

**MANCHESTER BOARD OF EDUCATION  
SMARTR COMMITTEE MEETING  
WEDNESDAY, May 22, 2013  
Manchester Room, Town Hall**

**MINUTES**

**PRESENT:** M. Crockett, M. Flick, S. Gates, B. Murphy, C. Pelletier, A. Strong, D. Thames

**ALSO PRESENT:** S. Shanley, C. Till, R. Ziegler, R. Kisiel, J. Hoagland, C. O'Hare

**ABSENT:** J. Doucette, D. Hagenow, C. Pattacini, L. Stewart, J. Topping, M. Tweedie

The meeting was called to order at 6:41 p.m. by Chairperson Crockett. Mr. Crockett introduced the newest member of SMARTR to the group, Darryl Thames, who is a new member of the Board of Education.

**Motion to accept the August 14, 2013 minutes of the SMARTR Committee.  
Murphy/Strong**

**6/0/1 (Thames abstained)**

Mr. Hoagland and Ms. O'Hare were present from JCJ Architecture. Mr. Hoagland reviewed that they made a presentation previously to the State Historic Commission which highlighted the fields as a contributing factor to the historical designation. However, the building was deemed most important to them. Mr. Hoagland reviewed some of the issues that a new build addressed, including preserving green space, separating the Mahoney Rec, adding much needed parking, and allowing for separate parent and bus loops.

Mr. Hoagland presented sketches for a "Plan B". This plan guts the interior of the 1912 building, making it two floors instead of three. In previous efforts the interior of the 1912 building was left as is, with the feeling the Cheney Historic Commission may not look favorably upon gutting the building, but at this point it seems they would be okay with that as long as the exterior of the building is left intact. The first floor of the 1912 building would house the cafeteria in a 1 ½ story section. This would bring the bottom elevation equal to that of the new portion of the building, leaving an empty space of approximately 5 feet unused under the cafeteria. The second story of the 1912 building would then fall where the third story currently sits, with third and fourth grade classrooms occupying that part of the building. Because the corridors can be made smaller than they are currently, this plan would allow for larger classrooms as desired. One drawback to this plan is that only 45 parking

spaces, instead of the 60 a new build could accommodate, are easily achieved. This plan does still separate parent and bus loops and leaves room for expansion in the future.

A discussion about parking and various ideas about how to add more spaces took place.

Mr. Strong asked how many students this plan would accommodate. Mr. Hoagland stated it would host approximately 525, with 5 classrooms per grade K-4.

Mr. Hoagland noted this type of demo has been done, though it can be expensive. He explained that the building would be braced from the outside first and then as the interior is demolished a steel frame would be built on the interior walls, which would eventually serve as a full interior frame. Once the inside was rebuilt the exterior frame would be removed.

The next step is getting cost estimates for this project. Mr. Till pointed out that one criteria the state looks at in a renovation project is that it prove less costly than building new. If this project proves to be more expensive than a new build, we would need special legislation to allow it. Mr. Shanley noted it is important at this point to get numbers on the project so SMARTR can make decisions.

Ms. O'Hare felt a cost estimator for this new project would run approximately \$5,000 for the 1912 portion of the project. The new addition construction part would be a fairly simple adjustment from the previous numbers on a square footage basis. Mr. Shanley noted the numbers should reflect 2017 inflation.

Mr. Shanley inquired what zoning regulations regarding parking were for schools. Mr. Hoagland stated that two parking spots per classroom were required, which would be 50 spots.

Mr. Gates asked about emergency vehicle access to the rear of the building. Mr. Hoagland stated there is no code requirements but fire chiefs prefer the ability to drive around a building. Ms. O'Hare added that as long as they can reach the full building with their hoses we are okay. Mr. Hoagland felt that a driveable large sidewalk around the building might be considered and they will meet with local officials early on in the project to determine what is needed.

Mr. Crockett wondered how long an estimation of costs would take. It was thought by the JCJ architects that this could be accomplished fairly quickly, maybe a couple of weeks. It was confirmed that Mr. Till has the power to approve the cost of the estimator to initiate the work on getting those numbers.

Regarding the Cheney/Bennet project: Mr. Shanley reviewed the item is on the Board of Director's agenda for January. He met with Tai Soo Kim Partners and is in the process of creating a FAQ list and explanatory text. Mr. Shanley feels we need to continue on and plan for public and PTA meetings, senior center meetings, etc. to explain why this project is important for the future of 21<sup>st</sup> Century learning. If members of SMARTR are getting

questions from the public on this project, Mr. Shanley would like those questions emailed to him so they can be included in the FAQs that he is putting together.

Mr. Crockett wondered when the latest is that a project can be approved for a Spring referendum. Mr. Shanley felt that was about February. He notes we can begin discussing this project further after the November elections. Ms. Flick noted she is happy to attend community events about the project.

Mr. Till inquired about the timetable for the Milone & MacBroom report. Dr. Kisiel felt that would be ready to present to the Board at the first November meeting.

The next meeting was tentatively set for September 25, 2013 at 6:30 pm in the Manchester Room at Town Hall.

**Motion to adjourn. Gates/Pelletier**

**7/0**

**Meeting adjourned 7:40 p.m.**

Respectfully submitted,

J. Doucette, Secretary  
SMARTR Committee