

East Longmeadow Planning Board
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since 1894

Ralph Page, chair

George Kingston, vice chair

Tyde Richards, clerk

Michael Carabetta

Deborah Bushnell

robyn d. macdonald, director

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Minutes of May 31, 2016

Present were: Chair, Ralph Page; Vice Chair, George Kingston; Clerk, Tyde Richards, and Deborah Bushnell. Michael Carabetta wasn't present.

Public Hearing – Revised Site Plan, L.E. Belcher, 227 Shaker Road

Chair, Ralph Page opened the public hearing for L.E. Belcher and Clerk, Tyde Richards read the legal notice into the record.

Mr. Page said that L.E. Belcher is looking to make amendments to the Site Plan and that a Special Permit has already been issued. He addressed the representative for L. E. Belcher to explain to the Board what it is they would like to amend.

James Shiels, Attorney for L. E. Belcher, said that they have a Special Permit to develop the property at the corner of Chestnut Street and Shaker Road for a convenience store and fuel dispensing station. He said not only have they received a Special Permit but also Site Plan Approval and the approval of the Conservation Commission because of the wetlands that are there. Attorney Shiels introduced with him that evening Ed Hough, President of L. E. Belcher; Dave Ryan, Chief Operating Officer; Russ Cyr, Project Engineer and Frank Montero, Petroleum Engineer & Consultant. He said several months ago as the plans were being reviewed and prepared for the commencement of construction a number of inconsistencies in the original plan were discovered. Attorney Shiels said that the exhibit showed the lighting was inaccurate in that it didn't depict all of the lights that were intended. He said in addition to that there were some changes that were recommended about the layout of the canopy and the fuel dispensing stations. This is largely with clearance from the front of the structure of the sidewalk and the edge of the canopy where the fuel will be dispensed. Attorney Shiels said that it was determined that it would be more efficient, safer and promote better traffic flow if they were angled instead of having them vertically and the canopy itself could be reduced in size. He said that he has a reduced drawing of the angled fuel dispensing stations, a summary of the changes to the plans that were previously approved and a letter from their traffic engineer who indicates that there are no changes to his conclusions regarding traffic flow as a results of it. Attorney Shiels said that you can see the changes with the exception of the canopy and the fuel dispensing stations most of the other changes are quite minor. They added some

bollards and different fencing that are outlined in the revised plans. He said that they have appeared before the Conservation Commission and received their approval and there are no changes to the Order of Conditions based on the changes to the plans. Attorney Shiels said since they are making changes to the approved plans they need the approval of the Board.

Mr. Page addressed the other representatives present for L.E. Belcher for any comments.

Russell Cyr, Professional Engineer said from an engineering standpoint there is virtually no change. He said the impervious area is the same and the drainage system is exactly the same, nothing has changed. Mr. Cyr said the only real changes are that the fuel aisle dispensers are angled, the canopy is shortened, a guardrail was added along the top of the slope, guardrail was added along SW wall section of the parking area, a chain link fence was added and additional bollards were added along the front parking spaces.

Mr. Page addressed the Board for any questions or comments.

Mr. Kingston asked what the distance of the clearance on either side of the canopy between the fueling station and the back of the parking spaces in the fueling station is. Mr. Cyr said 32 feet.

Mr. Richards said he honestly thinks that angling the fueling dispensaries will probably function better than the way they had it before. He said that the traffic flow for cars coming in from Shaker Road and cars coming in from Chestnut Street seems a little bit easier to get into the pumps than it was before. Mr. Montero said that he thinks it's better for people who are backing out of the spaces in front that there will be less of a conflict with the cars at the pump.

Attorney Shiels added one of Bob Peirent's suggestions was to change the grade at the entrance coming in off of Shaker Road so it is less severe. Mr. Page added that it is not as steep and they also added the guardrail along the north side of it so if something does happen a car wouldn't be going down into the detention basin.

Mr. Richards asked if the curb cut off of Shaker Road is in the exact same location. Mr. Cyr said it is. Mr. Richards asked if there was any change to the one off Chestnut Street. Mr. Cyr said that it didn't change. Mr. Richards said that their concern the first time was how close it was to the bike path and when someone comes around the corner and it's too short to Shaker Road and it causes a problem but if it's too close to the bike path it will also cause a problem.

Dave Ryan, Chief Operating Officer said that is why they put the rumble strips there to alert people that they had to be a little more aware as they were leaving the site.

Mr. Richards asked if they talked about signage or something around the bike path. Mr. Ryan said that they are going to install a flashing light.

Mr. Page asked if there is a time frame for the flashing light, will it be towards the beginning of construction or are they waiting. Mr. Ryan said that is not a problem for them to put them in right away.

Mr. Richards said what he likes about doing it now is that it gets people in the habit so when they finally do open they've already gone a couple months knowing that there is a light there. Mr. Page added not to mention for construction vehicles also.

Mr. Page asked what the sizes of the modified gasoline tanks are. Mr. Ryan said 20,000 gallon tanks. Mr. Page asked how they are going to be split. Mr. Ryan said that they have two 20,000 gallon tanks, one of them is split 10,000 & 10,000 and the other one is 12,000 & 8,000. He said that their plan is to have 22,000 of no lead, 8,000 premium and 10,000 diesel.

Frank Montero, Petroleum Engineer & Consultant said that the plan has always had two 20,000 gallon tanks that didn't change. He said what changed was that they are now drawn to the correct length because they were drawn a little too short prior. There still is 20,000 gallons. He said that one is split 12/8 and the other one is split 10/10 and the 12 & 10 compartments are siphoned together to give you 22 gallons of regular and then its 8 gallons of super and 10 gallons of diesel.

Mr. Page added the he doesn't know if they ever discussed that there is a maximum under the zoning by-laws of 30,000 gallons of gasoline but sounds like they already knew that.

Mr. Shiels said that Mr. Page pointed out in his review a while back that external HVAC units where not properly depicted and that has been corrected.

Mr. Ryan said that he wanted to point out the other benefit by angling the islands and shorting the canopy was that it creates a greater distance between any tanker truck that's off loading and anyone trying to get into fueling position. He said that they think it makes for less confusion on the site.

Mr. Page asked if the HVAC units will be fenced in and what type of noise is there with the units. Mr. Montero said that there are no plans to fence them in and said that they are standard HVAC condensers and he is not exactly sure on the details of them. He said that they will be mounted on a concrete slab on the side of the building. Mr. Page asked Ms. Macdonald if the Board ever dealt with HVAC units in the past as far as fencing in or at least a barrier across the front. Ms. Macdonald said yes, a barrier and the reason that they did it before was to keep the sound to a minimum. She said that there seems to be quite a distance to the nearest piece of residential property. Mr. Page said that he would think if it got too loud and became a problem that the Board would revisit it.

Ms. Bushnell asked if the outdoor seating was something that the Board has done in the past and if so is there any requirement for it. Ms. Macdonald said no there is not and for example Bentley's just put them out in their walkway area for the summer months. Mr. Page added as long as no table service takes place.

Mr. Page said one of the things he did notice was on the original interior plan that they had a an area for co-branding.

Attorney Shiels said that is part of the reason it has taken them so long to start construction because they were involved in extended discussions with one particular co-brand that ultimately didn't work out.

Mr. Ryan said that they will be operating it themselves. Mr. Page said as far as operating it themselves they have a food prep area inside and he is assuming that they are preparing the food for the people to purchase it and take it with them and not provide tables or seating inside. Mr. Ryan said just outside nothing inside. Mr. Montero added that the outside seating was designed more for the rail trial.

Mr. Page addressed the Board for any further questions. There being none addressed the audience for any questions.

Hayden Fyfe, 255 Chestnut Street asked if they have given any thought to where the trucks are going to pull in from because he has seen at other gas stations how tanker trucks pull into the gas stations and try to pull out.

Mr. Ryan said that Bob Hill from United Transport who's office is right down the street discussed the access to the site at that time. He said that they have done the truck turning radius and there is plenty of room on the site and by moving the canopy the way they have, they made it a greater width.

Mr. Page said that it's actually set up through the first site plan they will be entering on Shaker Road and exiting on Chestnut Street so it's a straight shot through.

Mr. Ryan added that most of the deliveries are being very early in the morning, usually at the non-peak times for a variety of reasons.

Joe Morin, 226 Shaker Road asked what time deliveries will be because when they originally submitted the plan somebody made the comment that they don't want Shaker Road turned into a giant parking lot which apparently that's what it is doing. He said with the neighbors involved is there any consideration for having the deliveries done at a decent hour not 3:00 a.m.

Mr. Ryan asked he was referring specifically to gasoline deliveries.

Mr. Morin said gasoline or any deliveries.

Mr. Ryan said typically the gasoline deliveries are early in the morning and product deliveries come in particularly when their managers are in the store around 7:00 a.m. and maybe a little bit earlier. He said that they try and minimize it as well for obvious reasons they don't want trucks parked all over the lot all day when they should have customers in the lot. Mr. Ryan said that gasoline could be delivered at any time, it could be in the middle of the day. He said that they use common carriers so when the haulers get the product that is when they have to take the product, so they are somewhat at their mercy.

Ed Hough, President of L. E. Belcher said typically and he can't say it won't ever happen. Mr. Ryan added that it's usually very early in the morning.

Mr. Page added if he remembers correctly the trash is a straight shot into it and when the tanker comes in to fill up it would actually angle on the side of the building leaving accessibility to all of the pumps and the driveway in & out is still fully accessible and basically tucked off to the side. He addressed the Board for any further comments they would like to add.

Ms. Bushnell said if she remembers correctly the elevation drop is significant from the granite curb to Shaker Road and asked if there is any need for a retaining wall.

Mr. Page said if he remembers correctly they are bringing the whole site up.

Mr. Ryan said that there will be a retaining wall on the back corner.

Mr. Page said that he did notice there was a change from the previous set of plans. He said that they have light packs on the back of the building and said that they were set up as motion detector light packs and it doesn't say that anymore and asked if they are still going to be motion detectors. Mr. Ryan asked what they would prefer.

Mr. Richards said if it's facing American Saw probably ones that are on permanently at night is better. He said that it's safety for the rail trail and it's not going to bother anyone at American Saw.

Mr. Page said that he noticed on the interior plan they have a storage facility for what looks like cases of beer and stuff like that. He asked if that is basically full cases that are just in a cooler. Mr. Ryan said yes. Mr. Page said it's like a self-service for cases. Mr. Ryan said yes it is.

Mr. Richards asked when they plan to start construction if it is approved.

Mr. Ryan said the initial conversation with two primary bidders was July but obviously they can't start a full bidding process until they get their final approval and are hoping for July.

Mr. Page asked as far as removing any soil on the site that is no longer necessary. Mr. Ryan said that he doesn't believe they need to but thinks there is some soil that needs to be shifted on the site but not removed from the site. There being no further questions and upon motion duly made by George Kingston and seconded by Deborah Bushnell, the Board voted unanimously (4-0) to close the public hearing. Upon motion duly made by George Kingston and seconded by Deborah Bushnell, the Board voted unanimously (4-0) to approve the alterations in the Site Plan for L.E. Belcher, 227 Shaker Road.

Waiver of Site Plan Review - Jeffrey Duncan, 70 Stonehill Road

Clerk, Tyde Richards read a request from Jeffrey Duncan, Financial Advisor for Home office at 70 Stonehill Road. After discussion the Board determined that they need more clarification with regard to Mr. Duncan's business.

Waivers of Site Plan Review Approved

Bumpy's Corner Store, 174 North Main Street

Kelly Property Management, 6 Lee Street

Bella Vista Estates contract extension

Clerk, Tyde Richards read a request from Joseph Pacella, Manager of Bella Vista Land Holdings, LLC dated May 31, 2016 to extend their construction contract.

Mr. Page asked where they stand with that project. Ms. Macdonald said that they were granted a 3 year extension in June 2013 to June 28, 2016. She said that it's a roadway construction for Phase I. Mr. Page asked if they have any idea how far along they are with it. Ms. Macdonald said she knows that there are some houses built.

Mr. Richards asked if the Board did not grant the extension what would happen. Ms. Macdonald said that they would have to reapply for the definitive subdivision. She said that Phase II is under a covenant and they are not doing anything until they finish Phase I which is under a bond and part of Phase I is built.

Upon motion duly made by George Kingston and seconded by Deborah Bushnell, the Board voted unanimously (4-0) to grant a 3 year extension to June 28, 2019 or such further time as may be allowed by the Planning Board after request by the developer.

Minutes

The Board reviewed the minutes of May 17, 2016 and upon motion duly made by George Kingston and seconded by Deborah Bushnell, the Board voted (4-0) to approve the minutes.

With no further business and upon motion duly made by George Kingston and seconded by Deborah Bushnell, the Board voted 4-0 to adjourn at 6:55 p.m.

For the Board,

Tyde Richards, Clerk