

Public Safety Bldg. Comm. 09-10-2020

Members Present: Garrity, Chair, Healey, MacAloney, Smallwood, Kelly, Lauter, Touchette

KBA-Costa, Schmigle, Dominov

Town: BOS Fisher, TA Mayo, ATA Monsegur, Michelle, Real Estate Counsel Murphy, Susan, HFD Chief Murphy, Steven, HFD Dep. Chief LaChance, HPD Chief Jones, LT O'Shea, DPW Frey, AC MacDonald, AC Balterra

Public Disclosure read by the Chair.

Minutes of 8/24/2020-Healey moved to vote, MacAloney second-Unanimous

New Business:

Discussion of Tours of HPD/HFD (North), 335 Lincoln (Contemplated site) & Scituate Public Safety-Bruce-Hingham assets in gross state of disrepair, thinks new site can handle parking, looking 60 years out, keep design simple with IT, felt work flow in Scituate was impaired (hot/cold zones), lot of cubby holes, felt more open space the better, observed Hingham facilities are loaded with materials in halls and corridors. Bob Garrity -Scituate had a lot of land dedicated to drainage vs. 3.1 acres in Hingham, do we have enough parking, is using T parking an option? Susan Murphy-noted that the T parking is private, our zoning requires the site to support the parking

JR Frey-with respect to stormwater, this is a brownfields & redevelopment site, don't have to meet full standards.

Schmigle & Costa-looks at police & fire separately to see what can be combined to share programmatically-sees fitness room/IT & mechanicals—anticipates a total square footage for the Hingham design to be 56,245 sq. Ft. versus Scituate 27,740 sq. ft. S Schmigle says they are looking to design to serve up to 30,000 people and this has different programmatic needs and displayed a conceptual iteration; Bruce questions this and asks if we need this much? How tested? Sean Schmigle shows a programmatic iteration of a two story structure with preliminary parking set for 27 fire/55 police and 18 public spaces-the design shown tonight is a two story bldg., but they are considering a three story building (from Essington Drive) with two stories showing from Lincoln Street to give more options. Discussed the three bay option for the FD with an access point on to Lincoln Street for FD

Joe Fisher raised questions about parking noting that the tour he took showed importance of public parking and queried whether going higher gave us more options on the site. Costa said that this would make the it more efficient and consolidate functions. Susan Murphy pointed out that the most recent permit issued for the site called for a large warehouse 2 ½ stories high. She also pointed out that this site was targeted because the FD could go out directly on to Lincoln Street and using Essington Drive was something we want to avoid; Chief Murphy pointed out that as long as the FD can control access on to Lincoln Street it's doable.

NB Essington Drive is T owned and will require T approval for any use. Susan Murphy will check the state of the deeds with respect to any constraints. Joe Fisher notes two curb cuts on Lincoln Street (FD & public) on design (conflicts?)

HFD Steve Murphy noted that a drive through is the “Gold Standard” for designs and that presently the FD cannot use North Fire for that purpose, Todd Costa noted that those stations without the drive through are the greatest challenge-states the front is good and the bays are 80’ in length (Quint is 48’)(Scituate facility is a 60’ bay).

Tally Lauter inquired as to whether a basement was designed here, no basement due to the weight of the vehicles. Healey-cell blocks adequate in number-yes and they can be intermixed.

KB says this site can work. Bob Garrity raised questions about cost estimates. Joe Fisher noted that we may not have full figures for TM

Healey-would a public walk through help spread the word? Tom Mayo contemplates doing a piece through HCAM to get the word out. Nancy MacDonald suggested providing KB with earlier materials for FD effort

Joe Fisher asked how long it would take to get the Route 3A traffic control signals set-JR Frey says 6-9 months minimum, Susan Murphy suggests we talk to both the T and DOT, Once again Joe Fisher raised the question about the adequacy of parking. He also asked if there was a standard used to measure. Lot of unanswered questions on parking and circulation but seemed clear the two story design was a non-started. Susan Murphy points out this will need a PB A-3 permit and Jeff Dirk will look it over. Jeff Dirk has not looked at this. Paul Healey wants Jeff Dirk to look at this before anything further is discussed.

Site Update:

Susan Murphy gave general description of site, noting a lack of frontage on Ship[yard Drive, subsurface utilities going back to the 1940’s, noting the site’s only access is on to Route 3A, discussed a n expired right of first refusal but notes that the Town will have to work out agreements with Samuels, MBTA & DOT relative to access points.

Bob queried that if we are removing entire site, can we access it and according to the agreement, this is possible. Susan Murphy says that environmental work being done presently and the belief is that this is a site of an old machine shop. Ground penetrating radar was used today and it is expected that more testing on 9/28 & 9/29 will occur.

Looking forward-KB will suggest possible sites to visit and mentioned Needham, Foxboro, Plainville, Sharon & Mansfield.

Next meeting 9/17/2020 7:00 p.m.

Adjourn 9:45 p.m.