

# Background Materials – July 28, 2025 – Planning Board Meeting

Prepared by Anne Capra, Director of Planning and Conservation, 7/25/25

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<https://www.southhadley.org/1274/Agenda-Background-Materials>

## AGENDA ITEM #1 Open Comment Period

This 10-minute period is set aside for the public to offer comments on items not on the posted agenda, in accordance with the adopted policy, as amended 9/11/23, posted on the Town of South Hadley Planning and Conservation Department webpage here:

<https://www.southhadley.org/DocumentCenter/View/11705/Policy-on-Open-Comment-Period---As-Adopted-2023-09-11>

**Action Needed:** Allow members of the public to offer comments to the Board.

## AGENDA ITEM #2 Minutes

Planning and Conservation Coordinator Colleen Canning will forward minutes separately.

**Action Needed:** Vote to approve the minutes.

## AGENDA ITEM #3 Correspondence

Correspondence is attached.

**Action Needed:** No action needed.

## 6:30PM Public Hearing Continuance

### AGENDA ITEM #4 88 Willimansett Street Special Permit

Application and revised plan set online: <https://www.southhadley.org/1487/Willimansett-Street-88>  
255-37 Business C Development Standards: [Town of South Hadley, MA Supplemental District Regulations](#)

Application for Special Permit filed by Meiya Berkey and Sean Donnelly for a proposed mixed-use development to include construction of a 2,500 SF single story 'gym' for use as a boxing training facility on a lot with an existing single-family home at 88 Willimansett Street. The subject property is 1.32 acres located in the Business C zoning district, Assessor's Map 14, Parcel 25, and was recently

purchased. They seek to live in the pre-existing nonconforming single-family residential dwelling and construct a new 2,500 sq.ft. commercial gym facility with an associated 11-car parking lot, stormwater infiltration basin, and landscaping. The gym use is considered a “personal service establishment” per 255-10 and requires Site Plan Review in the Business C district. Because of the intent to utilize the existing dwelling for residential purposes, the Building Commissioner determined that the project qualifies as a mixed-use development as permitted within the Business C zoning district by Special Permit. Single-family dwellings are only allowed in the Business C District by SP as part of a mixed use development which is why this is a preexisting nonconforming use.

The public hearing was continued from 6/23/25 to allow the applicant time to obtain renderings of the proposed building, which have now been provided as part of the revised plan set. Additional changes to the plans include new plantings along the south boundary with the residential abutter, and plans now show the area of proposed site disturbance overlaid on the site plan.

Public comments at the previous meeting included concerns about whether the plans provided adequate parking and questions about the hours of operation and number of clients anticipated. The residential abutter also spoke and made a comment that the unpaved access road on their property was private and would not be available for access to 88 Willimansett Street.

#### Department Comments:

DPW – J. Broderick via email 5/20/25: MassDOT will be resurfacing Willimansett Street during the period 7/1/25-6/30/26; exact date and time unknown as of 5/21/25. I was told it has moved up on the construction list (on 5/16/25) due to another community having a project not ready for construction, so a Fall 2025 resurfacing project is a realistic possibility.

(1) Any new utility cuts and service installs must be made ASAP, permitted through DPW, and brought out of the public way easement, filled with flowable fill, and asphalt patching repairs consisting of 2" of 3/4" base course, and 2" Mass State Top course. (2) Any proposed alterations or additional adjustments to the current driveway curb cut must be completed ASAP, due to the above roadway improvement proposed work.

Water District 1, Jeff Cyr via email 5/20/25: If the house remains, an additional service fee of \$2,000 is required.

SHELD, Matt Delmonte via email 5/20/25: Electric utilities are underground on the street. A second electric service would be underground customer-owned /installed.

BOH, Sharon Hart via email 6/2/25: For stormwater, require no standing water within 72 hours. BOH must witness perc test.

Historical Commission, Robert Judge – No comments.



### Business C Commercial Development Standards

- 1. Parking** – must comply with 255-86 - Retail or personal services uses: four spaces per 1,000 square feet of enclosed floor space, excluding space used for storage.  
2,500 SF gym = 10 spaces required.  
Proposing 11 spaces, including 1 ADA  
Min. parking for single-family dwelling is 2 spaces. The existing single-family residential dwelling includes a two-car garage, The proposed new driveway to the gym at the rear of the lot will eliminate the ability for cars to park in the residential driveway during the hours the gym is open. The owners of the property will also operate the gym and live in the existing house thereby eliminating the need for additional parking for employees.
- 2. Appearance, architectural design** – The [revised submitted plans](#) include building plans and elevations on Sheets A0.0-3.0 for “Holi Boxing and Wellness Center”, a 1-story building sheathed in charcoal grey metal siding.

3. **Lighting** – The application states that there will be no exterior site lighting, and building mounted wall sconces will provide light at the building entry and egress points during business hours, the front entry light will be on motion detector for security lighting during non-business hours. *The revised plan set sheet LC-130 includes an example of the proposed wall sconces.*
4. **Access** – The project proposes to utilize the existing single curb cut on Willimansett Street. There is an existing sidewalk along the street at this location that will not be altered. The application includes a Traffic Impact Evaluation which concludes that the project will generate a maximum of 11 trips per hour during the heaviest peak traffic periods, which is equivalent to 1 vehicle every 6 minutes. The submitted Management Plan states that the business hours will be 4-8 PM Monday thru Thursday and Saturdays 10am-1pm.
5. **Landscaping and Screening** –
  - a) The revised site plans sheet LC-120 includes a revised planting plan inclusive of trees, shrubs, and ornamental grasses to improve the screening between the residential abutter to the south and the proposed building and parking lot.
  - b) The parking lot is approx. 85’ long x 40’ wide. The standards state that no paved parking area shall extend more than 80’ in length, and 1 tree (2” caliper min) shall be provided per 30 parking spaces. The revised site plan shows 10 trees, 4 tall shrubs, and groups of tall ornamental grass.
  - c) No storage areas are identified on the site plan. The Management Plan states that a 90-gallon trash bin will be kept behind the building and picked up by South Hadley waste management weekly.
  - d) Landscaped buffer strip along road frontage – A buffer strip is not included on the site plans because the existing single-family residence along the road frontage will not be altered.
6. **Pedestrian access** – An existing sidewalk exists along Willimansett Street and will not be altered.
7. **Traffic Impact Statement** – See above.
8. **Public Transportation** – No reference to a request for a new bus station is indicated. There is no PVTA service on Routes 202 or 33 in South Hadley. The closest service is on Route 116.

## Special Permit and Site Plan Standards

See attached spreadsheet.

## Proposed Conditions:

- Sign Permit (in addition to building permits) is required from Building Commissioner
- BOH must witness perc test for infiltration basin.

**Action Needed:** The Board needs to hold the public hearing and review the new information submitted, accept public comment, make a finding on each of the Special Permit and Site Plan Criteria, and vote on the issuance of a Special Permit.

**Recommended Motion:** *I move to make a finding that the proposed use will meet standards #1 thru 11 of the zoning bylaw Section 255-129 for Special Permits and comply with the applicable criteria for Site Plan Review under the zoning bylaw Section 255-148.*

**AGENDA ITEM #5 Public Listening Session - Route 202/33 Corridor Re-Zoning Recommendations**

Re-Zoning Recommendations Memo:

<https://www.southhadley.org/DocumentCenter/View/14071/Route-20233-Corridor-Zoning-Recommendation-Memo-4302025>

Re-Zoning Districts Map: <https://www.southhadley.org/DocumentCenter/View/13888/Draft-Corridor-Zoning-Map-332025>

The Director of Planning and Conservation will give an overview presentation to open the meeting on:

- Recommended new zoning districts (Residential Core and Residential Mixed Use)
- Recommended allowed/prohibited uses within those zoning districts
- Recommended new zoning overlay district (Route 202/33 Corridor Design Guidelines Overlay District).

The public is invited to share their thoughts and ask questions. Advertisement of the listening session (and the public hearing planned for 9/8/25) was conducted as follows:

- Flier mailed to approx. 400 abutters along Route 202/33 study corridor
- Color ad of flier in Town Reminder on 7/18 and 7/25
- Email notice to all who signed up via any of the four previous community forums or through the project website
- Email notice Town Meeting members
- Town News and Alert & Social Media posting

**Action Needed:** Conduct the public listening session to hear from the public their thoughts on the proposed draft zoning.

**AGENDA ITEM #6 Planning & Conservation Department Report on Planning Projects and Development Updates**

**A. Next Planning Board Meetings and Other Important Dates**

*Planning Board typically meets the 2<sup>nd</sup> and 4<sup>th</sup> Mondays of the month.*

<b>8/11</b>	<ul style="list-style-type: none"><li>• Route 202/33 Corridor Re-Zoning Draft Zoning and Design Guidelines – Board discussion/final edits</li><li>• Curb cut bylaw/policy</li><li>• Open Space and Recreation Plan 10-year Action Plan Review</li></ul>
<b>8/25</b>	<ul style="list-style-type: none"><li>• 73 Alvord Street – Two-Family Conversion Special Permit – Public Hearing</li><li>• Agricultural Uses Zoning Bylaw Amendments – Board discussion draft report</li><li>• Sign Bylaw Amendments – Board discussion draft report</li></ul>
<b>9/8</b>	<ul style="list-style-type: none"><li>• Route 202/33 Zoning Public Hearing - (Special November Town Meeting Warrant)</li></ul>
<b>9/22</b>	<ul style="list-style-type: none"><li>• Route 202/33 Zoning – Final Edits &amp; Draft Report to Town Meeting</li><li>• Agricultural Uses Zoning Bylaw Amendments – Public Hearing</li><li>• Sign Bylaw Amendments – Public Hearing</li></ul>

<b>10/6</b> <i>Columbus Day</i> <i>10/13</i>	<ul style="list-style-type: none"> <li>• Route 22/33 Zoning – Approve Report to Town Meeting</li> <li>• Agricultural Uses Zoning Bylaw Amendments – Final Edits &amp; Draft Report to Town Meeting</li> <li>• Sign Bylaw Amendments – Final Edits &amp; Draft Report to Town Meeting</li> </ul>
<b>10/20</b>	<ul style="list-style-type: none"> <li>• Agricultural Uses Zoning Bylaw Amendments – Approve Report to Town Meeting</li> <li>• Sign Bylaw Amendments – Approve Report to Town Meeting</li> <li>• Subdivision Regulations Public Hearing</li> </ul>
<b>November 5th</b>	<b>Special Fall Town Meeting</b>

**B. Draft Report on Agricultural Uses Zoning Bylaw Amendments**

Draft report and amendments online: <https://www.southhadley.org/1318/ProposedDraft-Bylaws>

**Agricultural Uses**

- [Agricultural Uses Review and Analysis Report - January 2025](#)
- [Proposed Amendments to 255-10 - Terms Defined 5.20.25](#)
- [Proposed Amendments to 255-24 Accessory Uses and Buildings and 255-41 Outdoor Recreation Facilities 5.20.25](#)
- [Proposed Amendments to 255-25 Agricultural, Horticultural and Floricultural Uses 5.20.25](#)
- [Proposed Amendments to 255-26 Stables and Riding Academies 5.20.25](#)
- [Use Schedule Proposed Amendments - Agricultural Uses - 6.3.25](#)

**C. Draft Report on Sign Bylaw Amendments**

Draft report and amendments online: <https://www.southhadley.org/1318/ProposedDraft-Bylaws>

**Sign Bylaw**

- [Report on Sign Bylaw Review and Analysis - January 2025](#)
- [Proposed Zoning Bylaw Amendments - Signs - 5.20.25](#)
- [Sign Bylaw Amendment - Proposed Dimensional Standards](#)

**AGENDA ITEM #7** Other New Business (topics which the Chair could not reasonably expect to be discussed/considered as of the date of this notice)

No additional business has been submitted to me as of the date of this notice.

A. Except in the case of a special permit for changing a nonconforming use or structure, which is governed by § 255-7B, the SPGA must make written findings on the following mandatory standards, requiring that a proposed use will:	
1	<p><b>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;</b></p>
	<p>The Business C District is established to achieve the following objectives of the Town of South Hadley:</p> <p><b>(1)</b> To direct large-lot businesses and auto-oriented uses to the appropriate location. No single user may occupy greater than 65,000 square feet of building space and high-traffic generators such as drive-through restaurants, drive-up ATM machines, gas stations, etc. shall not be permitted in this district.</p> <p><b>(2)</b> To provide safe, efficient traffic flow in the Business C District.</p> <p><b>(3)</b> To maintain a high level of design and landscaping quality.</p> <p><b>(4)</b> To provide safe pedestrian access to businesses and uses in the Business C District.</p> <p><b>(5)</b> To protect property values through quality control.</p>
2	<p><b>Be suitable to the surrounding neighborhood and the "Land Use Area" in which it is located.</b> 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;</p>
	<p>Route 33, from Route 202 to the Chicopee Line – Applicable standards: this area is a mixture of residential, retail and commercial land uses. This is a transitional area between more intense commercial uses in Chicopee and the more residential character that dominates Lyman Street north of Route 202. Encourage adaptive reuse of the existing structures when converting residential properties to other nonresidential use. Improve entryway from Chicopee to make it more visually appealing.</p>
3	<p><b>Be compatible with existing uses and uses allowed by right in the neighborhood, Land Use Area, and zoning district;</b></p>
	<p>The only land uses allowed by right include exempt agricultural uses (greater than 5 acres), federal and state buildings and parks and playgrounds. All other uses require a SP or SPR.</p>
4	<p><b>Be compatible with the existing character of the neighborhood and Land Use Area, and/or zoning district.</b> "Character" shall be understood to include prevalent patterns of: site design; setbacks from property lines; amount and location of parking; amount, type, location</p>
	<p>Abutting uses to the north and west include commercial uses including professional and medical office buildings. The Big Y shopping plaza is part of the property abutting to the north. A preexisting nonconforming single-family residential property is abutting to the south.</p>

	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.	
5	<b>Be suitable for the property on which it is proposed</b> , considering the property's, scenic, cultural and historic significance, and its ability to be buffered or screened from neighboring properties and public roads.	
6	<b>Provide safe access for fire, police, and other emergency vehicles.</b>	No comments were received from Police or Fire.
7	<b>Provide adequate water, drainage and waste disposal systems</b> without causing significant harm to any natural water system or overloading any public water, drainage, or sewer system, or any other municipal facility.	Property is served by public water and sewer. The project does not trigger a stormwater management permit. The site plans include three stormwater infiltration areas, and the application states that the site will accommodate and attenuate peak flows for up to the 100-year storm; no calculations provided.
8	<b>Not cause significant traffic congestion, impair pedestrian or bicycle safety, or overload existing roads, sidewalks and trails</b> , considering their current width, surfacing, and condition, and any improvements proposed to be made to them by the applicant.	See Traffic Impact Evaluation
9	Not result in excessive air, water, noise, or light pollution, or create any other public or private nuisance;	
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;	
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;	
12	Comply with applicable criteria for site plans under § 255-148. <a href="#">Town of South Hadley, MA Site Plan Review</a>	
B. In addition, the SPGA <i>may</i> include in its written findings, where applicable, consideration of any or all of the following criteria to be satisfied by the proposed use, building or structure:		
1	For projects involving the removal of existing housing, not adversely affect the availability of affordable housing in the Town;	
2	Not have an overall off-site impact that is significantly greater than the overall off-site impact that would be caused by full development of the property with uses permitted by right, considering relevant environmental, social, visual, and economic impacts;	
3	The adequacy and configuration of off-street parking and loading areas, including their nuisance impact on adjoining properties and on properties generally in the district;	
4	Harmony of signs and exterior lighting, if any, with surrounding properties;	
5	The location of the site, and proposed buildings or structures thereon, with respect to floodplains and floodways of rivers or streams;	
6	The absence of any other characteristic of the proposed use that will be hazardous, harmful, offensive or will otherwise adversely affect the environment or the value of the neighborhood or the community; or	

7	Provisions for energy conservation, for the use of renewable energy sources, and for protection of solar access.	
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A. Does site plan reasonably fulfill the following objectives:		
1.	<b>Compliance</b> with bylaws, regulations, and Master Plan.	
2.	<b>Integration of site</b> into existing terrain, surrounding landscape, and built environment to minimize disruptions.	
3.	<b>Site design characteristics avoids and minimizes disturbance</b> to natural resources, scenic views, and open space.	
4.	<b>Conforms to Special Permit requirements</b> , if applicable.	
5.	<b>Structures</b> shall be compatible with the character and scale of structures in the neighborhood and zoning district.	
6.	<b>Landscaping</b> 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.	
7.	Provide for the <b>convenience and safety of vehicular, bicycle, and pedestrian movement</b> within the site and should provide connections, wherever feasible and appropriate, to adjoining public ways and properties.	
8.	<b>Prevent pollution</b> of surface and groundwater, changes in ground water levels, increased run-off, and potential for flooding; and minimize erosion and sedimentation.	
9.	Minimize and/or mitigate <b>adverse impacts on the Town's services and infrastructure</b> .	
10.	<b>Minimize intrusion of light</b> into adjacent properties and shall minimize excessive night-sky lighting while ensuring adequate light for safe use of the property.	
11.	Place <b>electric, telephone, cable TV, and other utilities</b> underground where physically and environmentally feasible.	

12.	<p><b>Drainage</b> 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.</p>	
13.	<p>To create more walkable and pedestrian-friendly developments, <b>minimum frontage occupancy requirements</b> 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.</p>	
<p>B. Modifications to a site plan may be required to ensure the objectives above are fulfilled.</p>		

**SOUTH HADLEY PLANNING BOARD  
LIST OF CORRESPONDENCES  
JULY 28, 2025 REGULAR MEETING**

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**Letters and Memos**

- July 16 email (attached) from Martha Terry, Precinct B Town Meeting Member, regarding the Route 202/33 re-zoning draft zoning and design guidelines.
- July 22 email (attached) from Dr. Stephen Franz, 300 North Main Street, regarding the Route 202/33 re-zoning draft zoning and design guidelines.
- July 25 email (attached) from Marie Rohan, South Sycamore Knolls, regarding the Route 202/33 re-zoning draft zoning and design guidelines.
- Letter received July 22 (attached) from Tobias LaPlante, 321 Brainard Street, requesting speed bumps on Brainard Street.

**Legal Notices**

*Amherst*

- Notice from the Amherst Planning Board for public hearings on August 6 to consider the following: 1) zoning bylaw amendments to add new language to the Inclusionary Zoning Bylaw to allow for project specific determination of fees-in-lieu value for affordable units; and 2) zoning bylaw amendments to repeal and replace the Accessory Dwelling Unit (ADU) bylaw to include provisions for Local ADUs.

*Chicopee*

- 

*Granby*

- 

*Hadley*

- 

*Holyoke*

-

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## Fwd: message for Anne Capra, Emily Innes, and Members of the Planning Board

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**Anne Capra** <acapra@southhadleyma.gov>  
To: Colleen Canning <ccanning@southhadleyma.gov>

Wed, Jul 16, 2025 at 7:36 AM

Please add to the Planning Board's correspondence.

----- Forwarded message -----

From: **Martha Terry** <marthatterry25@gmail.com>  
Date: Tue, Jul 15, 2025 at 7:16 PM  
Subject: message for Anne Capra, Emily Innes, and Members of the Planning Board  
To: Anne Capra <acapra@southhadleyma.gov>

Dear Anne, Emily, and Members of the Planning Board,

At the public "Listening Session", July 28th, on the Route 202/33 Corridor Re-Zoning Draft Zoning and Design Guidelines,

I kindly request that the following be provided to the public. I would like via photoshopping, AI or whatever other technical means you choose, true to life pictures of the following so that I and members of the public can see exactly what is being proposed along these thoroughfares. I am also a Town Meeting Member and would like to see precisely what I will be voting on at the Special Town Meeting in November.

Routes 202 and 33 with 55 foot tall buildings pictured on both sides of the roads in the zones where such will be permitted

Routes 202 and 33 with houses of 75 feet of frontage in the residential areas

An acre of cottage style dwelling units at the maximum of 12 units.

Thank you for accommodating my request.

Martha Terry, Town Meeting Member Precinct B

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Anne Capra, AICP  
Director, Planning & Conservation  
Town of South Hadley  
116 Main Street | South Hadley, MA 01075  
(413) 538-5030 x6128  
acapra@southhadleyma.gov

Learn more about South Hadley's community plans [HERE](#).

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## Fwd: Routes 202/33 Corridor Rezoning

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Anne Capra <acapra@southhadleyma.gov>  
To: Colleen Canning <ccanning@southhadleyma.gov>

Tue, Jul 22, 2025 at 11:25 AM

FYI, please add this letter to the correspondence instead of the first one.

----- Forwarded message -----

From: **Stephen Frantz** <frantzs@mac.com>  
Date: Tue, Jul 22, 2025 at 11:22 AM  
Subject: Routes 202/33 Corridor Rezoning  
To: Anne Capra <acapra@southhadleyma.gov>  
Cc: Stephen Frantz <frantzs@mac.com>

[Anne — My apologies for sending this twice, but there was a misspelling in the next to final paragraph.]

Dear Anne Capra, Members & Associate of the Planning Board:

In watching the Planning Board meeting July 14, 2025, I was surprised by some of the comments from board members and by the incomplete renderings of proposed rezoning and construction on the Routes 202/33 area.

There was a Routes 202/33 Report issued in January 2022 with immense *town resident* input obtained via public meetings/workshops, questionnaires and submitted comments. *Town residents* repeatedly expressed their desire to limit building heights to 3 1/2 stories or 35ft. Residents protested against the 45ft height that had been suggested by Ms. Innes (of Innes Associates, the consultant). Yet, somehow we see that 45ft height included in the final report when it should have been deleted.

While *town residents* voted to limit building heights to 3 1/2 stories or 35ft, that is not the 55ft height for mixed use and 45ft for residential buildings that the Planning Board is promoting for lining both sides of Rtes. 202/33. How can the Planning Board make rezoning recommendations explicitly contrary to the wishes of South Hadley's own *town residents* who provided oral and written feedback limiting building height at 35ft along these corridors? Town Residents' opinions should not be ignored.

At the July 14, 2025 Planning Board meeting, a board member said that the difference between 45ft and 55ft is "negligible", as if the difference would not be noticed. I strongly disagree; that height difference might not be noticed in an urban setting, but South Hadley is not urban. The Rtes. 202/33 area is largely residential with mostly one- and two-story homes. A height limit of 3 1/2 stories or 35ft keeps all within the look and feel of South Hadley.

The artist's renderings of cluster housing (aka 'dense development') did not include garages, driveways, parking areas, etc. With these additions the proposed 23 units (~1500 ft each) on 3 acres (equals 7.7 units/acre) would realistically be more crowded and less desirable to potential residents. The suggested maximum of 12 units/acre would be extremely undesirable. Everything in such artist's renderings must be complete and to-scale; if the drawings/designs are not proportional to what is to be constructed, the public is getting an incorrect view.

In the interest of being transparent to the public, the proposed development along Routes 202/33 should include to-scale superimposed images/photos. This is needed for the entire project: business, residential, mixed use zones and proposed setbacks. Without knowing the overall appearance of the completed design, all proportional/to-scale, the public would be poorly informed and highly misled. At the November Special Town Meeting, the members would be voting blindly. Disinformation and misinformation are inexcusable.

Lastly, if members of the Planning Board or Innes Associate are developers or involved in the construction industry, should they not recuse themselves from voting on issues like the Routes 202/33 Corridor zoning recommendations? I understand that two members of the current five-member Routes 202/33 Advisory Committee are involved as noted and are Planning Board members. Conflicts of interest are problematical and unethical.

Thank you for your attention to these issues. I would hope to see corrections in future Routes 202/33 information that's being presented to the public as factual.

Sincerely,

Dr. Stephen Frantz  
300 North Main Street  
South Hadley, MA

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Anne Capra, AICP  
Director, Planning & Conservation  
Town of South Hadley  
116 Main Street | South Hadley, MA 01075  
(413) 538-5030 x6128  
[acapra@southhadleyma.gov](mailto:acapra@southhadleyma.gov)

**Learn more about South Hadley's community plans [HERE](#).**

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## Fwd: Rt 202/33 document

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**Anne Capra** <acapra@southhadleyma.gov>  
To: Colleen Canning <ccanning@southhadleyma.gov>

Fri, Jul 25, 2025 at 9:19 AM

Hi Colleen,  
Please add to the Board's correspondence.  
Anne

----- Forwarded message -----  
From: **Anne Capra** <acapra@southhadleyma.gov>  
Date: Fri, Jul 25, 2025 at 9:18 AM  
Subject: Re: Rt 202/33 document  
To: MARIE ROHAN <noon31@aol.com>

Hi Marie,  
See my responses below:

1. What is the difference between a cottage development and a condominium development.  
Condominiums are a form of ownership not a building typology. Thus, the proposed cottage cluster housing typology could be condominiums or not. Typically for condominium style developments, there is land in common ownership and therefore a "condominium association" is formed to collect fees from the association members to manage the land and other assets (e.g. pool, driveway/road, etc.) that is in common ownership.
2. Do cottage developments need 2 exits?  
I'm not clear if you are talking about the housing unit or the development itself. Residential housing units would need to comply with the building code for egress. For driveway egress, we are currently proposing that all developments along the corridor be allowed 1 curb cut.
3. Where buildings are being proposed do the developers need to specify spaces for handicapped parking and electric cars or is all go that covered in general proposal guidelines.  
Requirements for handicapped parking spaces and electric vehicle plug in would need to comply with the Building Code. these are not specified in zoning bylaws.
4. Do the proposed size of the sidewalks meet ada guidelines  
Public sidewalks would always need to comply with ADA guidelines.
5. How do these guidelines help meet the requirements for affordable housing  
The proposed zoning does not include mandatory requirements for deed restricted affordable housing. The intent of the zoning amendments is to incentivize the construction of new housing units at market rates. It is not believed that the number of housing units any one development would build would be large enough to offer the necessary economic model needed to offset mandatory deed restricted units. The proposed zoning has several components to incentivize new housing units including 1) right sizing all of the dimensionally non-conforming lots so that those homeowners do not need to procure Special Permits for expansion or alteration of their homes, 2) make small multifamily either by-right or site plan review, eliminating the Special Permit hurdle, and 3) allowing for increased density so that new housing developments have the potential to be economically viable in this current construction market which is very challenging.
6. Since the town is still waiting for the old library to be renovated, do the building guidelines for the corridor have any time limits for completion  
The proposed zoning doesn't guarantee any new development. It will be up to individual property owners and developers to initiate and permit new projects. At that time, timeframes for construction would be evaluated.
7. I am a bit concerned about the possible waving of storm water management plans in part because I couldn't understand the intent of the language in that section.  
The proposed zoning doesn't waive any stormwater requirements, it increases them. Currently, only projects that disturb 1 acre or more of land are required to get a Stormwater Management Permit. The proposed zoning says that any project that results in more than 60% impervious coverage is required to get a Stormwater Management Permit. This is because

many of the parcels along the corridor are likely to result in redevelopment that disturbs less than 1 acre but may reach the 60% impervious surface threshold. Thus, they would need to get a Stormwater Management Permit.

Let me know if you have other questions.

Anne

On Thu, Jul 24, 2025 at 7:46 PM MARIE ROHAN <[noon31@aol.com](mailto:noon31@aol.com)> wrote:

Good evening

I reviewed the draft you sent out in advance of Monday's meeting;

Here are my questions

1. What is the difference between a cottage development and a condominium development.
2. Do cottage developments need 2 exits?
3. Where buildings are being proposed do the developers need to specify spaces for handicapped parking and electric cars or is all go that covered in general proposal guidelines
4. Do the proposed size of the sidewalks meet ada guidelines
5. How do these guidelines help meet the requirements for affordable housing
6. Since the town is still waiting for the old library to be renovated, do the building guidelines for the corridor have any time limits for completion
7. I am a bit concerned about the possible waving of storm water management plans in part because I couldn't understand the intent of the language in that section.

Thank you for listening

Marie Rohan

--

Anne Capra, AICP  
Director, Planning & Conservation  
Town of South Hadley  
116 Main Street | South Hadley, MA 01075  
(413) 538-5030 x6128  
[acapra@southhadleyma.gov](mailto:acapra@southhadleyma.gov)

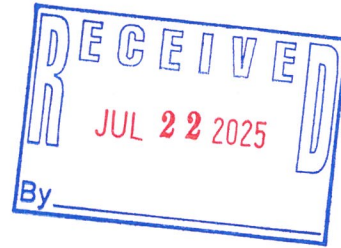
**Learn more about South Hadley's community plans [HERE](#).**

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Tobias LaPlante  
321 Brainerd Street  
South Hadley, Massachusetts, 01075  
zoe.laplante@icloud.com



May 21, 2025

Diane Supczak-Mulvaney  
116 Main Street  
South Hadley, Massachusetts, 01075

Dear Diane Supczak-Mulvaney,

I am writing to ask you to add speed bumps to Brainerd Street in South Hadley Massachusetts. In supporting this effort, the issue of speeding can be addressed.

According to an article from Michael Kelly Injury Lawyers titled "Massachusetts Car Accident Statistics: Recent Data and Critical Insights" written in 2025, documented statistics show that in the years 2013 to 2022, 1,025 people were killed by impaired reaction time due to speeding. Speeding is a serious issue, resulting in severe and sometimes fatal accidents. When drivers speed, their reaction time is impeded, making it much harder to step on the brakes in time when a corner comes around or someone crosses the street. This makes it so drivers end up hitting the brakes too hard, or not stop at all, which causes an accident. Next, as described in an article from the National Highway Traffic Safety Administration (NHTSA), titled "Speeding and Aggressive Driving Prevention", driving a car or other motor vehicle can shield the driver from the environment and conditions outside of the car, which can cause the driver to feel like they are just observing the surroundings rather than contributing to them. When people speed, they can feel disconnected from the world outside their vehicle. This makes it easy to ignore the small objects outside, like stop signs. Not seeing the stop sign makes it so they don't slow down, and it becomes useless at that moment. In order to consistently and effectively stop people from speeding, we need devices that cannot be ignored and can bring drivers out of the mindset that their speed is insignificant. In one last article from the Federal Highway Administration titled "Speed Management Countermeasures: More than Just Speed Humps", written in 2017, studies about speed management show that speed humps can reduce a driver's speed by as much as 10 mph. Unlike stop signs, speed humps are physical bumps in the road that are almost impossible for the driver to ignore. It is guaranteed to slow the driver down, at least temporarily, which can give them time to react to pedestrians crossing the road and whatnot. They also break the driver out of the mindset that the things around them are insignificant, allowing them to pay attention to their environment.


I am a resident of South Hadley who is concerned about this issue because I live on Brainerd Street, and I constantly see people going on walks or runs, not to mention kids riding on

bikes. Something else I see is cars and motorcycles going far beyond the speed limit, especially around the corner of Brainerd and North Main Street. This is concerning because the amount of walkers and children playing in the street combined with the speed of these drivers is a very large risk for accidents. The speed of drivers turning around the corner is also an issue, because when they are driving too fast they don't realize that there is a corner which can cause accidents. I want you to add speed bumps to Brainerd Street, especially around the corner of Brainerd and North Main Street. This would appropriately address the issue by slowing down the drivers and reducing the risk of an accident. Some may argue that the town should spend their money on "more important issues", but that is incorrect because this is a serious issue concerning the safety of our community, and that is a cause that should be prioritized by everyone.

This issue is important to me because speeding prevents people from taking walks, runs, etc without being constantly worried about being killed or seriously injured by drivers who aren't paying attention to the road. I know that there are a lot of children on Brainerd and North Main Street, and it's very concerning that they can't go outside to ride bikes and such without the threat of being run over. I believe you should care about this issue because it threatens the safety of the children and adults of our community. It is your job as a board member of South Hadley it is your job to take care of the citizens of South Hadley and fix issues that threaten the wellbeing of them, and when there is a street with children who are constantly at risk at being seriously injured or killed by a speeding vehicle, it is an issue that you should care about and fix immediately.

Thank you for considering this issue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tobias LaPlante'. The signature is written in a cursive style with a large, decorative initial 'T' that loops back to the left. The rest of the name is written in a more fluid, connected cursive script.

Tobias LaPlante