



Fairhaven Board of Selectmen

November 17, 2014 Meeting Minutes

Present: Chairman Robert J. Espindola, Vice-Chairman Geoffrey Haworth, Clerk Charles K. Murphy, Executive Secretary Jeffrey Osuch, and Administrative Assistant Anne Kakley.

Chairman Robert J. Espindola called the meeting to order in the Town Hall Banquet Room at 6:34 p.m. The meeting was telecast and video recorded by Government Access and audio recorded by Anne Kakley.

ARTWORK DONATION

The Board met with Richard Dube to accept a gift of a wooden bust of Town benefactor Henry Huttleston Rogers, which was hand carved out of pine wood by Mr. Dube. Mr. Murphy presented the gift, adding that Mr. Dube also gifted a wooden carving of Mark Twain and presented it to the library. Mr. Dube handed the gift to the Chairman. The Board thanked Mr. Dube for the gift, and noted that the bust will be displayed in the Selectmen's Office.

MINUTES

- Mr. Haworth motioned to approve the minutes of the **November 3, 2014** meeting, **open** session. Mr. Murphy seconded. Vote was unanimous. (3-0).
- Mr. Haworth motioned to approve the minutes of the **November 3, 2014** meeting, **executive** session. Mr. Murphy seconded. Vote was unanimous. (3-0).

EXECUTIVE SECRETARY'S REPORT

In his report, Mr. Osuch updated the Selectmen on the following meetings and events:

- **Tuesday, November 18**
 - 2:00 p.m. – Preconstruction hearing with PO Roofing – Police and Fire Roof Project
 - 4:00 p.m. – Capital Planning Committee
- **Thursday, November 20**
 - 7:30 a.m. to 9:00 a.m. – Forum meeting at the BBC office in New Bedford
 - 9:00 a.m. to 10:00 a.m. – Retirement Board meeting
 - 7:00 p.m. – Finance Committee
- **Sunday, November 23**
 - New Bedford Vocational High School Ribbon Cutting

- Tuesday, **November 25**
 - 11:00 a.m. – BCBS Wellness Meeting
- Thursday, **November 27**
 - Thanksgiving – Town Hall closed
- Friday, **November 28**
 - Holiday – Town Hall closed
- Monday, **December 1**
 - 6:30 p.m. – Selectmen’s Meeting

UPCOMING MEETING TOPICS

Mr. Osuch advised the Board to discuss at an upcoming meeting the setting of Union Wharf rates and to discuss the FY16 budget. Mr. Osuch said that the Town was likely charging too little for the Union Wharf lobster basin.

MUTUAL AID AGREEMENT – UMASS DARTMOUTH

The Board reviewed a Mutual Aid Agreement with the University of Massachusetts – Dartmouth for the Fairhaven Police Department. The Agreement is similar to a previously-signed agreement that would give Fairhaven police the ability to act in their official capacity in outlying municipalities, only this agreement would give Fairhaven police the authority to act as law enforcement at the UMass Dartmouth campus as well.

Mr. Haworth motioned to sign (see Attachment A). Mr. Murphy seconded. Vote was unanimous. (3-0).

ANIMAL SHELTER DONATIONS

Mr. Haworth motioned to accept \$779 in donations to the Animal Shelter Gift Account. Mr. Murphy seconded. Vote was unanimous. (3-0).

DISPATCHER RESIGNATION

Because there was still some time before the first appointment, Mr. Haworth motioned to take Correspondence out of order. Mr. Murphy seconded. Vote was unanimous. (3-0).

The Chairman read a letter of resignation from Police Dispatcher Julie Morel. In her letter, Ms. Morel gave her last day as being October 31, 2014.

Mr. Espindola thanked Ms. Morel for her years of work.

Mr. Haworth motioned to accept the resignation and post the position. Mr. Murphy seconded. Vote was unanimous. (3-0).

COMCAST BUILDING MOVE

Mr. Espindola read a letter from Mary O’Keefe of Comcast (see Attachment B). Ms. O’Keefe noted that the Fairhaven Comcast Customer Care Center will be closing and moving to their New Bedford location. The Fairhaven building will be used for some Comcast operations, but will no longer be a customer service center.

MUNICIPAL AGGREGATION OF ELECTRICITY

At 6:50 p.m., the Board met with John O’Rourke of Good Energy and Ross Perry of SRPEDD. Mr. O’Rourke and Mr. Perry gave a brief overview to the services provided by Good Energy, and the SRPEDD initiative to create an energy purchase consortium of area municipalities. The first step in the process will be for Town Meeting to authorize SRPEDD to go to bid for an energy purchasing consultant to provide the RFP services for energy purchase.

Mr. Perry said that the aggregation program is a chance for the Town to group services with at least seven other municipalities (and as many as 13), which will provide a lower and more stable electricity rate for the end user. See Attachments C.

Mr. Haworth said that the average contract is 24 to 30 months – he asked if NSTAR’s rates are lower at any time in the contract period, what the consumer’s rights would be. Mr. Perry answered that they the consumer opt out of the contract but could not opt back in until the end of the contract period.

Mr. Murphy said that he has been concerned about offers from electricity providers to give gift cards out to consumers who, in the end, pay more for their electricity than they need to. For that reason, Mr. Murphy said he would support the effort to aggregate their purchasing power.

Mr. Ross added that if the Town did not like the electricity rates obtained, it would not be obliged to sign a contract.

Mr. Murphy asked if Mr. Ross and Mr. O’Rourke would be present at the December 9, 2014 Special Town Meeting to help explain the article. Both answered that either they would be present or a representative would be present.

Mr. Osuch asked if Good Energy was currently bidding for rates yet anywhere. Mr. O’Rourke said that they are out to bid in Illinois, but that it was not comparable to Massachusetts rates. He indicated that he thought they would be able to get a consortium of 100,000 or more users in MA and obtain lower rates than National Grid/NSTAR.

211 MILL ROAD

At 7:11 p.m., the Board met with Police Chief Michael Myers and Fire Chief Timothy Francis to discuss the 211 Mill Road 61A article on the Special Town Meeting warrant.

Mr. Osuch provided a presentation on the 211 Mill Road purchase – see Attachment D.

Mr. Espindola clarified that the Selectmen did not go seeking out this land purchase, but was offered the land in a right of first refusal from owner Philip Denormandie.

Chief Myers said that the Police Department has a serious need for a modern public safety building and that 211 Mill Road was a suitable location for their needs. The Police and Fire Chiefs worked with architects CDR Maguire to create a Public Safety Facility Study Draft Report (See Attachment E).

Chief Francis said that the report was provided at no cost to the Town. He added that the Fire Department is overcrowded, too close to neighbors for training, and that expensive equipment cannot be adequately stored.

Mr. Osuch said that the current public safety facility is not suitable for the Town's current needs. Records retention is an issue, in addition to the previously mentioned issues. He said that it is difficult to upgrade an existing building that is occupied 24/7. He said that it would not have to be tied into the 211 Mill Road purchase. Mr. Osuch said that the purchase would be important either way, as the property has real value to the Town for new growth. The Town could commit to pay off the short-term bond by committing any Town land sales revenue to paying off the note.

Mr. Haworth added that the property could generate better revenue than that of a solar farm.

Mr. Murphy agreed that the property has potential for municipal use and new growth.

The Board asked Ms. Kakley to place the Maguire report online (Attachment E).

John Roderiques was recognized by the Chairman. Mr. Roderiques said that he did not see how the Town could use the sale of land to offset the note if the Selectmen would not commit to selling 124 Alden Road.

Mr. Haworth said that he had asked to hold off on the auction of 124 Alden Road until after the Special Town Meeting to keep their options open, but that if the 211 Mill Road article passes at Town Meeting, the Board was committed to selling 124 Alden to offset the cost.

Mr. Murphy agreed, saying that he is still committed to selling the 124 Alden Road property.

CDBG 2015 COMMUNITY DEVELOPMENT STRATEGY AND APPLICATION

At 7:50 p.m., the Chairman opened a public hearing for the CDBG Community Development Strategy and 2015 Application. Town Planner/CDBG Administrator Bill Roth was present.

Mr. Roth said that this year the Town would be limited in funds received, but that they would try to focus on some smaller infrastructure and accessibility projects. See Attachment F for the draft copy of the Community Development Strategy.

Mr. Haworth said that CDBG has brought a lot to the Town in the way of infrastructure and that he would support this most recent project.

Karen Vilandry was recognized by the Chairman. Ms. Vilandry said that she had not yet received a copy of the Community Development Strategy and noted that Mr. Roth said changes would be made to the document. She suggested rescheduling the hearing on the Community Development Strategy to allow time to review the document. Mr. Roth said that there was no need to reschedule, as the hearing is one of three hearings. Ms. Vilandry asked if Mr. Roth could post the document to the Town website. Mr. Roth said that he would.

At 7:59 p.m., the Chairman closed the hearing.

TREE HEARING – FRANCIS STREET PROJECT

At 8:00 p.m., the Chairman opened a public hearing for the removal of 14 trees as a part of the CDBG FY14 Francis Street Reconstruction project. The 14 trees are located on Francis Street, Massasoit Ave, Elm Ave, and Linden Ave. Both Town Planner Bill Roth and Tree Warden Tony Medeiros were present.

Mr. Roth explained that he has held nine public hearings related to the Francis Street project and that at every stage of the project, tree removal was discussed to allow for new utilities and roadway. See Attachment F. Mr. Roth further explained that the tree roots are growing into catch basins and that the tree at 59 Elm Street has a cavity in it and the Tree Warden recommends its removal. Additionally, the tree at 41 Elm Ave has blight. Mr. Roth said that the project will do extensive damage to the roots of the trees and that their removal would be required for the work. He added that they would replant as many trees as they remove, and possibly more.

Mr. Espindola noted that the replacement of trees was budgeted into the CDBG project, but only if the current trees are removed as a part of the project; if the Town removed the trees at a later date or weakened the trees with construction, the Town would have to bear the cost of their replacement.

Mr. Haworth said that he went and looked at the trees and that most of the trees are in bad shape. The canopies on some of them have been damaged from utility trimming. He said that he understood the concerns of some of the neighborhood residents, but that all trees have a “life expectancy” and that the removal will be essential to infrastructure improvements and accessibility upgrades.

Mr. Murphy said that two of the trees on Elm Street are specifically for accessibility. Mr. Roth added that he had asked the owner of the abutting property for a deeded easement to go around the trees but that the owner preferred tree removal over an easement.

Mr. Medeiros said that a lot of the flagged trees were old and needed to be removed. He said that he was more concerned if the construction took place around the trees that the roots would be weakened and the trees could pose a safety risk to the neighborhood in a storm as a result.

Diane Hahn was recognized by the Chairman. Ms. Hahn said that she supported the work of the CDBG Department and that she was not interested in dissuading the Town from the tree removal as a part of the project, but she said she thought the Town could improve its communication. Ms. Hahn said that she went to the public meetings and did not remember a discussion on tree removal or remember materials received regarding tree removal. She expressed frustration that the Board of Selectmen received pictures of the trees to be removed but the public did not.

Mr. Roth disagreed, saying that the notices he provided to the neighbors in advance of the hearings included courtesy tree removal plans for their reference. He said that he goes “above and beyond” in noticing the public to the CDBG projects.

Ms. Hahn asked if the CDBG project was an opportunity to ask for a Stop sign in the neighborhood. Mr. Roth said that it could not be a part of the project but he would speak with her later.

Karen Vilandry was recognized by the Chairman. Ms. Vilandry spoke in favor of keeping the old growth and distributed a document to the Board. See Attachment G.

Anne Fortin was recognized by the Chairman. She said that she did receive the notice of the tree removal and that the tree on the corner of her property does need to come down. She said that she just wanted confirmation that the trees would be replaced. Mr. Roth and Mr. Medeiros confirmed that they would.

Highway Superintendent John Charbonneau was recognized by the Chairman. Mr. Charbonneau said that in his 15 years of working for the Town, they have not had good results in trying to save old growth around infrastructure projects. He said they have tried to save trees before only to have to remove them later, and sometimes the trees have fallen on houses.

Mr. Haworth motioned to remove the 14 trees as outlined in Attachment F. Mr. Murphy seconded. Vote was unanimous. (3-0). The Chairman closed the hearing at 8:23 p.m.

SPECIAL TOWN MEETING

Article 7 – 211 Mill Road – Mr. Osuch said that the Town could consider a short term (two or three year, interest-only) note in the purchase of 211 Mill Road, and commit the revenue from the 124 Alden Road auction to pay down the note. Mr. Murphy said that he still thought 211 Mill Road was a great opportunity for the Town and that he would prefer the short-term note and the use of auction revenue to defray the cost.

Mr. Espindola said that he supported using one-time revenue for long-term benefit and added that they may be able to use wind turbine income (either the annual land lease or the monthly energy income) to pay down the note as well.

Mr. Haworth motioned to recommend Adoption for Article 7 to purchase 211 Mill Road. Mr. Murphy seconded. Vote was unanimous. (3-0).

Article 8 – Municipal Aggregation of Electricity – Mr. Haworth said that it would be the resident’s choice to lock into the aggregated rate. Mr. Haworth motioned to recommend Adoption. Mr. Murphy seconded. Vote was unanimous. (3-0).

Union Wharf lights – After a brief discussion, Mr. Murphy motioned to withdraw an article on installing lights at Union Wharf. Mr. Haworth seconded. Vote was unanimous. (3-0).

Article 13 – Town Administrator – As of the time of the meeting, the Senate had not yet voted on to enact the Town Administrator article as approved by the 2014 Annual Town Meeting.

Mr. Osuch asked the Board if it wanted to reconsider any previously made votes. Mr. Murphy motioned to reconsider Article 6 – Rogers and Oxford Disposition Proposals. He said that members of the Economic Summit had indicated that there was already a line item for legal services and that the Town should not include additional legal costs in the article. Additionally, he said that he supported separating the Rogers and Oxford Disposition Proposal appropriations into two separate articles.

Upon Mr. Murphy’s motion to reconsider the Board’s recommendation of Article 6, Mr. Haworth seconded. Vote was unanimous. (3-0). Mr. Haworth and Mr. Espindola did not support splitting the article into two separate articles, but after discussion, they agreed to alter the article to remove the legal appropriation. Mr. Murphy motioned to reduce the appropriation on Article 6 from \$19,000 to \$9,000, thus removing any legal cost appropriation specific to the article, and recommend Adoption. Mr. Haworth seconded. Vote was unanimous. (3-0).

TOWN ADMINISTRATOR HIRING PROCESS

Mr. Espindola said that he had contacted the Massachusetts Municipal Association and the Collins Center for Public Management and Selectman Colleen Corona from Easton who had sent over a presentation to Mr. Espindola on their experience in hiring a Town Administrator. She said that she did not favor a search committee, as it went badly in their case. Instead, she advised the use of a professional recruitment service. Mr. Espindola asked the Board if it wanted to sponsor an article for the Special Town Meeting for the appropriation to hire such a service.

Mr. Haworth said that it was too late to add an article onto the Special Town Meeting. He said he was willing to consider the idea, but not for this particular Town Meeting.

Mr. Murphy agreed, and said that he would like someone to come in and speak with the Board about their services.

ROGERS-OXFORD RFP

The Board reviewed a final version of the Rogers-Oxford School RFP. Mr. Haworth motioned to approve the final document, as edited at the November 3, 2014 meeting. Mr. Murphy seconded. Vote was unanimous. (3-0).

AUTHORIZATION FOR LEGAL SERVICES – BUILDING

Mr. Haworth motioned to approve an Authorization for Legal Services for the Building Department, relative to a court case. Mr. Murphy seconded. Vote was unanimous. (3-0).

OTHER BUSINESS

Under Other Business:

- Mr. Haworth said that it was nice to see the Veteran's Day parade so well attended. Mr. Murphy agreed, and praised the event's organizers.
- Mr. Murphy said that he enjoyed a tribute to Myra Lopes, written by Sherry Lopes-Wilson and published in The Advocate that week. Additionally, Mr. Murphy thanked the Neighborhood News for running a memorial article about Katie Brienzo.
- Mr. Murphy said that he received thank you notes from the children of the St. Joseph's School for their work in the community. Ms. Kakley will display the thank you notes in the Selectmen's Office.
- Mr. Espindola recognized Gerry Payette for being recognized as the Veterans Transition House, as the 2014 Southeastern Massachusetts Veteran of the Year.
- The Board wished the public a Happy Thanksgiving.

At 9:13 p.m., Mr. Haworth motioned to enter Executive Session, pursuant to MGL 30A § 21:

- To discuss Town Hall personnel issues
- To discuss the Union Wharf Land Swap

Mr. Murphy seconded the motion to enter Executive Session for the aforementioned reasons, not to reconvene into open session afterward. Vote was unanimous. (3-0). Roll call vote: Mr. Haworth in favor. Mr. Murphy in favor. Mr. Espindola in favor.

Respectfully,



Anne Kakley
Administrative Assistant
Minutes approved 12/01/2014

Attachment A



Commonwealth of Massachusetts
TOWN OF FAIRHAVEN
POLICE DEPARTMENT

Michael J. Myers
Chief Of Police

1 Bryant Lane
Fairhaven, MA 02719
Phone: 508-997-7421
Fax: 508-997-3147
www.fairhavenpolice.org


October 27, 2014

Board of Selectmen
Town Hall
40 Center Street
Fairhaven, Ma 02719

Gentlemen,

I respectfully request the Town signs onto the attached Mutual Aid agreement sponsored by the University of Massachusetts at Dartmouth. As you are aware we recently signed onto the Southeastern Mass Law Enforcement agreement. This agreement mirrors that agreement but it allows the University of Massachusetts to be involved. If you have any questions please feel free to contact me.

Respectfully submitted,


Michael J. Myers
Chief of Police

RECEIVED
2014 OCT 27 A 11:07
BOARD OF SELECTMEN
FAIRHAVEN MASS

LAW ENFORCEMENT MUTUAL AID AGREEMENT
University of Massachusetts Dartmouth, Dartmouth
Fairhaven, Fall River and New Bedford

Parties to this agreement are the Dartmouth Police Department, the Fairhaven Police Department, the Fall River Police Department, the New Bedford Police Department and the University of Massachusetts Dartmouth Police Department.

WHEREAS, the Parties to this agreement recognize that in certain situations the ability of police officers to exercise police powers outside the territorial limits of the municipality where such police officers are regularly employed, may be desirable and necessary in order to increase the capability of such police departments to protect the lives, safety, and property of the public;

WHEREAS, Chapter 172 of the Acts and Resolves of 2014 amends Section 50 of Chapter 22C, and Section 32A of Chapter 75, and grants the University of Massachusetts the ability to enter into an agreement with any subdivision of federal or state government, town city, or other towns and cities, including those contiguous to the Commonwealth for purposes of providing mutual aid programs for the police departments; and

WHEREAS, each of the Parties to this agreement has duly accepted the provisions the above statutes and desires to enter into an agreement which sets forth mutually agreeable terms and conditions for the furnishing of law enforcement mutual aid and for the exercise of police authority by police officers of each municipal signatory within the territorial/jurisdictional limits of each other municipal signatory.

NOW, THEREFORE, the Parties to this agreement agree as follows:

1.0 DEFINITIONS

“Commanding Officer” means the Chief of Police or, in the absence of the Chief of Police, the police officer designated as having supervisory or command responsibility.

“Equipment” or “Police Equipment” means any tangible personal property authorized and used by police officers pursuant to this agreement including, but not limited to, motor vehicles, radios, uniforms and accessories, weapons and ammunition, “pepper spray”, handcuffs, baton, body armor, cameras, etc.

“Municipality” means a city or town (or, where appropriate, other entity such as a university or out-of-state community, for example) which is a signatory to this agreement.

“Mutual Aid” means the provision of police officers and equipment by one municipality to another pursuant to this agreement.

“Lead Agency” means the police department requesting assistance from multiple agencies or host community where services are needed.

“Police Officer” means any person appointed to be a sworn member of the police department of a municipality and authorized to exercise police powers, including the power of arrest.

“Requesting Municipality” means the police department that requests police officers or police equipment from another signatory police department pursuant to this agreement.

“Responding Municipality” means the police department which provides police officers or police equipment to another signatory police department pursuant to this agreement.

2.0 MUTUAL AID AND EXTRATERRITORIAL AUTHORITY

2.1 As a signatory to this agreement, each Municipality and Chief of Police hereby requests the assistance of each of the other signatory and their departments and police officers, in conducting law enforcement activities, protecting the lives, safety, and property of the people within their Municipalities so long as this agreement is in effect, and no further specific mutual aid request is required subject to the provisions of this agreement.

2.2 A police officer of any signatory police department, while on-duty, who observes or becomes aware of criminal activity or any violation of law or situation requiring immediate police intervention within any other signatory Municipality, shall, even in the absence of a specific request for mutual aid (See 2.1 above), be empowered to take police action for the purpose of preventing harm to the public, preventing the loss or damage to property, stopping unlawful behavior or detaining an offender pending the arrival of a police officer where the violation occurred. Such law enforcement action shall be deemed to be mutual aid to the Municipality where the crime or other violation has or is occurring. Each signatory community and Chief of Police intends that full police authority is conveyed to every police officer of every signatory community in every municipality whose authorizing authority has signed this agreement.

2.3 The police powers, rights, privileges and immunities of any police officer

employed by a party to this agreement shall extend to the territorial limits of each other party to this agreement while such officer is in the course of providing mutual aid, or engaging in other authorized actions outlined in this agreement, including while in, or travelling to or from another signatory jurisdiction.

2.4 A police officer of any signatory police department while acting in his or her official capacity, that has lawful custody of a person including but not limited to transportation to or from court, a detention facility, medical facility or hospital, or other facility, shall be empowered to exercise all police powers in maintaining custody of or retrieving said prisoner. Such general grant of police authority shall include preserving the peace, or protecting the lives and safety of persons at or near said facilities or courts.

2.5 A police officer of any signatory police department while acting in his or her official capacity, shall be empowered to exercise all police powers in the protection of a funeral procession, motorcade, or other ceremonial procession while in, or travelling to or from any other signatory community.

2.6 A police officer of any signatory police department, shall be empowered to exercise all police powers while acting in the capacity as a member of regional law enforcement council, cooperative criminal investigation, task force operation, or police action in any other signatory community.

2.7 A police officer of any signatory police department, after being requested by the host city or town police department having jurisdiction, shall be empowered to exercise all police powers in the performance of duties while working so-called "private special details" or other similar assignments.

2.8 Nothing in this section authorizes a police officer or department to patrol or otherwise provide police service in another jurisdiction against established practices or policies of the Chief of Police of that municipality.

2.9 This agreement is not intended to substitute for or preclude any other agreements that may now or hereafter be in effect among any of the parties to this agreement. Nor does it supersede any other means, such as M.G.L. c. 41, s. 99, by which police officers may be requested or supplied.

2.10 It is understood and agreed that any assistance furnished under this agreement may be recalled at the discretion of the responding municipality.

3.0 PROCEDURES

3.1 A police officer of any signatory police department who stops an offender for any violation that originally occurred within that officers jurisdiction, but is not stopped until the violator is in another signatory jurisdiction, shall be empowered to exercise all police powers in the neighboring jurisdiction to further the prosecution of the original motor vehicle offense or any other criminal or civil violation (e.g. M.G.L. c.90 s. 24 Operating Under the Influence of Intoxicating Liquor, etc.), including but not limited to seizing evidence or arresting an individual for offenses discovered after the stop was made.

3.2 A police officer of any signatory police department who stops an offender, seizes or arrests an individual for an offense that originally occurred outside his or her territorial jurisdiction, shall as soon as practicable notify the department having jurisdiction over the place where the stop, seizure or arrest was made. The decision of whether to issue a citation, or further criminal charges against the person stopped, or maintain custody of an individual seized or arrested pursuant to this section, shall be the sole discretion of the department having jurisdiction over the place where the violation occurred. If an arrest takes place, the subject of the arrest will then be transported by a host agency police officer and booked in the host agency lock-up facility. The original arresting officer will also report to the host police station to complete all necessary reports or required court paperwork. Should the Chief of Police or officer-in-charge of the police department with jurisdiction where the offense occurred, deem such stop, seizure or arrest to be unreasonable, unlawful or without probable cause, nothing in this agreement shall require him or her to cite, further detain, or further pursue criminal charges.

3.3 In cases where a violation spans more than one jurisdiction, or where offenses are committed in more than one jurisdiction, any department having jurisdiction over a violation may prosecute that violation.

3.4 A police officer of any signatory police department who stops, seizes or arrests an individual outside his territorial jurisdiction pursuant to this agreement, shall provide to the police department having jurisdiction where the offense occurred, full and complete information about his or her observations and actions, including but not limited to a written report of all observations or actions taken. Every signatory police department shall ensure that all police officers are available for any and all necessary court appearances, hearings or other official proceedings as requested by the host agency.

4.0 CHAIN OF COMMAND

4.1 Any signatory police department may request assistance from any other

signatory police department for any valid law enforcement purpose including but not limited to technical, investigative or tactical assistance, traffic control, assistance in times of disaster, disturbances or other significant events, and the filling of assignments including so-called "private" or "special details". The department requesting assistance or host community where services are needed, for command and control purposes, shall be referred to herein as the "lead agency". Police officers participating in any multi-agency investigation, enforcement action, or law enforcement council operation, shall act under the direction and control of the lead agency/host community Chief of Police or commanding officer, unless otherwise agreed to.

5.0 LIABILITIES AND IMMUNITIES

5.1 Each signatory Municipality shall be liable for the salaries, overtime and benefits of its police personnel and equipment costs, including but not limited to, damage or loss of equipment, use of fuel or other supplies, while providing assistance to another signatory Municipality. All compensation and other benefits enjoyed by police officers in their own jurisdiction, shall extend to them while providing assistance to another signatory Municipality.

5.2 All immunities from liability or statutory protections enjoyed by each police officer of any signatory police department within its own jurisdiction, shall extend to participation in rendering assistance outside its boundaries to the extent allowed by law

6.0 RULES AND REGULATIONS

6.1 All police officers of any signatory police department acting pursuant to this agreement, or who are performing law enforcement duties outside their territorial jurisdiction, shall adhere to the rules, regulations, policies and procedures of their own department. Should a situation arise whereby an officer is asked by a commanding officer of another department or lead agency to perform a task or duty which is in violation of the rules, regulations, policies and procedures of the officer's own department, he or she shall immediately notify said commanding officer that he or she cannot perform the task requested or instruction given.

7.0 SEVERABILITY

7.1 This agreement shall be governed by and interpreted in accordance with Massachusetts law. If any provision of this agreement is determined to be invalid or unenforceable by final judgment of a court of competent jurisdiction, the remaining

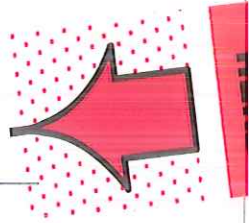
provisions shall continue in effect to the extent permitted by law.

8.0 TERMINATION

8.1 This Mutual Aid Agreement shall remain in effect until terminated by all parties. Should any signatory to this agreement wish to withdraw from the agreement, it may do so by notifying all other signatories in writing with 30 days notice. This agreement will remain in full force and effect for all other remaining signatories.

IN WITNESS WHEREOF, this agreement has been executed as a sealed instrument by the parties hereto on this ___ day of _____, 20 ____.

City / Town of _____.



Signature of Chief Executive or Elected Official(s) Printed Name and Title

Signature / Printed Name and Title

Signature / Printed Name and Title

Signature / Printed Name and Title

Signature / Printed Name and Title

Signature / Printed Name and Title



RECEIVED

2014 SEP 29 A 10:31

BOARD OF SELECTMAN
FAIRHAVEN MASS

September 26, 2014

VIA OVERNIGHT DELIVERY

Board of Selectmen
Town of Fairhaven
40 Center Street
Fairhaven, MA 02719

Re: Comcast Service Center

Dear Board Members:

I am writing to inform you that the Comcast Service Center located at 244 Huttleston Avenue will be closing as of December 5, 2014.

More than ever, customers are choosing to access and pay for products and services in ways that are more convenient for them, including over the phone and online, mailed payments, self-installation kits and professional technician visits. For the convenience of customers who prefer to conduct business with us in person, we continue to operate the following area offices:

Office	Address	Hours
New Bedford	630 Mt. Pleasant Street	Monday - Friday: 8am-6pm Saturday: 8:30am-1pm

In addition, Comcast customer care representatives can be reached toll free at 1-800-COMCAST or online via chat at Comcast.com 24 hours a day, 7 days a week to answer customer questions and provide information regarding products and services.

Customers are being notified of this information via bill message on their monthly statements as well as by signage prominently displayed in the Fairhaven office.

Please do not hesitate to contact me at 508.760-3400 x3300 should you have additional questions.

Sincerely,

Mary O'Keeffe
Mary O'Keeffe, Sr. Manager
Government & Regulatory Affairs



TOWN OF FAIRHAVEN, MASSACHUSETTS

**High electricity prices don't have to be a fact of life.
Buy electricity together and save money for your community's
residents and businesses.**

The Problem:

Up to 60% of electricity generated in Massachusetts is fueled by natural gas. There are not enough pipelines to transport natural gas efficiently into the state. As a result, residential electric rates are highly volatile and have increased dramatically in the last 24 months. This situation is likely to continue until new natural gas pipelines are complete in 2018, at the earliest.

The Financial Impact to Residents:

NSTAR electricity supply rates will increase dramatically on January 1 2015, to 14.972 cents per kilowatt hour (kWh) for 6 months until July 1, 2015. This represents a 60% increase from the January 2014 electricity supply rate of 9.33 cents per kWh and more than a 100% increase from the January 2013 supply rate of 7.031 cents per kWh.

The Solution:

Take control of the electricity prices of your Town. Leverage the collective purchasing power of the residents and businesses to create a buying group for the purpose of procuring the bulk purchase of electricity for lower rates than NSTAR can offer.

The Benefits:

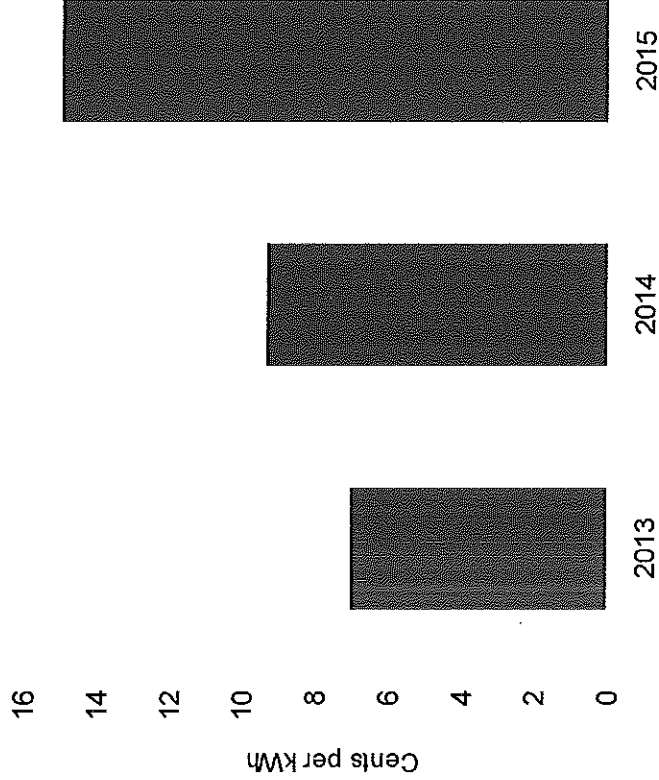
- Gain competitive choice
- Gain price stability for the term of the contract and protection from the volatility of local utility pricing;
- Save money with lower electricity rates;
- Increased renewable or "green" energy options
- Individual residents and businesses can opt-out anytime with no penalty or termination fee
- Continue to receive a single bill from NSTAR
- Continue to receive electricity distribution and service from NSTAR
- Protection from unscrupulous direct marketers of electricity.

NSTAR Electricity Supply Rates

NSTAR electricity supply rates will increase dramatically on January 1 2015, to 14.972 cents per kilowatt hour (kWh) for 6 months until July 1, 2015. This represents a 60% increase from the January 2014 electricity supply rate of 9.33 cents per kWh and more than a 100% increase from the January 2013 supply rate of 7.031 cents per kWh.

NSTAR Electric Rates

Jan 1 to Jun 30



Good Energy, L.P. is the national leader in energy aggregation for municipalities with a particular emphasis on electricity aggregation:

- Over 150 successful and active municipal aggregations;
- Serving over 550,000 households;
- Over 200,000 households with 100% renewable energy;
- Savings of municipal aggregations through 2014 of over \$100,000,000.

Good Energy has set industry best practices for municipal aggregation in:

- Public outreach and education;
- Coordination of multimedia communications in multiple languages;
- Energy procurement for large aggregations;
- Renewable energy procurement.

Good Energy has a staff of over 40 professional and administrative personnel and performs all important aggregation functions in-house:

- Public outreach and education;
- Aggregation plan development and implementation;
- Energy market monitoring and analysis;
- Maintaining excellent long term relationships with national energy suppliers;
- Structuring competitive bids for energy procurement;
- Monitoring and management of aggregation plans.

Good Energy has combined its national experience and industry best practices with the local experience and expertise of Massachusetts personnel to form the Massachusetts Good Energy Team to develop municipal aggregations that provide customers with competitive choice, longer term price stability, reduced electric bills and more renewable energy options.

On September 25, the Massachusetts Good Energy Team was unanimously selected by the eight (8) members of the Southeastern Regional Planning and Economic Development District (SRPEDD) Aggregation Committee as their aggregation consultant over five (5) other competitors for 13 municipalities with over 130,000 households in the SRPEDD service area who are interested in aggregating the electricity loads of their residents and businesses.

On October 27, Good Energy signed an exclusive agreement with the recognized leader in the Commonwealth when it comes to the sourcing and distribution of Massachusetts Class 1 RECs for its municipal aggregations. This organization provides clear audit trails as it relates to additionality and has unique access to Massachusetts renewable energy projects. This enables customers to have a meaningful impact on the reduction of emissions through local sources with an affordable price-point.

(OVER)

MUNICIPAL AGGREGATION FREQUENTLY ASKED QUESTIONS

1 What is municipal aggregation?

Municipal aggregation is simply the formation of a buying group composed of the residents and businesses of one or more municipalities that is developed and operated through the municipal officials of one or more municipalities.

2 What is the objective of municipal aggregation?

The objective of municipal aggregation is simply to lower the electricity bills through the formation of a buying group composed of the residents and businesses of one or more municipalities without interfering with the level of service provided by the utility (National Grid, Nstar or WMECo) that distributes the electricity supply.

3 What is the cost of municipal aggregation to my municipality?

None. The cost of developing, writing and submitting the municipal aggregation plan; of guiding the plan through the DOER / DPU approval process; of the informational mailing to residents and businesses; of the RFP to competitive suppliers is borne by the municipal aggregation consultant.






4 Why can a municipality or group of municipalities aggregate the electricity load of the residents and businesses within its boundaries?

In 1997, Massachusetts passed the nation's first electric deregulation law that gives municipalities a strong hand for consumers and the environment. The law builds on traditional franchise authorities of municipalities to act as "community aggregators" (MGL, Chapter 164, Section 134(a)) in a deregulated electric industry, and allows communities to administer tens of millions of dollars paid by their citizens for energy efficiency and renewable energy programs (MGL, Chapter 164, Section 134(b)).

5 Why should a municipality or group of municipalities aggregate the electricity load of the residents and businesses within its boundaries?

Municipal officials have the opportunity to give their residents and businesses lower electricity rates by aggregating the electricity load of their community and requesting competitive bids for electricity supply from large, national suppliers. This gives a municipality or group of municipalities much stronger buying power than any individual resident or business has when dealing with the utility (National Grid, Nstar or WMECo) that distributes electricity to your community.

MUNICIPAL AGGREGATION 5 STEPS TO LOWER ELECTRICITY BILLS

DECISION	WHAT & HOW	WHO
	Place a Municipal Aggregation Article on the Town Meeting Warrant for a vote by residents or vote on Municipal Aggregation at a Town / City Council Meeting. See sample Warrant Article and Town /City Council Motion enclosed.	Selectmen / Town or City Council
	Vote by residents at Town Meeting or vote by Councilors at Town / City Council Meeting.	Voters / Town or City Council
	After acceptance of Municipal Aggregation, the municipality contracts with Good Energy, L.P. Energy and related energy services contracts are exempt from MGL, Chapter 30B.	Selectmen / Town or City Council
	Good Energy, L.P. develops a Municipal Aggregation Plan and guides the plan through the Department of Energy Resources (DOER) and Department of Public Utilities (DPU) municipal aggregation approval process at no cost to the municipality.	GoodEnergy.com
	After DOER / DPU approval, Good Energy, L.P. develops a Request of Proposals (RFP) for electricity supply from licensed Competitive Suppliers at no cost to the municipality.	GoodEnergy.com
	Vote to accept or reject Competitive Supplier bid.	Selectmen / Town or City Council
	After acceptance of the Competitive Supplier bid, Good Energy, L.P. mails educational information to residents about the Municipal Aggregation Program at no cost to the municipality.	GoodEnergy.com
	Accept (by default) or reject (opt-out) participation in the Municipal Aggregation Program.	Individual residents or businesses
	Monitor and operate the Municipal Aggregation Program to maintain lower electricity bills at no cost to the municipality.	GoodEnergy.com

**High electricity prices don't have to be a fact of life.
Buy electricity together and save money for your community's
residents and businesses.**

The Problem:

Up to 60% of electricity generated in Massachusetts is fueled by natural gas. There are not enough pipelines to transport natural gas efficiently into the state. As a result, residential electric rates are highly volatile and have increased dramatically in the last 24 months. This situation is likely to continue until new natural gas pipelines are complete in 2018, at the earliest.

The Financial Impact to Residents:

NSTAR electricity supply rates will increase dramatically on January 1 2015, to 14.972 cents per kilowatt hour (kWh) for 6 months until July 1, 2015. This represents a 60% increase from the January 2014 electricity supply rate of 9.33 cents per kWh and more than a 100% increase from the January 2013 supply rate of 7.031 cents per kWh.

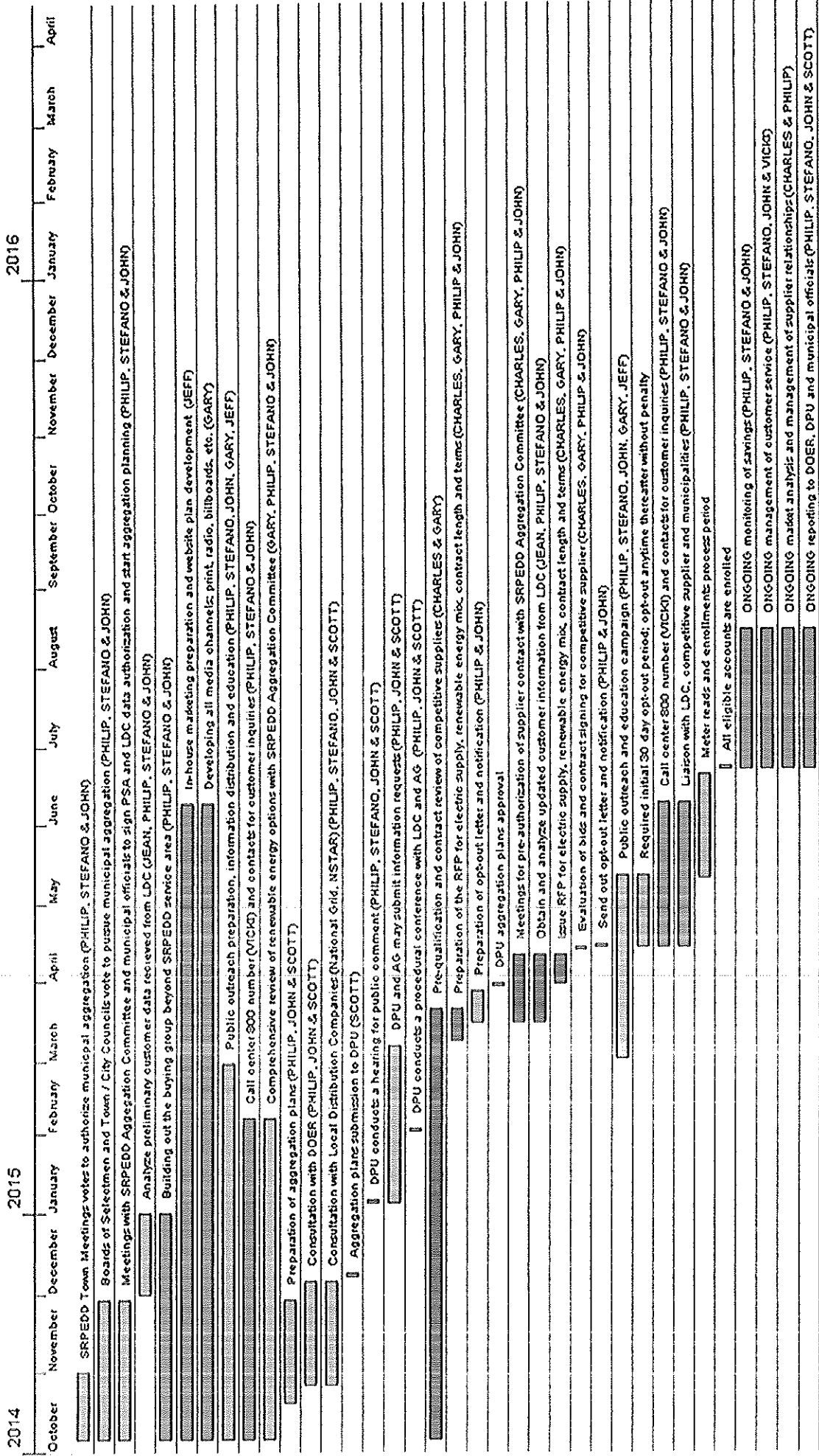
The Solution:

Take control of the electricity prices of your Town. Leverage the collective purchasing power of the residents and businesses to create a buying group for the purpose of procuring the bulk purchase of electricity for lower rates than NSTAR can offer.

The Benefits:

- Gain competitive choice
- Gain price stability for the term of the contract and protection from the volatility of local utility pricing;
- Save money with lower electricity rates;
- Increased renewable or "green" energy options
- Individual residents and businesses can opt-out anytime with no penalty or termination fee
- Continue to receive a single bill from NSTAR
- Continue to receive electricity distribution and service from NSTAR
- Protection from unscrupulous direct marketers of electricity.

SRPEDD Municipal Aggregation Gantt Chart





SUMMARY OF MASSACHUSETTS AGGREGATION TEAM FUNCTIONS

Team member	Title	Function on Massachusetts Aggregation Team
Charles de Casteja	Managing Partner and Director of Mass Markets and Aggregation	Overall responsibility for all municipal aggregation functions, processes and procedures
Philip Carr	Director of Business Development	Responsible for business development on a national basis for municipal aggregation and customer service in all deregulated markets; currently specializing in the Massachusetts market
John P. O'Rourke	Director of Marketing Northeast	Responsible for all aspects of municipal aggregation for the Massachusetts market including DOER and DPU relationships; aggregation plan marketing, development and operation; and customer service
Scott J. Mueller	Attorney at Law	Responsible for all legal issues concerning municipal aggregation and legal representation before DOER and DPU
Jeff Feith	Chief Marketing Officer	Responsible for all conventional and electronic media design, development and project management and assists in public awareness and education campaigns
Stefano Loretto	Director of Business Development	Responsible for business development for municipal aggregation, specialized commercial accounts and customer service in the Massachusetts and New Jersey markets
Gary Fogelman	Manager, Mass Markets & Renewable Energy	Responsible for all marketing, media, public awareness campaigns; development and management of operational guidelines; specializing in issues concerning renewable energy
Edward Carey	Director of Retail Energy	Responsible for large energy related sales in municipal, commercial and industrial markets in the northeast.
Jean Ketchandi	Manager, Pricing and Contracts	Responsible for all pricing and contracts with competitive suppliers for municipal aggregations and other public and private sector accounts.
Rachel Osinski	Pricing Support & Data Collection	Responsible for administrative support for pricing, data collection, database development and customer service
Vicki Browning	Customer Support, Call Center	Responsible for the call center customer support that answers and resolves customer inquiries and issues

Six to eight additional Good Energy personnel can be allocated to the Massachusetts municipal aggregation team as needed to function in the areas of public outreach and education, customer service, administration and reporting, and aggregation plan operation.

Marketing Campaigns

Direct Mail, Websites, Infomercials and Analytics.

Learn how municipal leaders are saving their residents and businesses millions of dollars on electricity.

CALL NOW: 844-MASS-AGG (627-7244)
For more details: Mass.GoodEnergy.com

NOVEMBER 30 *Mark your calendars!*

GoodEnergy *A Smarter Way to Buy Energy* Uniquely experienced to save your community money.

The Problem:

Up to 60% of electricity generated in Massachusetts is fueled by natural gas. There are simply not enough pipelines to efficiently transport natural gas into the state.

The Impact:

Residential electric rates have increased dramatically in the last 12 months and will remain volatile. Residents don't know what they will be paying for electricity six months from now.

The Solution:

Take control of your community's electricity needs. Join the Good Energy Municipal Energy Aggregation buying group of cities and towns, leveraging massive bulk purchasing power for your residents and businesses.

The Benefits:

- Save residents money on their electric bill
- Long-term budget stability
- Renewable energy options
- No early termination fees
- Protection from volatile, rising energy prices

What Municipal Leaders Need to Do:

Cut-off date for enrollment is November 30, 2014. By that time, communities must have approved the Motion at Council or Article at Fall Town Meeting.

For more information, call or email the leading national consultant in residential aggregation today:

toll free: (844) MASS-AGG (627-7244)
e-mail: mass-agg@goodenergy.com
website: www.mass.goodenergy.com

ABOUT GOOD ENERGY, L.P.

Good Energy, L.P. is the industry leader in municipal energy aggregation, and uses its national experience to design and implement the most successful, turnkey, programs. Since 2012, Good Energy has saved 600,000 households in 150 communities more than \$100 million.

GoodEnergy *A Smarter Way to Buy Energy*

GoodEnergy *A Smarter Way to Buy Energy* Massachusetts

[Overview](#) | [FAQ](#) | [Steps to Lower Electricity Bills](#) | [Testimonial](#)

High electricity prices don't have to be a fact of

Mark your calendars! **NOVEMBER 30** *CALL NOW: 844-MASS-AGG (627-7244)*

GoodEnergy *A Smarter Way to Buy Energy*

Buy electricity together and save money for your community's residents and businesses.

Request more information

Where:

Until:

Phone:

Analytics Overview

Pages: 13. Select a week

0 Pages/Views

3000

1500

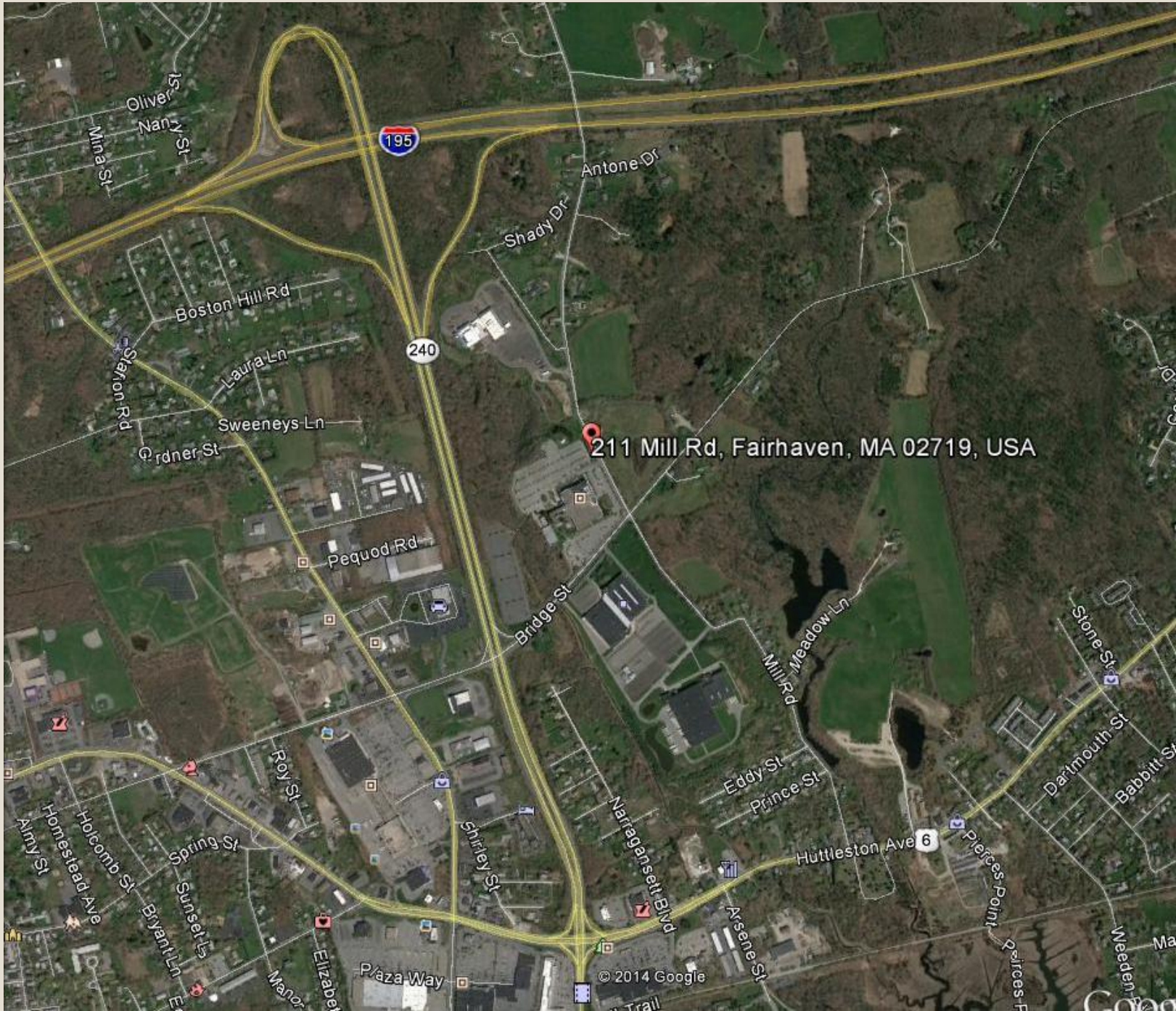
Aug 1, 2014 - Aug 27, 2014

Pages/Views: 2,482 Unique Pages/Views: 1,393 Avg. Time on Page: 00:01:06 Bounce Rate: 31.70%

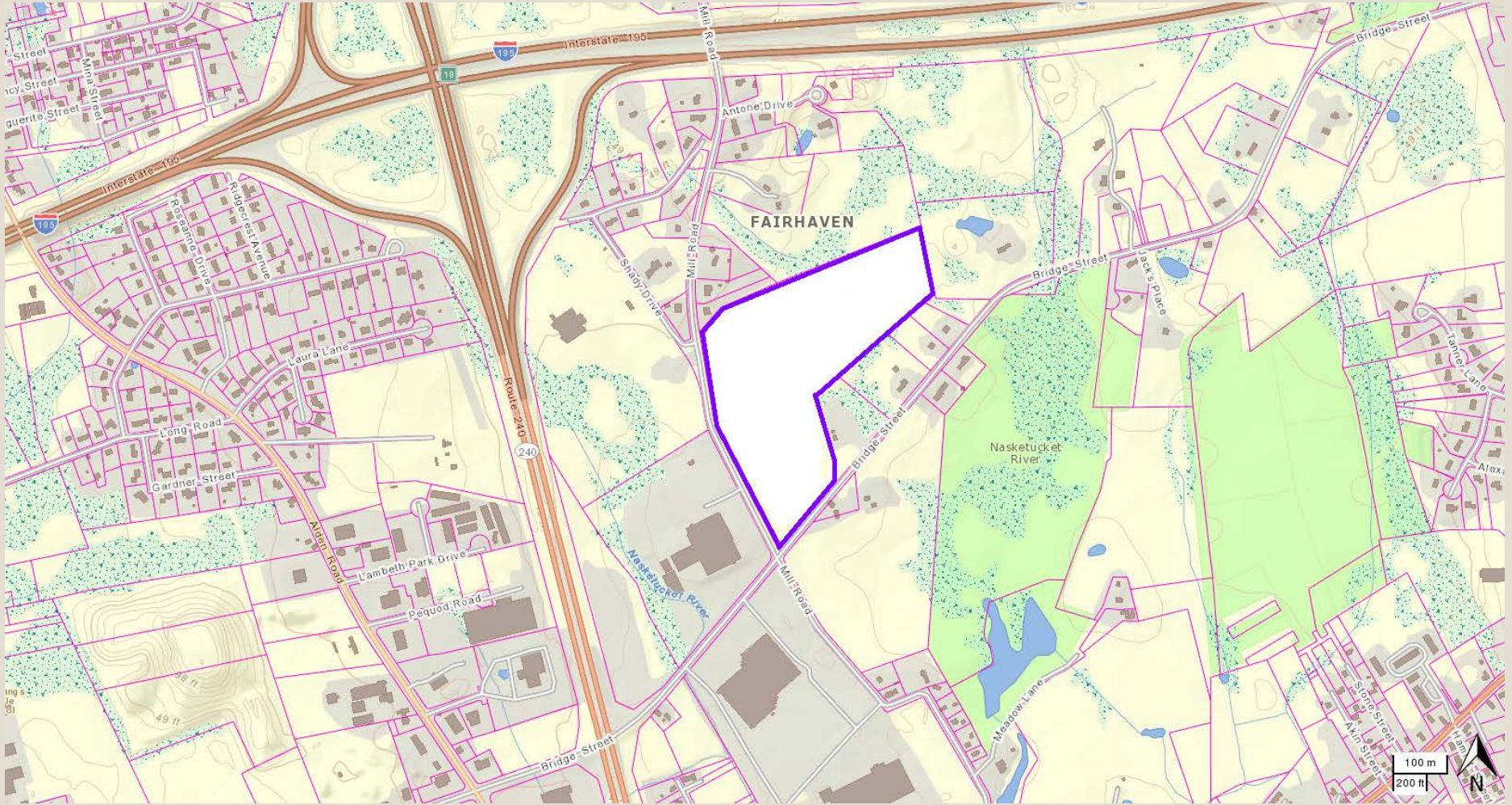
Attachment D

211 Mill Road

Special Town Meeting Article 7



211 Mill Rd, Fairhaven, MA 02719, USA



Street
oy Street
guente Street

Interstate 195
Route 240
Long Road
Gardner Street

Allen Road
Lambeth Park Drive
Pequot Road
Bridge Street

Interstate 195
Fairhaven
Nasketucket River
Meadow Lane

Bridge Street
Lack's Place
Fair Haven Lane
Atlas
Sutton Street
Arling Street
Hampden Street



Why Purchase Property?

- 211 Mill Road 31.7 – acre parcel
- 61A Parcel – Town has first option
- Town can control future development
- Town needs new growth and good paying jobs
- Potential future employers/employees patronize local businesses and purchase homes
- New growth/jobs vs. private solar farm
- Location, location, location

Location, Location, Location

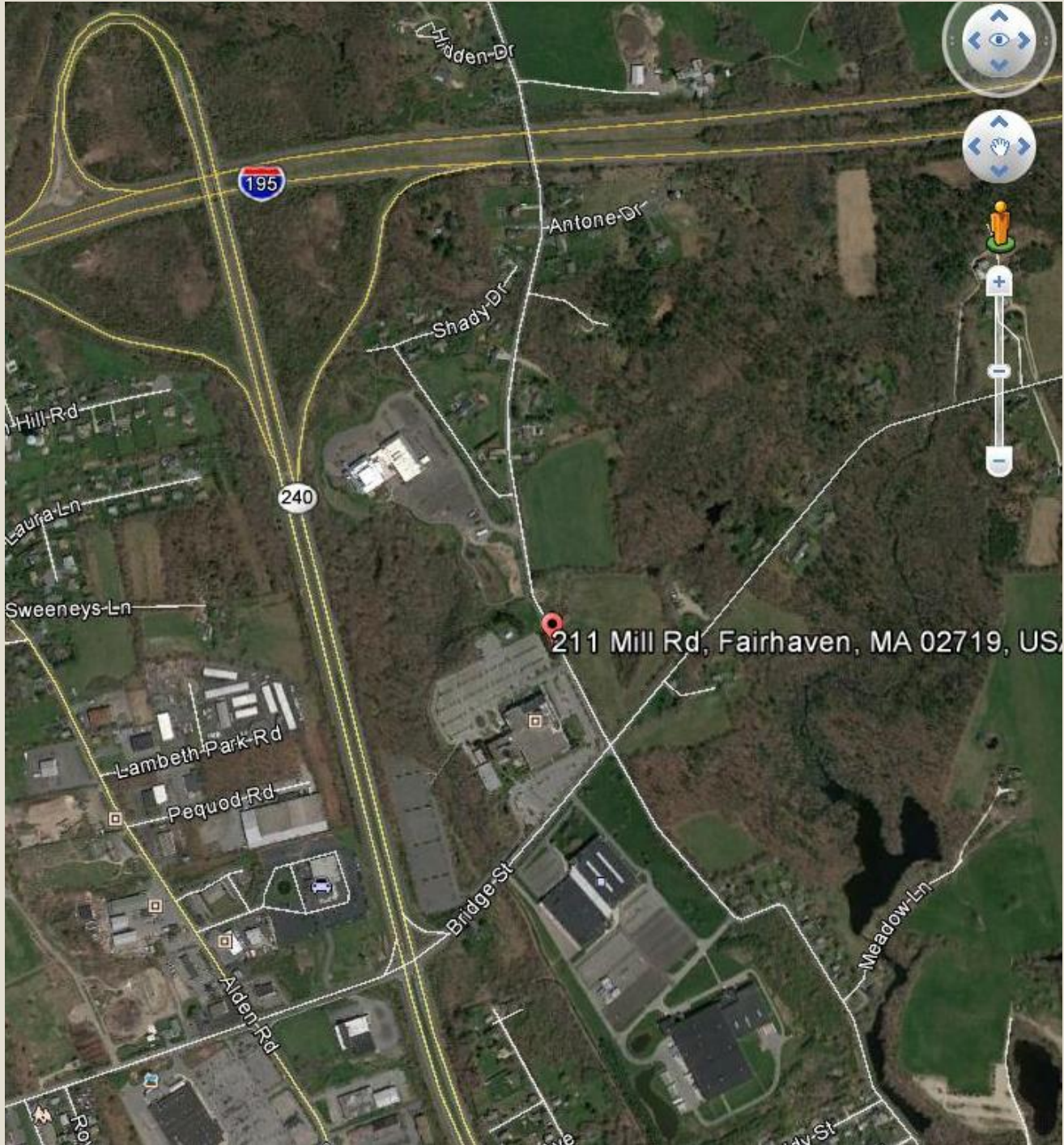
- Easy access to Route 240 and 195
- Minimum impact on homeowners
- All utilities are available
 - Water
 - Sewer
 - Gas
 - Electric
 - Telephone



NOTE: SITE PLAN BASED ON EXISTING CONDITIONS PLAN AS PREPARED BY CHARON ASSOCIATES, INC AND DATED 9/17/2013

Issues that have been raised:

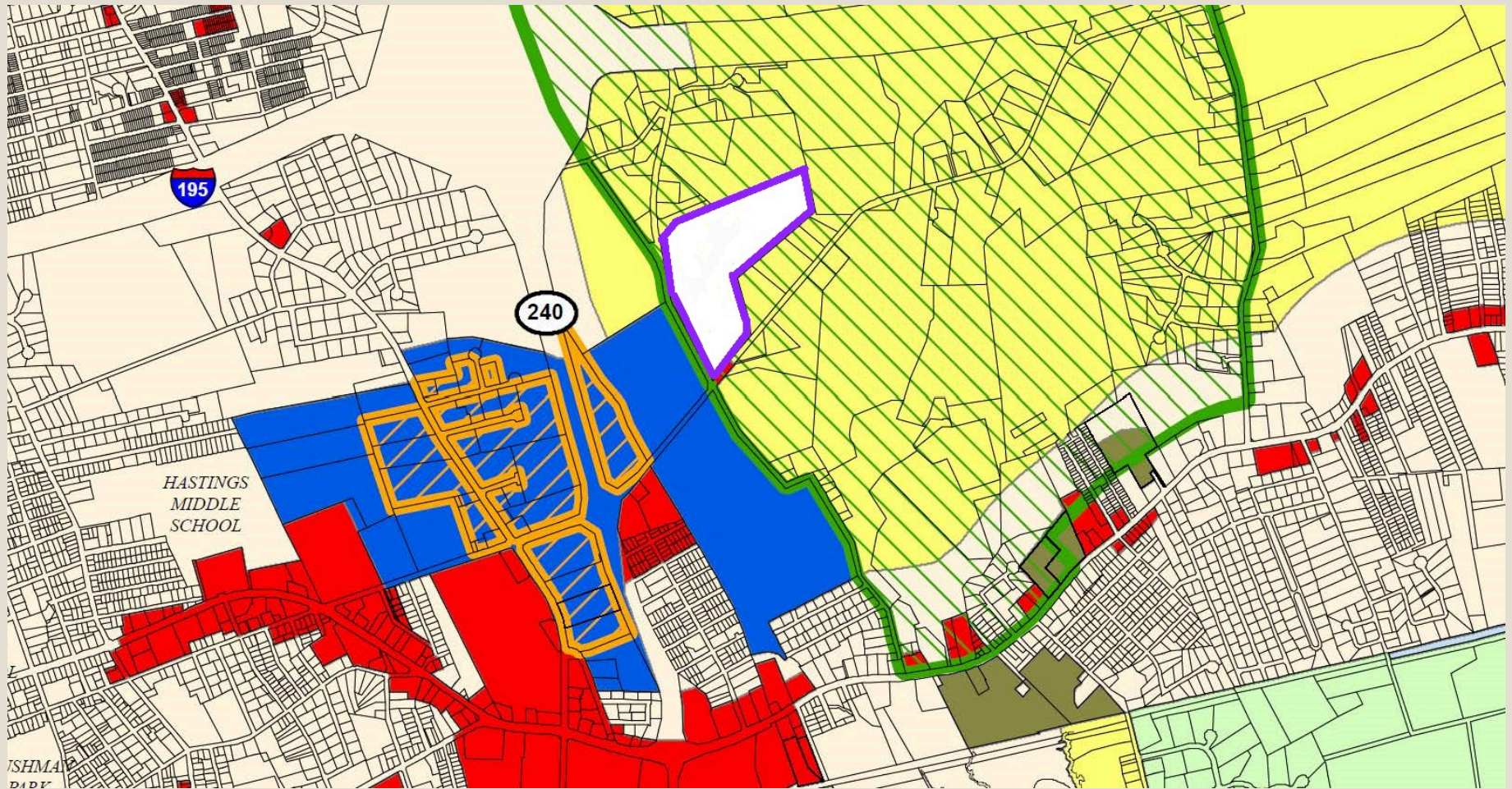
- Wetlands – Uplands versus wetlands
- “Appraisal too high” – 9 house lots with wetlands
- Traffic issues – widen Bridge St., Route 240 to Mill Rd.



211 Mill Rd, Fairhaven, MA 02719, US

What next?

- Improve property value by rezoning from Rural Residential to Light Industrial/Office Overlay/Mixed Use
- Divide the parcel into 3 or 4 lots





		Acreage	Sale Price
Southcoast Hospital	2009	31.2	\$1,700,000
211 Mill Road	2014?	31.7	\$1,465,000

Acquisition

- Borrow \$1,465,000

Loan	Interest Rate	Interest Amount
10 year	2 – 2.5%	2.0% = \$165,000
5 year	1.5 – 1.7%	1.5% = \$66,450
2 year interest only	0.50 - 0.75%	0.50% = \$15,000±

Offset principal amount by reducing \$1,465,000 by using all real estate sold during the next two years prior to long-term borrowing.



240

Shady Dr

211 Mill Rd, Fairhaven, MA 02719, US

Rd

Rd

Way

Bridge St

Mill Rd

© 2014 Google



***FAIRHAVEN PUBLIC SAFETY FACILITY STUDY
DRAFT REPORT***

*A Report to: Town Of Fairhaven
October 31 2014*

Prepared by: CDR Maguire Inc.
211 Congress Street, 11th Floor
Boston, MA 02110

EXECUTIVE SUMMARY

Objective

The Town of Fairhaven commissioned CDR Maguire to perform a cursory analysis of several sites to determine their feasibility to accommodate either a Police Station a Fire Station or a combined public safety facility. The identified sites were;

- A. The existing Public Safety Facility on 146 Washington Street
- B. Parcel of land on the corner of Bridge Street and Mill Road
- C. The Rogers School on 100 Pleasant Street
- D. The Oxford School on 347 Main Street

Existing Public Safety Facility

CDR Maguire's evaluation of the existing Fairhaven Public Safety Facility revealed that the existing facility is inadequate for meeting the current and future station requirements. Both the Police and Fire department side are undersized additionally the following items were noted

The current stations:

- Are no longer adequate to house a 21st century fire or police department.
- Are beyond capacity for all storage needs.
- The apparatus bay doors are narrow and low for today's apparatus preventing the procurement of state-of-the-art firefighting and emergency equipment.
- Does not comply with building codes and is not handicapped accessible.
- Has structural deficiencies that inhibit the enlargement of the apparatus bays.
- Has no space for a decontamination area.
- Has minimal firefighters accommodations.
- Has no separate accommodations for female firefighters.
- Has no separate gear storage area.
- The existing site is limited and there is no space for vehicle parking.
- Has a limited of ability to adapt to changing department needs.
- Provides no capability for ongoing training of personnel.
- Circulation between the Police, Fire, civilian is disjointed
- No clear demarcation between the secure and unsecure portions of the facility

In addition to the deficiencies identified Above, CDR Maguire also assessed specific thresholds that trigger more involved and complex renovations to the existing facility. Some of these thresholds are percentage of construction costs as they relate to the building value, others depend on the amount of work performed over a percentage of the building and some are triggered by the change in building use.

Program

CDR Maguire personnel interviewed members of the Police and Fire Department investigating such issues as staffing and equipment levels, personnel flow, public spaces, staff spaces, logistical consideration and anticipated future growth. Each component of the Program was considered as to its security level, and its adjacency to other spaces. All areas will comply with the applicable A.D.A., NFPA as well as State and Federal regulatory requirements. (See appendix A for Space Needs Program)

The total building square footage required, based on the program is approximately 36,833 S.F., This includes approximately 7,130 SF of spaces that can be shared between the two departments. This economy of shared spaces will not be realized if two separate facilities are to be constructed.

The current facility is approximately only 13,465 S.F of which 10,584 sf are of the old building and 2,881 for the police station addition.

Site Selection

CDR Maguire performed an initial site evaluation for four sites; the existing site, the Rogers School Site, the Oxford School Site and the vacant site on the corner of Mill Road and Bridge Street. Based on our evaluation, we feel that only the vacant site is suitable for a combined facility. The two school sites are problematic in their locations; vehicular circulation and cost of renovations to accommodate either of the two departments (refer to response time studies in Appendix B). Do to the existing lot size and building restrictions, the existing site could accommodate one of the departments but not both.

Ultimately, the final site selection decision will need to be performed by the Town of Fairhaven as response times, land acquisition costs, construction costs and station displacement will weigh heavily on the final selection.

Budget

At today's current construction cost of \$320.00/S.F., the 36,833 S.F. building would be expected to cost approximately \$11,786,560. In addition, the Town should anticipate 33% for "soft costs" such as engineering, F.F.E., and other associated costs. These figures do not include site acquisition or any environmental cleanup costs. .

A detailed Cost Summary is included in appendix C this Report.

Currently, the economic data for construction projects is projected to increase 3% to 5% yearly.

Schedule

The Town should anticipate a minimum of 24-months for design, bid and construction for this type of project. In addition to the actual work months, the Schedule will need to be adjusted for items such as Town funding availability, site acquisition and preparation, temporary location if the existing Public Safety Facility site is to be utilized.

SITE EVALUATION

Based on the needs assessment performed, we have concluded that the existing site in its current configuration cannot accommodate both departments without major disruption to their daily operations. The required renovations and additions will require them to temporarily relocate and work from temporary quarters. As it currently stands too many concessions to the department's programmatic needs would be required to maintain the site as either an active fire or police station.

CDR Maguire performed an initial site evaluation for four sites including the existing. Three of the four are town owned properties, the last one being a privately owned vacant lot. The sites considered for the initial evaluation were:

Site No. 1 – Washington Street (Existing Public Safety Site)

This site includes the existing police station and fire station. No possible expansion is available without the acquisition of adjacent residential properties. To expand the existing station would require the demolition of either of the current departments and construction of a new larger facility, relocating the other department elsewhere. However, due to lot size limitations the new facility would not accommodate both.

Site No. 2 – The Rogers School – 100 Pleasant Street

This parcel of land is currently in a residential neighborhood, adjacent to a playground. The site currently houses an 1884 vintage elementary school, which has been vacant since 2006.

Site No. 3 – The Oxford School – 347 Main Street

Similarly to Rogers School site, this parcel of land currently houses an 1884 vintage elementary school, which has been vacant since 2006. This building too is adjacent to a playground.

Site No. 4 – Corner of Bridge St and Mill Rd

Currently a large undeveloped field

The process of site selection requires a two-stage evaluation to determine a parcel's usability as an emergency response facility.

STAGE 1

The first stage in this process involves identifying site features that are applicable to any parcel of land for the intended usage. This portion of the site analysis is analytical and focuses on the congruent features of the parcels. These features include the following:

Parcel Size – Site should be sufficiently sized and shaped to be able to accommodate the programmed spaces as well as staff parking, public parking, and green space. Some lots may have the appropriate square footage; however, their shape may render them inappropriate.

Road Frontage and Access – Fire Stations require appropriate road frontage for the apparatus to easily roll out into the main road and should also have sufficient view of other vehicles as they exit. Additionally, the road frontage will have impact on the number of apparatus bays that can be constructed on a parcel.

Topography Cut and Fill – Topography of the site is very important. Due to the nature of fire stations, the apparatus trucks need to exit onto the street at approximately the same grade. In certain cases, the station can be constructed into higher contours; however, this typically requires additional excavation and/or fill to make the site suitable.

Accessibility – A study of traffic patterns around the proposed parcel of land as well as restrictions. For example, parcels exiting onto a main street would receive a higher level than those exiting onto a secondary street, additionally parcels near active schools, railroad crossings, low bridges and playgrounds would receive a lower ranking.

Available Utilities – Sites would be evaluated ranked based on the availability of utilities found within the street. Parcels of land without the appropriate natural gas, electrical service, sanitary sewer, water, telephone, cable would be ranked appropriately lower. At this stage, the capacity of the specific utilities are not evaluated, however if it is known that a particular utility is undersized, then the rating would be adjusted accordingly.

Storm Water Drainage – This category identifies potential problems associated with storm water collection and drainage. The presence of drainage swales, collection basins and associated natural features currently present are evaluated. Features such as soil permeability, water flow, vernal pools and runoff are taken into consideration, especially if no storm drainage system is present.

Wetlands – This issue takes into consideration location and size of wetlands. Each site would be analyzed to evaluate the impact the wetland has on the size of the site. Additionally, wetland reclamation and relocation would be considered if the site size permitted. However, the ranking would be adjusted accordingly.

Other Detrimental Features – This category takes into consideration natural features that may impact the overall size of the site. The site may have easements, rivers and

streams, ledge out cropping and setbacks that will negatively impact the size of the parcel or limit the size of the proposed structure.

Demolition Hazards – This category deals with sites that will require building demolition to prepare the site for construction. Typically, before a building is demolished, it needs to be evaluated for the presence of asbestos-containing materials and they need to be properly abated and disposed of prior to demolition. Any site that has a building to be removed will receive a lower rating than a clean site. Additionally, paved areas will also receive a lower rating since they also will require paving removal.

Underground Waste or Hazardous Materials – Unless the site is known to be contaminated, there is really no way of determining the presence of underground hazardous materials without performing test pits. Consequently, if the presence of contaminants is known, the parcels are ranked according to their levels and anticipated effort to remove the contaminants. If the site is known to be heavily contaminated, it will automatically be considered as unsuitable and ranked as such. Typically, if no information is available on any of the sites, they are all ranked at the same score.

STAGE 2

The second stage of this evaluation is to determine how the same parcel of land fares based on criteria specifically dedicated to emergency response facility. This stage is more subjective than the prior stage and takes into consideration the following items:

Traffic Separation – Vehicular and pedestrian circulation around fire stations is particularly important to maintain safety and not impede response time. It is extremely important that separate circulation be provided for vehicles, apparatus and pedestrians. They should not cross or impede the exiting of emergency response vehicles.

Parking – Typically, this category includes parking for police and firefighters as well as for visitors including handicap parking. Parking should be located so that it is readily available to the staff and as mentioned in the traffic separation, it should not impede on the exiting of emergency vehicles. Parking should be maximized to take into consideration shift changes, training and future station growth.

Ease of Apparatus Exiting and Entering - It is important that the front apron of the fire station be sufficiently sized to accommodate a parked fire truck. This allows the vehicle to pull out of the station in a straight line and have complete visibility of the street prior to turning. Once out on the street, they need an appropriate turning radius to safely turn and maximize the ease onto the street.

Drive-Through Capabilities – This is an increasing popular design element of state-of-the-art fire facilities. Typically, the only way to return an apparatus back into the station is either back it in from the frontage street or have a drive through bay. The drive-through bay requires additional vehicular access and a rear apron which adds a significant amount of required land. If the front apron is sufficiently sized and depending on the size of the apparatus it is possible to back an apparatus without blocking the frontage street.

Build Ability – This category evaluates the parcel of land on the ability for the station to be properly constructed on the site, fulfilling all of its programmatic needs. In an existing facility, phasing of the facility would be taken into consideration as not to disrupt the operations of the facility.

Response Time to Potential Events – This is one of the most critical factors in the site selection process or a fire station. To analyze this aspect, we performed a response time based on minutes rather than distance. The time was based on the National Fire Prevention Agency (NFPA 1710), which recommends that firefighters arrive at an emergency scene within 4 minutes from leaving the station.

Acquisition Costs –City-owned properties had a higher ranking as there would be no purchase costs.

Potential Negative Reaction – This category attempts to identify probable level of objections that could be raised by neighbors, advocacy groups or other parties. For example,

Each site was assessed through direct observation, discussions with appropriate personnel, and evaluations of the 18 categories identified above. After Stage 1 was completed, a matrix was produced. A numerical score between 0-10 was given for each attribute, with 0 being the lowest score and 10 being the highest. Each site's score were then tallied, and the sites given a subtotal with the higher scores receiving a numerical starting rank.

Completing Stage 2, a similar matrix was developed; again the scores were added to create a subtotal. These were added to the previous matrix subtotal to generate a final site score for both matrices. The totals were then ranked creating a hierarchy between the sites based on the criteria established in both matrices.

It is important to understand that these rankings are performed without consideration of construction costs.

STAGE 1 Site Issues	Site 1 Washington Street Existing Sub-Station	Site 2 Rogers School 100 Pleasant Street	Site 3 Oxford School 347 Mains Street	Site 4 Corner of Bridge Street and Mill Road
Parcel Size	2	6	6	10
Road Frontage and Access	8	6	6	10
Topography Cut and Fill	9	9	9	9
Accessibility	8	4	5	10
Available Utilities	9	9	9	9
Storm Water Drainage	8	8	8	8
Wetlands	10	10	10	6
Other Detrimental Features	6	6	6	10
Demolition Hazards	8	7	7	10
Underground Waste and Hazardous Materials	TBD	TBD	TBD	10
Total Points	68	65	66	92
Initial Rank	2	4	3	1

Ranking 1 lowest
 10 Highest

STAGE 2 Building Issues	Site 1 Washington Street Existing Sub-Station	Site 2 Rogers School 100 Pleasant Street	Site 3 Oxford School 347 Mains Street	Site 4 Corner of Bridge Street and Mill Road
Traffic Separation	8	2	2	10
Parking	8	4	4	10
Ease of Apparatus Departing/Returning	10	1	2	10
Drive Through Capability	8	8	6	10
Build Ability	7	4	4	10
Land Available Around Building	4	4	4	4
Response Time	8	6	4	9
Acquisition Costs	10	10	10	2
Potential Negative Reaction	10	6	6	6
Building Programmatic Needs	8	8	8	10
Stage 2 Total Points	81	53	50	81
Stage 1 Total Points	68	65	66	92
Total Points	149	118	116	173
Final Rank	2	3	4	1

The matrices revealed that the sites had final scores between 173 and 116. Since an underground waste and hazmat evaluation was not performed on three of the sites, this could shuffle the third and fourth ranking but would not be sufficient in rearranging all of the rankings.

Based on the available information the sites in the order of their final ranking are as follows:

<i>Final Ranking</i>	<i>Score</i>	<i>Site</i>
1	173	Corner of Bridge St and Mill Rd
2	149	Washington Street (Existing Public Safety Site)
3	118	The Oxford School – 347 Main Street
4	116	The Rogers School – 100 Pleasant Street

The one item that is skewing the ranking of the second place site is that the site is insufficiently sized to accommodate both facilities. Therefore for this site to work one of the departments will need to be relocated elsewhere.

Attached is a brief summary for each site indicating advantages and disadvantages.

Corner of Bridge St and Mill Rd

The site is a large privately owned parcel of land. The rear of the site slopes slightly away from Mill Road to areas designated as wetland and a vernal pool. The site is sufficiently sized to accommodate all of the programmatic needs of both departments without encroaching on the portions of the site located within the wetlands or the 100 foot setback.

All applicable utilities are located on Mill Roadt and there would not be any major utility relocation associated with the development of this site.

This site is very compatible to the ideal site

Advantages

1. This parcel allows for a new Public Safety Facility to be constructed without impacting on the operations of the existing facility.
2. Improves the current response time.
3. Turn key operation from contractor
4. All utilities are on site.
5. Portions of site can be used for training
6. All of the departments programmatic needs can be fulfilled
7. Excellent site lines along Mill Road.
8. Project does not need to be phased or include renovations to existing facilities
9. Existing building becomes surplus and can be either sold or utilized by other Town agencies
10. Construction is streamlined, reducing construction costs and time
11. Site is adjacent to hospital reducing ambulance run times (returning to station)
12. Portions of unused site can be parceled out and sold for development

Disadvantages

1. Site purchase cost

Washington Street (Existing Public Safety Site)

This parcel of land currently houses the existing the public safety. The site is too small to accommodate expansion of both departments. The only way this site would be suitable is for either the police or fire department to move out to a new facility. Once portion of the building is vacated it can be torn down, expanded or renovated to accommodate the needs of the remaining department.

Similarly to any building renovations the existing building would need to be brought up to meet current codes.

Advantages

1. Existing site is Town owned
2. Maintains or improves the current response time.
3. Turn key operation from contractor on the new facility
4. All utilities are on site.
5. Portions of site can be used for training

Disadvantages

1. Phased construction within an active site
2. Elongated construction duration for both facilities
3. One of the departments can remain on site
4. More expensive
5. Existing facility will require comprehensive building upgrade
6. Existing facility will require extensive handicap code upgrades
7. Since two facilities would be built in lieu of one, there is no advantage of shared spaces
8. All of the stations programmatic needs can be fulfilled
9. Need to find additional sites for relocated department
10. Purchase cost of additional site

If expansion of both departments is to occur on this site it would require numerous programmatic concessions to both departments. Additionally since the facility is currently utilized, both departments would need to relocate during construction. This would require space to relocate the equipment and it could temporarily negatively impact the fire fighters response time.

The Oxford School – 347 Main Street

Based on the current condition, the existing building could be adaptively reused as a public safety facility or a standalone police or fire station however we have numerous concerns with the site and the location.

The building enclosure is in need of substantial masonry repairs. The interior of the facility would require a comprehensive gut and reconstruction to accommodate the programmatic needs of both departments and the associated detention facility. Included with interior modification all new mechanical electrical, plumbing and a new fire suppression system would be provided. It is anticipated that the newer portion of the facility, constructed in 1957 would need to be torn down to accommodate the apparatus bay and fire department support spaces.

Based the existing conditions, the facility as it currently stands is grandfathered from requiring structural improvements. However, changes in building use group and as renovations and improvements are performed to the facility, the International Existing Building Code (IEBC) requires code upgrades be implemented on a sliding scale.

The criteria are based on the extent of work performed within the following three levels.

- Level 1 – Minor repairs and roof replacements.
- Level 2 – Intermediate repairs, equipment and fixture replacement and some space alterations
- Level 3 – Major repairs, with work being performed beyond 50% of the aggregate building area.

Based on the change in building use, extent of renovations to modify the facility into a Public Safety Facility, Level 3 alterations would be implemented thus requiring the existing facility to be evaluated and upgrade for the following items;

- Structural analysis of gravity loads
- Structural analysis of lateral load capacity
- Egress capacity
- Fire protection system
- Fire resistive construction
- Interior environment
- Hazardous materials
- Energy conservation
- Handicap Accessibility

The amount of renovations and improvement in conjunction with the building use change from an educational facility to public safety would also require extensive structural and seismic upgrades to the existing facility.

The site could be problematic in that it is in a residential neighborhood with very narrow streets and there is currently very little parking. Additionally, the playground park is not a complementary adjacency and would not be good mix with the activity around either a police or fire station

Site concerns are as follows;

1. The existing site is adjacent to a predominantly residential neighborhood with narrow roads. This not an ideal location for a fire station since the apparatus cannot make the proper turns in and out of the site.
2. The facility would be located in North Fairhaven very close to the Acushnet border. Since the facility would not be in a centralized location of the Town, response time to the rest of the town would greatly suffer
3. Currently the site only offers a minimal amount of parking. For a Public Safety Facility to properly function it require separate parking for the public, as well as staff parking and parking for patrol cars. For this to be possible the entire site including the playground and sprinkler park need to be utilized for vehicle parking.
4. Due to the existing building configuration and location of building entry points. Handicap accessibility is a large concern. Currently, with the exception of the 1957 entrance all of the building entrances are located at the intermediate stair platforms. This will require major modifications to accommodate accessibility. As a minimum a new core and entrance would be required housing the secure lobby and elevator.

The question at hand is really;

Are the implementations of the required changes to adaptively reuse the building as a Public Safety Facility a cost effective solution?

Based on the construction costs only, we feel that the adaptive re-use of the Oxford School as a Public Safety Facility would not be cost effective. Factoring in the limited parking, the unfavorable adjacencies of the residential neighborhood and playgrounds as well as the remoteness of the site compared to the geographical center of Fairhaven makes the Oxford School highly problematic as an adaptive reuse as a Public Safety Facility.

Advantages

1. Town owned site
2. Turn key operation
3. Adaptive re-use of existing facility
4. All utilities are on site.

Disadvantages

1. Response time is greatly impacted
2. No possibility of a drive through station
3. Extensive building upgrades to existing facility
4. Required parking cannot be achieved
5. No space on site for training
6. Abatement of hazardous containing materials
7. All of the stations programmatic needs can be fulfilled
8. No separation between staff and visitors parking
9. Do the current configuration building layout, more space will be renovated than programmed, and the room layouts will be dictated by the existing bearing walls.
10. Play grounds and fire stations are typically not the best neighbors. Especially on a tight site such as this one. Typically for these two elements to work together they would need separate vehicular entrances to the site so that responding firefighters do not need to be concerned with other vehicles either entering or existing their parking area.

The Rogers School – 100 Pleasant Street

The Rogers School is very similar to the Oxford School. It was constructed at the same time utilizing the same plans, consequently this site has the same issues that are detrimental to the Oxford School.

The site could be problematic in that it is in a residential neighborhood with very narrow streets and there is currently very little parking. Additionally, the playground park is not a complementary adjacency and would not be good mix with the activity around either a police or fire station

Site concerns are as follows;

1. The existing site is adjacent to a predominantly residential neighborhood with narrow roads. This not an ideal location for a fire station since the apparatus cannot make the proper turns in and out of the site.
2. Currently the site only offers a minimal amount of parking. For a Public Safety Facility to properly function it require separate parking for the public, as well as staff parking and parking for patrol cars. For this to be possible the entire site including the playground and sprinkler park need to be utilized for vehicle parking.
3. Due to the existing building configuration and location of building entry points. Handicap accessibility is a large concern. Currently, with the exception of the 1957 entrance all of the building entrances are located at the intermediate stair platforms. This will require major modifications to accommodate accessibility. As a minimum a new core and entrance would be required housing the secure lobby and elevator.

Advantages

1. Town owned site
2. Turn key operation
3. Response time is minimally impacted
4. Adaptive re-use of existing facility
5. All utilities are on site.

Disadvantages

1. Extensive building upgrades to existing facility
2. Required parking cannot be achieved
3. No space on site for training

4. No separation between staff and visitors parking
5. Abatement of hazardous containing materials
6. All of the stations programmatic needs can be fulfilled
7. Play grounds and fire stations are typically not the best neighbors. Especially on a tight site such as this one. Typically for these two elements to work together they would need separate vehicular entrances to the site so that responding firefighters do not need to be concerned with other vehicles either entering or existing their parking area.
8. Do the current configuration building layout, more space will be renovated than programmed, and the room layouts will be dictated by the existing bearing walls.

To properly evaluate the construction cost of the selected sites, we have created a template which compares all of the sites to a control site. The primary purpose for this control site is to establish a benchmark for comparison to the other sites. The control site assumes the site is undeveloped and town-owned; consequently it does not take in consideration acquisition costs or associated building demolition.

Based on the construction cost chart, we can compare and analyze the project costs at two different stages.

- a. Construction "hard costs"
- b. Construction costs including "soft costs"

The project "hard cost" refers to the money required to prepare the site and construct the actual building with associated construction contingencies. Typically, this is the brick and mortar of the building.

The project "soft costs" include all money required for the design and associated support. This includes engineering and design fees, furniture and equipment, owners' project management fees, testing and associated costs, legal fees, surveying, etc.

At this stage there are numerous unknowns which will impact the project costs. Items such as unsuitable soil conditions, hazardous materials and site acquisition costs will greatly impact the overall project costs.

The estimates are meant to be a bench mark tool to identify the costs of each facility, but it would also be unjustifiable to compare the costs of the renovations to a new facility or those of a smaller facility to the control site. To properly compare the sites and the construction costs one would need to assume that all of the sites would be able to achieve the same programmatic objective.

SITE DESCRIPTIONS

APPENDIX A - Program

Fairhaven Public Safety Facility

PUBLIC ACCESS/DISPATCH

PUBLIC ACCESS

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
1	public	Lobby/vestibule/waiting				300		
1	public	Public Restrooms				120		
1 or 2	semi-public	Classroom/Training/EOC	50			1,000		tiered seating
1 or 2	secure	Classroom Storage				80		
1 or 2	secure	A/V Equipment Storage				80		
1	semi-public	Triage			140			adjacent to app bay
1	semi-public	Fire Arms Permit/finger printing		120				
1	semi-public	Interview		120				
Subtotal				240	140	1,580	1,960	

DISPATCH

1	secure	Dispatch center	4			330		
1	secure	Toilet room				50		
1	secure	Kitchenette/break area				60		
1	secure	Communication Equipment				240		
Subtotal						680	680	

COMMUNITY SERVICE

1	escorted	Clerks office	1			140		
1	escorted	Records and Reserch				260		
1	escorted	Archive area				340		moveable shelving
Subtotal						740	740	

Fairhaven Public Safety Facility

POLICE DEPARTMENT REQUIREMENTS

ADMINISTRATION

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
2	escorted	Police Chief	1	225				4 offices at 120
2	escorted	Administrative Recpt/waiting	1	300				
2	escorted	Records		216				
2	escorted	Administrative offices (4)	4	480				
2	escorted	Kitchenette		24				
2	escorted	Supplies		60				
2	escorted	Workroom		60				
2	escorted	Toilet Room		50				
2	escorted	Conference Room	8	160				
Subtotal				1,575			1,575	

DETECTIVE AREA

2	escorted	Seargents office	1	140				
2	escorted	Detective Open Offices	5	380				
2	escorted	Conference Room	8	160				
2	escorted	Interview Room (1)		90				
2	escorted	Lab		80				
2	escorted	Storage room		100				
Subtotal				950			950	

EVIDENCE

1	secure	Evidence Processing		140				moveable shelving
1	secure	Evidence Storage		240				
1	secure	Evidence Storage - Weapons		60				
1	secure	Evidence Storage - Drugs		60				
Subtotal				500			500	

PATROL OPERATIONS

1	escorted	Open office area	5	400				
1	escorted	Shift Commander (shared)	1	160				
1	escorted	Sergeants Office	1	120				
1	escorted	Guard Room/Roll Call	8	160				
1	secure	Armory		72				
1	secure	Gun Cleaning room		72				
1	escorted	break room/kitchen		240				
1	escorted	Male Toilet Room		50				
1	escorted	Female Toilet Room		50				
1	escorted	report writing	5	180				
Subtotal				1,504			1,504	

Fairhaven Public Safety Facility

DETENTION

1	detention	Secure Sallyport 2 bays		900			
1	detention	Booking/processing		400			
1	detention	Detention Cells	3	264			
1	detention	Janitors closet		40			
1	detention	Holding	2	74			
1	detention	Personal Property Storage		40			
1	detention	Interview		120			
1	detention	Shower/Toilet		40			
Subtotal				1,878		1,878	

STAFF SUPPORT

1	escorted	Male Toilet Room		300			
1	escorted	Female Toilet Room		160			
1	escorted	Male Locker Room	30	450			
1	escorted	Female Locker Room	10	150			
1	escorted	Fitness				560	
Subtotal				1,060		560	1,620

FIRING RANGE

b or 1	secure	Firing Range (4 station)		1,600			
b or 1	secure	Armory Office/Control room	1	140			
Subtotal				1,740		1,740	

Fairhaven Public Safety Facility

FIRE DEPARTMENT REQUIREMENTS

ADMINISTRATION

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
2	escorted	Fire Chief	1		225			Shared with DFC
2	escorted	Fire Chief toilet room			50			
2	escorted	Administrative Assistant	1		280			
2	escorted	Deputy Fire Chief	1		180			
2	escorted	Shift Captain	1		140			
2	escorted	File Storage			100			
2	escorted	Kitchenette			24			
2	escorted	Supplies			80			
2	escorted	Workroom			80			
2	escorted	Storage			100			
2	escorted	Fire prevention office	1		140			
2	escorted	EMS/training office	1		140			
2	escorted	Staff toilet rooms			50			
2	escorted	Conference Room	8		160			
		Subtotal			1,749		1,749	

APPARATUS AND SUPPORT

1	escorted	Apparatus Bay			7,200			5 double loaded bays
1	escorted	Hazmat and Disaster Supply			120			
1	escorted	Hose Storage Room			100			
1	escorted	Equipment Storage			100			
1	escorted	Toilet Room			50			
1	escorted	Air Supply Room			216			
1	escorted	Turn out Gear Room			280			
1	escorted	Contaminated Washer/Dryer			140			
1	escorted	Biohazard/Decon Area			180			
1	escorted	EMS Storage			140			
1	escorted	Hose Storage Tower			324			
1	escorted	Tool Room/workshop			120			
1	escorted	Maintenance & Storage			168			
		Subtotal			9,138		9,138	secure narcotics closet

FIRE FIGHTERS QUARTERS

2	escorted	Fire fighters bunk room	7 rms		670			separate from dining
2	escorted	Fire fighters bunk room	1 for 4		448			
	escorted	Study Room			120			
2	escorted	unisex toilet rooms	4 @ 65		260			
2	escorted	Day Room			460			
2	escorted	Kitchen			216			
2	escorted	Pantry			80			
2	escorted	Dining Room			320			
2	escorted	Washer and Dryer			64			
2	escorted	Supplies			80			
1	escorted	report writing/watch room			180			
		Subtotal			2,898		2,898	

Fairhaven Public Safety Facility

PHYSICAL PLANT

PHYSICAL PLANT

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
1	escorted	Mechanical Room				350		
1	escorted	Mail Room				100		
1	escorted	Computer Room/it room		120	120			
1 and 2	escorted	Janitors closet		80	120			
1	escorted	Buildings Storage				200		
1	escorted	Buildings Supplies		120	120			
2	escorted	Electric / Tele / Data Rooms		100	100	150		
1	escorted	Elevator				160		
1	escorted	Elevator Machine Room				60		
Subtotal				420	460	1,020	1,900	

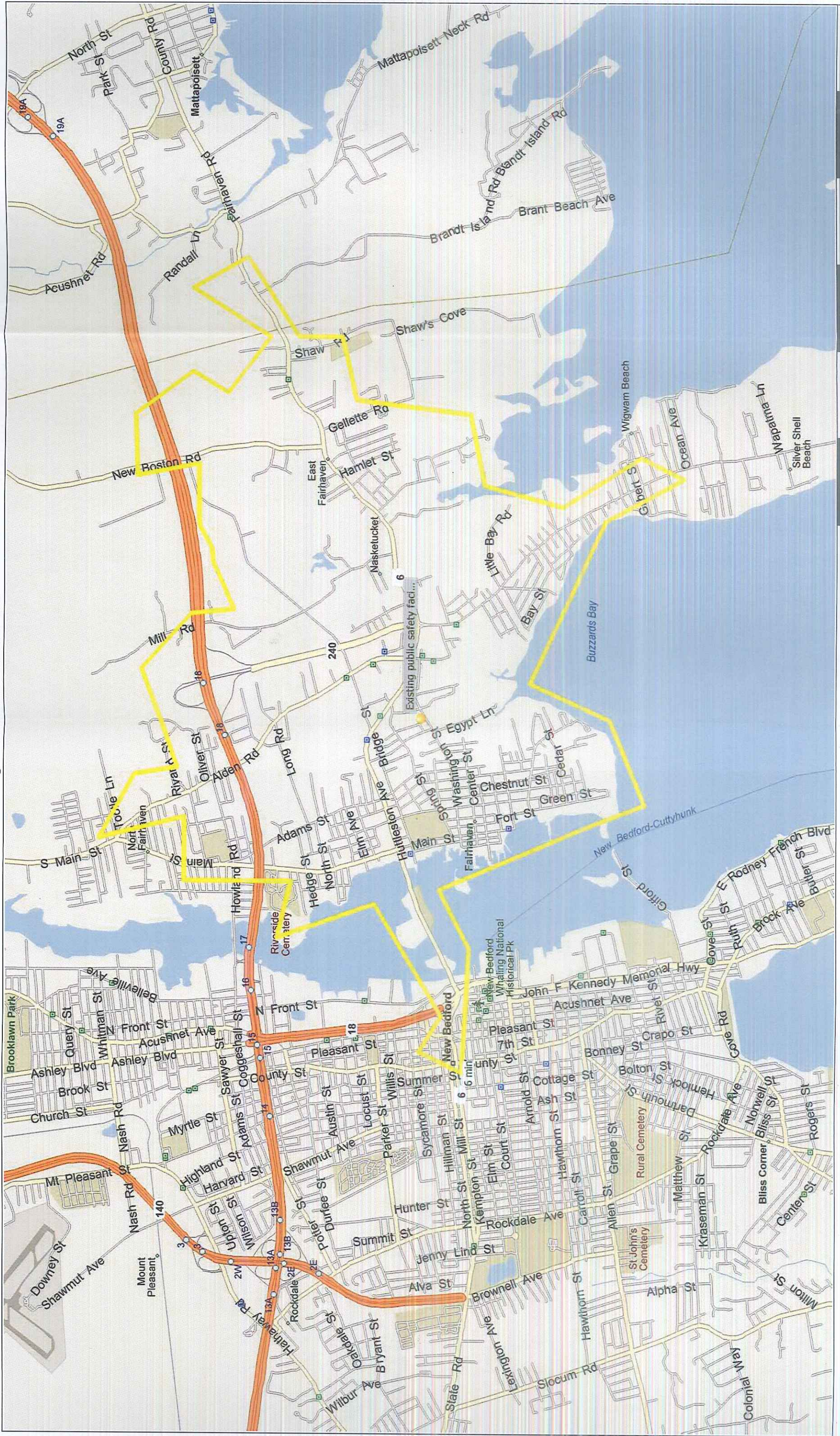
MAINTENANCE/STORAGE BUILDING

PHYSICAL PLANT

Floor	Circulation	Space	Staff	Police	Fire	Shared	Total	Comments
1	secure	Impound Bays (2)		800				
1	secure	Enclosed Garage/motorcycle		300				
1	escorted	Bulk storage		150				
1	secure	Maintenance Bay				800		
1	secure	Maintenance Parts storage				144		
1	secure	Toilet room				60		
1	secure	Maintenace office				120		
Subtotal				1,250		1,124	2,374	
Total Net SF				9,377	14,385	5,704	29,466	
Net to Gross				2,344	3,596	1,426	7,367	
Total Gross SF				11,721	17,981	7,130	36,833	
GRAND BUILDING TOTAL:						36,833		

APPENDIX B – Response Time Studies

Washington St. Fairhaven Ma

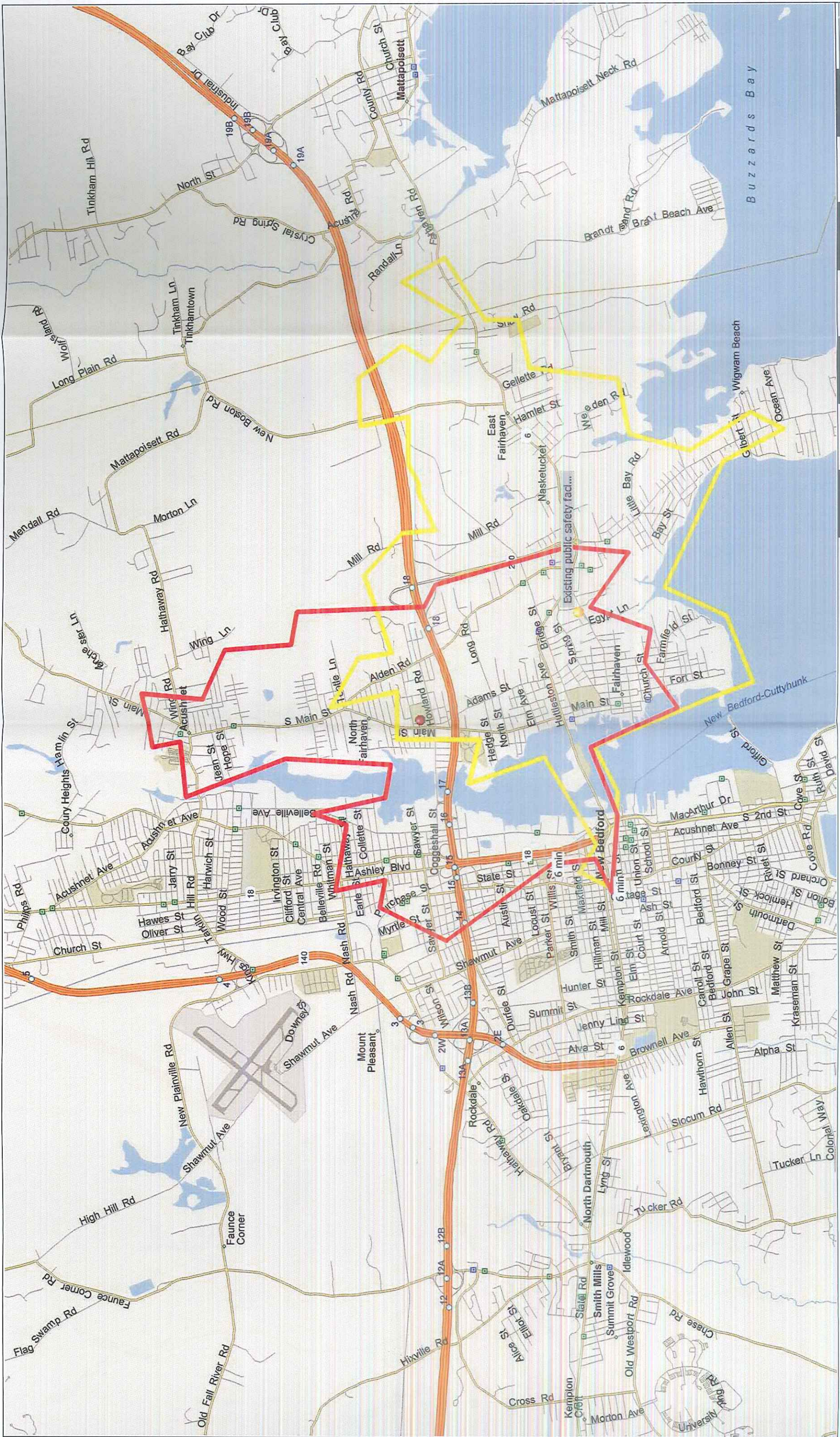


100 Pleasant Street Fairhaven Ma



0 mi 1 2 3

347 Main Street Fairhaven MA



Bridge St and Mill Rd Fairhaven MA



APPENDIX C – Conceptual Plans

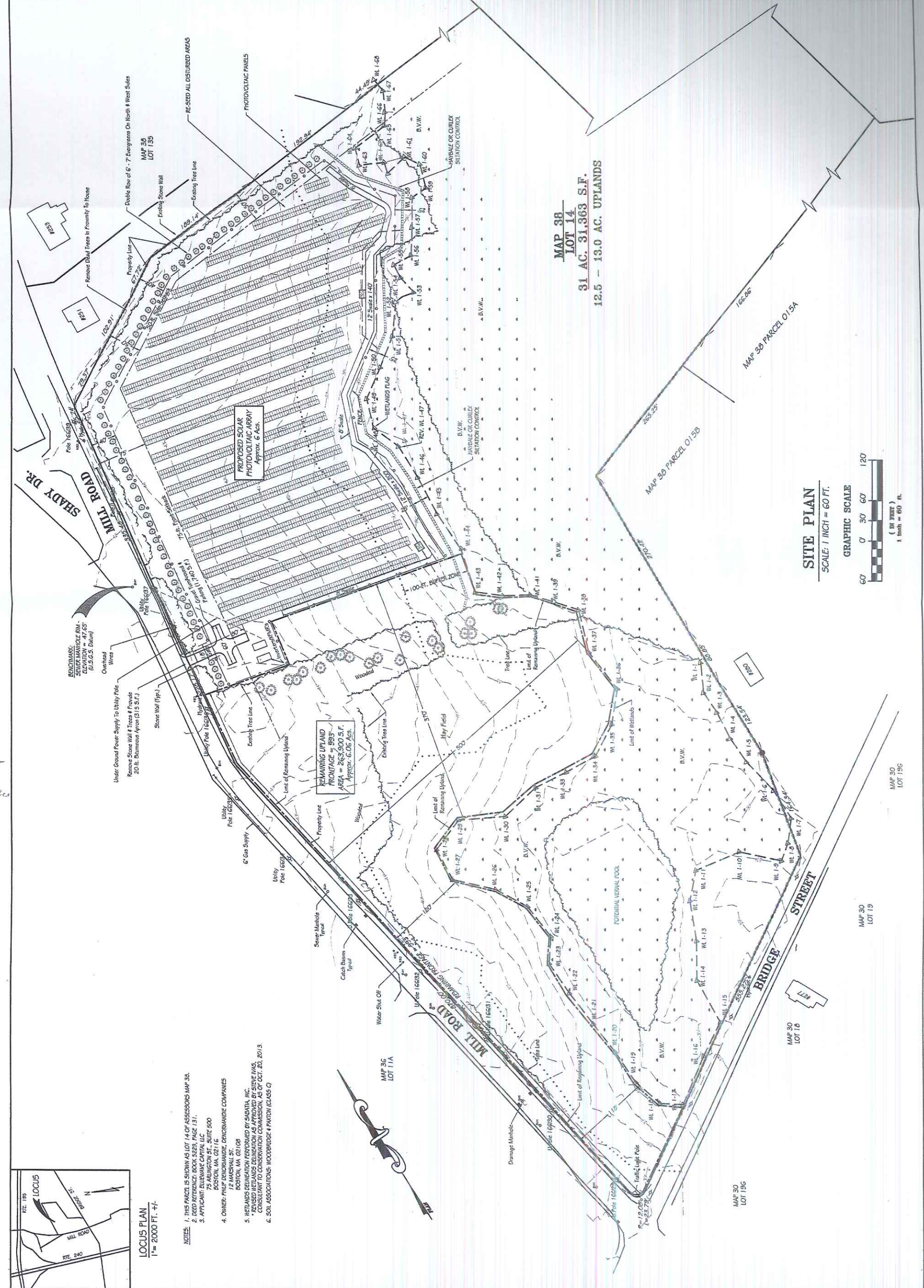
SITE PLAN OF
REMAINING DEVELOPABLE AREA
LOT 14, MILL ROAD
FAIRHAVEN, MASS.

Developer:
BLUWAVE CAPITAL LLC
75 Arlington St. Suite 500
Boston, MA 02116

CAI
Charon Associates, Inc.
Consulting Engineers
323 Neck Road - Rochester, MA 02770
Tel: 508-763-8362 Fax: 508-763-9582

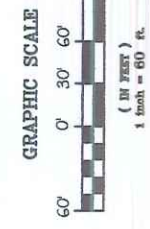
● solar design consultants
Harvard, MA 01451

No.	1
Date	MARCH 17, 2014
Revision	



MAP 38
LOT 14
31 AC. 31,363 S.F.
12.5 - 13.0 AC. UPLANDS

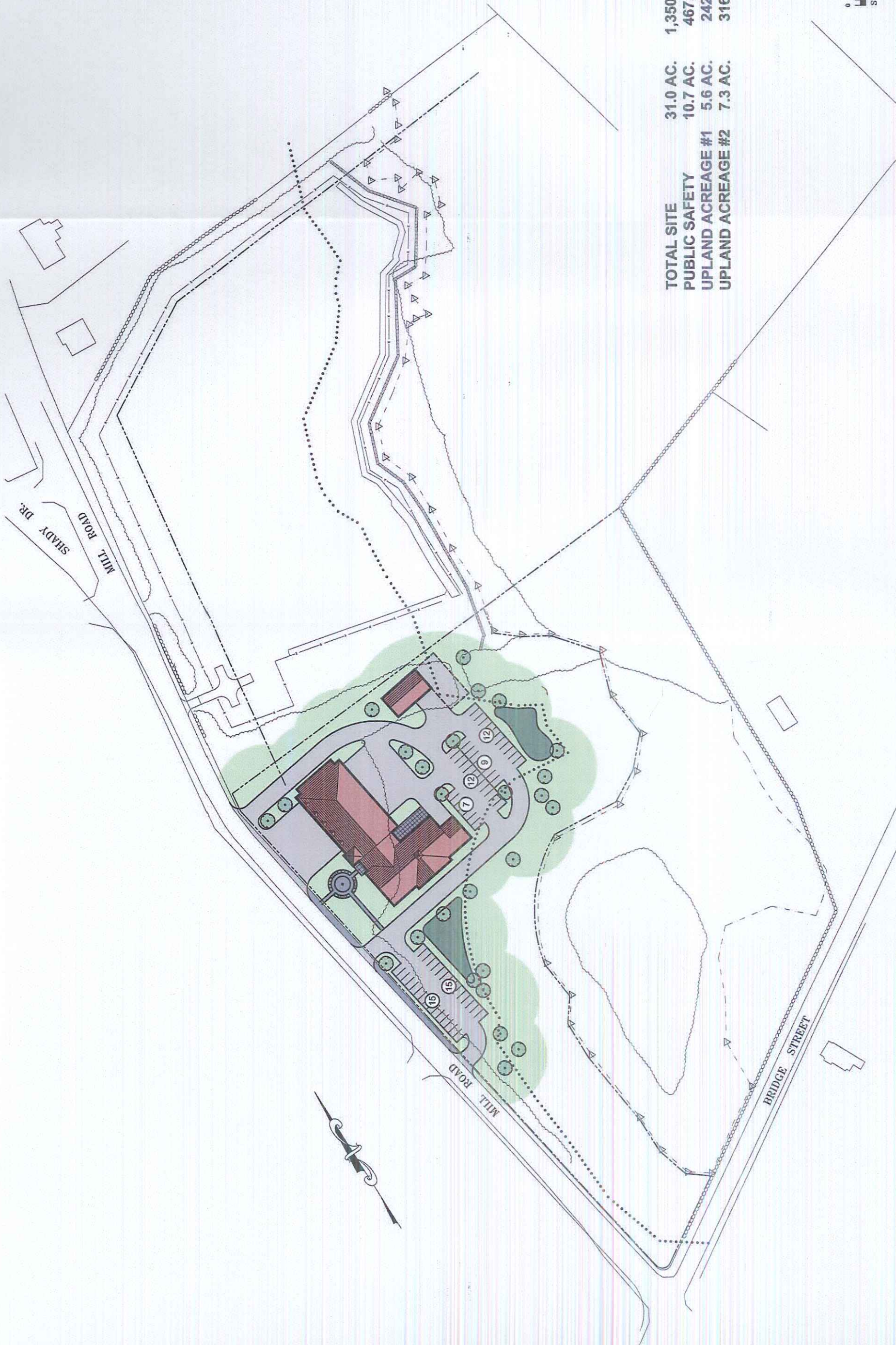
SITE PLAN
SCALE: 1 INCH = 60 FT.



Front 30' wide to Shady Dr.



- NOTES:
1. THIS PACT IS SHOWN AS LOT 14 OF ASSESSORS MAP 38.
 2. DEED REFERENCE: BOOK 5229, PAGE 131.
 3. APPLICANT: BLUWAVE CAPITAL LLC
75 ARINGTON ST., SUITE 500
BOSTON, MA 02116
 4. OWNER: PHILIP BLUWAVE, GENERAL AND COMPANY
BOSTON, MA 02108
 5. WETLANDS DELINEATION PERFORMED BY SARVITA, INC.
*REVISED WETLANDS DELINEATION AS APPROVED BY STEVE IVAS,
*CONSULTANT TO CONSERVATION COMMISSION, AS OF OCT. 20, 2013.
 6. SOIL ASSOCIATIONS: WOODBRIDGE & PAXTON (CLASS C)



TOTAL SITE 1,350,365 S.F.
 PUBLIC SAFETY 467,610 S.F.
 UPLAND ACREAGE #1 242,552 S.F.
 UPLAND ACREAGE #2 316,227 S.F.

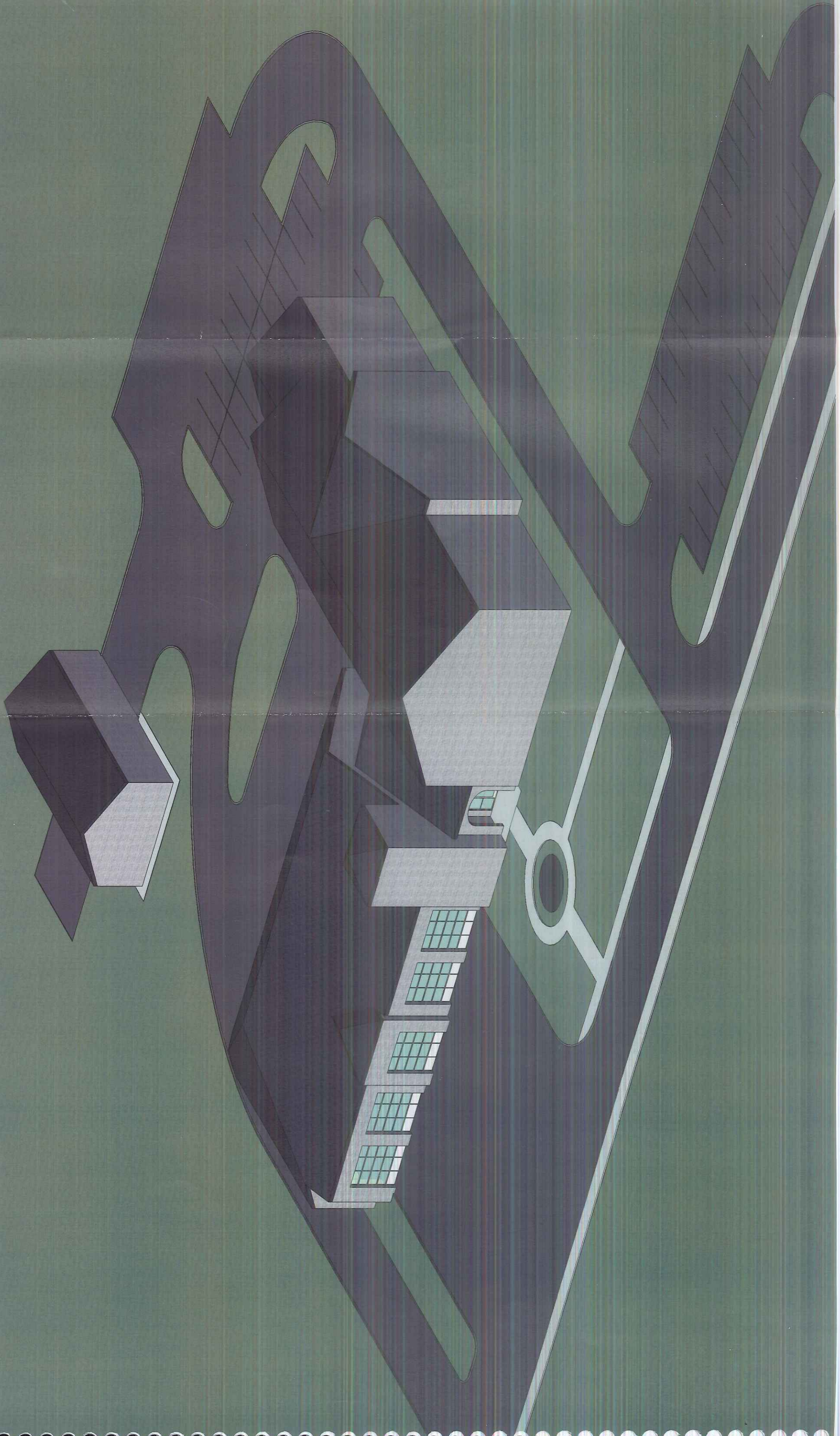
31.0 AC.
 10.7 AC.
 5.6 AC.
 7.3 AC.



Mill Road
Fairhaven, MA

SITE PLAN







CDR Maguire Inc. was founded in 1938 and since that time, has grown to become one of the Northeast's leading architectural, engineering and planning firms. CDR Maguire has offices in Maine, Massachusetts, Rhode Island, Connecticut, New Hampshire, Pennsylvania, and the U.S.V.I.

With over 150 professionals and support staff located in 5 offices throughout these 5 states and territories, CDR Maguire provides a full complement of A/E/P services competitive with other nationally known firms. CDR Maguire differs from most of those firms in that it is a privately-owned firm with staff having long tenure with the company. We find that this is a-typical of the large A/E/P firms today with the primary benefit of having long standing relationships between our clients and our principals and managers. These 5 local offices also allow our staff to develop the particular parochial skills required to coordinate permits with the various regulatory agencies in each of these states and within various counties. For more information about CDR Maguire, please visit our Web site at www.CDRMaguire.com. For more information about this report, please contact: Fabrizio Caruso, AIA, Fabrizio.Caruso@CDRMaguire.com, Direct Line 617.778.1464.

Attachment F

2015 FAIRHAVEN COMMUNITY DEVELOPMENT STRATEGY

BACKGROUND: Fairhaven is a seaside community, situated on Buzzards Bay in the southeastern corner of Bristol County, 56 miles south of Boston and 35 miles southeast of Providence. It shares its harbor with the City of New Bedford. The Town has an Executive Secretary/Board of Selectmen form of government, with six precincts. Fairhaven has 12.41 square miles of land area, 29.4 miles of shoreline, and significant rural areas that are still home to a number of working farms. The Town land use makeup consists of four geographic areas. The historic downtown area, clustered around the harbor, combines maritime, municipal and high density residential uses. East Fairhaven consists of farm land and low density residential uses while Sciticut Neck is where summer homes have been converted to year round residences. North Fairhaven is bisected by Interstate I-195; the its area south of I-195 is primarily residential and the location of a majority of the Housing Authority properties (including the former Anthony School) as well as the historic Fairhaven High School. The area of North Fairhaven to the north of I-195 is of slightly higher density than the remainder of the Town and has a village center with a mix of commercial and residential uses. Town wide, commercial uses are mainly strip mall-style retail establishments, and residential densities are typical of suburban and rural neighborhoods.

PLANNING TOOLS: The Town of Fairhaven has many community based tools available for creating the CDS, which were developed with input received at numerous public meetings.

- The Fairhaven Master Plan, by Planners Collaborative Inc. - completed 1996
- Fairhaven Open Space and Recreation Plan, by Fairhaven Planning Department - 2010
- A Strategy for Fairhaven's Economic Future, by Mt. Auburn Associates, Inc. - 1996
- New Bedford/Fairhaven Harbor Plan, - 2010
- Fairhaven Affordable Housing Strategy - 2007
- Fairhaven Housing Needs Assessment - December 2009
- Fairhaven Housing Action Plan - March 2010
- Board of Public Works Capital Improvements Plan - ongoing

HOUSING: *The goals in this category are consistent with the sustainable development principle of #1, Concentrate Development and Mix Uses, by ~~increasing housing density at~~ modernizing and increasing housing density at existing Housing Authority sites that are within walking distance of transit, the downtown, schools, or a retail, service, or employment center and by identifying Town owned properties for potential redevelopment as affordable housing. Additionally, #6, Expand Housing Opportunities is met through increasing the number of units available to low/moderate income residents.*

As of 2014, 29.4% of the town's residents meet the low/moderate income criteria. The Town had a total of 7,475 housing units as of the 2010 census, at which time 6,672 units were occupied. 803 were vacant. 472 of the vacant units were identified as seasonal/recreational units. Of the total occupied housing units 72% were owner occupied and 28% were renter occupied. The US Census, (2010), showed that the median family income in Fairhaven was \$54,144, much lower than the state median family income of \$65,981. The Housing Needs Assessment and Action Plan identified four areas of need: Non-elderly Rental housing for those earning less than 50% of AMI, First Time Homeownership, Senior Housing for those earning 80% of AMI and Special Needs Housing.

To combat this rise in un-affordability as detailed in the Needs Assessment, the Town and Fairhaven Housing Authority will actively work on a comprehensive strategy identified in the Town Master Plan to provide housing options for low/moderate income individuals by:

- Inventorying all Town owned properties and reviewing them for potential new uses as affordable housing. Who: Fairhaven Planning Board, Local Partners. Cost: \$50,000 Funding: CDBG, Town, MHP, CPA When: Ongoing

- Working on providing Non-elderly Rental Housing for those earning less than 50% AMI. Who: Town, FHA, private developers. Cost: \$6 to 8 million. Funding - LIHTC. When: over the next 3-5 years.
- Working on providing Special Needs Housing. Who: local service providers, Town, FHA. Cost: \$1 to 2 million. Funding: MA-DDA and DMH. When: over the next 2-5 years.
- Encouraging the Housing Authority to create new housing on their existing sites, thereby increasing capacity/density, and limiting sprawl by not consuming existing open space. Who: Fairhaven Housing Authority Cost: \$6 - 8 million Funding: MHP, foundations, banks, HUD, CPA, When: ongoing - ~~complete 2016~~
- Encouraging the Housing Authority to modernize their existing facilities. Who: Fairhaven Housing Authority Cost: \$2-3 million Funding: DHCD, CDBG, MHP, foundations, banks, HUD, CPA, When: ongoing
- Participating in the Soft Second Loan Program. Who: Town, Fairhaven Cost: \$10,000 Funding: DHCD, MHP, banks When: On going with local bank participation
- Seeking funding support from private, state, and federal agencies to develop additional affordable housing. Who: Town, Planning Dept. Cost: \$50,000 feasibility study; \$5 million permanent Funding: DHCD, MHP, banks, CPA When: ongoing - feasibility study; 2015 project
- Encourage the retention and improvement of existing affordable housing stock. Who: Town, Planning Dept., DHCD, Housing Authority. Cost: \$200,000 annually. Funding: DHCD, CDBG, MHP, CPA, Housing Authority, banks When: ongoing
- Seek an inclusionary zoning bylaw. Who: Planning Board and Town Meeting. When: over the next 2-3 years.

PLANNING: *The goals in this category are consistent with the sustainable development principle of #1, Concentrate Development and Mix Uses, by facilitating infill development and providing better utilization of existing infrastructure.*

Fairhaven has a full-time Planning and Economic Development Director who works with the Planning Board to review all development projects and assists in re-writing the zoning bylaws. In 2007 the Planning Board completed a revision of the subdivision regulations, which included reduced road widths to facilitate infill development, secondary roads and new construction cross-sections and details. The Board is also working on bylaw amendments such as cluster zoning, senior residential zoning, and inclusionary zoning. All of these projects will meet the state Office of Commonwealth Development smart growth principles. The Board in 2008 conducted a Town wide survey on planning and growth, and the Final report was released in 2009. The information will be used to help guide the Planning Board and other policy makers with such issues as growth, zoning, and affordable housing and help increase support to update the Town's 1996 Master Plan. An area of planning in which the Town is lacking is neighborhood planning. There are several neighborhoods that would benefit from such planning. The Master Plan looks at the entire Town and makes general recommendations; however, there are several neighborhoods that should be studied in more detail:

1. Cushman Park Neighborhood - The neighborhood north and west of Town Hall abutting Cushman Park where there is a mix of marine industrial, tenement housing, vacant properties and neglected homes with ageing infrastructure. This has been the Town's primary Target Area for community development activities for the last 9 years and significant improvements have been accomplished with Town and CDBG funds.
2. East Fairhaven - It is composed of several old neighborhoods, with housing stock that is generally neglected and in some cases lacks adequate infrastructure such as paved roads, water

and sewer. If a neighborhood plan were prepared for these areas it could assess these issues, identify needs and confirm perceived need.

3. North Fairhaven neighborhood – This is the neighborhood north of Interstate 195 and predominantly west of Main Street. The commercial district is old and dated and has had little investment in upkeep and maintenance. Revitalization of businesses and infrastructure in this area is long overdue. The adjacent residential neighborhood is a mix of many early 20th century multi-family/tenement homes with early 20th century single-family homes scattered throughout. The Town ~~is currently conducting a study has submitted a Slums & Blight Inventory~~ of this neighborhood ~~to DHCD in order to see if it would~~ qualify ~~it~~ as a Target Area for future CDBG funds.
4. -Anthony School Neighborhood - This is the neighborhood south of Interstate 195, west of Adams Street, north of Massasoit Ave. ~~and east of Main Street.~~ This neighborhood is the primary location of Fairhaven Housing Authority properties. It is residential in nature with early to mid 20th century single-family homes. ~~The Town is currently conducting a study of this neighborhood to see if it would qualify as a Target Area for future CDBG funds. This is currently a the Town-current Target Area for CDBG activities.~~

The Town's neighborhood planning goals will:

- Facilitate infill development in neighborhoods. Who: Town, Planning Dept., Planning Board, ZBA. Cost: \$0: When: ongoing
- Concentrate development by creating new zoning bylaws. Who: Town, Planning Dept., Planning Board, RPA, Consultants Cost: \$20,000 Resources: EOE, Town. When: ongoing
- Provide a targeted public planning process to residents of specific neighborhoods involved within their neighborhood for assessment of future target areas. Who: BOS, Planning Board, Planning Dept., other Town Depts. Cost: \$60,000 Resources: Town, CPA When: underway anticipated completion December ~~2013~~2014
- Provide the Town with a detailed plan that assesses needs, and sets goals and objectives. Who: Town Depts., Consultants Cost: \$50,000 Resources: Town, State, other grants When: Ongoing -
- Help to make decisions on where to direct Town resources and/or other available resources to address needs. Who: Town Depts., Consultants Cost: \$10,000 Resources: Town, State, other grants When: Ongoing -
- Fulfill several smart growth principles.
 - Principle #1 - *Concentrate Development and Mix Uses*: Town, Planning Board, and ZBA, \$0 Resources: local, ongoing; and the Town is working with the RPA on Smart Growth zoning. Town, Planning Board, RPA Cost: \$20,000, EOE, Town, underway - completed 2013;
 - Principle #4 - *Protect Land and Ecosystems*: Town is actively working with others on land purchases and conservation restrictions. Town, Land Trust, State, Coalition for Buzzards Bay Cost: \$2,000,000, Town, Land Trust, State, CPA, APR and Buzzards Bay Coalition, Underway - ongoing as new projects arise;
 - Principle #5 - *Use Natural Resources Wisely*: Town partnered with a developer to install 2-3 windmills on Town land. Town, MTC, Community Wind, Inc. Cost: \$10,000,000 Resources: Town, MTC, Community Wind, Inc. When:—Installed 2012; the Town has an agreement with a developer to install Solar Panels on the Town's Landfill. Town Meeting approved an Article authorizing the Selectmen to negotiate a contract for the project. The Selectmen have completed negotiations with a developer and the project has been installed
 - Principle #6 - *Expand Housing Opportunities*: Town has a Housing Rehab program, Housing Authority has purchased 2 acres adjacent to their Main Street facility with funding from the CPC. The Housing Authority with funding from the CPC has completed a Housing Needs Assessment and

Action Plan. The Town is working on zoning to encourage affordable housing. Town, Fairhaven Housing Auth., \$300,000; Town, DHCD, MHP, CPA, ongoing.

INFRASTRUCTURE: *The goals in this category are consistent with the sustainable development principle of #1, Concentrate Development and Mix Uses, by rehabilitating existing road infrastructure in an effort to revitalize the target neighborhood, by improving existing high-traffic street intersections and by making improvements to the existing wastewater treatment plant. Additionally, #4 Protect Land and Ecosystems and #10, Plan Regionally, by combining resources with neighboring towns to improve infrastructure and local and regional wastewater treatment facilities.*

Fairhaven has well-developed infrastructure systems fully capable of supporting projected future development. Access to the regional transportation system is quite good via Routes I-195, I-495, State Route 240, and U.S. Route 6. A number of neighborhood roads are in fair or poor condition due to their age, outdated systems, and lack of maintenance. Other areas suffer from overuse and trees that have been allowed to encroach onto sidewalks. However, state and local budget cuts have reduced the Town's ability to keep up with normal repair and maintenance, and larger capital improvement road projects have been for deferred maintenance. This has resulted in a backlog of unfunded road projects. The Town and CDBG program have done an excellent job within the Cushman Park Neighborhood of repairing deteriorated roads, with only Water, Ferry, and Union Streets not having been improved. In addition, the Town and Seaport Advisory Council have designed improvements to Union Wharf and the Town was awarded \$2 million dollars in 2013 for first phase 1 of this multi phased project. A CDBG-DR grant will be used to demolish a derelict warehouse at Union Wharf damaged by Tropical Storm Irene. However, other neighborhoods, such as Anthony School and North Fairhaven, have experienced the same deferred maintenance and as a result, there are numerous streets in need of repair or rebuilding. The Anthony School Neighborhood also has numerous drainage issues that result in flooding throughout, caused by absent or undersized clay and galvanized piping drainage infrastructure [and highly deteriorated sidewalks with missing sections and unsafe surfaces](#). Some of the neediest streets within the Anthony School Neighborhood are Francis, Hedge, Plymouth, [North](#) and Green. North Fairhaven Neighborhood priority streets for repair are Sycamore, Main and Garrison. Sciticut Neck Road and most streets within the historic Poverty Point neighborhood also have significant deferred maintenance.

Fairhaven's wastewater treatment plant on Arsene Street processes an average of 2.5 million gallons of wastewater each day, including a quarter of a million gallons from Mattapoisett. The Board of Public Works (BPW) converted it to ultraviolet disinfection and is seeking funds to upgrade the odor control system. In 2007, Town Meeting approved over \$2.1M for wastewater improvements and in 2008 appropriated \$225,000 for investigation and repairs to sewer system caused by inflow and infiltration. These projects require extensive studies and permitting and are currently in process. In 2009 the Town was awarded \$7,000,000 of federal stimulus money to build an Anaerobic Digester, which will take the methane created by the sewer plant and turn it into electricity. This project became operational in 2013. As of Fall 2013 there were 5,806 sewer connections to the main plant. This figure will increase over the next few years because two sewer projects, a portion of Sciticut Neck, and the Nancy/Marguerite Sewer Projects have come on line. Fairhaven's water system currently has 6,519 metered accounts and shares a well field with the Towns of Marion and Mattapoisett, each of which holds title to its own wells. After seeing the mutual benefit in combining resources, the towns of Fairhaven, Marion, and Mattapoisett created a regional water district in 2004, which is responsible for building and maintaining a regional water treatment plant. That plant has been fully operational since the summer of 2008. Fairhaven owns and operates two water towers and a third water tower is planned for the East Fairhaven area in the next several years to improve water pressures needed for fire-fighting purposes. In addition,

the Town, through a Smart Growth Technical Assistance Grant from Executive Office of Environmental Affairs, completed a Water Conservation Plan that is consistent with DEP guidelines.

To address these infrastructure issues, the Board of Public Works (BPW) has created a capital improvements program to assess individual projects and prioritize them so funds can best be spent. Funding comes from such sources as Chapter 90, Town Meeting appropriations, betterments, water and sewer enterprise funds, and user fees. The Town needs to seek grants and loans from state and federal, as well as, CDBG funds to help minimize the cost and local tax burden for users.

The Town's infrastructure goals will:

- Rehabilitate existing road infrastructure. Who: BPW, Town Cost: \$200,000 maintenance, Resources: \$500,000 CDBG, Town, Ch. 90, [PWEDMassWorks](#). When: ongoing.
- Improve traffic controls along US Route 6. Who: SRPEDD, Town, BPW Cost: \$2,000,000 Resources: Town, Ch. 90, RPA, MassDOT, HSP. When: Completed Summer 2013
- Maintain and foster harbor and marine uses and undertake projects that sustain the viability of the harbor area such as dredging, improvements at Union Wharf, and land use planning: Town, Planning Dept., \$5 million, EPA grants, CDBG-DR, Seaport Advisory Council grants, Town Funds.
- Combine resources with neighboring Towns to improve wastewater infrastructure. Who: Sewer/Water District Cost: \$3.5 million Resources: District, Towns When: ongoing
- Combine resources with neighboring towns to improve drinking water infrastructure. Who: District, DEM, Town Resources: EOE, EPA, Town Cost: \$3.5 million Resources: District When: operation ongoing

ECONOMY: *The goals in this category are consistent with the sustainable development principles of #1, [Concentrate Development and Mix Uses](#) through the redevelopment ~~and rehabilitation~~ of the ~~semi-vacant~~ AT&T complex, [expand industrial zoning along Mill Road](#), [rezone the Benoit Sq. corridor for mixed Use](#). Additionally, #8, [Increase Job and Business Opportunities](#), by preserving the working waterfront, [creating a Medical Marijuana Overlay District](#) and #2, [Advance Equity](#), by streamlining the zoning/permitting process to create new or changed uses.*

Fairhaven's economy is driven primarily by the following industries: marine repair and construction, fishing, winches and fishing machinery, hospitality, retail, agriculture, and other small industrial concerns. These industries have been hit hard by the economic downturn Massachusetts has seen over the last few years. The Town's 9.9% unemployment rate in August 2013 is higher than the state average of 6.8%, (Source Department of Labor and Workforce Development). The fishing and marine manufacturing base while suffering a decline is still an important employer in the Town. However, it once made up the largest part of Fairhaven's economy and has now been replaced by lower paying retail jobs that do not offer sufficient benefits to employees. Fairhaven has also been negatively impacted by the decline in the telecom industry. AT&T, formerly the Town's largest employer, sold its building in 2005 and has moved 95% of the operation to Texas. The Acushnet Company, makers of Titleist golf balls with corporate headquarters located within Town, has also been experiencing layoffs because of the current economic downturn. In July of 2011, a consortium led by Fila Korea, Ltd. and Mirae Asset Private Equity, purchased the company, which has led to speculation on the future status of the corporate headquarters in Fairhaven. Southcoast Hospitals has invested in the Town. Over the last 4 years they have built a 60,000 SF cancer treatment center and a 60,000 SF emergency-care facility. Both facilities are located on Mill Road north of the former AT&T complex.

To address these issues the Town will:

- Encourage the redevelopment of the former AT&T complex through streamlined permitting that would allow mixed-use, multi-tenant reuse [and look at rezoning adjacent parcels to allow for](#)

additional commercial development. Who: Town, Planning Board Cost: \$0 Resources: When: ongoing

- Revise the zoning bylaws, (Town and Planning Board), to help preserve the working industrial waterfront, as is expressed in the Town Master Plan and the Harbor Plan. Who: Town and Planning Board Cost: \$0 Resources: Town, CDBG, DHCD, RPA When: ongoing;
- Work with local economic development groups to secure available funds for loans, training, technical assistance from state, federal and private sources, as well as CDBG funding. Who: Town, Partnership, local business groups Cost: \$50,000 Resources: CDBG, Planning grants, DEM, Business Association When: ongoing
- Maintain and foster the marine economy by undertaking projects that sustain the viability of the harbor area such as dredging, business development of marine uses, and land use planning: Town, Planning Dept., \$5 million, EPA grants, CDBG-DR, Seaport Advisory Council grants, Town Funds.
- The Town should create an Economic Development Committee to help guide the Town on economic development issues, including downtown revitalization. Who: Selectmen, COST: \$0 When: ~~2014~~ 2015

OPEN SPACE & RECREATION: *The goals in this category are consistent with the sustainable development principles of #1, Concentrate Development and Mix Uses, by creating a walkway/bike path along the existing railroad right-of-way and developing and improving existing recreational fields. Additionally, #4, Protect Land and Ecosystems, and #5 Use Natural Resources Wisely, by preserving open and space and #3, Be Fair by making recreational areas ADA compliant.*

The 2010 Open Space and Recreation Plan has been approved by the State and is valid until September 2015. The Planning and Economic Development Department, in conjunction with SRPEDD, our regional planning agency, worked on the project. New priorities and areas to set aside for recreation were identified and included in the new plan. CPC funds were approved at the May 2014 Town Meeting to update the OSRP and SRPEDD has been contracted to update the plan by the Fall of 2015.

The Town's Open Space & Recreation goals are as follows:

- Preserve and protect open space resources. Who: Planning Board, Selectmen, Town Mtg. Cost: \$500,000 Resources: DEM, APR program, Town When: ongoing
 - Acquire specific critically located parcels of land to prevent development in inappropriate areas.
 - Continue participation in farmland and forestry preservation programs.
 - Protect inland and coastal wetlands and wildlife habitats.
- Promote environmental awareness and appropriate conservation oriented use of natural resources Who: Planning Board, Town Commissions/Boards Cost: \$20,000 Resources: Town, DEM, When: on-going
 - Develop multi-purpose trails and paths.
 - Prepare information including signs and brochures that encourage appropriate use.
 - Designate 'Scenic Roads'
- Protect Fairhaven's water supply and marine resource areas. Who: Town, SRPEDD, Bay Committee Cost: \$5 million Resources: DEM, Towns, State When: on going
 - Continue regional work with neighboring towns to protect the Mattapoissett River aquifer.
 - Administer provisions of the Water Protection Overlay Zoning District.
 - Encourage responsible land management within all water and marine related resource areas.
- Provide properly located, sized and equipped recreational and athletic facilities, accessible to all citizens. Who: Towns, Rec. Commission Cost: \$500,000 each project; Resources: Town, DEM, DCR When: ongoing
 - Develop and improve access to recreational and athletic fields.

- Build a multi-purpose trail along the railroad right-of-way.
- Upgrade boat launching and mooring facilities.
- Develop pocket parks particularly in the village center.
- Request earlier environmental clean-up of the Atlas Tack site.
- Meet ADA requirements for access to all recreational and athletic facilities.
- Provide for adequate management of recreational and open space facilities and areas, allowing for Town recreational programs, appropriate safety standards, and upgrading and care of equipment and lands. Who: Town, Rec. Commission Cost: \$50,000 Resources: Town When: ongoing
 - Schedule facility use to allow for best growing conditions for grass, shrubs and trees.
 - Prepare overall management plan for equipment and facility maintenance and replacement.
 - Insure adequate supervision of activities to prevent inappropriate use.

CULTURAL: *The goals in this category are consistent with the sustainable development principle of #1, Concentrate Development and Mix Uses, by promoting preservation of historic buildings.*

The Town's Cultural goals as defined in the 1996 Master Plan are as follows:

- Continue to identify and preserve historic buildings.
- Limit rehabilitation requirements to promote preservation of historic buildings.
- Continue to sponsor events such as fishing tournaments, fairs, theatrical performances, and concerts to attract tourism and to provide residents a sense of community.
- Increase the number of and visually coordinate direction and point of interest signs.
- Propose a demolition delay bylaw.

Who: Cultural Council, Tourism Council, Chamber Cost: \$50,000 Resources: Mass Cultural Council, Cultural Council Grants When: ongoing

COMMUNITY DEVELOPMENT STRATEGY PRIORITY GOALS:

~~1. Neighborhood planning, in particular looking at North Fairhaven and Anthony School Neighborhoods as new Community Development Target Areas: Planning Board, Selectmen, Planning Dept., \$60,000; CPC; This has been funded and is expected to be completed in December of 2013.~~

~~2.1. Maintain and foster harbor and marine uses and undertake projects that sustain the viability of the harbor area such as dredging, business development of marine uses, and land use planning: Town, Planning Dept., \$5 million, EPA grants, CDBG-DR, Seaport Advisory Council grants, Town Funds.~~

~~3.2. Provide ongoing infrastructure projects throughout neighborhoods, particularly in the Anthony School and North Fairhaven neighborhoods; priority streets in Anthony School Neighborhood are Francis North Street, Hedge, Plymouth, and Green and various sidewalk improvements through the neighborhood; and North Fairhaven Neighborhood are Sycamore, Main, and Garrison and various sidewalk improvements through the neighborhood; promote Town funded infrastructure improvements in this area: Selectmen, Planning Dept., \$500,000 annually; CDBG, Town funds, ongoing.~~

~~4.3. Foster reinvestment in neighborhood housing stock: Town, MHP, \$200,000 CDBG housing rehab annually; explore regional housing rehab grant - Ongoing.~~

~~5.4. Provide affordable housing for all residents of the community; continue the efforts of the Housing Rehabilitation program: Selectmen, Planning Board, \$200,000 annually, CDBG, ongoing 2014, MHP.~~

~~6.5. Safe neighborhoods: \$35,000, Police, DARE, Town funds, ongoing.~~

~~7.6. Continue to provide adequate municipal services: Town, \$1 million per year; ongoing.~~

~~8.7. Redevelopment and reuse of the former AT&T complex through tax incentives and/or streamlined permitting that would allow for new uses, revising the zoning bylaws to help preserve the working~~

industrial waterfront, and seeking training funds for town residents: Planning & Economic Development, \$100,000 RRF, MassWorks, Grant, ongoing.

~~9.8.~~ Support efforts to provide human and social services to residents: Planning, Social Service agencies; \$50,000 CDBG, ongoing - first application for social services in 2016.

~~10.9.~~ The Town and Fairhaven Housing Authority will actively work on a comprehensive strategy to provide housing options for low/moderate income individuals and modernize existing facilities. ~~\$100,000~~ 2-3 million, Town, MHP, CPA, ongoing.

~~11.10.~~ Open Space & Recreation strategies include improving existing sites for recreational and athletic access: Recreation Committee, Open Space group, Planning Board, \$150,000 from Town, DEM, APR program, and CPA; Ongoing.

~~12.11.~~ A continued preservation effort of historic buildings is the cornerstone of the Cultural and Historic strategy: Historic Commission, Tourism Committee, Planning Board, Board of Selectmen, \$300,000 from CPA, ongoing.

DRAFT

Attachment G

From: [Karen Vilandry](#)
To: [Anne Kakley](#)
Cc: [Bill Roth](#); [The Neighb News](#); [Margaret Aulisio](#); [Steve Urbon](#); [Standard Times](#); [Jim Phillips](#)
Subject: Trees Planned for Removal
Date: Monday, November 17, 2014 10:55:09 PM
Attachments: [Trees are Important.docx](#)

Dear Fairhaven Selectmen,

I am submitting my comment for the Public Hearing, November 17, 2014, on the proposed removal of twelve trees on Francis, Street and Elm, Massasoit and Linden Avenues. I live on Huttleston Avenue around the corner of Francis Street. I am opposed to the removal of trees as proposed.

Visually, the trees add to our town's beauty and landscape. We can't be cutting down 100 yr. old, well established trees.

The construction project can work around these trees making sure not to damage their roots in any way. Sidewalks can be constructed around the tree trunks with careful planning.

Above all, I have attached a document entitled, "Why Trees Are Important", with excerpts taken from Steve Nix, Forestry Expert, along with his bio.

The ten reasons are:

1. Trees Produce Oxygen
2. Trees Clean the Soil
3. Trees Control Noise Pollution
4. Trees Slow Storm Water Runoff
5. Trees Are Carbon Sinks
6. Trees Clean the Air
7. Trees Shade and Cool
8. Trees Act as Windbreaks
9. Trees Fight Soil Erosion
10. Trees Increase Property Values

Thank you for your time and consideration of this submittal.

Cordially,

Karen A. Vilandry
34 Huttleston Avenue
Fairhaven, MA 02719
kav704@yahoo.com
508-951-1184

Why Trees are Important

(Taken from about.com)

http://forestry.about.com/od/treephysiology/tp/tree_value.htm

1. Trees Produce Oxygen

Let's face it, we could not exist as we do if there were no trees. A mature leafy tree produces as much oxygen in a season as 10 people inhale in a year. What many people don't realize is the forest also acts as a giant filter that cleans the air we breath.

2. Trees Clean the Soil

The term phytoremediation is a fancy word for the absorption of dangerous chemicals and other pollutants that have entered the soil. Trees can either store harmful pollutants or actually change the pollutant into less harmful forms. Trees filter sewage and farm chemicals, reduce the effects of animal wastes, clean roadside spills and clean

3. Trees Control Noise Pollution

Trees muffle urban noise almost as effectively as stone walls. Trees, planted at strategic points in a neighborhood or around your house, can abate major noises from freeways and airports.

4. Trees Slow Storm Water Runoff

Flash flooding can be dramatically reduced by a forest or by planting trees. One Colorado blue spruce, either planted or growing wild, can intercept more than 1000 gallons of water annually when fully grown. Underground water-holding aquifers are recharged with this slowing down of water runoff.

5. Trees Are Carbon Sinks

To produce its food, a tree absorbs and locks away carbon dioxide in the wood, roots and leaves. Carbon dioxide is a [global warming](#) suspect. A forest is a carbon storage area or a "sink" that can lock up as much carbon as it produces. This locking-up process "stores" carbon as wood and not as an available "greenhouse" gas.

6. Trees Clean the Air

Trees help cleanse the air by intercepting airborne particles, reducing heat, and absorbing such pollutants as carbon monoxide, sulfur dioxide, and nitrogen dioxide. Trees remove this air pollution by lowering air temperature, through respiration, and by retaining particulates.

7. Trees Shade and Cool

Shade resulting in cooling is what a tree is best known for. Shade from trees reduces the need for air conditioning in summer. In winter, trees break the force of winter winds, lowering heating costs. Studies have shown that parts of cities without cooling shade from trees can literally be "heat islands" with temperatures as much as 12 degrees Fahrenheit higher than surrounding areas.

8. Trees Act as Windbreaks

During windy and cold seasons, trees located on the windward side act as windbreaks. A windbreak can lower home heating bills up to 30% and have a significant effect on reducing snow drifts. A reduction in wind can also reduce the drying effect on soil and vegetation behind the windbreak and

9. Trees Fight Soil Erosion

Erosion control has always started with tree and grass planting projects. [Tree roots](#) bind the soil and their leaves break the force of wind and rain on soil. Trees fight soil erosion, conserve rainwater and reduce water runoff and sediment deposit after storms.

10. Trees Increase Property Values

Real estate values increase when trees beautify a property or neighborhood. Trees can increase the property value of your home by 15% or more.



Steve Nix - Forestry Expert.

Steve Nix is a professional forester and natural resource consultant who also writes blogs and maintains a forestry/forest/tree information web site for About.com.

Experience

Steve previously worked for a private forestry consulting company (5 years), managed a county forestry and wildfire unit in Randolph County, Alabama (8 years) and researched, analyzed and written about forest resources in the southern United States as a Forest Resource Analyst for the State of Alabama (18 years). Steve's articles and collection of data have appeared or been quoted in numerous newspapers, natural resource magazines and U.S. Forest Service technical reports. Steve retired from the Alabama Forestry Commission with 26 years of public service and has been a forestry information expert for About.com since 1997. Steve is a continuing member of the [Society of American Foresters](#).

Education

Steve has a bachelor's degree in Forest Resource Management from the University of Georgia. Certificates earned include: conservation law enforcement training, Jacksonville State University; forest wildland burning prescriptivist, Auburn University; forest pesticide application permit, Alabama Department of Agriculture and Alabama Forestry Commission; Alabama Registered Forester #745 (from passing exam in 1975 until state practice retirement in 2010), State Board of Registration for Foresters.