

R LEVESQUE ASSOCIATES, INC.

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January 14, 2026

Via email: acapra@southhadleyma.gov

Anne Capra, AICP
Director, Planning & Conservation
Town of South Hadley
116 Main Street
South Hadley, Massachusetts 01075

**RE: Response to Review Comments
506 Granby Road
South Hadley, Massachusetts 01075
(Map 32, Parcel 52)
RLA Project File No. 240926**

Dear Ms. Capra:

On behalf of the applicant and property owner, SAI SHYAM, LLC c/o Mr. Himanshu Patel, R Levesque Associates, Inc. is providing this response letter to BETA peer review and departmental comments issued for the above-referenced project. The review comment is presented below in *italic text*, followed by an RLA Response presented below in **blue, boldface text**. The comment number and format are consistent with the original document for ease of review.

BETA:

4.0 GENERAL REVIEW COMMENTS

G1. Many of the documents indicate the parcel is located at 560 Granby Road. The Assessors' Card for the property indicates the address at 506 Granby Road. Reconcile the documents to have a consistent address.

RLA Response: Submitted documents will be reviewed and revised accordingly.

G2. The Existing Conditions Plan indicates the parcel is 4.02± acres while the Assessors Card indicates the parcel is 4.15± acres. Reconcile this discrepancy.

RLA Response: The existing conditions information was obtained from a topographic and boundary survey conducted by R Levesque Associates, Inc., supplemented with record information such as deeds,

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plans, and other relevant documents. Minor discrepancies in parcel size may occur, as GIS data and assessor's records are often based on generalized or outdated information and may not reflect precise field survey measurements.

G3. Indicate how garbage/refuse will be collected for the development. If a garbage truck is intended to service the site, provide a truck movement exhibit/plan showing how the truck will maneuver within the parking lot without conflicting with parking spaces.

RLA Response: The narrative states that these services will be provided by the municipal system as is done with all but a few of the multifamily developments in Town. They will use the recycling and trash carts. Each occupant will place the carts in the parking lot and the trash/recycling trucks will pick them up/empty them and then likely back out. This is similar to what is done on a larger scale for a longer distance at Hillcrest Park.

G4. Provide fall protection at the headwall/retaining wall.

RLA Response: The proposed retaining walls are shown with a protective 4' fence.

G5. Provide a detail for the headwall/retaining wall.

RLA Response: Retaining wall details have been added to Sheet D-5.

G6. Confirm whether there will be an affordable aspect to the project. How many condos will be affordable?

RLA Response: There are no "affordable housing" units provided or required to be provided.

G7. The Compliance Review Narrative provided with the Site Plan Application refers to the Multifamily Residential Development in Business A-1 zoning district as §255-52; the correct section is §255-51.

RLA Response: The Town's eCode is not current and nomenclature is reflective of recent bylaw amendments.

5.0 TOWN OF SOUTH HADLEY ZONING REQUIREMENTS

Z1. Front entrances to multi-family buildings shall open onto sidewalks and streets or common public spaces and not onto parking lots. The proposed development's front entrances open to sidewalks that



about parking areas. BETA defers to the Planning Board as to whether the layout of the parking lot and building entrances is acceptable.

RLA Response: Noted, to be discussed with the Planning Board.

Z2. The parcel is located on a site of at least two acres and is required to include usable open space in the same proportion and character as required of developments under §255-31 of the Zoning Bylaw

(§255-47.D.). BETA defers to the Planning Board regarding the open space required for the property.

RLA Response: Noted, to be discussed with the Planning Board.

Z3. With respect to Criterion #7 – The Applicant references Conti Drive as the means in which the development connects to the public way (Granby Road). Conti Drive provides no separation of vehicular traffic and pedestrian traffic and is frequently utilized by the auto repair shop south of the Project.

RLA Response: A pedestrian bridge and stone dust pathway has been added to the revised site plan set.

Z4. With respect to Criterion #7 – The sidewalk within the parking lot area of the development does not connect to Conti Drive. BETA recommends connecting the parking lot area to Conti Drive, especially if Conti Drive is going to be used as a connection to the public way. Note, this sidewalk would need to meet ADA requirements.

RLA Response: An accessible sidewalk ramp has been added to the revised site plan set.

6.0 TRAFFIC ASSESSMENT AND IMPACT

T1. BETA defers to the Planning Board regarding the traffic impacts from the proposed development.

RLA Response: Noted, to be discussed with the Planning Board.

T2. Confirm that the detail for typical pavement cross sections is for both the parking area as well as the Conti Drive private driveway. BETA notes that the auto service establishment that also utilizes Conti Drive may do so with heavy duty trucks.

RLA Response: The pavement cross section detail applies to both the parking area and Conti Drive. The specifications are typical and sufficient for the assumed traffic.

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T3. Confirm that the proposed configuration has been reviewed and approved by the Town Fire Department and that emergency vehicles can circulate as needed.

RLA Response: The South Hadley Fire Department has reviewed the project and provided no comments or concerns.

8.0 UTILITIES

U1. BETA defers to the preference of the Board on providing overhead or underground electric services.

RLA Response: Noted, to be discussed with the Planning Board. SHELD has provided review comments separately.

U2. Confirm the Fire Department has reviewed the design and agrees with the locations of the proposed hydrants and whether a hydrant is required within the parking lot area.

RLA Response: The South Hadley Fire Department has reviewed the project and provided no comments or concerns.

U3. Clarify the size and material of the proposed water services, including fire hydrant connections and any transitions in material.

RLA Response: Water service sizes and materials are specified on Sheet C-7.

U4. Confirm that 10 feet of separation is provided between the water service and the force main sewer service.

RLA Response: 10-foot separation is maintained between the water and force main sewer services.

U5. Clarify if fire protection is provided for all buildings. If there is a separate service line for fire protection, show this service on the plans.

RLA Response: Fire protection service is not required, therefore it is not proposed.

U6. Perform a hydrant flow test to confirm the water service line has adequate pressure for both the domestic and fire protection services.



RLA Response: Please see the attached correspondence from the Water Department.

9.0 LANDSCAPE TREATMENT & GRADING

LA1. BETA recommends providing a native seed mix, especially within the wetland buffer areas.

RLA Response: The landscaping plan has been revised accordingly.

LA2. Review grading at the entrance to the parking area at Conti Drive. Based on the proposed spot grades and contour lines this area is virtually flat, and ponding/icing may result.

RLA Response: Grading at the entrance area has been revised and has a minimum of a 1% slope. See sheet C-9 for the Conti Drive profile.

LA3. The Landscape Plan indicates that some non-native species of plant will be planted for the proposed development. BETA recommends that native species be planted, especially within the wetland buffer area.

RLA Response: The landscaping plan has been revised accordingly.

LA4. Conti Drive is proposed to be regraded. Plans should indicate that curbing within this section of Conti Drive will be removed and replaced.

RLA Response: Sheet C-4 has been revised to include removal of curbing within this section.

10.0 STORMWATERMANAGEMENT

SW1. Provide a Design Point for Conti Drive/flows discharging west to the existing stormwater infrastructure.

RLA Response: Design Point 3 has been added for Conti Drive drainage infrastructure.

SW2. Provide the Soil Evaluator License number of the soil evaluator who conducted the test pits and confirmed groundwater elevation.

RLA Response: Test pits were conducted by Ryan Nelson of R Levesque Associates, Inc. whose Soil

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Evaluator License number is #14394.

SW3. Revise time of concentration (T_c) calculations such that sheet flow does not exceed 50 feet.

RLA Response: The T_c calculation has been revised and is included within the revised Stormwater Report.

SW4. Given the slope of the proposed access driveway, BETA recommends a double grate catch basin be utilized to capture as much flow as possible.

RLA Response: A double grate catch basin has been added within the access driveway, see sheet C-7.

SW5. Provide calculations to confirm that the infiltration practice retains the one-inch volume of rainfall that falls on impervious surfaces on-site (§200-19.B.).

RLA Response: The one-inch water quality volume for the subsurface infiltration basin has been added to the Stormwater Report. See Appendix E.

SW6. The proposed project will cause an increase in total volume discharging to the intermittent stream during the 2-, 10-, and 100-year events. During a site inspection, BETA noted that the water passing beneath the stream crossing is very high and is very close to capacity. Our concern is that the increased volume to the intermittent stream will cause flooding as the will not be conveyed due to lack of capacity. The Applicant shall perform a capacity and load analysis to confirm the capacity of the existing culvert passing under Conti Drive.

RLA Response: During the inspection of the existing culver pipes (two 16" D.I.) said culverts were cteated of debris and are now conveying flow in an unrestricted manner.

SW7. Given that the project is considered a "new development" under the MS4 permit, revise the design and calculations to provide 90% TSS removal and 60% total phosphorus. Note: providing infiltration of the one-inch water quality volume over the entirety of the developed site may achieve the appropriate phosphorus removal.

RLA Response: The proposed stormwater system is not discharging to a municipal separate storm sewer system (MS4), so 90% TSS removal and 60% total phosphorus removal is not applicable. An MS4 permit is applicable for discharges to the storm drainage system owned or operated by the Town of South Hadley. The proposed stormwater system discharges on-site, downgradient toward an existing intermittent stream.

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SW8. Separate DP-1 into two analysis points: one for Conti Drive drainage infrastructure and one for flow discharging to the intermittent stream.

RLA Response: Design Point 3 has been added for Conti Drive drainage infrastructure.

SW9. Provide required mounding analysis where infiltration BMPs have less than 4 feet of separation to estimated seasonal high groundwater.

RLA Response: Please see the attached mounding analysis.

SW10. Some treatment seems to be missing from the TSS removal calculations. The deep sump catch basin and isolator rows are not mentioned as TSS removal devices.

RLA Response: The TSS removal calculations have been revised. See Appendix E of the Stormwater Report.

SW11. The TSS removal calculations are separated into pre-treatment and total treatment. Provide TSS removal calculations for each of the individual treatment trains.

RLA Response: The TSS removal calculations have been revised. See Appendix E of the Stormwater Report.

SW12. Remove pretreatment devices from TSS worksheet for total TSS; the 80% TSS provided by the subsurface system is inclusive of required pretreatment.

RLA Response: The TSS removal calculations have been revised. See Appendix E of the Stormwater Report.

SW13. Provide location(s) of construction material stockpile areas. Stockpiling of materials shall not be placed within the wetland buffer zones.

RLA Response: A stockpile area has been added to Sheet C-4.

SW14. Indicate snow storage areas in the plan set.

RLA Response: Snow storage areas have been added to Sheet C-5.



SW15. Provide signature of owner on the O&M Plan.

RLA Response: A signature is included within the revised Stormwater Report.

SW16. Provide signature of owner on the illicit discharge statement.

RLA Response: A signature is included within the revised Stormwater Report.

11.0 CONSERVATION COMMISSION RULES AND REGULATIONS: WETLANDS REGULATIONS
(CHAPTER 305 – PART 2)

CC1. Revise the force main on the north side of the development so that it does not encroach upon the 50-foot no-disturbance conservation zone (§305-28.C.(2)(a)). Grading is also located within the 50-foot buffer zone. BETA defers to the Commission as to whether grading is acceptable within the 50-foot buffer zone.

RLA Response: The applicant will be seeking a waiver of the 50' Conservation Zone as part of the Notice of Intent public hearing process.

CC2. BETA defers to the Commission regarding the need for demarcation of the 50-foot no-disturb buffer zone (§305-28.C.(3)).

RLA Response: Noted, to be discussed with the Conservation Commission.

CC3. Some of the proposed structures, specifically the proposed headwall/retaining wall, directly abut the 50-foot no-disturb wetland buffer. BETA is concerned that construction of the retaining wall will disturb this area. BETA recommends a Condition of Approval stating that after construction the 50-foot no-disturb buffer zone will be replanted with native seed mix in all disturbed areas.

RLA Response: Noted, the applicant is amendable to this suggested condition of approval.

Building Commissioner – Jason Forgue

The decks would be part of the building footprint in my opinion (regardless of level) and thus not allowable in my opinion due to the setback violation.

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RLA Response: Said decks have been replaced with patios to resolve any setback concerns.

Police – Chief Gundersen

I have reviewed the traffic analysis report regarding 506 Granby Rd and have no concerns.

RLA Response: Noted.

SHELD – Matt Delmonte

The plan calls for removal and relocation of the existing electric pole line servicing customers at 1 & 2 Conti Drive. SHELD has concerns related to the cost and resource impacts associated with this relocation.

RLA Response: Understood, final power service details will be reviewed and agreed upon with SHELD prior to construction.

Fire District 1 Water – 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

RLA Response: Noted.

Conservation Administrator – Rebekah Cornell

- 1) *This project has submitted a Notice of Intent requesting an Order of Conditions from the Conservation Commission. Public hearing is scheduled to open 9/17 and will undergo peer review.*

RLA Response: Understood.

- 2) *Minimal trees are proposed in the site plan, with almost none proposed between the new development and the existing residential abutting property. I do not recommend approving the landscaping plan as proposed and suggest a strong planting plan should be submitted with trees/shrubs all appropriate for the planting locations.*

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RLA Response: The landscaping plan has been updated to include tree replacement information.

DPW – John Broderick

Conti Drive was constructed to Town specifications in 1992, as a private drive, with no Town responsibility regarding infrastructure or roadway maintenance, including the sanitary, storm, culvert, paving, and snow and ice. It is assumed that this private status will continue. The current sanitary sewer is 8" from Granby Road to the manhole installed before the culvert. The existing culvert is a twin 18" ductile iron pipe install, with gabion basket headwalls, due to the shallowness, and the structural need. This culvert has performed as designed since install in 1991. These infrastructures are adequate to handle this project, as well as additional future projects on the Conti Drive parcel. Current traffic volume concerns regarding the Rt. 202 roadway, and adding another sizable development, will only add to the current issues.

RLA Response: Please refer to the accompanying Culvert Inspection Report.

Historical Commission, Bob Judge

No comments on this project.

RLA Response: Noted.

FD1 – Captain Jay Houle

Fire District 1 has no concerns or comments on this project.

RLA Response: Noted.

Should you have any questions or comments regarding this information, please do not hesitate to contact our office at your earliest convenience.

Sincerely,
R LEVESQUE ASSOCIATES, INC.



Robert M. Levesque, RLA, ASLA
President