

# SCHEMATIC DESIGN REPORT

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## Southborough Public Safety

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Southborough, Massachusetts



Prepared  
by

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## INTRODUCTION

Durland ■ Van Voorhis Architects was hired in June of 2006 to help Southborough determine if the existing site that holds the town's older police and fire stations makes sense for the development of a modern public safety complex. The feasibility study process consisted of the following components: a tour of recently completed public safety facilities in towns of similar size, an in-depth site assessment, an existing conditions review and space analysis, the development of a space needs program to determine building size, the design of some preliminary options for comprehensive upgrades to both police and fire stations, a preliminary assessment of the proposed project cost and the ultimate arrival at a preferred option. As these deliberations progressed, it became clear that a two-stage process (addressing the police station before the fire station) would be best for a variety of reasons.

In the fall of 2008, D ■ V V was asked to execute a schematic design for a new police station to be constructed behind the existing fire station. Before embarking on this process, the committee asked that the architects again look at whether the existing police station could be renovated and expanded in a cost-effective manner that met the department's needs. After revisiting the pros and cons of this option (see Appendix), the committee again reached the conclusion that a new station would more effectively meet programmatic needs at a lower cost and that the old station would need to be torn down to provide adequate space on the site. When presented with these findings, the Board of Selectmen voted unanimously to support the plan for a new single story facility adjacent to the Fire Station for the Police Station. With the Board's concurrence on the preferred plan, the Municipal Facilities Committee gave D ■ V V the go ahead to move forward with the schematic design for a new station.

As D ■ V V embarked on this next stage, it became clear that in the two years between the feasibility study and schematic design phases, project priorities had shifted a bit. After the U.S. economy took a hit in late 2008, keeping project costs as low as possible became an even larger priority. For this reason, the decision was made to go with a single story police station that would be less expensive than a two-story facility that would require two stairs, an elevator, etc. In order to minimize costs, D ■ V V made the design as efficient as possible in an attempt to reduce the facility to 12,000 sf. (See Space Needs Program for actual square footage.) The focus of this schematic design was the police station, but plans for a reconfiguration of the existing fire station were priced as an alternate. It was agreed that any further fire department needs could be addressed by the construction of a satellite fire station in the future.

As the schematic design progressed, it became clear that it would be preferable to have the new police station attached – rather than just adjacent to – the existing fire station. This would make it easier for the two departments to truly share amenities, such as the fitness room, Emergency Operations Center (EOC)/meeting room, and lobby and dispatch. Parking and grading issues were also discussed at length during the schematic design phase and it was determined that the number of parking spaces on the current site is adequate. An alternate site plan that involves acquiring additional land from St. Mark's was also developed. While the acquisition of this land would provide more



## INTRODUCTION

breathing room on the site, the proposed police station can be constructed without this extra area. (See Appendix for more information on the St. Mark's option.)

Tragically, Police Chief William Webber passed away during the schematic design phase. Before final decisions are made on the police station concept, a new police chief should be on board so that he/she can add valued input on the design. Due to recently raised concerns from the Southborough Historical Commission, the possibility of adding on to and renovating the existing police station (now housed in an eighty year old former school building) is once again under consideration. At a meeting in April 2009, the Board of Selectmen stated its preference that schematic designs be developed for both a new single story structure, and an addition/renovation alternative. Both schematic designs would be presented to Town Meeting. A final determination on these issues must now be made before the design can move forward.

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# SPACE NEEDS PROGRAM

## SOUTHBOROUGH PUBLIC SAFETY COMPLEX- PHASE I - POLICE DEPARTMENT /SHARED AREAS

Room Name	Dimensions	Program	Existing	Design
<b>PUBLIC ENTRANCE/SHARED</b>				
Vestibule	8 x 10	80	0	82
Lobby	15 x 16	240	175	487
Public toilet rooms	2 @ 7 x 8	112	30	104
Communications/Dispatch	28 x 28	784	325	754
Training/EOC	30 x 36	1,080	**0	1,011
EOC storage	8 x 12	96	0	89
Communications equipment	10 x 10	100		148
Interview	10 x 10	100		119
Fitness	25 x 30	750	755	690
Records Storage (archive)	18 x 25	450		234
Custodian	6 x 10	60		71
Mechanical	15 x 16	240		In attic
Electrical	8 x 8	64		94
Sprinkler	8 x 8	64	0	In fire
<b>ADMINISTRATION</b>				
Chief	15 x 20	300	296	323
Admin. Assistant	2 @ 10 x 12	240	100	300
Community police	10 x 12	120	0	152
Detective	10 x 12	120	154	152
Interview	10 x 10	100	0	131
Sergeant's office	4 @ 8 x 10	320	267	297
Briefing/report writing	18 x 20	360	461	428
Office supply & copier	8 x 8	64	70	87
<b>OTHER OPERATIONS</b>				
Female lockers		350	119	220
Male Lockers		850	626	822
Armory	8 x 10	80	locker	100
Property Storage	10 x 20	200	Trailer	287
Break Room	12 x 14	168	198	193
Garage - 2 bays auto	2 @ 18 x 24	864	795	962
Garage - 1 bay motorcycle	8 x 14	112	120	Incl.in garage

\*\* Existing is at the Fire Department



# SPACE NEEDS PROGRAM

			<b>Program</b>	<b>Existing</b>	<b>Design</b>
<b>SECURE AREA</b>					
Cells	3 @	7 x 10	210	172	225
Holding Cell		9 x 12	108	0	101
Booking		20 x 20	400	118	324
Sally port		20 x 24	480	507	508
Evidence		15 x 15	225	180	218
Additional secure circulation			140		114
<b>NET PROGRAMMED BUILDING AREA</b>			<b>10,031</b>	<b>5,467</b>	<b>9,827</b>
Program Gross to net = 30%					
<b>GROSS BUILDING AREA</b>			<b>14,330</b>	<b>9,346</b>	<b>12,780</b>
Existing gross to net = 41.5%					
Design gross to net= 23%					
<b>CARPORT</b>					
Cars (4)	4 @	9 x 20	720		
Secure vehicle		10 x 20	200		
<b>CARPORT AREA</b>			<b>920</b>		<b>1,152</b>

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