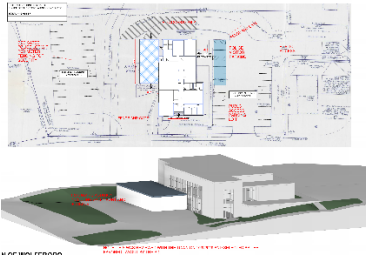
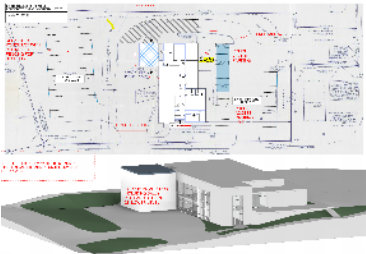
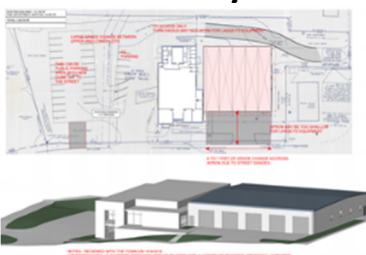
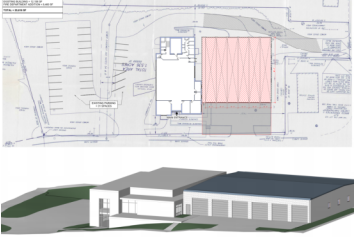
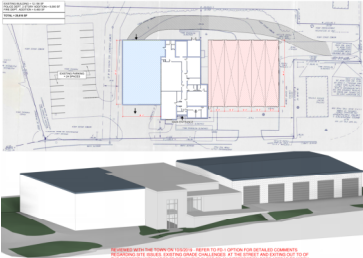


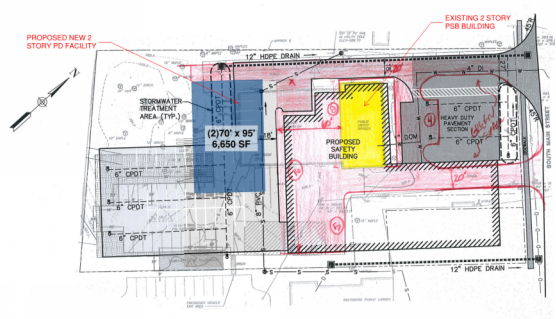
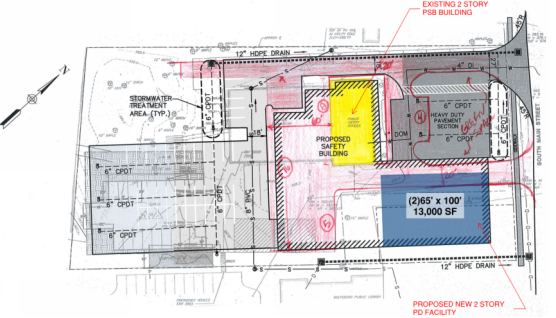
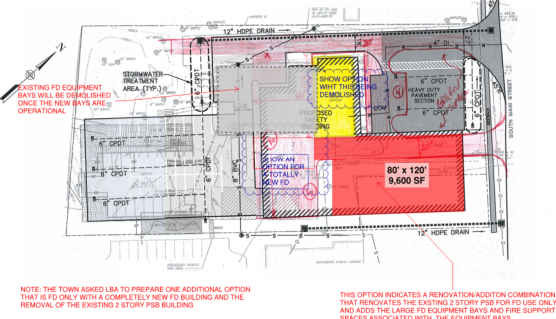
Town of Wolfeboro, NH Public Safety Building
Evaluation of Options Presented - Citizens Bank Site

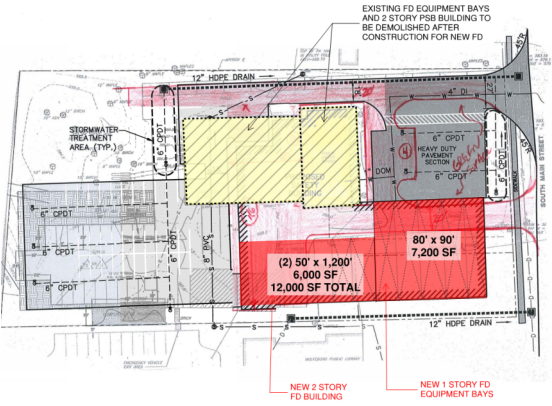
OPTION	SITE TEST FIT – GENERAL NOTES	ARCHITECTUTAL ITEMS	CIVIL ITEMS	PHASING IMPLICATIONS	SUMMARY
PD-1 PD Only 	The site option accommodates the PD Space program as a separate space program including 26 parking spaces in accordance with the PD Program. The “lower” parking lot will house the secured PD parking functions including staff, PD vehicles, and the car impound lot. The “upper” lot can serve public and visitors parking for the PD.	This option features a 1,500 SF one story addition to house the sallyport, booking, and holding areas. This option will utilize the entire 2 story bank building which is approximately 12,156 SF, to house the PD Program totaling approximately 13,656 SF.	<p>This option maintains the existing site layout, parking areas and grades on a tiered site. Steep grades on Center Street range from 5% - 10%.</p> <p>Three existing drive entrances onto Rte 28 (N. Main Street and 2 on Center Street) are maintained but a gated access is provided for the lower Center Street entrance to the east.</p> <p>The PD requested 6-8 additional spaces in the secured parking area.</p>	This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building.	<p>This option works for the PD Program. The PD preferred the 2 story option PD-2</p> <p>The site circulation and access to Main Street or Center Street are well suited to PD operations.</p>
PD-2 PD Only 	The site option accommodates the PD Space program including 26 parking spaces in accordance with the PD Program. The “lower” parking lot will house the secured PD parking functions including staff, PD vehicles, and the car impound lot. The “upper” lot can serve public and visitors parking for the PD.	This option features a 1,500 SF two story addition to house the sallyport, booking, and holding areas. This option will utilize the entire 2 story bank building which is approximately 12,156 SF, to house the PD Program totaling approximately 13,656 SF.	This option is similar to PD-1 above except the smaller foot print of the two story sally port provides potential space for additional PD parking spaces near the rear of the building (east side).	This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building.	<p>This option works for the PD Program. The PD preferred the 2 story option PD-2</p> <p>The site circulation and access to Main Street or Center Street are well suited to PD operations.</p>
FD-1 Fire Only 	This site option accommodates that FD space program as a separate entity from a combined facility, including 5 – 18 foot wide double loaded FD equipment bays. FD staff parking for staff and visitors indicated as 8 (I count 7?) parking spaces is indicated in the lower parking lot.	This option features a 8,460 SF 1 story high bay addition to house the FD equipment and support functions. This option will utilize the entire 2 story bank building which is approximately 12,156 SF, to house the FD Program totaling approximately 20,000 SF.	<p>This option widens the upper entrance on Center Street to accommodate five fire truck bays. This arrangement requires steep driveway grades to match Center Street and back in parking maneuvers from Center Street.</p> <p>A new driveway entrance to Center Street at the lower parking lot would provide dedicated access and use as a public parking area. However, the steep slopes in this area would require grading changes and a new driveway approval by NHDOT.</p>	This option is dependent on the relocation of the PD on another site or remaining at the current location of the Public Safety Building. Upon completion of construction of the FD on the Bank site, the remaining portions of the existing PSB would be renovated to accommodate the PD space program.	<p>This option does not appear to work for the FD due to the grade changes on Center Street at the location of the proposed FD equipment apron</p> <p><u>Site circulation and access will be a challenge for large fire trucks.</u> Traffic queuing patterns for the Pickering Corner intersection will also be a factor when deploying (or returning) fire trucks. Currently and in planning study design concepts, vehicle stacking could extend to the lower drive entrance or further down Center Street. Traffic would have to be stopped to allow room for truck turning movements in and out of the driveway. As a result, response times could be slower during peak traffic times.</p>

<div><div>FD-2 Fire Only</div><div></div></div>	<p>This site option accommodates the FD space program as a separate entity from a combined facility, including 6 – 15 foot wide front accessed double loaded FD equipment bays. FD staff parking for staff and visitors indicated as 8 parking spaces is indicated in the lower parking lot.</p>	<p>This option features a 8,460 SF 1 story high bay addition to house the FD equipment and support functions. This option will utilize the entire 2 story bank building which is approximately 12,156 SF, to house the FD Program totaling approximately 20,000 SF.</p>	<p>This option widens the upper entrance on Center Street to accommodate six fire truck bays. <u>This arrangement requires steep driveway grades to match Center Street and back in parking maneuvers from Center Street.</u></p> <p>A new driveway entrance to Center Street at the lower parking lot would provide dedicated access and use as a public parking area. However, the steep slopes in this area would require grading changes and a new driveway approval by NHDOT.</p>	<p>This option is dependent on the relocation of the PD on another site or remaining at the current location of the Public Safety Building. Upon completion of construction of the FD on the Bank site, the remaining portions of the existing PSB would be renovated to accommodate the PD space program.</p>	<p>This option does not appear to work for the FD due to the grade changes on Center Street at the location of the proposed FD equipment apron</p> <p><u>Site circulation and access will be a challenge for large fire trucks.</u> Traffic queuing patterns for the Pickering Corner intersection will also be a factor when deploying (or returning) fire trucks. Currently and in planning study design concepts, vehicle stacking could extend to the lower drive entrance or further down Center Street. Traffic would have to be stopped to allow room for truck turning movements in and out of the driveway. As a result, response times could be slower during peak traffic times.</p>
<div><div>Combined PD – FD</div><div></div></div>	<p>This site option accommodates the PD and FD space programs as a combined entity, including 5 – 18 foot wide front accessed double loaded FD equipment bays. PD and FD staff parking for staff and visitors indicated as 34 parking spaces is indicated in the lower parking lot which can accommodate only 24 spaces (10 spaces short)</p>	<p>This option features a PD two story 9,000 SF and a one story 8,460 SF high bay addition to house the FD equipment and support functions. This option will utilize the entire 2 story bank building which is approximately 12,156 SF to house the combined/shared PD and FD functions for a facility totaling approximately 29,600 SF</p>	<p>This option widens the upper entrance on Center Street to accommodate five fire truck bays. This arrangement requires steep driveway grades to match Center Street and back in parking maneuvers from Center Street.</p> <p>A new driveway entrance to Center Street at the lower parking lot would provide dedicated access and use as a public parking area. However, the steep slopes in this area would require grading changes and a new driveway approval by NHDOT.</p>	<p>From a phasing standpoint this option allows for the construction of the new facility while the existing PSB remains fully functional. Upon completion and relocation of the PD and FD to the new site, the Town may choose to repurpose the existing PSB to a new use, or demolish it.</p>	<p>This option does not appear to work for the FD due to the grade changes on Center Street at the location of the proposed FD equipment</p> <p><u>Site circulation and access will be a challenge for large fire trucks.</u> Traffic queuing patterns for the Pickering Corner intersection will also be a factor when deploying (or returning) fire trucks. Currently and in planning study design concepts, vehicle stacking could extend to the lower drive entrance or further down Center Street. Traffic would have to be stopped to allow room for truck turning movements in and out of the driveway. <u>As a result, response times could be slower during peak traffic times.</u></p> <p>In addition, the lower parking lot can only accommodate 24 parking spaces, 10 spaces short of the required 34.</p>

Town of Wolfeboro, NH Public Safety Building
Evaluation of Options Presented - Existing PSB Site

OPTION	SITE FIT – GENERAL NOTES	ARCHITECTUTAL ITEMS	CIVIL ITEMS	PHASING IMPLICATIONS	SUMMARY
<div>PD-A</div> <div></div>	<p>The site option accommodates the PD Space program as a separate space program including 29 spaces (8+16+5 = 29) parking spaces in accordance with the PD Program. The existing PSB facility remains in place until the new PD building is constructed and the PD relocates to the new facility. At that time it can repurposed to a separate FD facility, a new Town function, or demolished.</p>	<p>This option features a new one story 13,200 SF PD building which will include all the PD Space Program elements. A one story building removes the requirements for internal fire stairs and an elevator. The existing PSB building will remain in place as noted in the General Notes.</p>	<p>The site layout for this option maintains existing drive entrances on Rte 28 South Main Street. The parking area in front of the new PD building would allow shared spaces for other uses at the existing PSB building. A secure drive entrance to the north side of the building would provide access to the sally port and impound area.</p>	<p>This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building with a new FD equipment bay location. To implement this option the phasing would include:</p> <ul style="list-style-type: none">• Relocation of the FD or the construction of new FD Equipment Bays.• Demolition of the existing bays• Construction of the new PD• Relocation of the PD from the existing PSB• Optional – if the FD remains on the current site, renovate the PSB building for FD only	<p>This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building with reconfigured FD equipment bays.</p> <p><u>The site layout for this option is simple and efficient</u> because it maintains a majority of the existing paved areas and existing driveways to Rte 28 South Main Street.</p>
<div>PD-B</div> <div></div>	<p>The site option accommodates the PD Space program as a separate space program including 29 parking spaces in accordance with the PD Program. <u>The location of the building is on the South side of the property.</u> The existing PSB facility remains in place until the new PD building is constructed and the PD relocates to the new facility. At that time it can repurposed to a FD only facility, a new Town function, or demolished.</p>	<p>This option features a new two story 13,200 SF PD building with a footprint of approximately 6,650 SF which will include all the PD Space Program elements. A two story building requires 2 to 3 internal fire stairs and an elevator. The existing PSB building will remain in place as noted in the General Notes.</p>	<p>The site layout for this option maintains existing drive entrances on Rte 28 South Main Street. The parking area in front of the new PD building would allow shared spaces for other uses at the existing PSB building. A secure drive entrance to the north side of the building would provide access to the sally port and impound area. Existing green space in the northwest corner of the lot would be preserved.</p>	<p>This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building with a new FD equipment bay location. To implement this option the phasing would include:</p> <ul style="list-style-type: none">• Relocation of the FD or the construction of new FD Equipment Bays.• Demolition of the existing bays• Construction of the new PD• Relocation of the PD from the existing PSB <p>Optional – if the FD remains on the current site, renovate the PSB building for FD only</p>	<p>This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building with reconfigured FD equipment bays.</p> <p><u>The site layout for this option is simple and efficient</u> because it maintains a majority of the existing paved areas and existing driveways to Rte 28 South Main Street.</p>

<p>PD-C</p>  <p>REVIEWED WITH THE TOWN 10/29/2019 - THIS OPTION IS PD ONLY AND IS BASED ON THE FD MOVING TO THE BANK SITE OR ANOTHER SITE. IF THE BANK SITE DOES NOT WORK FOR THE FD RELOCATION, THEN THIS OPTION DOES NOT WORK AS WELL.</p>	<p>The site option accommodates the PD Space program as a separate space program including 26 parking spaces in accordance with the PD Program. <u>The location of the building is on the North side of the property.</u> The existing PSB facility remains in place until the new PD building is constructed and the PD relocates to the new facility. At that time it can repurposed to a FD only facility, a new Town function, or demolished.</p>	<p>This option features a new two story 13,200 SF PD building with a footprint of approximately 6,650 SF which will include all the PD Space Program elements. A two story building requires 2 to 3 internal fire stairs and an elevator. The existing PSB building will remain in place as noted in the General Notes.</p>	<p>The site layout for this option maintains existing drive entrances on Rte 28 South Main Street. The parking area in front of the new PD building would allow shared spaces for other uses at the existing PSB building.</p> <p>A secure drive entrance to the south side of the building would provide access to the sally port and impound area in the existing paved area at the back of the site. Existing green space in the northwest corner of the lot would be preserved.</p>	<p>This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building with a new FD equipment bay location. To implement this option the phasing would include:</p> <ul style="list-style-type: none">• Relocation of the FD or the construction of new FD Equipment Bays.• Demolition of the existing bays• Construction of the new PD• Relocation of the PD from the existing PSB <p>Optional – if the FD remains on the current site, renovate the PSB building for FD only</p>	<p>This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building with reconfigured FD equipment bays.</p> <p><u>The site layout for this option is simple and efficient</u> because it maintains a majority of the existing paved areas and existing driveways to Rte 28 South Main Street.</p>
<p>PD-D</p>  <p>REVIEWED WITH THE TOWN 10/29/2019 - THIS OPTION IS PD ONLY AND IS BASED ON THE FD MOVING TO THE BANK SITE OR ANOTHER SITE. IF THE BANK SITE DOES NOT WORK FOR THE FD RELOCATION, THEN THIS OPTION DOES NOT WORK AS WELL.</p>	<p>The site option accommodates the PD Space program as a separate space program including 26 parking spaces in accordance with the PD Program. <u>The location of the building is in the Southeast side of the property.</u> The existing PSB facility remains in place until the new PD building is constructed and the PD relocates to the new facility and the FD can remain operations during the construction of the building assuming the FD can still utilize the existing FD Equipment bays. At that time the PSB building can repurposed to a FD only facility, a new Town function, or demolished.</p>	<p>This option features a new two story 13,200 SF PD building with a footprint of approximately 6,650 SF which will include all the PD Space Program elements. A two story building requires 2 to 3 internal fire stairs and an elevator. The existing PSB building will remain in place as noted in the General Notes.</p>	<p>The site layout for this option maintains only the northern drive entrance. Public and visitor parking would be in a new paved area in front of the new PD and existing PSB (shared parking). Police parking and impound area would be located on existing paved areas in the back of the lot.</p>	<p>This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building with the existing FD equipment bays. To implement this option the phasing would include:</p> <ul style="list-style-type: none">• Relocation of the FD• Construction of the new PD• Relocation of the PD from the existing PSB• Optional – if the FD remains on the current site, renovate the PSB building for FD only and enlarge the FD bays.	<p>This option is dependent on the relocation of the FD on another site or remaining at the current location of the Public Safety Building with reconfigured FD equipment bays (depending on the ability of the FD to utilize the bays during the construction of the new PD)</p> <p>This option concentrates the facilities at the front of the lot in areas that are currently landscaped. Previously developed impervious areas at the rear of the lot could be restored.</p>
<p>FD-A</p>  <p>NOTE: THE TOWN ASKED LBA TO PREPARE ONE ADDITIONAL OPTION THAT IS FD ONLY WITH A COMPLETELY NEW PD BUILDING AND THE REMOVAL OF THE EXISTING 2 STORY PSB BUILDING</p> <p>THIS OPTION INDICATES A RENOVATION/ADDITION COMBINATION THAT RENOVATES THE EXISTING 2 STORY PSB FOR FD USE ONLY AND ADDS THE LARGE FD EQUIPMENT BAYS AND FIRE SUPPORT SPACES ASSOCIATED WITH THE EQUIPMENT BAYS</p>	<p>This site option accommodates the FD space program as a separate entity, including 5 – 15 foot wide front accessed double loaded FD equipment bays. FD staff parking for staff and visitors indicated as 8 parking spaces will be accommodated in site.</p>	<p>This option features a 9,600 SF 1 story high bay addition to house the FD equipment and support functions. This option will utilize the entire 2 story PSB building which is approximately 6,400 SF, to house the FD Program totaling approximately 16,000 SF. <i>(The total SF of a separate FD needs to be reviewed by the FD. FD Programmatic requirements may be closer to 19,000 SF)</i></p>	<p>The site layout for this option maintains only the northern drive entrance. Parking would be to the back of the site behind the FD buildings.</p> <p>The existing sewer line running through the lot would need to be located outside the proposed FD building foot print.</p>	<p>This option is dependent on the relocation of the PD on another site. The phasing is as follows:</p> <ul style="list-style-type: none">• Relocate the PD to another site• Construct the new FD equipment bays• Upon completion of construction of the FD equipment bays, the existing bays will be demolished, and the remaining portions of the existing PSB would be renovated to accommodate the FD space program.	<p>This option is dependent on the relocation of the PD to another location, and the ability of the FD to continue to utilize the existing FD bays during the construction of the new equipment bays.</p> <p>This option concentrates the facilities at the front of the lot in areas that are currently landscaped. Previously developed impervious areas at the rear of the lot could be restored.</p>

<div><div>FD-B</div><div></div></div>	<p>This site option accommodates the FD space program as a separate entity in a new building, including 5 – 15 foot wide front accessed double loaded FD equipment bays. FD staff parking for staff and visitors indicated as 8 parking spaces will be accommodated on site.</p>	<p>This option features a totally new FD facility comprised of a 7,200 SF 1 story high bay portion to house the FD equipment (5 bays at 15 FT each) and FD support functions and a 2 story new section with a 6,000 SF footprint totaling 12,000 SF. The total SF of this option is approximately 19,200 SF. The scale of this proposed new FD building would be similar in scale and massing to the adjacent library addition/renovation.</p>	<p>The site layout for this option maintains only the northern drive entrance. Parking would be to the back of the site behind the FD buildings.</p> <p>The existing sewer line running through the lot would need to be located outside the proposed FD building foot print.</p>	<p>This option is dependent on the relocation of the PD on another site. Upon completion of construction of the new FD facility, the existing FD bays and adjacent 2 story PSB building would be demolished. To implement this option the phasing would include:</p> <ul style="list-style-type: none">• Relocation of the PD• Construction of the new FD• Relocation of the FD from the existing PSB• Demolish the existing FD bays and PSB building.	<p>This option is dependent on the relocation of the PD to another location, and the ability of the FD to continue to utilize the existing FD bays during the construction of the new FD facility</p> <p>This option concentrates the facilities at the front of the lot in areas that are currently landscaped. Previously developed impervious areas at the rear of the lot could be restored.</p>
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