



Town of Chatham

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SPECIAL TOWN MEETING (STM)—JANUARY 4, 2020, 1PM FREQUENTLY ASKED QUESTIONS ON ARTICLES 4 & 5

Why is the Article seeking funding for property acquisition being addressed at STM and not ATM in May?

Upon advice of Town Counsel, the Town is seeking to establish legal interest in the property prior to completing the work required to bring the full project proposal to Annual Town Meeting (ATM) in May 2020.

Since the full development of the proposed project involves the need to conduct a Feasibility Study on private property not currently under the Town’s control, it is fiscally prudent to identify there is a viable project site before expending public funds to develop a full concept. To confirm viability from an acquisition perspective and that the Seller/Town have agreed to a firm acquisition price an

executed Offer to Purchase the 1610 Main Street Parcels is in place for the STM. The sequencing of Articles 4 and 5 prior to STM in May, provides the ability to determine acquisition viability without expending funding until the completion of the Feasibility Study to address outstanding project questions prior to seeking Final Design and Construction Funding at ATM in 2020.

If Special Town Meeting (STM) approves Article 4 to acquire the 1610 Main Street Parcels when would the payment of \$750,000 from “Free Cash” be completed?

Not until the entire project is approved at Annual Town Meeting and Election in May 2020. Approval of Article 4 only earmarks the funds.

The expenditure of \$750,000 to complete the acquisition of the 1610 Main Street Parcels of Article 4 is contingent upon approval of Strong Concept Funding (Article 5), completion of the subsequent Feasibility Study, approval of a final detailed project concept by the Board of Selectmen (BOS), Final Design/Construction Funding and Zoning Change to “M” by Annual Town Meeting (ATM) in May

2020, and ultimately a successful ballot vote for debt exclusion at the May 2020 Annual Election. Once all the proceeding steps are completed successfully a final Purchase and Sales agreement would be effectuated and payment of the \$750,000 purchase price would be made to the Seller.



How was the \$750,000 purchase price reached?

Through a Request for Proposals process the property was offered to the Town at \$900,000 and through a negotiation process the seller agreed to reduce the price to \$750,000.

A Request for Proposals (RFP) was issued by the Town seeking responses for the potential locations for a new Council on Aging (COA) facility. After an extensive second-round search of Town-owned and private market parcels submitted via the RFP, the Board of Selectmen (BOS) voted unanimously, on November 4, 2019 to pursue acquisi-

tion of the 1610 Main Street Parcels. The 2019 RFP price offered was \$900,000, which was negotiated down to \$750,000 by the Town Manager. An updated appraisal has been completed affirming the acquisition price is consistent with its current market value.

What is the appraised value of the property?

The current appraised value is \$775,000.

The Town Manager commissioned two appraisals of the parcels in response to RFP submissions in 2018 and 2019 offering the property to the Town for a new COA facility.

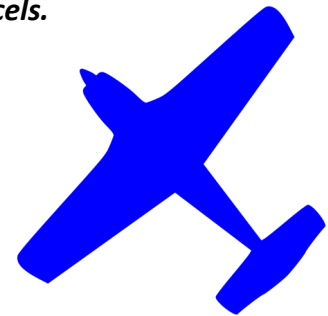
The first appraisal valued the property at \$745,000 and the latest appraisal values the property at \$775,000.

Where is the project located in relationship with the Chatham Airport’s flight approaches?

None of the current or proposed approaches overlap the 1610 Main Street Parcels.

The closest existing flight approach for the southern “6” end of the runway is primarily over Job Lot and George Ryder Road South. The 1610 Main Street parcels are outside the Runway Protection Zone (ground) and existing three-dimensional approach surfaces (air).

While the Airport Commission is still exploring approach alternatives as part of their Airport Master Plan Update (AMPU), none of the proposed alternatives being considered with larger footprints would be over the 1610 Main Street Parcels.



What is the amount of parking needed for a new COA facility?

The Project Architect and Traffic Engineer determined 55-60 spaces will be necessary daily and up to 85-95 for large events in the facility size proposed.

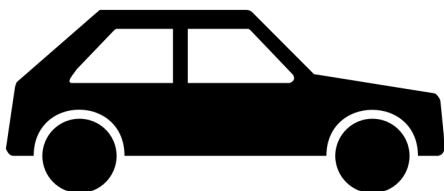
As part of the pre-feasibility planning process the Project Architect and Traffic Engineer reviewed existing/future programming and the size of the proposed building. The size of the proposed building evaluated for this site was based on a 11,155 sq.

ft. two-story building consistent with gross floor area identified though the first-round COA project process by the BOS established Working Group. Various study approaches were used to support the range of parking demand identified findings

of 55-60 spaces necessary daily and up to 85-95 for large events. The preliminary concept plan for the 1610 Main Street Parcels accommodates 54 on-site parking spaces.

How will parking needs for large events be met if on-site parking can only accommodate daily use?

There are several options, including shared parking agreements with neighbors and shuttling from off site parking using the COA’s vehicles.



Potential options for providing adequate parking for large planned events could be achieved by shuttling participants via COA buses from Town parking lots and/

or via voluntary arrangements with surrounding businesses. Exploration of the viability of such arrangements will be pursued during the Feasibility Study phase.

If off-site parking arrangements are made with businesses in the West Chatham Neighborhood Center how would pedestrians safely access the site?

Safe pedestrian access will be built into the West Chatham Roadway Design Project

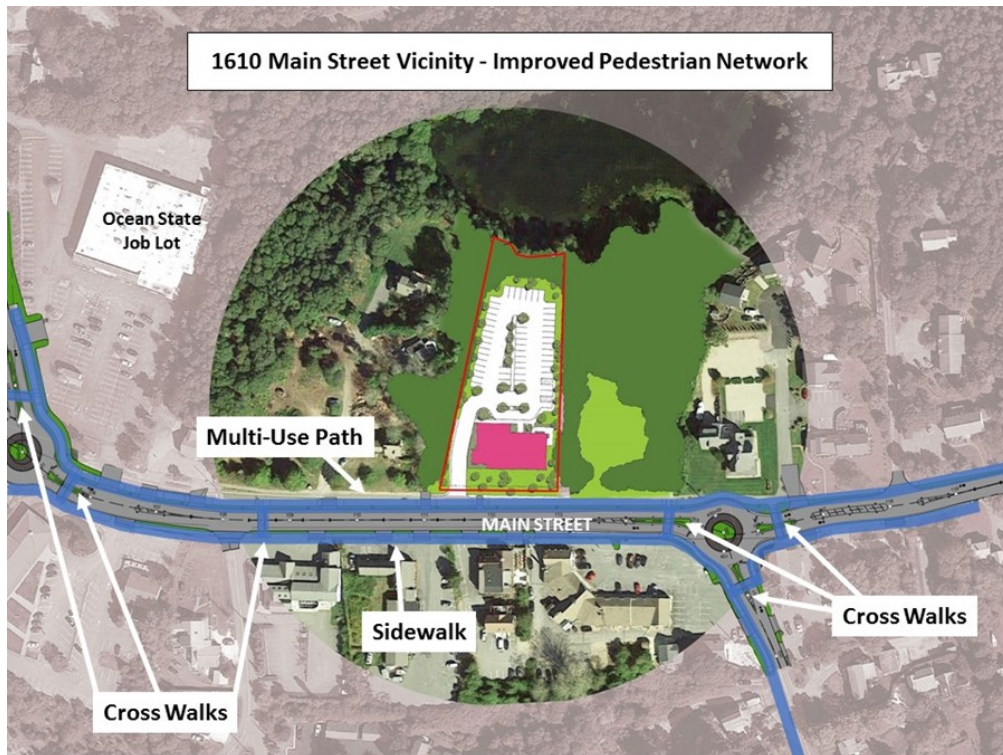
Upon the completion of the West Chatham Roadway Design Project an improved pedestrian network will be established in the proposed new

COA vicinity, including ADA compliant sidewalks, crosswalks and a multi-use path which will provide connective access in the corridor on

both the north and south side of Main Street and from the east (Barn Hill) and west (George Ryder).

How will vehicles enter and exit the proposed new COA site with the West Chatham Roadway Design Project changes?

By making a left turn in or out when conditions permit, and safe to do so, or by safely reversing direction using the roundabouts by making right turns during higher seasonal traffic periods.



Why can't the price and specifics of potential retaining walls presented with the preliminary concept be estimated precisely at this time?

Engineering work and plans need to be completed to provide real, precise estimates for the May 2020 ATM. Article 5 is proposed to fund this work.

While the pre-feasibility review and resulting preliminary concept for the 1610 Main Street Parcels identified the need to retain slopes in order to accommodate the parking lot and maintain offsets from Wetland Resources to the rear of the parcel, the

preliminary concept's cost estimate at this phase is a rough order of magnitude based upon broad considerations from existing information. As part of the Feasibility Study process detailed information on how slopes will be retained (walls, slopes, etc.)

on the site will be developed and estimated costs from engineering level plans. Funding of Article 5 will provide the resources to answer such questions in detail when the full concept is presented to the BOS in March and 2020 ATM in May.

What project considerations changed for this second-round of project planning for a new COA facility?

Refinements of site and building space needs were made through the working group process, identifying 1.3 acres and 11,155 sq. ft. for a two-story building as the minimum requirements.

Building off the Feasibility Study engineered plans developed in the first-round for the proposed Middle Road site baseline assumptions were reduced to open a broader universe of potential sites available for the second-round review. The Working Group process resulted in the refinement of a Space Needs Study identified building of 14,000 sq. ft. down to 10,150 sq. ft. and overall project impact footprint from 1.9 acres down to 1.3 acres. Please note the building size of 11,155 sq. ft. used to develop the preliminary concept plan for the 1610 Main Street Parcels was determined from the base programming area of 10,150 sq. ft. plus the additional area needed to have a two-story building (elevator, emergency stairs and restrooms).

Will a Zoning Change Article be brought before Annual Town Meeting for the 1610 Main Street Parcels?

Yes, it is anticipated that a zoning change article will be brought to ATM in May 2020.

The preliminary concept for the 1610 Main Street Parcels was based upon changing their zoning to “M” (Municipal) which will be carried forward during the Feasibility Study to accommodate the scope of the project. It is anticipated at the 2020 ATM there will an “M”

Zoning Change Article brought forward for the 1610 Main Street Parcels contingent upon approval of Final Design and Construction Funding being approved at that meeting as well finalizing the acquisition.

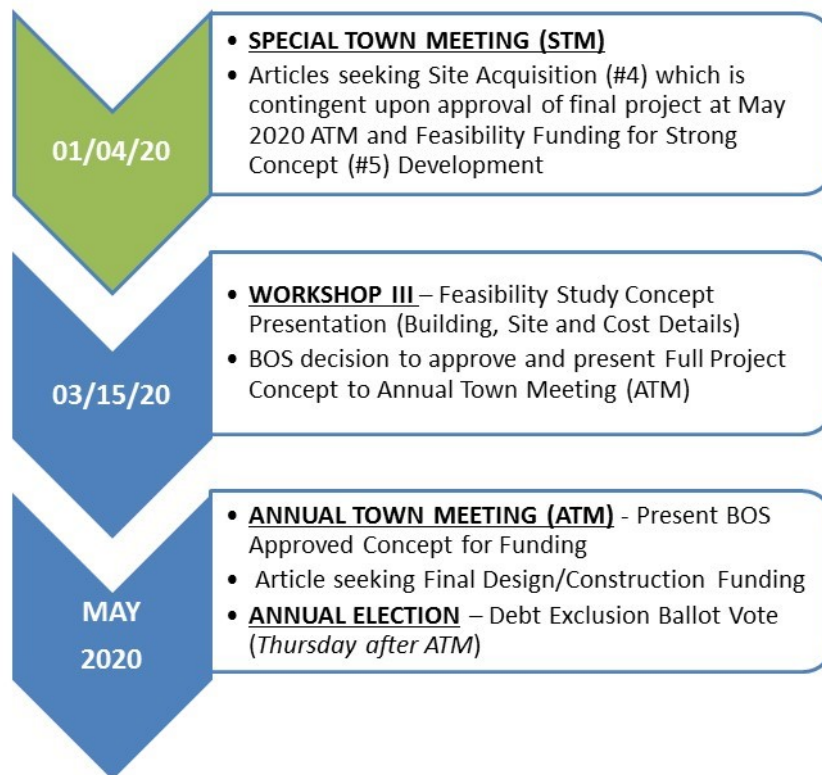
When will outstanding site development questions regarding compliance with local development requirements be addressed?

Article 5 is proposed to fund this work, to be presented as part of the project package for ATM in May 2020.

Approval of Article 5 funding will provide the resources to complete a Feasibility Study specific to the 1610 Main Street Parcels in order to develop a full conceptual level project, including building floor plans, elevations, engineered grading plan, site improvement details and a cost estimate. This information will be at an adequate level

for preliminary coordination with local regulatory entities (Conservation, Planning, Zoning and HBDC) for permitting feedback on the above project components to integrate any necessary changes for permit approvals into the conceptual design prior to ATM in May.

What are the next major approval and public input milestones for the project?



For more information visit the Town’s Project webpage: <https://www.chatham-ma.gov/council-aging-coa-project>.