

West Dover Fire Department
Officer's Meeting
January 12, 2015

Officers Present: Richard Werner, Gary Carruthers, John Snow, Mike Hescocock, Rick Fletcher

Also present: recording secretary Jeannette Eckert, Bob Fisher, Bob Harrington, Bob Rubin, Ben Joyce, Jim Barnes, Ken March, Richard Covey, Heidi Taylor, Randy Johnson, Matt Murano

The meeting was called to order at 5:00pm

Update on Hermitage Master Plan:

- In order to submit the Act 250 plan, filing MIQ's (Municipal Impact Questionnaire) is necessary
- Looking for input on the Master Plan
- For each criteria in Act 250, we will have to go back project for project for a construction application
- For example, on the Master Plan there are three hotels proposed but we don't have the specific plans on those yet. Each would have to be addressed at a separate meeting
- Not waiving any rights as to specific details of construction by giving your blessing on this project
- Master Plans are relatively new—not sure the Commission fully knows how to handle them
- Monthly Emergency Services meetings--you can weigh in on any issues there
- Reviewing and approving a concept—basically a preliminary plan
 - Water Supply-Hydrants, Alarm systems, Access, Manpower
- Act 250 wants to know that we have covered those bases with Emergency Services
 - Construction permit application has to cover those bases too on an individual basis
- Fanny Hill Road for example—agreed to an open loop road with two means of access rather than gated
 - That is the kind of thing that goes on the Master Plan—not necessarily where each hydrant will be located

Fire Dept. Comments:

- What are we actually approving? How can we approve something that is conceptual and may never get built?
- Christmas Day we had 5 fire calls—How do we know we can support these new developments?
- Eventually we may reach a spot where our small depts. are not going to supply the manpower needed
 - Mt Snow gave seasons passes to firefighters who met a certain criteria as an incentive
- How do we reserve our rights in the future for additional development?
- We are not looking for specifics tonight—looking at the conceptual design
- Ability to have multiple people (Fire Depts., Select Boards) looking at the project details is important

Slideshow presentation:

- Started a little over a year ago
- Three land tracts that stem back to 1970's
- Hermitage Inn was brought in as an umbrella permit in 1985
- Golf tract is not being proposed—golf course operation only now
- Concentrating on Ski Area Tract—mountain/base area & East Tract—runway/airport extension
- Met back in August with FD and not much has changed
- Submitted Master Plan to Act 250 back in late Nov 2014

- Review letter from ANR on the draft was rec'd and have been working on it
- Producing a second draft which will probably be our final draft
 - Then Act 250 hearing will take place on Master Plan
- Traffic study, growth and impact analysis have been completed
- Still addressing the wildlife and wetlands issues—have mapped the bear corridor
 - Wildlife habitats are restricted areas

Residential / Construction plans:

- 450 living units planned in Ski Tract—ties in with 2005 plans
 - Three 90-95 unit hotel/ condo units proposed (Base Lodge area)
 - Two townhomes started in 2005, completed in 2011, 2012
 - 88 townhomes planned—Chamonix Village
 - 6 single family homes completed in Stag's Leap area; 8 more planned
 - Upper Trailside—32 single family homes planned
 - Old Powder Horn village—12 homes planned
- 316 hotel units, 88 townhouses, 46 single family homes= total of 450 is what is planned
- Also Mountain cabins—mini restaurants for “ski-in ski-out” to take pressure off base lodge
- Summit building has been rehab'd-- Rescue facility and observation tower on mountain top
- Temp ski patrol building near base lodge
- Construction applications this year will include 3 townhomes; 8 Stag's Leap homes; one 90 unit hotel
- Six pack bubble chair lift—new to replace barnstormer lift

Airport Update:

- Runway 4880 feet in length & 250 foot width to insure FAA safety
- Finish off East Tract road for access--Build 50 foot bridge
 - Insure emergency access from Coldbrook and from Dover
- Road and extension of runway –hope to complete in 2015
- Wildlife—80% complete; deer wintering area and bear corridor
- Vernal pool issues—minimize impact to these areas
- Wind factors are highest in this area
- Extension will bring airport up to Regional Airport specs—does this up the requirements for firefighting capabilities? Bob H. will get back with an answer
 - B1 category planes can land—could never meet standards for B2 category of planes
 - What can land there now is what will be landing once extension is complete
 - Barre, Bennington, Mooretown are Regional airports
 - Burlington and Rutland are Municipal airports
 - Will be more usable as a Regional airport—now classified as a Specialty airport
- Sporting clay course and equestrian center will not be developed as of yet—too much noise per Wilmington DRB—eliminated from plans
- Zeroing in on runway, private road and hangers—no homes at this time
 - Cold brook Fire District area have jurisdiction over any home development
 - Privately owned lots development? Unsure of what will happen there
 - Crosstown Rd access will remain
- Regional airport can be used for FEMA—during disaster situations where others can not
- New water tank—92,000 gallons left for domestic use
- 425,000 gallon tank—new tank placement next to it

- Irrigation systems have a huge impact on water supply—right now only used at golf course when it's really dry—uses 15,000 gallons a week

Impacts on Dover vs those on Wilmington:

- 10 more units at Hermitage and 4 single family houses in Dover—all will have sprinkler systems
- McGovern Lots—sprinkler systems??
- Traffic study is with the new master plan—how to get a copy of that? Can be emailed to anyone who wants it along with growth & impact analysis
 - Agreed to a plan to minimize traffic—list of standard agreements—traffic light in Wilmington—agreed to participate in that
 - Live feed on traffic?—would like to show it from the base lodge so travelers could see the amount of traffic and judge their departure timing better
- Projection on numbers during development phases?
- 10 year build out Master Plan
- Airport access road—private or limited access—how is that going to be restricted—24 foot road—unsure yet how to restrict it—possibly gated? Fire and Police will have to have access
 - Only leads to the hangar area—not meant to be a public road
 - Will bring people from the airport to Hermitage
- Construction 7 days a week, starting at an early hour like last summer?? Weekend noise is disturbing—could be a condition from DRB as to the hours of operation

Recreation/ snowmobiles:

- ATV, UTV use? Course planned on mountain side but not on East tract
 - Guided tours of mountain will be offered—using GPS coordinates
- Mountain coaster for 2015— rail type system, towed up to top and then gravity fed ride back down—well-made and safe--Okemo, Sugarbush, Stowe have them-- access on Dutchman Rd which is a main work road
 - Have to be designed by the manufacturer
 - Have you thought about how to access if there is an accident?—access on Dutchman Rd, lower mountain transfer lift
- How do you track your guests? Not really done

Wrap up:

- Conceptual design approvals—done on a piece by piece basis—any changes need to be addressed and revisited—need to have the ability to do that
- Construction review will take place before anything is built
- Rules for ATV, UTV, traffic study and growth impact analysis—email to Heidi and Matt

The meeting was adjourned at 6:30pm

❖ **Next meeting on January 26th at 5pm**

Respectfully submitted by Jeannette Eckert, Recording Secretary

Minutes are posted on the Dover, Vermont website: www.doververmont.com