

Town of East Longmeadow, Massachusetts

M A S T E R P L A N

MAY, 1960

Prepared

for the

East Longmeadow Planning Board

Under An

Urban Planning Grant

Board Members

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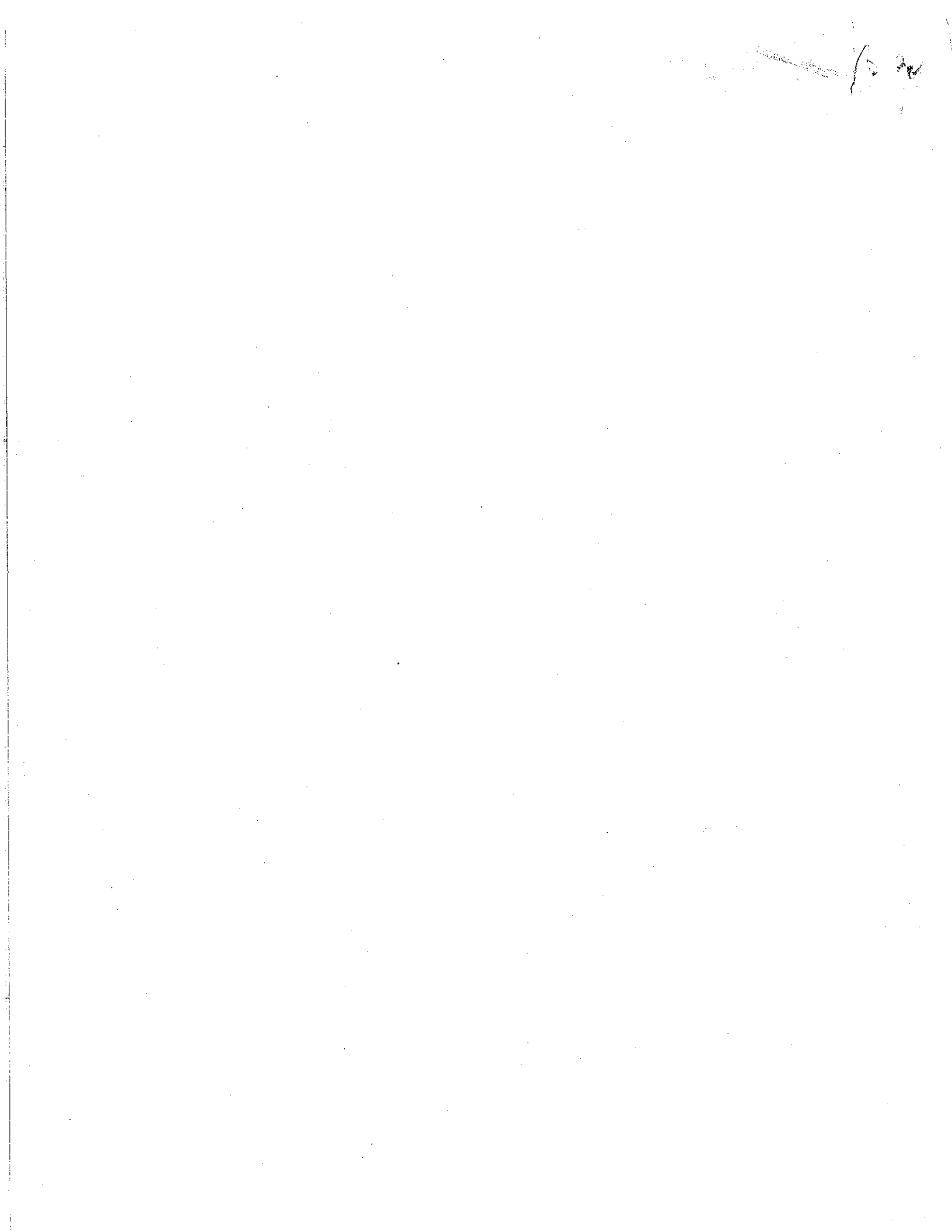
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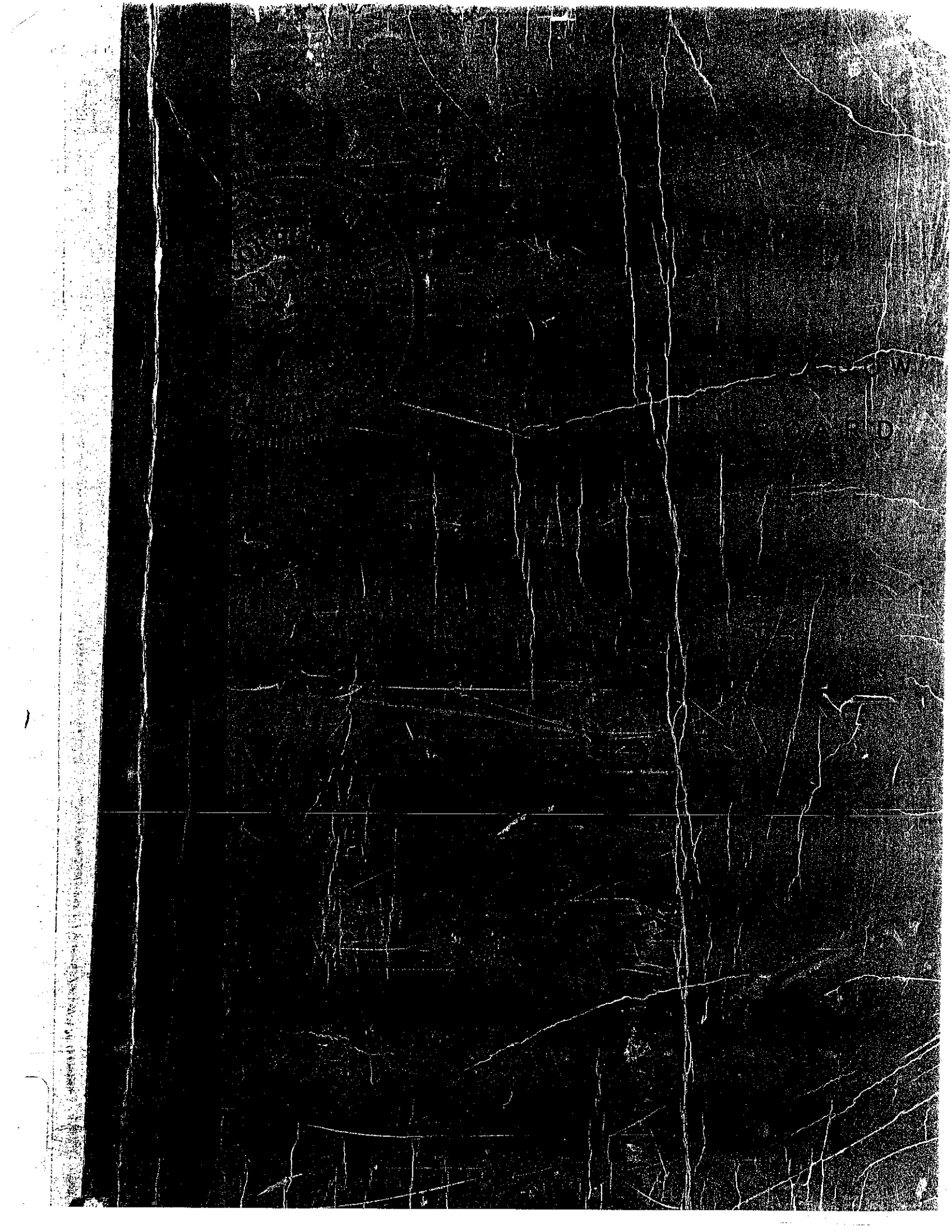
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Springfield, Massachusetts





May 2, 1960

Mr. Lewis C. Packer, Chairman
East Longmeadow Planning Board
East Longmeadow, Massachusetts

Dear Mr. Packer:

The consultant takes great pleasure in presenting herewith the first phase of a Master Plan Study for the Town of East Longmeadow.

This Study was undertaken at the request of the Planning Board, making use of funds from the Urban Planning Assistance Program, in combination with Town funds.

After fourteen months of intensive work, this first phase of a two-phase effort has resulted in a wealth of material that should be useful to the community. The recommendations contained herein are but the start, or jumping-off place, to what should be a continuing effort on the part of the Planning Board. The usefulness and success of this work will depend on the interest and continued support of the citizens of East Longmeadow.

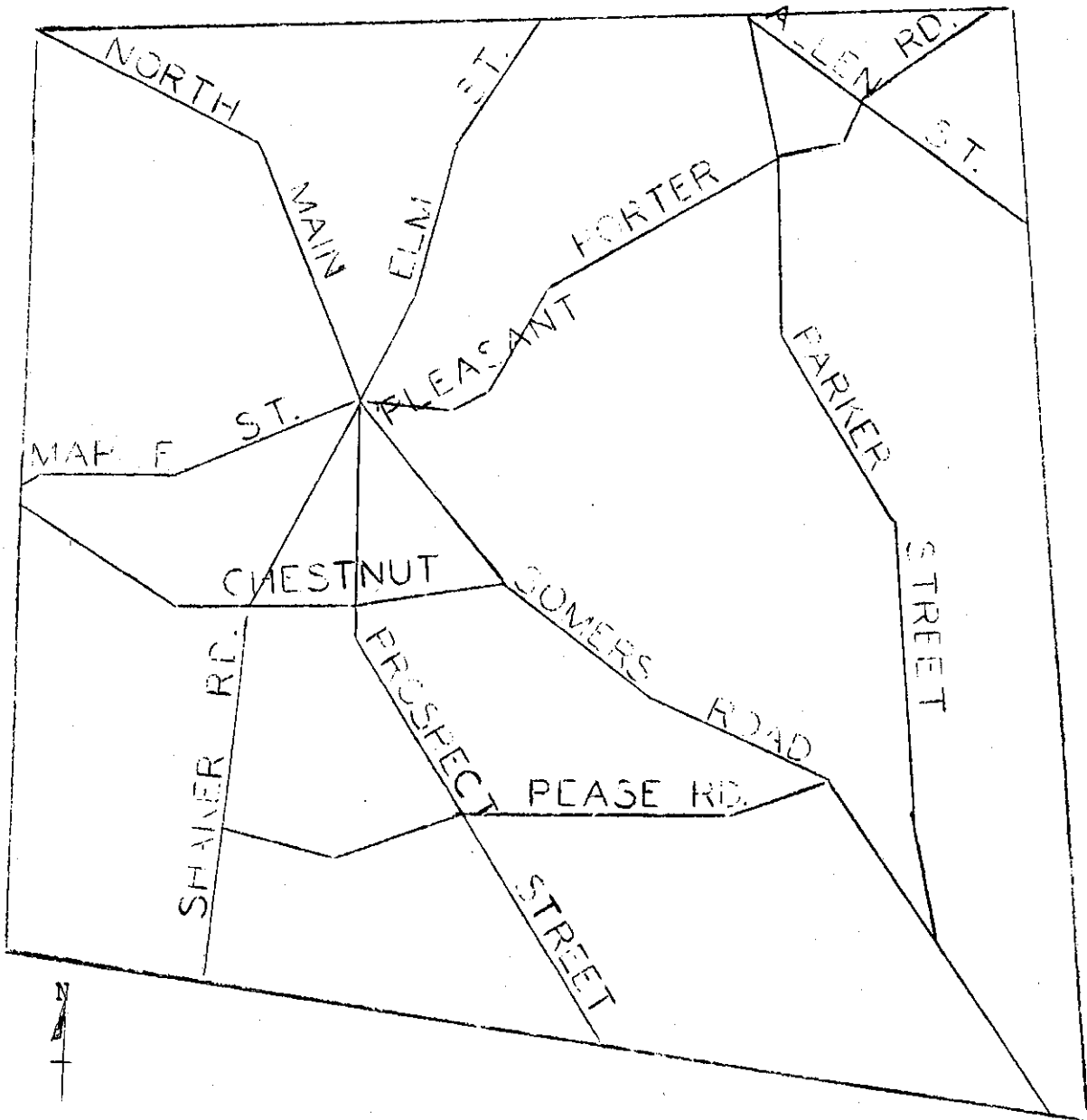
The consultant was assisted in this work by Francis J. MacKay, who headed the able staff of Leland B. Chisholm, Jr., Ralph J. D'Amato, Jr., and draftsman Frank R. Caruso. The aid and advice of the Division of Planning of the Massachusetts Department of Commerce is greatly appreciated.

Respectfully,

M O Saunders

M. O. Saunders
Consultant

MOS/adm



EAST LONGMEADOW
MASSACHUSETTS

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AREAS OF INFLUENCE

When this area was settled (East Longmeadow in 1740), the governmental control for the entire area was centered in Springfield. However, development of many nuclei at widely separated points, with a variety of interests plus lack of transportation and communication, quickly led to many separate governmental units. The stone cutters of East Longmeadow, for instance, had little in common with the farmers of Longmeadow and since there was considerable distance of undeveloped land between the two centers, East Longmeadow was incorporated as a separate town in 1894. Situations such as this eventually split this area into the present nineteen (19) municipalities lying in two (2) states and four (4) counties.

Due to limited transportation, the great concentration of people had to live in close proximity of their place of work. After 1920, mass production of the automobile made it possible for greater numbers of people to live farther away from their place of work. This new trend in population growth has shifted East Longmeadow from farming to a residential community. Today, many of the reasons for the original splits are gone and the trend has reversed. Communications and transportation facilities have now linked the areas formerly split by the lack of these facilities. A good example is the present high school students traveling to Springfield High School until construction of the East Longmeadow High School is completed. Also, all of the Town's utilities are obtained from or through some other community:

- Water from Springfield
- Excess sewerage pumps into Springfield's system
- Gas from Tennessee Gas Transmission line laid through Longmeadow to Hampden

- Electricity from Worcester County Electric Company lines strung through Hampden.

TRANSPORTATION

Public transportation is limited to bus service in East Longmeadow. Three (3) bus lines make several trips daily to and through East Longmeadow to Boston and Connecticut. These companies and others have bus service to all points from Springfield. There is no railroad passenger station in East Longmeadow but the New York, New Haven, and Hartford does have a freight line that does pass through East Longmeadow into Connecticut. Excellent passenger connections may be made at Springfield for all points. Bradley Air Field, located at Windsor Locks, Connecticut, is within easy commuting and trucking distance of East Longmeadow, and is served by most of the major airlines. Nearby is Westfield-Barnes Airport which is served by a smaller airline.

There are two (2) principal highways in East Longmeadow, Route #83 and Route #186. In 1957, Route #83 carried 11,000 vehicles, both directions, per 24-hour period between the center of Town and Springfield and only 3,000 vehicles, both directions, per 24-hour period from the center of Town and Somers, Connecticut. Shaker Road, from the center of Town to Enfield only carried 600 vehicles, both directions, per 24-hour period. All other roads in and out of Town carried less than 500 vehicles, both directions, per 24-hour period.

POPULATION

Since 1945, the population in East Longmeadow has increased almost three-fold to the estimated 10,300 of this year. The Town has the largest percentage increase in the area for the period 1950-1955, and second only to Southwick for the period 1945-1950. In an area of 12

miles from the center of Town, East Longmeadow is the 10th largest (1955 census) in population of the 20 representative municipalities with only Springfield and Agawam ahead of East Longmeadow in actual population increase.

Town or City	1955 Population	'50-'55% Increase or Decrease	'50-'55 Actual Increase or Decrease	People per Acre
Agawam	13,177	+29.6	+3,011	0.9
Chicopee	49,071	-0.3	-140	3.3
East Longmeadow	7,857	+60.4	+2,976	0.9
Longmeadow	8,482	+31.8	+1,974	1.5
Ludlow	10,530	+21.6	+1,870	0.6
Springfield	166,052	+2.3	+3,653	8.1
Wilbraham	5,600	+39.8	+1,597	0.4

ECONOMICS

The median income per family for East Longmeadow is \$3,387 or about \$350. higher than the Metropolitan Area median of \$3,036. This compares favorably with other communities in the area.

Town or City	Median Income
Agawam	\$3,408
Chicopee	3,103
East Longmeadow	3,387
Longmeadow	5,145
Ludlow	3,134
Springfield	3,055
Wilbraham	3,407

Of the estimated 8,500 people living in East Longmeadow in 1958, only 2,178 worked in that community. Therefore, an estimated 3,000

people of working age depended on employment outside East Longmeadow for their weekly paychecks. These 2,178 people employed in the Town made more than \$9,000,000 annually.

Town or City	Employed in the Community	Annual Payroll
Agawam	2,692	7,938,000
Chicopee	17,792	66,307,000
East Longmeadow	2,178	9,433,000
Longmeadow	291	1,102,000
Ludlow	1,688	3,845,000
Springfield	65,615	279,446,000
Wilbraham	670	1,548,000

Median value for one (1) unit dwelling structures for the state was \$10,770 in 1958, which was more than \$1,000 higher than the median value of East Longmeadow for that same year.

Town or City	Median Dwelling Value
Agawam	8,986
Chicopee	7,835
East Longmeadow	9,674
Longmeadow	15,627
Ludlow	8,166
Springfield	9,324
Wilbraham	10,020

Public debt in East Longmeadow (1958) was \$1,125,000, but with the construction of the high and elementary schools, the debt should be considerably higher in 1960. Add to this the cost of more teachers,

new roads, more storm drainage lines, larger sewer and water lines, and the future debt of East Longmeadow will have a tendency to climb, not drop or stabilize; unless new construction offsets the deficiency.

Town or City	1958 Public Debt	Approximate Debt Per Capita
Agawam	2,504,000	\$166.00
Chicopee	5,244,000	97.00
East Longmeadow	1,125,000	133.00
Longmeadow	2,710,000	300.00
Ludlow	100,000	9.00
Springfield	26,175,000	150.00
Wilbraham	1,161,000	151.00

An accurate comparison of tax per capita cannot be made due to the difference in assessed value as compared to the value, and the lack of ready information of the actual tax levy of the business and manufacturing of the surrounding towns. Therefore, this will have to be taken into consideration when comparing the tax per average family of the municipalities selected.

Town or City	Tax Per Family	Comparison With East Longmeadow
Agawam	\$452.91	+9.72
Chicopee	290.60	-152.59
East Longmeadow	443.17	-----
Longmeadow	568.26	+125.07
Ludlow	308.81	-134.38
Springfield	472.00	+28.83
Wilbraham	336.91	-106.28

To obtain the true tax per family, the following method may be used:

$$\text{Tax Rate x Assessed Valuation} = \frac{\text{Tax Levy} - \text{Industrial Business Tax Levy}}{\text{number of people}} =$$

Tax per Capita x Average People per Family = Tax per Family.

CONCLUSION

East Longmeadow is now one of the many municipalities which comprise the Springfield-Holyoke Metropolitan Area. This means that Springfield-Holyoke is the nucleus of a community of cities and towns with common interests. East Longmeadow, then, is not an independent, isolated community, but part of an economic area, depending partially or wholly on inter-community movement for shopping, living, playing and working. Therefore, East Longmeadow should participate fully in all regional projects of community interest. In this way, East Longmeadow is assured that the Town is working toward the fulfillment of its duty to the people of the Town.

LAND USE

Of all the data required in planning studies, land use information is the most frequently used and has the largest variety of applications. The land use survey and resulting map supplies the data necessary to define the existing use patterns and provides information as to the type and intensity of existing land and building uses. This provides the basis of recommending future uses before urban expansion occurs. Also, the map is used for transportation and parking studies in all its phases; utilities (water, sewerage, power, gas, etc.) expansion, and analysis in the development of the comprehensive plan. Other uses of the land use map are studies of residential neighborhoods, central and outlying business areas, and industrial districts; for site planning work of schools, recreation areas, housing developments and shopping centers; the land use map offers a ready reference, as well as a source of information, for response to citizens' questions and petitions, and for referrals by Town councils or managers. Finally, the map is useful for record purposes, subdivision reviews, zoning, and zoning petition studies.

CONCLUSION

The map indicates that East Longmeadow is primarily one of ~~the~~ ~~bedroom towns~~ for the Springfield Metropolitan Area, consisting mostly of one family homes. There is still much good undeveloped land in the Town for business, industry and residential use. With the controls that can be exercised today, there is little excuse for undesirable development due to poor planning or too rapid expansion.

Land with a slope exceeding 15% (a verticle rise of 15 feet per 100 feet of horizontal distance) is generally too rugged to permit

STEEP SLOPE AREAS

and it keeps the water table too high.
It is a trash collecting area; it is a possible danger to small children; disadvantages are: it is a breeding place for insects; it may be odorous; it is a woodland recreational and educational area for children. Some
tional development; it is a flood control area (slows run-off); and it
zones; it holds up the water table; it is a potential area for recrea-
sanctuary for wildlife; it is a buffer area between different building
amounts to 607 acres. Some advantages of swampy areas are: it is a

On this type of land, development is not practical without extensive drainage or filling; 7.3% of East Longmeadow is swampy, which

SWAMP AREAS

acres.

The existing streets and railroads in the Town are on 4%, or 333

STREETS AND RAILROADS

This is land areas already developed and in use. In East Longmeadow, 1,752 acres (21% of the total area of the Town) has been developed.

BUILT-UP AREAS

able for potential growth.
suitable for normal development. This is an indication of land available for potential growth.
Master Plan Map titled Areas Most Suitable for Development) is land
with poorly drained soils. The land remaining (shown in white on the
streets and railroads now exist, steep slopes, swamp areas, and areas
This report combines the information of built-up areas, areas where

AREAS MOST SUITABLE FOR DEVELOPMENT

practical development, excepting construction of scattered individual houses on large sites. In East Longmeadow, there are 325 acres of land in steep slopes, which is 3.9% of the total area of the Town.

POORLY DRAINED SOILS

The nature of the soil has a considerable influence on land development because of varying drainage characteristics. From the Soil Conservation Service Maps, poorly drained soils were plotted in order to locate problem areas for septic tank drainage in sections of Town where public sewer service is not available. In East Longmeadow, there are 1,353 acres, or 16.2% of the total Town area, classified as poorly drained soil.

Of the five (5) areas mentioned above and aforementioned, only the first two (2) should be discounted completely as being unavailable for development. Swamps can be considered 25% available through the process of drainage and filling; steep slopes can be made about 50% available; and poorly drained soils, 67% or more available, with proper engineering and sanitary measures.

	Area	<u>% of Total</u>
1. Total Area of East Longmeadow	8339.0	100
2. Built-Up Area	-1751.8	-21
	<u>6587.2</u>	<u>79</u>
3. Streets and Railroads	-332.1	-4
	<u>6255.1</u>	<u>75</u>
4. Wet Areas (25% usable, 607.6 acres, or 7.3% of the total land area)	-456.0	-5.5
	<u>5799.1</u>	<u>69.5</u>
5. Steep Slopes (50% usable, 325 acres, or 3.9% of the total land area)	-162.5	-2.0
	<u>5636.6</u>	<u>67.5</u>
6. Poorly Drained Soils (67% usable, 1352.8 acres, or 16.2% of the total land area)	-452.0	-5.4
7. Potential Growth Area	5184.6	62.1
8. Buildable Land	-3940.0	-47.3
9. Land Area Gained (from #4,5, and 6 above)	1244.6	14.8

CONCLUSION

There are 3,940 acres or 47.3% of the Town suitable for development, and an additional 1,244.6 acres (14.8% of the Town) suitable for development after filling, draining, etc. This produces a theoretical total of 5,184.6 acres or 62.1% of the Town as a potential growth area. Theoretical, because not all this land is or will be available; it is now used for golf courses, farmland, and other uses which may be considered now, or in the future, more valuable than to use the land for the development of residences, business, or industry.

NEIGHBORHOOD ANALYSIS

Theoretically, the Town should be developed as a series of neighborhoods linked, but not bisected, by traffic arteries, served by a neighborhood school and shopping center, and with dwellings located on safe residential streets. Obviously, in a town as old as East Longmeadow, most of the developmental patterns have long since been established. Defining neighborhoods for the entire Town, under even minimum requirements, would virtually be impossible. The neighborhoods outlined on the Master Plan Map titled Neighborhood Analysis are for analytical reasons, not for planning purposes; therefore, the boundaries for each neighborhood are established on the enumeration district lines as set by the Federal Census Bureau. These are the areas chosen, for practical rather than theoretical reasons, as logical neighborhoods in East Longmeadow. Further division would accomplish little because the census figures apply to the entire area in question rather than individual blocks or developments.

GENERAL HOUSING CONDITION

The housing condition of East Longmeadow is generally excellent. These dwellings range from the original farm houses, through traditional, to contemporary design. There are only four dwellings in a dilapidated state and a $\frac{1}{2}$ dozen more needing major repairs. The only neighborhood needing attention is E.L.-1, as delimited on the Neighborhood Analysis Map of the Master Plan; not the entire neighborhood, just the section concentrated in the center. In this concentrated area, the general housing condition is mostly good with a few only fair, but the deplorable state of the dilapidated sheds and barns and the condition of the land adjacent, is unexcusable. The Land Use Map indicates debris areas

concentrated in this section, but in actuality, they are no more than junk and dump deposits; old cars, wooden boxes, cans, beds, dead trees, paper, machinery, and sections of building comprise the major accumulation. Also, the wild vegetational growth surrounding the debris and adjacent areas indicate a lack of consideration of the owners to their neighbors, the area, and the Town. Due to this general run-down condition, the extent of the swamp land, and the poor alignment of the streets to the topography, this area should be able to meet the requirements of the open land program under Urban Renewal.

POPULATION ANALYSIS

This report will pertain exclusively with the neighborhoods since the Areas of Influence Report supplied the over-all, general population data for East Longmeadow. These neighborhoods indicated an increase of population of at least 83.2% for the period beginning 1950, and at least 16.8% for the ten years beginning 1940. Neighborhood E.L.-1, in the northwesterly section of Town, only had an increase of one hundred and eighty-eight people, approximately sixty families, during the post-war era; whereas neighborhoods E.L.-2 and E.L.-3 had an increase of nine hundred and five people, approximately two hundred and eighty-five families, and three hundred and eighty-five people, approximately one hundred and twenty families, respectively, for the same period. This was an increase in population of about fifty-five per cent for these two neighborhoods over the previous ten year period; but, E.L.-2, the northeasterly neighborhood, had almost two and one half times the population of E.L.-3, the southerly neighborhood, before and after the increase.

The big over-all population increase occurred in the period of 1950 to 1960. An increase of 3,304 people, approximately nine hundred and eighty families appeared in neighborhood E.L.-2. E.L.-1 is next with 1,263 people, or approximately three hundred and seventy-five families, and E.L.-2 is last with eight hundred and sixty-nine people or approximately two hundred and sixty families. Percentage-wise, the largest increase is in E.L.-2, then E.L.-1, and E.L.-3 last with 130.8%, 96.4%, and 83.2% respectively. The major portion of this increase in neighborhood E.L.-1 was in that area just north of Maple Street, with some in the extreme northwestern corner, and very little in the central section. With the existing developed land, the present large expanse of golf course land, the poor topography conditions, and the abundance of wet land, this neighborhood should not, under normal circumstances, increase an appreciable amount in population. Neighborhood E.L.-2 has the giant portion of land in Town most suitable for housing development. The swampy area, although somewhat extensive, does not present any problem, at this time, or in the immediate future, because of the more attractive land available. Most of the future increase in the Town's population should occur in this neighborhood, especially when it is known that school, playground, playfield and park sites are proposed by the Master Plan for this section of Town. The location of the future industrial expansion and the present location of the major portion of farm and orchard land, plus the abundance of steep topography in neighborhood E.L.-3 will substantially reduce any great increase of population in this area in the immediate future. The majority of the past development was on, or adjacent to, the main street. Vast sections of

this land is still available but is in farm and wood land. The development of this neighborhood depends on the willingness of the farmers, dairymen, and owners of the wood land to sell their holdings and cease or reduce operations on the land they own.

Recommendations: It is urged that Urban Renewal be considered for the central section of E.L.-1. Redevelopment and clearance of objectionable man-made and natural features will result in a potentially attractive area which will absorb some of the swelling population of the Town in an area which, at present, hasn't any magnetism to attract prospective developers. Neighborhoods E.L.-2 and E.L.-3 will develop in spite of any obstacle. Swamps will be drained and/or filled, and farmers and dairymen will relent and sell their holdings; expansion is inevitable.

CONCLUSION

The northwesterly neighborhood, E.L.-1, although still showing population and construction increases, will soon reach its population and density potential. Neighborhood E.L.-2, northeasterly section of Town, is rapidly increasing in population; low density in nature; therefore, land devouring by necessity. The southerly neighborhood E.L.-3 is beginning to increase in population and will have the same type of growth E.L.-2 is now experiencing.

Sooner or later, East Longmeadow will reach its potential; the end result depends on the proper legal means employed by the Town to assure

a decent method of expansion and not an overcrowded, erratic, and hazardous sprawl. Continuous revision of the Subdivision Regulations, the Zoning Ordinances, the Building Code, the road expansion plan, etc., will be some of the necessary corrections to assure East Longmeadow will not have an over-populated, high density, blighted future.

POPULATION POTENTIAL

To determine the maximum population and family potential for the Town of East Longmeadow, two (2) maps were used. Upon a print of the Area Most Suitable for Development Map, information from the Building Zone Map of 1956 was superimposed. Six (6) different zoning districts and six (6) different land features were considered.

In an analysis of the Town, it was found that a little over 25% of the total land area is being used (streets, railroads, and built-up areas); almost 70% is suitable for development. This 70% (5,780 acres) includes 710 acres of Town owned land and land zoned for industrial development. Much of this area is good farm and woodland and may some day be realized to be more valuable as such than to be carved up into house lots.

In the final analysis, approximately 30,810 people can be added to the 1955 population of 7,857 to make a maximum population potential of 38,667 under the present zoning regulations. This is five (5) times East Longmeadow's 1955 population.

DATE	POP.	SQUARE MILES	ACRES	DENSITY	DENSITY
				PERSONS PER SQUARE MILE	PERSONS PER ACRE
1950	4,881	13.03	8,339	374	.59
1955	7,857	13.03	8,339	603	.94
Potential Maximum	38,667	13.03	8,339	2,970	4.64 *

* Approximately the density of Holyoke, Massachusetts

RESIDENCE "A" DISTRICT
 53.3% of the Total Land Area
 25,000 Sq. Ft. Min. Lot Size

	Acres	% of Total District	% Buildable	Area Most Suitable for Development (Acres)	20% for Town needs *	Remainder for use as residence area	Maximum Potential Families	Maximum Potential Population
District Area	4,416	100%						
Roads	101.1	2.3%	-					
Railroads	-	-	-					
Built-Up	512.3	11.6%	-					
TOTAL	613.4	13.9%	-					
Buildable Area	3,201.1	72.6%	100%	3,201.1	640.0	2,561.1	4,460**	14,700***
Steep Slopes (above 15%)	164.1	3.7%	50%	82.0	16.4	65.6	114	377
Swamp Area	432.4	9.8%	50%	216.2	43.2	173.0	301	994
TOTAL	3,797.6	86.1%	79.4%	3,499.3	699.6	2,799.7	4,875	16,071

* Roads, Parks, Schools, Playgrounds, Parking Lots, etc.

** Number of acres from the previous column divided by the minimum lot size. Minimum lot size is .575 acres.

*** Maximum potential families times 3.3 which is the average number of persons per family unit in East Longmeadow.

RESIDENCE "B" DISTRICT
 24.6% of the Total Land Area
 15,000 Sq. Ft. Min. Lot Size

	Acres	% of Total District	% Buildable	Area Most Suitable for Development (Acres)	20% for Town needs *	Remainder for use as residence area	Maximum Potential Families	Maximum Potential Population
District Area	2,079	100%						
Roads	89.1	4.3%	-					
Railroads	-	-	-					
Built-Up	647.4	31.0%	-					
TOTAL	736.5	35.3%	-					
Buildable Area	1,090.7	52.4%	100%	1,090.7	218.2	872.5	2,532**	8,360***
Steep Slopes (above 15%)	118.2	5.7%	50%	59.1	11.8	47.3	137	453
Swamp Areas	138.2	6.6%	50%	69.1	13.8	55.3	160	528
TOTAL	1,347.1	64.7%	58.6%	1,218.9	243.8	975.1	2,829	9,341

* Roads, Parks, Schools, Playgrounds, Parking Lots, etc.

** Number of acres from the previous column divided by the minimum lot size. Minimum lot size is .344 acres.

*** Maximum potential families times 3.3 which is the average number of persons per family unit in East Longmeadow.

RESIDENCE "C" DISTRICT
 9.7% of the Total Land Area
 7,500 Sq. Ft. Min. Lot Size

	Acres	% of Total District	% Buildable	Area Most Suitable for Development (Acres)	20% for Town needs *	Remainder for use as Residence area	Maximum Potential Families	Maximum Potential Population
District Area	808	100%						
Roads	102.6	12.7%	-					
Railroads	1.5	.2%	-					
Built-Up	365.2	45.2%	-					
TOTAL	469.3	58.0%	-					
Buildable Area	309.2	38.3	100%	309.2	61.8	247.4	1,435**	4,740***
Steep Slopes (above 15%)	17.6	2.2	50%	8.8	1.8	7.0	41	135
Swamp Areas	12.8	1.6	50%	6.4	1.3	5.1	30	98
TOTAL	339.6	42.0	40.2%	324.4	64.9	259.5	1,506	4,973

* Roads, Parks, Schools, Playgrounds, Parking Lots, etc.

** Number of acres from the previous column divided by the minimum lot size. Minimum lot size is .1723 acres.

*** Maximum potential families times 3.3 which is the average number of persons per family unit in East Longmeadow.

BUSINESS DISTRICT
 1.1% of the Total Land Area
 7,500 Sq. Ft. Min. Lot Size

	Acres	% of Total District	% Buildable	Area Most Suitable for Development (Acres)	20% for Town needs *	Remainder for use as residence area	Maximum Potential Families	Maximum Potential Population
District Area	94.0	100%						
Roads	12.6	13.4%	-					
Railroads	.7	.7%	-					
Built-Up	53.0	56.4%	-					
TOTAL	66.3	70.5%	-					
Buildable Area	27.8	29.5%	100%	27.8	5.6	22.2	129**	425***
Steep Slopes (above 15%)	-	-	-	-	-	-	-	-
Swamp Areas	-	-	-	-	-	-	-	-
TOTAL	27.8	29.5%	29.5%	27.8	5.6	22.2	129	425

* Roads, Parks, Schools, Playgrounds, Parking Lots, etc.

** Number of acres from the previous column divided by the minimum lot size. Minimum lot size is .1723 acres.

*** Maximum potential families times 3.3 which is the average number of persons per family unit in East Longmeadow.

INDUSTRIAL DISTRICT
8.8% of the Total Land Area

	Acres	% of Total District	% Buildable	Area Most suitable for Development (Acres)	20% for Town needs *	Remainder for use by industry **
District Area	731	100%				
Roads	10.5	1.4%	-			
Railroads	15.3	2.1%	-			
Built-Up	117.2	16.1%	-			
TOTAL	143.0	19.6%	-			
Buildable Area	552.4	75.5%	100%	552.4	110.4	442.0 **
Steep Slopes (above 15%)	14.6	2.0%	50%	7.3	1.5	5.8
Swamp Areas	21.1	2.9%	50%	10.5	2.1	8.4
TOTAL	588.1	80.4%	78.1%	570.2	114.0	456.2

* Roads, Parks, Schools, Playgrounds, Parking Lots, etc.

** No Residences Allowed

NON-TAXABLE PROPERTY
 2.5% of the Total Land Area
 No Residences Allowed

	Acres	% of Total Dis- trict	% Build- able	Area Most suitable for Dev- elopment (Acres)
District Area	211	100%		
Roads	-	-	-	
Railroads	-	-	-	
Built-Up	64.1	30.5%	-	
TOTAL	64.1	30.5%	-	
Buildable Area	132.6	63.0%	100%	
Steep Slopes (above 15%)	10.6	5.0%	100%	132.6
Swamp Areas	3.1	1.5%	50%	5.3
TOTAL	146.3	69.5%	66.2%	139.4

The new High School property is included in built-up area of the Residence "B" District.

ZONING DISTRICT LAND TOTALS
and
POTENTIAL POPULATION TOTALS

DISTRICT	TOTAL ACRES	% OF TOTAL LAND AREA	MAXIMUM FAMILY POTENTIAL	MAXIMUM POPULATION POTENTIAL
RESIDENCE "A"	4,416	53.3%	4,875	16,071
RESIDENCE "B"	2,079	24.6%	2,829	9,341
RESIDENCE "C"	808	9.7%	1,506	4,973
BUSINESS	94	1.1%	129	425
INDUSTRY	731	8.8%	-	-
NON-TAXABLE	211	2.5%	-	-
TOTAL	8,339	100.0%	9,339	30,810
1955 STATE CENSUS				7,857
MAXIMUM POTENTIAL POPULATION UNDER 1956 ZONING				38,667

AREA TOTALS AND PERCENTAGES

Acres-Area Totals in Acres

%ZD -% of the Total Land Area of the Zoning District

%F -% of the Total Area of the Feature

%EL -% of the Total Land Area of East Longmeadow

		RES. "A"	RES. "B"	RES. "C"	BUS.	IND.	NON-TAX	TOTAL
ROADS	Acres	101.1	89.1	102.6	12.6	10.5		315.9
	%ZD	2.3	4.3	12.7	13.4	1.4	-	
	%F	32.0	28.2	32.5	4.0	3.3		
	%EL	1.21	1.07	1.23	.15	.13		3.8
RAILROADS	Acres			1.5	.7	15.1		17.3
	%ZD	-	-	.2	.7	2.1	-	
	%F			8.7	4.0	87.3		
	%EL			.02	.01	.18		.2
BUILT-UP AREA	Acres	512.3	647.4	365.2	53.0	117.2	64.1	1,759.1
	%ZD	11.6	31.0	45.2	56.4	16.1	30.5	
	%F	20.1	36.4	20.8	3.0	6.7	4.0	
	%EL	6.14	7.76	4.38	.64	1.41	.77	21.1
STEEP SLOPES (above 15%)	Acres	164.1	118.2	17.6		14.6	10.6	325.1
	%ZD	3.7	5.7	2.2	-	2.0	5.0	
	%F	50.5	36.3	5.4		4.5	3.3	
	%EL	1.97	1.42	.21		.18	.13	3.9
SWAMP AREAS	Acres	432.4	138.2	12.8		21.1	3.1	607.6
	%ZD	9.8	6.6	1.6	-	2.9	1.5	
	%F	71.1	22.8	2.1		3.5	.5	
	%EL	5.19	1.66	.15		.25	.04	7.3
BUILDABLE AREA	Acres	3,201.1	1,090.7	309.2	27.8	552.4	132.6	5,313.8
	%ZD	72.6	52.4	38.3	29.5	75.5	63.0	
	%F	60.2	20.6	5.8	.5	10.4	2.5	
	%EL	38.40	13.07	3.71	.33	6.63	1.59	63.7
TOTAL	Acres	4,416.0	2,079.0	808.0	94.0	731.0	211.0	8,339.0
	%EL	53.3%	24.6%	9.7%	1.1%	8.8%	2.5%	100.0%

TOWN FACILITIES

In general, the town facilities of East Longmeadow are the same as ~~most towns operating under the same circumstances: that is, the popula-~~ tion has reached a point in ten years that was anticipated in twenty years. This means the municipal facilities should have expanded along with the Town's expansion.

TOWN HALL

Recently, the town offices were redecorated and rearranged to meet the demands of a modern organization, but there are still some departments in the Town operating from private homes. Also, the Town Hall has limited amount of floor space to meet the future requirements of its present occupants plus the limitations of the site on which the Town Hall is located will stifle expansion through construction. There is one of three courses of action to be taken. Raise the Town Hall and rebuild; very costly especially since money already has been expended on renovation. Another course of action is to construct a new Town Hall on another site; this again would be very expensive. The third and least expensive method would be to use the present Library building as town offices.

LIBRARY

The Library was constructed to hold 20,000 volumes and at present contains 15,000 volumes. Since it also is on the same limited site as the Town Hall, some provisions should have been made for expansion. For example, purchase of adjacent property for future expansion or the structure should have been architecturally designed to provide for a second floor at a later date. The main drawback of the entire building

is the minuteness of the work area provided for the administration. The space provided would hardly accommodate the filing cabinets and a typist; but instead, the files, typists, storage, work area, librarian and her assistants, toilet facilities, etc. must be squeezed into these cramped quarters. Add to this the complete lack of space for study rooms, visual aids, and the like, and the library facilities shape up to be completely inadequate with no chance of expansion on its present site. The remedy is in the construction of a new library centerally located on a site for adequate expansion and adequate parking.

CULTURAL-SOCIAL CENTER

In conjunction with the Library, serious thought should be given a cultural-social center. The new high school will provide active recreational facilities for the Town's children, but some consideration must be taken to provide less active and passive recreational facilities. This would be games such as ping-pong, pool, bowling, crafts, arts, hobbies, etc. Associated with this should be an area for musicals, concerts, plays; an area to hang pictures (oils, water colors, photography, etc.); and an area for the children and teen-agers to be gregarious, dance and snack. This would not be a recreational center as applied to the true sense of the word but, actually a community center with culture added in the hopes some would rub off onto the younger generation. This center would not necessarily be a limited facility, but would also serve the older people of the Town. Some of the mentioned areas would serve a dual purpose plus extra space to separate the two age groups when both groups are using the Cultural-Social Center at the same time.

Recommendations: It is, therefore, recommended the town offices expand into the present Library building and a covered access be made from the existing offices via a ramp to the main door of the present Library.

Before this change, it is recommended a new library be constructed with adequate administration, storage, work, study, and visual aids' area; in addition, space to expand the number of volumes necessary to meet the demand of an increased population. This library must be on a large site to adjust for expansion and parking, especially if a Cultural-Social Center is to be constructed.

A Cultural-Social Center, with the Library as a wing, for East Longmeadow, is highly recommended. This would provide a source of good, clean, trouble-free entertainment for the younger generation as opposed to the form of entertainment this age group is renounced to create. Very serious thought-provoking consideration must be undertaken before this type of center is disapproved. In order to provide proper conditions for the rearing of the next generation of citizens, they must be given the educational stimulus of spiritual, social, and cultural standards. Expense should not be the entire criteria of need.

The present Town Dump, located on Kibbe Road is not covered by the ~~land~~ but is just used as fill work. Since this operation should be completed by 1961, the Town bought the quarry off Somers Road in anticipation of the time when a new site would be needed. This quarry will accommodate the future exigency of the Town for many, many years before the site becomes expanded.

Recommendations: The Department of Public Works' storage yard should be extended 150' feet south into the quarry property, already purchased by the Town, for the construction of new storage buildings and to provide more room for vehicular circulation. The only other alternative would be to move to a larger site, which would probably not be as centrally located and be more expensive to the Town. When the new Town Dump is placed into operation, it is recommended the existing dirt road from Pleasant Street be the access to the dump. In this way,

the refuse would not be seen from any street, especially if trees and shrubs are allowed to grow along the frontage on Somers Road.

POLICE DEPARTMENT

At the present time, there are twelve regular members on the Police Force, including the Chief and three Sergeants. Seven school traffic officers are additional personnel during school sessions. Also, there are at least eighteen members of the Police Auxillary, including two Sergeants.

The Police Station, located on Maple Street just west of the Town Offices, contains offices, control room, and two detention cells. Two radio-dispatched cruisers and a radio-dispatched ambulance comprise the mobile equipment of the department. One cruiser operates 24 hours per day while the other operates sixteen hours per day; the ambulance being on call 24 hours per day. Studies indicate the preferable ratio of population to regular members of any police force should be 600 to 1. According to this ratio, East Longmeadow is a little inadequate in their police protection.

Recommendations: The purchase of at least an additional cruiser will take the burden off the other two vehicles, especially if one cruiser is out of commission due to an accident or in need of repair. Additional personnel to offset the adverse population to police officer ratio, is highly recommended. This maneuver should be continued in the future, especially if the population follows the predicted

trend. The Police Department will then be able to handle any situation without weakening its force in vital locations.

FIRE DEPARTMENT

The Fire Station, located in the same building as the Police Station, contains two new quad-trucks (pumper-aerial ladder combination) and one auxillary truck which is to be turned in for another quad-truck, thus making a total of three up-to-date fire engines. This central location of the station is convenient and time saving. The number of firemen working in surrounding businesses, and the radial streets to all points of the Town from the Town's Center, makes for an average running time (from first blow of the alarm to water actually pumping) of approximately (unofficially) five minutes. This is considered excellent, especially if during the early hours of the morning. All members are voluntary and are subject to call 24 hours a day. There are twenty-two regular members, including the Chief, Deputy Chief, and two Lieutenants; and fifteen auxillary members, including two Captains.

Recommendations: The proposed installation of an alarm, which will be connected to the main alarm system, in all regular members' homes should be initiated immediately. This will offset the difficulty in hearing the alarm in an unfavorable wind. Future purchases of modern equipment and the addition of new members will assure the Fire Department of progressive improvement in a modern, expanding population.

RUBBISH AND GARBAGE COLLECTIONS

These are the only two facilities the Town does not operate directly. Both collections are made at the curb by out-of-town contractors. The garbage is disposed of out-of-town and the rubbish disposed of in the Town Dump.

Recommendations: As the East Longmeadow population increases, consideration should be given to the change to municipal rubbish collection. The cost of collection may not rise proportionally as the population increases and may reach the point where it would be cheaper to buy vehicles and use Town labor instead of by contract.

CONCLUSION

When these recommended changes are instituted, the renovation should not stop there. Constant revision should be the rule, not the exception. In this manner, the Town's facilities will keep abreast of the changing needs of its people.

RECREATIONAL EXPANSION

A town reflects the philosophy of life of its people. If the town has adequate open play spaces and parks for active and passive enjoyment, it will provide better citizens with health, happiness, and community spirit; and at the same time, reduce the problems of juvenile delinquency considerably. The importance of a well balanced, coordinated recreational plan in town planning is obviously becoming more vital. With the increased leisure hours in business and industry, plus increased interests in organized sports, there has been created a demand for neighborhood play spaces for all ages to provide balanced living.

This report on recreational areas in East Longmeadow is an analysis of existing parks and playgrounds, their adequacy in relation to the areas they serve, and recommendations for areas with inadequate service. If funds are to be spent to meet the demands of the public for more adequate recreation facilities, the expenditure of this money should be for the areas needing these expenditures. Therefore, it is only sensible to obtain an understanding of the problems and create a plan of action toward its solution. The ideal recreation system would include a wide range of facilities for all age groups; areas for active play; community and neighborhood parks with quite natural areas for passive enjoyment; and indoor facilities for social gatherings, games, etc. These facilities should be distributed throughout the town to meet the recreational needs of every age group within reasonable distance of their residence. It is a rare town indeed that meets all these standards. In order to establish the adequacy of existing facilities and the need for additional facilities, minimum standards

must be established for the different types of recreation facilities for the town. The following parts of this report will define the different recreational facilities and give recommendations for each.

NEIGHBORHOOD PARK

A neighborhood park is a passive recreation area for all ages. It may be as small as one-eighth of an acre or as large as an acre. Primarily, it serves the residents of the street which immediately surround it and are recommended for areas which are extensively subdivided and built upon. These parks could be small left-over or odd-shaped lots and would be provided by the developer of the subdivision, thereby presenting a strong selling point for his development. In areas already built up and occupied, the town may have a small or odd-shaped piece of land which could be developed into a neighborhood park. The park would consist of either natural or planted trees and shrubs, some open space (possibly in lawn) with benches to sit upon, and perhaps some particular element of natural beauty such as a brook, pond, a view or vista, etc. A group, such as a neighborhood association, or a group of interested neighbors, could accomplish what small amount of necessary maintenance that is required to make this park an attraction to the area.

Recommendations: Developers, or the town should be urged to provide these neighborhood parks in the areas as indicated by "X's" on the Recreation Study Map, that is part of the Master Plan.

PLAYGROUND

Playgrounds are active recreation areas usually designed for children of the five to fifteen years age group and should be the center of recreational activity for a neighborhood. Most authorities contend that a playground should be within one-quarter of a mile walking distance of the dwelling areas it serves. This distance is particularly important in densely built districts and should not exceed one-half of a mile in the most sparsely settled residential areas. Therefore, the preferable location for a playground is adjacent to a community center or elementary school where supervised recreation is possible.

The National Recreation Association recommends an average of one acre per one thousand people for playgrounds and as a rule a playground for fewer than two hundred children is impractical to operate and for more than twelve hundred children will require two or more separate playgrounds. Therefore, the suggested minimum size for a playground is two to five acres. These playgrounds, with lighting for evening use, should provide a variety of areas: open space for informal play; courts for various games (softball, tennis, handball, etc); space for quiet activities (crafts, dramatics, story telling, etc.); and a play-lot area for children up to eight years of age (swings, slides, sand-box, circle games, etc). In connection with this play-lot area, some form of enclosure (hedge or fence) should be provided plus a pergoda and benches for mothers.

Because economy in the operation and maintenance of recreation space in a community is highly important, it is impractical to substitute a number of small play spaces throughout a residential development. The recommended sizes and design of planned play spaces are more economical and avoid the confusion between the various age groups who use

the facilities. East Longmeadow has, for its present needs, a very good playground site coverage. All the Town's schools have playgrounds; there is a playground at the center of town and two in the northwestern section of town. These playgrounds make a good balance of play area in the more heavily populated parts of town. The proposed Mountain View School will also have a playground, when it opens in 1961; therefore, the southeastern section of town will be provided with play facilities.

Recommendations: The playground on Lombard Avenue should be developed to a greater extent. Landscaping with some trees and shrubs, without going into great expense, would greatly improve its appearance and desirability. Also, a greater variety of play equipment and benches should be added.

The playground on Dearborn Street also is in need of the same treatment recommended for the Lombard Avenue Playground. However, the National Recreation Association is now drawing plans for the development of this playground and the adjoining park area. It would be advisable to wait for these recommendations before beginning or continuing with extensive development of this playground.

Although in better condition, the same treatment for the Center Playground, as recommended for the Lombard Avenue Playground, would be highly desirable. When completed, the high school should have playground facilities as part of its playfield area.

This would service the children in that section of town, which does not presently have a playground.

PLAYFIELD

Playfields are intended for young people and adults to provide a variety of recreational activities. A single playfield may serve four to five neighborhoods providing the walking distance does not exceed one to one and a half miles. Minimum size for a playfield should be ten acres; the space to be designed for the same facilities as a children's playground plus the additional space for large area games (football, hockey, swimming pool, etc.) East Longmeadow, at the present time, has two playfields: Center Playground and the area between the Birchland Park and the Mapleshade Schools. When the high school opens this fall (1960), and the playground on Dearborn Street is expanded, in the near future, with more extensive facilities, the Town will be very well provided with playfield sites.

There are adequate ball playing areas at the playfields now, but a larger variety of recreational facilities should be set up at the various playfields. These facilities should include hockey and ice skating rink, archery ranges, horseshoe pits, tennis courts, swimming pools, etc. The present seven baseball diamonds are very adequate for the present population. National Recreation Association recommends one baseball diamond for every two thousand people. Therefore, according to these standards, East Longmeadow could increase seventeen hundred people before additional diamonds will be necessary.

Recommendations: With the growing population in the Town and the expected extensive development in the eastern section of Town, the need for a play-

field-playground in that section of Town will be obligatory in the near future. It is therefore recommended that land, as outlined on the Recreation Study Map of the Master Plan, be acquired adjacent to the proposed elementary school and park site, for a playfield-playground. This land is bounded by Parker and Allen Streets and to the south of Barkham Hill Road. These playfield-playground facilities should be developed along with the proposed elementary school, if the school is constructed before 1970. If not, the playfield-playground should be developed in 1970, taking into consideration the location of the school and designing the site as an entirety. It is further recommended that immediate negotiations for purchase of this site be initiated now as property, if available when needed, will be much more expensive and difficult to acquire in the future.

COMMUNITY PARK

This type of park is an area for active and passive recreation and used by all ages, especially families and groups. The service radius of a park is generally five miles, depending upon its size and location, with a minimum size of fifteen acres. A park should be located in natural wooded land with brooks, ponds, and rough or interesting terrain to give natural surroundings for viewing, hiking, picnicing, etc. In conjunction with this, an open area should be set aside for active

recreation. An example of this type of park is Look Park in the Florence section of Northampton, Massachusetts. East Longmeadow has one (1) area north of Dearborn Street, for a park; and the National Recreation Association is presently drawing plans for it and the playfield-playground adjoining, which will be used as the active recreation area of the park. Much of this area is wet and/or swamp land and extensive grading must be accomplished before the land will be usable.

Recommendations: It is recommended that land be acquired for a park adjoining the proposed elementary school and the playfield-playground sites. (See the Recreation Study Map of the Master Plan) This area has well drained, cleared land and some beautifully wooded areas of coniferous and deciduous trees, providing abundant open and shaded areas for passive and active recreation. It is further recommended that immediate negotiations be initiated for the purchase of this property for the same reasons as stated under playfield recommendations. The area adjacent to the Somers-East Longmeadow Town Line and Somers Road was also considered as a park site but after serious study, it was decided the previously recommended site would be more appropriate for a park because of the closer proximity to the major portion of the population; the topography lends itself to the requirements of a park, including the available wooded areas. This southerly area would be more preferable as a site for a

Town golf course, and is recommended only if the crowded condition of the available golf courses increases.

CONCLUSION

The foregoing report and the School Report should be considered one and the same, since area characteristics, trends, and needs are identical because most active recreational facilities are ideally located near schools.

The existing recreational sites are adequate for the present population, but are lacking in equipment, personnel for supervision and maintenance, and spatial environment; that is - shade trees, landscape shrubs, and a generally pleasing appearance. This site adequacy will be adversely affected as the population increases, especially if the predicted future trends hold true. With the purchase of the foregoing proposed sites, the proper ratio of people to planned open space will be maintained and East Longmeadow will continue to be a healthy, progressive Town.

SCHOOL EXPANSION

The location of schools is dependent on land use patterns, population trends, traffic arteries, and many other components of both the present and future town. In addition to the many factors affecting the schools, the schools themselves have considerable bearing on the surrounding development. Theretically, the Town should be developed as a series of neighborhoods linked, but not bisected by traffic arteries, served by a neighborhood shopping center, and with dwellings located on safe residential streets. The elementary school, surrounded by recreation areas, should be the center of such a neighborhood. There it would serve as a community center and would be within safe walking distance of all residents of the neighborhood - one-half to three-quarters of a mile radius. Obviously, in a town as old as East Longmeadow, most of the development patterns have long since been established. In the older areas, mixed land uses, many traffic arteries, topography changes, and high density complicate location of schools on a strictly neighborhood basis. Even in the growing areas, existing old traffic arteries, very low density (meaning long walking distance), and gradual development of many small separately owned parcels make the theoretically best location for a school very difficult to determine. Because of these problems, the school plan is a compromise between existing conditions and the theoretical optimum. However, the aim of each recommendation is to improve existing conditions in a financially reasonable way. The aim of the school system plan is to establish a school site and construction pattern which will eventually bring about good town-wide school coverage.

While making school recommendations, four (4) basic population trends were kept in mind. One, the western and northwestern section of

Town, (although still showing increased population and construction) will soon reach its potential population and dwelling density. Two, the eastern and northeastern section of Town, is rapidly increasing in population. This new development is relatively low density in nature, but expansion is so rapid, all the buildable areas should be occupied in the foreseeable future, thereby increasing the present population by large amounts. Three, the southern and southeastern section of Town are beginning to increase in population and very soon will have the same type of rapid growth as the eastern and northeastern sections of Town. Four, the southwestern section of Town has been zoned for industrial development; therefore, the population growth of that section of Town should be negligible. Other considerations to weigh while recommending proposed school site were: present population trends; anticipated future development; adequacy of existing schools, location of proposed sites in relation to neighborhoods and to traffic arteries; size, shape, topography, present use, and environment of proposed sites. Another change to consider is a physical change in the existing schools. These factors are: age and size of the school; enrollment; population trends; location of the school in relation to traffic arteries; environmental nuisances; other schools; adequacy of play space; adequate area to expand; changing land uses.

CENTER SCHOOL

This school is now operating at over-capacity with grade one and two being taught there at the present time. This school is the oldest school building (occupied 1890) in Town and is of wooden construction which, although in good condition, is considered obsolete by the State

Department of Education. The area in which this school is located will continue to need an elementary school, because the enrollment will continue to be above the school's capacity for many years, although in the distant future, this high enrollment should decrease.

Recommendations: An addition does not seem feasible due to the small amount of property, age, and construction of this school. Therefore, it is recommended grades one through three be taught at this school next year; the overload of pupils to be accommodated at the Mountain View School when it opens in 1961.

PLEASANT VIEW SCHOOL

Grades one and two are taught at this school and it is now operating at over-capacity, even with the use of two (2) temporary classrooms. The area in which this school is located will continue to need an elementary school because the enrollment will continue to be above the school's capacity for many years, although in the distant future, this high enrollment should decrease.

Recommendations: The age of the building (occupied 1914), the limited amount of property for expansion, and especially the fact the population in this area should reach its peak and then decline (barring changes in the present pattern) in the foreseeable future, are all factors prohibiting an addition to this school. It is recommended that grades one through three be taught at this school

with the overload of pupils to be accommodated at the Mapleshade School.

There is a reserved elementary school site close by the Pleasant View School on which a new elementary school could be constructed if the Pleasant View School becomes obsolete and unuseable in the distant future. This site is adjacent to the playground and park property on Gates Avenue. It is recommended this site be used as part of the playground-park, and to be used for a school site only when future development, population trends, and obsolescence of the Pleasant View School warrants the change of use.

MAPLESHADE SCHOOL

This school is fairly new (occupied 1955) and is located on a large site with plenty of area for play and expansion. At the present time, grades three and four are being taught here and it is operating at overcapacity, even with the use of two (2) temporary classrooms.

Recommendations: It is recommended that grades one through six be taught at this school until the proposed elementary school (grades one through six) is constructed in the northeastern section of Town. At that time, grades four to six should be taught at the Mapleshade School with grades one through three (including overload pupils from Pleasant View School) accommodated at the proposed school in the northeastern section of Town. Any present overload

of pupils in grades four through six could be accommodated in the new Mountain View School. An addition to the Mapleshade School is recommended only when the proposed elementary school in the northeastern section of Town is operating at peak capacity.

MOUNTAIN VIEW SCHOOL

This school will occupy a large site in the southeastern section of Town which, at the present time, does not have any schools. Grades one through six will be taught there when the school is occupied in 1961.

Recommendations: This school will have more than enough classroom space (for the immediate future) to handle students from that section of Town. It has already been recommended in this report that the Center School send its overload pupils here, leaving Pleasant View and Mapleshade Schools to handle the balance of the Town's elementary students. A system similar to this would cut down transportation distances and give the best balance of pupils per school.

PROPOSED ELEMENTARY SCHOOL

Recommendations: It is recommended that an elementary school similar in size to the Mountain View School and teaching grades one through six be constructed in the area to the south of Markham Hill Road and bounded by Parker and Allen Streets, as indicated on the School Study Map of the Master Plan. This

school should be constructed by 1970, if not needed sooner, and would have a large playground-playfield adjacent to it. A school will be dearly needed here due to the present, and expected high, amount of home construction in this section of Town. This school would also accommodate the future overload pupils from Pleasant View and Mapleshade Schools.

BIRCHLAND PARK SCHOOL

This school is a fairly new school (occupied in 1951 with an addition in 1959) on the same large site with the Mapleshade School and was originally constructed as a junior high school with excellent facilities. At the present time, grades five through nine are taught there and it is operating at over-capacity, even with the use of two (2) temporary classrooms. Grade nine will be taught at the high school when it opens, in September 1960, until 1961; then, Mountain View School opening will accommodate the overload from Birchland Park School, thereby allowing grade nine to return to this school.

Recommendations: It is recommended that grades seven through nine be taught at this school. The opening of the Mountain View School in 1961 will permit this change and the opening, in the future, of the proposed school in the northeastern section of Town should assure the continuance of Birchland Park School to operate solely as a junior high school.

EAST LONGMEADOW HIGH SCHOOL

In September, 1960, this school should be available for occupancy. Grades nine through twelve will be taught there; however, there will be no senior class (grade twelve) the first year of operation. Students who will be seniors and graduating in June, 1961, will be allowed to finish their schooling at the high school they presently attend. The high school will accommodate six hundred and fifty (650) students and will have approximately four hundred and thirty (430) enrolled in September, 1960. Until this school reaches near capacity, out-of-town students will be allowed to attend class here. The school site is large and provisions have been made for expansion of the building, if necessary.

Recommendations: It is recommended that the School Board continue with its plans to teach grades nine through eleven in 1960 and grades ten through twelve in 1961.

CONCLUSION

The school plan will require constant review and study because school needs are directly dependent on population trends, which are extremely difficult to predict. There must be knowledge of far more than just the total population. Trends must be watched as to age composition and private or specialized school enrollment. For example, opening of a parochial school would alter public school needs all over Town but especially in a section that was predominately Catholic. A section with an aging population may eventually be replaced by younger couples with children, which would alter school needs. Also, the rate of development

of a section normally has a bearing on school needs. In other words, a section which is rapidly developing will feel heavier school pressure than a section which grows more slowly, thus developing a population with a wider age range and children of varying ages. The prevailing lot size in a growing section will affect the population density and therefore has a direct bearing on school needs.

It is strongly recommended that the first step in putting these recommendations into effect be acquisition of the site recommended for an elementary school in the northeastern section of the Town. Good land in the area, which will be in most need of a school, is rapidly disappearing and schools must have large sites to accommodate present day architectural and recreational standards. Acquisition of the site recommended would be a sound investment even though the school is not immediately needed. Before a site is actually purchased, however, borings should be taken to determine water table and soil characteristics and conditions.

We wish to express our appreciation for the help the Superintendent of Schools, Mr. Jarvis, has given us in compiling this information.

tify the health menace that exists now, due to incomplete processing of the sewerage. Then the system should be extended to include the areas using septic tanks or cesspools, especially the areas where soil conditions prohibit or slow down drainage of the leach field water into the soil. These areas are delimited on the Master Plan Map titled Soil Drainage.

CONCLUSION

The main and most important part of restoring the sanitary sewer system of East Longmeadow is adequate planning and construction so that in the future the system will take care of itself.

WATER SYSTEM

Water is supplied from Springfield in two (2) places; through meters at the Harkness Road Pumping Station and at the Town line on Chestnut Street. The pumping station on Harkness Road will also supply the Chestnut Street Pumping Station upon completion of the 16 inch line between the two (2) stations. This will boost the sagging water pressure in that part of Town. Another meter is located at the Town line on Elm Street. However, this is to record the amount of water pumped back into Springfield; that amount to be deducted from the amounts recorded on the other two (2) meters. The 75,000 gallon elevated water tank on Prospect Street, supplied by the pump on Chestnut Street, makes the pressure for that part of Town. At the present time, there is approximately 2.28 miles of 4 inch pipe; 36.43 miles of 6 inch pipe; 15.10 miles of 8 inch pipe; 2.09 miles of 10 inch pipe; and, when completed, 2.30 miles of 16 inch pipe in the East Longmeadow water system. The recommendations to follow are suggestions to help the people of East Longmeadow to understand the existing conditions, and what is necessary to correct them. The order of presenting these changes does not constitute any specific plan of reconstruction, as the future needs of any area may materialize before its estimated date of reconstruction.

Recommendations: All the main arteries in East Longmeadow are undersize, especially the 6 inch mains. It is, therefore, recommended that the main arteries be replaced with a size suitable to the area they are to supply, taking into consideration new housing, industrial and shopping developments, new schools, new parks and playgrounds,

and distance to existing conditions. It is further recommended that a water tank be constructed, to replace the existing one, with a capacity sufficient to supply that section of Town at peak population. In this way, the tank still can be used at levels proportional to the need, because the existing tank is not large enough to meet present demands.

When this tank is constructed, the pump at the Chestnut Street Pumping Station will not be adequate to satisfy future needs. Therefore, it is suggested a larger volume pump be installed here to take on the new demand, with the existing one in reserve, or to be used elsewhere. It is further recommended that the City of Springfield correct the present situation in the area adjacent to Elm Street and supply their own needs direct from their own system. With an adequate water supply in mind, a pumping station should be constructed at the Town line on Elm Street (perhaps using the present Chestnut Street pump when it's replaced - if the need is not before that change) to offset deficient pressure when future needs demand.

CONCLUSION

Subdivision regulations should state the subdivider or developer install all water pipes in accordance with the Town Engineer's recom-

mendations. This will assure adequate pipe size for developments, and all subsequent growth off the original development. The Town of East Longmeadow should obtain the services of an engineering organization to study and recommend the actual sizes and additions, thus insuring the the water system will meet the people's needs.

STORM DRAINAGE SYSTEM

There are nine (9) major drainage areas that can be used to drain the storm run-off of East Longmeadow. These drainage basins are delimited on the Master Plan Map titled Drainage Areas. Four (4) of the smaller basins, on the periphery of the Town, channel the surface water into adjacent municipalities; namely, Springfield, Hampden and Somers. The five (5) remaining drainage basins channels storm run-off in like manner, except a brook or stream collects this surface water practically at the upper limits of the respective drainage basins and conducts the flow to the borders of the Town. At the present time, there are 1.61 miles of 10 inch pipe; 4.08 miles of 12 inch pipe; 1.68 miles of 15 inch pipe; 1.40 miles of 18 inch pipe; 0.24 miles of 21 inch pipe; 0.56 miles of 24 inch pipe; 0.27 miles of 30 inch pipe; 0.57 miles of 36 inch pipe, and many large culverts under various streets in the storm drainage system of the Town. It is easy to see that East Longmeadow is very deficient in storm drainage. At the present time, the Town Engineer only has funds to satisfy the immediate demands of individual areas presenting problems in surface water run-off.

Recommendations: The correct method of improving or installing a gravity drainage system is to begin at the lowest point of the drainage area. In this case, at the Town boundary where the streams, or brooks, cross into adjacent municipalities; these brooks or streams should be widened and lowered, if possible, in proportion to the volume of water to be carried.

In line with this operation, all culverts should be replaced with larger ones or small bridges. Replaced or new drainage pipe should also be proportional to maximum demands such as, extra heavy rain on deep melting snow. This is especially true in areas where marshland is to be filled or drained because the soil will not be able to hold the quantity of water it did before the water table was lowered. Another situation to consider is future industrial and shopping developments. Extensive parking and sprawling buildings, amounting to hundreds of acres, stop water from penetrating into the soil where it can be absorbed, held and released slowly. Instead, this situation creates run-off water in the millions of gallons at every rain or snow storm. New housing, developed adjacent or behind present developments, usually is connected into the existing Town facilities of the latter. If the existing system is not adequate, the expense of duplicating work, that could have been installed correctly the first time, is unforgivable and a tax burden. Therefore, it should be made mandatory for all developers to install adequate storm drainage, not only for the present, but for the future.

CONCLUSION

In the past few years, periodic heavy rainfalls have taxed the system to capacity. It is highly advisable to raise the money necessary to, at least, make a start into the recommended improvements. If not, the damage, caused by washouts, could be more than the original investment of the improvements.

CIRCULATION AND PARKING

The most striking progress of this century is the mode of transportation. For the three thousand years previous to 1900, the horse provided the only means (other than on foot) of land transportation. At the turn of the century the horseless buggy was introduced and in forty years, there were thirty-two million of them in this country. Last year, there were 1,200,000 registered vehicles in Massachusetts and 5,000 of them in East Longmeadow. But, in these years of revolutionary development, the street system did not change; only the surface conditions were somewhat improved.

Off street parking facilities are becoming the standard remedy to help relieve the down-town congestion. The streets can accommodate more vehicles when curb parking is prohibited; but, if the parking lots are not strategically located, they become unused or overused, thereby, as in the latter case, concentrating congestion at the entrances. Parking areas behind the main business streets with access to, and egress on, lesser street creates a desirable situation. If two main business streets are parallel to each other, then a parking area connecting the two is more desirable than on just one main street. One element which produces inefficient off street and curb parking is the lack of enforcement of the parking regulation. Municipalities should provide their Police Departments with adequate funds to properly enforce the individual traffic and parking regulations. Thus, everybody has an opportunity for an equal share in the individual parking spaces.

CIRCULATION

If East Longmeadow was located on a major traffic artery between major cities, there would be a tremendous congestion problem. Instead,

the congestion, when present, is at intervals and for a short duration. at the center of Town, that is - morning, noon, and night on work-days; Friday nights during shopping hours; Sunday mornings for church services; and week-ends during the summer months (vehicles traveling to the Connecticut seashore.) The only other congestion, although very minor in comparison to the Town's center, is at the northerly end of North Main Street near the Springfield line. Delivery trucks and customers' parking, buses from Springfield backing out into North Main Street from Rosemont Street, and the large quantity of normal traffic perpetuate the congestion in that area.

PARKING

At the present time, there are no parking meters in Town, with no meter requirements expected in the future. In close proximity of the center of Town, there are seven private (customer) and one municipal parking area. These lots are only filled to near capacity on peak shopping hours, and then not to overflowing. On North Main Street, next to the Springfield border, there are four customer parking areas of any consequence and, for the exception of peak periods, are more than adequate. Curb parking is permitted, with a few exceptions, on Town streets. The same parking practices prevail for these spaces as exists in the parking lots.

Recommendations: North Main Street should be widened to accommodate the anticipated increased vehicular volume in the future. This may be accomplished by eliminating curb parking in the busiest and narrowest sections to meet present conditions. Later, as the traffic volume increases, the only solution will be actually widening the street.

through construction. Naturally, off street parking would have to be provided, but with the available space between Gerrard Avenue and Braeburn Road, and at various other spots off North Main Street, it would not be a difficult task to locate and construct parking space to meet the requirements of the area.

The center of Town presents the only congestion problem, but compared to other communities, it is an irritation rather than an exasperation. Because it is the center of six radial streets, the traffic must construct through this venturi. A rotary is not the solution; during peak periods, it only intensifies the dilemma. Elimination of curb parking, especially on the streets near the center, and the provision of more off street parking, would be a step in the right direction. Next would be the rerouting of traffic. That is, signs at strategically located streets notifying the motorist of alternate routes. If neighborhood E.L.-1, as described in the Population Analysis Report, qualifies for open land Urban Renewal, new or better routes could be constructed to connect Maple Street with North Main Street at Mapleshade Street.

Another method is to construct a local by-pass system around the center of Town, as indicated on

the Master Plan Map titled Traffic Circulation and Flow, which would be extended into Springfield and connect to Bradley Road.

Another proposed route would be the extension of the Metropolitan or Regional Outer Loop from the Massachusetts Turnpike through Springfield into East Longmeadow (north of Allen Street) and into Longmeadow at Denslow Road. This road would also serve (in addition to the Railroad) the industrial area in the southwestern section of Town as well as relieving the Town's congestion by acting as a major by-pass route.

CONCLUSION

East Longmeadow's traffic circulation is not bothersome. At regular intervals, there is some congestion, but with a few changes such as curb parking restrictions and alternate routes, the immediate problem could be controlled. The future will present the problem. In 1950, the prediction was that motor vehicular registration would double in 1970. These predictions are not far from wrong; the half-way mark (1960) will be a little off but the predicted trend is supposed to hold true. If this is true, then an inner loop route for East Longmeadow (see Master Plan Map titled Traffic Circulation and Flow) had better be initiated now. This would provide complete traffic circulation around and through the Town; the existing main streets would serve as direct routes to the business, shopping, and municipal district. Congestion, and lack of sufficient parking, will stifle business. Providing for by-passes, thereby eliminating congestion, and increasing circulation, will insure East Longmeadow continued prosperity.

FUTURE LAND USE

The Master Plan Maps titled School Study, Recreation Study, and Town Facilities are all part of the Future Land Use Map. In addition, the Population Analysis, Land Use, and Areas Most Suitable for Development Maps were studied in order to establish a pattern based on trends, availability, necessity, and desirability.

Recommendations: Four residential areas were recommended to be established: Residence A, with minimum lot size of 40,000 square feet of land, was established in areas of poor soil drainage, steep slopes, swamps, and farm and wood lands to provide space for construction and drainage, and to protect the interests of the farmers and dairymen; Residence B and C are identical to Residence A and B, respectively, of the present Zoning Ordinance; Residence D is the Residence C of the existing Zoning Ordinance and revised by upgrading the minimum lot size to 10,000 square feet. The present Residences A, B, and C Districts were reduced or expanded to meet the future needs and to serve the best interests of the Town.

Expanding and division of the business areas was a must; Business A would be strictly retail, and Business B would be wholesale, storage, fuel, lumber, limited manufacturing (under 5 employees) and so forth. This would separate the two types of busi-

nesses, and, at the same time, eliminate industrial enroachment.

Industrial land was, for the main part, allowed to remain unchanged. The areas to be changed will be the strip zoning north and south along the railroad from Maple Street. Business A and B will be allowed to expand into these areas formally zoned for industry. If future normal expectations materialize, the area set aside for industry should satisfy most demands.

CONCLUSION

This map will be a basis for revision of the existing Zoning Map. In addition, zone changes and new subdivisions should be referred to, and based on, the Future Land Use Map with the recommendation to conform to the basic needs of and for the Town.