

September 17 2020 Minutes

Present: Garrity, Chair, MacAloney, Healey, Lauter, Kelly, Touchette, Smallwood, Town-Murphy, Steve-Chief, LaChance, Deputy, Jones, Chief, Tom Mayo-TA, Susan Murphy, Real Estate Counsel, Frey-DPW, AC-Almand, MacDonald, Balterra,

KB-Costa, Dominov, McKinley, Schmigle, Seunghwan, Lindberg

Jeff Dirk-VA;

Old Business:

Minutes of 9-10-20, MacAloney moved to approve, Lauter second, voted Unanimous

New Business:

Last week there was a 2 story iteration, this week a three story one-iteration displayed

New Features: McKinley-initial findings show police need 77 spaces, fire needs 15-20, public needs 30

By layout, the police are on the right side (easterly) and the fire is on the left (westerly) with visitor parking on the northwesterly side-there is a desire to preserve the vegetation on Essington Drive; there will be a curb cut only for FD apparatus, doesn't make sense to have a police response on Route 3A but there is an emergency egress envisioned on to Shipyard Drive; fire staff will enter designated FD parking area through a gate. There is a southwesterly access but it is emergency only and steep with a 12'-14' elevation change with a retaining wall in the SW corner.

Jeff Dirk comments. Establishing a few base parameters, he observes that the FD responds right on to Rt 3A and we don't want to mix FD/PD traffic and circulation and it is very important not to mix the FD traffic with general public parking/circulation; the access to Rt 3A will have traffic control signal tied to Shipyard Drive because it is important that the fire apron be clear so that the fire apparatus can back into/come out on to Rt.3A-all visitors to site come in through Essington Drive, police shifts somewhat offset by commuter traffic schedule. It is likely that we will need a center lane on Rt 3A to allow FD trucks to pull—traffic signals would control this movement.

There would be a need to remove a portion of the raised median to accomplish this, in all maneuvers of emergency vehicles the traffic control signals would be activated.

Chair asks about the procedure to get traffic light on Rt 3A. Jeff indicates that this would be a standard application for emergency access with the DOT and it must contain certain elements that include:

1. Driveway apron is limited, 2. No water can drain onto Rt 3A, 3. The signal is an emergency signal, 4. The signals have an Opticom system, which detects the lead vehicle's direction of travel and works in coordination with other traffic signals. This is not unique.
2. The timing is more extended because it is more than just an apron and the State Traffic Engineer takes about 6-9 months to review. Desirable to submit the application early on. The timing of submission is important too because the time it takes to make the steel arms (6-9 mos.) to fabricate and can be dependent on other external events, storms catastrophes, etc.....

Donna Smallwood asks how often light would be triggered and Jeff Dirk replied that this would have no impact on the DOT analysis. If emergency vehicles leave during the commuter boat traffic release, it may take a few cycles for traffic to restore itself in rush hour.

Healey-if Essington Drive tied up, how do the police get out? Jeff Dirk points to the concept of preemption to be tied to the signal to clear out the traffic and this could be activated from within the station. We could also seek to have the MBTA to close up some of the driveway openings on the parking pad leading out to Essington Drive to channelize the flow of traffic—KB says that it is working on additional options. Tally Lauter notes the steep grade on the westerly side-Todd Costa notes the FD apron is 60-80' wide and there are reconfiguration options

Chair asks about what is involved in obtaining easements-Susan Murphy noted that this would require us to work with Samuels and the MBTA and a Homeowner's Association-perhaps we could have cross hatch section on to Essington Drive for emergency access-Jeff Dirk suggests examining a design that allows for the police to access the fire side in order to access the apron in the event of an emergency.

Question arose on sufficiency of parking and Jeff Dirk noted that it depended on the programming. He felt he had a good handle on the visitors and parking is limited to the parking shown on the iteration.

Chair asks if DOT cares about the project being totally completed before applying for curb cut-Jeff Dirk says we should start the submission as early as possible, even if the building design is still in flux.

Bruce MacAloney asks if the site works only if we can access Essington (for other aspects outside of Rt. 3A,) can this be accomplished? Susan Murphy says that the town works with the MBTA and Samuels' on other projects and they will have to be approached but would be surprised if there was an outright refusal. The Chair noted that the T would be interested in the impact on the flow of the commuter traffic when the boat came in.

Building discussion.

Paul Dominov from KB now shows a three story design as opposed to the two story iteration considered too sprawling in nature. In the three story iteration, the lowest level is off of Essington Drive, the main level off of Route 3A and the second story on top of that. As part of that, the detention facilities and PD lockers are on the lower level, as well as the lobby with public access facing Essington Drive. This would also include a separate release site for the custodies and a dedicated police elevator, capable of handling stretchers. The main level would include the FD site and additional PD offices, including evidence and patrol division (check that). On the second story off of Rt 3A, a firepole would be included. Tally Lauter/Paul Healey questioned the efficacy of that.

Tom Mayo queries-can we grow this site in the future?

Bruce MacAloney raises questions re: evidence and detention, ambulance and triage access

KB noted that this is the same square footage as last week's discussion with 40% of programming as its limit-the idea is to make the operation tight and efficient.

Tally Lauter questions seating in training room, KB and Chief Jones note that FBI require this number of seats for training and eligibility for grant opportunities.

Andy Touchette thinks this is an efficient use of third floor, queries the daily use of the building, does it work?

Sanghuan Lee/KB then presents design and notes they start a massing study when developing programs, noting the building will be prominent on Route 32 and the need to be sensitive to the longevity of the building. Paul Healey noted the sensitivity to design in the other shipyard structures, will provide an image board used in Shipyard permitting for concepts.

KB/Sean Schmigle seeking reactions. Andy Touchette notes the effort and notes that this is not the full design. Tally Lauter speaks to the use of the firepole and Chief Murphy adds that there is the option of the pole, stairs or slide or combination therein.

Paul Healey/Nancy MacDonald raise concerns relative to the security of the design and the site, discussion of ballistic glass, designing building to lessen opportunities for shooters.

Susan Murphy, Esquire gives a sitrep on the environmental. Notes that there do not appear to be any underground storage tanks, ground penetrating radar (borings) will take place later in the month. Looking to getting a report shortly and as of yet, no major concerns. Chair notes this to be good news.

KB/McKinley notes that all of this will be incorporated into the survey.

Chair notes the value of visiting other public safety facilities, JR Frey will set this up. Bruce MacAloney following up on HCAM and Tom Mayo says they will have it by 1 October Chief Murphy will set up a site visit for West Hingham Fire for AC is they wish. Nancy MacDonald encourages we start with liaisons as an important first step.

Adjourn 2100 hrs., next meeting 24 September.