

PROJECT NARRATIVE (Revised 12-1-22)

(2) New Commercial Buildings 1 Conti Drive, South Hadley, MA

The Applicant (Rehm Family Properties, LLC) is proposing to construct (2) new, single-story, 7,500 square foot commercial buildings on its currently owned property located at 1 Conti Drive in South Hadley. The entire property is approximately 8.8623 acres located within the Business A-1 Zoning District. Approximately 0.8163 acres of the total acreage is already developed and contains an auto repair facility, Pages Automotive, which is owned by the Applicant. The remainder 8+ acres is vacant and littered with trees, grasses, and brush. Approximately 3 acres of this vacant land will be used for the proposed development, which will be located at the very end of Conti Drive's cul-de-sac, behind all other properties and buildings on this road, and out of view from Granby Road (Route 202).

The proposed commercial building development will be constructed for "Personal, Business, and Professional Service" (B Occupancy) use as outlined in the Town of South Hadley's Zoning By-Laws. The Applicant envisions the buildings being used primarily to provide small rentable spaces in support of 1 to 3-person service-related businesses in the South Hadley area. The potential exists that the Applicant may also choose in the future, depending on changing business needs, to pursue other allowed uses through separate Site Plan Review or Special Permit applications to the Planning Board.

As the Applicant does not currently have solidified tenants for these buildings, the proposed structures will be designed to allow for maximum space flexibility to suit potential tenant needs. To highlight some rental space possibilities, the Site Layout, Building Floor Layout, and Elevation Plans show (2) potential building partition (rental space) options with (5) 30' x 50' and (3) 50' x 50' bays. The Applicant envisions that these rental space sizes will likely be those sought by prospective tenants, and which comply with the Massachusetts Building Code's "spaces with single exit" requirements (smaller or 2-bay partition rental space options would comply with this requirement). A 2nd exit requirement for these buildings applies if an entire building were used unpartitioned (i.e., contained no interior bays), upon which both doors could exit onto the parking area. There is no requirement for a 2nd exit door to discharge from the back of either building. The buildings will be further designed to allow roll-up doors within each space, as well as man-doors and windows (if desired or as needed), and metal siding/roofing similar to the Applicant's auto repair facility. Final building partitioning and fit-up will take place within each building once each tenants' needs have been identified and the respective fit-up plan(s) submitted to the Town's Building Department for final approval/permitting. Final determinations as to the material selections, fire partitions, etc. for the building's construction will be made by the Project Architect following Site Plan approvals. The buildings will have typical linear concrete foundation wall/footing and slab-on-grade systems.

The proposed development will be located at the very end of Conti Drive's cul-de-sac, behind all other properties and buildings on this road, and out of view from Granby Road (Route 202). It complies with all required property offset, building, and lot coverage requirements. The proposed buildings will be separated by an asphalt parking area accessed through a short asphalt driveway from the end of Conti Drive's existing cul-de-sac. The number of parking spaces needed for the proposed 1 to 3-person service-related businesses will range between 10 and 30 parking spaces assuming a maximum of (5) 30' x 50' rental spaces within each building and a maximum of 3-employees per rental space. Currently (26) parking spaces are shown on the Site Layout Plan which the Applicant feels is more than sufficient for the intended rental use of these buildings (2.6 parking spaces/30' x 50' rental space, assuming 5 such spaces are built within each building). There are other areas on the property available for additional parking, if needed. Input from a meeting held with the local Fire Department prior to this submission was incorporated to ensure adequate fire equipment access to the proposed buildings. This included slightly increasing the driveway curb radii (by 5-feet) into the parking area and adding an emergency gravel area at the end of the asphalt pavement for emergency vehicle turn-around space.

To minimize potential light “pollution”, site lighting will be accomplished through building-mounted, downcast, shielded lighting fixtures (rather than independent site pole lighting). Dumpsters were added behind each building on the requested emergency gravel area at the end of the asphalt pavement shielding them from Conti Drive. Bike racks within stripped pavement areas were also provided for/against each building near the driveway entrance.

The amount of site disturbance for this project will be over (1)-acre. As such, a Stormwater Management Permit Application and supporting documentation have been submitted to the Town for review/approval. In summary, stormwater runoff from virtually the entire development’s newly created impervious areas (i.e., buildings and pavements) will be directed toward a newly constructed detention pond toward the rear of the proposed development with a single outlet controlling the pond’s timely drainage. Although not accounted for in this project’s stormwater design, percolation tests performed on the property indicated fast-draining soils such that a portion of the stormwater runoff collected within the detention pond will likely recharge back into the surrounding soils. To help control and trap stormwater runoff sediment, the detention pond will be constructed with a grass-lined surface and its outlet pipe raised higher than the detention pond’s bottom elevation. Any remaining non-impervious disturbed grades will be hydroseeded (where being maintained) or protected to promote regrowth of the natural adjacent vegetation. A Stormwater Maintenance & Operations Plan has also been prepared to institute annual inspections of this development’s stormwater features and provide maintenance thereto as required. As part of this Plan, a snow removal/storage provision was included to eliminate any potential impediment of snow melt/stormwater runoff from making its way into the detention basins.

Other Project Approvals: Due to the proposed development being located within the 100-foot buffers of identified Bordering Vegetated Wetland to the east and west of the project areas, a Notice of Intent Application was submitted to the Town’s Conservation Commission. The Conservation Commission approved the project at its October 5th meeting with some minor conditions. One of those conditions was to provide replacement plantings within the existing wetland buffer to the west of the proposed project area. This action will help reduce the visibility of the proposed project from the neighboring apartment complex located further west of the proposed development.