

Background Materials – December 8, 2025 – Planning Board Meeting

Prepared by Anne Capra, Director of Planning and Conservation, 12/5/25

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

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.

2) Minutes

Planning and Conservation Coordinator Colleen Canning will forward minutes separately.

Action Needed: Vote to approve the minutes.

3) Correspondence

Correspondence is attached.

Action Needed: No action needed.

6:30PM Public Hearing Continuation

4) 27 Ludlow Road – Detached ADU – Site Plan Review

Application online: [Ludlow Road \(27\) - ADU | South Hadley, MA - Official Website](#)

Chapter 255 Article XII Site Plan Review: [Town of South Hadley, MA Site Plan Review](#)

The public hearing was opened on 10/6/25 and continued on 11/24/25. Tonight's hearing was continued to allow for the following:

1. Clarification by FD1 regarding fire road access requirements.
2. To allow the Planning Board time to review a revised plan submitted by the applicant submitted at the public hearing on 11/24/25.

Since the 11/24/25 public hearing, the applicant has submitted another revised plan:

[6495AU01](#)

Background

The property owner Steve Aube has submitted an application to construct two detached ADUs behind two newly constructed duplexes on 2 adjoining lots at 27 Ludlow Road. The parcels are within the Residence B zoning districts and are dimensionally conforming for that district with 0.33 acres and 95' of frontage, and 0.28 acres with 75' of frontage. The duplexes are allowed by right within the Res B zoning district and are currently under construction. Diagonally across the street from the subject lot, Mr. Aube had previously constructed three duplexes on three lots that he owns, identical to the duplexes under construction at this location. The matter before the Planning Board for permitting is Site Plan Review for the proposed two detached ADUs. Building plans for the ADUs have not been submitted with the application.

Issue #1 Fire Code Compliance

After the 11/24/25 meeting, I submitted the site plan to the State Fire Marshal's Office for review and guidance, and subsequent meeting with the Fire Marshal's code enforcement officers, FD1, FD2, the Building Commissioner and myself. Based on this coordination, FD1 has issued the following comments:

12/4/25 Captain Jay Houle, FD1

Below is a diagram that Jake [Jacob Nunnemacher, Fire Protection Engineer, Mass State Fire Marshal's Office] sent that shows how the State interprets the Fire Code with regards to access. With this information the following are the options for 27 Ludlow Rd. to comply with the fire code.

1. *No requirements for the ADA on the West to have an access road.*
2. *The ADA on East requires either a 20' access road or fire sprinklers can be installed in this unit as an alternative.*

The Fire Department will allow the access road to span the property line if an easement was added to the deeds.

If fire sprinklers are chosen, it is my recommendation that both ADU's be sprinklered, even though not required.

PLANNING DIRECTOR'S NOTE: The diagram below illustrates the fire code requirement for a minimum of 20' of "open frontage". This frontage does not have to be contiguous. If there is less than 20', a 20' wide fire road is required no matter what the distance from the road is. However, it seemed there was some discretionary options for the Fire District to require a sprinkler in lieu of the full 20' access. The Fire

255-148(A)(7)(c): Curb cuts shall be minimized to the extent practical. Sites should be limited to one curb cut, unless safe and effective traffic management requires multiple curb cuts or unusual hardship exists. Curb cuts shall be located so as to minimize hazardous entrances and exits and turning movements.

The revised site plan shows four (4) 20' wide paved driveways attached to the duplexes, plus an additional 20' wide shared driveway for the two detached ADUs. The Board needs to consider whether or not an additional curb cut for the ADUs is allowable or would violate the SPR criteria.

Mr. Aube first contacted me in *May 2025* and shared the submitted plan, after SHELDTOLD him that the ADUs required permitting by the Planning Board. I provided the above feedback about limiting curb cuts and requested an alternative layout for the duplexes that would have all of the duplexes and the ADUs oriented to one shared driveway. Mr. Aube disagreed, stated he had already pulled the utilities and begun construction and that he was allowed under the new state law to build the ADUs without any approval from the Planning Board, etc. He has also since constructed the duplex at 27 E and F.

Regarding the infeasibility of an alternative site layout, the applicant has indicated the following considerations:

1. *Rotating the buildings will mean that bedroom and bathroom windows are now more visible to abutters and the roadway.*

Planning Director's Response: There are very typical conventional window dressings including shades, blinds, and curtains which are commonly used for privacy in residential dwellings.

2. *The site is too steep to locate the buildings in any other orientation.*

Planning Director's Response: On the submitted site plan, the ADUs are proposed to be located in the rear of the site, where the slope begins to increase. The duplexes would continue to be located at the front of the site where the site is more level.

3. *The front of the house should be oriented to the road.*

Planning Director's Response: It is not uncommon to see small multifamily houses oriented so that there is a front porch and entry on the front of the house oriented to the road, while the other units to the rear are oriented differently, typically along a shared driveway. In this layout, all units are serviced by one driveway. There is also a New England architectural vernacular known as "Big House, Back House, Little House, Barn" which speaks to the 19th century style of connected housing and farm buildings laid out with the principal dwelling facing the road and multiple buildings, often smaller dwellings and a farm, extend back into the lot, accessed with one driveway. Examples below.



Rivercrest Condos, first unit at Rivercrest Way and Ferry Street



Small multifamily, Northampton



Typical 19th century site layout

Department Comments

DPW, John Broderick

While I am fully aware of your concerns regarding the number of curb cuts for this project, DPW has no concerns with this site as proposed. The applicant has permission from DPW to connect the proposed site drainage system into the town-owned stormwater drain in Ludlow Road. “There is a corrugated drain line in the sidewalk in front of 27 Ludlow Road. We have had historical winter road issues on that side of the road and adding any more surface water from roofs to that area would not be good. The drain line goes down Ludlow Road down Ralph Street over Gray Street to Smith Street. It is 24 inch on

Ludlow Road, plenty to handle the flow. He does not have to dig into Ludlow Road, which is under moratorium for three more years.”

Historical Commission, Bob Judge

No comments about this application.

SHELD, Matt Delmonte

The detached accessory dwelling units would be serviced underground from the primary units. The customer’s electrician is aware of this and is planning accordingly.

FD1 Water Department, Jeff Cyr

I have been in contact with both applicants as well as the engineer for the Granby Road Project, who has been very receptive to our suggestions regarding the water main arrangements. We fully support both of these projects and hope they get underway soon.

[Note – Plans for 27 Ludlow Road and 506 Granby Road were sent at the same time for comments.]

Conservation Administrator, Rebekah Cornell

1) I observed a number of large trees removed before the owner began construction of one of the duplexes this summer. All woody vegetation was removed from the site prior to site work beginning. I do not see any trees or shrubs proposed in the planting plan. I strongly encourage the Planning Board to ask Mr. Aube to install trees and/or shrubs that are sized appropriately, i.e. likely under 25' tall at max height. It is important to pick "the right tree for the right place" to meet the needs of the suit and the residents.

2) There is a significant grade change to the property. Currently, a duplex is under construction with a sharp grade change between properties #29 & #27. I do not see any mention of retaining walls or stormwater management in the building permit documents. I understand from speaking to the owner of 31 Ludlow Rd (tree planting recipient), there is a large amount of water that comes off this hillside. If not mitigated, this will likely create problems with erosion, sediment movement across property lines, and potential build of water/ice inappropriately if not addressed. I recommend confirming that Mr. Aube has planned the site appropriately for development considering the amount of water that comes out of the hillside.

Action Needed: Conduct the public hearing, review application and plans, accept public comment, and deliberate.

Recommended Motion:

Move to issue site plan approval upon submittal of a revised site plan eliminating additional driveway curb cut for detached accessory dwelling units on lots 1 and 2 at 27 Ludlow Road, prior to issuance of Building Permit. Building Permit is conditioned upon the Building Commissioner determination that the accessory dwelling units meet the definition of allowable gross floor area.

Recommended Site Plan Approval Decision Findings:

1. It is in the public’s interest to limit the number of curb cuts on residential properties for traffic management and pedestrian safety. The DPW Director as well as abutters during the public hearing reported that there is excessive stormwater runoff coming off the hill behind the subject site, which causes drainage issues on Ludlow Road that lead to ice build up on the roadway at this location.

Restricting the number of new driveway curb cuts serves to mitigate the number of cars entering the roadway at all times, and particularly during more hazardous winter conditions.

2. Lots 1 and 2 will each be served by two curb cuts, 1 per unit in each duplex.

3. The applicant has not provided sufficient evidence to document the infeasibility of reorienting the duplex units to enable 1 driveway curb cut to service all housing units on each lot (1 driveway curb cut for lot 1 and 1 curb cut for lot 2).

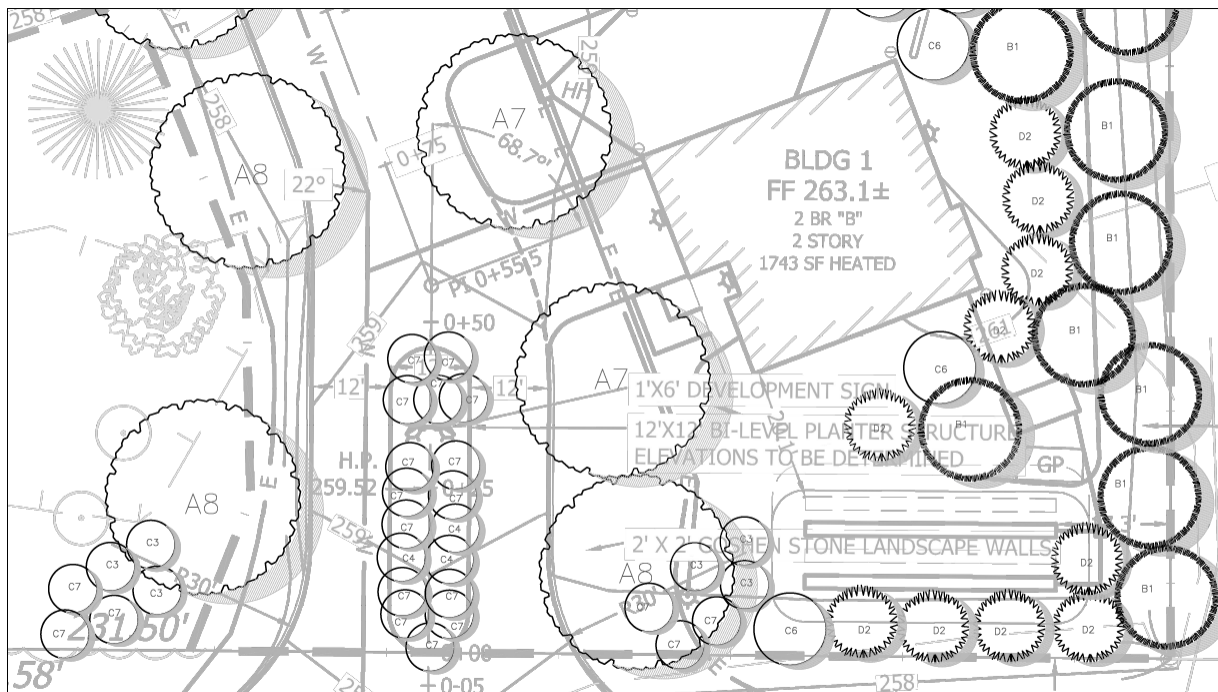
5) Skinner Woods Flexible Development Special Permit – Request for Modification to Landscape Plan

The Board began discussion on this matter at the 11/24/25 meeting. The Board voted by a 5-0 to: 1) require removal of the existing fire pit and require the applicant to seek approval from FD2 for any proposed relocation; 2) to uphold the requirement for a stop sign at the top of the road at the intersection with Amherst Road; 3) approve request to not install a pavilion; and 4) recognize the name of the road as Skinner Woods Way not Skinner Woods Drive as indicated in the Special Permit approval.

The Board voted by a 5-0 vote to continue discussion regarding the residential development sign and the stone bilevel planter at the top of the road, as described below.

The approved plan set includes a median at the entrance to Skinner Woods Way that is to be planted in black huckleberry and maple-leaf viburnum, two low growing native shrubs.

Approved planting plan for median at road entrance.

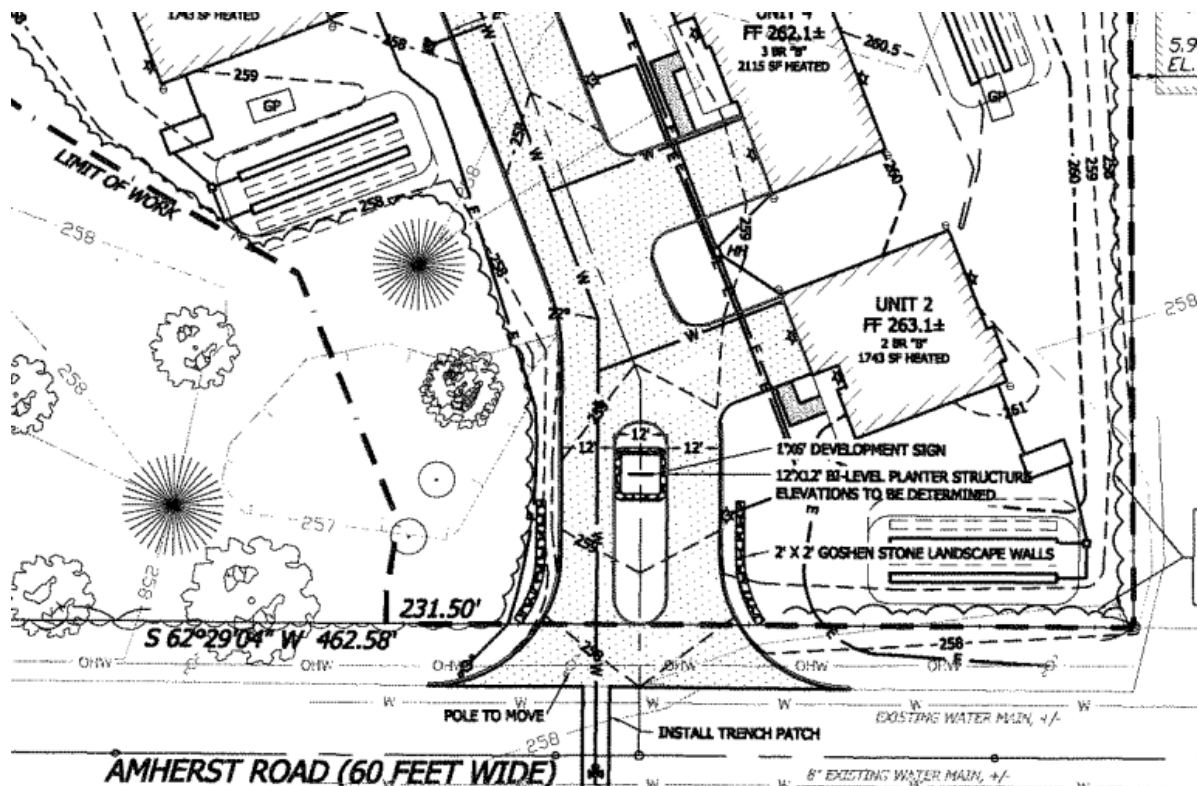


Planting Plan by the entrance

Existing stonewall and median display constructed by developer.



Although the existing stonewall and bilevel median display is on the approved plans, it was installed in the wrong location (too close to the road) and was paved around it thereby eliminating the intended planting area. The developer shall be required to install the plantings required for the median in another appropriate location on the site, to be approved by the Director of Planning and Conservation.



A residential development sign is permitted within this area, however, *the additional "private road no outlet" is not permitted and shall be removed immediately. Other statuary including the metal birds must also be removed.*

Recommendation:

I have reviewed the file and there were email communications between the former DPW Director, FD2, and former Planning Director regarding the location of the bilevel stone median. These communications don't include the planting bed specifically. The applicant was instructed to pull the median back out of

the Amherst Road right-of-way but it seems it was then constructed in its current location and there are no additional communications thereafter. During my investigations about the cutting in the open space violation, I did discuss the median issues with Leah Spring and advised that the current location of the media needed to be added to an as-built plan for review.

In reviewing the median, it seems very problematic for a planting bed to be located there. It seems very likely that plants would be driven over, plowed over, and destroyed within a year. I am recommending that the Board approve the median in the current location, and require enhanced planting on the south side of Skinner Way along the ROW setback. Plantings are to be of the same species and quantities as indicated for the median planting. The only ornamentation allowed on the median is a development name sign. All statuary and other signs are to be removed.

Request for refund of remaining Stormwater Performance Guarantee:

The Town currently holds \$21,600 for the balance of the Stormwater Guarantee. DPW has approved the final top coat paving of the road.

11/25/25 email, J. Broderick, DPW Director: *Final paving was completed recently by Ondrick Construction. I walked the project today, took measurements, and the overall quality of paving is acceptable. The asphalt (150 tons at 1.5") and tack coat (90 gallons) are the correct calculations for this project's dimensions. I also marked out for the stop sign at Rt. 116, which the developer will install.*

Typically, final performance guarantees are not returned until 1) as-built plan submitted; 2) stormwater maintenance logs submitted, 3) 3rd party verification of stormwater performance submitted.

The Town also holds a Landscaping Guarantee in the amount of \$88,360. The applicant intends to install the final landscaping in the spring 2026. I have requested a mandatory pre-install site visit with the landscape contractor to review placement of the plantings and expectations. Thereafter I will monitor the landscaping to ensure compliance. I recommend the landscaping guarantee be held for 1 year after planting to ensure planting success.

6) Discuss Authorizing Director of P&C to Sign Decisions During Remote Meeting Schedule

It is my preference that Board members continue to sign decisions and ANR filings. Currently Board Chair Mulvaney comes in to sign SPR and SP decisions when issued. For ANR plans, we will need three board members to come to the office to sign the plans within the 21-day period after submittal. Board should discuss this and decide on a procedure.

7) Discuss Subdivision Regulation Amendments

[Proposed/Draft Bylaws | South Hadley, MA - Official Website](#)

Final sections of the Subdivision Regulation updates that still need review are:

- Article XII Administration [Subdivision-Regulations---DRAFT-October-2025](#)
- Appendices [Subdivision-Regulations-Appendices-A-thru-G---DRAFT-October-2025](#)
- Draft Tree and Shrub Guidebook [Subdivision-Regulations-Appendix-H-Tree-and-Shrub-Planting-Guide](#)

Discussion will depend on what time it is when we get to this agenda item but I would like to prioritize final review of this over the next few meetings so we can schedule a public hearing and adopt updated regulations.

8) Sign Bylaw Revisions

When last discussed, the Board felt it was necessary to have examples of sign sizes so provide reference, and wanted more consideration for how “temporary” signs would be regulated. Below is an example sign dimensions guide I prepared with examples from signs around town for your review. [Example-Sign-Dimensions-Guide](#)

Enforcement of temporary signs has been discussed with the Zoning Code Enforcement Officer (Building Commissioner) and determined that it would be voluntary compliance for time limits. Complaints regarding violations would require evidence from the person filing the complaint, and the code enforcement officer would take action. We should discuss when we want to take up discussion of this bylaw again.

9) Planning & Conservation Department Report on Planning Projects and Development Updates

Upcoming Meetings

12/22 <i>Virtual</i>	<ul style="list-style-type: none">• 506 Granby Road – SPR & Stormwater Permit – Public Hearing Continuation• 373 Granby Road – Detached ADU SPR - Public Hearing• 136 East Street – Flexible Dev. Special Permit and Stormwater Permit – Public Hearing Continuation• Subdivision Regulations Update Discussion
1/12/26 <i>Virtual</i>	
1/26/26 <i>Virtual</i>	Subdivision Regulations Public Hearing (?)
2/9/26 <i>Virtual</i>	
2/23/26 <i>Virtual</i>	
3/9/26	
3/23/26	

Associate Planning Board Member Vacancy

An application from Dan Dodge has been received. The Chair and Vice Chair have advised holding all applications until after the spring elections and interviewing all candidates at that time.

Additional Topics Under Consideration and Scheduling

The Board needs to set a schedule for discussion of the following items:

- Agricultural Uses Zoning Bylaw Amendments
- Floodplain Bylaw Amendment
- 202/33 Corridor Design Guidelines Adoption

Mullins Rule Adoption

According to the Town Clerk, Town Meeting accepted the Mullins Rule MGL c.39 sec. 23D in 2011. According to our Town Attorney, if the Town has adopted the Mullins Rule, a Board member who has missed one public hearing can participate in the hearing continuation if “the

member shall certify in writing that he has examined all evidence received at the missed session, which evidence shall include an audio or video recording of the missed session or a transcript thereof. The written certification shall be part of the record of the hearing.”

It turns out that our Ecode repository of acceptances was accurate when first codified in 2017, but there was a lapse thereafter in the Town Clerk’s office. This is why it has been the practice of the Board to not allow a member to participate in a hearing continuation. After digging into this further, this was an error. The Clerk will be instituting a review of Ecode since 2017 to ensure all acceptances have been codified appropriately.

For the most recent public hearing where this was an issue – 27 Ludlow Road – because Member Watchilla actually recused himself from the second night of the hearing, after missing the first night of the hearing, he is disqualified from participating in the hearing continuation at this point.

10. 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.

**SOUTH HADLEY PLANNING BOARD
LIST OF ADDITIONAL CORRESPONDENCES
DECEMBER 8, 2025 REGULAR MEETING**

Letters and Memos

- December 3 email (attached) from Leah Spring, developer of Skinnerwoods Flexible Development, sharing photographs and additional information regarding the stone island at the Skinnerwoods Development entrance.
- November 26 email (attached) from Steve Aube, applicant for detached ADUs at 0 & 27 Ludlow Road, regarding various application items.
- December 4 email (attached) from Steve Aube regarding on-street parking around the neighborhood of Ludlow Road.
- December 4 email (attached) from Steve Aube regarding various items relating to his Site Plan Review application at 0 & 27 Ludlow Road.

Legal Notices

Amherst

-

Chicopee

- Notice from the Chicopee Planning Board for public hearings on December 4 to consider the following: 1) waiver from frontage to create new single-family building lot from 90 Anson Street; and 2) definitive plan for construction of two contractor/flex buildings and associate site improvements at 821 East Main Steet.

Granby

-

Hadley

-

Holyoke

-

-- Forwarded message -----

From: **leah spring** <leahaspring@gmail.com>

Date: Wed, Dec 3, 2025 at 2:09 PM

Subject: Stone Island

To: Anne Capra <acapra@southhadleyma.gov>

Hi Anne,

As a potential solution we could install a planting bed behind the current stone island at an appropriate length. I have attached pictures showing the approximate location of unit 2's driveway in relation to where the stone island is. The purple line indicates the approximate right edge of the driveway.

Could you please let the board know the following:

My concern with moving the stone structure further down the street and or placing a planting bed is that it could become a hazard for vehicles trying to back out of unit 2's driveway. It could also cause congestion for delivery or emergency vehicles trying to access unit 2.

In its current location there have been no safety issues or concerns that we are aware of, police, fire, and EMS have responded to the street numerous times. Its current location has not interfered with snow removal or delivery vehicles.

This stone island has been in place since June of 2022- I just want to clarify that this was not completed after previous violations.

Thank you,

Leah



27 Ludlow Rd ADU

1 message

Steve <steveaube@cox.net>

Wed, Nov 26, 2025 at 12:23 AM

To: anne Capra <acapra@southhadleyma.gov>

Cc: tstark@shdistrict1.org, Jhoule@shdistrict1.org

Hello Ms Capra,

I spoke with the fire chief again this morning, and as I stated at the meeting, he stated that I needed a 20 foot fire access to the 2 ADUs. I know that both you and the board do not seem to like the idea of this, but it is the fire code. If the fire code will allow me to pave less than 20 feet and still leave a clear right of way to the ADUs, or pave a narrower strip with hard pack underneath and on both sides that totals 20 feet, I would be fine with that.

But I believe that is for them to decide and as I stated, I have to accept that option, because it would be a significant financial burden to sprinkler the ADUs with estimates of more than \$35,000 each. Plus it would possibly require cutting the road open to upgrade the water main at an additional cost and this is not possible because the road is under a moratorium for about 3 more years.

The chief stated that in his discussions with you, that you stated that you were going to consult the town attorney. Can you please explain what this consultation was regarding and what the outcome was?

As I stated in the meeting, just the fact that this site plan review keeps getting continued, mainly because the board wants to hear from the fire Dept is a burden. The chief was very clear with me and apparently you about what needs to be done and it should be both the building inspector and the fire department that enforces it, not the site plan review committee. It is becoming a financial hardship because it is slowing my project down and the completion/occupancy of the units.

I am trying to follow the ADU law, which as we know, is a protected use and according to the Dover amendment, site plan should be limited to height of structures, yard sizes and setbacks, lot area, parking, and building coverage requirements. It appears that the I have met all those requirements and curb cuts is not one of them. I believe it mentions parking to make sure it is supplied if the ADU is too far from public transportation, not so that the town could limit parking spaces, especially since I have not exceeded the amount of impervious coverage allowed. It also states that towns should not impose anything that would be an excessive cost to the development which sprinklers would be and that is why I am choosing to put in the access road instead.

As we discussed, both duplexes are permitted to face Ludlow Rd. It would impose many hardships to turn 27AB to face the access road instead of Ludlow road. First, because the duplex's width is almost double the depth, turning it would push the ADU further back into the hill, which would cause added costs with retaining walls and be closer to the neighbor (25 Ludlow) which is on a flag lot and already expressed a concern about the density of the project; so I'm sure that he doesn't want it that way. It would significantly shorten the length of the driveways of 27AB which would limit it to smaller, compact vehicles vs SUVs. Those driveways would be going downhill potentially letting rain water and snow melt into the garages. It would cause 4 families to have to bring 2 trash cans down to Ludlow Rd. 8 cans at about 3'/each = 24 feet, without leaving the recommended 2-4' between them. This would probably block most of the access to the road on trash day. The utilities for 27AB would have to be rerouted also adding cost. The curb appeal for a building facing sideways will also decrease, making it less valuable and more difficult to rent. It would force me to plow 4 units instead of 2, also adding to the cost. It would cause me to have to redesign the duplex on 27AB due to the slope of the land, adding to the cost of construction. I would also have added liability if 27AB were turned sideways because people would probably assume that it was a public way and want to drive down it, walk their dogs, etc, vs leaving it the way it is designed and it gives the "gatehouse" or "private drive" feeling which would discourage uninvited use.

As Mr Leblanc mentioned last night, if I had waited until both duplexes were built, this would not be an issue, so to try to force me to alter my site plan feels unreasonable. I already paid \$1900 more just to have the site plan redrawn to accommodate the fire access and add the vegetative screen that was not even required, but suggested by the board to be added when I told an abutter that I had eventual plans to put privacy plantings in. Not to mention the cost to install the vegetation or the original cost for the 1st site plan that was required.

Can you please tell me what legitimate public interest is served by not allowing me a driveway to the ADUs. As I discussed, I have 3 duplexes across the street (38AB, 38CD, & 38EF) with a driveway for each unit = 6 driveways for 6 units. I proposed 1 driveway for each unit of the the 2 duplexes = 4 driveways plus a shared driveway for 2 ADUs. That's 5 driveways for 6 units. I believe that if I did not own both lots, and this project had 2 separate builders, each ADU would have its own driveway.

I still can not find a curb cut bylaw. Can you please provide it? The ADU legislation is specific that a town cannot try to make rules for ADUs that are more strict than for other buildings in that zoning. Therefore, if every unit can have a driveway across the street, so should these, but in order to limit the amount of asphalt I have proposed to share a driveway for the ADUs. I see many other areas in town, such as Alvord Place that have a driveway for each unit and it does not appear to be an issue. By trying to restrict curb cuts because we are under site plan review is making this more strict than other buildings and therefore is discouraging ADUs. Also as I discussed, my section of Ludlow Rd does not have an actual curb, a sidewalk, or a bike lane, so I'm not cutting or crossing anything. There are no pedestrians walking by and according to you on street parking is prohibited. As I mentioned, the reason that I designed it this way is so that none of my 6 units would be parking cars on the grass or the street, which many of the neighboring properties do. Some even park on the sidewalk. I have not seen anyone ticketed because I don't see any "no parking" signs. Can you please send me the ordinance that shows no parking on Ludlow Rd? At 38ABCDEF Ludlow Rd, I have it as part of the lease agreement that on street parking is not allowed. I plan to do the same at 27AB and 27EF.

At the meeting last night, you brought up concerns that conservation had related to how many trees I cut in the back. Can you please explain why that should be part of any argument? Because if I were building just the 2 duplexes, it would be my option to cut as many trees as I wanted.

I believe that the ADU mandate also states that any conditions imposed must significantly improve the project, or be considered the equivalent of a denial or be considered an undue hardship. Once again, across the street at 38ABCDEF, I have 6 driveways, and in the 10 +/- years since they were built, we have not even had a fender bender, never mind someone needing to be declared dead as was reiterated as a concern last night.

38ABCDEF are closer to the steeper and curved section of Ludlow Rd, while 27 is on a straight section with ample sightline to ingress/egress from the units as I have designed it. Therefore I'm not sure where the public safety concern lies. Can you please explain the rationale?

I think it should be reiterated that I own a majority of the abutting properties, including the recent purchase of the lot west of 34 Ludlow Rd (006c-0027-000), so I am obviously the most affected by the curb appeal of Ludlow road. At the meeting last night, the only concern from an abutter was about how many units that were going to be on the lot, not where the driveways were, so it's really not a concern that can be fixed, other than by trying to give him as much space and privacy as possible. He (25 Ludlow) actually agreed that the first duplex was beautiful. The only other abutter present last night, was the owner of 34 Ludlow Rd (directly across from 27 AB), who also expressed that he would prefer the 27AB face Ludlow Rd because he did not want to look out the front window and see the side of a house. He also agreed that 5 driveways would work.

Also of note is that the owner of 29 Ludlow Rd, who is apparently a retired fire chief from a neighboring town, was at the first meeting and expressed no concerns about the project as it was discussed, both as a neighbor and from a fire perspective. I also have discussed with multiple police personnel the way in which the project is designed, and they all agree that accessing the front doors of 27AB from Ludlow Rd would save time.

Once again I apologize that you did not receive the updated plot plan PDF until just before the meeting, but that was when it became available to me. I do feel that since the only required change to the plan was making the access road wider, the board could have looked at it and voted. We spent plenty of time discussing it and the only other change was the vegetation barrier, which was not even required.

I hope you can understand my frustration with this process, because in the end I'm trying to build quality affordable housing via 2 ADUs, but every day that passes adds to the cost and makes them less affordable. My project is the epitome of inclusionary zoning, but it doesn't feel like the town is removing any barriers which I thought was the goal of the HPP. I understand that I am the first person to build an ADU in South Hadley, but it seems like the town is trying to make a one size fits all template and set a precedent with my project. I would think that since every ADU needs to have a site plan review, then each plan should be looked at individually. If that is the case, since I have proven, across the same exact street, that 6 driveways did not cause a public hazard, 5 driveways shouldn't either. At the completion of this project I will have invested millions into South

Hadley Falls. Shouldn't that be a good thing? Everyone that I meet tells me that 27EF is a beautiful building. 27AB will look just as good if it faces Ludlow Road. Isn't that a good thing for South Hadley Falls?

Can you please let me know what South Hadley's SHI percentage is? Is the town meeting the HPP benchmarks?

I hope you have a wonderful holiday and can reply to me in writing as soon as you are available.

Thank you,

Steve Aube

Re: Unenforced on street/sidewalk parking

1 message

Jennifer Gundersen <gundersenj@southhadleypolice.org>

Thu, Dec 4, 2025 at 1:51 PM

To: Anne Capra <acapra@southhadleyma.gov>

Cc: John Broderick <jbroderick@southhadleyma.gov>

Anne,

You can inform the reporter that he can call those vehicles into us and we will cite them. Have him call the non-emergency line at the PD.

As a FYI, that MSP vehicle is NOT illegally parked. They park in the same spot daily, and it is legal.

I appreciate his commitment to public safety.

Kind regards,

Jennifer Gundersen
Chief of Police
South Hadley Police Department
41 Bridge Street
South Hadley MA 01075

413-538-5050
FBI, National Academy Session #226
She/her/hers

View the [SHPD Ride Along Video!](#)

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



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On Thu, Dec 4, 2025 at 1:44 PM Anne Capra <acapra@southhadleyma.gov> wrote:

Chief and Johnny,

Could you provide feedback on this email about illegal parking. This email is from the applicant for ADUs at 27 Ludlow Rd. This info isn't directly relevant to his application but I did tell him previously that onstreet parking on LUDLOW Rd is not permitted. Can you confirm that please.

Thanks,
Anne

FRAUD ALERT -- FAKE APPLICATION FEE REQUESTS

The Town of South Hadley has been made aware of a fraudulent scheme targeting applicants with fake requests for application fee payments. These emails and invoices are NOT from the Town of South Hadley. All application fees are handled in person at Town Hall. Do not pay any invoices or respond to these fraudulent emails and contact the Planning & Conservation Department directly.

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](#).

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

From: **steve aube** <steveaube@cox.net>
Date: Thu, Dec 4, 2025 at 12:29 PM
Subject: Unenforced on street/sidewalk parking
To: anne Capra <acapra@southhadleyma.gov>

Please add these to my file for 27 Ludlow Rd. The last picture shows a state police vehicle that is always illegally parked on Bolton Street.

12:53



South Hadley



September 12 5:24 PM

LIVE ▾









Email 11/26/25

1 message

Steve <steveaube@cox.net>

Thu, Dec 4, 2025 at 7:56 PM

To: anne Capra <acapra@southhadleyma.gov>

Hello Ms Capra,

Thank you for meeting with me today. I know that you said that you "were not planning to respond to email, because we already discussed those issues," but I disagree, and would appreciate a reply. To my knowledge, you did not tell me which town lawyer you discussed my case with or the topic. I would like to speak with this person myself.

Also I still would like to hear the legitimate public interest that is served by imposing a curb cut limit on my project? The town does not have a town wide or RES B ordinance for curb cuts and the ADU law states that towns can not have a limitation for an ADU that is not a limitation for other buildings in the same zoning. You keep quoting the site plan review bylaw, but that is a one size fits all rule for special permits, commercial projects and sub developments, not for a by right use.

I also requested the bylaw for no parking on Ludlow Road and sent you some pictures of neighboring properties with cars parked in the road, on the grass, and on the sidewalk.

In the email I asked "Can you please let me know what South Hadley's SHI percentage is? Is the town meeting the HPP benchmarks?" Once again, I do not believe that this was discussed at any of the meetings that I was present at and I would appreciate an answer.

I am requesting a joint meeting with the state ADU coordinator @EOHLC, I believe Claire Morehouse. I know that you stated that this was not necessary, but I feel it would be beneficial to get clarification at the state level.

On another note, I spoke with the building commissioner today, and he agreed that I have enough square feet for the ADU because my basement level has plenty of square feet that can be counted. I would request that you confirm this with him before the meeting on Monday so that the meeting does not have to get continued again. If you are unable to do this, or if you disagree, please contact me in advance of the meeting, so that I can clarify this for the board.

Once again, I am trying to increase the number of affordable housing units in South Hadley and would appreciate your and the board's support.

Thank You

Steve Aube
(413)221-7188