

R LEVESQUE ASSOCIATES, INC.

40 School Street, Westfield, MA 01085

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October 23, 2020

Richard Harris, AICP
Director of Planning & Conservation
Town of South Hadley
South Hadley, MA

**RE: Proposed Residential Development
Hadley Street (Route 47), South Hadley, MA
Response to Planning Board Member's
Composite Identification of Inconsistencies**

Dear Mr. Harris:

On behalf of the applicant, Chicopee Concrete Services, Inc. we are herein submitting the following responses to a memo received by our office on October 7, 2020 from the South Hadley Planning Board. Our responses are in **green** and the format has been kept consistent for ease of review.

Questions submitted for Peer Reviewer

1. Rob Levesque to provide a written construction staging plan as described at 2020-10-05 Public Hearing.

RLA Response: Refer to Sheet C-3, C-4 or C-5 of the Definitive Subdivision plan set dated January 20, 2020 for a Construction Sequencing Schedule.

2. Rob Levesque to provide the Phase 1 report (to the extent they can) – to address PB concerns with the land previously being used as a shooting range.

RLA Response: Information has been requested from the environmental consultant and is forthcoming.

3. Jim to review sheets as to where the construction O&M is specified – Rob said it was on the sheets. Rob will provide plan for review.

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RLA Response: Refer to Sheets C-1 and C-2 of the Definitive Plan set.

Questions submitted for Applicant

1. It is difficult for the Board to determine conformance with subdivision design standard 360-33,B with the current project documents. Please provide a 24"x36" drawing at a scale of 1"=120' showing an aerial or satellite view (i.e. Google Earth) of the entire site with the following items overlaid:
 - a. Existing contours
 - b. Proposed contours Proposed lot lines for lots 1-9
 - c. Proposed Frosty Way
 - d. Footprints of proposed new houses (as depicted in definitive subdivision plan set)
 - e. Location and extent of grandfathered sand/gravel extraction operations on newly created lot 4.

RLA Response: Drawing was submitted to the Town Planner via email on Thursday, October 15, 2020.

2. Please provide a narrative for how the location of Frosty Way and the new houses on lots 2 & 3 are consistent with subdivision design standard 360-31,A,1 that states "*...Due consideration shall also be given by the subdivider to the attractiveness and design of the street layout in order to obtain the maximum livability and amenity of the subdivision.*"

RLA Response: The proposed roadway and associated grading has been prepared taking many controlling factors into consideration. The existing street grade, the elevation within the previously excavated portion of parcel 43 and the existing slopes along the west side of Hadley Street have all been factors in the design of the proposed subdivision road. The proposed roadway grades are all within subdivision design standards and will prove to be beautiful lots with northeastern views to Skinner Mountain while the end of the cul-de-sac will take advantage of the previous excavation within in parcel 43 and will terminate at a location that can be utilized for subsequent subdivisions should the proponent choose to pursue additional subdivisions in the future. Each of



the proposed lots will be easily accessible from the proposed roadway with large yards for quiet enjoyment.

In this narrative, please address the following:

a. The applicant's representative has stated on several occasions that the layout of Frosty Way was chosen because it is advantageous to the applicant. From the standpoint of a residential subdivision, what is advantageous about locating the terminus of Frosty Way and the first two houses of the subdivision at the bottom of a decommissioned sand/gravel extraction pit adjacent to an active sand/gravel extraction operation when the site affords many possible locations with no such disadvantages?

RLA Response: The proposed layout was chosen based on the knowledge that a subsequent subdivision would likely be pursued. The proposed roadway was placed in the most logical location to allow for the current subdivision design currently under review by the Planning Board and provide the opportunity for future subdivisions to extend from its terminus if the applicant chooses to do so.

i. Why not use the design strategy showed by Preliminary Subdivision Plan or the previously permitted 2006 Dry Brook Hill multi-family housing project that located new housing on the Northern half of the site that is outside of the gravel pit in a comparatively level area with good views and a natural topographic and vegetative buffer between the proposed subdivision and the sand/gravel mine?

RLA Response: The proponent has decided to pursue a smaller, by-right subdivision project at this time. Any previous filings are not the subject of the Planning Board's review and are not currently before the Board.

3. Please provide an explanation for why Frosty Way curves to the North at station point 5+00.

RLA Response: Frosty Way curves north at station point 5+00 so that the road is placed in a location that can be extended if the parcel is subdivided in the future.



Other than necessitating a large amount of site disturbance by pushing the cul-de-sac further into the undisturbed portion of the site at an elevation that requires a considerable amount of cut, how is this curve contributing to the attractiveness, livability and amenity of this subdivision?

RLA Response: The curve of the road is a gentle curve within the subdivision standards and will provide visual interest rather than providing a straight road to the terminus of the cul-de-sac.

How is this curve and the resultant amount of cut consistent with subdivision design standard 360-31,A,1 and 360-33,B?

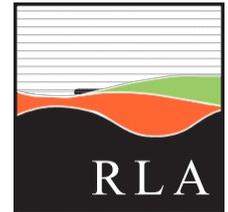
RLA Response: The proposed roadway meets or exceeds the requirements for this section.

If a curve in Frosty Way was desired for aesthetic or other reasons, why not curve to the South such that no additional cut into the undisturbed portion site is necessary?

RLA Response: Please look at the overall concept provided on the detail sheet. It is not a requirement of the subdivision standards or a review criterial of the Board to strive to place a road in a location that cannot be logically extended in the future.

4. The septic drain field for the house on lot 6-7 is shown almost 150' from the new house while the septic drain field for the adjacent house at lot 8 is shown within 30' of the new house. Other than necessitating a much larger amount of site disturbance, what is gained by locating the septic drain field this far away from the house? How is this amount of site disturbance along Hadley Street consistent with the Master Plan and subdivision design standards 360-31,A,1 and 360-33,B?

RLA Response: Under Title 5 regulations, a SAS needs to be located over an approved percolation test that must be conducted in native ground. Those requirements are controlling the location of the septic system on the subject lots.



5. It would appear that the bottom of the newly created 3:1 slope to the North of Frosty Way could be brought much closer to Frosty Way while still affording the same backyard and septic drain field location opportunities for lots 6-7 as newly created lot 8 and other similar residences on this side of Hadley Street.

RLA Response: This statement is not accurate or is misstated. Please clarify.

How is the width of the cut for Frosty Way consistent with subdivision design standards 360-31, A,1 and 360-33,B?

RLA Response: The proposed grading meets all design standards as does the entire subdivision.

6. The bottom of the newly created 3:1 slopes in the area of the proposed cul-de-sac are over 100' away from the edge of the cul-de-sac, necessitating a large amount of additional site disturbance. If having a buffer between the cul-de-sac and the bottom of a steep slope was desired, why not curve Frosty Way to the South (see question 3, above) and use some of the cut from the roadway to create a more gentle, remediated slope at the edge of the decommissioned sand/gravel pit? How does creating a new 3:1 slope of greater height than the existing in a previously undisturbed part of site contribute to the attractiveness, livability and amenity of the subdivision? How is this degree of unnecessary site disturbance consistent with subdivision design standards 360-31 ,A,1 and 360-33,B?

RLA Response: This question was answered above. The curve of Frosty Lane is based on the proponents overall future subdivision plans for the property. All lots will be gently sloping and will be afforded views of the rural landscape surrounding the subject property. The proposed site disturbance is necessary to complete the proposed roadway and associated lot grading, utilize existing percolation tests, not build on fill and develop a gently sloping, curved roadway that will allow the proponent to further subdivide the property.



7. The applicant's representative has indicated that the reason the proposed cul-de-sac elevation is at 212.64 (approximately 20' below existing grade of 232) is because the septic drain fields were required to have be perc'd and constructed in native soil.

RLA Response: The proposed road is designed based on many factors. There were generally three controlling grades - 226 at Hadley Street, 250 at the existing highpoint of the roadway profile and 214 at the low point of the existing roadway profile in front of Lot 3. The proposed grading of Lot 2 and Lot 3 are based on the proposed roadway profile which is controlled by the previously discussed factors and the percolation test elevations.

However, the existing topography in lot 3 ranges in elevation from 211' to 227' while existing topography in lot 2 ranges in elevation from 212' to 248'. The proposed septic drain field for lot 3 is shown at approximately 213' elevation while the proposed septic drain field for lot 2 is shown at approximately 216' elevation. Please explain why higher elevations for the septic drain fields for lots 2 and 3 could not be employed given that it appears that there are other areas of native ground of adequate size on each lot that would support a septic drain field at a considerably higher elevation than the areas chosen by the applicant.

RLA Response: The question proposed is mute. There is essentially no earthwork required to create the septic systems within Lot 2 and Lot 3. The perc tests are valid and are located in native ground.

Please also explain why the proposed houses at lots 2 and 3 could not employ walk out basements to allow for an even higher F.F.E. for these new houses - using the change in elevation from front to back yard to create greater amenity for the proposed houses?

RLA Response: The house on Lot 3 already employs a partial walkout. The grade of the proposed road among other factors dictates at which elevation the FFE is set. Both houses could employ full walkouts but that would require more excavation in the rear yards and we do not believe the additional excavation is

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necessary.

If it is possible to site the septic drain fields at elevations higher than what is shown and/or employ walkout basements to allow for higher F.F.E.s at the proposed houses at lots 2&3 (and a resulting higher elevation at the cul-de-sac), please explain how the additional 20' of cut at the low point of Frosty Way is consistent with subdivision design standard 360-31,A,1.

RLA Response: All the subdivision design standards have been met.

Please also explain how creating a new depression in an already artificially depressed landscape contributes to the attractiveness, livability and amenity of the proposed subdivision.

RLA Response: The excavation for the proposed roadway and lots will result in gentle slopes along the roadway and within the yard areas. The proposed lots will be very livable with lawns and ample area to enjoy private activities, both passive and active.

Additional Items – from email from Town Planner – October 7, 2020

Rob said he would provide the written "construction staging plan" as he verbally described October 5th.

RLA Response: Refer to Sheet C-3, C-4 or C-5 of the Definitive Subdivision plan set dated January 20, 2020 for a Construction Sequencing Schedule.

Rob also mentioned that the applicant is agreeable to have a "placard" or "deed attachment" regarding the Water Supply Protection District restrictions - a draft of a proposal would be helpful.

RLA Response: We are agreeable to posting a placard. The language of the placard will be based on conditions in the Planning Board decision. The placard can be posted in garage near entry to the home.

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Rob said he would provide a clarification by the traffic consultant regarding the reference to the "northern entrance road" is Frosty Way.

RLA Response: The reference to "northern entrance road" was based on the preliminary plan layout from 2019, which is no longer in the project and does not include all of the parcels as depicted in the Definitive Plan set.

If you have any questions regarding this matter, please feel free to contact our office at your convenience.

Sincerely,
R LEVESQUE ASSOCIATES, INC

A handwritten signature in blue ink, appearing to read 'RLA', is written over the typed name.

Robert M. Levesque, RLA, ASLA
President

cc: Jason Ouellette, Attn. Michael Siddall