

Jennifer Tabakin  
Town Manager

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Town Hall, 334 Main Street  
Great Barrington, MA 01230

Telephone: (413) 528-1619 x2  
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# TOWN OF GREAT BARRINGTON MASSACHUSETTS

OFFICE OF THE TOWN MANAGER

## SELECTBOARD'S MEETING AGENDA

MONDAY, SEPTEMBER 26, 2016

6:00 PM – REGULAR SESSION

7:00 PM – JOINT MEETING WITH THE PLANNING BOARD

TOWN HALL, 334 MAIN STREET

### ORDER OF AGENDA

#### 6:00 PM - OPEN MEETING

##### 1. CALL TO ORDER

##### 2. APPROVAL OF MINUTES:

- July 27, 2016 Special Meeting.
- May 2, 2016 Executive Session.
- August 8, 2016 Executive Session.
- August 22, 2016 Executive Session.

##### 3. SELECTBOARD'S ANNOUNCEMENTS/STATEMENTS:

- A. General Comments by the Board.

##### 4. TOWN MANAGER'S REPORT:

##### 5. LICENSES OR PERMITS:

- A. Michael Nugai/Berkshire SPAAMFAA for Temporary Sunday Entertainment License for October 9, 2016 from 10:00 AM – 4:00 PM at Butternut Ski Area.  
(Discussion/Vote)
- B. L. Deborah Dauscher Bingham for a Driveway Permit at 32 East Street.  
(Discussion/Vote)
- C. Dale Abrams/Great Barrington Land Conservancy for permission to use town roads for Run for the Hills 5K/10K (Run & Walk) event on Sunday, October 2, 2016 from 9:00 AM with total time for the event running from 8:00 AM – 11:00 AM starting at

Bard College at Simon's Rock then around Seekonk, Seekonk Cross and Round Hill Roads.  
(Discussion/Vote)

**6. OLD BUSINESS:**

- A. SB – Review of Lake Mansfield Comprehensive Improvement Plan. (Discussion/Vote)

**7:00 PM – SELECTBOARD AND PLANNING BOARD – Joint Meeting.**

**7. NEW BUSINESS:**

- A. “40R Smart Growth” Zoning. (Discussion)


**8. CITIZEN SPEAK TIME:**

**9. SELECTBOARD'S TIME:**

**10. MEDIA TIME:**

**11. ADJOURNMENT:**

**NEXT SELECTBOARD'S MEETING: Monday, October 17, 2016, 7:00 P.M.**

  
\_\_\_\_\_  
Jennifer Tabakin, Town Manager

*Pursuant to MGL. c. 30A sec. 20 (f), after notifying the chair of the public body, any person may make a video or audio recording of an open session of a meeting of a public body, or may transmit the meeting through any medium. At the beginning of the meeting, the chair shall inform other attendees of any such recordings. Any member of the public wishing to speak at the meeting must receive permission of the chair. The listings of agenda items are those reasonably anticipated by the chair which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.*



**TOWN OF GREAT BARRINGTON**  
Temporary Sunday Entertainment License Application  
(Local Approval ONLY-State Approval Required Separately)

\_\_\_\_ Hours between 1:00 pm-11:59 pm (\$2.00 per Sunday)      X Hours between 9:00 am- 11:59 pm (\$5.00 per Sunday)

The undersigned hereby applies for a license in accordance with the provisions of Massachusetts General Laws, Ch.136 Sec.4.

Name: Michael Nugai

Business/Organization: Berkshire SPAAM FAA

D/B/A (if applicable): \_\_\_\_\_

Address: 84 Adelaide Ave Pittsfield MA 01201

Mailing Address: " "

Phone Number: 413-441-0821

Email: cmnugai@verizon.net

**TYPE:** (Check all that apply)  Concert  Dance  Exhibition  Cabaret  DJ

Live band with up to \_\_\_ pieces, including singers  Public Show

Other (please explain) Fire Truck Show

**INCLUDES:**  Live music  Recorded music  Dancing by entertainers/ performers

Dancing by patrons  Amplification system  Theatrical exhibition

Floorshow  Play  Moving picture show  Light show  Jukebox

Other (please explain) Announcer

As part of the entertainment, will any person be permitted to appear on the premises in any manner or attire as to expose to public view any portion of the pubic area, anus, or genitals, or any simulation thereof, or whether any person will be permitted to appear on the premises in any manner or attire as to expose to public view a portion of the breast below the top of the areola, or any simulation thereof? (M.G.L. Chp.140 Sec.183A)

\_\_\_\_ YES

X NO

Please circle: INDOOR or **OUTDOOR** Entertainment

Exact Location of Entertainment (include sketch): Butternut Ski Area

Date(s) of Entertainment: **Sunday**, Sunday Oct 9

Start & End Times of Entertainment: 10-4

**Does your event involve any of the following? (Check all that apply)**

- Food    Temporary Bathrooms    Tents    Stages    Temporary Signs  
 Electrical Permits    Building Permits    Police Traffic Details    Street Closures

**ALL entertainment licenses will be reviewed by the Design Review Team (DRT), which is comprised of several Town departments, for comments/concerns on this application.**

Pursuant to M.G.L. Ch. 62C, Sec. 49A, I certify under the penalties of perjury that I, to my best knowledge and belief, have filed all state tax returns and paid all state taxes required under law.

*[Signature]*  
Signature of Individual or  
Corporate Officer

9-15-16  
Date

018-60-68910  
SS# or FID#

**TOWN USE ONLY:**

DRT Review with Conditions: DRT has no issues. They are coordinating with Health Dept re: food. (CP)

APPROVAL DATE: \_\_\_\_\_

LICENSE # \_\_\_\_\_

Pond

↑  
To RT23

Pump  
House

ANOC.

Some  
Trucks

FOOD AREA

REG AREA  
\*handicap  
parking

PARKING in Gravel  
Lot

Grass Area Parking of  
Trucks

\* Restrooms  
SKI Shop



To: Great Barrington Board of Selectmen  
334 Main Street  
Great Barrington, MA 01230

Re: Fire Truck Permission Letter 2016

To whom it may concern,

Please be advised that Mike Negai and the Berkshire Chapter of SPAAMSAA, have the permission of Butternut Basin Inc. (d.b.a. Ski Butternut) to display their Fire Trucks and conduct a Food & Beverage concession on Ski Butternut premises at 380 State Road, Great Barrington MA on Sunday, 10/9/16.

If you have any questions whatsoever, please do not hesitate to contact me. Thanks.

Sincerely,

David P. Ryel  
Ski Butternut  
Summer Events Manager  
T: 413-528-2000 x154  
E: daver@skibutternut.com

Town of Great Barrington

Form date: June 2011

Board of Selectmen

Fee \$50.00

Application for Access to a Public Way / Driveway Permit

Number \_\_\_\_\_

INSTRUCTIONS

RETURN FIVE (5) COPIES OF THIS FORM AND ALL ACCOMPANYING PLANS, ALONG WITH THE \$10.00 FEE to the Department of Public Works office in Town Hall, 2nd Floor, 334 Main Street, Great Barrington, MA 01230. Plans must show the location of the driveway on the property and must also indicate all details needed in order to determine that driveway regulations are met, including paving material, width, grade, drainage, culverts, angle to street, etc. See Chapter 153 of the Town Code for driveway regulations.

Application Date August 28 1916

Name of Applicant / Property Owner L Deborah Dauscher Bingham

Mailing address 32 East Street GB MA 01230

Phone number 413 528 4774

Location of proposed driveway / highway entrance Adjacent to N side of house (connect to N property line to prevent backing into or out of "Busy" East St)
Contractor who will perform the work TRU TOWN

Address & phone number of contractor 243-1551 255 Water St (waiting for other estimate) Lee, MA

Proposed construction date After Berkshire Gas replaces gas line / temporary valve / side walk replacement / curb cut (including fees)
Type of driveway (gravel, asphalt, etc.) Gravel

Print Form

Submit five (5) copies of completed form and plans.

Applicant hereby agrees to notify the Great Barrington DPW Superintendent of the date and time of driveway construction at least 24 hours before construction is begun. Applicant further agrees to conform to all requirements of the Town of Great Barrington regulations governing access to public ways and to all conditions that may be placed on this permit. See Chapter 153 of the Town Code for regulations and design requirements.

Applicant's Signature: L Deborah Dauscher Bingham

FOR STAFF USE ONLY

RECOMMENDATION OF DPW / HIGHWAY SUPERINTENDENT

After consultation with review staff, and after full consideration of the application and the applicable requirements, I recommend that this application be:

- ( ) approved as submitted
( ) approved with conditions attached
( ) disapproved for reasons attached
( ) resubmitted with changes suggested per attached

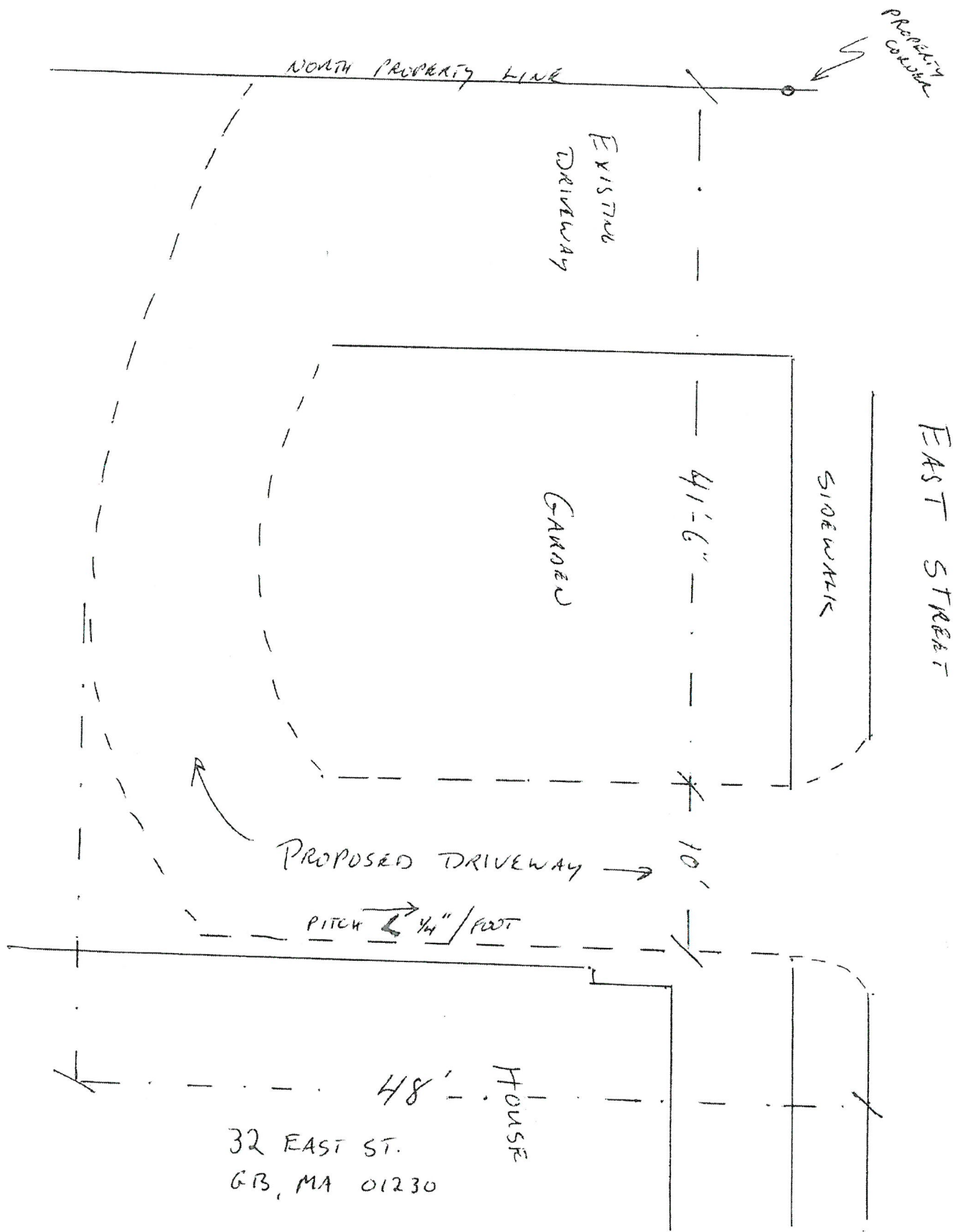
Staff Reviews Received:

Table with columns: Received, Conditions Recommended, Other Permits Required. Rows: Conservation, Fire Chief, Planning.

PERMIT FOR ACCESS TO A PUBLIC WAY / DRIVEWAY

Pursuant to its vote of \_\_\_\_\_ in favor and \_\_\_\_\_ opposed, at its meeting on \_\_\_\_\_, the Great Barrington Board of Selectmen granted permission to construct or alter this access to a public way at the address and in the location indicated in this application, in accordance with the plans accompanying this application, and subject to any conditions attached.

For the Selectmen: \_\_\_\_\_, its \_\_\_\_\_ (signature) (title) (date)



32 EAST ST.  
GB, MA 01230



Pete Soules  
Highway-Facilities Superintendent

E-mail: [psoules@townofgb.org](mailto:psoules@townofgb.org)  
[www.townofgb.org](http://www.townofgb.org)



20 East Street  
Great Barrington, MA 01230

Telephone: (413) 528-2500  
Fax: (413) 528-2290

## TOWN OF GREAT BARRINGTON MASSACHUSETTS

Department of Public Works  
Highway Division

### Conditions on Application for Access to Public Way

Applicant: Deborah Dauscher Bingham  
Location: 32 East Street  
From: Pete Soules Highway Superintendent  
Date: September 20, 2016

1. The applicant shall construct the proposed access to conform to the following applicable criteria listed under **Section 153-14, Design requirements** of the Town of Great Barrington Code:
  - B. Driveway location as shown on the attached plan is acceptable, with regards to alignments with the way, profile, sight distance conditions and not located at the extreme edge of the property.
  - C. No more than two (2) driveways shall normally be allowed for any property, unless there is a clear necessity for more.
  - D. Driveways shall not normally be approved at intersections, because of potential safety hazards.
  - E. Culverts taking the place of roadside ditches shall have a diameter of not less than 15" (*A culvert is not required at this location*)
  - F. Entrance elevation at the point of entry into the public right-of-way shall be no more than the elevation of the shoulder of the road.
  - G. Driveways should be so constructed that water from the driveway shall not drain onto the crown of the road.
  - H. In no instance shall the edge of the driveway entering onto the road conflict with the flow of surface water runoff.

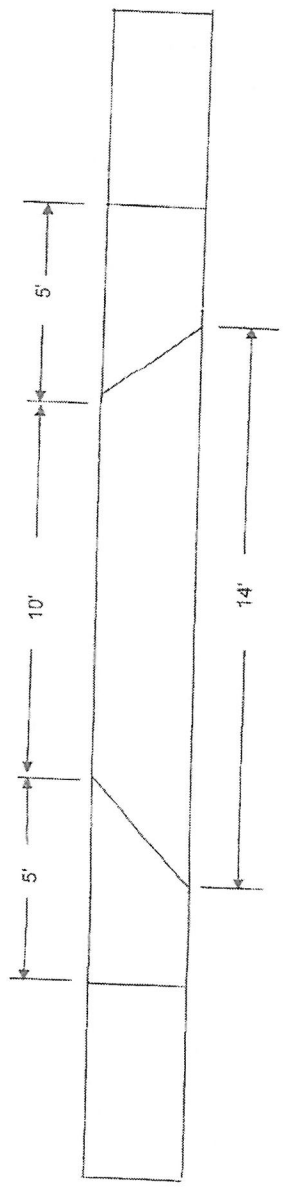
- I. Driveway width shall not be less than 8-feet or more than 16-feet within the town right-of-way. Any curb at the entrance shall be rounded off with a radius of three (3) feet.
  - J. Pitch of driveway shall be downward from the edge of the road to sideline of the town right-of-way or front property line.
  - K. Driveways should be located to the best advantage with respect to the alignment with the way, profile and sight distance conditions. In no instance shall a driveway intersect the way at less than a sixty degree angle. Unless there is no alternative, a driveway should not be located within a required side yard.
  - L. No permit shall be issued for any driveway to a structure or proposed structure on a grade in excess of ten percent (10%) above the road or street level until and unless the applicant submits plans to the Highway Superintendent showing that the driveway will be constructed in a such a way so as not to discharge water, stones or other materials onto any public street, road or highway.
2. Install a paved driveway apron in accordance with the following requirements:
- A. Apron dimensions: Width = 14-feet maximum along the roadway Length = 5-feet minimum from edge of roadway.  
***The Concrete sidewalk shall be cut to except the Bituminous concrete apron (See attached sketch).***
  - B. Place 3-inches of bituminous concrete on 12-inches of compacted gravel.
  - C. Place asphalt tack coat along the edge of the road where the apron meets the edge of the existing pavement.

***The applicant agrees to notify the Highway Superintendent (528-2500) at least 48 hours prior to the installation of the paved apron.***

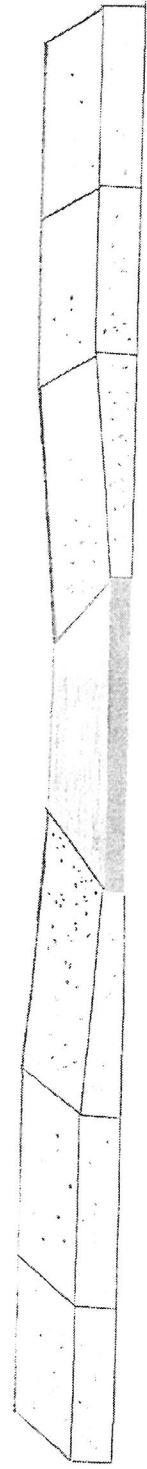
3. Should there be, after completion of the driveway, discharges of water, stones, or silt onto the public way or onto property of any abutters or neighbors, the property owner shall take whatever steps are necessary to eliminate such discharges.
4. The applicant shall maintain the proposed access to conform to the following applicable condition listed under **Section 153-17, Continuing responsibility of owners**, of the Town of Great Barrington Code:

Abutting property owners shall be responsible for keeping culverts under their driveways cleared and for maintaining driveways in condition conforming to the requirements of the permit.

Driveway cut through a concrete sidewalk  
(Top View)

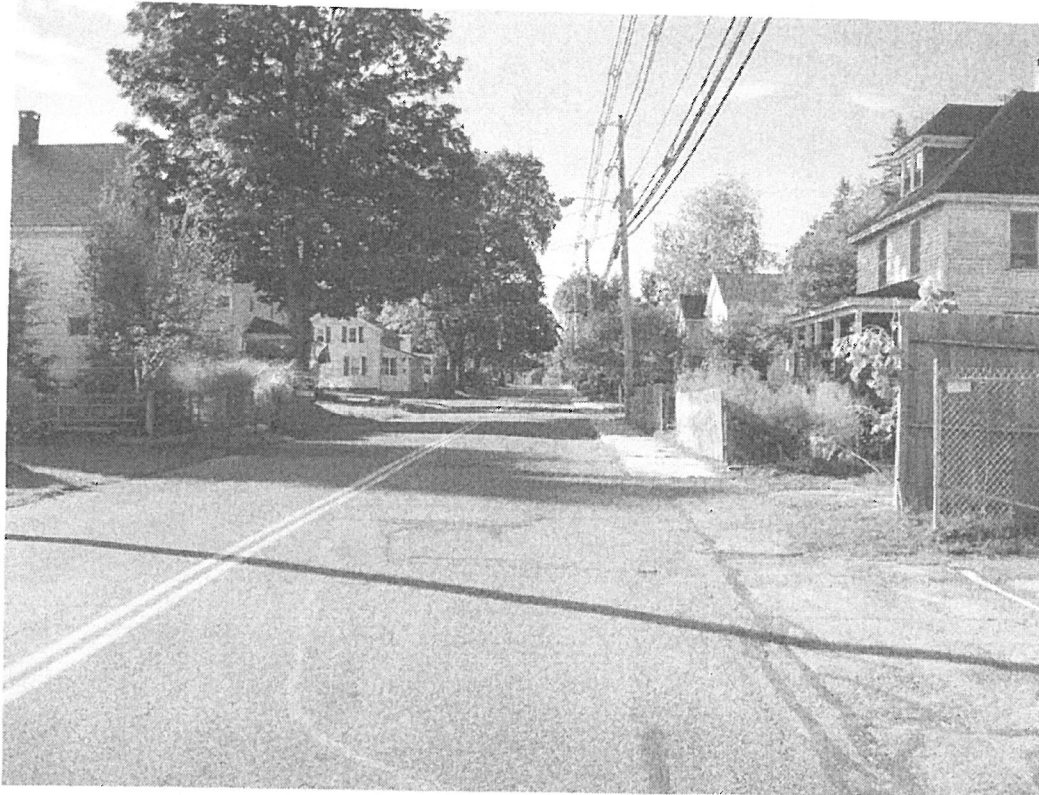


Proposed Driveway Entrance

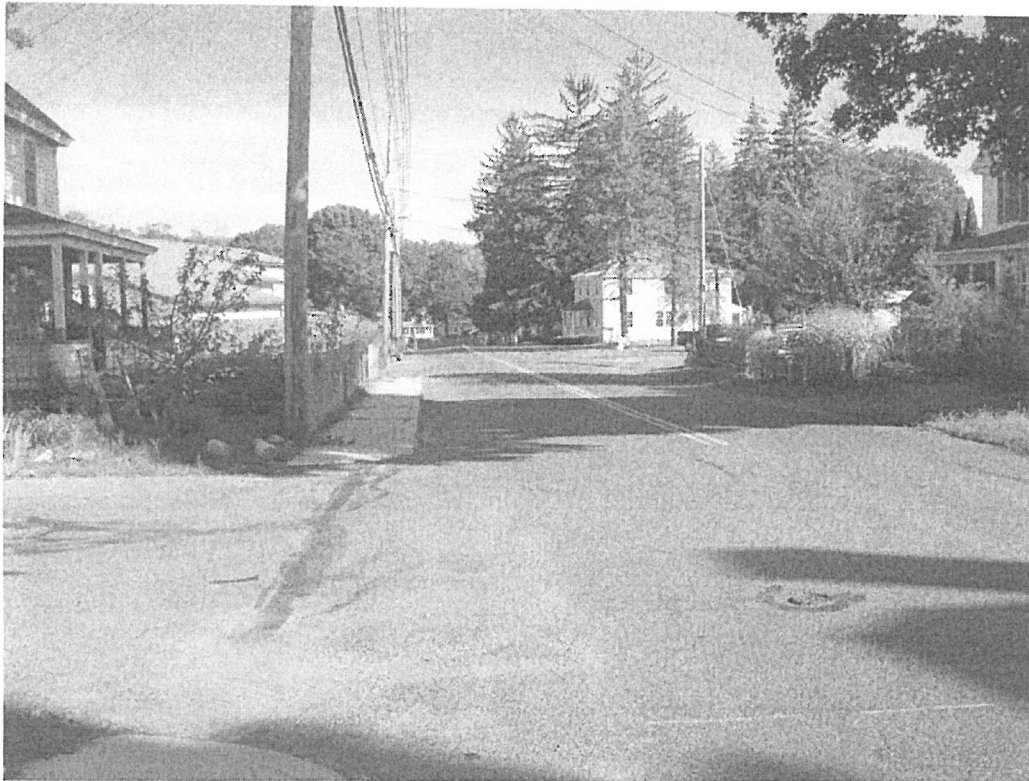


- ↑ Pour new 5' section of sidewalk  
1/12 pitch max
- ↑ 1 1/2" HMA  
Driveway Apron  
above existing road edge
- ↑ Pour new 5' section of sidewalk  
1/12 pitch max

NOT TO SCALE



32 East Street  
Looking South



32 East Street  
Looking North

GREAT BARRINGTON LAND CONSERVANCY  
PO Box 987, GREAT BARRINGTON, MA 01230  
info@GBLand.org

August 31, 2016

Town Hall  
334 Main St.  
Gt. Barrington, MA 01230

Dear Town Manager and Select Board Members,

Great Barrington Land Conservancy is a 24 year old land trust organization that supports land conservation, community trails, and farm preservation in Great Barrington. **Our projects include River Walk, Pfeiffer Arboretum on Long Pond, Lake Mansfield Alliance & Lake Mansfield Conservation Forest Trails, Great Barrington Trails & Greenways, and Rob's landing on the Housatonic River at the Sheffield town line.**

Since 2011 the Land Conservancy has organized the **Run for the Hills 5K/10K** (a 5 & 10 Kilometer Run & Walk event) to broaden our base of support to include fitness enthusiasts and local businesses. The event has proven to be successful and has become an annual tradition.

**This year we would like to hold the event on Sunday, October 2nd at 9:00 am; with the total time for the event running from 8 – 11 am, including set-up and take-down.** As in the past, the event will be based out of Bard College at Simon's Rock - Kilpatrick Athletic Center. The course takes runners and walkers along a beautiful, winding, and hilly route around Seekonk, Seekonk Cross, and Round Hill Roads with the start on Alford Road and the finish on Seekonk Road.

In choosing this date, we have consulted multiple event calendars to avoid conflicts with other local and regional events; particularly Construct's Walk for the Homeless, and the Josh Billings Run A Ground and Brock Trot events which take place in the fall. We are concurrently notifying the police and ambulance services DPW staff of the event and to be sure the route will be safe. GBLC has liability insurance coverage in place for the event.

**At this time we would like to formally request the board's support and permission to hold the event on Sunday, October 2, 2016.** We will provide a copy of our insurance certificate for the event shortly. We welcome your questions and thank you for your support.

Sincerely,



Dale Abrams, Board Member  
Great Barrington Land Conservancy

413-429-6539 cell

*DRT reviewed and has no issues. They are coordinating with EMS + Health. (CP)*

# 1K route

Run for the Hills 1K Kids Run

**DISTANCE:** 0.62 miles

**BEGINS IN:** Great Barrington, MA, United States

**CREATED BY:** daleabrams

**DESCRIPTION:** One kilometer fun run around the lower pond at Simon's Rock. Route is all on ramps, trails and internal roads for a very safe route.

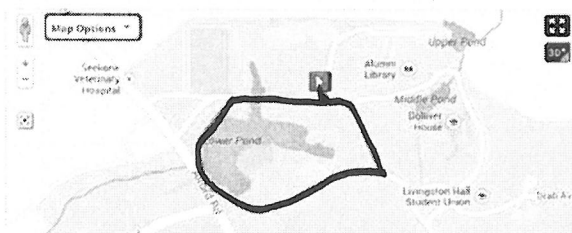
**STARTS FROM:** 157m

**TAGS:** easy flat lake low traffic road rolling scenic sidewalk smooth

**TYPE:** Run / Jog

**SHARE:** 0

**ACTIONS:** PRINT SEND TO PHONE BOOKMARK



**Map Options**

Seekonk Veterinary Hospital, Upper Pond, Alumni Library, Middle Pond, Doherty House, Livingston Hall Student Union, Dead Ave

**EMERGING BIOTECH investment opportunity with serious potential**

**Nuvilex**

**NVLX (OTCQB)**

**CREATE A ROUTE**

**CREATE A COURSE**

**LOG THIS WORKOUT**

**TOP COURSES:** There are no courses on this route.

**ROUTE INFO:** Export this Route (GPX, KML), View 3D Video of this Map (Large Version), View Route Full Screen, Add this Route to Your Site, Times Done: 0, Viewed: 0, Bookmarked: 0

**Support**

# 5K Route

Run for the Hills 5K

**DISTANCE:** 3.1 miles

**BEGINS IN:** Great Barrington, MA, United States

**CREATED BY:** daleabrams

**DESCRIPTION:** This is the new version of the Run for the Hills 5K route, which has a staggered start/finish with the start located at Seekonk Veterinary Hospital and the finish located just west of the Seekonk Road Bridge at the entrance to the Shaw Farm. This option keeps the runners off of Alford Road except for the very brief starting period.


**STARTS FROM:** school

**TAGS:** average easy gravel hilly low traffic medium mountains road rolling scenic scenic

**TYPE:** Run / Jog

**SHARE:** 0

**ACTIONS:** PRINT SEND TO PHONE BOOKMARK



**Map Options**

Shaw Farm, Alford Rd, Shaw Pond, Hunt College in Fenton a block

**Finding deals in the stock market can be challenging. Finding a deal on LiveDeal is a piece of cake...literally.**

**LIVE** HASBIAQ *liveDeal*

**CREATE A ROUTE**

**CREATE A COURSE**

**LOG THIS WORKOUT**

**TOP COURSES:** There are no courses on this route.

**ROUTE INFO:** Export this Route (GPX, KML), View 3D Video of this Map (Large Version), View Route Full Screen, Add this Route to Your Site, Times Done: 0, Viewed: 0, Bookmarked: 0

**Photos:** User Photos (0) Flickr Tagged (0)

**Support**

# 10K route

## RUN FOR THE HILLS 10K

**Run for the Hills 10K** 0 MILES RUNNED

**DISTANCE:** 6.2 MILES

**BEGINS IN:** Great Barrington, MA, United States

**CREATED BY:** daleabrains

**DESCRIPTION:** This is a 6.2 mi Run in Great Barrington, MA, United States. The Run has a total ascent of 92.3 ft and has a maximum elevation of 866.14 ft. This route was created by daleabrains on 01/25/2014. View other Runs that daleabrains has done or find similar maps.

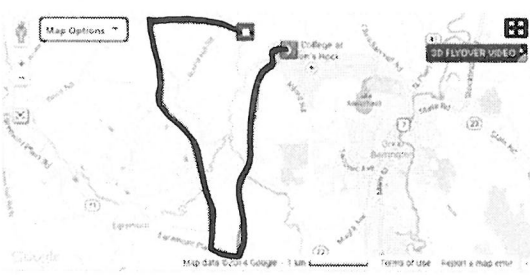
**TAGS:**

**TYPE:** Run / Jog



- CREATE A ROUTE
- CREATE A COURSE
- LOG THIS WORKOUT

- ACTIONS
- PRINT
- SEND TO PHONE
- BOOKMARK



**TOP COURSES**

There are no courses on this route.

**ROUTE INFO**

- Export this Route (GPX, KML)
- View 3D Video of this Map | Large Version
- View Route Full Screen
- Add this Pinze to Your Site
- Times, Date, to Viewed, 0, NotMarked, 0

### Photos

Support



## TOWN OF GREAT BARRINGTON MASSACHUSETTS

### LAKE MANSFIELD IMPROVEMENT TASK FORCE

September 19, 2016

Dear Selectboard Members,

On July 27, 2016, the Lake Mansfield Improvement Task Force (LMITF) and the town's consultant Kyle Zick Landscape Architecture (KZLA), presented the plan for improvement in the Lake Mansfield Recreation Area and provided a fourth opportunity for public comment. LMITF, charged with providing the town with an improvement plan addressing the health of the lake and surrounding habitat, the safety of lake users, and recreational access, is requesting that the Select Board at its September 26, 2016 meeting, endorse and adopt the plan for improvement in Lake Mansfield Recreation Area to allow the detailed engineering design, permitting, and grant funding opportunities to be completed. By adopting this plan, the Select Board will provide the necessary direction to the town's staff and boards to implement the plan.

The proposed plan provides a comprehensive solution to a complex problem. The goal of the plan, and the months-long process LMITF and KZLA undertook with the community, was to develop a comprehensive solution for improvements in the recreation area, considering and balancing the complex issues driving management of the lake area. The plan presented to the Select Board was not only developed with community input, but also was endorsed by each of the committees represented on the LMITF (the Conservation Commission, Parks & Recreation Commission, and Planning Board).

Specifically, the improvement plan comprehensively addresses the four primary areas of concern within the Lake Mansfield Recreation Area:

- The lake outlet pipe, which controls the lake level and currently allows Lake Mansfield Road to be overtopped;
- The beach parking area, which allows enormous quantities of sediment and other pollutants to enter the lake water and degrade the water quality, which does not provide for handicap access to the beach area, and which is undersized for peak use times;
- Lake Mansfield Road from the beach parking area to the boat launch, which currently is subject to a wide range of traffic types and is physically deteriorated, with a road surface in poor condition, stormwater drainage that allows for ponding and icing on the road surface, and a road shoulder which has eroded into the lake leaving no buffer zone and little bank; and,



- The boat launch, which currently allows large quantities of sediment from the launch and Knob Hill to enter the lake, and is poorly defined resulting in haphazard parking.

The improvement plan balances the complex issues at the Lake Mansfield Recreation Area, specifically:

- Environmental stewardship, including improvements to stormwater management systems to improve lake water quality and improvement of habitat in the shoreline and resource areas;
- Recreational usage, including all-season access for walking, bird watching, swimming, fishing, boating, paddle-boarding, skating and quiet enjoyment of the space;
- Transportation usage, including linkage of neighborhoods north and south of the lake, biking, walking, and driving.

The pieces of the plan work together to create a comprehensive whole. It is essential that the Select Board be decisive in adopting the entire plan so we may begin the process of implementation. Taking action on only one element of the project will not, in the long term, cost less since each of the four primary areas in the Lake Mansfield Recreation Area require improvement to address environmental and infrastructure deficiencies. A Comprehensive Plan will be needed to acquire the required permitting needed from the Conservation Commission, MA DEP and the Army Corp of Engineers. Taking no action is not a no-cost solution. The road bed will continue to be undermined until we find ourselves in an emergency situation. Water quality will continue to be degraded, causing the deterioration of our valued community resource.

The extensive report considers alternative improvement scenarios, including their relative costs, eligibility for grant funding, and technical and permitting requirements. Having weighed the alternatives, the report sets forth a preferred alternative. In brief, the recommended improvements are:

- Replace the outlet pipe with a structure that can accommodate flood events and better regulate the water level. This may be funded by hazard mitigation funds.
- Regrade and improve the beach parking area to prevent sediment from flowing in the lake, to accommodate handicap access, and to accommodate both peak and off-peak use demands. The parking area will move away from the beach to accommodate the grades for handicapped access, to create more organized parking spaces, and provide for stormwater management. A grass-on-gravel area will allow for green space that can be used to accommodate peak traffic. These plans could qualify for funding through DEP.
- Stabilize the lake edge and improve the road to provide for a sound structural base and proper drainage. The road improvements must be completed within a constrained right-of-way to avoid extraordinary permitting requirements, blasting ledge, or acquiring property from adjacent landowners. A standard two-way road simply does not fit in this space, and a two way road that also accommodates bank stabilization, recreational users, and environmental benefits takes even more room. It simply does not fit, is unlikely to be permitted, and the very high cost would be borne almost exclusively by taxpayers. Therefore, the plan recommends the roadway be reconstructed and converted to one-way

- northbound in order to use the remaining space to stabilize the lakeshore edge, provide for a multi-purpose recreation path, and provide for fishing access. This recommendation achieves the maximum benefit for the health of the lake habitat, the water quality of the lake, the safety of all users of the recreation area, while balancing the need for continued access to and through the recreation area, and maximizing the potential for grant funding.
- Improve the Knob Hill drainage system to allow for storm water mitigation. This would qualify for funding through DEP.
  - Improve the boat launch to accommodate critical stormwater management improvements and better organize the parking. This plan could qualify for full funding from the Department of Fish and Game.

Next steps include detailed survey and engineering, comprehensive permitting, funding applications and, then, construction phasing. Design and permitting will take approximately two years, and construction will be contingent upon funding through either grants or Town funds.

The report provided concept-level cost estimates for the project with a total project cost for design, permitting and construction estimated to be \$2,180,000, as summarized below. As noted above, the recommended improvements would be eligible for a substantial amount of grant funding.

**CONCEPT LEVEL COST ESTIMATE: DESIGN, PERMITTING & CONSTRUCTION**

<b>IMPROVEMENT AREA</b>	<b>DESIGN &amp; PERMITTING</b>	<b>CONSTRUCTION</b>
Lake Outlet	\$60,000	\$190,000
Beach Area Parking	\$50,000	\$550,000
Lake Mansfield Road (one-way)	\$250,000	\$1,010,000
Boat Launch	\$10,000	\$60,000
<i>Subtotal</i>	<i>\$370,000</i>	<i>\$1,810,000</i>
<b>TOTAL</b>		<b>\$2,180,000</b>

LMITF wishes to stress that this recommendation is for a comprehensive solution for the Lake Mansfield Recreation Area. We acknowledge there is a petition requesting Lake Mansfield Road remain a two way road. Although we have the utmost respect for the individuals behind the petition, and we recognize that a one-way road will require a change in habits for all of us, the petition is a gross oversimplification of a very complicated issue. In the course of our work the possibility of a two-way road was carefully examined. The limited space available and the proximity of the resource areas does not allow for the construction of a two-way road that also meets our improvement or funding goals.

In closing, we respectfully request the Select Board endorse/adopt the comprehensive Lake Mansfield Recreation Area improvement plan as provided in the KZLA report. It is a balanced, expert report that is based on a thorough process that evaluated all of the concerns our community about this space. Your action is a critical step in advancing 10 years of community-led study to the implementation stage.

LMITF to Selectboard, 9/19/2016

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We look forward to discussing this with you at the upcoming meeting.

Sincerely,

A handwritten signature in cursive script that reads "Christine Ward".

Christine Ward, Chair  
On behalf of the Lake Mansfield Improvement Task Force

cc: Town Manager  
Town Planner  
DPW Superintendent



## TOWN OF GREAT BARRINGTON MASSACHUSETTS

### PLANNING BOARD

June 8, 2016

Sean Stanton, Chairman  
Great Barrington Selectboard  
Town Hall, 334 Main Street  
Great Barrington, MA 01230

Re: "40R Smart Growth" Zoning

Dear Sean:

Over the last year, in accordance with the goals of the Master Plan, the Planning Board has been reviewing ways to increase the availability of low-cost housing options throughout Great Barrington while at the same time preserving the open space and natural resources of our town. With the assistance of the Town Planner and the Berkshire Regional Planning Commission (BRPC), whose work was funded through a Massachusetts DHCD Priority Development Fund grant, one of the options we have explored is the so-called 40R Smart Growth Overlay District (SGOD).

Now that we are past Town Meeting, we would like to revisit this initiative and brief the Selectboard. We would like to summarize our analysis to date, share the draft overlay district areas with you, and decide whether or not to move the process forward. The process towards approval takes some months, so we suggest meeting in joint session sometime over the summer. Also, the Town has received an allocation of District Local Technical Assistance (DLTA) from BRPC to help us in this effort. Please let us know when we can schedule a meeting.

Following is a little more detail on 40R Smart Growth Overlay Districts:

Authorized by MGL Ch. 40R, these districts are zones that overlay business and industrial zones, and in which dense residential and mixed-use development is permitted by right. In return for allowing this extra density in smart growth locations, the Commonwealth would make an incentive payment to the Town. It also bears noting that Towns that have adopted a SGOD, and therefore shown their willingness to welcome higher density housing, are more insulated from "unfriendly" 40B projects. In other words, instead of having no choice but to accept a poorly located and designed 40B development, the Commonwealth recognizes that the Town is "zoning in advance" to allow well designed housing developments in specific, appropriate locations. A local denial of a 40B is much more likely to be upheld if a Town has adopted a SGOD.

The Planning Board has narrowed down the possible locations of 40R districts in Town. These include the Housatonic Mills area and perhaps the former Housatonic School, the Rising Mill, and several parcels on Main Street south of downtown including near Brookside Road. These areas are illustrated on the attached maps. These are only drafts and we look forward to discussing them with the Selectboard.

These districts must require that at least 20 percent of the homes developed in the district be affordable to low-income households and may allow for projects that combine residential with commercial, civic, institutional or other complementary uses. While all residential and mixed use development must be as-of-right in an SGOD, communities can use design review to regulate the physical character of the development as long as requirements are not unduly burdensome. Projects must be developable under the community's smart growth overlay zone regulations, usually by-right, through a plan review process.

The district must provide a minimum allowable density of 8 units per acre for single-family homes, 12 units per acre for 2 and 3 family buildings, and/or 20 units per acre for multi-family dwellings. Rural communities with a population of less than 10,000 people may request a reduction from the minimum allowable density requirements. There are three types of eligible locations: in areas of concentrated development such as town centers or downtowns, within one-half mile of transit stations including commuter rail and bus terminals, and in other "highly suitable" locations deemed appropriate for higher density housing. The attached maps show where this level of density can be achieved in Great Barrington.


*Process:* Before adopting a smart growth zoning district, communities must apply to DHCD for district approval. DHCD determines if the proposed location is an eligible site and approves the proposed zoning regulations and design standards. Once approved by DHCD, a community then adopts the zoning regulations for the overlay district at Town Meeting. The community is then eligible for incentive and bonus payments.

Financial incentives:

1. Zoning Incentive Payments: Upon approval of a district a municipality receives a zoning incentive payment. The amount of the incentive payment is based on the potential number of new housing units that can be constructed in the district. The incentive payment is disbursed to the community after the issuance of the approval letter by DHCD. Payments are \$10,000 for up to 20 units; \$75,000 for 21-100 units; \$200,000 for 101-200 units.
2. Bonus Payments: A community will also receive a bonus payment of \$3,000 for each unit of new housing unit built in the district which is payable once the building permit has been issued for the housing unit.
3. Educational Costs (Chapter 40S): Communities are reimbursed for any net cost of educating students living in new housing in a smart growth district.
4. Funding Preference: When awarding discretionary funds, DHCD and the Executive Offices of Environmental Affairs, Transportation, and Administration and Finance must give preference to municipalities with an approved SGOD.

We look forward to discussing this with the Selectboard. Thank you.

For the Planning Board,



Brandee Nelson, Chair

cc: Jennifer Tabakin, Town Manager  
Chris Rembold, Town Planner

Attachments: 40R SGOD maps including subzones  
40R unit calculations

# Smart Growth Overlay District (SGOD) Developable Land Plan

## **SGOD**

Total Acres = 78.87 acres  
Total Substantially Developed = 3.26 acres  
Total Undevelopable Area = 40.60 acres  
Total Net Developable Area = 35.00 acres

## **Subzone A**

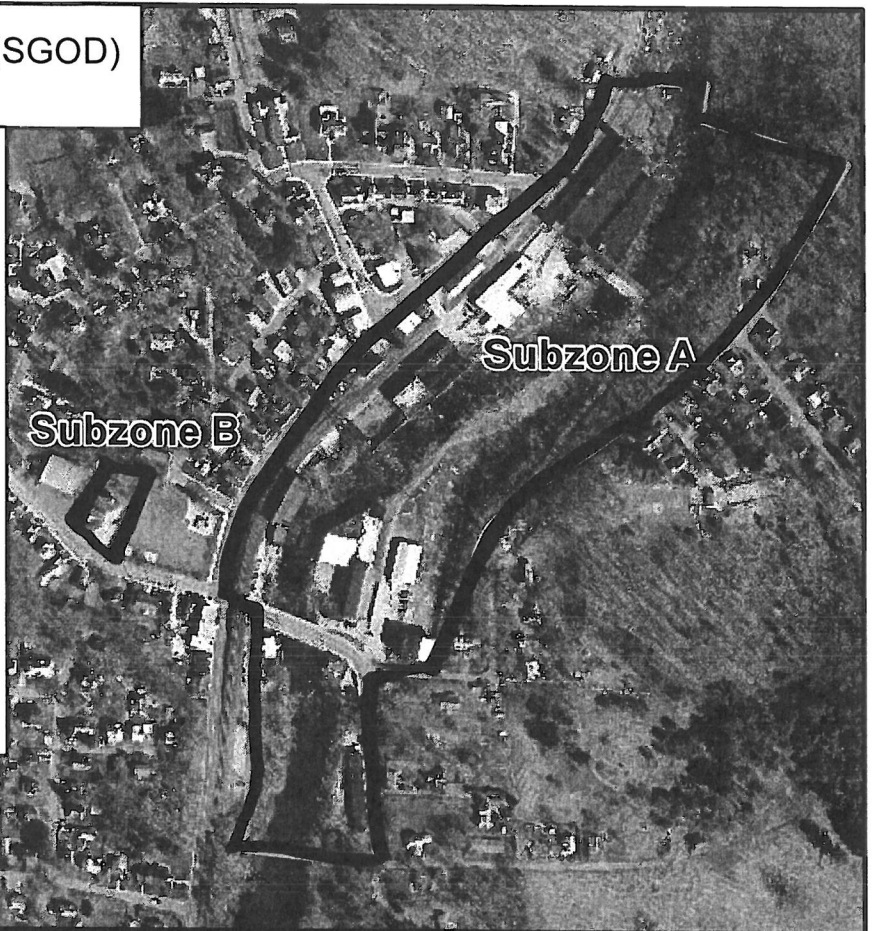
Total Net Developable Area = 11.6 acres  
Density = 20 units/acre  
Allowable Units = 232


## **Subzone B**

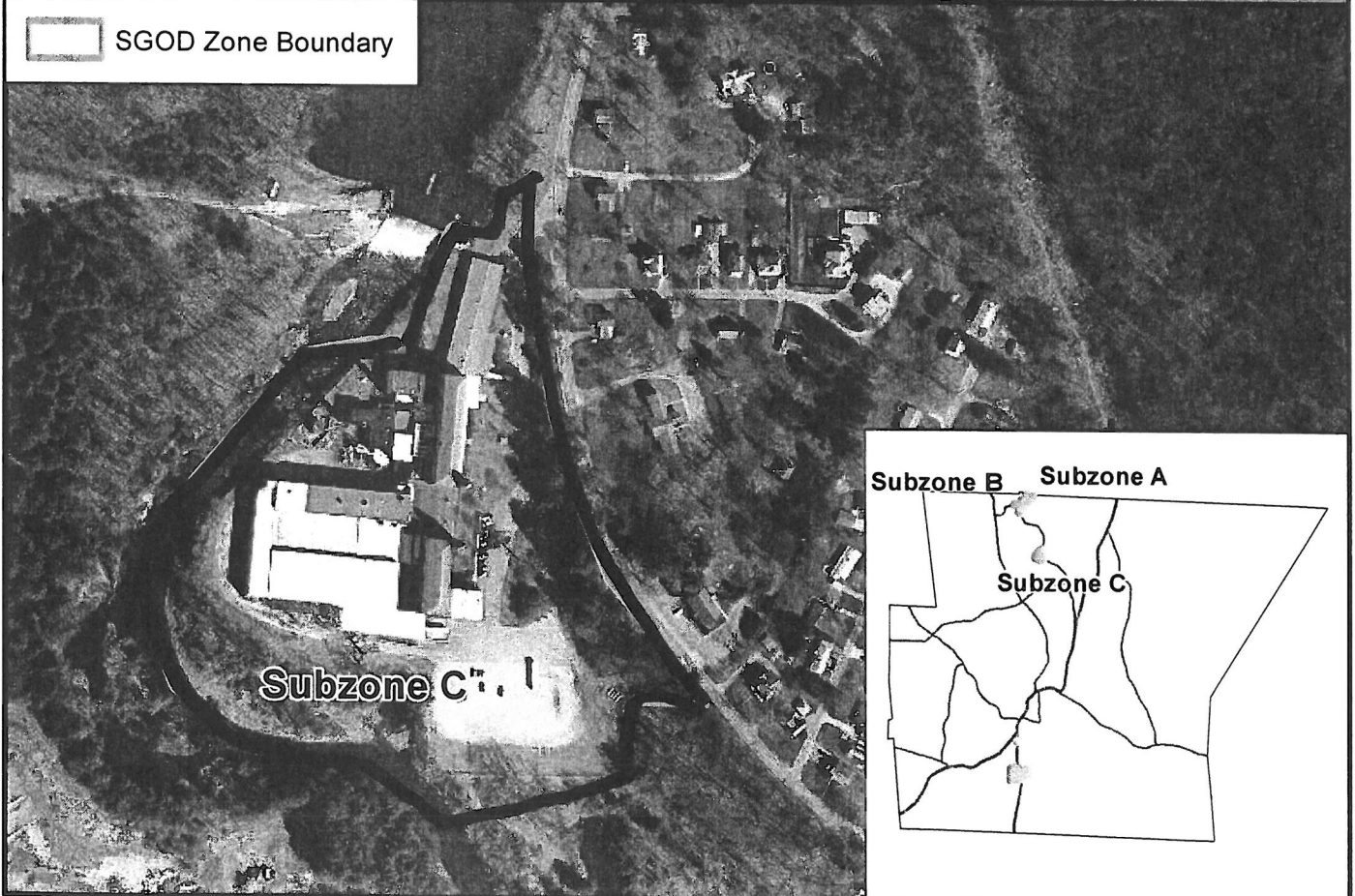
Total Net Developable Area = 0.65 acres  
Density = 25 units/acre  
Allowable Units = 16

## **Subzone C**

Total Net Developable Area = 13.9 acres  
Density = 20 units/acre  
Allowable Units = 272



 SGOD Zone Boundary

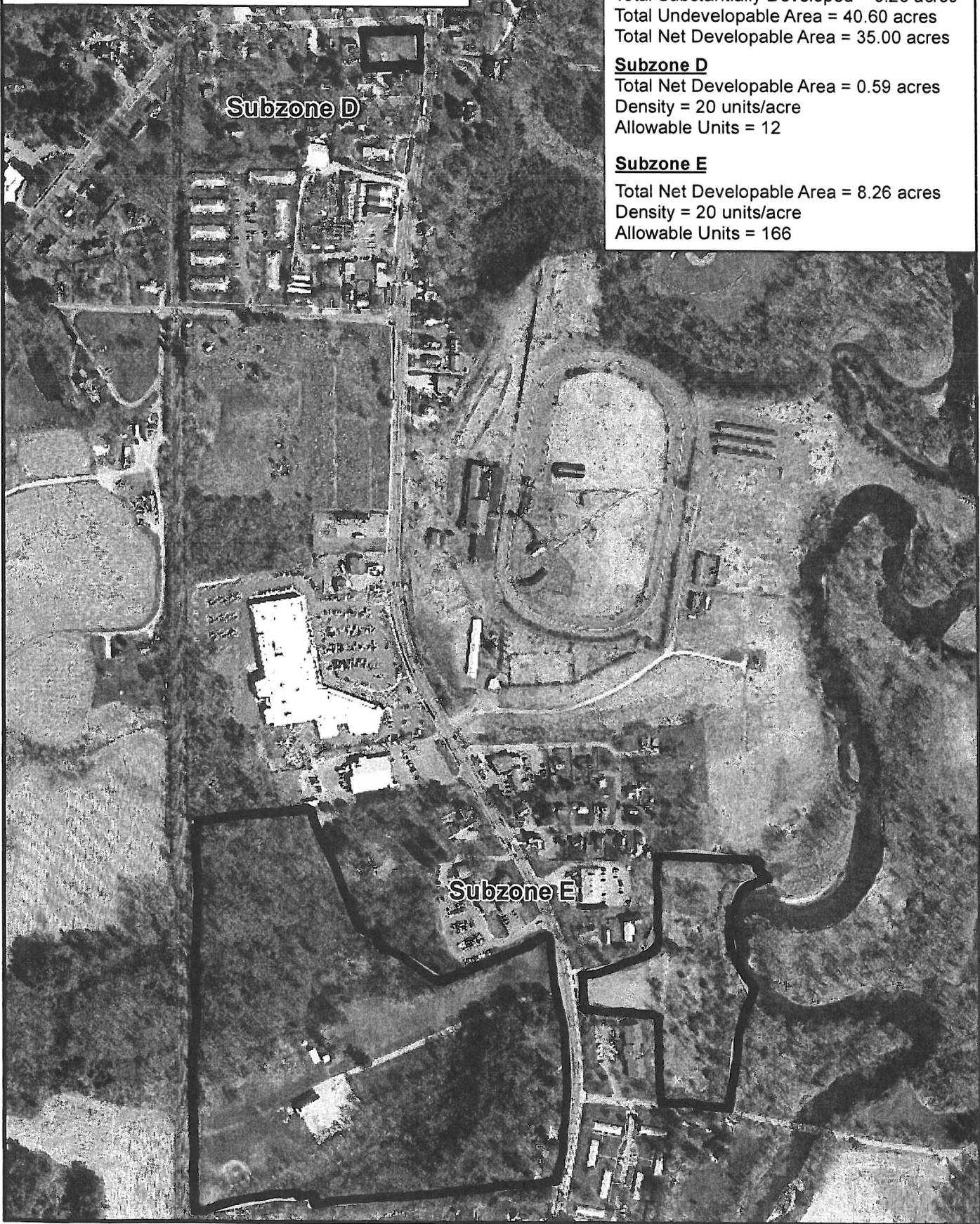


Subzone B    Subzone A

Subzone C



Smart Growth Overlay District (SGOD)  
Developable Land Plan



**SGOD**

Total Acres = 78.87 acres  
Total Substantially Developed = 3.26 acres  
Total Undevelopable Area = 40.60 acres  
Total Net Developable Area = 35.00 acres

**Subzone D**

Total Net Developable Area = 0.59 acres  
Density = 20 units/acre  
Allowable Units = 12

**Subzone E**

Total Net Developable Area = 8.26 acres  
Density = 20 units/acre  
Allowable Units = 166

Great Barrington B-2 Zone



As of Feb. 2015.



Town of Great Barrington  
Smart Growth Residential Density Spreadsheet

Address	Parcel ID	Land Classification	Gross Sq. Ft.	Commercial Area	20% Common Area Reduction	Net Sq. Ft.	No. of Units	Minimum % Residential	Substantially Dev't Area	Undevelopable	Net Acreage	Density	Existing Zoning	Allowable Zoned Units	Incentive Units
<b>Subzone A (Housatonic)</b>															
172 FRONT ST	2-21	Developed	3004	3004	0	0	0	0%	0.14	0.00	0.00	0	I	0	0
174 FRONT ST	2-22	Underutilized	141104	0	28220.8	112883	63	80%	5.97	2.81	3.16	20	I	0	63
410 PARK ST NORTH	2-48	Developed	14040	14040	0	0	0	0%	0.43	0.00	0.00	0	I	0	0
425 PARK ST NORTH	2-49	Underutilized	42800	0	8560	34240	31	80%	1.55	0.00	1.55	20	I	0	31
430 PARK ST NORTH	2-50	Developed	37684	37684	0	0	0	0%	0.62	0.00	0.00	0	I	0	0
0 PARK ST NORTH	2-51	Underdevelopable	0	0	0	0	0	0%	0.09	0.00	0.00	0	I	0	0
420 PARK ST NORTH	2-52	Developed	28488	0	0	0	0	0%	0.54	0.00	0.00	0	I	0	0
168 FRONT ST	2-21A	Developed	3720	3720	0	0	0	0%	0.15	0.00	0.00	0	I	0	0
0 FRONT ST	2-21B	Underutilized	6000	0	1200	4800	4	80%	0.18	0.00	0.00	20	I	0	4
0 WHITMORE WY	2-22A	Underutilized	26120	0	5224	20896	19	80%	2.33	1.37	0.96	20	I	0	19
223 GROVE ST NORTH	2-23A	Developed	1536	1536	0	0	0	0%	0.16	0.00	0.00	0	I	0	0
0 GROVE ST NORTH	2-23B	Developable	50000	0	10000	40000	32	80%	2.74	1.14	1.60	20	I	0	32
0 PARK ST NORTH	2-48A	Underutilized	101548	0	20309.5	81238	83	80%	6.00	1.85	4.15	20	I	0	83
425 PARK STREET NORTH	2-53	Developed	7356	7356	0	0	0	0%	0.12	0.00	0.00	0	I	0	0
0 RIVER ST NORTH	2-54	Underdevelopable	0	0	0	0	0	0%	0.74	0.00	0.00	0	I	0	0
421 PARK ST NORTH	2-58	Developed	2242	2242	0	0	0	0%	0.18	0.00	0.00	0	I	0	0
395 PARK ST NORTH	2-66	Developed	9472	9472	0	0	0	0%	0.92	0.00	0.00	0	I	0	0
						<b>Sub Total</b>	<b>232</b>		<b>22.86</b>	<b>8.00</b>	<b>11.60</b>	<b>20</b>		<b>0</b>	<b>232</b>
<b>Subzone C (Housatonic School)</b>															
0 PLEASANT ST NORTH	1-165A	Underutilized	21000	0	4200	16800	16	80%	0.65	0.00	0.00	25	B-2	0	16
						<b>Sub Total</b>	<b>16</b>		<b>0.65</b>	<b>0.00</b>	<b>0.65</b>	<b>25</b>		<b>0</b>	<b>16</b>
<b>Subzone B (Rising Mill)</b>															
295 Park Street North	5-9	Underutilized	305751	0	61150.2	244601	272	80%	15.60	1.69	13.90	20	I	0	272
						<b>Sub Total</b>	<b>272</b>		<b>15.60</b>	<b>1.69</b>	<b>13.90</b>	<b>20</b>		<b>0</b>	<b>272</b>
<b>Subzone D (546 Main)</b>															
546 Main Street	22-56	Developable	16250	0	3250	13000	12	80%	0.59	0	0.59	20	B-2	1	11
						<b>Sub Total</b>	<b>12</b>		<b>0.59</b>	<b>0.00</b>	<b>0.59</b>	<b>20</b>		<b>1</b>	<b>11</b>
<b>Subzone E (South Main)</b>															
800 Main Street	30-48	Underutilized	110000	0	22000	88000	85	80%	23.57	19.38	4.19	20	B-2	46	39
Main Street	30-49A	Developable	22000	0	4400	17600	21	80%	4.83	3.77	1.06	20	B-2	9	12
910 Main Street	30-49	Underutilized	17456	0	3491.2	13965	19	80%	3.82	2.87	0.95	20	B-2	7	12
851 Main Street	38-12E	Developable	44000	0	8800	35200	41	80%	6.95	4.89	2.06	20	B-2	13	28
						<b>Sub Total</b>	<b>166</b>		<b>39.17</b>	<b>30.91</b>	<b>8.26</b>	<b>20</b>		<b>75</b>	<b>91</b>
						<b>Total</b>	<b>697</b>		<b>78.87</b>	<b>40.60</b>	<b>35.00</b>	<b>20</b>		<b>76</b>	<b>622</b>