

**TOWN OF DEERFIELD
ZONING BOARD OF APPEALS
May 3, 2007**

MINUTES

**Meeting convened at 7:00 p.m. in the Main Meeting Room, Municipal Offices,
8 Conway Street, South Deerfield, MA**

Present: Stephen Barrett, Ronald Bohonowicz, Richard Calisewski, William McGoldrick, Fran Olszewski, Roger Sadoski, Jamie Hartwright

WT Land, LLC

Application received by Town Clerk on April 4, 2007 subsequently posted & published on April 4, 2007. Legal ad printed in The Recorder on April 19, 2007 and April 26, 2007. Applicant is requesting a variance to install five (5) asphalt concrete storage tanks at the property located at 901 River Road, Deerfield, MA. (Assessors Map 21, Lot 1). The height of the tanks will be greater than thirty-five (35) feet but less than forty-four (44) feet.

ZBA Chairman Calisewski made an announcement that tomorrow morning (May 4, 2007) at 10:00 a.m. there will be a meeting to discuss the flammability, storage and all other aspects of these tanks. The purpose of this hearing is only for the variance from the dimensional requirements of the tanks. Discussion is to be limited to the site and the proposal before the Board. Other matters will be dealt with by the Fire Chief and Selectmen (fuel storage), the Building Inspector / Zoning Enforcement Officer (construction permits) and the State Fire Marshal (overall design and final permits on flammables). Operations of the company or related parties on other parcels of land in Deerfield are not proper matters for discussion at the hearing.

Bill Sparko, registered professional engineer from Northampton was present as the spokesman for WT Land. He stated that they are asking for a height variance. They propose to construct five tanks on the site at 901 River Road, Deerfield. The reason for the request for the height variance is because although the site is large in acreage, there is limited area on the piece of property that has flat contours. The other reason is that the intent is to offload liquid asphalt from railcars into the storage tanks. The area needs to be railcar accessible. The distance from the tank to the nearest property line is about 400 feet. It's another approximately 400 to 700 feet total from the closest tank to River Road.

The reason for requesting that the tanks be taller than 35 feet is to keep the footprint of the diameter of the tanks smaller. If 40-foot tanks are permitted, two of the tanks will be 92' in diameter, one tank will be 60' in diameter and the other two tanks will be 35' in diameter.

There are different grades of asphalt. Only liquid asphalt is being stored at this site. The liquid asphalt being delivered by rail from out west will be put on the rail cars hot and will need to be reheated at the site in order to get it to flow. Otherwise it's virtually a solid.

These days it is becoming more common to have the state highway authorities specify a particular performance grade in order to get ideally what they are looking for. It is tested, approved and hauled off site to someone's asphalt plant by these authorities. Liquid asphalt and stone, sand or a combination of each is what is used for our state highways.

As for a containment system, this asphalt will be stored warm therefore if the tank were to rupture; there will be a low dike around it, which is mandatory to have. The volume of the containment by code has to be 110% of the volume of the largest tank on the site. There will be a drainpipe with a valve on it so they will impound it with rainwater to observe and note if anything resembling oil is on the ground around the tank area. If a tank ruptured, they would only have to wait until the asphalt cooled down for it to turn into virtually a solid and then they would be able to scoop it up with a loader. It is not a hazardous material.

Hearing closed to public comment.

After further discussion, the Board decided that each member of the Board should do a site visit individually. They also would like to know the operational hours at this site and what kind of lighting is planned for this site.

Motion made to continue until May 17, 2007. Vote passed unanimously.

Mr. Barrett made a motion to adjourn. Motion passed unanimously (5-0).

Other Business

Mr. Olszewski made a motion to accept the minutes from 4/5/2007. Motion passed unanimously (5-0).

Meeting adjourned at 8:10 p.m.

Respectfully submitted,

Patricia Kroll
ZBA Secretary