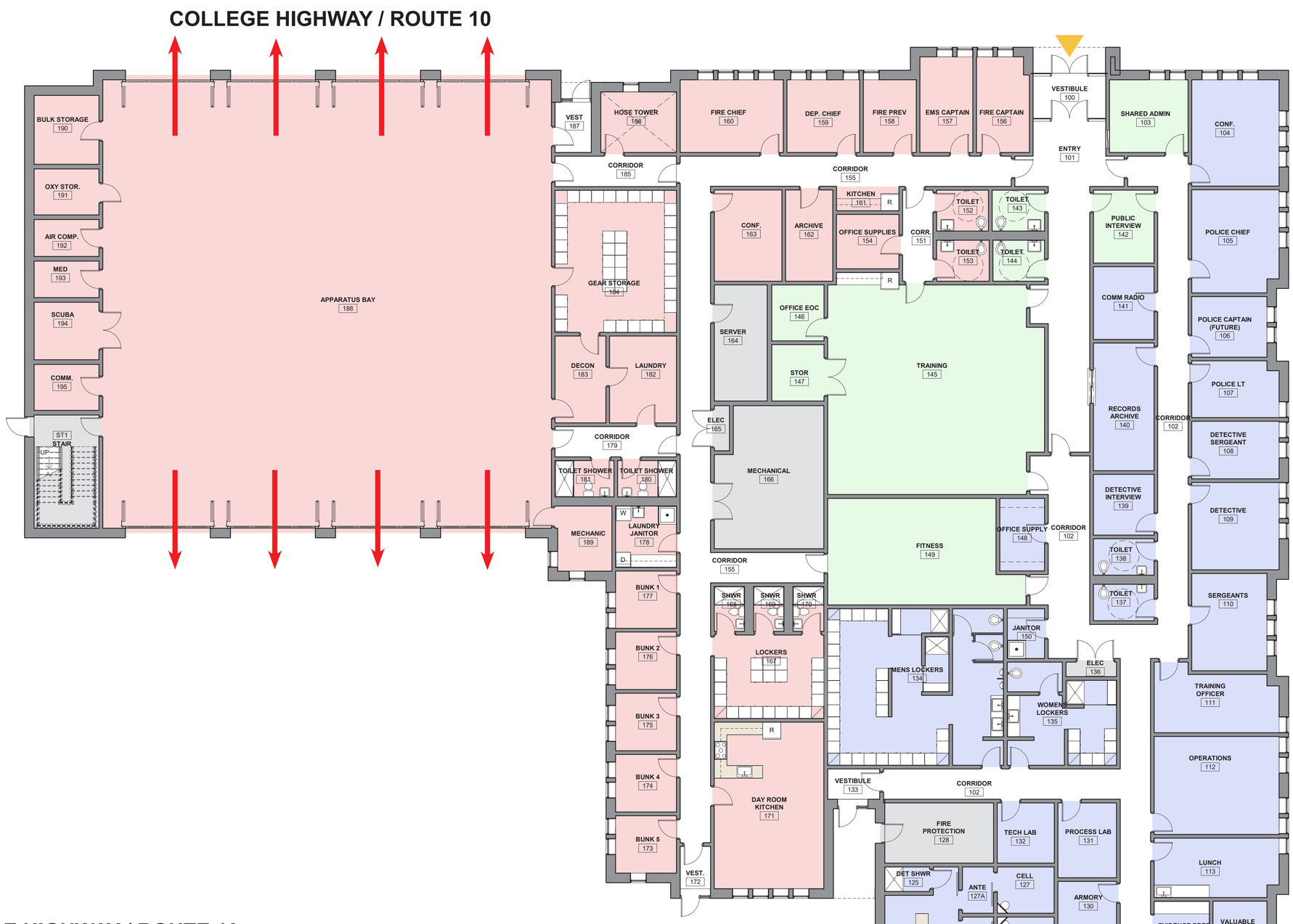


HKT architects inc.

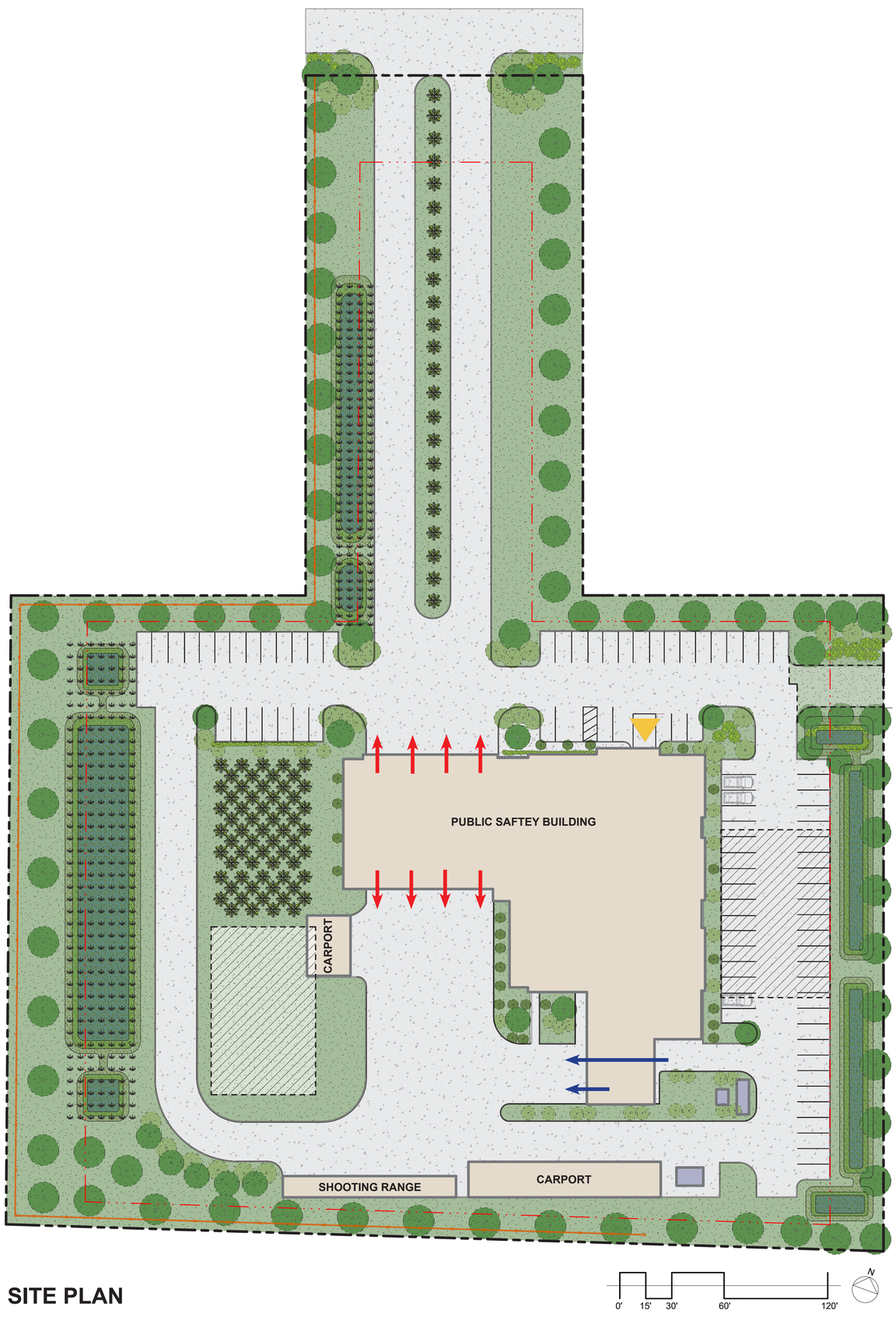
SITE PLAN + FLOOR PLAN



MEZZANINE PLAN



FLOOR PLAN



SITE PLAN

NEW PUBLIC SAFETY COMPLEX, SOUTHAMPTON, MA

HKT architects inc.

PROPOSED 3D



MAIN ENTRY LOOKING FROM NORTHEAST



APPARATUS BAYS LOOKING FROM NORTHWEST



SIDE VIEW LOOKING FROM SOUTHEAST



SIDE VIEW LOOKING FROM SOUTHWEST

NEW PUBLIC SAFETY COMPLEX, SOUTHAMPTON, MA

HKT architects inc.