

City of Jackson Public Safety Campus **Master Plan**

16 August 2024



Table of Contents

INTRODUCTION

Table of Contents	
Project Goals	3
Executive Summary	5
Jackson Tennessee	
A brief town history	8

EXISTING CONDITIONS

Project Boundary	12
Building Inventory	13
Circulation	14
Features	15
Landscaping	16
Area of Development	17

THE PLAN

Summary Analysis	19
Concept Design Site	20
Aerial Master Plan	21
Phase 01	
Police Headquarters	22
Parking Garage	26
Phase 02	
Fire Hall 01 & EMS 02	28
Phase 03	
Training Building	32
Phase 04	
Fleet Maintenance	36
Campus Master Plan	40
Implementation Matrix	41

Acknowledgments

The Architect Workshop would like to acknowledge the time and dedication given by all City of Jackson Public Safety Staff and First Responders who have helped contribute time and input to this study and planning.

We would particularly like to thank Chief of Police Thom Corley, Deputy Chief Derick Tisdale, Deputy Chief Gary Benton, Fire Chief Don Friddle, and Fire Administrative Division Chief Marcus Turner for their leadership, vision, and commitment to the collaborative planning efforts for the future of Public Safety in Jackson.

Lastly, The WORKSHOP would like to thank Mayor Scott Conger and the City of Jackson Council for engaging with the design team to begin this process for much needed improvements to existing facilities to make a positive impact on the community.

This page intentionally left blank

Project Goals

Functional

The new campus will be composed to address diverse operational requirements of the police and fire departments, focusing on departmental functionality and operational efficiency.

Consolidation

The new campus will increase interdepartmental interactions through the consolidation of the fire department leadership with the police department from sites previously scattered through the city. An increase in overall staff security will result with this gathering of staff into one location.

Responsiveness

A City Emergency Operations Center will serve as a city focused hub during city wide emergencies and events, the room is to be equipped to facility interdepartmental communications and coordination.

Welcoming

Embracing transparency and accessibility, the campus will be inviting and user-friendly for citizens seeking assistance or engaging with public safety services, promoting community trust and cooperation.

Common Areas

Recognizing the importance of community within the departments, the campus will incorporate communal break and gathering areas to encourage interdepartmental communication. These flexible spaces should allow for unstructured interactions thereby promoting mental wellness and staff cohesion.

Wellness

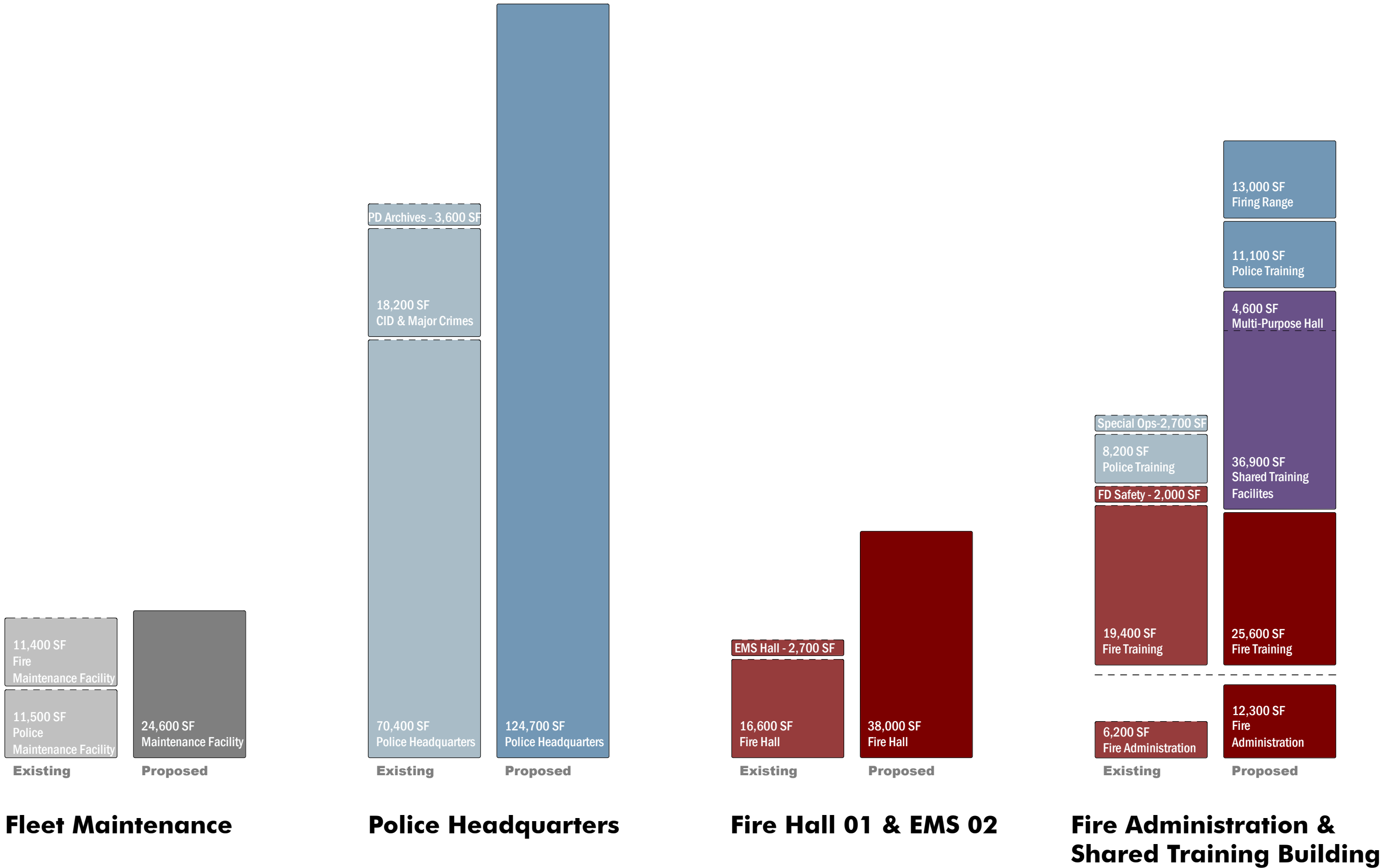
Promoting health and wellness, a shared fitness facility promotes physical fitness and stress relief enhancing overall performance and resilience. In addition, the facility will maximize interior daylighting and provide direct outdoor access from work areas. These assets will promote overall health and wellness for the city's first responders.

Parking

Adequate parking to be provided for visitors, and separate secured parking for staff vehicles and shared emergency vehicles, ensuring clearly organized access to the campus while minimizing congestion.

Maintenance

Streamlining resources, a centralized maintenance facility will efficiently manage equipment maintenance for both police and fire departments, optimizing operational sustainability, while also reducing staff time commitments.



Executive Summary - Existing Conditions

The current fire, police, training and maintenance are housed in a series of facilities scattered across the downtown area of Jackson as depicted on the adjacent graphic.

These facilities of the city’s public safety departments are structures which are undersized for their current space needs and do not have provisions for future growth of those departments. Additionally, these existing structures have been incrementally modified from their original purpose to accommodate the needs of the departments, resulting in inefficient layouts, disjointed workflows, poor ventilation, and inadequate work environments in general. Typically, these modified structures do not meet the minimum current code building and structural criteria for earthquake and storm-resistant construction.

The intent of the city is to construct the new facilities within the boundaries of the existing campus. The Fire Department and EMS have developed plans to temporarily relocate off site to the current fire administration building near the fairgrounds. To keep the Police Department functioning without interruption, it will continue to operate from its current location while the new police facility would be constructed to the north where the current maintenance and fire hall are located.

The primary access to the campus from the city would be along Royal Street. The East Chester/HWY 70E raised roadway creates a solid barrier separating the site from the northern blocks of the city, while the western side opens to the large public parking area that serves the Carl Perkins Civic Center. The City Court building and the Lowell Thomas State Office Building and Jackson Energy Authority bound the site to the west and the south. Secondary access to the campus would be from Institute Street, East Chester and Auditorium.

Existing utility easements surround the site and bisect it between S. Royal and Auditorium. These limitations should be verified in later design stages.



This page intentionally left blank

Executive Summary - Master Plan

The previously completed space needs assessment addressed both the current shortcomings in spaces needed for current staffing and workflows, as well as projected space needs for the next 25 years. The master plan proposes a sequence of four relocations, demolitions and new construction to keep the departments functioning during construction and later moved into the new facilities within the boundaries of the existing campus. These phases are outlined in the adjacent graphics and developed in greater detail in the following pages. The proposed building areas for the departments’ areas are itemized below, excluding the parking needs for staff and their vehicles. There is a significant increase in parking needs for staff and visitors; a single level parking deck is proposed to serve primarily the police department’s secured staff parking needs.

Police Headquarters

Current Space Needs 60% increase relative to current facilities
25-year Space Needs 90% increase relative to current facilities

Fire Hall + EMS

Current Space Needs 73% increase relative to current facilities
25-year Space Needs 98% increase relative to current facilities

Fire Administration


Current Space Needs 64% increase relative to current facilities
25-year Space Needs 80% increase relative to current facilities

Training Building

Current Space Needs 219% increase relative to current facilities
25-year Space Needs 222% increase relative to current facilities

Fleet Maintenance

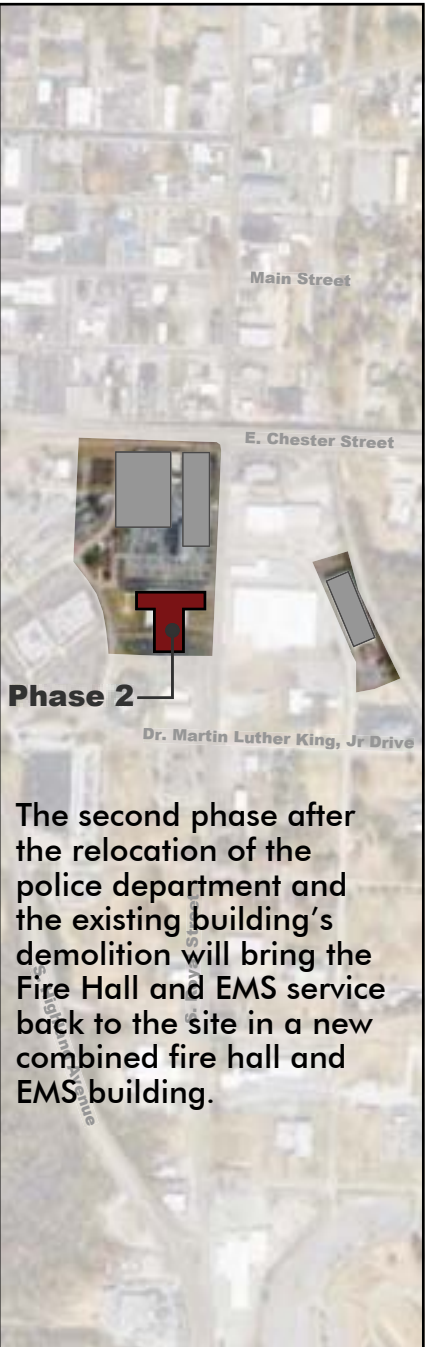
Current Space Needs 3% increase relative to current facilities
25-year Space Needs 7% increase relative to current facilities



Phase 1

The first phase will relocate Fire Hall 01 and police maintenance to the current fire administration facility near the fairgrounds. This allows these structures to be demolished to clear land for the new police headquarters and the secure parking structure.


Phase 01
-Police Headquarters
-Secure Parking
-Short St. Facilities



Phase 2

The second phase after the relocation of the police department and the existing building’s demolition will bring the Fire Hall and EMS service back to the site in a new combined fire hall and EMS building.

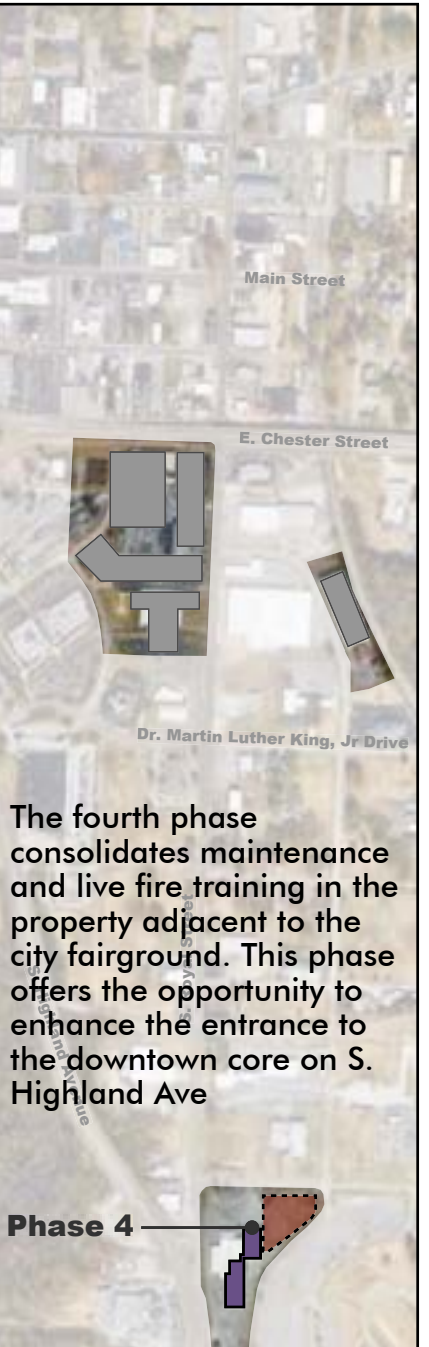
Phase 02
-Fire Hall 01 & EMS 02



Phase 3

The third phase focuses on construction of a new shared training facility between the fire hall and police headquarters building. This third phase, depending on funding and EMS relocation can occur simultaneously with the second phase. The only additional demolition in this phase is the existing EMS structure.

Phase 03
- Training Building



Phase 4

The fourth phase consolidates maintenance and live fire training in the property adjacent to the city fairground. This phase offers the opportunity to enhance the entrance to the downtown core on S. Highland Ave

Phase 04
- Fleet Maintenance
- Live Burn Area & Tower

Early Settlement:

The area around modern Jackson was originally inhabited by the Chickasaw Native American tribe. The Chickasaw were removed through treaties and other actions authorized under the Indian Removal Act of 1830. Large scale settlement of the area by white migrants had begun in the turn of the century and continued into the 1820's. This settlement was driven by the Jackson Purchase; named for and largely organized by the then General and future president Andrew Jackson. The successes of the United States in the Creek War and the War of 1812 also served as a draw to the newly opened land. The migration was spurred on by the Panic of 1819 – 1820, the first financial crisis in United States history caused by a collapse of paper currency and the market adjustments after the Napoleonic Wars. This led to widespread bankruptcies, land seizures, and mass unemployment which saw many people seeking new opportunities after the Panic cut through communities on the East Coast. The town itself was surveyed for settlement in 1818 by Adam R. Alexander, Dr. William Edward Butler, and Stokely Donelson Hays and was originally named Alexandria after Adam R. Alexander.

As the state of Tennessee was organizing its frontier courts into a state court system the city was chosen by the Tennessee General Assembly to be "a seat of justice for Henry, Carroll, Henderson, and Madison Counties" in 1821. Jackson was chosen because it was the largest city in West Tennessee. The city would rename itself in honor of Andrew Jackson in 1822. When the second state constitution was passed in 1834 Jackson was again chosen as a seat of justice, this time for the State Supreme Court in West Tennessee.

Davy Crockett was defeated for his run in Congress in 1835 and gave his defeat speech on the steps of the Jackson courthouse, ending the speech with the phrase "The rest of you can go to hell, for I am going to Texas." A year later he and Jackson native Micajah Autry would die at the Alamo.



Railroad Town:

By the 1850's the City of Jackson had developed into a hub of agriculture, in particular cotton. It was also developing into an important retail and trade town because it was a county and state seat of justice. This encouraged railroads to build lines to the city and ensured regular train travel through the city. It was also the shortest rail route from Cairo, IL, Jackson, MS, and New Orleans, LA. By the 1850's it would serve as one of the main junctions for trains from the Great Lakes to the Gulf of Mexico. The first line that ran through Jackson was the Mobile and Ohio Railroad. It entered the city in 1851 and would serve the town until the line was destroyed in the Civil War. The first line to connect Jackson to Memphis was completed in 1888 with part of its funding coming from the citizens of Jackson. This line would go on to connect Memphis to the Virginia state line.

The railway hero Casey Jones lived in Jackson. Jones died in a trainwreck at Vaughan, MS in 1900 after telling his fellow engineer Webb to jump. He stayed onboard to try to slow down the train as much as possible and warn others in front that he was going to be unable to stop the train. The accident occurred at exactly 3:52 a.m. and he managed to reduce the speed of the train from 75 mph to 40 mph. He was the only fatality, and his actions are considered to have prevented any more fatalities. His passenger train struck the rear of a parked train. He had been forced to make up time by the Illinois Central Railroad after his train left the station at Memphis over an hour late. He had made up most of the time when he struck the stationary train in Vaughan.

Civil War and Antebellum:

In the Civil War, Jackson was occupied by Union forces from June 6th, 1862 – June 6th, 1863. The Union forces occupied the city because of its importance for rail supply. It was part of Ulysses S. Grant's plan to invade the Confederacy via Tennessee. In December of 1862 it became a site of a battle and a campaign by Confederate forces under Nathan Bedford Forrest to break the Union supply line. The Union forces were defeated, and Forrest destroyed the rail lines north and south of the city. This forced the Union abandonment of the city and Grant to invade the Confederacy at Vicksburg, MS instead.

In July of 1863 large portions of the city would be burned on the orders of Fielding Hurst, a southern Unionist commander. His unit the Sixth Tennessee Cavalry was fined five thousand dollars from its payroll to reimburse the citizens of Jackson for the destruction.

In 1867 there was a reorganization of the city that included justice reforms as well as a concerted effort to rebuild the city after the war. Prisoners could work to maintain or restore infrastructure if they were unable to pay fines.

The city and its landscape would continue to change into the 20th century. In 1915, a new form of city government was created to function as a Commission with three positions open for voting: a mayor and two city commissioners. The Tennessee cities of Clarksville, Chattanooga, Knoxville, and Nashville also adopted this city government structure around the same time.

The post-WWII era led to a restructuring of the railroad industry and increased access to cars, and by the end of the 1960s there was a sharp reduction in passenger service to Jackson. Many of the tracks would begin to be abandoned or largely confined to industrial uses. These changes led to skyrocketing unemployment in the city.

The next major change would come in 1977 when the former company town of Bemis was annexed by the city of Jackson. Bemis had been set up in 1900 by the Bemis Brothers Bag Company to be the site of a cotton mill and housing for the mill workers. It was designed by Albert Bemis, who had been trained as a civil engineer at MIT, to appear as if it had grown over time rather than been a planned community. Each neighborhood had its own architectural style patterned on regional styles; including shotgun and double shotgun, cubical, L-plan, and hall-and-parlor designs. Andrew Hepburn designed the 850-seat auditorium which is now the Bemis Museum.

The city government changed again in 1989 with the creation of a new town charter and nine single-member districts for commissioners and the mayor being elected at-large. There was also the need for the creation of an elected school board which would be consolidated with the broader Madison County school board in 1990.

Fire Department History:

The department was founded in 1882 when a concerned group of citizens met at the courthouse. They organized a charter for a formal Fire Department and a plan to purchase equipment, build more water cisterns, and install an alarm system in the town. The ordinance would be passed on March 15, 1882, creating the Jackson Volunteer Fire Department. The water works would be completed in 1885 to supply water to the town. Hydrants were placed on most street corners within the established fire limits of the town. This eliminated the need to hand pump water to fight fires within the town.

In 1885, the department bought four horse carts and 500 feet of hoses which were located in reel houses built throughout the city. This allowed volunteers to have hose on-hand at most places in the city to fight fires. The Fire Department would become a paid department in 1893 as the need for full-time and part-time firefighters increased along with the town.

In 1912 an American LaFrance Pumping Machine was purchased and was the first motorized firefighting apparatus in the state. By 1923 the department owned the LaFrance, a 1918 White pumping engine, and a Ford Model T chemical/ladder wagon. The department and the city continued to grow, and a second fire station was established in 1925. This station was in the northern part of the city where much of the new growth was located. A third station was added in 1949 to meet the need for eastward expansion.

In 1970 it became necessary to hire and train full-time dispatchers to handle the number and diversity of calls to the department. These full-time dispatchers allowed the department to coordinate more effectively and to meet the expanded duties of the department. As the department expanded into aiding motorists, they trained a Rescue Squad in 1989 to meet those specific needs.



Police Department History:

The first law enforcement officer in the city was the Town Constable John David Shannon in 1818. He was appointed before the incorporation of the town and was the first officer in the county. He served as police, tax collector, process server for the Board of Commissioners, sexton of cemeteries, health inspector, street maintenance supervisor, and building inspector.

Night patrol would begin in 1825 as a part-time, temporary, but not voluntary role. 10 men would each serve for 2 months and would face a \$20 fine for not appearing. In 1832 the constable also became the town timekeeper. In 1841 the first elections for the position were held, previously the constable had been simply appointed by the city. In 1858 the title of the position was changed to "policeman," and the next year a "committee to appoint a police" was formed. They appointed 2 policemen who alternated nights. Oversight of the police was passed from the commissioners to the mayor in 1860 and during this shift the title of the position of Town Constable was changed to Captain of Police.

During the Civil War most of the city government resigned and this included the police department. After the war the government was reformed in 1867. In 1873 the department set up its first permanent headquarters over the C. P. Duncan and Co. drug store. This meant that citizens could always locate an officer. Before this they would have to find an officer on their beat if they wanted to report a crime or request help. Officers were also for the first time required to wear uniforms. In 1878 the department had seven policemen, 6 white and 1 black. 52-year-old Milton Thomas was the first black officer on the force.

With the creation of a new city hall the police also got a new station in 1884, and became a full-time position in 1885. The increase in responsibility also led to the creation of the Lieutenant of Police to aid the Captain of Police, whose title was also changed to Chief of Police.



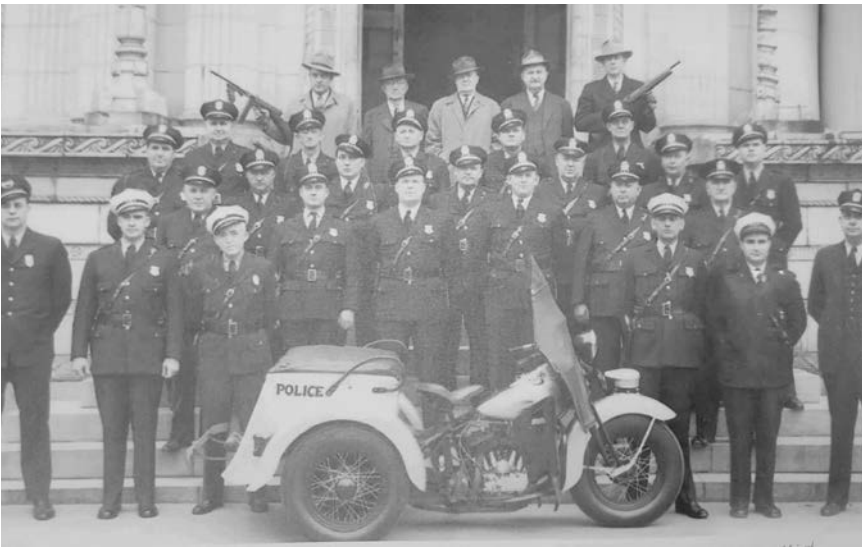
The Chief of Police and Chief of Fire were split in 1915 to enable more oversight and professionalism as each department took on new responsibilities. To keep the two departments in communication 107 Church Street was designated as the joint Police and Fire Station following the split.

The Civil Service Act of 1949 pushed for increased professionalism and rigor in all aspects of government. The first member of the force attended the FBI National Academy in 1957, but despite this push for professionalism most training was still on-the-job. A police basic school would be formed in 1975.

The police created a Youth Work Division and patrol for school zones in 1957 as their oversight began to include schools and efforts were made to prevent crime by educating and engaging with the youth. As part of this the first black officers of the modern era were hired in 1960. Jesse Leon Massey was hired to work with the black youth of Jackson and Helen Porter was hired as a patrol mother to monitor and direct traffic in school zones. The first uniformed black patrol officers were hired in 1964, James Neal Cherry Jr. was the first male officer, and the first female officer was Loretta Gillman.

In 1982 the department became the first in Tennessee and 110th in the nation to receive accreditation from the Commission for Accreditation of Law Enforcement Agencies. As part of a push towards continued meeting of the needs of the community a Crime Summit was held in 1993 to discuss the rise in crime, specifically homicides, that was observed in the 90's. This led to a push towards community-oriented policing.

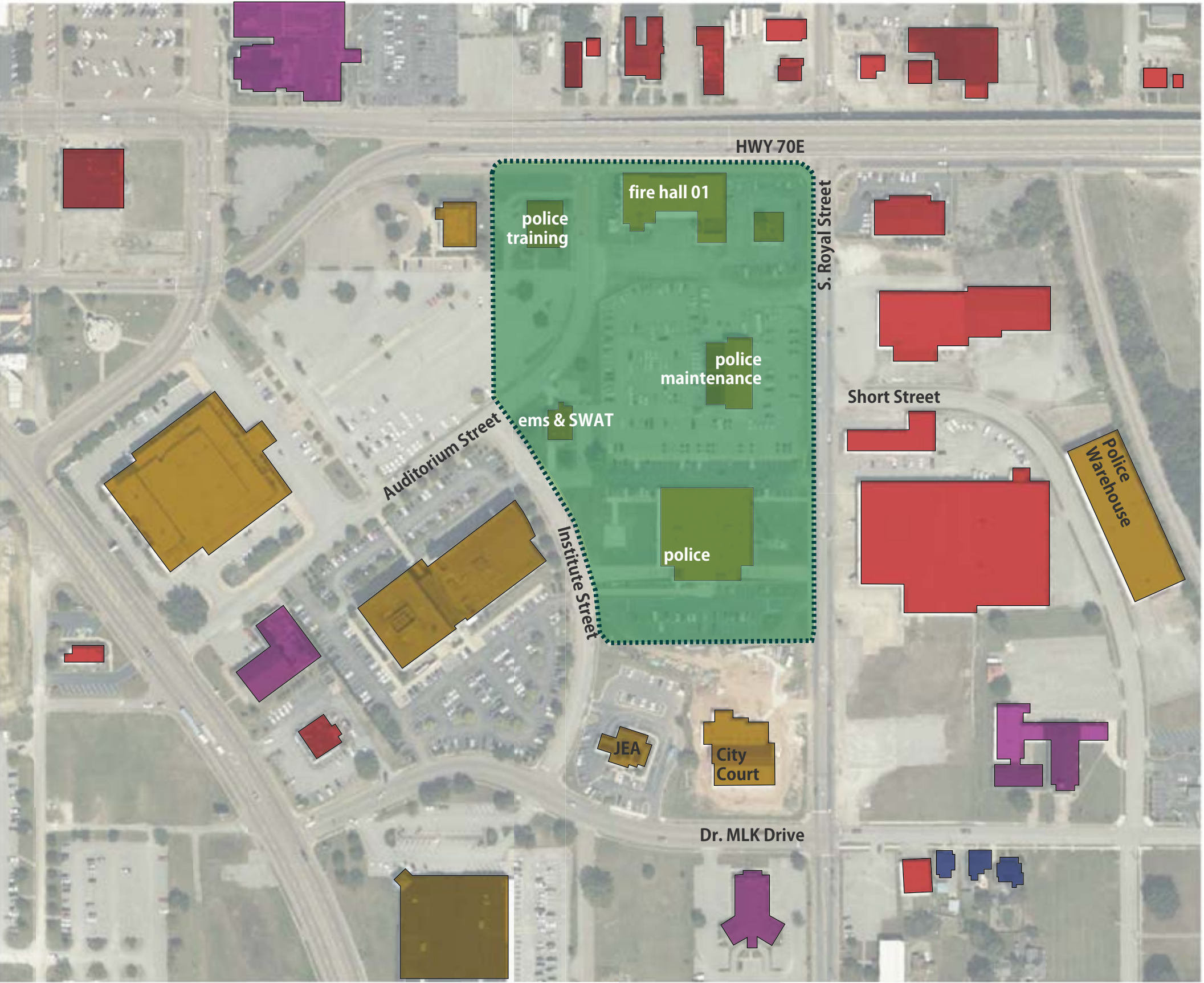
The current department finds its home within the "Law Enforcement Building" designed by J Haywood Smith Architect & Associates and completed in 1972.



This page intentionally left blank

 PROJECT BOUNDARY

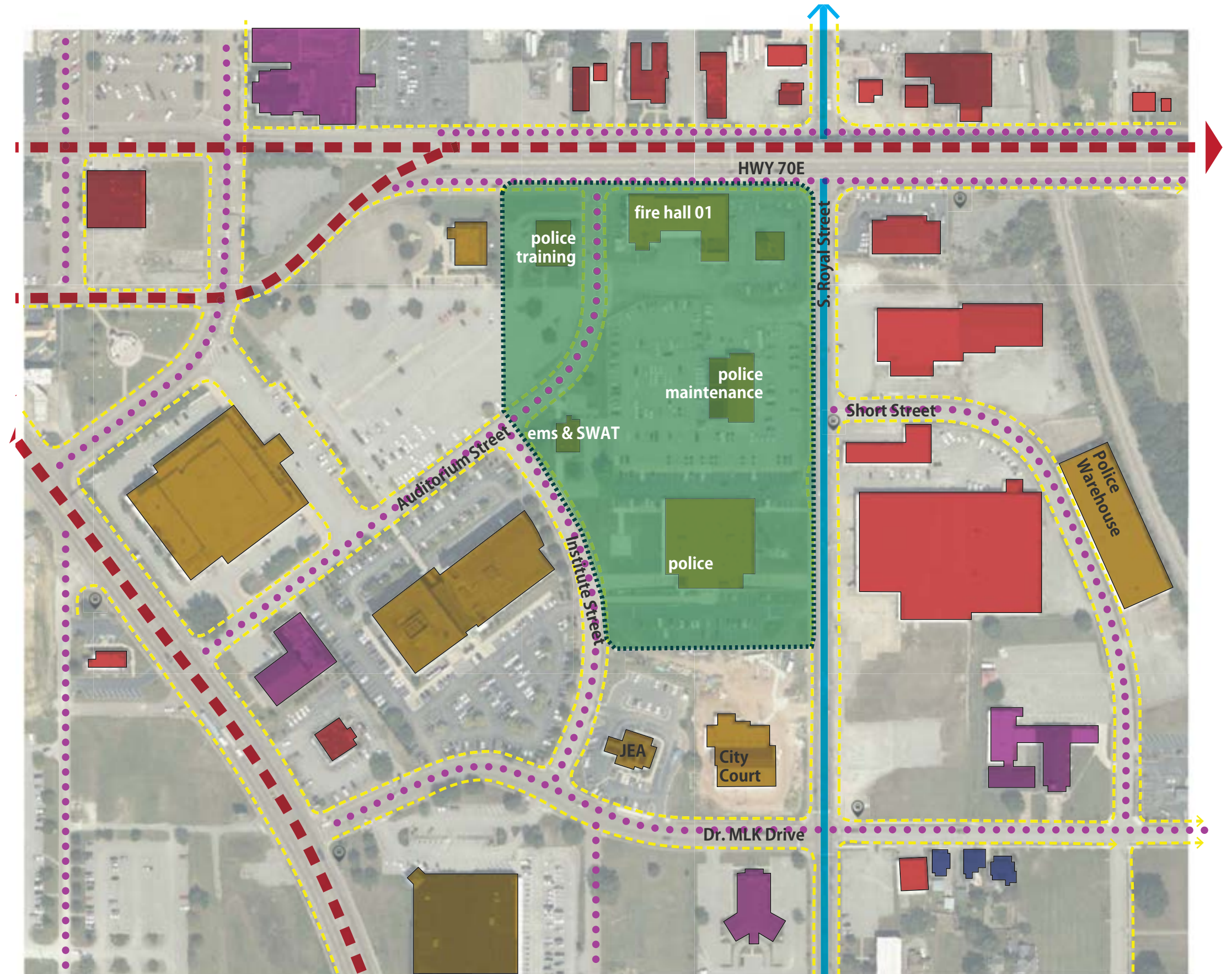


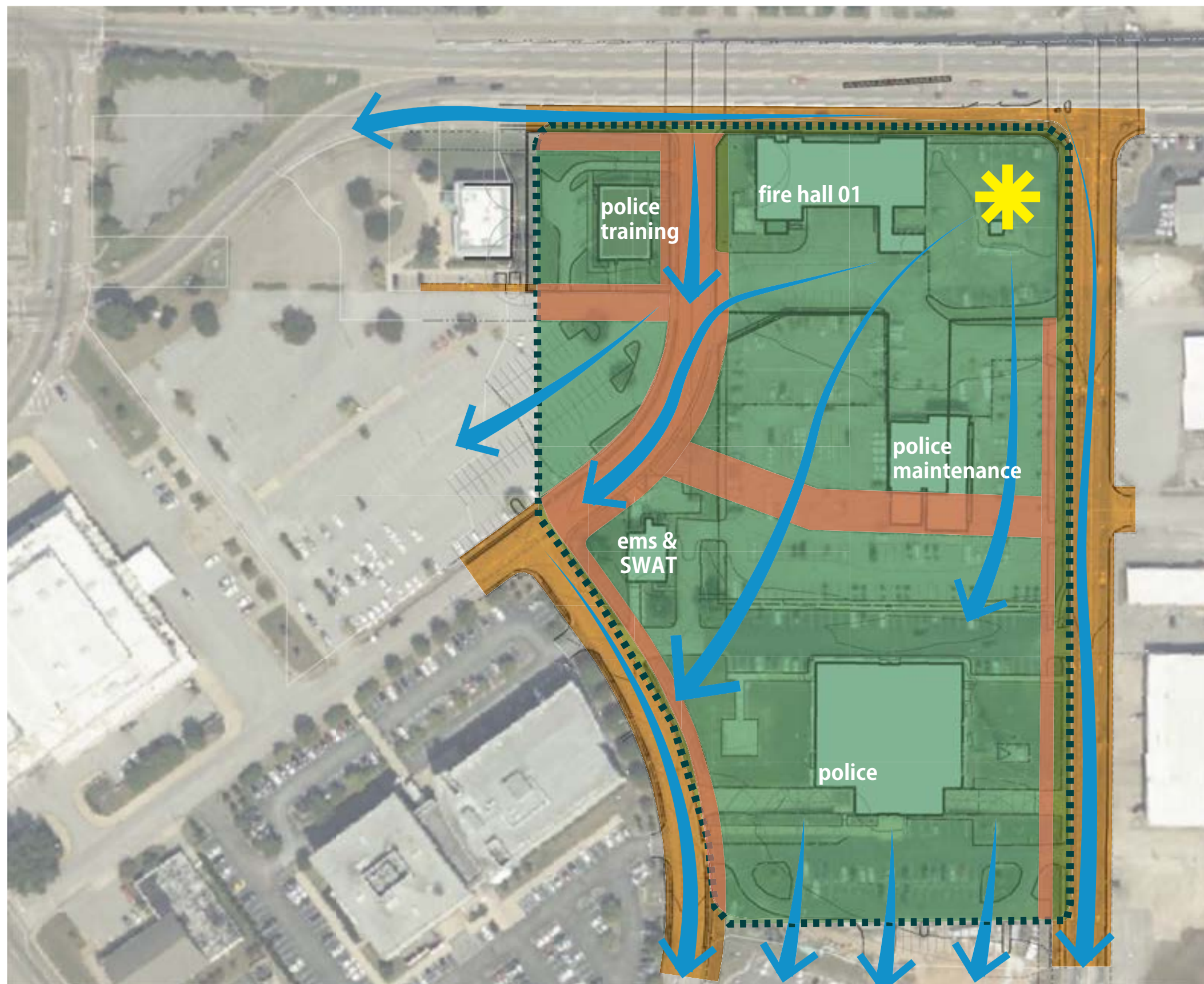


- PROJECT BOUNDARY
- RESIDENTIAL
- RELIGIOUS
- COMMERCIAL
- CIVIC

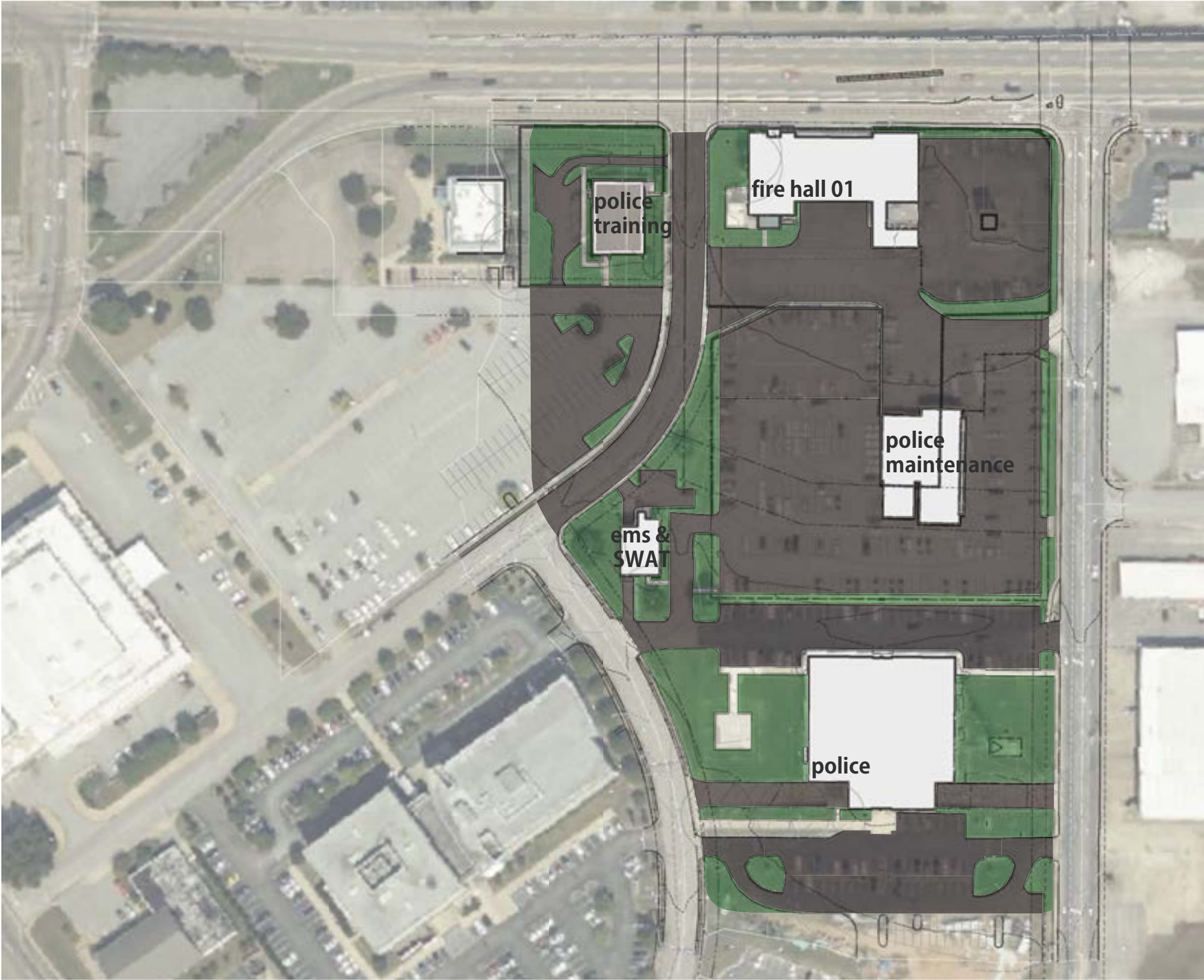
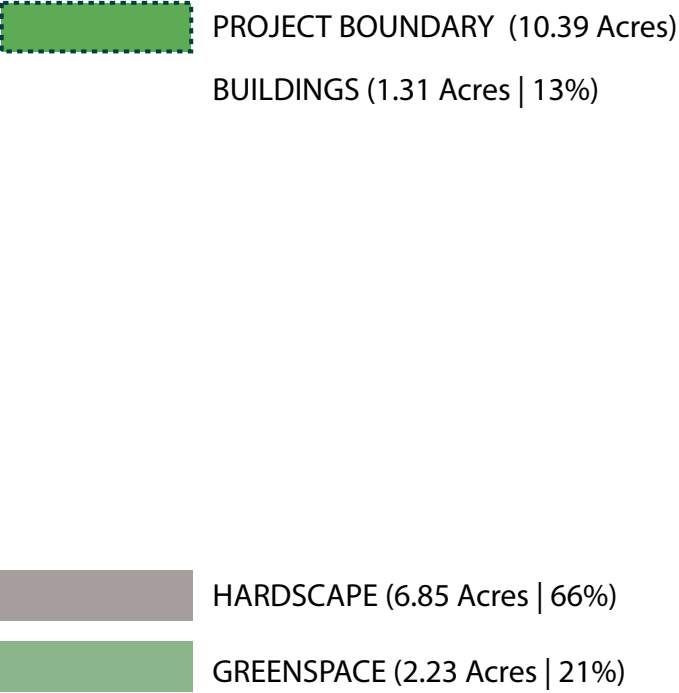
Site Overview - Building Inventory

- PROJECT BOUNDARY
- RESIDENTIAL
- RELIGIOUS
- COMMERCIAL
- CIVIC
- ARTERIAL
- COLLECTOR
- LOCAL
- SIDEWALKS
- PUBLIC TRANSIT





- PROJECT BOUNDARY
- SITE HIGH POINT
- HYDROLOGY
- PRIMARY UTILITY CORRIDOR
- EXISTING PROPERTY EASEMENTS





PROJECT BOUNDARY (10.39 Acres)

AVAILABLE BUILDING AREA
8.28 Acres | 80% of Site

PROPOSED EASEMENT ABANDON
.43 Acres |

After understanding the limitations of available land for the campus development and related existing easements for utilities which traverse the property, the next constraint is the requirement to maintain public safety service for the community from the existing facilities.

After much discussion, the leadership team determined the existing police department functions could not efficiently be relocated; however, the Fire Hall 01 staff and vehicles could relocate on a temporary basis to the current fire administration buildings on Highland Street. Additionally, the existing police fleet maintenance could work temporarily from the same building and other city maintenance facilities. This direction then drove the overall site concept for the renovated campus.

The overall site analysis concluded that the “front doors” of the new structures should address Royal Street as it directly connects to the rest of the city, while the “back doors” would be accessible from the Carl Perkins Civic Center parking lot, Institute Street and the lower East Chester Street.

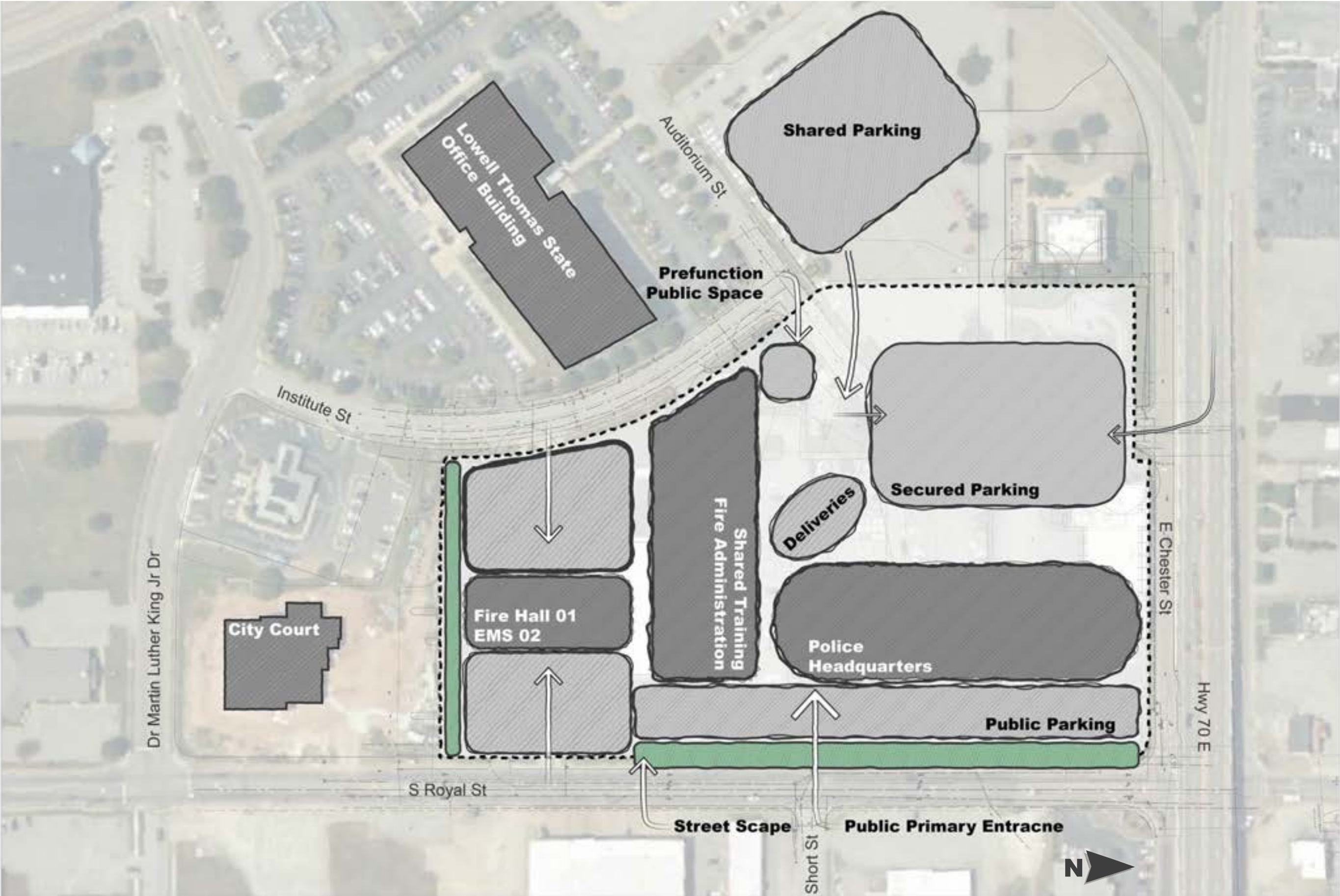
Each of the three new proposed structures – Police Headquarters, Fire Administration/Shared Training, and Fire Hall 01/EMS 02 - will directly access Royal Street from the shared public parking lot that will parallel the street. The proposal will incorporate the City Courts building into a composition of civic structures which stretches from East Chester to Dr. MLK drive and creates the opportunity to improve the streetscape along this stretch of Royal Street.

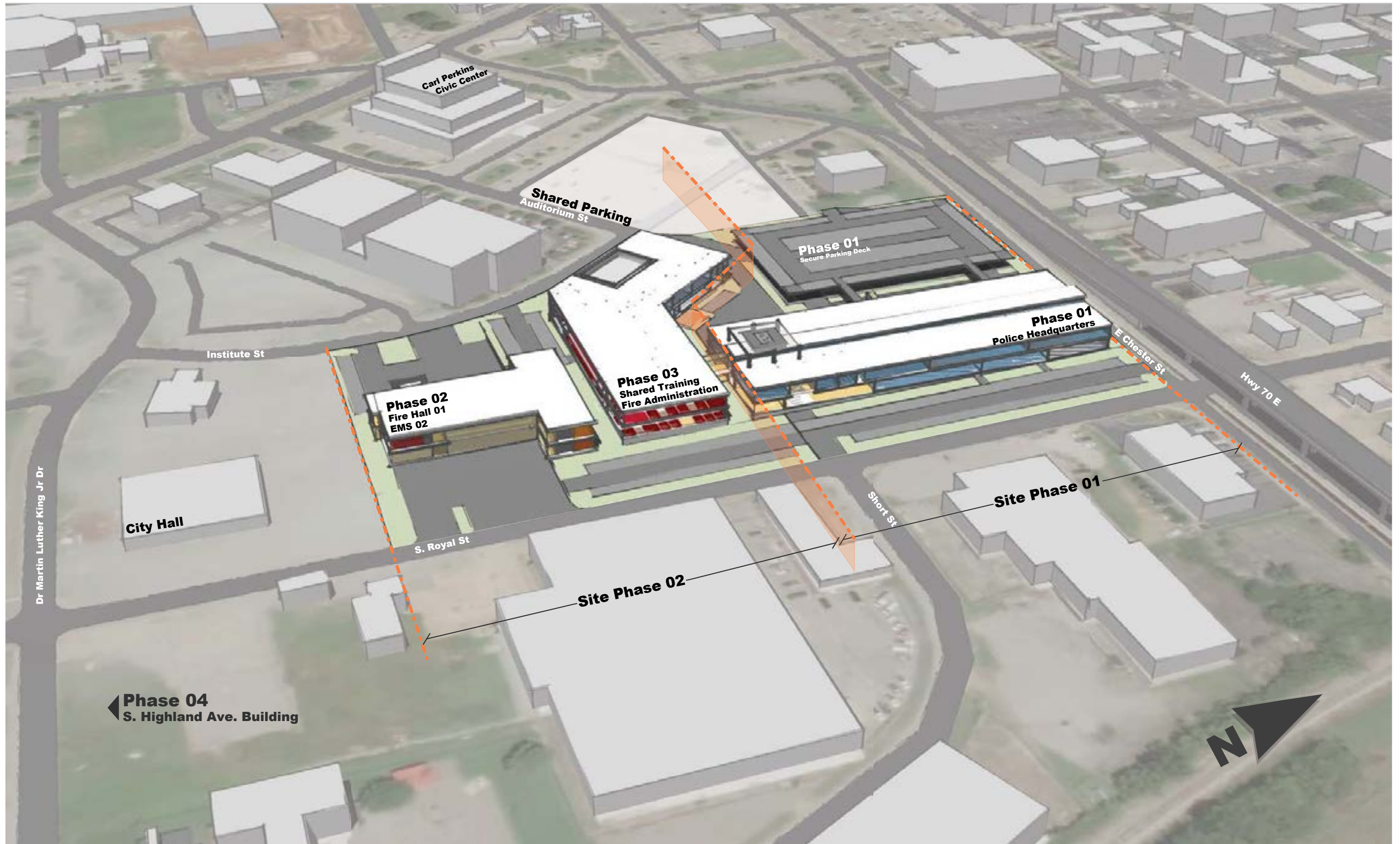
The site will include a 295-car single story parking deck which will be accessible from East Chester and Institute Street. A portion of Auditorium Street will be incorporated under the parking deck area, while the corner of Institute and Auditorium Streets will be the training facility’s main public entrance. Locating this entrance on this side of the property will allow the Carl Perkins Civic Center parking lot to be used for visitor and staff training attendees parking and will keep this less public entrance away from the public faces of the departments which open onto Royal Street.

It is a goal of the masterplan to improve the overall landscape and stormwater management of this area through reducing the asphalt and increasing the plantings of trees and native plants to soften the imagery of the site to the citizens, while creating a healthier work environment for the public safety staff who are on site.

On-Site Vehicle Accommodations				
Total Parking Needs				
Public				
Police Headquarters		30 vehicles		
Fire Hall 01 (EMS & Fire)		4 vehicles		
Fire Administration		11 vehicles	1 visitor bus	2 fire apparatus
Shared Training Facility		8 vehicles		
Total Public Parking Projected		53 vehicles	1 visitor bus	2 fire apparatus
Secure Staff Parking				
Police Headquarters - Ground Level		95 vehicles		
Police Headquarters - Upper Level		114 vehicles		
Fire Hall 01 (EMS & Fire)		35 vehicles		
Fire Administration		21 vehicles	4 trailers	
Shared Training Facility		30 vehicles		
Fleet Maintenance Building				
Total Staff Parking Projected		294 vehicles	4 trailers	







Spaces		Level	Square Footage	
			Level 01	Level 02
Command Staff				4,381
Administration, Finance, Standards & Services				5,621
Command Support				
Administration Division				
Building Maintenance				
Asset Forfeiture / Auction				
Court Sec / Prisoner Transport				
Finance Division				
Standards & Services Division				
Support Spaces (quarter master)		1	1,300	
Training & Support Division				1,669
Law Enforcement Technologies				1,770
work bays		1	1,912	
Real-time Observation Center		1	503	
Emergency Operations Center		2		900
Central Records				2,480
Support Spaces				
Public Lobby & Community Room				1,238
Public Lobby		1	1,898	1,000
Community Room		1	2,007	
storm shelters		1	1,430	
Property & Evidence				7,556
Evidence Storage		1	7,800	
Evidence Intake		1		
Bag & Tag (Patrol)		1	0	
Bag & Tag (Inv / Crime Scene)		1	741	
Labratory/ Work Areas				
NIBIN Lab & Work				
Vehicular Evid Storage / Intake		1	0	
Vehicular Exam (CID)		1	5,795	
Evidence Return				
Patrol Division				7,943
Investigative Services Division				6,682
Preliminary Investigations (PIA)		1	983	
General Investigations				
Crime Scene Investigations (future)		1	780	
Sex Offender Registry		1	855	
SS / ATF Agency				
CID / Evid Interaction Lobby				
CID Interview		1	770	
Internet Crimes Against Children				
Juvenile Booking / Fingerprinting				
Support Spaces				
Major Crimes Division				8,762
Violent Crimes Unit				
Organized Crime Division				
NIBIN				locate with lab area
Support Spaces				
Special Operations Division				1,746
SWAT Unit				
K-9 Unit				locate in parking garage - free standing building
Shared Resources				6,335
General Staff Use		2		1,408
Police Fitness		2		7,475
Sallyport		1	1,134	
Support Spaces		2		452
Staff Break Areas		2		2,093
Staff titts			756	756
Vertical Circulation			1,300	1,300
Program Areas Subtotal				
Program Areas Subtotal			50,950	50,579
Exterior Walls			4,076	4,046
Structure / MEP			5,095	5,058
General Circulation			3,566	3,541
Program Areas Grand Total			63,687	63,224

Phase 01

The project goals include developing designs which are functional, welcoming and durable, while providing spaces for staff which increase collaboration, wellness and consolidate disparate portions of the agencies into single locations.

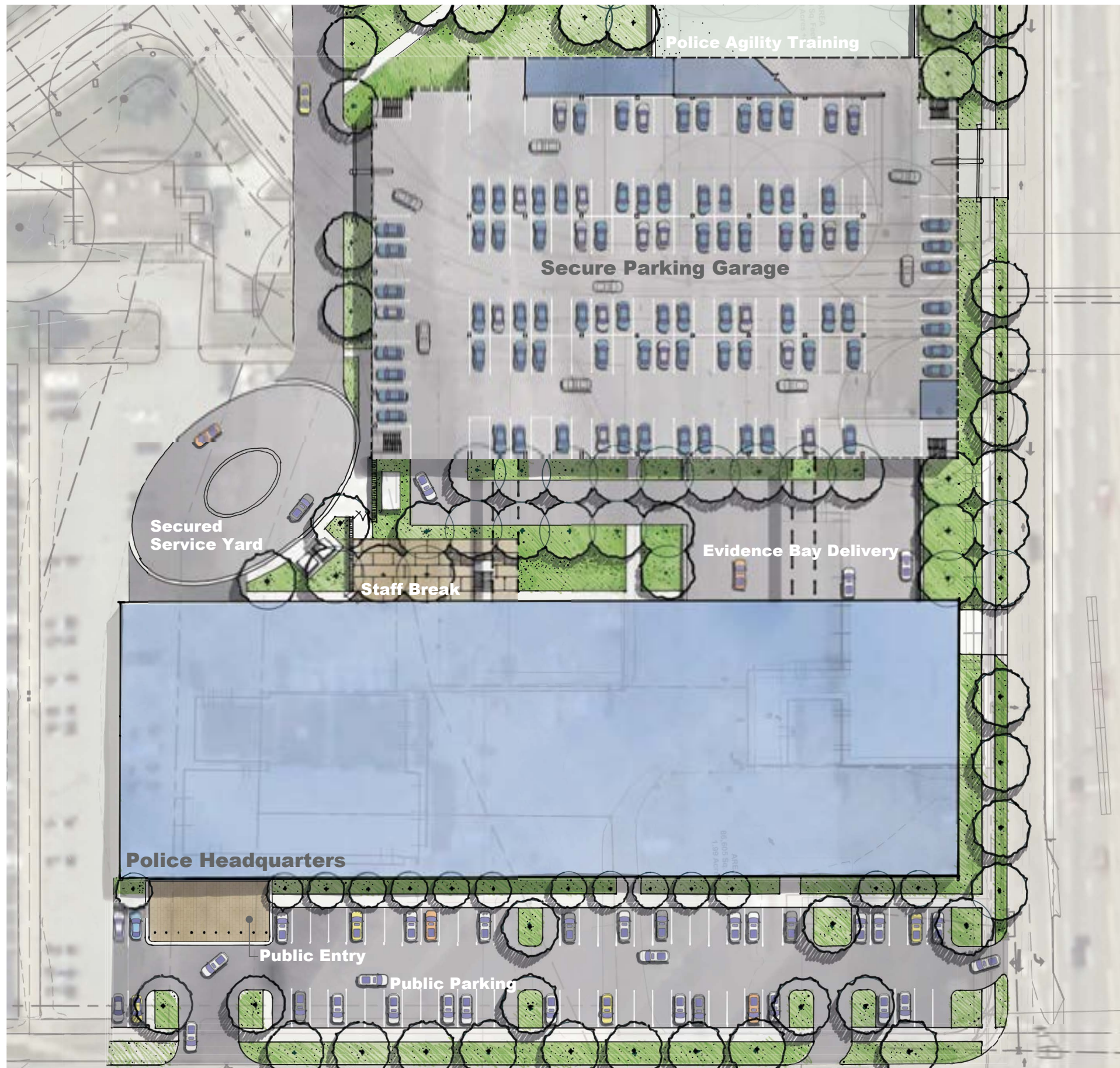
The concept design for the proposed police headquarters at this stage in the design focuses on consolidation and collaboration through the arrangement of the internal departments into a two-story structure with a central connecting daylight corridor.

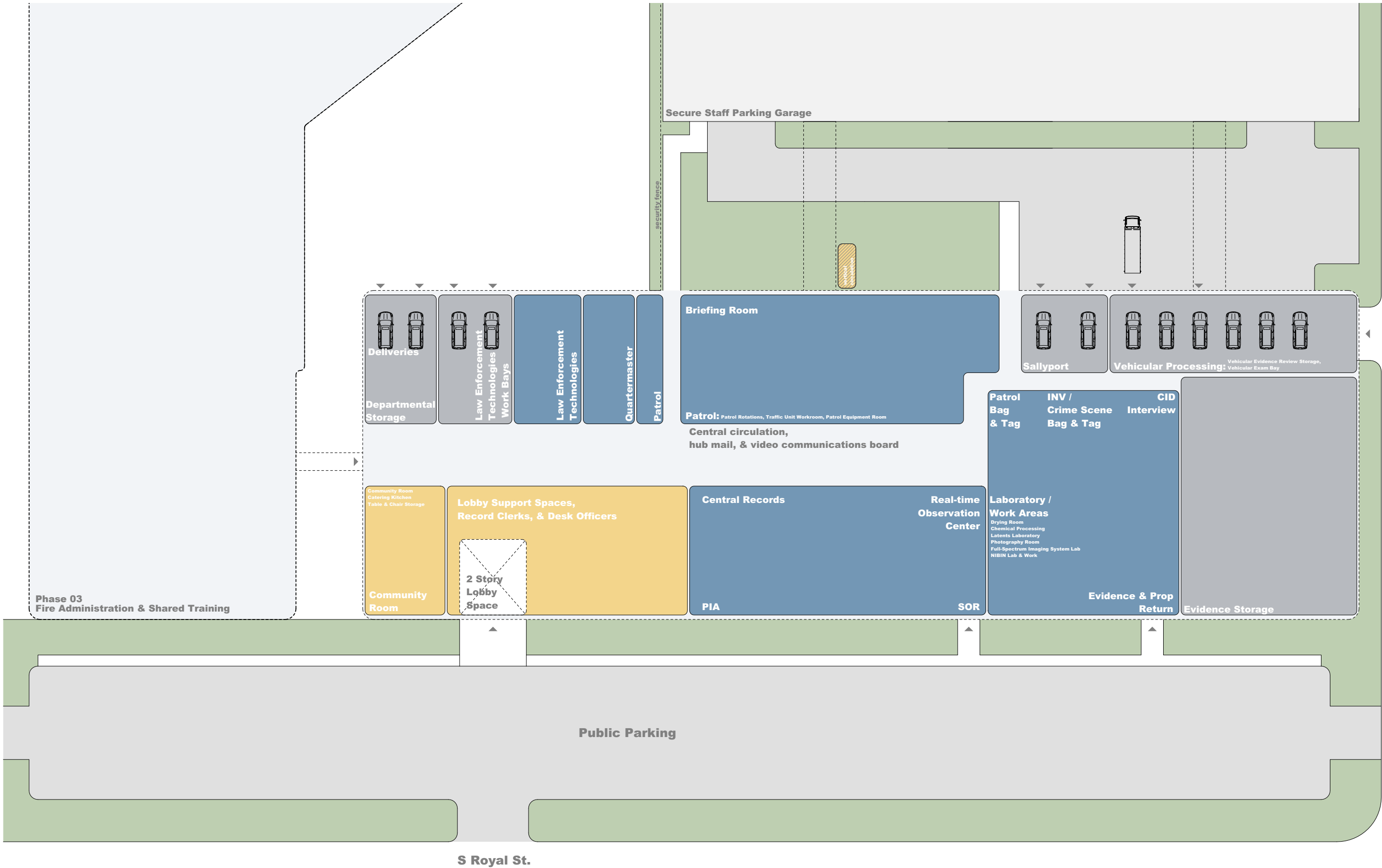
The ground floor will include the portions of the department with direct public engagement. The central records, evidence return, and patrol divisions along with a community meeting space are arranged on this floor. The upper floor will contain the investigative and administrative divisions. To encourage interaction between the floors, the police wellness center and staff break are located on the upper floor. This should prompt communal gatherings between investigators, patrol, and administration. These informal interactions create important bonds and communication channels that improve the overall skills of the police department.

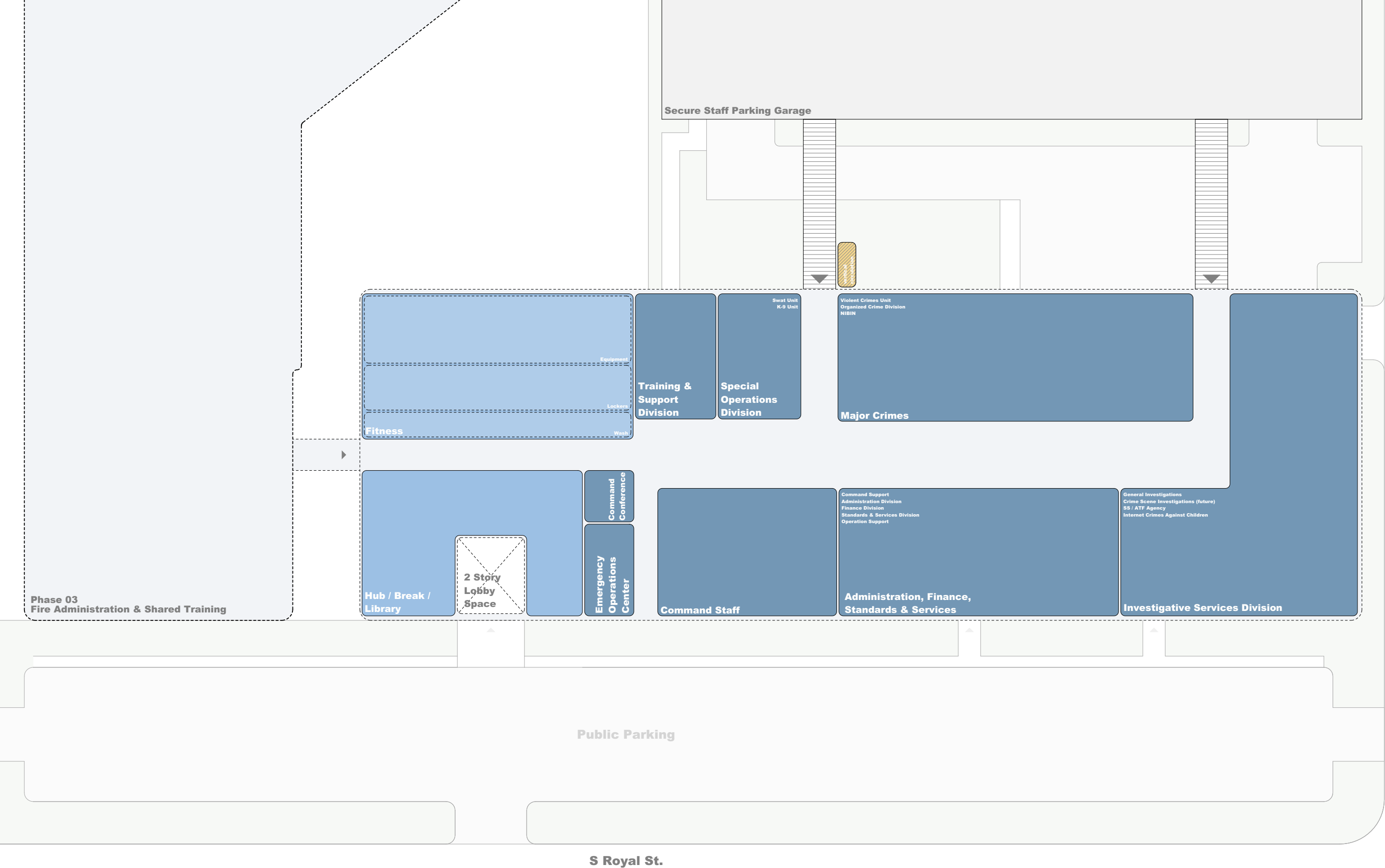
The ground floor will also house the department’s evidence processing, storage, and general delivery with storage for equipment and supplies. This allows direct access from the secured parking spaces for officers to bring in evidence and provides space for the crime scene technicians to process vehicles and other large items.

The upper-level fitness area is located directly across a small courtyard from the rest of the shared training facility, allowing these two areas to easily interact and be supporting resources.

On-Site Vehicle Accommodations			
Police Headquarters			
Visitors			30 total vehicles
Command & Administration			70 total vehicles
Operations			162 total vehicles
Totals			
Visitors	30 vehicles		
Full Police Staff Parking	232 vehicles		
10% Reduction Factor (PTO, etc.)	-23 vehicles		
Total Police Staff Parking Projection	209 vehicles		







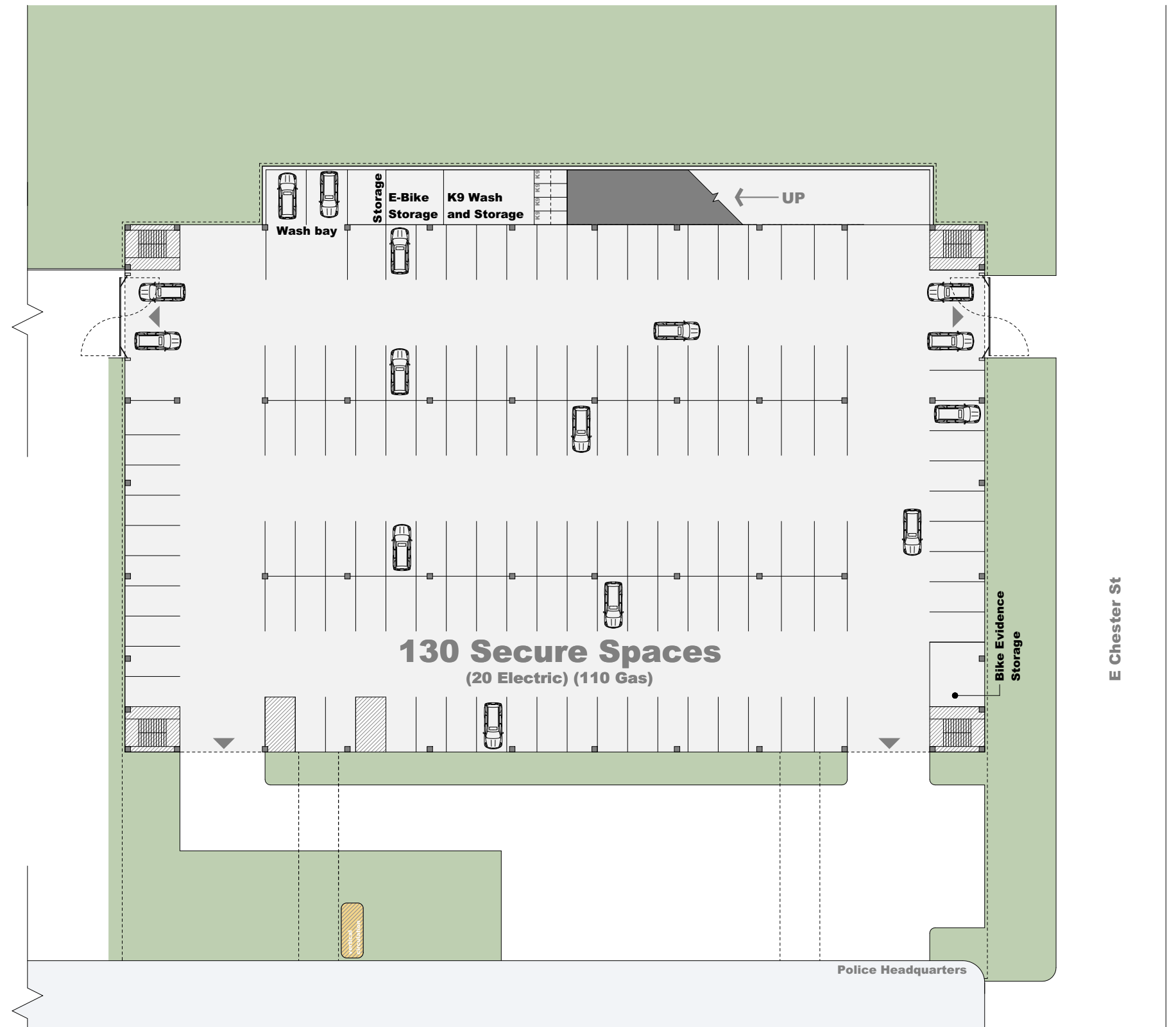
E Chester St

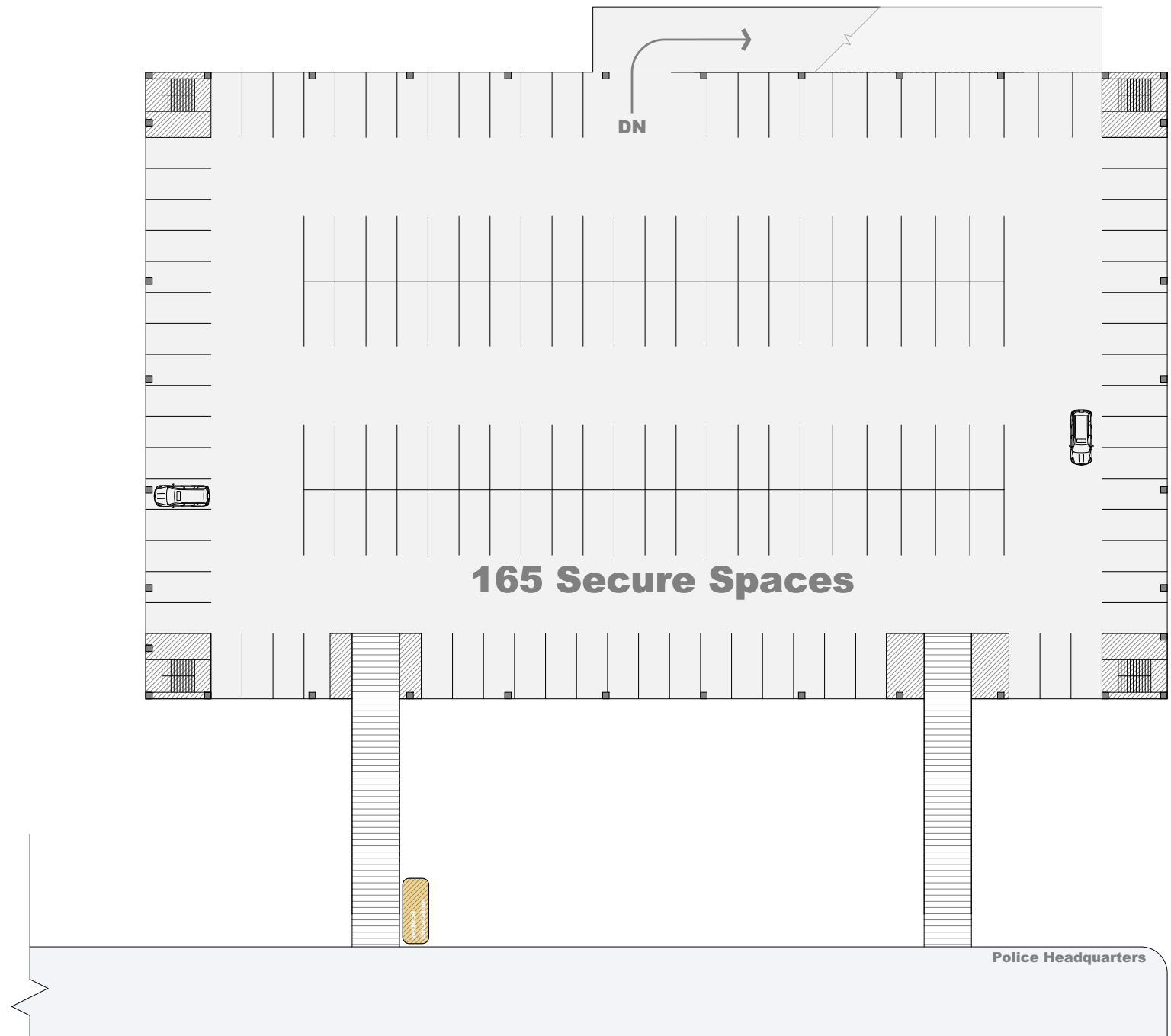
The master plan proposes a single level parking deck directly behind the proposed police headquarters building. While surface parking is a more economical solution, the limitations of the size of the overall campus and the requirement to provide secure parking addressing the below concerns led to the recommendation for the parking deck. It is planned to accommodate 295 vehicles.

The space needs assessment identified the necessity for additional parking in a secure environment for the police department vehicles. It also outlined the need for adequate facilities for the storage of bike evidence and proper facilities to house the K9 officers of the department. Lastly, patrol vehicles equipped with the after-market equipment and technology are large financial investments for the city. It is often practical and financially prudent to provide sheltered parking for those vehicles to protect them from storm damage other departments provide covered parking. In the case of this master plan, the ground floor of the parking deck will provide this same coverage. The upper level of the parking deck will provide the balance of staff and investigator parking and will have direct access to the upper level of the proposed police building, improving the workflow for those divisions.

The space needs also identified the requirement for a staging area for the police helicopter prior to its participation in police activities. It is recommended that the later design stage of the campus investigate the impacts of placing the helicopter landing pad on the roof of the police building, shared training building or a ground-based solution.

The Fire Department intends to paint a landing pad in the drive of the new fire hall for helicopter ambulance landing and transfers to occur when needed.





Secured Parking Deck | Upper Level Concept Diagram

Spaces		
Operations Staffing Spaces		2,044
Battalion Chief Bunk & Work		
Captain's Bunks & Wash		1,044
Classroom		
Captain's Offices & Support		
Firefighter Bunks		2,460
Laundry		
Apparatus Bay - Incident Return Spaces		1,309
Apparatus Bay - Fire		9,944
Vestibule		88
Fire Medic Storage		132
Hose Drying		220
workshop		385
air compressor		165
Storage - Exterior		220
Fire Living		2,731
Public Entry Vestibule		120
Fitness Area		425
EMS Apparatus Bay		4,455
EMS Living		1,236
Entry Vestibule		120
Office		192
Lockers & Toilets		316
Storage		
EMS Bunks		792
Quiet Room		192
Building Support		
General Storage		88
Mechanical/ HVAC		495
EMS IT		88
FD IT		88
Sprinkler		55
Electrical		110
Janitor / Housekeeping		264
Storm Shelter		127
Elevator		154
Stair		1,320
Program Areas Subtotal		
Program Areas Subtotals		
Grossing - Exterior Walls		
Grossing - Circulation between areas		
Grossing - Structure/MPE		
Program areas Grand Total		37,968

Level	Square Footage				
	Fire		EMS		
	01F	0F&E	02F	01E	02E
1	2,044				
1	1,044				
2		2,460			
1	1,309				
3		9,944			
1	88				
1	132				
	110		110		
4				385	
4				165	
1	220				
2			2,731		
1	120				
1	425				
4			4,455		
5				1,236	
4				120	
5					192
5					316
5				792	
5					192
2			88		
	165		80	100	150
5					88
1	88				
1	55				
	50				60
	88		88		88
4				127	
	77		77		
	500		420	200	200
	6,515	9,944	6,054	5,552	3,314
	521	796	484	444	265
	391	597	363	333	199
	456	696	424	389	232
	7,883	12,032	7,325	6,717	4,009

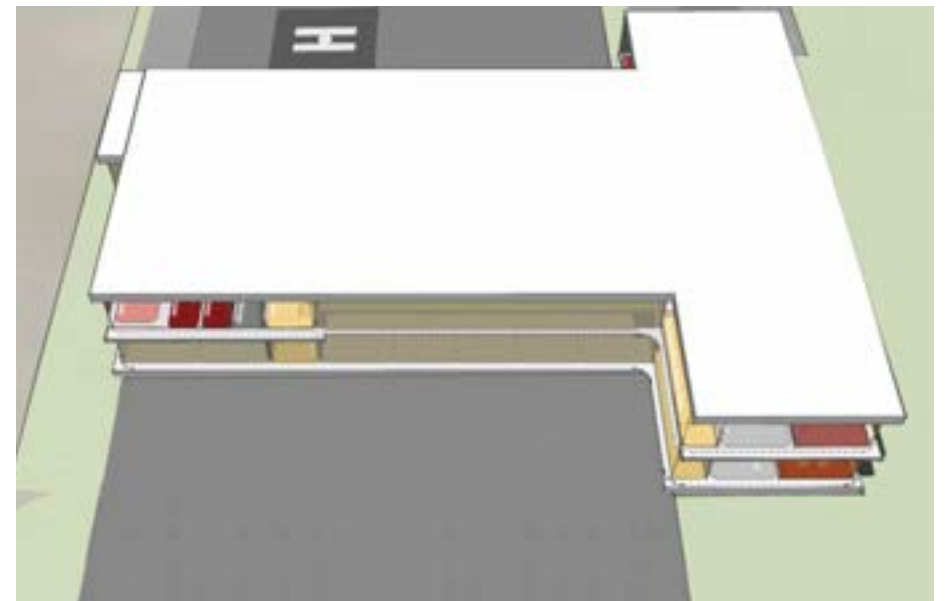
Phase 02

The City of Jackson Public Safety Leadership expressed the importance of an integrated campus that would foster collaboration between the agencies. Combining the City’s Fire Hall 01 and West Tennessee HealthCare’s EMS 02 is a key piece to achieving this in the masterplan. Beyond the site and building scale efficiencies, there is also potential for growth and unity between two separate agencies who are serving their community in similar ways. The Fire Department’s EMS staff often provide immediate care for a citizen as the West Tennessee Healthcare EMS staff are enroute to the location. The housing of the two agencies in one structure fosters communication and collaboration between these life safety professionals.

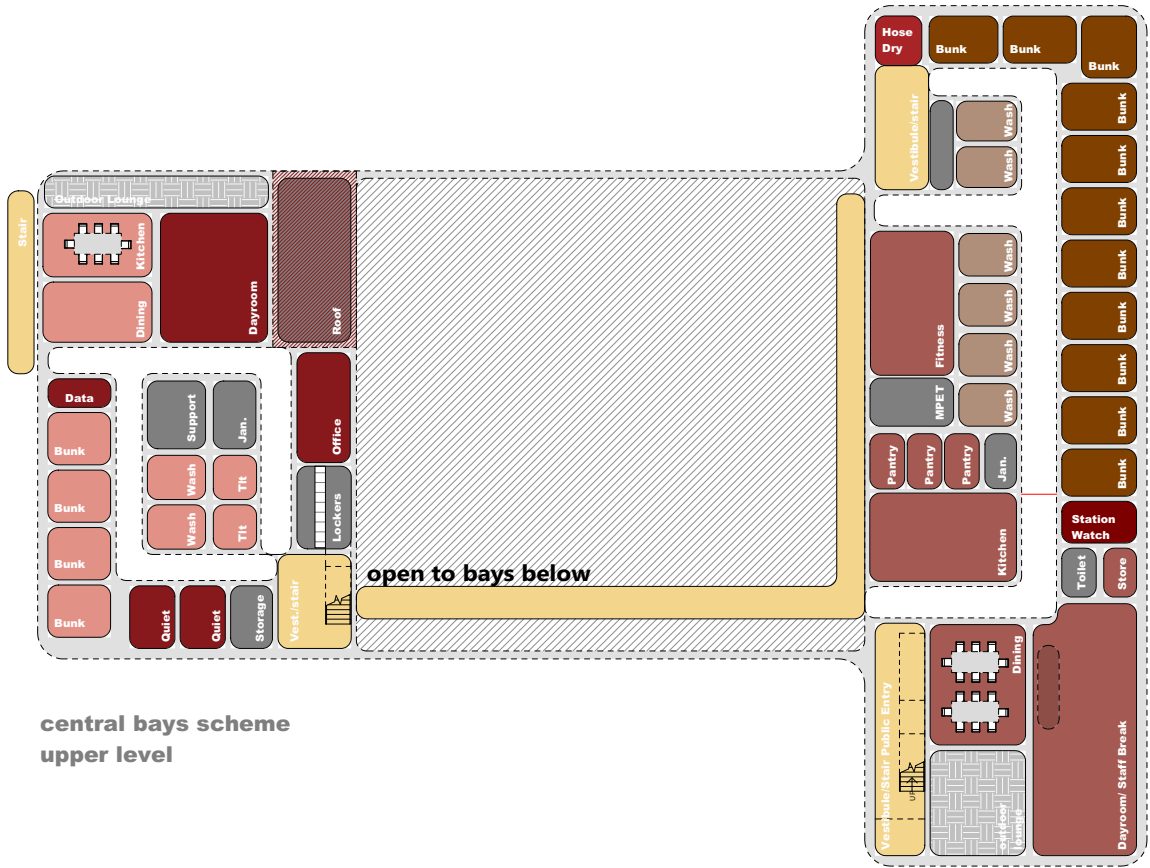
The conceptual masterplan design of the combined Fire Hall 01 and EMS 02 is focused on efficiency, growth, and flexibility. The bays for both departments are separated by a shared storm shelter and other support functions that require sound isolation. A catwalk connection is intended to link the upper levels of both stations to foster collaboration between the two agencies’ staff. The drive-through apparatus bays were a critical driver on site location and layout to allow for ease of entry and exit with ample maneuvering clearance. The bays will have direct access onto Royal and Auditorium public streets. The building will be in the general area of the current police headquarters structure. This requires this structure to be the second phase of the campus constructions sequence.

While unifying the stations in one facility was the goal, the reality of differing staffing schedules and duties called for a separation of living and sleeping spaces for both departments. The EMS living and work areas are located directly above the bays for ease of access and efficient space use. The fire hall spaces flank the apparatus bays in a 2-story long block. The main level contains critical support functions and storge for equipment as well as the command staff quarters and classroom space. The upper level includes firefighter bunks and communal living spaces. Consideration was given to vertical circulation to maintain easy access throughout the facility into the bays. Additionally, Fire Hall 01 is directly adjacent to the Fire Administration area of the shared Training Facility. This can allow for collaboration and flexibility for space use in the future.

On-Site Vehicle Accommodations			
Fire Hall 01 (EMS & Fire)			
Fire Hall			39 total vehicles
Totals			
Fire Hall Visitors	4 vehicles		
Fire Hall Staff Parking Projection	35 vehicles		







Phase 03 - Fire Administration & Shared Training

Spaces		Level		Square Footage		
		Level 01	Level 02	Level 00		
Fire Administration, Training and Special Operations						
Police Training/Support/Special Ops/SWAT/K9		905				
Training Staff Work & Support Spaces	these spaces remain in training - office spaces located in main PD building					
Recruit Orientation / Field Training Lockers						
Adjunct Instructors Lockers						
Study Area - recruits / instructors						
Special Operations Division						
SWAT Unit						
K9		1,320				
Police Training Spaces						
Tactical Training & Storage		2,112				
De-escalation / Simulator Training		1,080				
Training Classrooms		3,834				
Training Computer Classroom		1,882				
Firing Range		3,005				
Armory - SWAT						
Armory - Equipment						
Firing Range		9,997				
Fire Training Spaces		828				
Skills Courses 24' height	open to skills lab below estimate	12,698				
Fire Computer Testing Lab		1,760				
Lecture Halls		3,520				
Training Dayuse Lockers						
Classrooms Storage						
PPE Dressing room		88				
PPE & Extra Gear/Uniform Storage		550				
Fire Recruit Turnout Gear						
skills labs and storage		3,441				
Instructor Break/Work		389				
Skills Course storage/support		994				
Recruit Break/Work		1,496				
Fire Administration		3,031				
EMS Supply		420				
Fire Prevention Staff		1,390				
Administrative Staff		490				
Admin Assistant split		144				
Administrative Division Chief		269				
Fire Prevention Division Chief		269				
Shared Chief Wash		108				
Fire Life Safety House		1,830				
Fire Admin. Support		3,783				
Fire Admin Lobby/Entry/Vestibule		360				
Public Education Materials Storage		240				
Lobby		3,034				
Double ht		3,034				
Hub/Break Shared Spaces		1,100				
Training Shared Break Main Level		1,100				
Multi-purpose Hall		4,657				
Building Components		6,712				
Split between floors		6,712				
Storm Shelter		750				
Public Toilets						
Program Areas Subtotal						
Program Areas Subtotal		86,298				
Exterior Walls		6,904				
Structure/MEP		7,767				
General Circulation		8,630				
Gross Areas Sub-Total		11,650				
Program Areas Grand Total		107,554				

2	905		

Phase 03

The Training Facility is located centrally on the site between Fire Hall 01 and Police Headquarters. This allows ease of access by both departments with consideration for parking and any public or outside agency access for facilities. Flexibility, access adjacency, and efficiency were key drivers in the conceptual plan for this program. The shared facility is a two-story structure, with a strong civic presence on Royal and similar height with the other civic structures facing the Carl Perkins Civic Center. Some spaces are double height for accommodation of training and mechanical system’s criteria.

The Jackson Fire and Police Departments currently anticipate continuing to be a regional resource for other agencies. The agencies requested a multi-purpose conference space to seat up to 400 individuals. They project this room will be a space for regional conferences, graduation ceremonies and other city and regional gatherings and events. This space will open to an outside gathering space facing the Carl Perkins Civic Center parking lots. It is anticipated these parking areas will provide parking for the training activities occurring in the new facility. Using these normally empty lots should serve as an activator to this area of downtown Jackson. Additionally, providing a separate entry for outside agencies or public use of multi-purpose space maintains security of the adjacent Police Headquarters and Fire Hall.

On the opposite end of the building facing Royal Street will be the Fire Administration, housed in the two-story section with offices and public entry facing a dedicated parking lot directly off Royal. This location provides clear entry for the public and students coming to the fire headquarters. Command staff offices are split between levels while the public education program which relies on the demonstration areas of the fire and life safety house is contained on the main level.

Between these two spaces is the balance of the shared training areas. There are both classroom training spaces and physical skills training spaces within the shared training facility. These are arranged along a single central corridor to encourage interaction and ease wayfinding for visitors to the facility.

A central hub space directly off the corridor for breaks and gathering is at the knuckle of the building on both floors. In addition to the classrooms on each floor, there is a large multi-purpose space for fire training skills and a 12-lane firearms indoor range. Several dedicated computer training spaces, smaller dedicated training spaces for defensive tactics and virtual training for fire, EMS and police are arranged along the single central corridor. Central classrooms and larger lecture halls for both agencies are on the upper level along the central corridor with intent for greater sharing and flexibility as schedules fluctuate.

On-Site Vehicle Accommodations

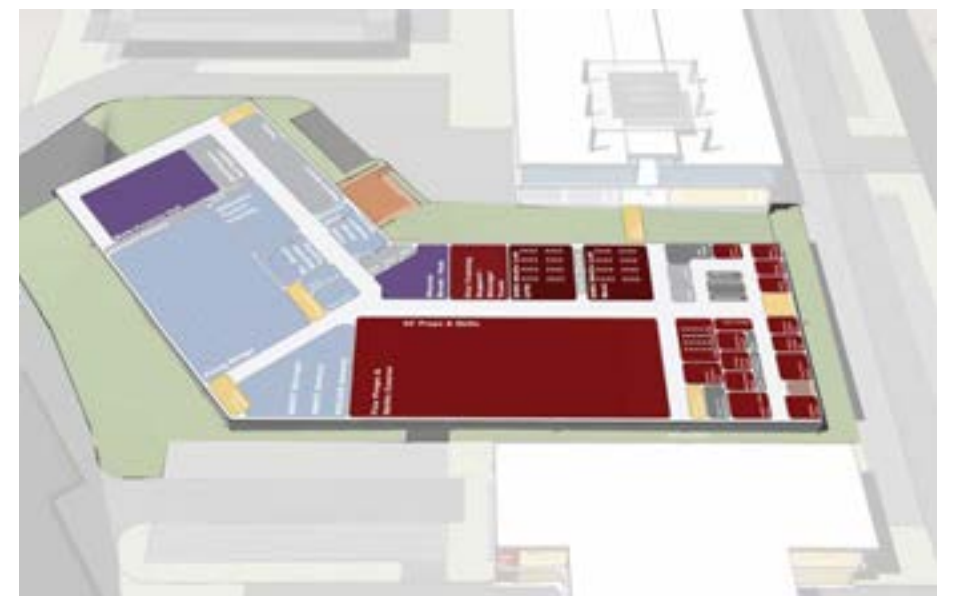
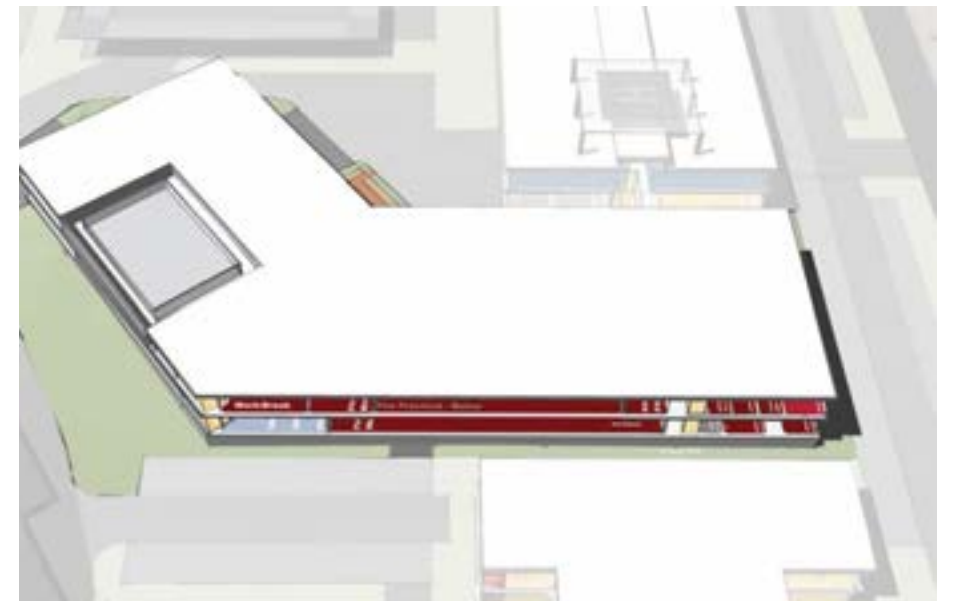
Fire Administration

Fire Administration Public Visitors			11 total vehicles
Fire Administration			21 total vehicles
Totals			
Total Fire Admin Public Parking Projection	11 vehicles	1 visitor bus	2 fire apparatus
Total Fire Admin Staff Parking Projection	21 vehicles		4 trailers

Shared Training Facility

Totals			
Total Public Parking Projection	8 vehicles		
Total Secure Parking Projection	30 vehicles		

Assumes Lecture Hall / Multipurpose guests (200) park in Carl Perkins lot.





Spaces	Staffing						Spaces			Types		Phased Area Totals			Notes
	Current (2027)		+15 years (2042)		+25 years (2052)		Current (2027)	+15 years (2042)	+25 years (2052)	Space Code	assigned sq ft	Current (2027)	+15 years (2042)	+25 years (2052)	
	sw	ns	sw	ns	sw	ns									
Fleet Maintenance24,671															
Police Fleet Manager Workspace	-	1	-	1	-	1	1	1	1	PO-01	108	108	108	108	
Police Mechanic/Assistant	-	1	-	2	-	8	1	2	8	OP-57	45	45	90	360	shared workspace (POLICE STAFF)
Fire Division Chief Workspace	-	1	-	1	-	1	1	1	1	PO-01	108	108	108	108	temp space when on site
FIRE Mechanic / Assistant	-	1	-	2	-	4	1	2	4	OP-57	45	45	90	180	shared workspace (FIRE STAFF)
Filing and Copy							1	1	1	CPY-01	84	84	84	84	
Check in Counter							1	1	1		192	192	192	192	
Staff lockers							5	8	18	Lkr-18	7	34	51	118	personal locker for uniform, etc.
Staff Toilet							2	2	2	RR-01	64	128	128	128	
Housekeeping							1	1	1	HK-01	64	64	64	64	
Staff Storm Shelter							5	8	18		5	25	38	88	
Maintenance Spaces															
Fire Apparatus Service Bays							1	1	1		7,200	7,200	7,200	7,200	5 ton and 2 ton overhead cranes in bay - transverse length of bay
Police Vehicles Service Bays							8	8	8		700	5,600	5,600	5,600	8 work bays with lifts - drive through center of bays 9 4 each side)
LET Devices Work Bays															2 work bays for installation of tech in vehicles [moved to PD]
Storage Spaces															
Police Secured Tool Storage							1	1	1		216	216	216	216	
Police Parts Storage							1	1	1		1,200	1,200	1,200	1,200	
Police LET Device Storage															(8) vehicular kit palettes + (8) palettes of relegated hardware [moved to PD]
Police Vehicle Removed Items Storage							1	1	1		384	384	384	384	(12) palettes for decommissioned vehicle parts, seats, etc.
Fire Secured Tool Storage							1	1	1		216	216	216	216	
Fire Parts Storage							1	1	1		1,200	1,200	1,200	1,200	technology/charging for storage
Police Vehicle Tire Storage							1	1	1		400	400	400	400	100 new tires and 400 used tires in racks on wall - 10'x40'
Fire Apparatus Tire Storage							1	1	1		400	400	400	400	similar to Police storage - larger tires
Shared Tire Disposal							1	1	1		200	200	200	200	exterior space for disposal trailer to be stored (40CUYD DUMPSTER)
Subtotals	-	4	-	6	-	14					17,849	17,968	18,446	18,446	
Program Net Areas Grossing Factor										7%					misc. notes
Net Area Sub-Total											1,249	1,258	1,291	1,291	reserve trucks to be stationed at fire halls, 2 fire bays for maintenance 2 outside parking for trucks in waiting
Program Areas Subtotal											19,098	19,226	19,737	19,737	
Exterior Walls										8%	1,528	1,538	1,579	1,579	
Structure/MEP										10%	1,910	1,923	1,974	1,974	storage in maintenance facility for car technology (laptops, cameras, sirens) space for 12 palettes max. space for gear removed from cars, either wrecked or removed like back seats
General Circulation										7%	1,337	1,346	1,382	1,382	
Gross Areas Sub-Total											4,775	4,806	4,934	4,934	
Program Areas Grand Total											23,873	24,032	24,671	24,671	

Phase 04

As the master plan developed, it became clear that all the desired and required facilities could not be accommodated on the existing campus. The team then began to explore the possibilities for repurposing the South Highland Building once the Fire Administration and Training relocated to their new facility on the main campus. After much discussion, the team resolved to place the Live Fire Training for the Fire department and the Shared Fleet Maintenance facilities for Police and Fire within the existing Highland Street building.

The building was formerly an Automobile sales and service center and already has the necessary wide span, high bay spaces for the maintenance and repair of Police and Fire vehicles. The remaining building area will provide office spaces for the maintenance staff. It was determined that the front section of the building is in poor condition with potential hazardous mold and other contaminants in the underground ducts serving that section of the building. This section is proposed to be demolished.

The Fire Live Training is already located on the property, and with the addition of a training tower, it will create a complete facility for the live training of the fire department staff. Its location is convenient to the surrounding fire halls to bring their vehicles during the training exercises.

It is proposed that the building be re clad and the site redeveloped to provide a welcoming image to the city center from the south, as it is positioned to be a gateway to the city and the adjacent city fairgrounds.

On-Site Vehicle Accommodations			
Fleet Maintenance Building			
Police Vehicular Maintenance			44 total vehicles
Fire Vehicular Maintenance			15 total vehicles
Totals			
Staff Parking	14 vehicles		
10% Reduction Factor (PTO, etc.)	-1 vehicles		
Fleet Spaces	45 vehicles		
Maintenance Building Total	58 vehicles	2 fire apparatus	



S. Highland Ave. Building - Existing and Demolition Diagram







The following outlines the projected timeline to implement this proposed master plan. The timeline is based on a sequence of relocations, demolition and new construction. Projected Costs should be confirmed at the start of each proposed phase.

Phase Zero will be for the architect to collaborate with the City Fire and Police department to develop proposed schematic designs for each of the phases. this will allow a more detailed project budget to be developed and the projected scope and scale of each portion vetted and confirmed by the development of a schematic design for each area.

Once schematic design is complete with feedback from Leadership and budget validations, design development and construction documents will begin for Phase 1 which is the Police Headquarters and Parking Garage. Completing schematic design for the entire campus allows the design team to further develop and collaborate with City and Public Safety Leadership to further validate and strengthen the masterplan. Focusing on completing documentation of each Phase sequentially instead of the entire campus makes efficient use of time and the design team can focus on each facility. This also aligns with the required phasing that keeps the departments operational until the new facilities are completed, the reality of construction sequencing, and potential funding capabilities.

Phase 00	Campus Schematic Design	6 Months
Design	Police Headquarters, Fire Hall 01, EMS 02, Fire Administration, Shared Training Facility	24 Weeks
Phase 01	Police Headquarters and Parking Deck	28 Months
Design	Includes Design Development, Contract Documents, Budget Verification, and Bidding	28 Weeks
Relocate	Police training, Police maintenance, Fire Hall 01 to existing Fire Admin/Training/Short St., Fire tower to new site	4 Weeks
Demo	Police training, Police maintenance, Fire Hall 01, and Fire tower16	16 Weeks
Build	New Police Headquarters, secure parking garage, public parking on Royal, Fire tower & training field on new site	64 Weeks
Phase 02	Fire Hall 01 - EMS 04	22 Months
Design	Includes Design Development, Contract Documents, Budget Verification, and Bidding	28 Weeks
Relocate	Existing Police to new headquarters, radio tower to Short St., Police training offices from Fire Admin.	8 Weeks
Demo	Existing Police headquarters	6 Weeks
Build	New Fire Hall 01 & EMS station and staff parking	50 Weeks
Phase 03	Shared Training Facilities and Fire Administration	23 Months
Design	Includes Design Development, Contract Documents, Budget Verification, and Bidding	28 Weeks
Relocate	Fire Hall 01 from Fire Admin and EMS from existing into new facility	2 Weeks
Demo	EMS/SWAT building	2 Weeks
Build	New shared Training Facility	64 Weeks
Phase 04	Fleet Maintenance and Live Fire Training Tower	20 Months
Design	Includes Design Development, Contract Documents, Budget Verification, and Bidding	28 Weeks
Relocate	Fire Admin, Fire training, Police training into new training facility with Maintenance coordination for renovation	4 Weeks
Demo	Partially vacant fire admin as needed for shared maintenance facility	4 Weeks
Build	Interior & Exterior upgrades to old fire admin/training to accommodate shared Police & Fire Maintenance	48 Weeks

This page intentionally left blank



City of Jackson Public Safety Campus

MASTER PLAN

16 August 2024