

Fire Station Building Project Update

Select Board Meeting: 9/3/2024





Jonathan Traficonte AIA
SSA, Principal-in-Charge



Kyle Winston
SSA, Project Manager



Ethan Levin
SSA, Project Designer



Stewart Marshall AIA
SSA, Project Advisor

Schwartz / Silver Architects
Architecture, Interiors, Specifications

.....

Mitchell Associates
Firematic Programming, Firefighter Health & Safety

GGD Engineering
FP, Plumbing, HVAC, Electrical, Energy Modeling

Samiotes Consultants
Civil, Survey, Traffic

Kyle Zick
LandscapeArchitecture

Foley Buhl Roberts
Structural Engineering

JS Consulting Engineers
Code Analysis, Life Safety

PM&C
Cost Estimating

Fire Station Building Committee Members:

- Fire Chief Scott Duffey
- Deputy Chief Thomas Heaney
- Lieutenant Charles Williams
- Retired Deputy Chief James Killinger, Rockland Resident
- Architect Christopher DeFilippo, Rockland Resident
- Jeanne Blaney, Rockland Resident, Recreation Department
- Susan Egan, Rockland Resident, Highway Department
- Austin Clarke, Rockland Resident, College Student



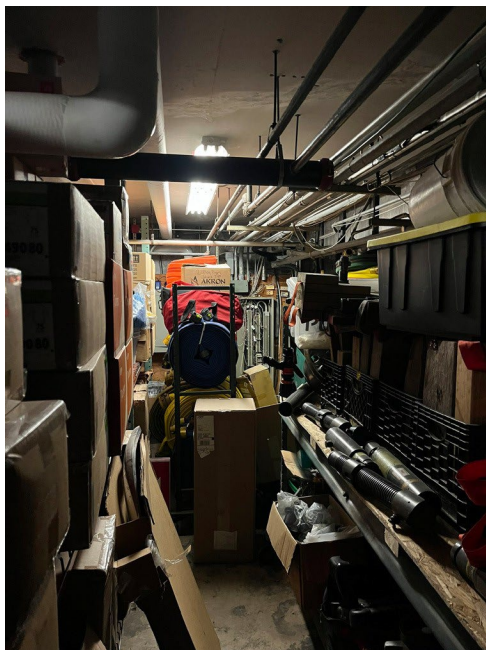
Schwartz/Silver select project images; above: Walpole Fire Rescue, Newton Fire Department;
below: Yale Department of Economics, Medford Public Library, Wellesley Fire Station

schwartzsilver

[illegible]

Existing Conditions

schwartzsilver

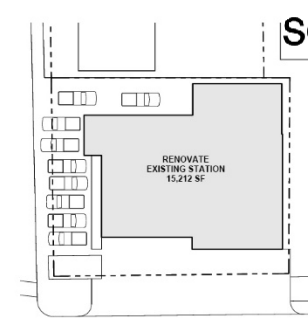
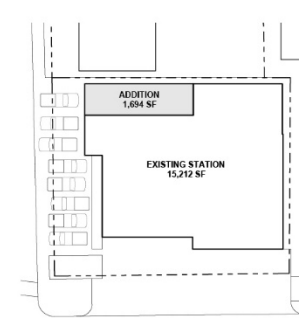
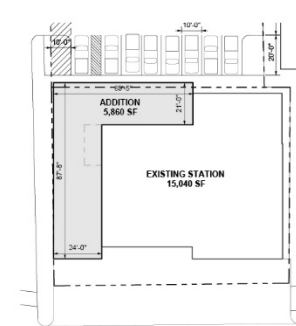
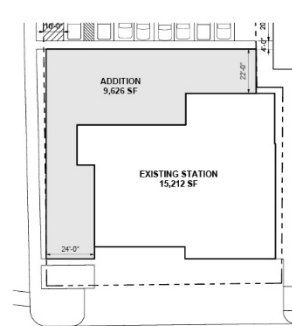
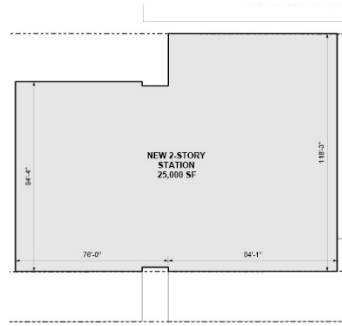






Activity	Duration	
Programming & Site Search Study	November 2017 – September 2018	
Original Schematic Design Proposal	September 2022 – February 2023	
.....		
Existing Conditions Report	February – March 2024	
Revised Conceptual Design	March – August 2024	
Board of Selectmen Meeting	September 2024	
Town Meeting & Town Vote	Nov 20 2024	May 5 2025
Schematic Design	3 months	3 months
Design Development	3 months	3 months
Construction Documentation	5-6 months	5-6 months
Bidding/Contract Award	2 months	2 months
Construction Starts	Summer 2026	Fall 2026
New Fire Station Complete	Spring 2028	Summer 2028

Option Studies



schwartzsilver

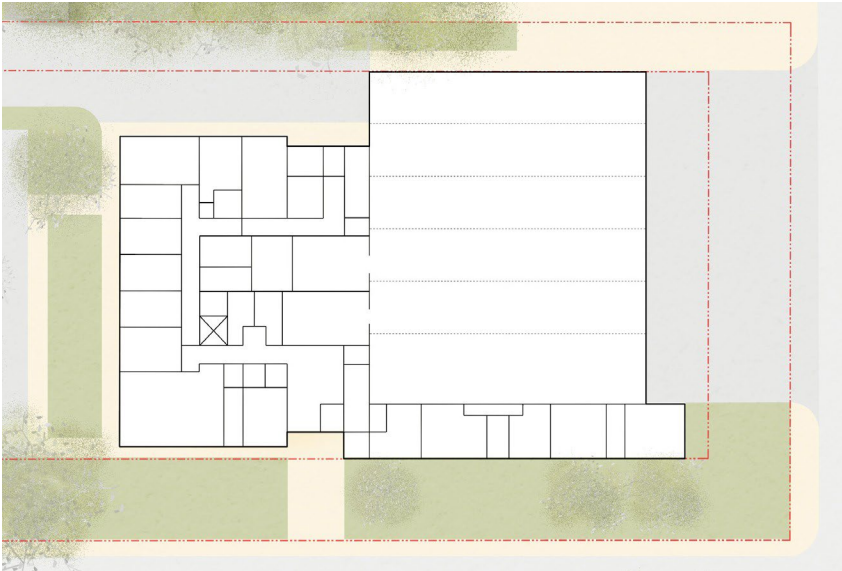
Options	Church St - 2 Story	Church St - 3 Story	Union St - Large	Union St - Medium	Union St - Small	Union St - Interior Renovation
Evaluation Criteria						
Program Footprint Fit	Site area can support the required program in reduced footprint - 25K SF	Site area can support the required program with further reduced footprint by moving bunks above apparatus bays. - 25K SF	Site area can support the required 1st floor program. - 25K SF	Site area can support the required 1st floor program. - 21K SF	Site area cannot support the required 1st floor program. - 17K SF	Site area cannot support the required 1st floor program. - 15K SF
Site Frontage / Ramp Area	Site frontage is adequate for required 6 apparatus bays.	Site frontage is adequate for required 6 apparatus bays.	Site frontage is inadequate for required 6 apparatus bays.	Site frontage is inadequate for required 6 apparatus bays.	Site frontage is inadequate for required 6 apparatus bays.	Site frontage is inadequate for required 6 apparatus bays.
Adequate Fit for Apparatus Vehicles	All apparatus bays provide adequate clearances	All apparatus bays provide adequate clearances	New apparatus bay for one regular sized Fire Truck	New apparatus bay for one regular sized Fire Truck	Custom vehicles required	Custom vehicles required
Parking/ Public Access	Off-street parking for both fire fighters and public with separate access along Howard St.	Off-street parking for both fire fighters and public with separate access along Howard St.	Off-street parking for both fire fighters and public with separate access along Pacific St, but not total spots required per building square footage - 12 spots total	Off-street parking for both fire fighters and public with separate access along Pacific St, but not total spots required per building square footage - 16 spots total	Existing off-street reduced by 1 to 2 spaces	Existing off-street parking preserved, but not expanded
Open Space / Outdoor Training	Open space available	Open space available.	With fire station footprint larger than site, there is no open space.	With fire station footprint larger than site, there is no open space.	With fire station footprint larger than site, there is no open space.	With fire station footprint larger than site, there is no open space.
Level	Site has less than one story drop which the program can accommodate. No effect on site access.	Site has less than one story drop which the program can accommodate. No effect on site access.	Site is level	Site is level	Site is level	Site is level
Location/ Response Time	Site is located in the center of town with good access to Union Street.	Site is located in the center of town with good access to Union Street.	Site is located in the center of town with good access to Union Street.	Site is located in the center of town with direct access to Union Street.	Site is located in the center of town with direct access to Union Street.	Site is located in the center of town with direct access to Union Street.
Residential Impact	Site is currently a municipal property in a mixed-use neighborhood with residences. Howard St. is narrow, Church St. is wide.	Site is currently a municipal property in a mixed-use neighborhood with residences. Howard St. is narrow, Church St. is wide.	Would require purchasing neighboring lot, and demolition of existing residences	Site usage would be as-is, a municipal property facing Union Street.	Site usage would be as-is, a municipal property facing Union Street.	Site usage would be as-is, a municipal property facing Union Street.
Enviromental Restrictions	No environmetal restrictions	No environmetal restrictions	No environmetal restrictions	No environmetal restrictions	No environmetal restrictions	No environmetal restrictions
Demolition	Use of site requires demolition existing building	Use of site requires demolition existing building	Use of site requires selective demolition of unprotected historic building.	Use of site requires selective demolition of unprotected historic building.	Use of site requires selective demolition of unprotected historic building.	Use of site requires selective demolition of unprotected historic building.
Eminent Domain	Not Required	Not Required	Required	Required	Not Required	Not Required
Existing Program Displacement	Current building is unused.	Current building is unused.	Existing program would be replaced. Temporary Operations would need to be erected elsewhere during construction	Existing program would be replaced. Temporary Operations would need to be erected elsewhere during construction	Existing program would be replaced. Temporary Operations would need to be erected elsewhere during construction	Existing program would be replaced. Temporary Operations would need to be erected elsewhere during construction
Ownership/ Property Acquisition	The town owns the property	The town owns the property	The town owns the property	The town owns the property	The town owns the property	The town owns the property
Zoning Variance	Variance required for change of use	Variance required for change of use	Variance required for Parking	Variance required for Parking	Variance required for Parking	No Variance
Temp-ops Cost	No Temp-ops required	No Temp-ops required	TBD - full temp ops proposed at chruch st site \$\$\$	TBD - full temp ops proposed at chruch st site \$\$\$	TBD - full temp ops proposed at chruch st site \$\$\$\$	TBD - full temp ops proposed at chruch st site \$\$\$
DemolitionCost	TBD - full demo of existing building	TBD - full demo of existing building	TBD - selective demo	TBD - selective interior demo of existing including full stair	TBD - selective interior demo of existing	TBD - selective interior demo of existing
Health/Safety	New building able to provide full building sparations	New building able to provide full building sparations	New building able to provide full building sparations	New building able to provide full building sparations	Upgrades may fall short of ideal building separations	Upgrades may fall short of ideal building separations
MEP/FP	TBD	TBD	TBD	TBD	TBD	TBD
Structure	TBD - likely no real change to previous structural strategy	TBD - moving bunks above aparatus bays requires more expensive structure, or additional columns in aparatus bays	TBD	TBD	TBD	TBD
Civil	TBD	TBD	TBD	TBD	TBD	TBD
Code	TBD	TBD	TBD	TBD	TBD	TBD
Construction Cost	\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$	\$\$	\$
Land Acquisition Cost	0	0	\$1M	\$1M	0	0

Building Committee
Chosen Options

	Church St	Union St Addition & Renovation	Union St Interior Renovation
Evaluation Criteria			
Program Footprint Fit	Site area can support the required program in reduced footprint; ~25K SF total	Site area can support the required 1st floor program; ~21K SF total	Site area cannot support the required 1st floor program; ~15K SF
Site Frontage / Ramp Area	Site frontage is adequate for required 6 apparatus bays	Site frontage is less than ideal for required 6 apparatus bays (1 new; 6 existing to remain)	Site frontage is inadequate for required 6 apparatus bays (6 existing to remain)
Apparatus Vehicle Fit	All apparatus bays provide adequate clearances	New apparatus bay for one regular sized Fire Truck	Existing clearances are insufficient, custom alterations to vehicles are required
Health/Safety	New building will provide full "Hot" / "Cold" separations with safe clearances	New building will provide full separations with improved clearances in existing bays	Renovated existing building will provide safe separations; existing insufficient truck clearances improved with relocation of gear lockers but will remain less than recommended
Parking / Public Access	Off-street parking for both FF and Public and main entrance access from Howard St (Private FF entrance on North side of Bldg); 29 total spots	Off-street parking for both FF and Public and main entrance access from Pacific St (Private FF entrance off parking lot on North side of Bldg); 16 total spots	Existing off-street parking to remain as is
Outdoor Training / Open Space	Open space available	Entirety of combined Union and Pacific St sites covered with building and parking lot; no additional open space	Entirety of existing site covered with building and parking lot; no additional open space
Level	Minimal slope over length of site (<1 story); No effect on site access	Site is level	Site is level
Location / Response Time	Site is located in the center of town	Site is located in the center of town with direct access to main street, Union St	Site is located in the center of town with direct access to Union Street.
Residential Impact	Site is currently a municipal property in a mixed-use neighborhood with residences; Howard St is narrow, Church is wide	Site usage would not change (a municipal property facing Union Street), in addition to the conversion of a residential property at 11-15 Pacific to municipal use	Site usage would not change (a municipal property facing Union Street)
Environmental Restrictions	No environmental restrictions	No environmental restrictions	No environmental restrictions
Demolition	Use of site requires the demolition of the existing school building	Use of site requires selective demolition of unprotected historic building plus the demo of two houses at 11-15 Pacific St (~\$40K)	Limited to Interior Renovation only; standard demolition for new fixtures and finishes throughout
Eminent Domain	N/A	Required at 11-15 Pacific St (two existing houses) to meet parking requirements for proposed station enlargement	N/A
Existing Program Displacement	Existing building on site is unused	Existing program would be temporarily displaced; Temporary Operations facility to be erected on Church St site	Existing program would be temporarily displaced; Temporary Operations facility to be erected on Church St site
Temporary Operations Cost	No Temp-ops required	TBD - full temp ops proposed at church st site \$\$\$	TBD - full temp ops proposed at church st site \$\$\$
Ownership / Property Acquisition	Town owns the property	Town would need to acquire adjacent lot (11-15 Pacific St) to meet parking reqs for enlarged existing building	Town owns the property
Zoning Variance	Variance required for change of use; no variance for parking	Variance required for parking	N/A
MEP / FP	Designed to meet code	Designed to meet code; no anticipated issues in existing building	Designed to meet code; no anticipated issues in existing building
Structure	New construction: steel framed building with composite slabs on metal deck and reinforced concrete foundations	New construction: steel framed building with composite slabs on metal deck and reinforced concrete foundations; Addition to be structurally separated from existing building with exp joint	Modifications to structural elements (beams, joists, columns, masonry walls) within existing building should be limited so that significant structural reinforcing is not required
Civil	No major change to previous Civil scope per original study; parking lot adjusted to avoid need of variance and to provide more trees and permeable surfaces	Requirement to capture drainage within the proposed parking lot may trigger storm water report (catch basins, infiltration systems; grading of proposed parking lot to be ADA compliant	No site changes or additions to be provided within civil scop
Code	Fully code compliant as designed	Renovations costing more than 30% of assessed value of existing station (30% = ~\$1.2m) will result in requiring existing station to be fully compliant, including areas excluded from renovation scope	Renovations costing more than 30% of assessed value of existing station (30% = \$1.19M) will result in requiring existing station to be fully compliant, including areas excluded from renovation scope
Construction Cost	\$20,844,145.00	\$15,120,798.00	\$11,236,316.00
Land Acquisition Cost	0	~\$1m (not included in Construction Cost)	0

← Insufficient overall space for required program

Summary of Options



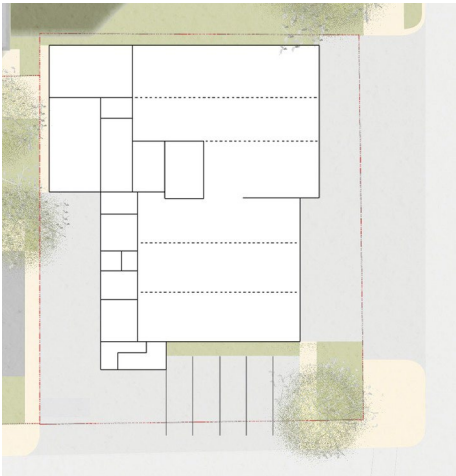
Church St Station
25,000 SF

Cost Estimates
Construction: \$20,844,145
Total Project: \$26,044,759



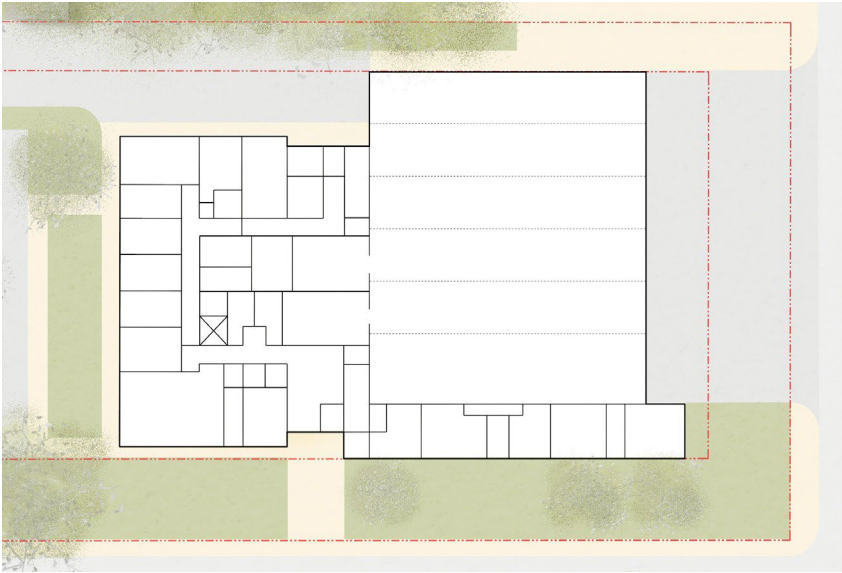
Union St Addition & Renovation
22,000 SF

Cost Estimates
Construction: \$13,379,012
Total Project: \$19,933,437



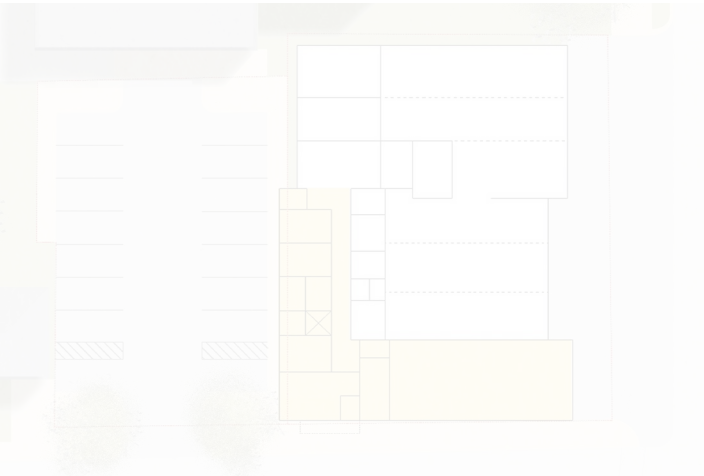
Union St Interior Renovation
15,000 SF

Cost Estimates
Construction: \$9,494,530
Total Project: \$14,039,777



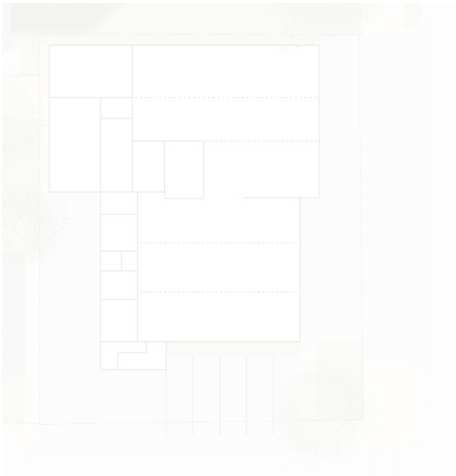
Church St Station
25,000 SF

Cost Estimates
Construction: \$20,844,145
Total Project: \$26,044,759



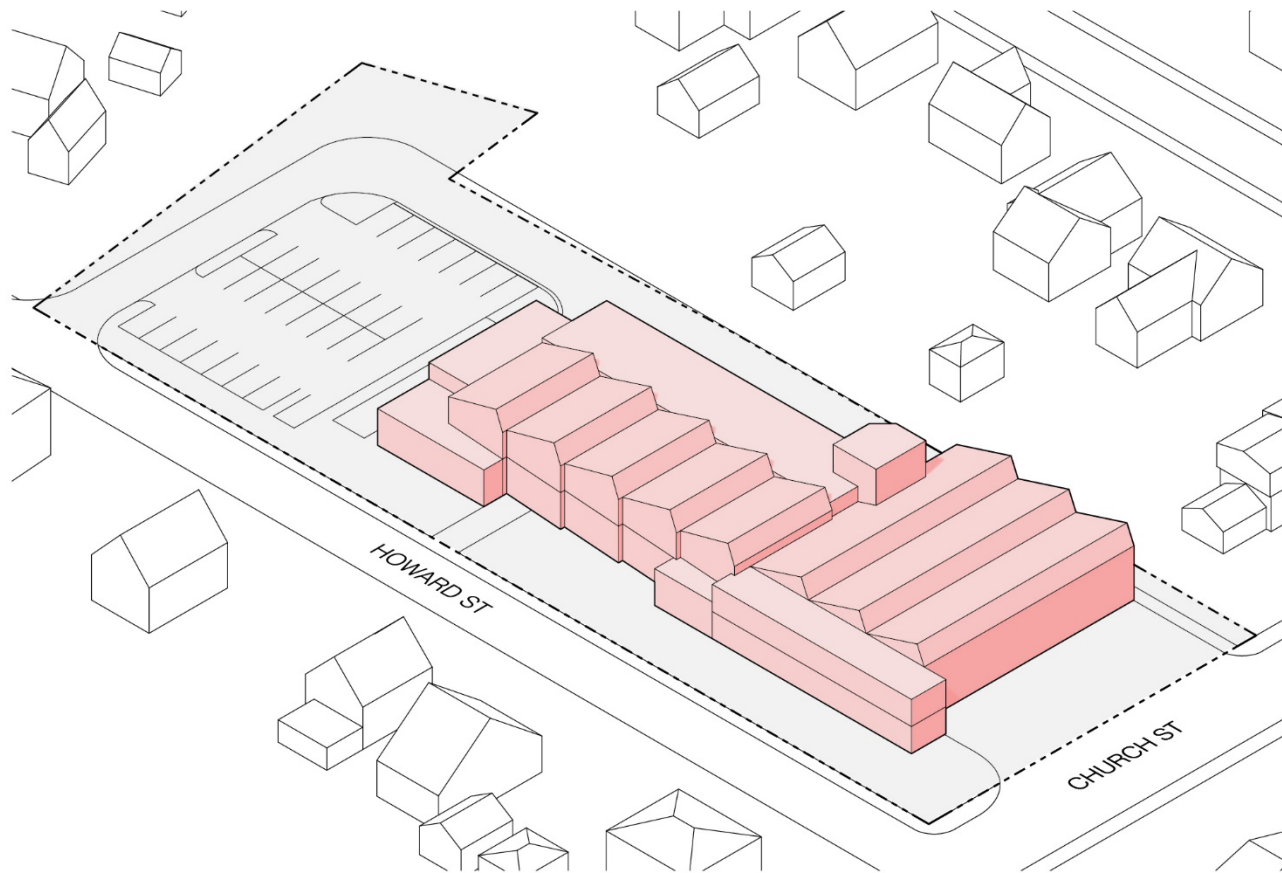
Union St Addition & Renovation
22,000 SF

Cost Estimates
Construction: \$13,379,012
Total Project: \$19,933,437

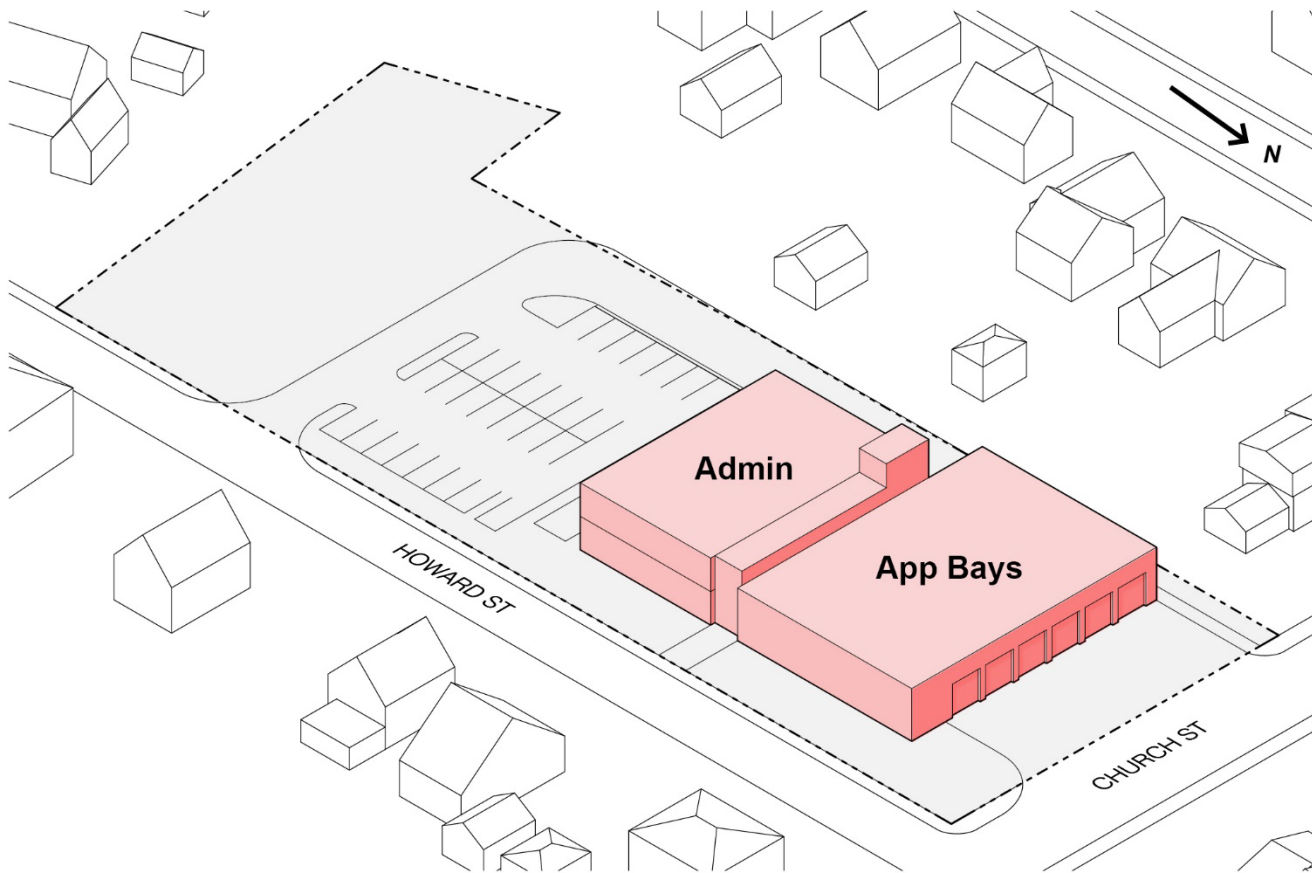


Union St Interior Renovation
15,000 SF

Cost Estimates
Construction: \$9,494,530
Total Project: \$14,039,777



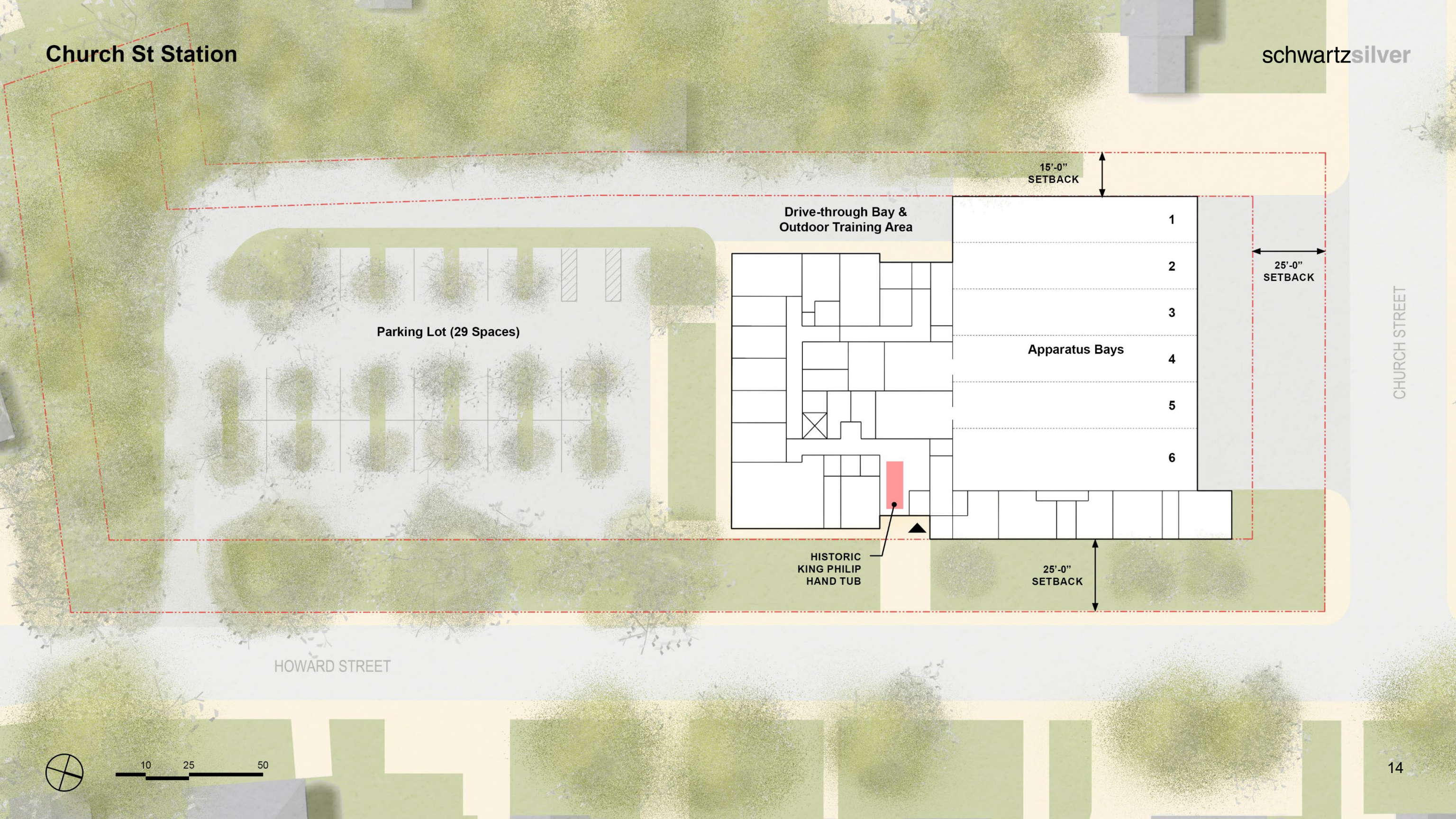
Feb 2023 Schematic Design
Simplified Massing
33,000 SF



Sept 2024 (New Reduced)
Simplified Massing
25,700 SF

Church St Station

schwartzsilver



Drive-through Bay &
Outdoor Training Area

Parking Lot (29 Spaces)

15'-0"
SETBACK

1

2

3

Apparatus Bays

4

5

6

25'-0"
SETBACK

HISTORIC
KING PHILIP
HAND TUB

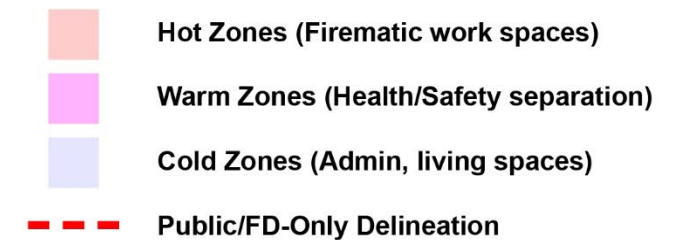
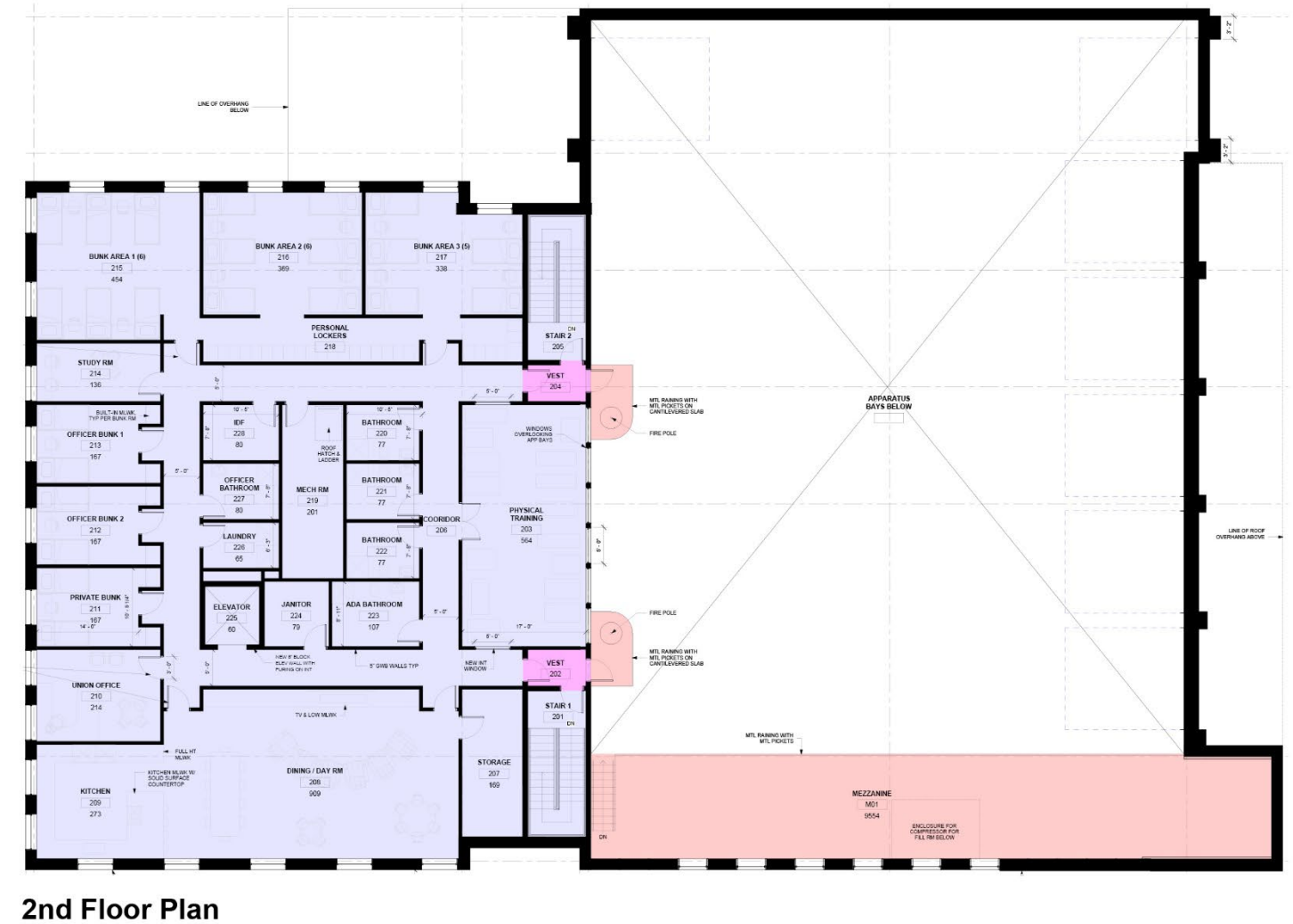
25'-0"
SETBACK

CHURCH STREET

HOWARD STREET



10 25 50

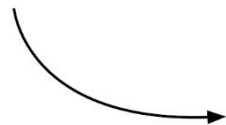


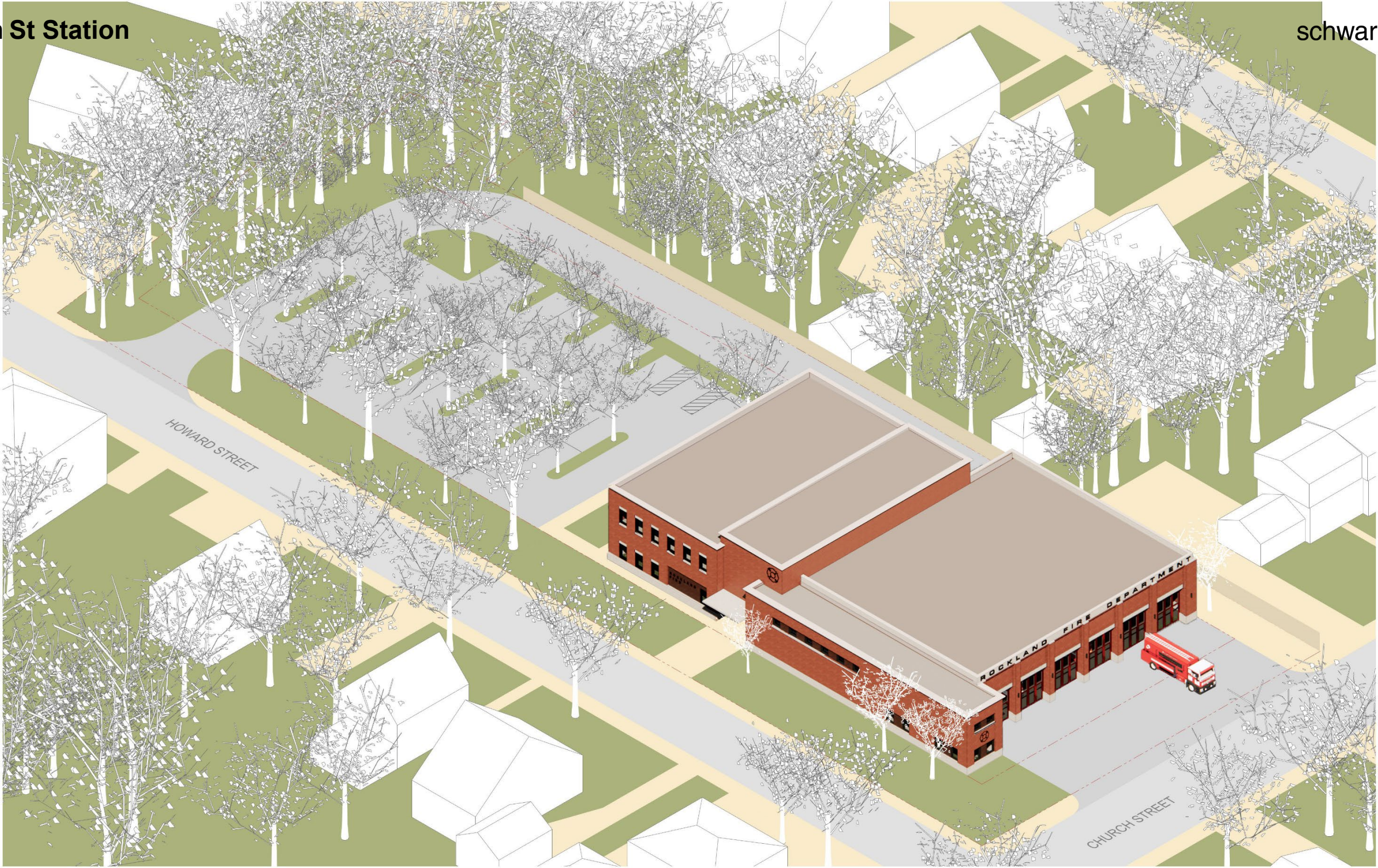


above: View of App Bays from Church St, north elevation
 below: View of Public Entry from Howard St, east elevation



King Philip visible from Howard St in public lobby





Church St Station (2023)	
33,000 SF New Construction	
Description	Budget
Construction Cost Total (\$812/SF) (\$880/SF)	\$26,800,000
Continued A&E Services (~10% Construction Costs)	*\$2,500,000
Owner's Project Manager (~5%)	\$1,350,000
Testing, Commissioning, FF&E (~4%)	\$1,150,000
Soft Costs Total	\$5,000,000
Owner's Contingency (~5% Hard+Soft Costs)	\$1,400,000
Project Total	\$33,200,000
Escalated (8.3%)	\$35,955,600

*amount excludes design team fees for work already complete

Church St Station (NEW REDUCED)

25,700 SF New Construction

Description	Budget
Construction Cost Total (\$811/SF)	\$20,844,145
Continued A&E Services (~10% Construction Costs)	*\$2,084,414
Owner’s Project Manager (~5%)	\$1,042,207
Testing, Commissioning, FF&E (~4%)	\$833,766
Soft Costs Total	\$3,960,387
Owner’s Contingency (~5% Hard+Soft Costs)	\$1,240,226
Project Total	\$26,044,759

Excerpt from Evaluation Matrix:

Evaluation Criteria	
Program Footprint Fit	Site area can support the required program in reduced footprint, ~25K SF total
Site Frontage / Ramp Area	Site frontage is adequate for required 6 apparatus bays
Apparatus Vehicle Fit	All apparatus bays provide adequate clearances
Health/Safety	New building will provide full "Hot" / "Cold" separations with safe clearances
Parking / Public Access	Off-street parking for both FF and Public and main entrance access from Howard St (Private FF entrance on North side of Bldg); 29 total spots
Outdoor Training / Open Space	Open space available
Level	Minimal slope over length of site (<1 story); No effect on site access
Location / Response Time	Site is located in the center of town
Residential Impact	Site is currently a municipal property in a mixed use neighborhood with residences; Howard St is narrow, Church is wide
Environmental Restrictions	No environmental restrictions
Demolition	Use of site requires the demolition of the existing school building
Eminent Domain	N/A
Existing Program Displacement	Existing building on site is unused
Temporary Operations Cost	No Temp-ops required
Ownership / Property Acquisition	Town owns the property
Zoning Variance	Variance required for change of use; no variance for parking
MEP / FP	Designed to meet code
Structure	New construction: steel framed building with composite slabs on metal deck and reinforced concrete foundations
Civil	No major change to previous Civil scope per original study; parking lot adjusted to avoid need of variance and to provide more trees and permeable surfaces
Code	Fully code compliant as designed
Construction Cost	\$20,844,145.00
Land Acquisition Cost	0

*amount excludes design team fees for work already complete



Church St Station
25,000 SF

Cost Estimates
Construction: \$20,844,145
Total Project: \$26,044,759



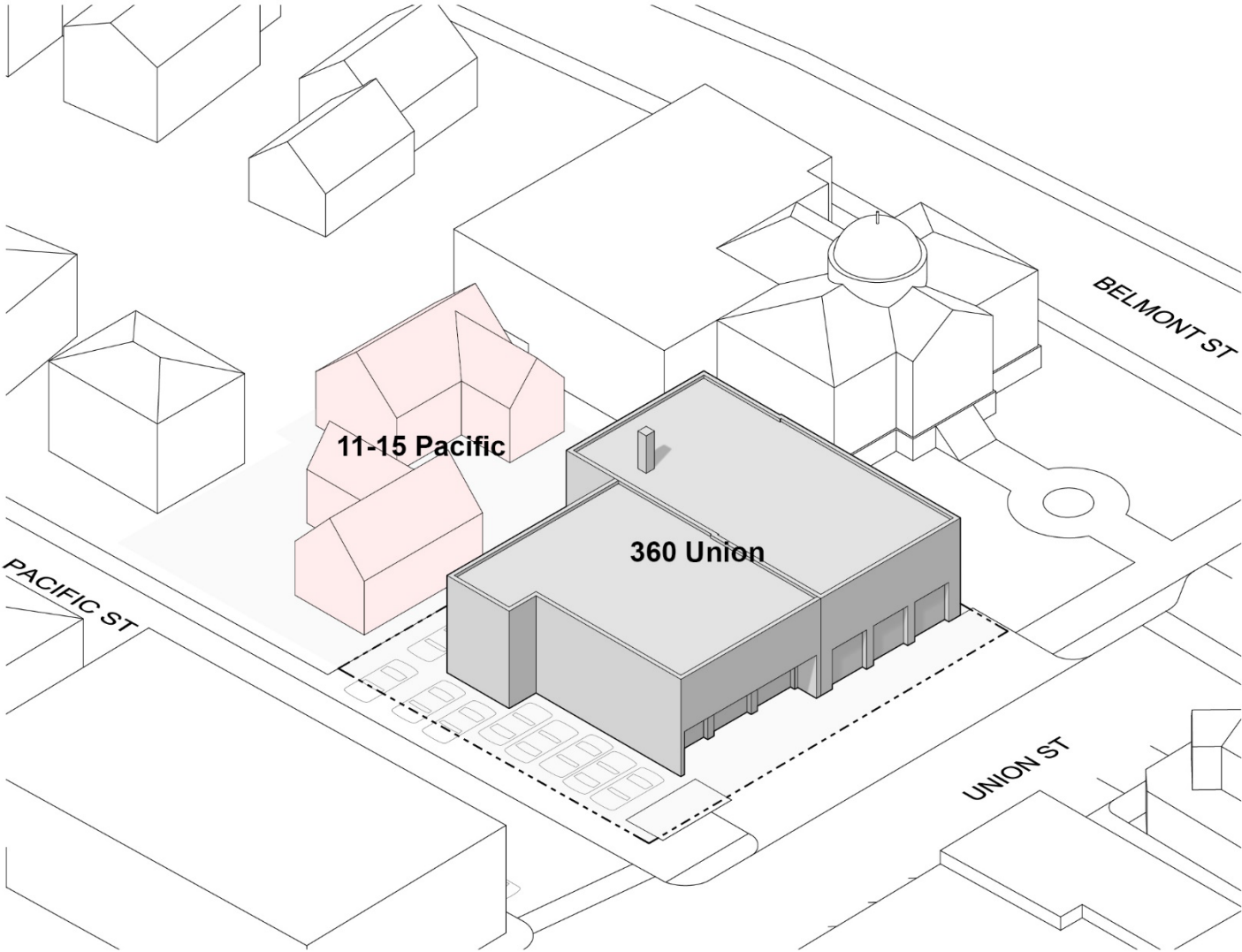
Union St Addition & Renovation
22,000 SF

Cost Estimates
Construction: \$13,379,012
Total Project: \$19,933,437

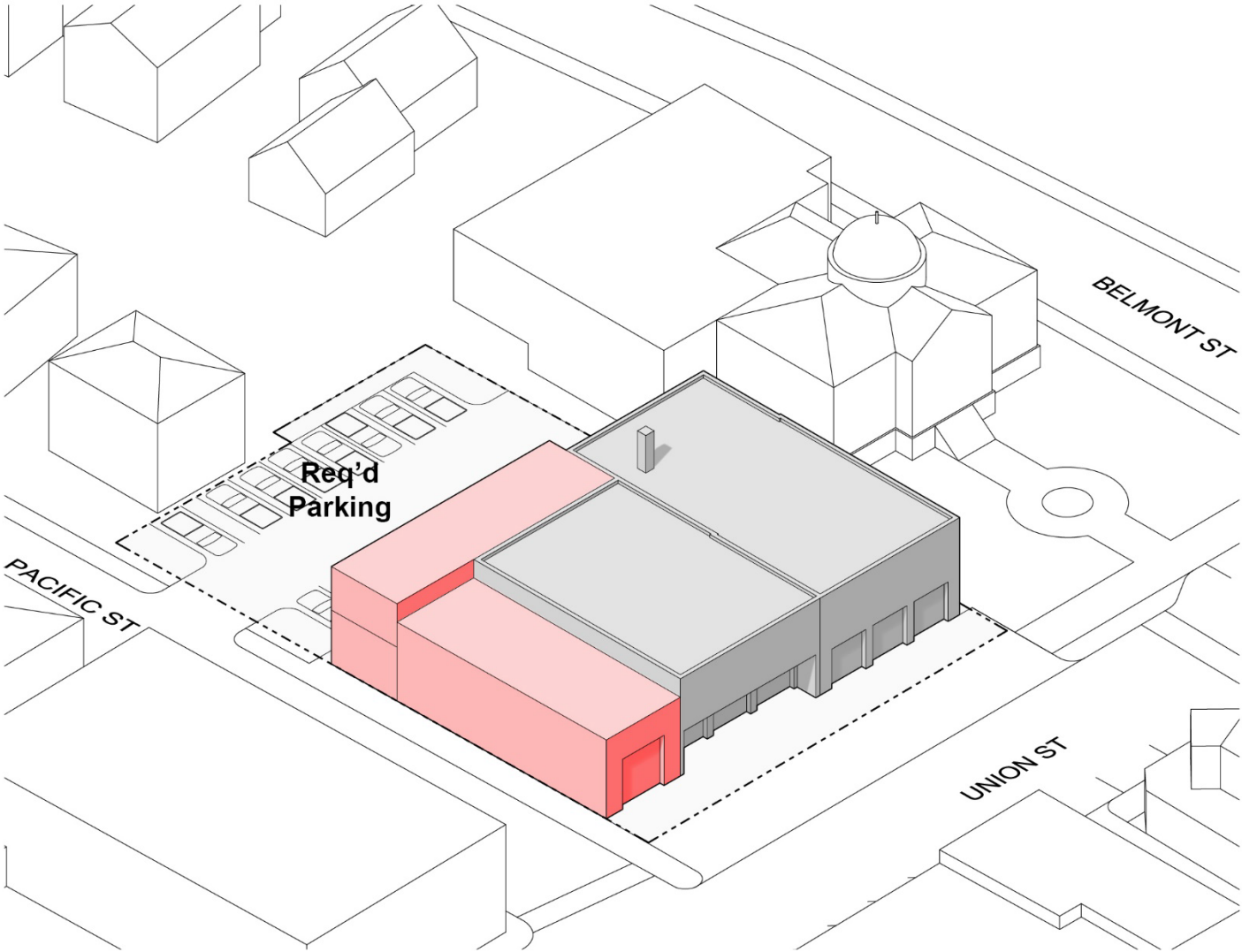


Union St Interior Renovation
15,000 SF

Cost Estimates
Construction: \$9,494,530
Total Project: \$14,039,777



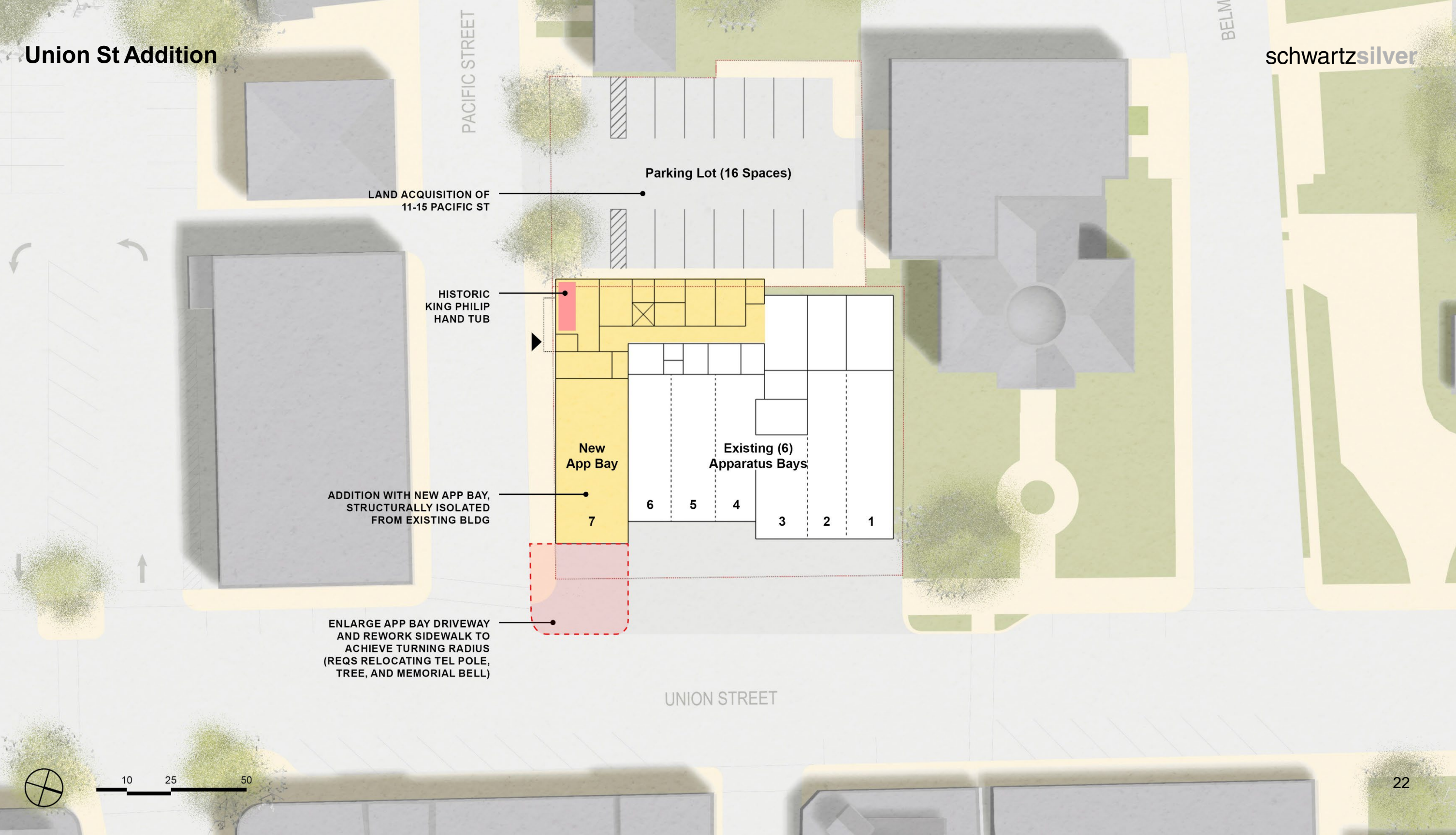
Existing Union St Station
360 Union St
17,527 SF



Union St Station Addition
360 Union St + 11-15 Pacific St
22,461 SF

Union St Addition

schwartzsilver





-



View from corner of Union St and Pacific St, looking northwest



King Philip visible in public lobby from Pacific & Union Streets



Union St Station Addition

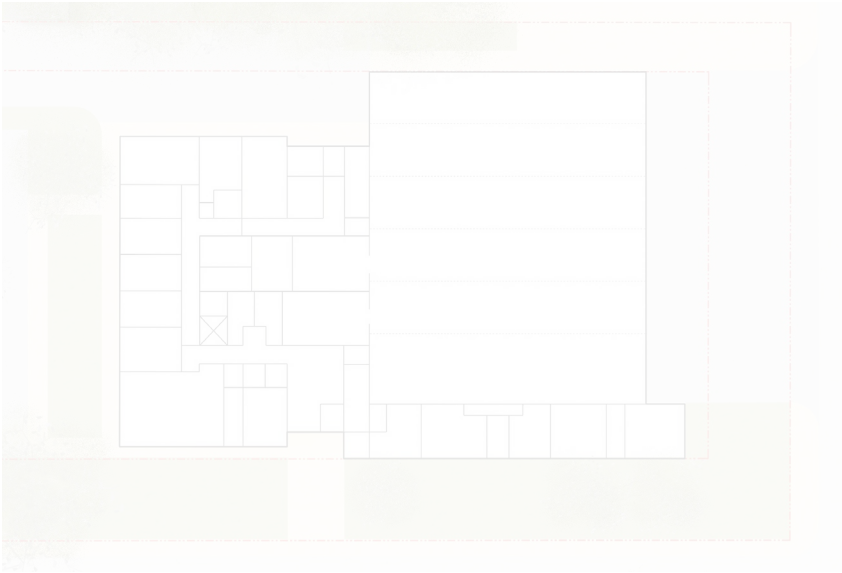
22,500 SF Addition & Renovation

Description	Budget
Construction Cost Total (\$595/SF)	\$13,379,012
Temporary Operations Facility	\$1,741,785
Continued A&E Services (~10% Construction Costs)	*\$1,512,080
Owner’s Project Manager (~5%)	\$756,040
Testing, Commissioning, FF&E (~4%)	\$604,831
Soft Costs Total	\$2,872,951
Owner’s Contingency (~5% Hard+Soft Costs)	\$899,687
Neighboring Site Acquisition (Estimate)	\$1,000,000
Neighboring Site Demolition (Estimate)	\$40,000
Project Total	\$19,933,437

Excerpt from Evaluation Matrix:

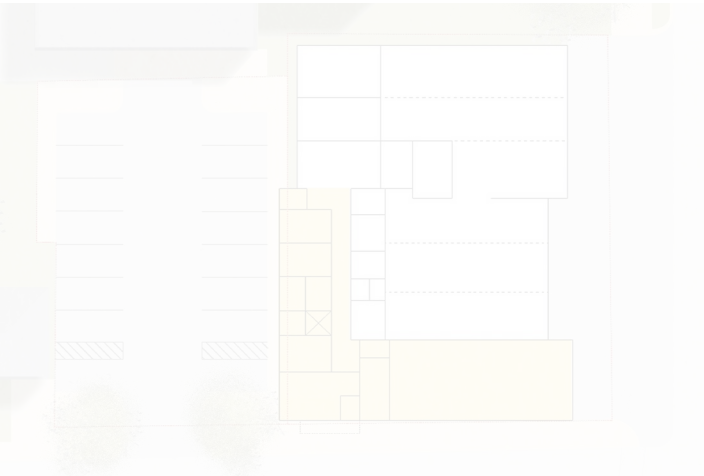
Evaluation Criteria	
Program Footprint Fit	Site area can support the required 1st floor program; ~21K SF total
Site Frontage / Ramp Area	Site frontage is less than ideal for required 6 apparatus bays (1 new; 6 existing to remain)
Apparatus Vehicle Fit	New apparatus bay for one regular sized Fire Truck
Health/Safety	New building will provide full separations with improved clearances in existing bays
Parking / Public Access	Off-street parking for both FF and Public and main entrance access from Pacific St (Private FF entrance off parking lot on North side of Bldg); 16 total spots
Outdoor Training / Open Space	Entirety of combined Union and Pacific St sites covered with building and parking lot; no additional open space
Level	Site is level
Location / Response Time	Site is located in the center of town with direct access to main street, Union St
Residential Impact	Site usage would not change (a municipal property facing Union Street). In addition to the conversion of a residential property at 11-15 Pacific to municipal use
Environmental Restrictions	No environmental restrictions
Demolition	Use of site requires selective demolition of unprotected historic building plus the demo of two houses at 11-15 Pacific St (~\$40K)
Eminent Domain	Required at 11-15 Pacific St (two existing houses) to meet parking requirements for proposed station enlargement
Existing Program Displacement	Existing program would be temporarily displaced; Temporary Operations facility to be erected on Church St site
Temporary Operations Cost	TBD - full temp ops proposed at church st site \$\$\$
Ownership / Property Acquisition	Town would need to acquire adjacent lot (11-15 Pacific St) to meet parking reqs for enlarged existing building
Zoning Variance	Variance required for parking
MEP / FP	Designed to meet code; no anticipated issues in existing building
Structure	New construction; steel framed building with composite slabs on metal deck and reinforced concrete foundations; Addition to be structurally separated from existing building with exp joint
Civil	Requirement to capture drainage within the proposed parking lot may trigger storm water report (catch basins, infiltration systems; grading of proposed parking lot to be ADA compliant
Code	Renovations costing more than 30% of assessed value of existing station (30% = ~\$1.2m) will result in requiring existing station to be fully compliant, including areas excluded from renovation scope
Construction Cost	\$15,120,798.00
Land Acquisition Cost	~\$1m (not included in Construction Cost)

*amount excludes design team fees for work already complete



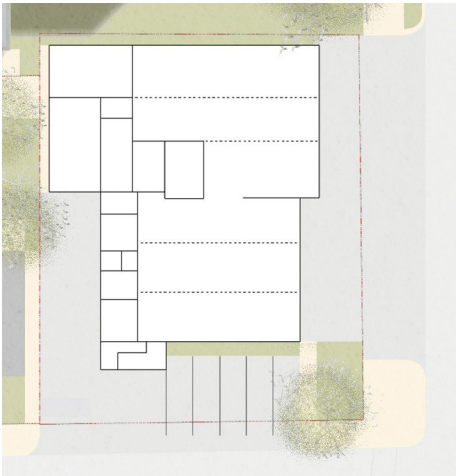
Church St Station
25,000 SF

Cost Estimates
Construction: \$20,844,145
Total Project: \$26,044,759



Union St Addition & Renovation
22,000 SF

Cost Estimates
Construction: \$13,379,012
Total Project: \$19,933,437



Union St Interior Renovation
15,000 SF

Cost Estimates
Construction: \$9,494,530
Total Project: \$14,039,777

PACIFIC STREET

BELM

BACK AREA TO
BE CLEAR FOR
USABLE BAY

PARKING TO
REMAIN AS IS

Existing (6)
Apparatus Bays

6

5

4

3

2

1

PRESERVE TREE, CURB,
AND MEMORIAL AS
CURRENTLY LOCATED

REPAIR EXISTING
APRON AND FRONT
OF SITE

UNION STREET



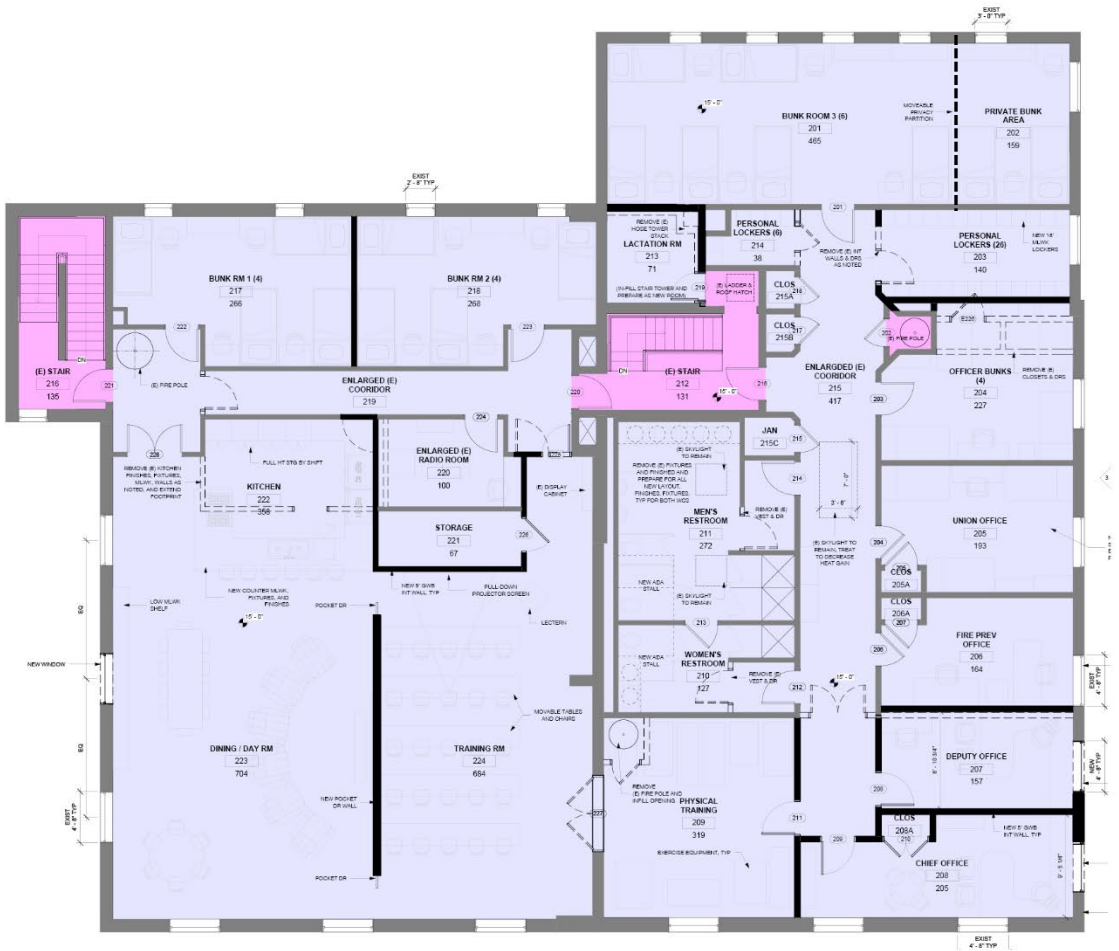
10

25

50

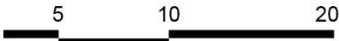


1st Floor Plan



2nd Floor Plan

No dedicated Public Entry away from FF



- Hot Zones (Firematic work spaces)
- Existing Walls
- New Walls
- Demolished
- Warm Zones (Health/Safety separation)
- Cold Zones (Admin, living spaces)
- Public/FD-Only Delineation

Union St Station Interior Renovation

25,700 SF New Construction

Description	Budget
Construction Cost Total (\$543/SF)	\$9,494,530
Temporary Operations Facility	\$1,741,785
Continued A&E Services (~10% Construction Costs)	*\$1,123,631
Owner’s Project Manager (~5%)	\$561,815
Testing, Commissioning, FF&E (~4%)	\$449,452
Soft Costs Total	\$3,960,387
Owner’s Contingency (~5% Hard+Soft Costs)	\$1,240,226
Project Total	\$14,039,777

Excerpt from Evaluation Matrix:

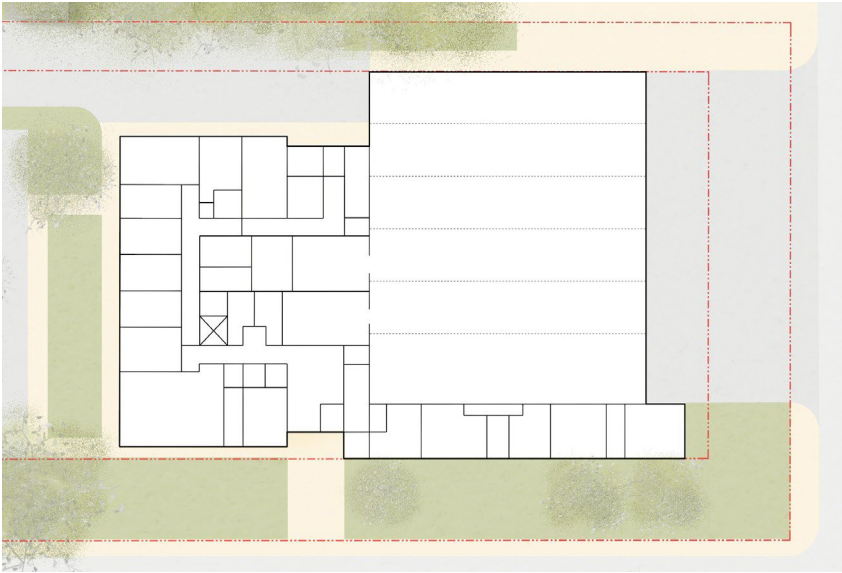
Evaluation Criteria	
Program Footprint Fit	Site area cannot support the required 1st floor program; ~15K SF
Site Frontage / Ramp Area	Site frontage is inadequate for required 6 apparatus bays (6 existing to remain)
Apparatus Vehicle Fit	Existing clearances are insufficient, custom alterations to vehicles are required
Health/Safety	Renovated existing building will provide safe separations; existing insufficient truck clearances improved with relocation of gear lockers but will remain less than recommended
Parking / Public Access	Existing off-street parking to remain as is
Outdoor Training / Open Space	Entirety of existing site covered with building and parking lot; no additional open space
Level	Site is level
Location / Response Time	Site is located in the center of town with direct access to Union Street.
Residential Impact	Site usage would not change (a municipal property facing Union Street)
Environmental Restrictions	No environmental restrictions
Demolition	Limited to Interior Renovation only; standard demolition for new fixtures and finishes throughout
Eminent Domain	N/A
Existing Program Displacement	Existing program would be temporarily displaced; Temporary Operations facility to be erected on Church St site
Temporary Operations Cost	TBD - full temp ops proposed at church st site \$\$\$
Ownership / Property Acquisition	Town owns the property
Zoning Variance	N/A
MEP / FP	Designed to meet code; no anticipated issues in existing building
Structure	Modifications to structural elements (beams, joists, columns, masonry walls) within existing building should be limited so that significant structural reinforcing is not required
Civil	No site changes or additions to be provided within civil scope
Code	Renovations costing more than 30% of assessed value of existing station (30% = \$1.19M) will result in requiring existing station to be fully compliant, including areas excluded from renovation scope
Construction Cost	\$11,236,316.00
Land Acquisition Cost	0

*amount excludes design team fees for work already complete

Building Committee
Chosen Options

	Church St	Union St Addition & Renovation	Union St Interior Renovation
Evaluation Criteria			
Program Footprint Fit	Site area can support the required program in reduced footprint; ~25K SF total	Site area can support the required 1st floor program; ~21K SF total	Site area cannot support the required 1st floor program; ~15K SF
Site Frontage / Ramp Area	Site frontage is adequate for required 6 apparatus bays	Site frontage is less than ideal for required 6 apparatus bays (1 new; 6 existing to remain)	Site frontage is inadequate for required 6 apparatus bays (6 existing to remain)
Apparatus Vehicle Fit	All apparatus bays provide adequate clearances	New apparatus bay for one regular sized Fire Truck	Existing clearances are insufficient, custom alterations to vehicles are required
Health/Safety	New building will provide full "Hot" / "Cold" separations with safe clearances	New building will provide full separations with improved clearances in existing bays	Renovated existing building will provide safe separations; existing insufficient truck clearances improved with relocation of gear lockers but will remain less than recommended
Parking / Public Access	Off-street parking for both FF and Public and main entrance access from Howard St (Private FF entrance on North side of Bldg); 29 total spots	Off-street parking for both FF and Public and main entrance access from Pacific St (Private FF entrance off parking lot on North side of Bldg); 16 total spots	Existing off-street parking to remain as is
Outdoor Training / Open Space	Open space available	Entirety of combined Union and Pacific St sites covered with building and parking lot; no additional open space	Entirety of existing site covered with building and parking lot; no additional open space
Level	Minimal slope over length of site (<1 story); No effect on site access	Site is level	Site is level
Location / Response Time	Site is located in the center of town	Site is located in the center of town with direct access to main street, Union St	Site is located in the center of town with direct access to Union Street.
Residential Impact	Site is currently a municipal property in a mixed-use neighborhood with residences; Howard St is narrow, Church is wide	Site usage would not change (a municipal property facing Union Street), in addition to the conversion of a residential property at 11-15 Pacific to municipal use	Site usage would not change (a municipal property facing Union Street)
Environmental Restrictions	No environmental restrictions	No environmental restrictions	No environmental restrictions
Demolition	Use of site requires the demolition of the existing school building	Use of site requires selective demolition of unprotected historic building plus the demo of two houses at 11-15 Pacific St (~\$40K)	Limited to Interior Renovation only; standard demolition for new fixtures and finishes throughout
Eminent Domain	N/A	Required at 11-15 Pacific St (two existing houses) to meet parking requirements for proposed station enlargement	N/A
Existing Program Displacement	Existing building on site is unused	Existing program would be temporarily displaced; Temporary Operations facility to be erected on Church St site	Existing program would be temporarily displaced; Temporary Operations facility to be erected on Church St site
Temporary Operations Cost	No Temp-ops required	TBD - full temp ops proposed at church st site \$\$\$	TBD - full temp ops proposed at church st site \$\$\$
Ownership / Property Acquisition	Town owns the property	Town would need to acquire adjacent lot (11-15 Pacific St) to meet parking reqs for enlarged existing building	Town owns the property
Zoning Variance	Variance required for change of use; no variance for parking	Variance required for parking	N/A
MEP / FP	Designed to meet code	Designed to meet code; no anticipated issues in existing building	Designed to meet code; no anticipated issues in existing building
Structure	New construction: steel framed building with composite slabs on metal deck and reinforced concrete foundations	New construction: steel framed building with composite slabs on metal deck and reinforced concrete foundations; Addition to be structurally separated from existing building with exp joint	Modifications to structural elements (beams, joists, columns, masonry walls) within existing building should be limited so that significant structural reinforcing is not required
Civil	No major change to previous Civil scope per original study; parking lot adjusted to avoid need of variance and to provide more trees and permeable surfaces	Requirement to capture drainage within the proposed parking lot may trigger storm water report (catch basins, infiltration systems; grading of proposed parking lot to be ADA compliant	No site changes or additions to be provided within civil scop
Code	Fully code compliant as designed	Renovations costing more than 30% of assessed value of existing station (30% = ~\$1.2m) will result in requiring existing station to be fully compliant, including areas excluded from renovation scope	Renovations costing more than 30% of assessed value of existing station (30% = \$1.19M) will result in requiring existing station to be fully compliant, including areas excluded from renovation scope
Construction Cost	\$20,844,145.00	\$15,120,798.00	\$11,236,316.00
Land Acquisition Cost	0	~\$1m (not included in Construction Cost)	0

← Insufficient overall space for required program



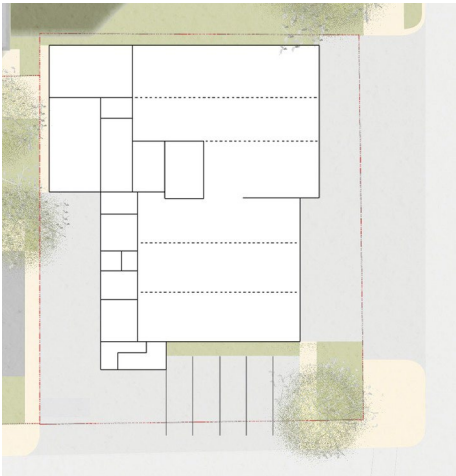
Church St Station
25,000 SF

Cost Estimates
Construction: \$20,844,145
Total Project: \$26,044,759



Union St Addition & Renovation
22,000 SF

Cost Estimates
Construction: \$13,379,012
Total Project: \$19,933,437



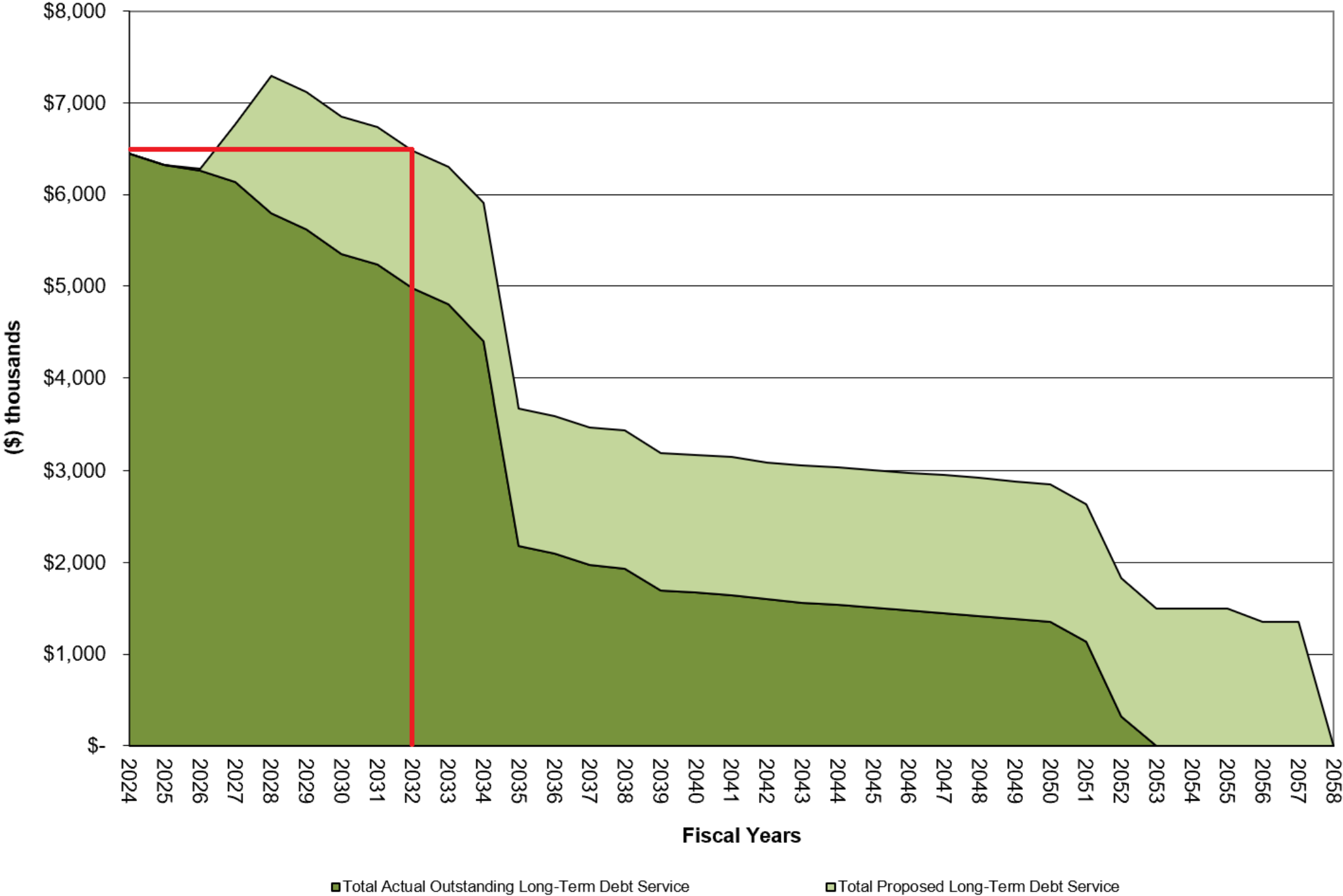
Union St Interior Renovation
15,000 SF

Cost Estimates
Construction: \$9,494,530
Total Project: \$14,039,777



	CHURCH ST	UNION ST Addition & Reno	UNION ST Interior Reno
Summer 2026 Start	\$20,844,145.00	\$13,379,012.23	\$9,494,529.58
1 YR - 3%	\$21,469,469.35	\$13,780,382.60	\$9,779,365.46
3 YRS - 9.3%	\$22,782,650.49	\$14,623,260.37	\$10,377,520.83
5 YRS - 15.9%	\$24,158,364.06	\$15,506,275.18	\$11,004,159.78
10 YRS - 34.3%	\$27,993,686.74	\$17,968,013.43	\$12,751,153.22

Town of Rockland, Massachusetts
Existing and Proposed Net Debt Service



Tax Implications



Church St Station
25,000 SF

Cost Estimates
Construction: \$20,844,145
Total Project: \$26,044,759

\$226 / year



Union St Addition & Renovation
22,000 SF

Cost Estimates
Construction: \$13,379,012
Total Project: \$19,933,437

\$173 / year



Union St Interior Renovation
15,000 SF

Cost Estimates
Construction: \$9,494,530
Total Project: \$14,039,777

\$122 / year

