HKA scheduled a meeting with the Fire Department and Building Department for the subject project. The purpose of the meeting was to informally introduce the site and building layout to the Fire Department and the Building Inspector with the goal of getting their initial comments. The Building Inspector, Ed Cataldo, was unable to attend.

The general layout of the building, including the second level with mechanical rooms and storage: Fully sprinkled, one story, metal stud framed, and with plentiful exits was seen as straight-forward and inherently safer than most buildings.

Chief McCurdy asked if training events could be scheduled around the building demolition, including perhaps a burn exercise. Additional cost for the disposal of burnt remnants was seen as more than offset by the reduced volume of the materials. Prior to any such activity the salvage of equipment such as boilers or emergency generators would be prudent.

The site plan was reviewed, looking at access issues, such as sufficient turning radii in the parking lot for R40 Ladder trucks. The location of the hydrant was discussed, looking for reasonable proximity to the building without being too close.

A second means of egress to/from the site was seen as an important goal. Using sloped granite curb at islands and particularly at the continuance of the Rail-bed back to Spencer Circle would be important to accessibility of emergency vehicles. We would be expected to provide a lockable gate whereas the Town DPW might consider providing crushed stone and leveling the road bed.

A fire department connection was located at the Northeast corner of the building, facing the service side.

An Ansul system would be provided over the kitchen range for safety.
The Annunciator panel would be located in the front vestibule, with a Beacon and Knox box next to the front doors.

A hydrant flow test would be expected to be performed by the West Groton Water to confirm the expectation that there is good pressure in the area.

Sightlines at the main entrance were questioned toward the left on exiting onto Rt. 225. A warning sign downstream and a turning of the driveway to meet the street at a right angle were seen as reasonable solutions.

Electrical service was expected to be on poles along most of the driveway, and the to go continue underground to the building. A sidewalk on the opposite side of the driveway would be created all the way to Rt. 255

A bi-directional amplifier for the GFD communication equipment would need to be tested on-site after the building is mostly in place to verify if the equipment is required. A waiver is possible, but it may be preferable to carry a unit price in the bid; approximately $35-50K.