

TOWN OF CHESTER
BUILDING COMMITTEE
MINUTES

June 14, 2018

Committee Members in Attendance: David Pisha, Lee Gustafson, Matt Wilson and, later on, Graham Kennedy.

Guests: None.

Staff: Cathy Hasbrouck Recording Secretary

Call to Order

Lee Gustafson called the meeting to order at 8:00 AM.

Agenda Item 1 Citizen Comments

Cathy Hasbrouck asked whether the committee would be considering renewable energy issues as they design the new EMS building. She noted a favorable southwest exposure for solar panels and solar gain. Lee Gustafson said energy issues would be considered. He felt that energy conservation was a very effective way to reduce fossil fuel use.

Agenda Item 2 Discuss the design of Fire Department portion of proposed building

Before discussing the Fire Department needs, Lee Gustafson said he had spoken to John Broker-Campbell, the Floodplain manager for the Southern Region. Lee took out the map of the Pleasant Street property from the Vermont Agency of Natural Resources which showed the river corridor and flood hazard areas. John Broker-Campbell had told him any area on the map that was not red could be built on. John estimated the Base Flood Elevation in the area favored for building would be 575 feet. That made quite a bit more space toward the back of the lot buildable. On the west side of the lot, up to 300 feet from the road may be used for building. On the east side, up to 400 feet may be used.

In order to gather information on the Fire Department's needs, drawings of the interior of two proposed buildings were studied. One drawing came from Dan Cook. Dan's layout had four bays for the Fire Department long enough for 2 pieces of equipment each and one bay for the Ambulance on the east side of the building. That bay was about half as long as the Fire Department bays. Ambulance offices and storage took up the rest of the easternmost bay. A door to the outside was at the south end of the office and storage space. It opened into a hall that ran east and west 18' and ended at the Fire Department bays. To the south of the bays, Dan had a gear washing station for the Fire Department, and hose racks, but most of the 39' by 90' at the south end of the building was undefined. The Fire Department Day Room and Turnout Room would take up most of that space, with lockers, showers and storage filling out the rest. Dan put an area for the Police Department on the west side of the building, in a space about 40' x 100'. The front of the building, where the doors for the trucks opened, projected about 14 feet past the

end of the Police Department section. Parking for visitors was sketched into the space in front of the Police Department.

The second drawing was from Russell Construction Services. It was the floor plans for the two-story building rejected by the voters in 2008. The design was similar to Dan’s design, except there this plan only had four bays, 18’6” x 74’4”, which could store eight pieces of equipment. Dan’s had bays for nine pieces of equipment. Also, the Police Department was contained in a separate 90’ x 40’ area on another level. In the Russell Construction drawings, offices, storage and maintenance are along the first 75 feet of the east wall of the building. A 16’5” x 31’8” Turnout room is drawn at the back of the bays area on the east wall and a 22’6” x 36’ Day Room is to the south of that ending on the outside wall of the building. Lockers, showers and storage take up the rest of the south end of the building.

The discussion ranged between the two drawings and considered many aspects of the Fire Department’s needs. The following is a summary of what was discussed, though not always in the order it was addressed.

Lee Gustafson gathered the following information from Matt Wilson about the current Fire Department vehicle inventory:

Vehicle	length	width	Frequency of use
Class A Truck	33’		Frequent
Class A Truck	28’		Frequent
Tanker	36’		Moderate
Rescue Truck	30’		
Brush /Utility Truck	27.5’		Frequent
Boat on Trailer	25’	8’	Rare
Brush/Rescue Trailer	25	8’	Frequent
Hazardous Materials Trailer	25’	8’	Moderate

Matt Wilson said he felt the town should consider getting a basic ladder truck 5-6 years in the future. The ladder truck is likely to be 40 feet long. The ladder truck would be used when there is a fire at a building whose roof was built with construction methods that do not work well with older firefighting methods. A basic ladder truck is not a platform truck such as Springfield has. The ladder truck could replace an existing piece of equipment. David Pisha reported that Chester is now signed up on a website called Public Surplus to buy and sell equipment and materials among municipalities. The buyer must inspect the merchandise, transport it and pay the taxes and fees associated with the transaction. He hoped this would help the town save money on purchases and possibly sell unneeded equipment.

Matt Wilson’s primary concern in configuring bay space for the vehicles is a speedy departure. The bays are generally at least 18 feet wide, which would allow 2 eight-foot wide trailers to sit side by side in one bay. Matt said crowding things together could delay deployment and he would rather not do that. A minimum of 6 feet of space along the sides of equipment is wanted. The bays are generally planned to be 75 feet long. This would allow a truck 40 feet or longer to be parked in front of a 25-foot trailer and still have adequate space between them. The Russell

Construction drawing had four bays which could comfortably handle eight pieces of equipment. Since 2008, another piece of equipment has been added and space for nine pieces is now needed. No one at the meeting suggested adding another bay big enough for two pieces of equipment to either design. Dan Cook's design had a fifth bay that was only long enough for the ambulance. This would accommodate the current inventory but would not allow for additional equipment such as the ladder truck.

Having confirmed with John Broker-Campbell, the floodplain manager, that a large portion of the Pleasant Street lot is available for building, the size of the building footprint is less of a concern. A one-story building for all three departments is feasible. The placement of the building on the Pleasant Street lot was discussed. The primary concern is how close to the road it could be and how that could affect the cost of filling in the slope at the back of the lot. Matt Wilson said having a minimum of 40 feet in front of the building is needed so that the trucks can be fully off the street before entering the building. Seventy-five feet of space would be ideal. The further back the building is placed, the more fill will be required, as the land slopes several feet down in the back. Graham Kennedy came into the meeting area on other business about 45 minutes after it began, just as the subject of fill was brought up. He was asked about the cost of fill. He said fill for construction would cost \$6 - \$8 per yard. He said the compaction roller the town has acquired would allow him to do the site work which would save money. If the town didn't have the roller, it would have had to hire the job out or rent a roller. The town did have fill available for non-construction purposes at no cost.

Matt said the Fire Department only needed a chief's office and a small office for all the officers with one desk and a computer at which the officer in charge of the call could do paperwork. He wanted the day room to be used for mutual aid discussions, conferences and training. It should be a minimum of 15'x20' and have at least 2 tables. The turnout room in the Russell Construction drawing was 16'5" x 31'8". Matt Wilson did not say whether that was a good size for the room. He did say it was not necessary to have a door from the outside leading directly into the turnout room as long as firefighters would not have to run through office space to get to the turnout room.

Matt said the watch room would be something nice to have, but it is not essential. The person who sits in the watch room operates the doors for the trucks entering and leaving the building.

Parking around the building was also discussed. Lee Gustafson said he felt that discussion was better left to architects or other planners who have more experience with the needs and issues. Lee said he felt the proposed 80-foot curb cut for the building would not be adequate and asked Graham how to apply for a larger cut. Graham said Lee should start with Lee Pickering at the state highway department. Matt Wilson proposed that the Police Department be given a separate driveway so that the public visiting the Police would not be driving anywhere near the firetruck bay doors.

Matt Wilson did not want the Ambulance and Fire Department to share storage areas, offices or other gathering areas in the building. Each would have its own spaces. Two locker rooms with toilets and showers would be built. The two facilities could be divided by department with doors

and locks in the shower areas for privacy or they could be divided by gender and shared between departments.

It was asked whether the project should be put out to bid or if the town should continue to use Russell Construction. It was decided that having a new firm start over would incur quite a bit of unnecessary expense. Russell Construction had the drawings entered into its CAD system, which should speed up the design process.

Lee felt that some people should go to the Pleasant Street property and stake out possible building placements to get an idea of how much fill would be needed.

The next step would be for Lee to gather the notes he has from his discussions with Dan Cook and Matt Wilson and send them to Craig Jennings at Russell Construction. David Pisha would contact Craig and settle the financial issues involved in moving forward with the planning. Matt would meet with Craig to go over more details about the Fire Department space. When Craig has the new plans ready, Lee will call another committee meeting.

The committee members agreed that the Public Works Garage project and the Emergency Services building project could be regarded as separate projects sharing one bond vote. The projects will be advancing concurrently. Lee said The Public Works Garage code review is currently in progress.

Agenda Item 3 Adjourn

No one objected to adjourning the meeting shortly after 9:00 AM.