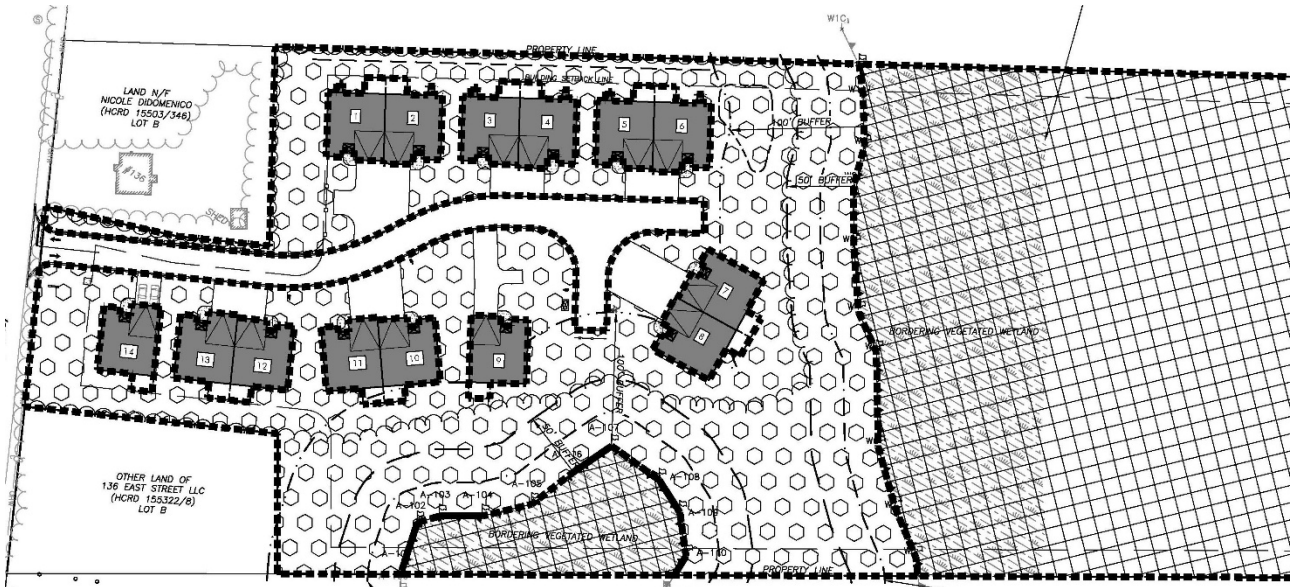


136 East Street, LLC

Special Permit Application:

*Proposed Deer Meadow Way – a Flexible
Development/Condominium Community*



Submitted: October 06, 2025

OWNER/APPLICANT:

136 East Street, LLC
Gerald Coderre, Managing Partner
383 Newton Street
South Hadley, MA 01075

Table of Contents

	Page
Cover Letter	1
I. Application Forms	3
II. Special Permit Support Documentation	6
A. Narrative description of the proposed use and activity	6
B. Photographs of the existing site conditions	8
C. Article VII and Article VIII Compliance	9
1. Article VII compliance – Flexible Development	9
2. Article VIII compliance – § 255-84 Earth removal, extraction, and fill regulations	16
3. Article VIII compliance – § 255-85 Signs	16
4. Article VIII compliance - § 255-86 Off-street parking	16
D. Master Plan Consistency Statement	17
E. Special Permit Standards Consistency Statement	17
a) Review of § 255-148 Site Plan Review criteria	22
F. Historical and cultural impacts	26
G. Historical nature of existing buildings	26
H. Town of South Hadley Stormwater Management Bylaw	26
I. Project schedule	27
J. Impacts on the Town’s scenic roadways	27
K. Impacts on the Town’s agricultural lands and uses	27
III. Plan Requirements (Plans Required, Plan Contents, and Plan Preparation)	28
IV. Multifamily Development Application Requirements and Management Plan	30
V. Other Permits	32
VI. Supplemental Application Materials	34
VII. Waiver Requests	36
VIII. Application Filing and Application. Fees	38
Attachments	40
A – Certified Abutters List – South Hadley	42
B – Certified Abutters List – Granby	46

C – Building Elevations	54
D - Traffic Analysis dated September 2, 2025 by Bowman	64
E – Site Photos	74

NOTE: Accompanying site development plans entitled “Site Plans: Deer Meadow Way - 136 East Street, South Hadley, MA” prepared by R Levesque & Associates dated September 30, 2025, Revised October 3, 2025 were submitted under separate cover with the concurrent Stormwater Management Permit submission.

**136 East Street, LLC
383 Newton Street
South Hadley, MA 01075**

October 6, 2025

Diane Supczak-Mulvaney, Chair
Town of South Hadley Planning Board
116 Main Street, Room U6
South Hadley, MA 01075

RE: Special Permit Application submission
136 East Street – proposed Flexible Development

Dear Chair Mulvaney and Board Members:

136 East Street, LLC as owner of the 8.9 acres of property along East Street known as 136 East Street, is seeking a Special Permit for a 14-unit Residential Flexible Development. Concurrent with this Special Permit application, 136 East Street, LLC is requesting and has submitted an application for a Stormwater Management Permit under Chapter 200 of the General Bylaws. A Notice of Intent for this project has also been submitted to the Conservation Commission for approval as some of the project elements will need to be at least partially undertaken within the 100-foot buffer zone.

The community's need for housing to serve the "missing middle" as described in South Hadley's Master Plan and Housing Production Plan guided the development of the project plan. We propose to offer housing in a style, location, and manner not generally offered in South Hadley and will help meet the community's needs. We have noted that while some housing has recently been developed, over the longer period there has been little housing developed in South Hadley and we recognize the need for more housing.

Deer Meadow Estates will consist of 6 duplexes and 2 single-family homes. Additional elements include stormwater management elements, open space, and landscaping. As designed, well over half the parcel will be permanently protected open space. Respecting the wetlands has been a dominant factor in the development site planning. The accompanying narratives and plans detail the project compliance with the community's bylaws and guidelines.

We look forward to working with the Planning Board and the community as we proceed through the permitting process.

**136 East Street, LLC
383 Newton Street
South Hadley, MA 01075**

We request that this application be placed on the Planning Board's next available public hearing agenda and any peer reviews be initiated as soon as possible. Should you have any questions or comments regarding this submission, please do not hesitate to contact me at 413-538-1002 or via email at gcoderre@comcast.net.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gerald Coderre', with a long horizontal flourish extending to the right.

136 East Street, LLC
Gerald Coderre, Managing Partner

I. Application Form

A signed copy of “**FORM SP - APPLICATION FOR SPECIAL PERMIT**” is on the following pages.

FORM SP
APPLICATION FOR SPECIAL PERMIT

Date October 6, 2025

Pursuant to the provisions of Chapter 40A of the General Laws of the Commonwealth of Massachusetts, South Hadley Zoning By-Laws, and the South Hadley Planning Board Rules & Regulations, the undersigned herewith submits the accompanying application for a Special Permit as described below and detailed in the supporting documentation which is incorporated into and made part of this application.

NATURE OF REQUEST (Check and Describe as Appropriate):

- a. Alteration/expansion/change of a nonconforming use and/or structure
- b. Professional business
- c. New/second hand car dealer
- d. Flag lot
- e. Two-family dwelling/Three-family dwelling
- f. Conversion of One-family to Two-family dwelling
- g. Multifamily dwellings for more than three families
- h. Flexible development
- i. Wireless communications facility
- j. Major earth removal, extraction, and/or fill activity
- k. Other (Describe _____)

GENERAL DESCRIPTION OF REQUEST:

Proposed one- and two-family development of 14 total units on a single parcel as a Flexible Development under § 255-31.

To be developed as a 55+ community.

APPLICABLE SECTIONS OF THE ZONING BYLAW: § 255-31

1. Applicant 136 East Street, LLC

Address 383 Newton Street

South Hadley, MA 01075

Telephone 413-538-1002

Email Address: gcoderre@comcast.net

2. Owner (if not applicant) 136 East Street, LLC

Address 129 College Street

Email Address: gcoderre@comcast.net

3. Site Plan Preparer R Levesque Associates
Title or License Engineer/Landscape Architect
Address 40 School Street; Westfield, MA
Telephone _____
Email Address: robl@rlaland.com

4. Deed of property recorded in the Hampshire County Registry of Deeds,
Book 15322 Page 0007

5. Location and description of property (street and number if any) 136 East Street
Assessors Map # 35 Parcel # 6

6. The subject property is presently in zoning district(s) – Sec 255-11: Residence A-1

7. Is the property in an Overlay District(s) (Sect 255-15)? No If so, what Overlay District(s):

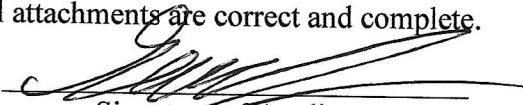
8. Is the subject property located within one or more of the Master Plan’s Land Use Area Districts?
No If so, in which of the districts or areas? _____

9. Is the subject property located in a National Historic District or listed as a Priority Heritage
Landscape? No If so, which one? _____

10. Does the subject property abut a designated Scenic Roadway? No

11. Is the subject property within the designated South Hadley Falls Economic Opportunity Area?
No

I, as applicant, certify that the application and all attachments are correct and complete.


Signature of Applicant

FOR PLANNING BOARD OFFICE USE:

11. Amount of Application Fee: _____ 12. Fee Paid? Yes _____ No _____

FOR TOWN CLERK (indicate date and time received):

Submission received on (Date) _____
at (time) _____

Signature _____

II. Application Support Documentation.

A. Narrative description of the proposed use and activity.

As instructed in the Special Permit rules and regulations, this narrative introduces the site and the project and will address the following:

- Description of the property and summary of the proposed development
- Review of the existing site conditions and surrounding neighborhood
- Description of the proposed development details
- Overview of site circulation
- Review of proposed utilities
- Description of project landscaping
- Overview of the proposed stormwater management system

Description of Subject Property and Proposed Development Summary

The subject property is a 8.9-acre tract located on the east side of East Street approximately 1,365 feet from the intersection of East Street and Route 202 and 610 feet from the intersection of East Street and Charon Terrace. It lies within the Residence A-1 Zoning District. The project site is a portion of the tract referenced as Parcel #6 on Assessors Map #35. The layout of the existing site conditions is depicted on Sheet EX-1 of the accompanying site development plans entitled “Site Plans: Deer Meadow Way - 136 East Street, South Hadley, MA” prepared by R Levesque & Associates dated September 30, 2025, Revised October 3, 2025.

136 East Street, LLC is respectfully requesting a Special Permit, to develop **Deer Meadow Way** - a 14-unit Flexible Development - as permitted under § 255-31 of the Zoning Bylaw. Concurrent with this Special Permit application, 136 East Street, LLC is requesting a Stormwater management Permit under Chapter 200 of the General Bylaws. A Notice of Intent for this project has also been submitted to the Conservation Commission for approval as some work will be undertaken within the 100-foot buffer zone, but no work is proposed to be undertaken within the 50-foot Conservation Zone.

The proposed development conforms to all applicable criteria for approval - see Section II-C (Flexible Development criteria and General requirements – earth removal, parking, and signage), Section II-E (Special Permit review standards), and Section II-H (stormwater management).

Review of the existing site conditions and surrounding neighborhood

The site is part of a previously developed residential parcel. A 2,212 square foot single-family residence constructed in 1947 exists on an adjoining parcel which was divided from the subject parcel by an ANR Plan earlier this year and is addressed as 136 East Street. Accessory structures associated with use of the property for residential purposes were also

II. Application Support Documentation.

constructed in the mid-1950's. Half of the property has historically been developed with improvements and areas associated with the single-family residence.

The surrounding area is generally developed with residential uses. Abutting properties are similarly developed for single-family residential structures. As one approaches Route 202, the site becomes more commercialized with the nearest commercial development lying approximately 500 +/- feet from the subject property.

Topographically, the site slopes northwest to southeast with a 30+/- foot change in grade with 20 feet of the drop occurring in the first 500 +/- feet. On the easterly portion of the property lies an intermittent stream with associated wetlands and Conservation Zone. An area of wetlands and an associated Conservation Zone also lie along the southern portion of the property. Much of the property is covered by a variety of trees, shrubs, and other vegetation. More detail is provided in Section II-C of this narrative submission and on Sheet EX-1 of the site development plans entitled "Site Plans: Deer Meadow Way - 136 East Street, South Hadley, MA" prepared by R Levesque & Associates dated September 30, 2025, Revised October 3, 2025.

All necessary utilities are provided along East Street. Public water service is available to the site from Fire District 2 via a water line along East Street via an 8-inch water line. Sanitary sewer is provided to the site by the Town of South Hadley sanitary sewer service via an 8-inch sewer line. Electric service is available via overhead lines along East Street.

Description of the proposed development details

136 East Street, LLC proposes to develop the site as a 55 and over community with fourteen total dwelling units and a significant amount of open space site (see the accompanying site development plans entitled "Site Plans: Deer Meadow Way - 136 East Street, South Hadley, MA" prepared by R Levesque & Associates dated September 30, 2025, Revised October 3, 2025 for more details). The fourteen units will consist of twelve units to be constructed in 6 two-family structures and two units to be constructed as single-family detached dwellings – all on the same single parcel of land. All of the living space of the dwellings will be on a single level (see Attachment C – Floor Plans and Building Elevations). Eighty-five percent (85%) of the site's 8.9-acre tract will be retained in common open space owned and managed by an association of the owners of the dwellings. Nearly 3 acres of the common open space (see Sheet OVR of the accompanying site development plans) will be upland suitable for appropriate use by the residents (outside of wetland and steep slopes).

Overview of site circulation

A single entrance road "Deer Meadow Way" will provide direct access to each building. While the roadway will be a "dead end" of approximately 500 feet, it is designed to accommodate emergency vehicle turnaround requirements.

II. Application Support Documentation.

The proposed internal roadway will be characterized as low volume (evidenced by the Bowman Traffic Analysis – see Attachment D). This low volume will allow for safe pedestrian use of the roadway. Additionally, each dwelling has direct access to the common open space which can be used for pedestrian access. Accordingly, there is not a need for a paved sidewalk within the development.

Review of existing and proposed utilities

All utilities within the development will be underground. The development will be served by Fire District 2 water and Town of South Hadley sewer. Electric service will be provided by South Hadley Electric Light Department. The proposed development will include installation of an 8-inch water line with one fire hydrant located near the turnaround end of Deer Meadow Way. Sewer services will be provided via a combination of gravity flow and force main services. Three of the dwellings are intended to be served by a gravity flow sewer line while the other 11 units will be served via force main.

Description of project landscaping

Approximately half of the project site is in wetlands and will be left undisturbed. Approximately 2.9804 acres of upland areas (as well as the wetland buffers) will be preserved as part of the common open space. Portions of this open space will be undisturbed while other portions will need to be graded and replanted with a variety of vegetation. While all the wetlands are to be preserved, only 2.9804 acres of wetlands is counted towards the “required open space” (see Sheet OVR and Sheet C-4 of the accompanying site development plans).

Overview of the proposed stormwater management system

Stormwater management will be in conformity with Chapter 200 of the Town of South Hadley code. Elements of the stormwater management system will include drainage swale, a subsurface infiltration basin, and a surface detention basin. No stormwater drainage will be directed off site. A more thorough description of the Stormwater Management System and its compliance with the Town’s Code is provided in the Stormwater Drainage Report prepared by R Levesque Associates.

B. Photographs of the existing site conditions

Attachment E provides a variety of photos of the project site and surrounding area including:

- Aerial photo from 2023
- Photos along East Street which depicts the subject property’s frontage
- Photos from East Street looking into the site

II. Application Support Documentation.

C. Article VII and Article VIII Compliance

1. Article VII compliance – Flexible Development

§ 255-31D of the South Hadley Zoning Bylaw details the required design process for Flexible Development projects. The planning for this development followed the prescribed process and fulfills the purposes of the design process as follows:

a. Purposes of Design Process

- 1) Development of diverse and affordable housing types while preserving natural open space.
- 2) Preservation of natural open space for its scenic qualities and for its agricultural, environmental, forestry, and recreational uses.
- 3) Protection and enhancement of property values.
- 4) Housing located sensitive to a site's environmental assets and constraints.
- 5) Housing developments which minimize the construction of public infrastructure.
- 6) Maintenance of existing visual corridors and views of natural community assets (such as views of Mount Holyoke, Mount Tom, the Connecticut River, and agricultural activities).
- 7) Interaction of preserved open space with residents.

Response: The proposed development furthers the purposes of the Design process.

The development is designed as a small residential community aimed at meeting housing needs of the 55+ population. It will offer several single-family and two-family housing options while preserving over 2/3's of the total site as open space for use by the owners, residents, and their guests. Interaction between the future residents and the environmental resources is enhanced positively with all dwellings having direct access to the common open space.

Planning for the development began with the focus of preserving the site's scenic and environmental qualities and recreational uses. Due to its topography sloping down from East Street, the site does not offer views of the community assets identified in the Zoning Bylaw (i.e., "Mount Holyoke, Mount Tom, the Connecticut River, and agricultural activities") nor agricultural or forestry uses. It does contain beneficial environmental uses in the form of wetlands and Conservation Zones which will be preserved in a natural state.

Protection and enhancement of property values is furthered by maintaining the residence use and character of the area, use of buffers and screening, and placement of buildings respecting setbacks and the character of the East Street area. By placing a single-family detached dwelling along the frontage aligned

II. Application Support Documentation.

with the housing on the two ANR lots created by the applicant, the layout maintains the single-family appearance along the front of East Street.

As designed, Deer Meadow Way will not have any adverse impact on public infrastructure. Through the provision of another fire hydrant, the utility layout can be expected to enhance the management of the public water supply. All infrastructure developed within the development will be privately owned and maintained by the Condominium Association. The design of the housing layout is clustered toward East Street to minimize the length and width of the roadway as well as length of utility lines.

b. Design Process Steps.

As required by § 255-31 D, the design of this proposed development followed the prescribed Flexible Development Design Process. The following paragraphs describe how the site design process utilized for this development adhered to the requirements.

Inventory and assessment of the site. The planning for this development began with a survey of the site which included the identification of unique and important environmental assets. Wetlands were immediately identified as the most significant asset to be preserved. No significant trees or cultural or historic elements were identified outside of the wetlands. No historic sites listed (or eligible for listing) on the National Register of Historic Places or Sites were identified on the subject property.

Existing site conditions are depicted on Sheet EX-1 of the accompanying site development plans.

Evaluation of site context. The site's relationship to the surrounding neighborhood, especially the abutting properties, was reviewed. The surrounding neighborhood is predominately single-family residential. When reviewing the adjoining properties, it was noted that the housing is located fairly close to East Street. Therefore, the project developer carved off two ANR lots which would be consistent with the proximity of the residences on the abutting properties; thus, the development would maintain a single-family "buffer" with the abutting residences. Additionally, in laying out the site plan, a single-family dwelling was sited along East Street with a "front" onto East Street.

Designation of preservation areas. Wetlands and the Conservation Zone were identified as the primary preservation areas. Buffer areas and building setback areas adjoining single-family residences were also identified as desirable preservation areas. These areas are depicted on Sheet OVR of the accompanying site development plans.

II. Application Support Documentation.

Delineation of development features. After reviewing the natural resources and terrain of the site, the areas outside of the 50-foot Conservation Zone were identified as the “development area”. However, within the development area, buffer zones were also established to frame the development areas. Given the shape and dimensions of the development areas, it was determined that development should take place along a single roadway entering the site and dwellings clustered along the roadway and surrounded by the open space (see Sheet OVR of the accompanying site development plans).

Utilities were identified as generally lying within or along the entry roadway with sewer services located to the rear most of the buildings. While the primary stormwater structure (subsurface infiltration basin) is to be located under and near the roadway, a small detention basin was identified as needing to be located adjoining the northern property line within the 100-foot buffer area (but not within the Conservation Zone). Location of the basins and their design was based a thorough analysis and understanding of the site including multiple soils tests (see Sheet C-6 of the accompanying site development plans).

Lot Lines and Definitive Plan. Creation of lots would result in a significant reduction in the usable common open space. Therefore, it was determined that a condominium form of development involving more than one building for dwelling purposes on a single parcel was more appropriate. Accordingly, lot lines are not created and compliance with the Subdivision Regulations requires a Form H plan instead of a Definitive Plan. A Form H Plan will be submitted for endorsement upon approval of the Special Permit and Stormwater Management Permit and resolution of any appeal period.

c. Procedures.

§ 255-31 D sets forth suggested and required procedures for laying out a Flexible Development and required elements of a Flexible Development plan. The following paragraphs describe how this development process has followed the required procedures.

Concept Plan Review. Since the project will involve a Special Permit and extensive public review in the public hearing process, a meeting with the Planning Board was not deemed appropriate as it could give a “wrong image’ to the public.

Definitive Plan. As noted previously, the project will not create a subdivision nor a roadway to be made into a public roadway. Rather, it will involve the development of more than one building for dwelling purposes on a single parcel. Therefore, compliance with the Subdivision Regulations will require submission of a Form H

II. Application Support Documentation.

Plan. The applicant would ask that this be noted in the Decision as a condition of approval. This is similar to the approach the Planning Board most recently took with the Skinner Woods development on Amherst Road.

Supplemental Plan Contents. The items identified in § 255-31E(3) are provided in the plan set submitted with the Special Permit application. Items in “c”, “d”, and “e” below are not provided as they do not exist on the site; therefore, those items are not applicable. Additionally, there no building lots are proposed to be created, therefore, the interior dimensional standards (“f” below) do not include any building lots.

- a) Boundaries of the areas subject to regulation by the South Hadley Conservation Commission are depicted on the project plans. These boundaries are as approved by the Conservation Commission.
- b) Topographic contours (existing and proposed) at intervals of 1 foot are depicted on the project plans,
- c) There are no cultural or historic sites or structures, including but not limited to, stone walls, archeological and historic sites and structures, and significant trees, on this site. Similarly, outside of the wetland areas, no significant trees were identified on the project site.
- d) No scenic views as defined in § 255-10 were identified on the site or adjoining roadway.
- e) No sites on the project site or adjoining properties are listed on the National Register of Historic Places or Sites.
- f) Dimensional standards applicable to the proposed development are depicted on the project plans and described in subsection below “e. Dimensional Standards”.
- g) A description of how the design of the proposed development was conducted consistent with the prescribed design process and standards was provided in the foregoing sections under the “Design Process Steps”.

d. Housing Types.

As allowed in § 255-31F, the proposed development will be a 55+ community constructed to include a mix of two-family and single-family structures as depicted on the accompanying site development plans).

e. Dimensional Standards.

§ 255-31 G sets forth the dimensional requirements/limits for a Flexible Development. As described in the forgoing paragraphs, the proposed development adheres to these requirements/limits.

Project Size and Interior Dimensions. The subject property is 8.9 acres which exceeds the minimum tract size of 5 acres. Since the development involves more than one

II. Application Support Documentation.

building for dwelling purposes on a single parcel, there are no proposed interior dimensions for individual lots. Each building is planned to be spaced at least 10 feet apart.

Perimeter Setbacks and Building Spacing. Respecting the standard setback requirements, the planning for this development incorporated the 40-foot front setback for the proposed single-family building abutting East Street and buildings abutting the rear of the ANR lots. Similarly, development along the northern property line respects the 20-foot side setback line required for the Residence A-1 zoning district. It is noted that the location of the residence on the adjoining lot at 130 East Street is within 160 feet of the front property line. However, as laid out, the proposed buildings along the north lot line are at least 25 feet from the property line with only a screening wall between the dwellings and a deck located closer than 25 feet. Along the south property line, the development respects the wetlands and the Conservation Zone with buildings setback over 100 feet from the south property line.

Perimeter Buffer. A perimeter buffer is proposed which incorporates the building setback areas, wetlands, and wetland buffer areas. Dimensionally, this buffer will vary from a minimum of 21 feet between the north property line and the “privacy fence/patios” between individual dwelling units to over 100 along portions of the southern property line. Since the ANR lots were created from the same parcel as the subject property by the applicant, it is appropriate that the ANR lots be developed respecting the planned development as opposed to requiring a buffer of 25 feet or more along the subject property. However, a privacy screening of arborvitae and ground cover is proposed to be located in the area to be graded behind the existing house at 136 East Street and along the northern property line behind proposed units #1 through #6 (see Sheet C-7 of the accompanying site development plans).

Factors in designing the buffer include the location of the single-family residences on the adjoining properties relative to the locations of the proposed dwellings of Deer Meadow Way. Development on the lots at 130 East Street and 148 East Street are within 160 feet of their front lot lines, which is consistent with the location of the house at 136 East Street. Except for the first three units, the proposed condominium dwellings are generally over 195 feet from East Street right of way. This placement of the proposed dwellings substantially behind the existing dwellings on the adjacent parcels negates the need for a substantial buffer along the northern property line. However, the development does incorporate planting a row of arborvitae along the northern property line behind proposed dwellings #1 through #6 (see Sheet C-7).

All the buffer areas will be vegetated – in some instances the vegetation will be left natural undisturbed. Where the area must be graded, the buffer will be appropriately revegetated. All of the buffer areas are incorporated into the common open space.

II. Application Support Documentation.

f. Density Standards.

§ 255-31 H sets forth the procedures for determining the allowed density for a Flexible Development. The applicant has chosen to use the Preset Method as allowed in § 255-31 H(3)(b). Calculations of the allowed density and the proposed density including the bonus density are detailed on Sheet OVR and Sheer C-4 of the accompanying plans and are summarized.

Base Number of Units. In conformity with § 255-31H(3)(b), the base yield was calculated to be 10.688 units.

Density Bonuses.

Maximum Permittable. With a base number of units of 10.688, the maximum number of units which could be permitted is 16 as density bonuses are limited to 50% (per § 255-31 I(4)).

55+ Community Bonus. A density bonus factor of 25% was applied to the Base Number of Units since this proposed development is planned to be a 55+ community. Therefore, this results in a bonus of 2.672 units.

Additional Open Space Bonus. The development qualifies for additional bonus units for additional open space based on 1 unit for each 10% above the 30% minimum. Over 85 % of the parcel will be in protected common open space. However, what is relevant to the calculation of the density bonus for additional open space is the amount of upland areas. At least 2.9804 acres of upland areas will be protected. When combined with an equal amount of wetland areas, this represents 67% of the parcel. Thus, in conformity with § 255-31 I(1), 2 additional bonus units are permitted.

Total Number of Proposed Units. Based on the calculation of the base number of units and the bonus units as demonstrated above, 15-16 total units can be permitted for this site. However, only 14 dwelling units are proposed.

g. Open Space.

§ 255-31K and § 255-31L sets out the requirements for common open space. How the proposed Flexible Development conforms to these requirements is described below.

Overall Open Space Protected. A total of 7.59 acres will be permanently protected in accordance with § 255-31K and § 255-31L. This will include upland and wetland areas. Wetlands will constitute the majority of this open space. However, as noted above (in regard to the open space bonus units), 2.9804 acres of upland will be part of

II. Application Support Documentation.

the Common Open Space. The Common Open Space was identified and will be permanently protected in accordance with § 255-31K and § 255-31L.

Common Open Space. As demonstrated previously, the proposed development preserves at least 85% of the parcel as “common open space”, but 67% of the site will be preserved as the “required common open space. This is in excess of the 30% minimum but is more than sufficient to warrant the 2 bonus dwelling units. The “common open space” is equally comprised of wetland and upland.

Number of Parcels: The Common Open Space is laid out as one continuous “area” on the subject parcel. Thus, if it were defined as a “parcel”, it would be a total of one.

Uses of common usable open space. The common open space is intended to be used as a combination of conservation, buffers, and walking areas. A portion of the common open space is to contain a drainage swale, a portion of the subsurface infiltration basin, and the surface stormwater detention basin. Slopes of the surface stormwater detention basin are to be gentle at 4:1. A 3:1 slope will be graded and vegetated at the end of Deer Meadow Way.

Composition of common usable open space. Overall, the protected open space will consist of 4.6163 acres of wetlands and 2.9804 acres of upland. The required amount of “Common Open Space” will consist of 2.9804 acres of wetlands and 2.9804 acres of upland. The surface detention basin will be located within the common open space. This basin will be graded to a slope of 4:1 inside the basin. Additionally, a portion of the subsurface infiltration basins will be located within the common open space.

Access from dwelling units. All the dwelling units will abut and have direct access to the Common Open Space.

Accessory buildings. No accessory buildings are proposed to be located within the Common Open Space.

Ownership of common open space. All of the common open space will be held in common by the Homeowners Association. The conveyance to the Homeowners Association will be subject to a recorded restriction which ensures that the open space is:

- a) Perpetually kept in an open state; and
- b) Preserved for exclusively agricultural, horticultural, educational, or recreational purposes [except for those lands permitted to also be used for a common septic disposal system pursuant to § 255-31J(4)]; and
- c) Maintained in a manner which will ensure its suitability for its intended purposes; and

II. Application Support Documentation.

d) Prohibited from being further subdivided.

2. Article VIII compliance – § 255-84 Earth removal, extraction, and fill regulations.

The site slopes from west to east. Grading plans were developed with the goal of balancing cut and fill activities. With the location of wetlands and slope of the parcel, it will be necessary to bring in fill to raise a portion of the site.

This project is exempt from the requirement for a Special Permit for Earth removal, extraction, and fill under § 255-84A(2) since all of the earth removal, extraction, and fill activity will be directly associated with either improvements to support the development (roadway, drainage, utility installations) or construction of the dwelling units for which building permits will have been issued.

3. Article VIII compliance – § 255-85 Signs.

At present, the developer plans to have a “street sign” installed for Deer Meadow Way at its intersection with East Street. Such signs are exempt from the Zoning Bylaw.

Additionally, the developer would like to install a residential development sign on the common area property between East Street and the first building on Deer Meadow Way. Placement of the sign will be within a landscaped area. All standards in § 255-85B(5) will be met:

- The development consists of more than 10 dwelling units
- The roadway within this development is not and will not be a town-accepted right of way
- The sign will not exceed 16 square feet
- The sign will not have more than two sides
- The sign will only have the “name” of the apartments on the sign
- The sign will not exceed 5 feet in height
- The sign may be illuminated by indirect lighting
- Materials used for the sign will be reflective of the development
- Placement of the sign will be at least 10 feet from the edge of East Street

4. Article VIII compliance - § 255-86 Off-street parking.

While this development may be considered similar to “multifamily” since all of the dwellings are located on the same parcel, it is developed with one and two-family residential structures. Accordingly, the development is planned to meet the parking standard for one- and two-family dwellings – at least 2 spaces per dwelling. Each of the proposed structures will have a two-vehicle garage for each dwelling and a driveway in

II. Application Support Documentation.

front of each garage. As such, each dwelling will have sufficient space to accommodate more than two vehicles at a time.

D. Master Plan Consistency Statement

Regarding the 2020 Master Plan Update and 2023 Housing Production Plan goals and objectives, the proposed development will provide housing for seniors which will enable them to downsize and continue to live in South Hadley – a form of aging in place. Such housing is more likely to be affordable to the typical household which would not qualify for subsidies. As stated in the 2020 Master Plan Update (page 46), “the recommendations in this plan suggest a mixture of housing types that is affordable to a variety of individuals and households across a wide range of income levels.” The housing units are designed with the living space on a single floor which allows for accessibility as residents age. Designs for the proposed housing involve duplexes and some single-family structures reflective of the “missing middle housing” referenced in the Town’s plans. At the same time, the investment will expand the tax base for the Town of South Hadley. The zoning is in place to allow this development by Special Permit; but having zoning in place without approving qualified developments does not fulfill the strategies in the plans.

E. Special Permit Standards Consistency Statement

- (1) Comply with all applicable land use district, overlay district, and other specific requirements of this and other bylaws and regulations, and be consistent with the purpose and intent of this bylaw and of the land use district in which it is located;

Response: As designed, this development is compliant with this standard. The subject property is located within the Residence A-1 zoning district and does not lie within any overlay districts. Deer Meadow Way as planned is consistent with and furthers the purposes of the Zoning Bylaw in general (§ 255-1) and the Residence A-1 zoning district in particular (§ 255-11A).

“The purpose of this district is to allow residential and compatible uses, including new development that is in character with existing predominantly single-family housing, while preserving natural open spaces for their scenic quality and for ecosystem services, protection of water resources, recreation, agriculture, and forestry.”

Flexible development is permitted by special permit within the Residence A-1 zoning district provided the property is at least 5 acres in area. The subject property exceeds this minimum threshold. As planned, Deer Meadow Way will conform to the requirements for a Flexible Development as specified in § 255-31. While a more thorough description of the project’s compliance with § 255-31 is provided in Section

II. Application Support Documentation.

II-C above, key elements of this conformity include the type and number of dwelling units proposed for development and extent and character of the open space being preserved. As a flexible development, Deer Meadow Way is designed to promote preservation of open space through an ecologically sensitive site planning process which differs from that of a traditional single-family subdivision.

Deer Meadow Way is to be developed as a 55 and over community with 8 buildings for residential purposes. Six buildings will be constructed as two-family dwellings and two buildings will be constructed as detached single-family dwelling units – all on a single parcel - as allowed by § 255-31F.

- (2) Be suitable to the surrounding neighborhood and the "Land Use Area" in which it is located. Land Use Areas are identified and described in the section of South Hadley's Master Plan entitled "Land Use Area Vision Statements" (pages 1-10 through 1-19). In making this determination, the Planning Board shall take into consideration any guidance provided by the land use goals articulated in South Hadley's Master Plan, goals articulated in South Hadley's open space and recreation plan, and input from relevant boards, Town officials, and the public;

Response: As designed, this development is compliant with this standard. The surrounding neighborhood is composed primarily of residential uses on varying sizes of lot. However, the East Street neighborhood becomes more commercial as the corridor approaches Route 202. Using the Flexible Development approach allows Deer Meadow Way to be planned with significantly more common open space usable by its residents, minimizing impacts on public infrastructure, and providing for land use compatible with the existing neighborhood as it transitions to a more mixed-use neighborhood. The East Street corridor is not identified as a "Land Use Area" in the Master Plan; therefore, there is not any particular "Land Use Area Vision Statements" in the Master Plan that apply to the area.

- (3) Be compatible with existing uses and uses allowed by right in the neighborhood, Land Use Area, and zoning district;

Response: As designed, this development is compliant with this standard. The neighborhood is primarily a mix of residential structures while transitioning to a mix of uses as it approaches Route 202 corridor. Flexible development is permitted by special permit within the Residence A-1 zoning district. Deer Meadow Way is planned to consist of a mix of one- and two-family residential structures with over 85% of the parcel preserved in open space. Planning the development was undertaken sensitive to the environmental conditions of the site and development patterns of the neighborhood.

II. Application Support Documentation.

- (4) Be compatible with the existing character of the neighborhood and Land Use Area, and/or zoning district. "Character" shall be understood to include prevalent patterns of: site design; setbacks from property lines; amount and location of parking; amount, type, location and quality of open spaces and landscaped areas; amount, type, and location of impervious surfaces; distances and relationships between buildings; density of building(s) relative to land area; building massing; architectural style and detailing; materials; buffering from adjacent uses; traffic volume and timing; noise; odors; and light.

Response: As designed, this development is compliant with this standard. East Street is a predominantly residential area. This changes to a more commercial area as it approaches Route 202 (Granby Road). The Residence A-1 zoning district allows Flexible Developments by Special Permit.

Single-family and two-family dwellings are permitted as part of a Flexible Development. Such dwellings are also permitted either by right or special permit in the Residence A-1 zoning district. Deer Meadow Way is designed consistent with the setback requirements for Residence A-1. One of the single-family dwellings is positioned at the entrance to East Street to maintain the character of the East Street frontage. Buildings will be of an architectural style common in South Hadley and the surrounding area. As demonstrated in the Traffic Analysis (Attachment D), the traffic generation is projected to be very low – comparable to that of a standard single-family generation rate.

All aspects of the planning and design of Deer Meadow Way conform to the process and requirements of Flexible Development including density, open space preservation, buffering, etc. With 85% of the total site retained as open space and the inclusion of vegetated buffers and setbacks, the layout is compatible with the character of the area.

- (5) Be suitable for the property on which it is proposed, considering the property's, scenic, cultural and historic significance, and its ability to be buffered or screened from neighboring properties and public roads.

Response: As designed, this development is compliant with this standard. As described previously, the subject parcel does not have cultural or historic significance. Deer Meadow Way has been designed to maximize preservation of the site's environmental and internally scenic areas which consist of the wetlands on the eastern half and southern side of the property. Buffers are proposed which provide appropriate screening and transitioning between the development context of the adjacent properties and the subject property. Placement of one of the single-family structures at the front of the development in line with the setbacks of existing and proposed housing along East Street maintains the character of the East Street corridor.

II. Application Support Documentation.

- (6) Provide safe access for fire, police, and other emergency vehicles.

Response: As designed, this development is compliant with this standard. The proposed roadway, including the vehicle turnaround spaces, has been designed to accommodate effective access by all fire apparatus and emergency responders. Placement of suitably sized water lines with a fire hydrant in the development ensures sufficient water flow for fire protection and maintenance of water service lines.

- (7) Provide adequate water, drainage and waste disposal systems without causing significant harm to any natural water system or overloading any public water, drainage, or sewer system, or any other municipal facility.

Response: As designed, this development is compliant with this standard. As demonstrated in the concurrently submitted Stormwater Management Permit application, the development's stormwater management will conform to South Hadley and State standards. Thus, the stormwater management system ensures that the drainage will not harm any natural water system. Sanitary sewer will connect to the municipal sanitary sewer system. The public water system has been designed to meet the requirements of the Fire District 2 public water system. Municipal agencies have indicated that the sanitary sewer and public water systems are sufficient to accommodate the proposed development.

- (8) Not cause significant traffic congestion, impair pedestrian or bicycle safety, or overload existing roads, sidewalks and trails, considering their current width, surfacing, and condition, and any improvements proposed to be made to them by the applicant.

Response: As designed, this development is compliant with this standard. The Traffic analysis by Bowman (see Attachment D), demonstrates that Deer Meadow Way will have a "minimal impact on the surrounding roadway network". The proposed internal roadway will be characterized as low volume (evidenced by the Bowman Traffic Analysis). This low volume will allow for safe pedestrian use of the roadway. Additionally, each dwelling has direct access to the common open space which can be used for pedestrian access. Accordingly, there is not a need for a paved sidewalk within the development as noted in the Waiver Requests (see Section VII).

- (9) Not result in excessive air, water, noise, or light pollution, or create any other public or private nuisance;

Response: As designed, this development is compliant with this standard. The proposed development will retain 85% of the land in open space, which is more than what would occur if the property were developed as a traditional single-family subdivision.

II. Application Support Documentation.

Retention of open space and the planned stormwater management system will ensure that the stormwater resulting from this development does not adversely impact either adjoining properties or the site's environmental resources. The proposed development will generate less impacts on air, noise, and light levels compared to what would be expected to occur from a single-family subdivision. Deer Meadow Way will not create any nuisance or public burden. All roadways and walkways within the development will be maintained by the owners of the dwellings. The photometric analysis demonstrates that the illumination from the buildings and proposed street lights will not adversely impact surrounding properties (see Sheet SL-1 of the "Site Plans: Deer Meadow Way - 136 East Street, South Hadley, MA" prepared by R Levesque & Associates dated September 30, 2025, Revised October 3, 2025).

- (10) Not degrade the scenic, rural, or historic character of the Town with structures or other lot features which are deemed visually objectionable in light of prevailing community as reflected in the goals articulated in South Hadley's Master Plan;

Response: As designed, this development is compliant with this standard. The project does not abut any designated scenic roadway. There are no historic structures or sites on or near the subject property. The dwelling units will be contemporary structures which are compatible with similarly-sized residential structures in the Town.

- (11) Be consistent with the South Hadley Master Plan, provided that the Comprehensive Plan provides legally sufficient guidance and that the applicable provision of the Master Plan is not inconsistent with any specific provision of this bylaw;

Response: As designed, this development is compliant with this standard. Deer Meadow Way is designed to meet needs of South Hadley's aging population, provide pedestrian scale housing, and preserve open space as suggested in the Town's 2020 Master Plan Update and 2023 Housing Production Plan goals and objectives. Being a mix of single-family and two-family residences, Deer Meadow Way, at 14 total units, will be of a scale and size to accommodate the needs of various household structures. Designed as single level housing, the dwellings are designed to allow for accessibility accommodations. Proposed buildings are reflective of the "missing middle housing" referenced in the plans. At the same time, the investment will expand the tax base for the Town of South Hadley.

- (12) Comply with applicable criteria for site plans under § 255-148.

Response: As designed, this development is compliant with this standard. While the proposed development is not subject to Site Plan Review, the paragraphs below describe how it relates to the site plan review criteria. Since Deer Meadow Way is to consist of 8

II. Application Support Documentation.

buildings for dwelling purposes on a single parcel, it is subject to Article VI of the Subdivision Regulations (“Form H Plan”). A Form H Plan will be submitted for endorsement upon approval of the Special Permit and Stormwater Permit and resolution of any appeal or appeal period.

a) Review of § 255-148 Site Plan Review criteria

SPR Criterion #1: Compliance with all requirements of this bylaw, all other applicable regulations and bylaws, and consistency with the South Hadley Master Plan.

Response: The proposed development is fully compliant with this criterion. As was previously demonstrated, the development will comply with all applicable codes, regulations, and bylaws including requirements of the Zoning Bylaw, Stormwater Management Bylaw, applicable requirements of the Subdivision Regulations, and Wetlands Bylaw. This development will further efforts to achieve goals, objectives, and strategies of the 2020 Master Plan Update and 2023 Housing Production Plan by providing additional housing which meet the needs of a rapidly growing segment of the Town’s population (persons over 55) while also preserving a significant amount of open space.

SPR Criterion #2: Integration of the site into the existing terrain, surrounding landscape and built environment so as to minimize disruptions to natural processes, existing landforms, architectural character, and significant vistas.

Response: The proposed development is compliant with this criterion. The proposed development has been designed to minimize grading and to locate housing units and stormwater elements outside of the most sensitive environmental areas (wetlands and the associated Conservation Zone) to the extent practicable. While the grade must be altered to develop the site, the overall topographic flow of the site will remain as it exists. Building designs entail small massing areas and heights which will fit with the site and not result in any building “domineering” over adjoining or nearby properties.

SPR Criterion #3: Site design that, to the extent feasible:

- (a) Avoids wetlands, wetland buffers, rivers, river resource areas, vernal pools, sensitive habitats, steep slopes, floodplains, and hilltops;
- (b) Minimizes obstruction of scenic views from publicly accessible locations;
- (c) Preserves unique natural, scenic, cultural, or historical features;
- (d) Minimizes tree, vegetation and soil removal and grade changes;
- (e) Provides open space with a scale and character that is appropriate to the surrounding area; and

II. Application Support Documentation.

- (f) Screens objectionable features from neighboring properties and roadways.

Response: The proposed development is fully compliant with this criterion. The proposed development has been designed to maintain the significant environmentally sensitive open space on the parcel and to locate development elements in a clustered manner with each dwelling having direct access to the common open space. Accordingly, efforts were taken to minimize grading and to locate housing units, other impervious surfaces, and stormwater elements outside of the most sensitive environmental areas (wetlands and the associated Conservation Zone) to the extent practicable. There are no scenic views from or across this development site; nor are there any unique natural, scenic, cultural, or historical features. Plans incorporate landscaping elements to replace some of the tree inventory that will be unavoidably altered. Open space will abut all the proposed dwellings. No objectionable features will be located on the site. Wetlands and the Conservation Zone will provide screening from adjoining residential uses while plantings will be added to the site to provide additional screening. Placement of the single-family dwelling at the entrance off East Street will maintain the dominant character and setbacks of housing along East Street.

SPR Criterion #4: If the proposal requires a special permit, it must also conform to the special permit requirements in Article IX of this bylaw.

Response: As demonstrated in the prior subsections of this section “E. Special Permit Standards Consistency Statement”, the proposed development is fully compliant with this criterion.

SPR Criterion #5: Structures shall be compatible with the character and scale of structures in the neighborhood and zoning district.

Response: The proposed development is fully compliant with this criterion. Deer Meadow Way will be developed as two-family and single-family residential structures. This is compatible with the dominant use of the area – residential dwellings. The proposed structures are permitted either by right or as part of a Flexible Development in the Residence A-1 zoning district.

SPR Criterion #6: Landscaping shall be an integral part of the proposed site design, and shall enhance the design and arrangement of structures, define usable public and private outdoor spaces, integrate the site into the surrounding landscape, as appropriate, and provide buffering from objectionable or noxious elements both within the site between the site and the surrounding area.

Response: The proposed development is fully compliant with this criterion. To the extent practicable, the site plan was designed to maintain the significant

II. Application Support Documentation.

environmental open space on the parcel and to locate development elements in a clustered manner with each dwelling having direct access to the common open space.

SPR Criterion #7: Site designs shall provide for the convenience and safety of vehicular, bicycle, and pedestrian movement within the site and should provide connections, wherever feasible and appropriate, to adjoining public ways and properties.

Response: The proposed development is fully compliant with this criterion. The Traffic analysis by Bowman (see Attachment D), demonstrates that Deer Meadow Way will have a “minimal impact on the surrounding roadway network”. The proposed internal roadway will be characterized as low volume (evidenced by the Bowman Traffic Analysis). This low volume will allow for safe pedestrian use of the roadway. Additionally, each dwelling has direct access to the common open space which can be used for pedestrian access. Accordingly, there is not a need for a paved sidewalk within the development.

SPR Criterion #8: The site design shall provide for adequate measures to prevent pollution of surface or ground water, to minimize erosion and sedimentation, and to prevent changes in ground water levels, increased run-off and potential for flooding.

Response: The proposed development is fully compliant with this criterion. As demonstrated in the Stormwater Drainage Report and accompanying Stormwater Management Plan including the Sediment and Erosion Control Plan, the development will not result in adverse impacts to groundwater, flooding, or surface runoff. The post-development runoff rate will not exceed the pre-development rate. Control measures will be put in place to ensure erosion and sedimentation issues are properly managed.

SPR Criterion #9: The site design shall minimize and/or mitigate adverse impacts on the Town's services and infrastructure.

Response: The proposed development is fully compliant with this criterion. As described under several of the Special Permit criteria above:

- Solid waste management will be accommodated in the same manner as provided in other residential developments throughout South Hadley. Each residence will have a recycling cart and trash cart consistent with the Town’s current approach.
- Water and sewer lines are currently in the East Street right of way and will be extended into the project site to serve the new residences in compliance with

II. Application Support Documentation.

the applicable municipal entity requirements. Most of the dwellings will be served by force main lines which will be privately maintained.

- Overhead utility lines are located along East Street. Within the proposed development, all utility lines are proposed to be placed underground to the extent practicable.

SPR Criterion #10: The site design shall minimize intrusion of light into adjacent properties and shall minimize excessive night-sky lighting while ensuring adequate light for safe use of the property.

Response: The proposed development is fully compliant with this criterion. Only standard residential lighting will be provided on the dwellings. Some standard residential area streetlights will be provided along the new private roadway providing access to the dwellings. The photometric analysis demonstrates that the illumination from the buildings and proposed street lights will not adversely impact surrounding properties (Sheet SL-1 of the “Site Plans: Deer Meadow Way - 136 East Street, South Hadley, MA” prepared by R Levesque & Associates dated September 30, 2025, Revised October 3, 2025).

SPR Criterion #11: The site design shall place electric, telephone, cable TV, and other utilities underground where physically and environmentally feasible.

Response: The proposed development is fully compliant with this criterion. Overhead utility lines are located along East Street. Within the proposed development, all utility lines are proposed to be placed underground to the extent practicable.

SPR Criterion #12: Drainage of the site shall recharge ground water to the extent practical. The peak rate of surface water flowing off-site shall not increase above predevelopment conditions and shall not adversely affect drainage on adjacent properties or public roads or increase turbidity of water flowing off-site.

Response: The proposed development is fully compliant with this criterion. As described under several Special Permit criteria and the Stormwater Drainage Report, the stormwater management system has been designed to fully comply with the applicable stormwater management standards. The stormwater management system includes a subsurface infiltration basin under/adjoining the roadway. A surface detention basin is also planned at the northeasterly end of the new roadway. Accordingly, the development will recharge groundwater to the extent practicable and will not result in post-development peak rate of runoff being higher than the pre-development rate. Similarly, the development will not adversely impact drainage on adjacent properties or East Street.

II. Application Support Documentation.

SPR Criterion #13: In order to create more walkable and pedestrian-friendly developments, minimum frontage occupancy requirements apply in certain locations to create a sense of enclosure in the streetscape. As used herein, "frontage occupancy" means the percentage of the lot width at the front of the building that must be occupied by the facade of a building.

Response: This criterion seems applicable to commercial projects fronting on a roadway. As noted previously, this development involves constructing multiple residential only buildings encapsulated by the common open space.

F. Historical and cultural impacts relative to properties listed on the National or State Register of Historic Places or as a Priority Heritage Landscape

Response: The subject property is not listed nor eligible for listing on either the National or State Register of Historic Places. No "Priority Heritage Landscape" was identified encompassing the subject property nor nearby properties in 2008-2009 Heritage Landscapes Reconnaissance Report. Therefore, development of the subject property will not have any Historical and cultural impacts relative to properties listed on the National or State Register of Historic Places or as a Priority Heritage Landscape.

G. Historical nature of the buildings existing on the property by, at a minimum, providing their date of construction and significant historical events or figures associated with the buildings/properties.

Response: The original parcel was developed with a 2,212 square foot single-family residence constructed in 1947 which is addressed as 136 East Street. This 1947 structure is located on a separate lot which was previously created by an ANR Plan endorsed by the Planning Board. Accessory structures associated with use of the property for residential purposes were also constructed in the mid-1950's. There are no known significant historical events or figures associated with either the existing buildings or the property.

H. Town of South Hadley Stormwater Management Bylaw.

Response. Since this project involves disturbance of more than one acre of land, under Chapter 200 of the Town's General Bylaws a Stormwater Management Permit is required. Therefore, concurrently with this Special Permit application, an application has been submitted for a Stormwater Management Permit. As demonstrated in the Stormwater Drainage Report, the proposed development will conform to criteria set forth in the Stormwater Management Bylaw.

II. Application Support Documentation.

I. Project schedule which details when the infrastructure, buildings, and landscaping will be installed and anticipated dates for occupancy of the buildings.

Response. 136 East Street, LLC plans to break ground and initiate construction as soon as possible after approval. Progress in development and building of dwellings will be dependent upon sales of the units.

Since the project involves a Special Permit which has a 20-day appeal period and the initial public hearing is anticipated to be held November 10, 2025, it is anticipated that the project will break ground in December 2025:

December 2025: Begin site clearance

Winter/Spring 2025: Construct infrastructure

Spring 2025: Begin building construction

Spring/Summer 2025: Install landscaping

J. Impacts on the Town's scenic roadways

Response: The only designated scenic roadways in South Hadley are Alvord Street, River Road, and Pearl Street (under State law) and Route 47 under Federal law. Therefore, development of this property will not have any impact on the Town's scenic roadways.

K. Impacts on the Town's agricultural lands and uses

Response: The site is not used for agricultural purposes. Neither are there agricultural activities undertaken in close proximity to this site. Therefore, the proposed development will not have any impact on the Town's agricultural lands and uses.

III. Plan Requirements (Plans Required, Plan Contents, and Plan Preparation)

Plans to Accompany Application.

- a. Two paper copies and a PDF copy of all plans are provided under separate cover.
- b. The plans are provided at a scale of 1" = 40', except for the Overall and Existing Conditions sheets which are provided at a scale of 1" = 50' due to the larger area encompassed by these sheets.

Plan Contents. Plan Contents

1. Site Plans contain the following as required by the Special Permit instructions:
 - a. Locus map
 - b. North point and map scale
 - c. Names of adjoining streets
 - d. All setback requirements are delineated
 - e. Location of existing and proposed buildings with associated dimensions
 - f. Proposed roadways, driveways, and parking areas
 - g. Proposed buffer areas
 - h. Existing and proposed finished grades at 1-foot contours
 - i. Landscaping plans
 - j. Location of existing and proposed utilities – all proposed utilities are to be located underground
 - k. Stormwater Management elements including but not limited to swales, subsurface infiltration basin, surface detention basin, and drainage inlets
 - l. Proposed easements – no easements are proposed
 - m. Proposed common open space

NOTE: The following items are not provided on the plans as they are not applicable as noted below:

- a. Location of dumpster/trash storage receptacle – No central dumpster or storage receptacle will be provided. The trash and recycling will be provided in accordance with the Town of South Hadley standard residential trash and recycling collection service.
- b. Location of septic and well systems – There are not any septic or well systems planned for Deer Meadow Way.
- c. Location of sidewalks on the proposed development and along the street on which the proposed development has vehicular access for a distance of at least 300 feet in both directions from the corners of the project site – There are not any sidewalks along East Street within 300 feet of the subject parcel. A sidewalk is not planned for Deer Meadow Way. The applicant has requested a waiver of the sidewalk requirement.
- d. Proposed form of Performance Guarantee – A Performance Guarantee is not proposed. However, if the Planning Board requires such a Performance Guarantee,

III. Plan Requirements (Plans Required, Plan Contents, and Plan Preparation)

one will be provided in the form required by the Town at the time of the Form H Plan endorsement.

2. Legend Required – Appropriate legends are provided for the plan set.
3. Building plans are in Attachment C. These plans provide the following:
 - a. Building elevations showing all building sides
 - b. Floor plans with dimensions showing layout, use of interior spaces and means of egress

Preparation of plans.

- a. Site Plans were prepared by R Levesque Associates, Inc. Robert M. Levesque, Landscape Architect, stamped the project plans. Marc E. Shute, Land Surveyor stamped the Existing Conditions sheet.

IV. Multifamily Development Application Requirements and VI. Management Plan

Multifamily and Multiple Tenant Commercial/Office/Industrial Development Applications.

Deer Meadow Way is neither a Multifamily nor a Multiple Tenant Commercial/Office/Industrial Development. Therefore, this requirement does not apply.

Management Plan.

Deer Meadow Way is planned as 14 individually owned residential dwelling units structured as a condominium community. Therefore, this requirement does not apply.

However, the following information is provided as to how the development will be managed:

1. During the development phase, the applicant/developer will manage the site including all the common areas.
2. As Deer Meadow Way is developed with the dwelling units being built and occupied, the Condominium Association will take over management of all common elements including, but not limited to, the maintenance and upkeep of the roadway and the open space.
3. Trash and recycling will be handled by the owners of the individual dwellings. The trash/recycling collection will be handled through the Town's residential trash/recycling collection service – the same as is provided for nearly all residential developments in town.

IV. Multifamily Development Application Requirements and VI. Management Plan

V. Other Permits

Other Permits.

As noted in the Cover Letter and Project Description, in addition to Special Permit approval, this project also requires the following permits and approvals:

- Stormwater management Permit under Chapter 200 of the General Bylaws
- Form H Plan approval (Plans for More Than One Building for Dwelling Purposes Per Lot) under Article VI of the Subdivision Regulations
- Notice of Intent from the Conservation Commission

An application for the Stormwater Management Permit was submitted concurrent with the Special Permit application.

Simultaneously with submission of the Special Permit application, the Notice of Intent was submitted to the Conservation Commission.

An application for Form H Plan Approval and the statement guaranteeing access to the units will be formally submitted upon the Planning Board granting the Special Permit. It is understood that no action can be taken on the Form H Plan until the Special Permit appeal period has expired or any appeal has been resolved in favor of the Special Permit approval. Section VII provides a description of the waiver requests associated with the Subdivision Regulations. Since action on the Form H Plan is to occur after the Special Permit application is approved, it appears appropriate that the application for Form H Plan approval including payment of the associated application fees would be submitted at that time.

V. Other Permits

VI. Supplemental Application Materials

Supplemental Application Requirements.

The Planning Director advised that a traffic analysis would be required. Accordingly, the applicant has retained Bowman to undertake such an analysis which is provided as Attachment D.

VI. Supplemental Application Materials

VII. Waiver Requests

Waiver of Subdivision Regulations Requirements.

136 East Street, LLC makes note that since Deer Meadow Way is a “a development of more than one building for dwelling purposes on a single lot”, the design of the development is subject to the Subdivision Regulations. The design of Deer Meadow Way envisions three variations from the Subdivision Regulations as noted below. Accordingly, the applicant requests that the Planning Board grant the following waivers from the Subdivision Regulations for the reasons stated below:

Waiver of the provisions of § 360-31 B. (1) [2] which require a “Paved roadway width of 24 feet to 32 feet”. The applicant proposes a 500-foot-long private roadway with a pavement width of 22 feet. Each of the dwelling units will have a 2-car garage and a driveway sufficient to accommodate two vehicles. No parking is to be allowed on the paved Deer Meadow Way. Therefore, a 22-foot-wide pavement width is sufficient. The Fire District 2 Fire Department has indicated that this width, combined with the proposed fire hydrants, roadway configuration, and the prohibition of on-street parking will be sufficient for their emergency access needs. This roadway width will reduce the stormwater runoff from that associated with a standard 24+ wide roadway.

Waiver of the provisions § 360-31 F(2) and (4) which require vehicular turnaround meeting the following design specifications:

- (2) Permanent cul-de-sac streets shall be provided with a turnaround at the end of the street having a minimum curb radius of 50 feet and a property line radius of at least 55 feet.
- (4) Design of a turnaround is, in some situations, optional depending on topographical conditions and natural features, but must be acceptable and approved by the Planning Board and Town Engineer. The "Y" or "T" back arounds may be used on temporary or short cul-de-sac streets, or those with steep slopes, but should not be used on streets greater in length than 400 feet.

As shown on the project plans, the applicant has proposed a variation of a “T-turnaround” given the short roadway length. This design is sufficient for emergency and routine vehicle turnaround movements without pulling into a private home driveway.

Waiver of the provisions of § 360-40 requiring construction of a sidewalk of not less than four feet in width on one or both sides of the street starting at the property line, when in the opinion of the Planning Board such sidewalks are necessary. No sidewalks are presently located, nor planned to be located, along East Street in the area of the proposed Deer Meadow Ways. The proposed Deer Meadow Way will be a maximum length of 500 feet and will not have on-street parking. Traffic along Deer Meadow Way is projected to be very low (see Attachment D Traffic Analysis). Each of the dwellings will have direct access to the proposed common open space. Therefore, residents can easily walk down

VII. Waiver Requests

Deer Meadow Way or the common open space to visit with other residents or to collect their mail. Not constructing a little used sidewalk will result in retention of additional green space and a reduction of the stormwater generation which is associated with a standard sidewalk.

VIII. Filing and Fees

Filing

The applicant has filed the application in accordance with the Town's procedures. As part of the submission, the original and two (2) paper sets of plans and supporting documentation and one digital (PDF) set were filed with the Planning & Conservation Department.

Fees

In accordance with the Town's Application Instructions, checks for the following applications have been submitted to the Planning Department:

Special Permit Application

Stormwater Management Permit Application

Upon approval of the submitted applications, the applicant will submit the Form H application, plan, and associated fee.

VIII. Filing and Fees

Attachments

- A – Certified Abutters List – South Hadley
- B – Certified Abutters List – Granby
- C – Building Elevations
- D - Traffic Analysis dated September 2, 2025 by Bowman
- E – Site Photos

Attachment A – South Hadley Certified Abutters List

A request for certified abutters list was submitted to the South Hadley assessor using the online application system on September 28, 2025. The certified abutters list is provided on the following two pages.

300 feet Abutters List Report

South Hadley, MA
October 01, 2025

Subject Property:

Parcel Number: 0035-0006-000
CAMA Number: 0035-0006-000
Property Address: 136 EAST ST

Mailing Address: 136 EAST ST LLC
129 COLLEGE ST
SOUTH HADLEY, MA 01075

Abutters:

Parcel Number: 0032-0029-000
CAMA Number: 0032-0029-000
Property Address: 545 GRANBY RD

Mailing Address: S HADLEY ELECTRIC LIGHT DEPT
85 MAIN ST
SOUTH HADLEY, MA 01075

Parcel Number: 0035-0003-000
CAMA Number: 0035-0003-000
Property Address: EAST STREET CT

Mailing Address: SO HADLEY TOWN OF (CONSERVATION
COMMISSION)
116 MAIN ST
SOUTH HADLEY, MA 01075

Parcel Number: 0035-0004-000
CAMA Number: 0035-0004-000
Property Address: 130 EAST ST

Mailing Address: BRUMER KENNETH D & VAN WINKLE
KATHLEEN M
130 EAST ST
SOUTH HADLEY, MA 01075

Parcel Number: 0035-0005-000
CAMA Number: 0035-0005-000
Property Address: 126 EAST ST

Mailing Address: BERGERON MEGAN M
126 EAST ST
SOUTH HADLEY, MA 01075

Parcel Number: 0035-0005-000
CAMA Number: 0035-0005-000
Property Address: 126 EAST ST

Mailing Address: BERGERON MEGAN M
126 EAST ST
SOUTH HADLEY, MA 01075

Parcel Number: 0035-0009-000
CAMA Number: 0035-0009-000
Property Address: 148 EAST ST

Mailing Address: DUBOIS LAWRENCE H & DORIS R
148 EAST ST
SOUTH HADLEY, MA 01075-2116

Parcel Number: 0035-0010-000
CAMA Number: 0035-0010-000
Property Address: EAST ST

Mailing Address: LEMELIN EDWARD
186 EAST ST
SOUTH HADLEY, MA 01075-2116

Parcel Number: 0035-0011-000
CAMA Number: 0035-0011-000
Property Address: 152 EAST ST

Mailing Address: QUINN MICHAEL R KERRY-ANN
152 EAST ST
SOUTH HADLEY, MA 01075-2116

Parcel Number: 0035-0025-000
CAMA Number: 0035-0025-000
Property Address: 2 EAST STREET CT

Mailing Address: TAYLOR SCOTT T & AVISATA DARLENE
M
2 EAST STREET CT
SOUTH HADLEY, MA 01075

Parcel Number: 0036-0125-000
CAMA Number: 0036-0125-000
Property Address: 181.5 EAST ST

Mailing Address: LEE YI CHING & LIN JESSICA &
JENNIFER
3 LENDLER LN
WALLINGFORD, CT 06492



www.cai-tech.com

Data shown on this report is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this report.

300 feet Abutters List Report

South Hadley, MA
 October 01, 2025

Parcel Number: 0036-0138-000 CAMA Number: 0036-0138-000 Property Address: 177 EAST ST	Mailing Address: PAULSEN, DAVID G PAULSEN, DONNA M 177 EAST ST SOUTH HADLEY, MA 01075
Parcel Number: 0036-0139-000 CAMA Number: 0036-0139-000 Property Address: 179 EAST ST	Mailing Address: RUSIECKI THOMAS D 179 EAST ST SOUTH HADLEY, MA 01075
Parcel Number: 0036-0143-000 CAMA Number: 0036-0143-000 Property Address: 171 EAST ST	Mailing Address: MANN, SCOTT 171 EAST ST SOUTH HADLEY, MA 01075
Parcel Number: 0036-0144-000 CAMA Number: 0036-0144-000 Property Address: 173 EAST ST	Mailing Address: BOGALHAS, FREDERICK DIANE, TRUSTEES 173 EAST ST SOUTH HADLEY, MA 01075
Parcel Number: 0036-0149-000 CAMA Number: 0036-0149-000 Property Address: EAST ST	Mailing Address: LEE YI CHING & LIN JESSICA 181.5 EAST ST SOUTH HADLEY, MA 01075-2117
Parcel Number: 0037-0121-000 CAMA Number: 0037-0121-000 Property Address: MARY LYON DR	Mailing Address: SO HADLEY TOWN OF (CONSERVATION COMMISSION) 116 MAIN ST SOUTH HADLEY, MA 01075

Attachment B – Town of Granby Certified Abutters List

A request for certified abutters for properties in the Town of Granby was submitted to the Town of Granby on September 28, 2025. The Granby Board of Assessors certified the list of abutters on September 29, 2025 – see on the following pages.

TOWN OF GRANBY
BOARD OF ASSESSORS

SEP 29 '25 4:08:14

CERTIFIED LIST OF ABUTTERS

The Assessors Office requires 10 business days to prepare an abutter's list. We therefore advise you not to schedule a hearing until you have this list.

September 28, 2025

DATE

Richard Harris

APPLICANT'S NAME

413-335-5012

CONTACT PHONE #

35/6 - South Hadley

MAP & LOT

136 East Street, South Hadley

PARCEL LOCATION

136 East Street, LLC

PROPERTY OWNER

Please circle the type of permit or variance requested:

- A: Liquor License – Immediate abutters, also 500' from all borders for churches, hospitals, public & private schools.
- B: Planning Board – Subdivision or Special permit or Site Plan Review – 300'
- C: Zoning – Special Permit of Variance Appeals – 300'
- D: Conservation – Wetland Hearing – 100'

NOTE: THE ABUTTERS LIST IS ONLY OFFICIAL FOR A PERIOD OF 30 DAYS FROM THE DATE OF CERTIFICATION BY THE ASSESSOR. AFTER 30 DAYS, YOU WILL NEED TO REAPPLY FOR A NEW LIST.

FEE IS \$15.00/ SUBJECT PARCEL

\$ 15.-
TOTAL CHARGE \$

9/29/2025
DATE RECEIVED

I certify that the attached abutter's list is accurate and reflects current data.


 ASSESSOR SIGNATURE 9/29/2025 BK PG DATE
 TODAY'S DATE

TOWN OF GRANBY ABUTTERS LIST

Richard Harris

136 East Street, South Hadley

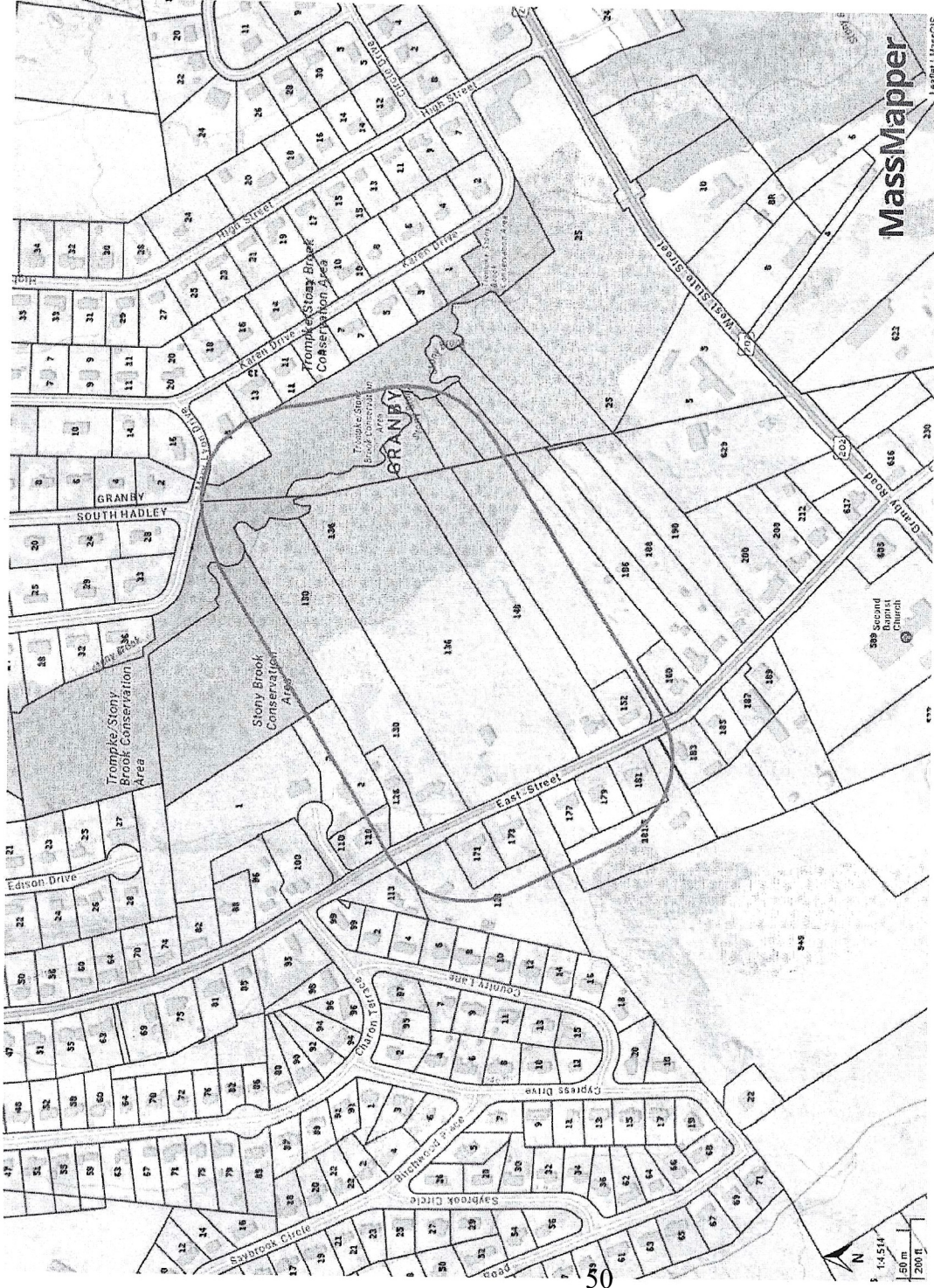
136 East Street, Parcel 35-6

As of September 29, 2025

Map ID	Site Address	City	Zip	Owner	Address	City	State	Zip
3_D_A_1	15 MARY LYON DR	GRANBY	01033	CARMEN DAVE & CARMEN NANCY M	15 MARY LYON DR	GRANBY	MA	01033
3_D_A_10	KAREN DR	GRANBY	01033	GRANBY TOWN OF	10-B WEST STATE ST	GRANBY	MA	01033
3_D_A_3	13 KAREN DR	GRANBY	01033	DEMERS GUY C & DEMERS GAIL L	13 KAREN DR	GRANBY	MA	01033
3_D_A_15	EAST ST SH	GRANBY	01033	LEMELIN EDWARD	186 EAST ST	SOUTH HADLEY	MA	01075
3_D_A_16	EAST ST SH	GRANBY	01033	LEMELIN EDWARD	186 EAST ST	SOUTH HADLEY	MA	01075
3_D_A_17	EAST ST SH	GRANBY	01033	DUBOIS LAWRENCE H & DUBOIS DORIS R	148 EAST ST	SOUTH HADLEY	MA	01075
3_D_A_18	EAST ST SH	GRANBY	01033	136 EAST ST LLC	129 COLLEGE ST	SOUTH HADLEY	MA	01075

136 East St, South Hadley

Property Tax Parcels



Granby Assessor's Office

From: cmsmailer@civicplus.com on behalf of Contact form at Granby MA
<cmsmailer@civicplus.com>
Sent: Sunday, September 28, 2025 10:47 PM
To: Granby Assessor's Office
Subject: [Granby MA] Abutters List Request for property in South Hadley (Sent by Richard L Harris, rlenharris@gmail.com)
Attachments: granby_abutters_request_form_fillable_form.pdf; map_of_south_hadley_property_-_136_east_street.pdf

Hello msimpson,

Richard L Harris (rlenharris@gmail.com) has sent you a message via your contact form (<https://www.granby-ma.gov/user/1896/contact>) at Granby MA.

If you don't want to receive such e-mails, you can change your settings at <https://www.granby-ma.gov/user/1896/edit>.

Message:

Good Evening,

I am working with the owner of a parcel of land in South Hadley which abuts the Town of Granby. We are filing an application for Planning Board action in South Hadley and need a certified abutters list for properties in Granby. I have attached an abutters request form and map of the subject property.

Please let me know if you need any further information and when the abutters list is available.

Thank you for your assistance.

Richard Harris
413-335-5012

Attachment C –Building Elevations and Plans

The following four pages provide the four perspectives of the proposed buildings:

- Building Elevations
- Floor Plans
- Foundation Plans
- Cross Sections

As the project develops, it is understood that there minor modifications of some of the plan elements may become necessary. Single units may have some variation, particularly the proposed unit nearest to East Street.

Attachment C – P-1 - Elevations

FRONT ELEVATION 1/4"=1'0"

LEFT ELEVATION 1/8"=1'0"

RIGHT ELEVATION 1/8"=1'0"

REAR ELEVATION 1/8"=1'0"

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY DAMAGE OR INJURY TO PERSONS OR PROPERTY, OR FOR ANY CONSEQUENCES ARISING FROM THE USE OF THIS DRAWING, WHETHER OR NOT SUCH DAMAGE OR INJURY IS CAUSED IN WHOLE OR IN PART BY NEGLIGENCE OR OTHERWISE. THE USER OF THIS DRAWING SHALL BE SOLELY RESPONSIBLE THEREFOR.

REVISION TABLE	
NUMBER	DESCRIPTION
1	ISSUED FOR PERMIT

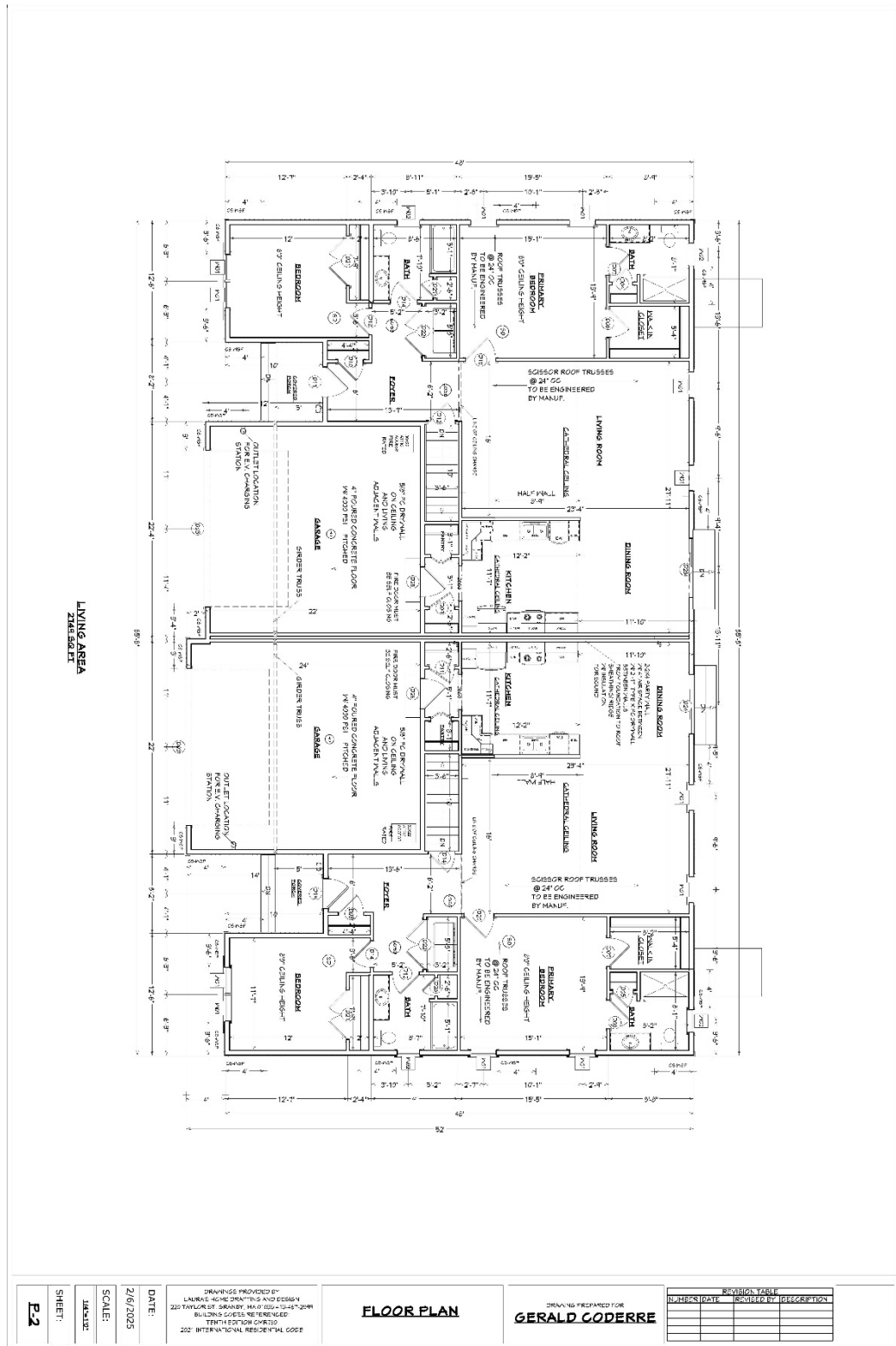
DRAWING PROVIDED BY:
LAURAS-KOENIGSTERN AND DESIGN
220 TAYLOR ST. SHERBORNE, MA 01550-3445-2098
EXPLANSION CODES: N=NOTED
TECHNICAL CENTER
2121 INTERNATIONAL ACROSSWAY, MA 01906

ELEVATIONS

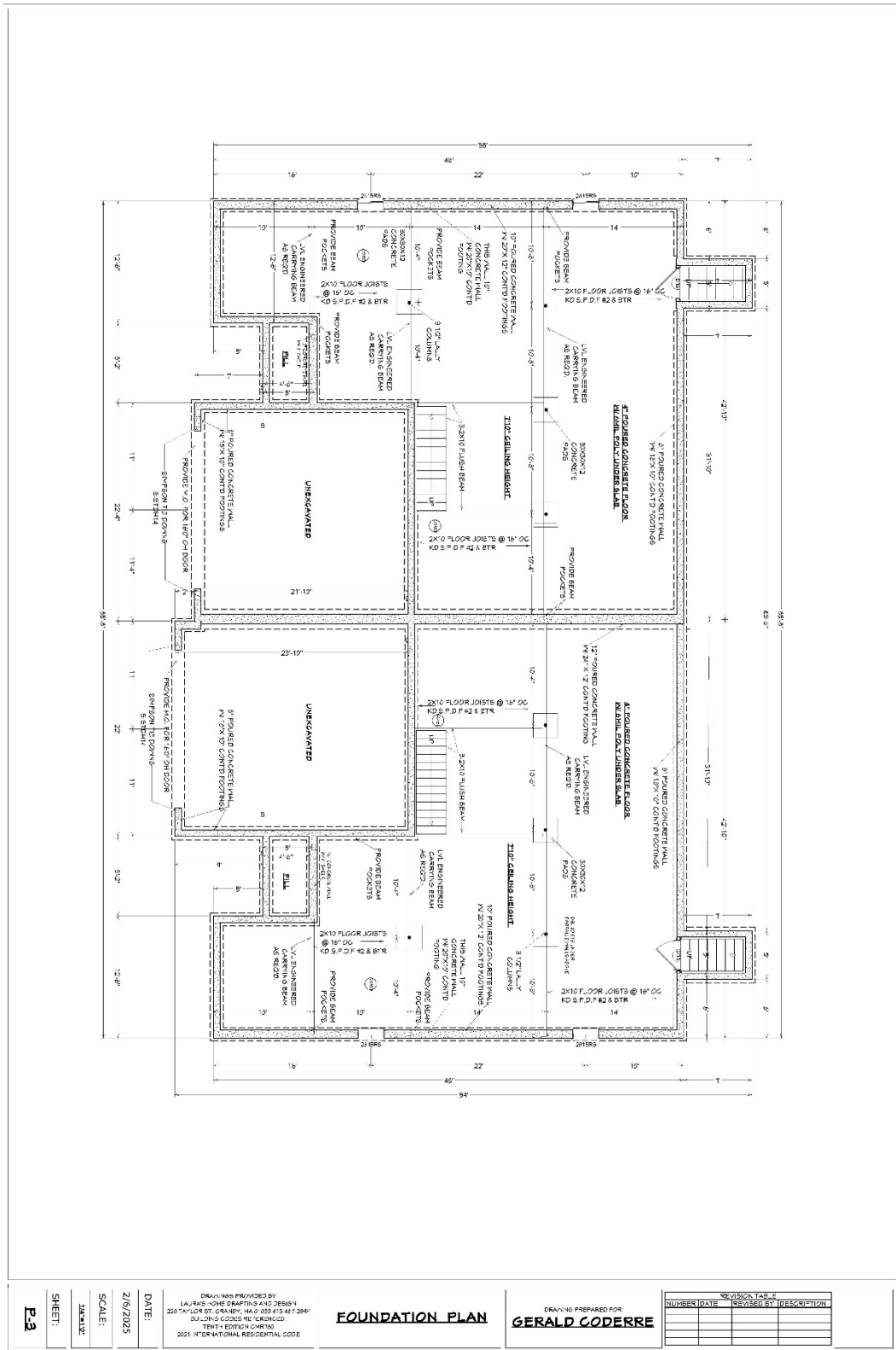
DRAWING PROVIDED FOR:
GERALD CODERRE

DATE: 2/6/2025
SCALE: 1/4"=1'0"
SHEET: P-1

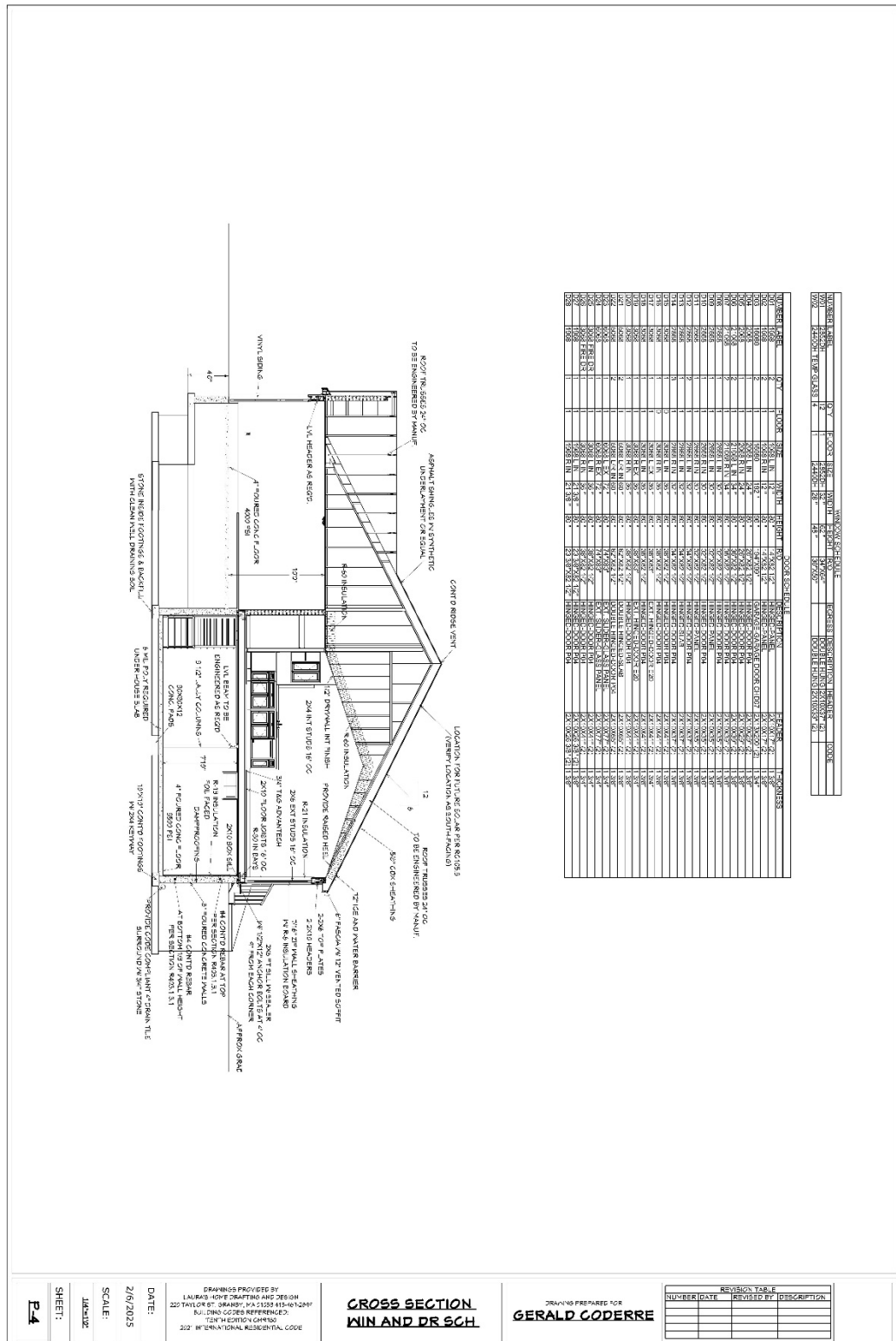
Attachment C – P-2 – Floor Plans



Attachment C – P-3 – Foundation Plans



Attachment C – P-4 – Cross Section



NO.	DATE	BY	DESCRIPTION
1	10/15/2021	GC	ISSUED FOR PERMITS
2	10/15/2021	GC	ISSUED FOR PERMITS
3	10/15/2021	GC	ISSUED FOR PERMITS
4	10/15/2021	GC	ISSUED FOR PERMITS
5	10/15/2021	GC	ISSUED FOR PERMITS
6	10/15/2021	GC	ISSUED FOR PERMITS
7	10/15/2021	GC	ISSUED FOR PERMITS
8	10/15/2021	GC	ISSUED FOR PERMITS
9	10/15/2021	GC	ISSUED FOR PERMITS
10	10/15/2021	GC	ISSUED FOR PERMITS
11	10/15/2021	GC	ISSUED FOR PERMITS
12	10/15/2021	GC	ISSUED FOR PERMITS
13	10/15/2021	GC	ISSUED FOR PERMITS
14	10/15/2021	GC	ISSUED FOR PERMITS
15	10/15/2021	GC	ISSUED FOR PERMITS
16	10/15/2021	GC	ISSUED FOR PERMITS
17	10/15/2021	GC	ISSUED FOR PERMITS
18	10/15/2021	GC	ISSUED FOR PERMITS
19	10/15/2021	GC	ISSUED FOR PERMITS
20	10/15/2021	GC	ISSUED FOR PERMITS
21	10/15/2021	GC	ISSUED FOR PERMITS
22	10/15/2021	GC	ISSUED FOR PERMITS
23	10/15/2021	GC	ISSUED FOR PERMITS
24	10/15/2021	GC	ISSUED FOR PERMITS
25	10/15/2021	GC	ISSUED FOR PERMITS
26	10/15/2021	GC	ISSUED FOR PERMITS
27	10/15/2021	GC	ISSUED FOR PERMITS
28	10/15/2021	GC	ISSUED FOR PERMITS
29	10/15/2021	GC	ISSUED FOR PERMITS
30	10/15/2021	GC	ISSUED FOR PERMITS
31	10/15/2021	GC	ISSUED FOR PERMITS
32	10/15/2021	GC	ISSUED FOR PERMITS
33	10/15/2021	GC	ISSUED FOR PERMITS
34	10/15/2021	GC	ISSUED FOR PERMITS
35	10/15/2021	GC	ISSUED FOR PERMITS
36	10/15/2021	GC	ISSUED FOR PERMITS
37	10/15/2021	GC	ISSUED FOR PERMITS
38	10/15/2021	GC	ISSUED FOR PERMITS
39	10/15/2021	GC	ISSUED FOR PERMITS
40	10/15/2021	GC	ISSUED FOR PERMITS
41	10/15/2021	GC	ISSUED FOR PERMITS
42	10/15/2021	GC	ISSUED FOR PERMITS
43	10/15/2021	GC	ISSUED FOR PERMITS
44	10/15/2021	GC	ISSUED FOR PERMITS
45	10/15/2021	GC	ISSUED FOR PERMITS
46	10/15/2021	GC	ISSUED FOR PERMITS
47	10/15/2021	GC	ISSUED FOR PERMITS
48	10/15/2021	GC	ISSUED FOR PERMITS
49	10/15/2021	GC	ISSUED FOR PERMITS
50	10/15/2021	GC	ISSUED FOR PERMITS
51	10/15/2021	GC	ISSUED FOR PERMITS
52	10/15/2021	GC	ISSUED FOR PERMITS
53	10/15/2021	GC	ISSUED FOR PERMITS
54	10/15/2021	GC	ISSUED FOR PERMITS
55	10/15/2021	GC	ISSUED FOR PERMITS
56	10/15/2021	GC	ISSUED FOR PERMITS
57	10/15/2021	GC	ISSUED FOR PERMITS
58	10/15/2021	GC	ISSUED FOR PERMITS
59	10/15/2021	GC	ISSUED FOR PERMITS
60	10/15/2021	GC	ISSUED FOR PERMITS
61	10/15/2021	GC	ISSUED FOR PERMITS
62	10/15/2021	GC	ISSUED FOR PERMITS
63	10/15/2021	GC	ISSUED FOR PERMITS
64	10/15/2021	GC	ISSUED FOR PERMITS
65	10/15/2021	GC	ISSUED FOR PERMITS
66	10/15/2021	GC	ISSUED FOR PERMITS
67	10/15/2021	GC	ISSUED FOR PERMITS
68	10/15/2021	GC	ISSUED FOR PERMITS
69	10/15/2021	GC	ISSUED FOR PERMITS
70	10/15/2021	GC	ISSUED FOR PERMITS
71	10/15/2021	GC	ISSUED FOR PERMITS
72	10/15/2021	GC	ISSUED FOR PERMITS
73	10/15/2021	GC	ISSUED FOR PERMITS
74	10/15/2021	GC	ISSUED FOR PERMITS
75	10/15/2021	GC	ISSUED FOR PERMITS
76	10/15/2021	GC	ISSUED FOR PERMITS
77	10/15/2021	GC	ISSUED FOR PERMITS
78	10/15/2021	GC	ISSUED FOR PERMITS
79	10/15/2021	GC	ISSUED FOR PERMITS
80	10/15/2021	GC	ISSUED FOR PERMITS
81	10/15/2021	GC	ISSUED FOR PERMITS
82	10/15/2021	GC	ISSUED FOR PERMITS
83	10/15/2021	GC	ISSUED FOR PERMITS
84	10/15/2021	GC	ISSUED FOR PERMITS
85	10/15/2021	GC	ISSUED FOR PERMITS
86	10/15/2021	GC	ISSUED FOR PERMITS
87	10/15/2021	GC	ISSUED FOR PERMITS
88	10/15/2021	GC	ISSUED FOR PERMITS
89	10/15/2021	GC	ISSUED FOR PERMITS
90	10/15/2021	GC	ISSUED FOR PERMITS
91	10/15/2021	GC	ISSUED FOR PERMITS
92	10/15/2021	GC	ISSUED FOR PERMITS
93	10/15/2021	GC	ISSUED FOR PERMITS
94	10/15/2021	GC	ISSUED FOR PERMITS
95	10/15/2021	GC	ISSUED FOR PERMITS
96	10/15/2021	GC	ISSUED FOR PERMITS
97	10/15/2021	GC	ISSUED FOR PERMITS
98	10/15/2021	GC	ISSUED FOR PERMITS
99	10/15/2021	GC	ISSUED FOR PERMITS
100	10/15/2021	GC	ISSUED FOR PERMITS

CROSS SECTION WIN AND DR SCH

DRAWING PREPARED FOR
GERALD CODERRE

NUMBER	DATE	REVISION	BY	DESCRIPTION

DATE: 2/6/2025
SCALE: 1/4"=1'-0"
SHEET: P-4

2025 VALDES RIVER PROJECT
10100 S. VALDES RIVER DRIVE, SUITE 100
VALDES RIVER, FL 32909
TEL: 888-888-8888
WWW.VRPROJECT.COM

Attachment D – Traffic Analysis September 2, 2025

As suggested by the Planning Director, the applicant engaged a traffic engineer to conduct a traffic analysis for the proposed development. The following September 2, 2025 Memorandum provides the results of this analysis.

September 2, 2025

Gerry Coderre
136 East St, LLC
383 Newton Street
South Hadley, MA 01075

**RE: Traffic Review
Proposed Residential Development
136 East Street
South Hadley, MA**

Bowman has completed a traffic review for the proposed residential development to be located at 136 East Street in South Hadley, Massachusetts (herein referred to as the "Project"). The Bowman assessment is based on the Conceptual Layout Plan prepared by R Levesque Associates, dated June 27, 2025. This memorandum provides a description of the proposed Project, a review of the anticipated trip generating characteristics of the Project, a review of the internal site circulation, and a review of the available sight distance at the Proposed Site Driveway.

Project Description

The Project site is located at 136 East Street in South Hadley as shown in Figure 1. The Project site is bounded by residential properties to the north and south, East Street to the west, and undeveloped land to the east.

The Project would construct 14 residential units, including 12 duplex units and two single family homes. The 14 units would be accessed via a new driveway on the east side of East Street located approximately 800 feet south of Charon Terrace. Each residential unit would have a separate driveway and a garage. The Conceptual Layout Plan is provided as an attachment.

Roadway Network

A description of the roadway network adjacent to the Project site is provided below.

East Street

East Street generally runs in a north-south direction through South Hadley, connecting Morgan Street in the north to Granby Road/West State Street (US Route 202) in the south. East Street is classified as a major collector roadway under Town of South Hadley jurisdiction and primarily provides access to residential properties. In the vicinity of the Project site, East Street provides one approximately 11-foot-wide travel lane in each direction with approximately two-foot-wide shoulders. No sidewalks or bicycle facilities are provided along East Street. The posted speed limit on East Street is 25 miles per hour (mph).



Figure 1
 Study Area
 Proposed Residential Development
 South Hadley, MA

Public Transportation

Public transportation is provided in South Hadley by the Pioneer Valley Transit Authority (PVTA). The PVTA Bus Route R29 provides bus service between Union Station in Springfield and University of Massachusetts Amherst. The closest bus stop to the site for Bus Route R29 is on College Street at Morgan Street, approximately 1.4 miles northwest of the Project site. The PVTA Bus Route 38 provides bus service between Mount Holyoke College and University of Massachusetts Amherst. The PVTA Bus Route 39E provides bus service between Mount Holyoke College and Smith College. The closest bus stop to the site for Bus Routes 38 and 39E is at Mount Holyoke College, approximately 1.3 miles northwest of the Project site.

Traffic Volumes

To estimate the average daily traffic (ADT) on the roadway network within the vicinity of the Project site, Massachusetts Department of Transportation (MassDOT) count station data was reviewed. Traffic volume data collected on East Street approximately 400 feet south of the Project site (Station ID 2135), was reviewed. The count data is summarized in Table 1 below and is provided as an attachment.

Table 1: Traffic Volume Summary

Location	Direction	Weekday ADT ¹			85th Percentile
		Morning Peak ² (vpd)	Afternoon Peak ³ (vph)	Speed ⁴ (mph)	
East Street (south of Project Site)	Northbound	945	60	100	38
	Southbound	915	75	80	38
Total		1,860	135	180	38

1 Average Daily Traffic based on ATR conducted on Wednesday, October 4, 2023 from MassDOT Count Station ID 2135.

2 Weekday morning peak hour volumes occurred between 7:00 AM - 8:00 AM.

3 Weekday afternoon peak hour volumes occurred between 3:00 PM - 4:00 PM.

4 Based on 85th percentile vehicle speeds.

As shown in Table 1, the 2023 ADT on East Street is approximately 1,860 vehicles per day (vpd). An 85th percentile speed of 38 miles per hour (mph) was recorded in the northbound and southbound directions which is higher than the posted speed limit of 25 mph.

Site-Generated Traffic

To estimate the number of vehicle trips associated with the Project, the Institute of Transportation Engineers (ITE) publication, *Trip Generation Manual, 11th Edition*, was used. ITE is a national research organization of transportation professionals and the *ITE Trip Generation Manual, 11th Edition* provides traffic generation for various land uses compiled from studies conducted by members nationwide. Vehicle trip estimates for the Project were developed based on data presented for Land Use Code (LUC) 215 (Single-Family Attached Housing). This reference establishes vehicle trip rates (in this case expressed in trips per dwelling unit) based on actual traffic counts conducted at similar types of existing land uses.

Although ITE also provides data for LUC 210 (Single-Family Detached Housing), which would typically apply to the two proposed single-family homes, the limited number of units falls outside the range of available ITE data. A comparative review of LUC 215 and LUC 210 indicates that their trip generation rates are similar. Therefore, LUC 215 was applied uniformly to all 14 residential units proposed as part of the Project.

A summary of the trip generation estimates for the Project are shown in Table 2 below.

Table 2: Trip Generation

Land Use	Weekday Daily			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Residential Trips ¹	28	28	56	0	1	1	3	2	5

1 ITE Land Use Code (LUC) 215 Single-Family Attached Housing) based on 14 units.

As shown in Table 2, the Project is estimated to generate approximately 56 trips (28 entering vehicles and 28 exiting vehicles) during a typical weekday. This would equate to an approximately three percent increase in the ADT on East Street on a typical weekday. During the weekday morning peak hour, the Project is estimated to generate approximately 1 trip (0 entering vehicles and 1 exiting vehicle). During the weekday afternoon peak hour, the Project is estimated to generate approximately 5 trips (3 entering vehicles and 2 exiting vehicles).

Project Access and Circulation

Access to the 14 residential units would be provided via a new full-access driveway on the east side of East Street located approximately 800 feet south of Charon Terrace. Each duplex and single family home would have a separate driveway and a garage. Two-way circulation would be provided throughout the site.

Sight Distance

A field visit was conducted on Monday, August 18, 2025, during clear conditions, to evaluate the available sight distance at the proposed Site Driveway to East Street. The American Association of State Highway and Transportation Officials (AASHTO) publication, *A Policy on Geometric Design, 2018 Edition*, defines minimum and recommended sight distances at intersections and was used to conduct this review. The minimum sight distance is based on the required stopping sight distance (SSD) for vehicles traveling along the main roadway. According to AASHTO, "If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient time to anticipate and avoid collisions."

Table 3 summarizes the required AASHTO SSD based on the 85th percentile speeds on East Street compared to the field-measured SSD.

Table 3: Stopping Sight Distance Evaluation

Site Driveway Location	Approaching	Speed Limit	85th % Speed	SSD ¹ Required	SSD Measured	Meets Required SSD?
		(mph)	(mph)	(ft)	(ft)	
Site Driveway at East Street	Northbound	25	38	280	610	Yes
	Southbound	25	38	280	545	Yes

1 Stopping Sight Distance (SSD) (see AASHTO equations 3-2 and 3-3) for the 85th percentile speeds on East Street.

As shown in Table 3, the available sight distance in both directions at the proposed Site Driveway exceeds the AASHTO required SSD based on the 85th percentile speeds on East Street.

The AASHTO-recommended sight distance allows vehicles to enter the main street traffic flow without requiring the mainline traffic to slow to less than 70% of their speed and is referred to as intersection sight distance (ISD). The recommended AASHTO ISD evaluation, based on the 85th percentile speeds on East Street, is summarized in Table 4.

Table 4: Intersection Sight Distance Evaluation

Site Driveway Location	Looking	Speed Limit (mph)	85th % Speed (mph)	ISD¹ Recommended (ft)	ISD Measured (ft)	Meets Recommended ISD?
Site Driveway at	Left (South)	25	38	365	585	Yes
East Street	Right (North)	25	38	420	575	Yes

¹ Intersection Sight Distance (ISD) (see AASHTO equations 9-1 and 9-2) for the 85th percentile speeds on East Street.

As shown in Table 4, the available sight distance at the proposed Site Driveway exceeds the AASHTO recommended ISD for the 85th percentile speeds on East Street. Due to the existing vegetation, measurements were taken at a distance of 6.5' back from the edge of travelled way on East Street rather than the standard 14.5'. However, based on observations and anticipated cleared of vegetation in the vicinity of the driveways with the development of the site, the recommended ISD is anticipated to be exceeded at a distance of 14.5' back from the edge of travelled way.

It is recommended that existing and proposed vegetation along the frontage of the site be maintained and plantings in the vicinity of the sight lines remain below 2.5-feet in height.

Conclusions

The Project would construct 14 residential units, including 12 duplexes and two single family homes. The residential units would be accessed via a new full-access driveway on the east side of East Street, approximately 800 feet south of Charon Terrace. Each duplex and single family home would have a separate driveway and a garage.

Based on a review of ITE trip generation data, the Project is projected to generate approximately 56 trips (28 entering vehicles and 28 exiting vehicles) during a typical weekday, which is an approximately three percent increase to the ADT on East Street. During the weekday morning peak hour, the Project is estimated to generate approximately 1 trip (0 entering vehicles and 1 exiting vehicle). During the weekday afternoon peak hour, the Project is estimated to generate approximately 5 trips (3 entering vehicles and 2 exiting vehicles).

The available sight distances at the Proposed Site Driveway exceed the AASHTO SSD requirements and ISD recommendations based on the 85th percentile speeds on East Street. It is recommended that existing and proposed vegetation along the frontage of the site be maintained and plantings in the vicinity of the sight lines remain below 2.5-feet in height.

Based on the evaluation documented within this traffic assessment, the proposed Project is anticipated to have a minimal impact on the surrounding roadway network.

Please do not hesitate to contact me should you require any further information.

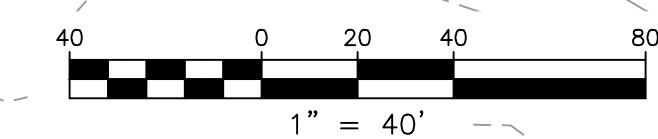


Emily Sullivan, PE,
Project Manager

Attachments

Site Plan
Count Station Data

S:\Projects\2025\250511 - Coderre - East St., South Hadley\05 Civil 3D\250511 - SITE.dwg



DRAFT

RLA
R LEVESQUE ASSOCIATES INC.
 Landscape Architects
 Civil Engineers - Land Surveyors
 Environmental Consultants
 ph: 413.568.0985 fax: 413.568.0986
 40 School Street
 Westfield, MA 01085
 rland.com

CONCEPTUAL LAYOUT
 136 East Street
 (Parcel ID: 0035-0006-000)
 South Hadley, MA 01075

PREPARED FOR:	
136 East Street 136 East Street South Hadley, MA 01075	
ISSUANCE DATE:	June 27, 2025
REVISIONS:	DATE:
DRAFTED BY: J.T.	
UNAUTHORIZED ALTERATION OF THIS DOCUMENT IS A VIOLATION OF MASSACHUSETTS STATE LAW	
SCALE:	As Noted
RLA PROJ. NUMBER:	250511
DRAWING#	REV.
C-4	-

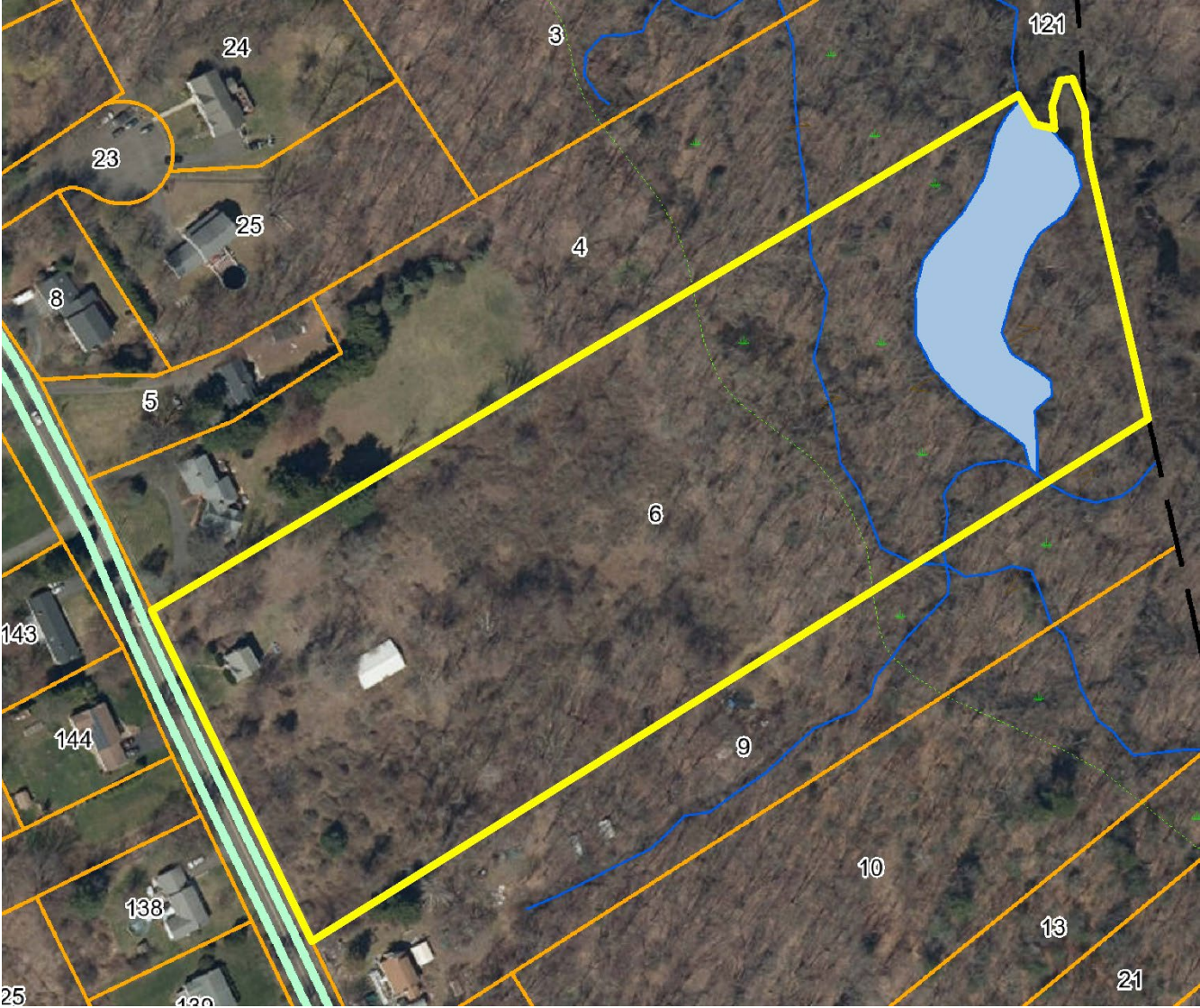
Location Info					Count Data Info	
Location ID	2135_NB				Start Date	10/4/2023
Type	I-SECTION				End Date	10/5/2023
Functional Class					Start Time	9:00 AM
Located On	EAST STREET				End Time	9:00 AM
NORTH OF	RTE.202				Direction	
Direction	NB				Notes	
Community	South Hadley				Count Source	2135
MPO_ID					File Name	2135.txt
HPMS ID					Weather	
Agency	Massachusetts Highway Department				Study	
					Owner	rpa03
					QC Status	Accepted
Interval: 15 mins						
Time	15 Min				Hourly Count	
	1st	2nd	3rd	4th		
00:00 - 01:00	0	0	3	0	3	
01:00 - 02:00	0	0	0	0	0	
02:00 - 03:00	1	0	0	0	1	
03:00 - 04:00	0	1	0	0	1	
04:00 - 05:00	0	1	2	0	3	
05:00 - 06:00	2	7	6	0	15	
06:00 - 07:00	5	3	7	16	31	
07:00 - 08:00	13	10	19	18	60	
08:00 - 09:00	16	24	19	13	72	
09:00 - 10:00	14	11	13	7	45	
10:00 - 11:00	20	13	8	9	50	
11:00 - 12:00	20	18	7	17	62	
12:00 - 13:00	14	16	17	12	59	
13:00 - 14:00	14	19	11	15	59	
14:00 - 15:00	15	19	25	12	71	
15:00 - 16:00	35	26	19	21	101	
16:00 - 17:00	15	21	28	16	80	
17:00 - 18:00	22	24	21	23	90	
18:00 - 19:00	16	14	10	13	53	
19:00 - 20:00	13	13	9	6	41	
20:00 - 21:00	9	5	7	4	25	
21:00 - 22:00	7	0	1	3	11	
22:00 - 23:00	2	0	1	1	4	
23:00 - 24:00	2	3	1	0	6	
TOTAL					943	

Location Info					Count Data Info	
Location ID	2135_SB				Start Date	10/4/2023
Type	I-SECTION				End Date	10/5/2023
Functional Class					Start Time	9:00 AM
Located On	EAST STREET				End Time	9:00 AM
NORTH OF	RTE.202				Direction	
Direction	SB				Notes	
Community	South Hadley				Count Source	2135
MPO_ID					File Name	2135.txt
HPMS ID					Weather	
Agency	Massachusetts Highway Department				Study	
					Owner	rpa03
					QC Status	Accepted
Interval: 15 mins						
Time	15 Min				Hourly Count	
	1st	2nd	3rd	4th		
00:00 - 01:00	1	2	1	2	6	
01:00 - 02:00	0	0	1	3	4	
02:00 - 03:00	0	0	0	0	0	
03:00 - 04:00	0	0	1	0	1	
04:00 - 05:00	0	1	0	0	1	
05:00 - 06:00	2	0	0	4	6	
06:00 - 07:00	2	7	10	9	28	
07:00 - 08:00	15	14	28	19	76	
08:00 - 09:00	11	12	12	19	54	
09:00 - 10:00	18	12	12	13	55	
10:00 - 11:00	11	8	5	8	32	
11:00 - 12:00	12	20	11	16	59	
12:00 - 13:00	12	12	12	21	57	
13:00 - 14:00	16	18	13	19	66	
14:00 - 15:00	14	14	17	22	67	
15:00 - 16:00	15	20	14	31	80	
16:00 - 17:00	20	23	24	24	91	
17:00 - 18:00	18	27	25	13	83	
18:00 - 19:00	21	21	14	12	68	
19:00 - 20:00	15	7	6	6	34	
20:00 - 21:00	10	1	4	5	20	
21:00 - 22:00	3	2	6	3	14	
22:00 - 23:00	4	2	0	1	7	
23:00 - 24:00	1	2	3	0	6	
TOTAL					915	

Attachment E – Aerial and Area Photos

The following pages provide a 2023 Aerial Photo of the subject property and some current photos of the segment of East Street adjoining the subject property and of the subject property. NOTE: The aerial photo shows the original parcel boundaries and not the post ANR division property lines.

2023 Aerial Photo from Town GIS website





East Street – Looking North with project site on the right.

East Street looking South with project site on the left.



Project site as viewed from East Street looking east.