

Mark Pruhenski
Town Manager

E-mail: mpruhenski@townofgb.org
www.townofgb.org



Town Hall, 334 Main Street
Great Barrington, MA 01230

Telephone: (413) 528-1619 x2900
Fax: (413) 528-2290

TOWN OF GREAT BARRINGTON MASSACHUSETTS

OFFICE OF THE TOWN MANAGER

Selectboard Regular Meeting and Selectboard Executive Session
via Zoom, Order of Agenda for Monday, October 3, 2022, at 6:00 PM

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/84727797185?pwd=NDFRUjFITE12eDN3bE5LaTNBQ0RmZz09>

Webinar ID: 84727797185

Dial-in, audio-only: (929) 205 6099

Pursuant to Governor Baker's March 12, 2020 Order Suspending Certain Provisions of the Open Meeting Law, G.L. c. 30A, §18, and the Governor's July 16, 2022 Revised Order extending remote participation by all members in any meeting of a public body, this meeting of the Selectboard will be conducted via remote participation to the greatest extent possible. Specific information and the general guidelines for remote participation by members of the public and/or parties with a right and/or requirement to attend this meeting can be found on town's website, at www.townofgb.org. For this meeting, members of the public who wish to listen to the meeting may do so in the following manner: See instructions at the top of the agenda. No in-person attendance of members of the public will be permitted, but every effort will be made to ensure that the public can adequately access the proceedings in real time, via technological means.

*****ALL VOTES ARE ROLL CALL*****

1. CALL TO ORDER SELECTBOARD REGULAR MEETING
 - a. Roll Call
2. APPROVAL OF MINUTES
 - a. September 12, 2022
 - b. September 19, 2022
3. SELECTBOARD'S ANNOUNCEMENTS/STATEMENTS
4. TOWN MANAGER'S REPORT
 - a. Housatonic Water Works
 - i. Board of Health Letter
 - b. Housatonic School
 - c. Mason Library HVAC Update
 - d. Hybrid Meeting Update
 - e. Berkshire Busk- 2022 season re-cap
5. LICENSES AND PERMITS
 - a. Jeremy Stoepker for a driveway permit at 121 Hollenbeck Avenue
6. PREVIOUS BUSINESS
 - a. Squaw Peak Road- request to change street name

7. NEW BUSINESS

- a. Review and comment to the Zoning Board of Appeals on the Special Permit application from Dana Bixby Architecture on behalf of Michael Kolber to modify a preexisting nonconforming single unit residential dwelling at 110 Christian Hill Road, in accordance with Sections 5.5 and 10.4 of the zoning bylaw.
- b. Adopt Road-Stream Crossing Management Plan.
- c. Housing-Review and discuss August 12th letter from Planning Board.

8. CITIZEN SPEAK TIME

Citizen Speak Time is an opportunity for the Selectboard to listen to residents. Topics of particular concern or importance may be placed on a future agenda for discussion. This time is reserved for town residents only unless otherwise permitted by the chair, and speakers are limited to 3 minutes each.

9. SELECTBOARD'S TIME

10. MEDIA TIME

11. CONVENE INTO EXECUTIVE SESSION (and not return to open session)

- a. Executive Session under MGL Ch 30A, sec. 21(a) for the following purpose: (3) To discuss strategy with respect to litigation, regarding Housatonic Water Works. And, (6) To consider the purchase, exchange, lease or value of real estate, regarding Housatonic Water Works.
 - i. Motion: Move that the Board meet in executive session pursuant to MGL Ch. 30A sec. 21(a) for the following purpose: (3) To discuss strategy with respect to Housatonic Water Works because an open discussion may have a detrimental effect on the litigation position of the Board. And, (6) to consider the purchase, exchange, lease or value of real estate, regarding Housatonic Water Works because an open discussion may have a detrimental effect on the negotiating position of the public body, and not to return to open session
 - ii. Roll Call Vote
- b. Executive Session under MGL ch 30A, sec. 21 (a) for the following purpose: (7) To comply with, or act under the authority of, any general or special law or federal grant-in-aid requirements.
 - i. Motion: Move that the Board meet in executive session pursuant to MGL Ch. 30A sec. 21 to approve executive session minutes from the following meetings:
 1. August 22, 2022
 - ii. Roll Call Vote

12. CONVENE INTO EXECUTIVE SESSION

- a. Executive Session under MGL ch 30A, sec. 21 (a) for the following purpose: (3) To discuss strategy with respect to collective bargaining or litigation if an open meeting may have detrimental effect on the bargaining or litigating position of the public body and **the Chair so declares**.
 - i. Motion: Move that the Board meet in executive session pursuant to MGL Ch. 30A sec. 21 (a) for the following purpose: (3) Initial contract negotiations

13. ADJOURNMENT

NEXT SELECTBOARD MEETING

October 24, 2022

November 7, 2022

November 21, 2022

December 5, 2022

December 19, 2022



Mark Pruhenski, Town Manager

Pursuant to MGL. 7c. 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 be brought up for discussion to the extent permitted by law.

Michael Lanoue, Chair
Peter Stanton, Vice Chair
Ruby Chang, M.D.



Town Hall, 334 Main Street
Great Barrington, MA 01230

Phone: 413-528-0680
Cell: 413-717- 2010

Ned Saviski
nsaviski@townofgb.org

TOWN OF GREAT BARRINGTON MASSACHUSETTS

Rebecca Jurczyk
rjurczyk@townofgb.org

BOARD OF HEALTH

September 2, 2022

Dear members of the Selectboard,

We are writing to you in order to express our deep concerns regarding the Housatonic Water Works and the water the Company is supplying to its customers.

We have received many complaints and are aware members of the Selectboard and DEP officials are also copied on these complaints. The Board of Health considers the state of the water in Housatonic a public health issue of immediate concern. Especially after the elevated levels of Haloacetic Acid 5 (a known carcinogen) where certain immune compromised customers were advised to not consume the water.

We acknowledge that this water quality issue is a difficult one in which there is no obvious or easy solution. That being said, we ask to be formally updated as to what the Town of Great Barrington is considering as potential actions to be taken. We would like to express a common goal; both the Selectboard and the Board of Health want to alleviate the ongoing hardship faced by HWW customers. Therefore, we urge the members of the Select Board to seriously consider providing immediate relief to the residents of Great Barrington, particularly those most vulnerable, who are impacted by this growing public health concern.

In order to stay informed as requested, we would like members of the Select Board to attend one of our upcoming public meetings. Please consider the receipt of this letter as a formal invitation to do so. Conversely, we will gladly attend one of your meetings should we receive an official request.

Sincerely,

The Great Barrington Board of Health

Town of Great Barrington

Selectboard

Fee \$50.00

Number Pl. cost 1055

Application for Access to a Public Way / Driveway Permit

INSTRUCTIONS

RETURN FIVE (5) COPIES OF THIS FORM AND ALL ACCOMPANYING PLANS, ALONG WITH THE \$50.00 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 9/20/22
Name of Applicant / Property Owner Jeremy Stoepker @yahoo.com
Mailing address 121 Hollenbeck Ave, Great Barrington, MA 01230
Phone number (646) 678-2512
Location of proposed driveway / highway entrance 121 Hollenbeck Ave, GB
Contractor who will perform the work Webster Landscape
Address & phone number of contractor P.O. Box 1249 93 Ashley Falls Rd Sheffield, MA
Proposed construction date October 11, 2022
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: [Signature]

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 (X) approved with conditions attached () disapproved for reasons attached () resubmitted with changes suggested per attached

Staff Reviews Received:

	Received	Conditions Recommended	Other Permits Required
Conservation:	(X)	()	()
Fire Chief:	(X)	()	()
Planning:	(X)	()	()

PERMIT FOR ACCESS TO A PUBLIC WAY / DRIVEWAY

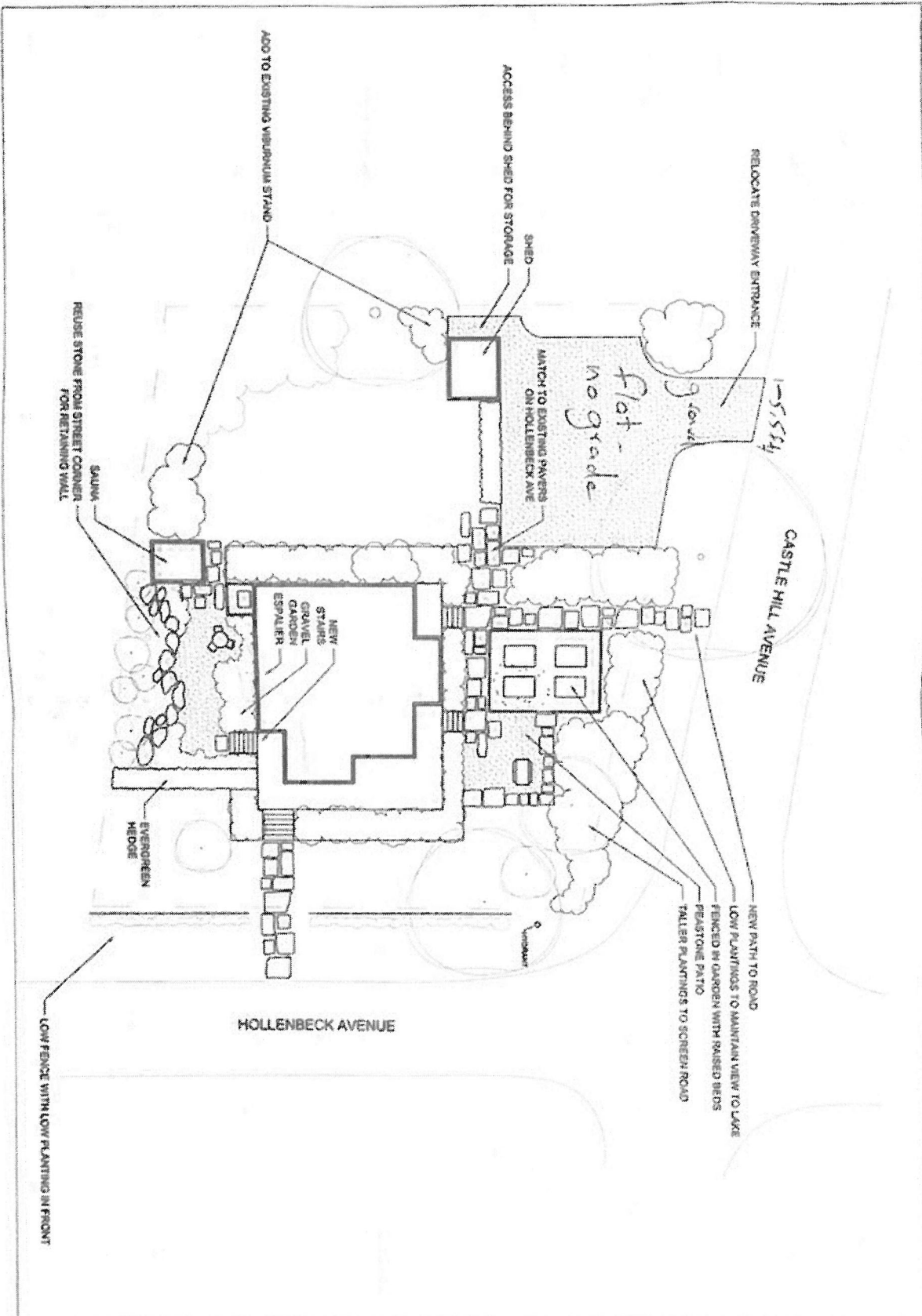
Pursuant to its vote of _____ in favor and _____ opposed, at its meeting on _____, the Great Barrington Selectboard granted permission to construct or alter this access to a public way at the address and in the location indicated in this application, in accordance with the plans accompanying this application,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

For the Selectboard: _____, its _____.

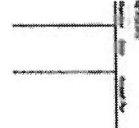
(signature)

(title)

(date)



4413



DATE: 10/10/22
 DRAWN BY: J. Stoepker
 CHECKED BY: J. Stoepker

PROJECT: 12 House - Draft
 GPR
 WWV

ISSUED BY: WWV
 MASTER PLAN
 DATE: 6.9.22
 SCALE: 1/8" = 1'-0"

L-1.0

AHMED &
 STOEPKER

121 Hollenbeck Ave
 Great Barrington



Carmen Morales

From: Charles Burger
Sent: Wednesday, September 21, 2022 11:40 AM
To: Carmen Morales; Chris Rembold
Cc: Paul Storti; Conservation Commission; Joseph Aberdale; John Malumphy
Subject: RE: 121 Hollenbeck Avenue - Driveway Permit

No issues for the FD.



Charles Burger

Fire Chief

413-528-0788 ex 4
cburger@townofgb.org

Town of Great Barrington
Fire Department
37 State Road
Great Barrington MA 01230



The Secretary of State's office has determined that most e-mails to and from municipal offices and officials are public records. Consequently, confidentiality should not be expected.

From: Carmen Morales <CMorales@Townofgb.org>
Sent: Wednesday, September 21, 2022 11:03 AM
To: Chris Rembold <crembold@Townofgb.org>
Cc: Paul Storti <PStorti@Townofgb.org>; Charles Burger <cburger@Townofgb.org>; Conservation Commission <ConCom@Townofgb.org>; Joseph Aberdale <jaberdale@townofgb.org>; John Malumphy <JMalumphy@Townofgb.org>
Subject: 121 Hollenbeck Avenue - Driveway Permit

Please see attachment and review.

Best,



Carmen Morales

Administrative Assistant
To the Town Manager

413-528-1619 ex 2901
cmorales@townofgb.org

"Do the best you can until you know better. Then when you know better, do better." ~Maya Angelou~

Town of Great Barrington
334 Main Street
Great Barrington MA 01230



Carmen Morales

From: Paul Storti
Sent: Wednesday, September 21, 2022 12:02 PM
To: Carmen Morales
Subject: Re: 121 Hollenbeck Avenue - Driveway Permit
Attachments: image005.jpg; image006.jpg; SKM_654e22092110570.pdf

No issues from PD

Sent from my iPhone

On Sep 21, 2022, at 11:02 AM, Carmen Morales <CMorales@townofgb.org> wrote:

Please see attachment and review.

Best,

Carmen Morales

Administrative Assistant
To the Town Manager

413-528-1619 ex 2901

cmorales@townofgb.org

"Do the best you can until you know
better. Then when you know better, do
better." ~Maya Angelou~

Town of Great Barrington
334 Main Street
Great Barrington MA 01230

Carmen Morales

From: Joseph Aberdale
Sent: Wednesday, September 21, 2022 1:39 PM
To: Carmen Morales
Subject: RE: 121 Hollenbeck Avenue - Driveway Permit

No issues

From: Carmen Morales <CMorales@Townofgb.org>
Sent: Wednesday, September 21, 2022 11:03 AM
To: Chris Rembold <crembold@Townofgb.org>
Cc: Paul Storti <PStorti@Townofgb.org>; Charles Burger <cburger@Townofgb.org>; Conservation Commission <ConCom@Townofgb.org>; Joseph Aberdale <jaberdale@townofgb.org>; John Malumphy <JMalumphy@Townofgb.org>
Subject: 121 Hollenbeck Avenue - Driveway Permit

Please see attachment and review.

Best,



Carmen Morales

Administrative Assistant
To the Town Manager

413-528-1619 ex 2901

cmorales@townofgb.org

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Town of Great Barrington
334 Main Street
Great Barrington MA 01230



The Secretary of State's office has determined that most e-mails to and from municipal offices and officials are public records. Consequently, confidentiality should not be expected.

Carmen Morales

From: Paula Ely
Sent: Thursday, September 22, 2022 8:32 AM
To: Carmen Morales
Subject: RE: 121 Hollenbeck Avenue - Driveway Permit

Good Morning Carmen,
This driveway permit looks ok to me.

Paula



Paula Ely

Wastewater Superintendent
413-528-0650
pely@townofgb.org

Town of Great Barrington

Wastewater Treatment Facility
100 Bentley Road
Great Barrington MA 01230

The Secretary of State's office has determined that most e-mails to and from municipal offices and officials are public records. Consequently, confidentiality should not be expected.

From: Carmen Morales <CMorales@Townofgb.org>
Sent: Wednesday, September 21, 2022 3:45 PM
To: Paula Ely <PEly@Townofgb.org>
Subject: FW: 121 Hollenbeck Avenue - Driveway Permit

Forwarding this driveway permit for your review



Carmen Morales

Administrative Assistant
To the Town Manager
413-528-1619 ex 2901
cmorales@townofgb.org
"Do the best you can until you know better. Then when you know better, do better." ~Maya Angelou~

Town of Great Barrington
334 Main Street
Great Barrington MA 01230

Carmen Morales

From: Chris Rembold
Sent: Thursday, September 22, 2022 9:29 AM
To: Carmen Morales
Cc: Paul Storti; Charles Burger; Conservation Commission; Joseph Aberdale; John Malumphy
Subject: RE: 121 Hollenbeck Avenue - Driveway Permit

No issues for the Planning Dept.



Christopher Rembold, AICP

Assistant Town Manager
Director of Planning and
Community Development
413-528-1619 ext. 2401
crembold@townofgb.org

Town of Great Barrington
334 Main Street
Great Barrington MA 01230

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From: Carmen Morales <CMorales@Townofgb.org>
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Subject: 121 Hollenbeck Avenue - Driveway Permit

Please see attachment and review.

Best,



Carmen Morales

Administrative Assistant
To the Town Manager

413-528-1619 ex 2901
cmorales@townofgb.org

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Town of Great Barrington
334 Main Street
Great Barrington MA 01230



The Secretary of State's office has determined that most e-mails to and from municipal offices and officials are public records. Consequently, confidentiality should not be expected.

John Malumphy
Highway-Facilities Superintendent

E-mail: jmalumphy@townofgb.org
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: Jeremy Stoepker
Location: 121 Hollenbeck ave
From: John Malumphy Highway Superintendent/Sean VanDeusen, Public Works Director
Date: September 28, 2022

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.

John Malumphy
Highway-Facilities Superintendent

E-mail: jmalumphy@townofgb.org
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: Jeremy Stoepker
Location: 121 Hollenbeck ave
From: John Malumphy Highway Superintendent
Date: September 28, 2022

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 - 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. 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 = 22-feet maximum along the roadway which includes a 3-foot radius curb on each side. Length = 5-feet minimum from edge of roadway.
 - 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:
5. 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.



Moving driveway to upper corner of property.



Mark Pruhenski

From: Jeffrey Rothenberg <jrothenb@gmail.com>
Sent: Tuesday, June 7, 2022 9:41 PM
To: Mark Pruhenski
Cc: Steve Bannon
Subject: Re: Squaw Peak name change

****CAUTION:****

****This is an external email, be vigilant****

*****Do not click links or open attachments unless you recognize the sender (and their email address) and know the content is safe*****

Hi Steve and Mark,

SUMMARY

As the conclusion of the process described below, we ask that the town now consider this a formal petition with participation from 17 of 18 homeowners (94%) on Squaw Peak Road to change our road's name to Woodland Hill Rd.

PROCESS STEPS DETAILED

We held a neighborhood meeting in person on May 22. We first voted on whether or not to change the road name. 8 yes / 3 no / 4 absentions, with an 83% participation rate.

Given that 'yes' had prevailed, each home was then invited, if interested, to submit one suggestion for a new name. 13 suggestions were submitted in person and via email.

The neighborhood conducted three rounds of ranked choice voting over email and placed notices in mailboxes to ensure that everyone received notice and could participate.

Round one - 13 options narrowed down to 5 semifinalists

Round two - 5 semifinalists narrowed down to 2 finalists

Round three - 2 finalists narrowed down to 1 winner

17 of 18 homeowners participated in the subsequent voting on the proposed new name, for a participation rate of 94%.

Requested new name is Woodland Hill Rd.

At this point, we would ask if there are any questions or comments from the town or select board, and would appreciate this being added to the next available select board agenda, with a request for action by the board at that meeting to ratify.

Thanks,
Jeff Rothenberg
18 Squaw Peak Rd. GB

Summary of Steps and Responsibilities for Town Staff and Residents in Event of Road Name Change

Town Responsibilities

Notify the United States Postal Service of the Address Change - USPS will enter the new address into its database and will tie it to the old address so any mail sent to the old address will be forwarded to the new one for up to 18 months.

Notify MassGIS of Address Change (Either Town or Individual) - Visit [this link](#) to either send notifications to the state's designated email address, or fill out a [form](#). Will automatically update state emergency (911) records.

Acquire and Install New Street Signage - The town's Department of Public Works (DPW) is responsible for purchasing and installing any relevant, updated street signage.

Updating Town Maps and Property Records - The town is responsible for updating town property records, building and health department files, and tax rolls as well as other relevant material(s).

Resident Responsibilities

Notify Tax Agencies of Address Change - Notify both federal and state tax agencies of your address change. For the federal government, please fill out [this form](#) (Form 8822). For the Massachusetts Department of Revenue, please complete and submit [this form](#).

Update Social Security Information - If you receive social security benefits, please complete [this change](#) of address application.

Utilities Update - You should contact your gas, electric, phone, TV, internet, water, and garbage companies to ensure that they have your new address.

Contact Your Insurer - Don't forget to contact your insurance company to make sure that your records reflect your current address.

Notify Your Employer - To ensure that your paychecks/important employment information is being delivered to your house, ensure that any address name changes are reflected in relevant employer records.

Contact Other Financial Agencies - If relevant, be sure to contact any credit unions, reporting agencies, or investment administrators so they have your current address information.

Magazines/Subscription Services - Contact customer service departments or complete relevant forms for any magazines or subscription services that you use to ensure consistent delivery of your items.

Online Shopping Information - Update your address on any online shopping services that you use (such as Amazon or eBay). Additionally, be sure to notify any charities, organizations, or clubs with which you interact. Be sure to update your address in their records so you can remain informed.

Service Providers - Remember to update medical providers of your address change. This includes doctors, dentists, and veterinarians. If you are a veteran, remember to update your address in your Veterans Affairs Profile.

The Hill (<https://thehill.com>)

Interior Department removes anti-Native slur from usage in federal place names
BY [ZACK BUDRYK](#) - 09/08/22 12:40 PM ET



Interior Secretary Haaland speaks during a Senate Appropriations subcommittee hearing on the budget, Wednesday, July 13, 2022, on Capitol Hill in Washington. (AP Photo/Mariam Zuhaib)

The Interior Department announced Thursday that it has completed the removal of a slur for Native American women from federal place names after announcing a review in November.

In the announcement, the department said the federal Board on Geographic Names has voted on replacement names for more than 600 places that included the slur “squaw.” The department also issued a full map of places where names were replaced.

Interior Secretary Deb Haaland, the first Native American to hold the position, announced the review late last year as well as a federal committee to assess the use of slurs and pejoratives in federal place names.

“I feel a deep obligation to use my platform to ensure that our public lands and waters are accessible and welcoming. That starts with removing racist and derogatory names

that have graced federal locations for far too long,” Haaland said in a statement Thursday.

“I am grateful to the members of the Derogatory Geographic Names Task Force and the Board on Geographic Names for their efforts to prioritize this important work. Together, we are showing why representation matters and charting a path for an inclusive America.”

The department’s Derogatory Geographic Names Task Force reviewed more than 1,000 recommendations for new names, considering issues like geographic features that cross tribal, federal and state jurisdictions and contradictory recommendations. In July, the department announced a further review of seven locations considered to be unincorporated populated places.

The review followed similar moves to replace anti-Black and anti-Japanese slurs in place names, as well as earlier laws passed in Maine, Minnesota, Montana and Oregon prohibiting the use of “squaw” in place names.

Haaland has announced a number of initiatives under the Interior umbrella aimed at strengthening federal-tribal relations and addressing Native issues. The department also announced a review last year of federal boarding schools, where hundreds of Native children were forcibly placed.

ZBA SP #
929-22

P.O. Box 556
7A Swans Pond
Way, Stockbridge, MA 01266
413.732.7834
dana@dananbixby.com
www.dananbixby.com

September 6th, 2022

Great Barrington Zoning Board of Appeals; Town Clerk
334 Main Street
Great Barrington, MA 01230

Re: Special Permit Application: 110 Christian Hill Rd - Kolber/Georgia

Dear ZBA,

We are applying for a special permit for an addition to 110 Christian Hill Road on behalf of owners Michael Kolber and Annette Georgia. Michael and Annette recently bought this house and wish to do an addition for their young family and for Annette's mother.

The existing house is non-conforming with respect to the required front yard setback. We are proposing an addition that is more than 25% of the area of the existing house, hence a special permit is required under Section 5.5. Areas are given on the drawings submitted.

The addition meets all dimensional requirements except that a small portion of the addition on the north end is approximately 40'-9" front setback, as compared to the existing front yard setback of 21'-6". The required front setback is 50'. It is our opinion that the addition setback at 40'-9" is no more detrimental than the existing setback at 21'-6".

The house was constructed in 1900, pre-dating current zoning regulations.

Enclosed please find the following documents:

1. Check payable to the Town of Great Barrington for \$300;
2. 1 original and 14 copies of the completed Special Permit Application, the certified list of abutters, property card, site plan, and maps.

We look forward to a special permit hearing date and the opportunity to present the plans.


Best,
Dana Bixby, AIA

Town of Great Barrington
Massachusetts

Application to the
Zoning Board of Appeals

INSTRUCTIONS

You may download this form and fill it in on your computer. Fill out all applicable information. Save and print the form, and sign it where required. When you are ready with your form and all supporting plans and materials, call the Town Planner to set up a time to file the application. You will need to submit the original and 14 full copies of the entire package. It may not be submitted electronically, but submissions made by mail are acceptable. Incomplete applications and those not accompanied by the required fee or copies may be rejected. The Town Planner can be reached at (413) 528-1619. (Note, for Comprehensive Permit applications, please call the Town Planner.)

FOR OFFICE USE ONLY

Number Assigned: _____
Filing Date: _____
Received and checked for completeness
by: _____
Date filed with the Town Clerk _____
FOR ZBA USE:
Advertising dates: _____ & _____
Public hearing date: _____

TIMELINE: The Zoning Board of Appeals (ZBA) will set a public hearing date that is at least 45 days but no more than 65 days from the date of your filing. The hearing date will be posted at Town Hall and in accordance with the Open Meetings Law, and notice of the hearing will be sent to the Applicant and/or Applicant's agent and abutting property owners by mail, and advertised for two consecutive weeks in the local newspaper.

A. WHAT ARE YOU SEEKING?

- Check all that apply. If you are unsure, please consult with your attorney, or the Town Planner or Building Inspector.
- VARIANCE (exempts a property from some Zoning requirements)
You must complete portions A., B., C., D., G., H, I., and J. of this form.
 - SPECIAL PERMIT (for changes to nonconforming uses, structures)
You must complete portions A., B., C., E., G., H, I., and J. of this form.
 - APPEAL (to overturn a decision of Building Inspector or a Board)
You must complete portions A., B., C., F., G., H, I., and J. of this form.
 - 40 B Comprehensive Permit (call ahead)

B. SITE / PROPERTY INFORMATION

Address of Subject Property 110 Christian Hill Rd.
Gt. Barrington, MA, 01230

Assessor's Map: 32 Lot: 52

Registry of Deeds Book: 02730 Page: 30

Zoning District (s): R-2

Overlay District(s), if any: N.A.

C. APPLICANT AND OWNER INFORMATION

Applicant's
Information

Name (please print) Dana Bixby Architecture Phone (area code first) 413-232-7834

Street Address 24 Swamp Rd

City, State, Zip Code W. Stockbridge, MA, 01266

If Applicant is a corporation, provide name of contact person: DANA BIXBY

Email Address DANA@DANA BIXBY.COM Signature [Signature]

- Check here if Applicant and Property Owner are the same, and skip to the next section.
 - Check here if Applicant is different than the Property Owner, and to verify that you have the Property Owner's permission to file this Application. Note that the Property Owner must sign below to indicate permission to file this Application.
- Enter Property Owner's information EXACTLY as it appears on the most recent tax bill.

Property
Owner's
Information

Name (please print) MICHAEL KOLBER Phone (area code first) _____

Street Address 110 CHRISTIAN HILL RD

City, State, Zip Code GT BARRINGTON, MA, 01230

Email Address michaelkolber@gmail Signature [Signature]

D. VARIANCES

If you are requesting a variance, please answer all of the following. Attach additional sheets if necessary.

Selectboard Meeting Packet - October 3, 2022

Item 7.a. - Dana Bixby Architecture/Michael Kolber Special Permit

1) From which Section(s) of the Zoning Bylaw do you request a variance?

[Empty box for answer]

2) What will the requested variance(s) enable you to do?

[Empty box for answer]

3) If the variance(s) is not granted, what hardship will that cause you?

[Empty box for answer]

4) What special circumstances relating to soil condition, shape or topography of land or structures, affect your property but not other properties in the same zone?

[Empty box for answer]

5) Explain why your special circumstances are not a result of your own actions.

[Empty box for answer]

6) If the variance(s) is not granted, what rights will you be deprived of that other properties in the same zone enjoy?

[Empty box for answer]

7) Explain why a variance will not give you any special privileges that other properties in the same zoning district don't have.

[Empty box for answer]

E. SPECIAL PERMITS

If you are requesting a special permit, please answer all of the following. Attach additional sheets if necessary.

1) A special permit is being requested in order to (please describe project):

Proposed addition to existing non-conforming structure. Proposed addition exceeds 25% of the existing building area. *SINGLE FAMILY RESIDENCE, NO CHANGE IN USE*

2) This application is made under the following Sections of the Zoning Bylaw (check all that apply)

<input type="checkbox"/> Section 5.2	<input type="checkbox"/> Section 5.3	<input checked="" type="checkbox"/> Section 5.5
<input type="checkbox"/> Section 5.6	<input type="checkbox"/> Section 5.7	<input checked="" type="checkbox"/> Section 10.4

3) Reason(s) that this property is not in conformance with the Zoning Bylaw

See zoning note #2 on drawing Z-2

4) Are there any previous Special Permits or Variances for this property?

No Yes
If yes, provide date(s), and name of issuing Board

F. APPEALS

If you are seeking an appeal, please answer all of the following. Attach additional sheets if necessary.

1) This application is to appeal the decision of

Building Inspector Planning Board Selectboard

2) Date of decision

[Empty box for answer]

3) Nature of the decision

[Empty box for answer]

4) Applicable Section(s) of the Zoning Bylaw

[Empty box for answer]

5) Describe your interpretation of the nature of the decision and the remedy you seek. Attach additional sheets if needed.

[Empty box for answer]

G. REQUIREMENTS FOR ALL APPLICATIONS

By checking the items below, applicant acknowledges that each application is accompanied by each of the items listed below.

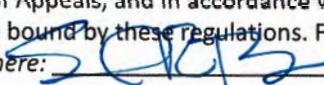
- Plot Plan of the entire property or tract. The Board may require the plan to be signed by a licensed surveyor or engineer, particularly if the matter involves dimensional issues. The plan should include those items listed in Section 10.5.3 of the Zoning Bylaw, including two locus maps--one USGS survey map and one current zoning map-- illustrating property location.
- A current list of all abutters within 300 feet of the property, including address of owner, map and lot number. The list must be obtained from the Assessor's office and certified by the Assessor's office. Call 413-528-1619.
- At least one copy of the application and plans / specifications shall be no larger than 11 x 17 inches.

H. APPLICATION FEE

Application fee is \$300.

- Check here to confirm that your check in the appropriate amount is enclosed. Make checks payable to Town of Great Barrington.

I. TECHNICAL REVIEW FEES

- The Zoning Board of Appeals may hire independent consultants whose services shall be paid for by the applicant(s) under the terms of the Rules and Regulations of the Zoning Board of Appeals, and in accordance with Chapter 44, Section 53G of the Massachusetts General Laws. Check here to acknowledge and be bound by these regulations. Failure to acknowledge shall cause this application to be rejected as incomplete. ** Please also sign here: 

J. ADDITIONAL INFORMATION

Recommending Boards: All applications to the Zoning Board of Appeals are referred to the Planning Board, Conservation Commission, Board of Health, and Board of Selectmen for comments and recommendations. Applicants should be prepared to attend those meetings in order to brief those boards of their project and answer any questions.

Site Visits: The ZBA and recommending Boards may contact the Applicant to request a site visit. Applicants agree to facilitate access to the site at a mutually convenient date and time.

Timeline/ Procedures: The ZBA conducts its business in accordance with Massachusetts General Laws. Accordingly, the ZBA will hold its Public Hearing not later than 65 days after the filing of the application. A decision for a variance or appeal will be rendered not later than 100 days from the filing date. A decision for a special permit will be made not later than 90 days after the close of the Public Hearing. The decision will be filed with the Town Clerk within 20 days of the date of the decision. The appeal period lasts for 20 days after the filing with the Town Clerk. On the 21st day, if no appeals are filed, or once all appeals are resolved, the applicant shall have the decision certified by the Town Clerk. The Applicant is responsible for then filing the decision with the Registry of Deeds, at which time the decision becomes effective.

Guidance and Counsel: In preparing this application and when presenting the case to the ZBA, applicants are advised to be fully familiar with, or seek counsel from a qualified person who is familiar with, the Zoning Bylaw and other rules, regulations, and laws as may be appropriate. If you wish to discuss the completeness of this application, or have any questions about this application, please contact the Town Planner at 413-528-1619. However, we will not discuss the merits or strategy of your case.

Applicant's Signature: "I have read and understand all of the information on this application. I have also read and understand the pages entitled "IMPORTANT GUIDANCE AND INFORMATION FOR APPLICANTS."

 (signed) 9/1/22 (date)



CAI Property Card

Town of Great Barrington, MA

GENERAL PROPERTY INFORMATION	BUILDING EXTERIOR
LOCATION: 110 CHRISTIAN HILL RD ACRES: 10.01 PARCEL ID: 032.0-0000-0052.0 LAND USE CODE: 101 CONDO COMPLEX: OWNER: KOLBER MICHAEL S & GEORGIA ANN CO - OWNER: MAILING ADDRESS: 152 E 94TH ST 4A NEW YORK, NY 10128-2575 ZONING: R2 PATRIOT ACCOUNT #: 3010	BUILDING STYLE: CONVENTONL UNITS: 1 YEAR BUILT: 1900 FRAME: WOOD EXTERIOR WALL COVER: STUCCO ROOF STYLE: GABLE ROOF COVER: ASPHALT
	BUILDING INTERIOR
SALE INFORMATION SALE DATE: 10/22/2021 BOOK & PAGE: 2730-30 SALE PRICE: \$749,000 SALE DESCRIPTION: MULTI PARCEL SELLER: MERRITT MARY ELIZABETH,	INTERIOR WALL: AVERAGE FLOOR COVER: AVERAGE HEAT TYPE: FORCED H/W FUEL TYPE: GAS PERCENT A/C: 0 # OF ROOMS: 7 # OF BEDROOMS: 4 # OF FULL BATHS: 2 # OF HALF BATHS: 0 # OF ADDITIONAL FIXTURES: 0 # OF KITCHENS: 1 # OF FIREPLACES: 1 # OF METAL FIREPLACES: 1 # OF BASEMENT GARAGES: 0
PRINCIPAL BUILDING AREAS	
GROSS BUILDING AREA: 3,744 FINISHED BUILDING AREA: 2,084 BASEMENT AREA: 1,204 # OF PRINCIPAL BUILDINGS: 1	
ASSESSED VALUES	
LAND: 132,000 YARD: 6,800 BUILDING: 209,800 TOTAL: \$348,600	
SKETCH	PHOTO



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300 foot Abutters List Report

Great Barrington, MA
September 06, 2022

Subject Property:

Parcel Number: 32-52-0
CAMA Number: 32-52-0
Property Address: 110 CHRISTIAN HILL RD

Mailing Address: KOLBER MICHAEL S & GEORGIA ANN
152 E 94TH ST 4A
NEW YORK, NY 10128-2575

Abutters:

Parcel Number: 32-45-M
CAMA Number: 32-13-45-M
Property Address: 31 BURNING TREE RD

Mailing Address: PERLMUTTER CARL & LINDA
40 SEAVER ST #7
WELLESLEY, MA 02481-6724

Parcel Number: 32-45-M
CAMA Number: 32-14-45-M
Property Address: 29 BURNING TREE RD

Mailing Address: BLUMKIN MARK & AMY
29 BURNING TREE RD
GT BARRINGTON, MA 01230-1382

Parcel Number: 32-45-M
CAMA Number: 32-15-45-M
Property Address: 25 BURNING TREE RD

Mailing Address: HARRIS DAVID R & MERLE W
1 KING PHILIP DR #212
WEST HARTFORD, CT
06117-2145

Parcel Number: 32-45-M
CAMA Number: 32-16-45-M
Property Address: 21 BURNING TREE RD

Mailing Address: CASPER WILLIAM S & CHERYL P
21 BURNING TREE RD
GT BARRINGTON, MA 01230-1382

Parcel Number: 32-45-M
CAMA Number: 32-17-45-M
Property Address: 27 BURNING TREE RD

Mailing Address: GIBSON DAVID & ANNE
27 BURNING TREE RD
GT BARRINGTON, MA 01230-1382

Parcel Number: 32-45-M
CAMA Number: 32-18-45-M
Property Address: 23 BURNING TREE RD

Mailing Address: FALCHUK Z MYRON & ANN
23 BURNING TREE RD
GT BARRINGTON, MA 01230-1382

Parcel Number: 32-45-M
CAMA Number: 32-19-45-M
Property Address: 13 BURNING TREE RD

Mailing Address: KRISHNAMURTI ILANA KLEINER
13 BURNING TREE RD
GT BARRINGTON, MA
01230-1382

Parcel Number: 32-45-M
CAMA Number: 32-20-45-M
Property Address: 17 BURNING TREE RD

Mailing Address: MIMNAUGH MICHAEL S & GAYLE B
330 ELM ST #9
NEW CANAAN, CT 06840-5320

Parcel Number: 32-45-M
CAMA Number: 32-21-45-M
Property Address: 11 BURNING TREE RD

Mailing Address: SCHILDKROUT ELLIOT TRUSTEE
ROSENBERG TERRY C TRUSTEE
11 BURNING TREE RD
GT BARRINGTON, MA 01230-1382

Parcel Number: 32-45-M
CAMA Number: 32-22-45-M
Property Address: 15 BURNING TREE RD

Mailing Address: FRIEDMAN ROBERT A CO-TRUSTEE
FRIEDMAN LAURA G CO-TRUSTEE
15 BURNING TREE RD
GT BARRINGTON, MA 01230-1382



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9/6/2022

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300 foot Abutters List Report

Great Barrington, MA
September 06, 2022

Parcel Number: 32-45-M CAMA Number: 32-23-45-M Property Address: 19 BURNING TREE RD	Mailing Address: LINDNER LAURIE GILDEN 19 BURNING TREE RD GT BARRINGTON, MA 01230-1382
Parcel Number: 32-45-M CAMA Number: 32-24-45-M Property Address: 3 BURNING TREE RD	Mailing Address: FRIEDMAN LESTER GITTELMAN DIANA 3 BURNING TREE RD GT BARRINGTON, MA 01230-1382
Parcel Number: 32-45-M CAMA Number: 32-25-45-M Property Address: 7 BURNING TREE RD	Mailing Address: BLATT IRWIN & ESTHER 303 EAST 33RD ST #11K NEW YORK, NY 10016-7615
Parcel Number: 32-2-59-0 CAMA Number: 32-2-59-0 Property Address: 24 KALLISTE HILL	Mailing Address: ROSENBLUM BENJAMIN G BERKMAN DEBORAH B 470 WEST END AVE #1E NEW YORK, NY 10024-4933
Parcel Number: 32-45-M CAMA Number: 32-26-45-M Property Address: 9 BURNING TREE RD	Mailing Address: SADAN YARON & STACEY 9 BURNING TREE RD GT BARRINGTON, MA 01230-1382
Parcel Number: 32-45-M CAMA Number: 32-27-45-M Property Address: 5 BURNING TREE RD	Mailing Address: FERRIS CHARLES J MISHCON MELISSA E 5 BURNING TREE RD GT BARRINGTON, MA 01230-1382
Parcel Number: 32-45-M CAMA Number: 32-28-45-M Property Address: 1 BURNING TREE RD	Mailing Address: BROCKNER JOEL & AUDREY 420 BEECHMONT DR NEW ROCHELLE, NY 10804-4613
Parcel Number: 32-3-59-0 CAMA Number: 32-3-59-0 Property Address: 26 KALLISTE HILL	Mailing Address: ROSENBLUM BENJAMIN G BERKMAN DEBORAH B 470 WEST END AVE #1E NEW YORK, NY 10024-4933
Parcel Number: 32-45-A CAMA Number: 32-45-A Property Address: 115 CHRISTIAN HILL RD	Mailing Address: KELLOGG JOHN E 115 CHRISTIAN HILL RD GT BARRINGTON, MA 01230-1114
Parcel Number: 32-45-D CAMA Number: 32-45-D Property Address: 111 CHRISTIAN HILL RD	Mailing Address: VANASSE JAMES A VANASSE MARION F 111 CHRISTIAN HILL RD GT BARRINGTON, MA 01230-1110
Parcel Number: 32-46-0 CAMA Number: 32-46-0 Property Address: 113 CHRISTIAN HILL RD	Mailing Address: MICOZZI NICHOLAS 28 BEDFORD ST #3 NEW YORK, NY 10014-4469
Parcel Number: 32-47-2 CAMA Number: 32-47-2 Property Address: 114 CHRISTIAN HILL RD	Mailing Address: JUDD HOLDINGS LLC 776 CLASSON AVE #5 BROOKLYN, NY 11238-4612



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300 foot Abutters List Report

Great Barrington, MA
September 06, 2022

Parcel Number: 32-47-3 CAMA Number: 32-47-3 Property Address: 118 CHRISTIAN HILL RD	Mailing Address: WILBER MARINA D TRUSTEE MARINA D WILBER 2010 REVOCABLE 118 CHRISTIAN HILL RD GT BARRINGTON, MA 01230-1109
Parcel Number: 32-51-70-0 CAMA Number: 32-51-70-0 Property Address: 10 KALLISTE HILL	Mailing Address: RUCHMAN STEPHEN N & VIVIEN R T 11201 ASPENWOOD DR PLAINVIEW, NY 11803-2083
Parcel Number: 32-52-A CAMA Number: 32-52-A Property Address: 108 CHRISTIAN HILL RD	Mailing Address: JUSTICE RESOURCE INSTITUTE INC 160 GOULD ST #300 NEEDHAM, MA 02494-2300
Parcel Number: 32-53-0 CAMA Number: 32-53-0 Property Address: 96 CHRISTIAN HILL RD	Mailing Address: MURPHY SUSAN A TRUSTEE 96 CHRISTIAN HILL RD GT BARRINGTON, MA 01230-1110
Parcel Number: 32-57-A CAMA Number: 32-57-A Property Address: 88 CHRISTIAN HILL RD	Mailing Address: TYLIS ALBERT & CATHLEEN C 520 PARK AVE #36 NEW YORK, NY 10065-8001
Parcel Number: 32-57-B CAMA Number: 32-57-B Property Address: 86 CHRISTIAN HILL RD	Mailing Address: TYLIS ALBERT & CATHLEEN C 520 PARK AVE #36 NEW YORK, NY 10065-8001
Parcel Number: 32-72-51-0 CAMA Number: 32-72-51-0 Property Address: 12 KALLISTE HILL	Mailing Address: TERRY EMILY R 7 WEST 96TH ST #4C NEW YORK, NY 10025-6514
Parcel Number: 32-74-51-0 CAMA Number: 32-74-51-0 Property Address: 14 KALLISTE HILL	Mailing Address: KIESEL STEPHEN L & KRISTINA Z 14 KALLISTE HILL GT BARRINGTON, MA 01230-1182
Parcel Number: 32-75-0 CAMA Number: 32-75-0 Property Address: 103 CHRISTIAN HILL RD	Mailing Address: GORE ELIZABETH M & BRUCE M 35 BLUE HILL RD GT BARRINGTON, MA 01230-1282
Parcel Number: 32-76-0 CAMA Number: 32-76-0 Property Address: 107 CHRISTIAN HILL RD	Mailing Address: CANCELLIERI JILL 107 CHRISTIAN HILL RD GT BARRINGTON, MA 01230-1110
Parcel Number: 32-76-51-0 CAMA Number: 32-76-51-0 Property Address: 16 KALLISTE HILL	Mailing Address: ARIANSEN ANDREW D SCHONLANK LEAH HO 26260 RED ARROW HWY MATTAWAN, MI 49071-8612
Parcel Number: 32-77-A CAMA Number: 32-77-A Property Address: 105 CHRISTIAN HILL RD	Mailing Address: MICHELMAN ENID M 105 CHRISTIAN HILL RD GT BARRINGTON, MA 01230-1110



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300 foot Abutters List Report

Great Barrington, MA
September 06, 2022

Parcel Number: 32-78-0
CAMA Number: 32-78-0
Property Address: LAKE MANSFIELD RD

Mailing Address: SIMONS ROCK EARLY COLLEGE
84 ALFORD RD
GT BARRINGTON, MA 01230-1978

Parcel Number: 32-78-51-0
CAMA Number: 32-78-51-0
Property Address: 18 KALLISTE HILL

Mailing Address: MARCUS STANLEY & JUDITH S
12858 MOUNT MADISON LN
BOYNTON BEACH, FL 33473-3312

Parcel Number: 32-78-B
CAMA Number: 32-78-B
Property Address: 109 LAKE MANSFIELD RD

Mailing Address: SIMONS ROCK EARLY COLLEGE
84 ALFORD RD
GT BARRINGTON, MA 01230-1978

Parcel Number: 32-80-51-0
CAMA Number: 32-80-51-0
Property Address: 20 KALLISTE HILL

Mailing Address: ZUCKERMAN MARLENE TRUSTEE
ZUCKERMAN MARTIN D TRUSTEE
6000 ISLAND BLVD #508
AVENTURA, FL 33160-3763

Parcel Number: 32-81-51-A
CAMA Number: 32-81-51-A
Property Address: 22 KALLISTE HILL

Mailing Address: GLACKMAN ALAN S GLACKMAN BENES
S
22 KALLISTE HILL
GT BARRINGTON, MA 01230-1182

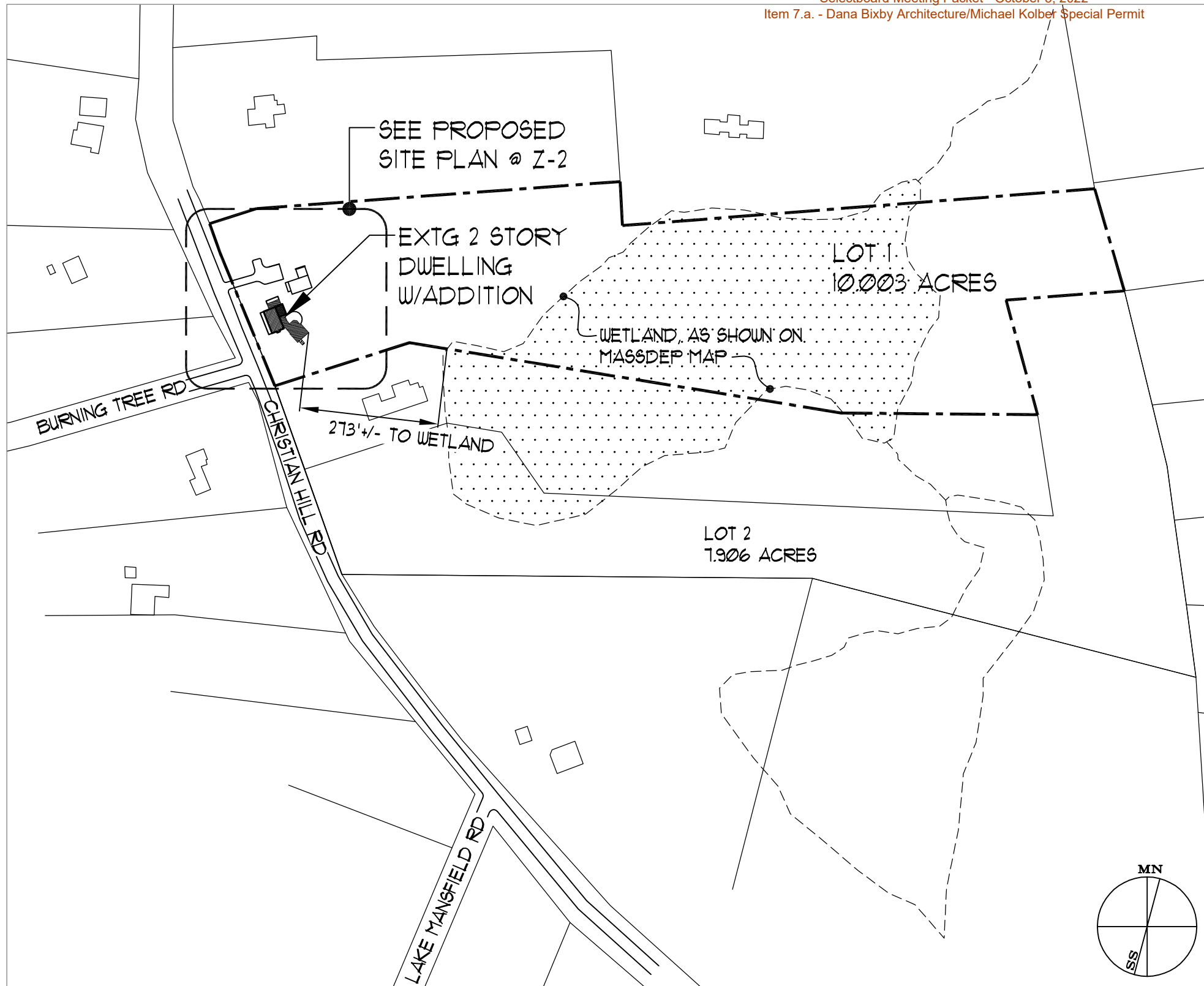


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PLOT PLAN

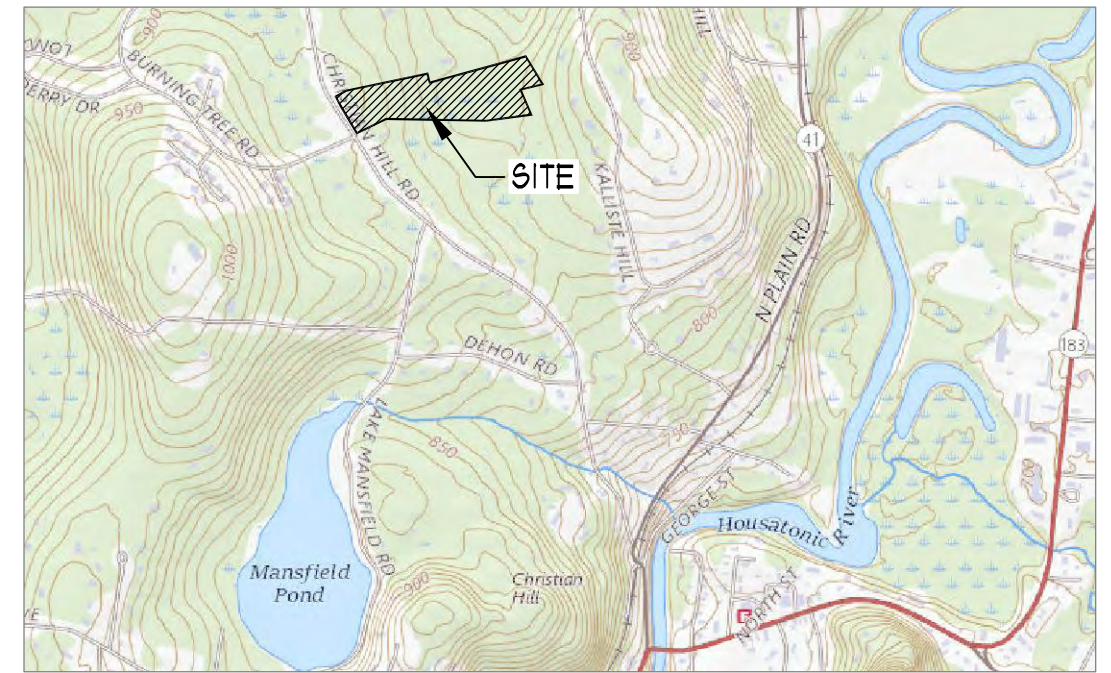
BASED ON SURVEY BY
 KELLY, GRANGER, PARSONS
 OCTOBER 2021

1" = 200'

TAX MAP #32 & LOT #52
 DEED BOOK 02130 & PAGE 30

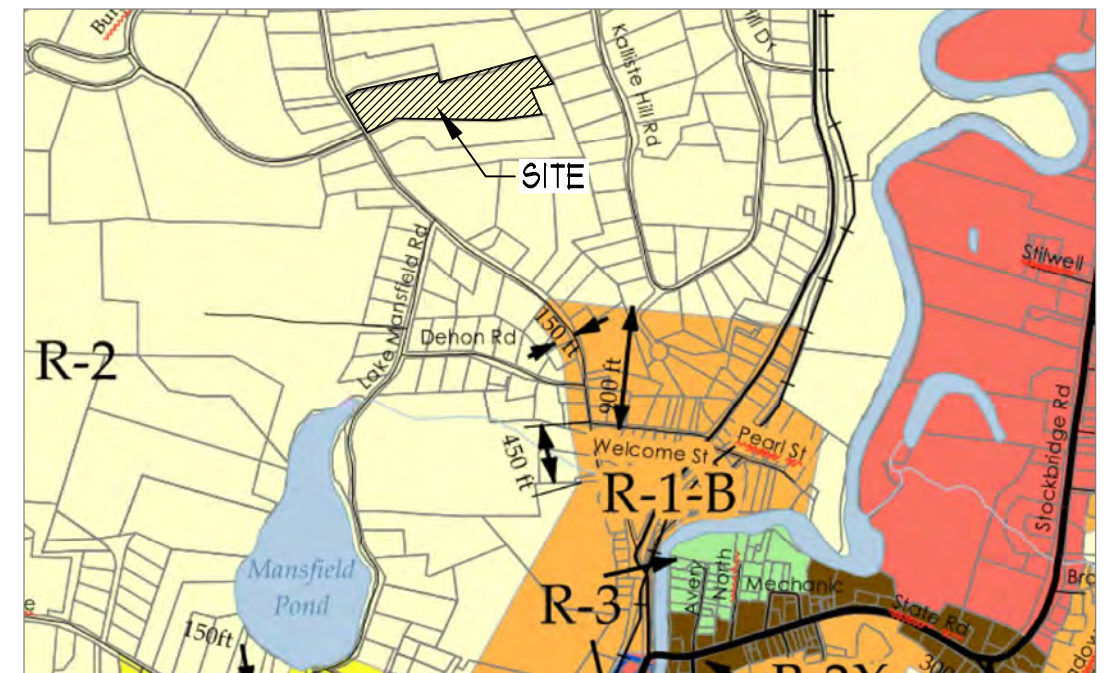
Dana Bixby ■ Architecture

24 Swamp Road West Stockbridge, MA 01266
 Tel: 413-232-7834 Fax: 413-232-7823 Email: dana@danabixby.com
 www.danabixby.com



LOCUS - USGS MAP

N.A.



ZONING MAP

N.A.

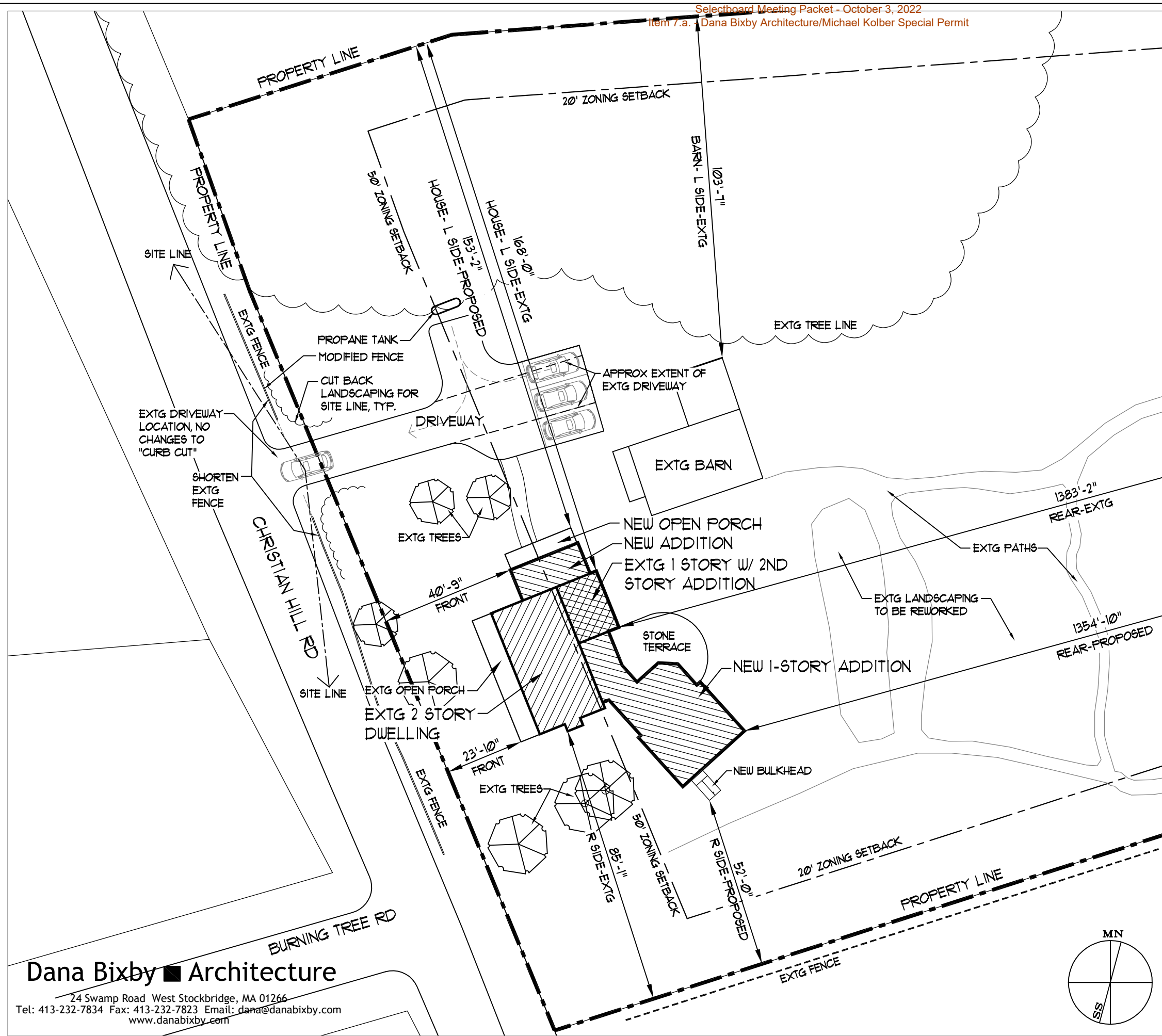
9/1/22

PLOT PLAN & NOTES

Kolber-Georgia

110 Christian Hill Rd.
 GREAT BARRINGTON, MA

Z-1



ZONING INFORMATION

ZONING DISTRICT: R-2			
	REQ'D/ALLOWED	EXTG	PROPOSED
LOT AREA	43,560 Sq Ft	435,130 Sq Ft (10.003 AC)	NO CHANGE
FRONTAGE	150'	291.4'	NO CHANGE
YARD SETBACK			
FRONT	50'	23'-10"	NO CHANGE EXCEPT, SEE NOTE #2
L SIDE	20'	BARN - 103'-1" HOUSE - 168'-0"	BARN - NO CHANGE HOUSE - 153'-2"
R SIDE	20'	85'-1"	52'-0'
REAR	30'	1383'-2"	1354'-10"
MAX. COVERAGE	20%	0.54%	0.79%
STORIES	2 1/2	2	NO CHANGE
HEIGHT	35'	26'-6"	NO CHANGE

ZONING NOTES

1. THE EXTG HOUSE IS A NON-CONFORMING STRUCTURE WITH REGARDS TO FRONT SETBACK.
2. A SMALL PORTION OF THE ADDITION ON THE NORTH END IS IN THE FRONT SETBACK. THIS PART OF THE ADDITION IS 40'-9" FROM THE FRONT PROPERTY LINE AND IS NO CLOSER TO THE FRONT PROPERTY LINE THAN THE EXTG. HOUSE. ALL OTHER PARTS OF THE ADDITION CONFORM TO ZONING DIMENSIONAL REQUIREMENTS.
3. THERE ARE NO OTHER ZONING NON-CONFORMITIES.
4. GROSS AREA OF EXTG HOUSE: 2084 SQ FT
5. AREA OF ADDITION: 1668 SQ FT
6. THE ADDITION EXCEEDS THE 25% OF THE AREA OF THE EXTG. THEREFORE, PER SECTION 5.5 OF ZONING BYLAWS, A SPECIAL PERMIT IS REQUIRED.

PROPOSED SITE PLAN

1" = 30'

9/1/22

ZONING PLAN

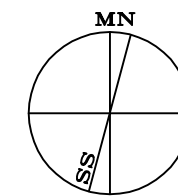
Kolber-Georgia

110 Christian Hill Rd.
 GREAT BARRINGTON, MA

Z-2

Dana Bixby Architecture

24 Swamp Road West Stockbridge, MA 01266
 Tel: 413-232-7834 Fax: 413-232-7823 Email: dana@danabixby.com
 www.danabixby.com



THESE PARCELS ARE SUBJECT TO AND WITH THE BENEFIT OF ALL RIGHTS, RESTRICTIONS, CONDITIONS, EASEMENTS, LEASES, ENCUMBRANCES AND APPURTENANCES OF RECORD.

UNLESS OTHERWISE NOTED HEREON, THIS SURVEY PLAN SHALL NOT BE CONSTRUED AS DEPICTING THE PRESENCE, ABSENCE, OR LIMITS OF ANY OR ALL REGULATED WETLANDS OR FLOODPLAINS. ANY SURFACE WATER FEATURES SHOWN, SUCH AS STREAMS OR PONDS, ARE NOT REPRESENTED AS INDICATING LIMITS OF WETLAND RESOURCE AREAS.

PLANNING BOARD ENDORSEMENT DOES NOT IMPLY COMPLIANCE WITH THE MASS. WETLANDS PROTECTION ACT.

RECORD OWNER: MARY ELIZABETH MERRITT
 LOCUS DEED: BK - 2433 PG - 136
 PROPERTY ADDRESS: 110 CHRISTIAN HILL ROAD

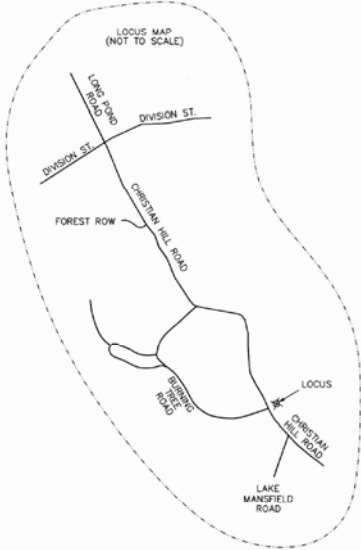
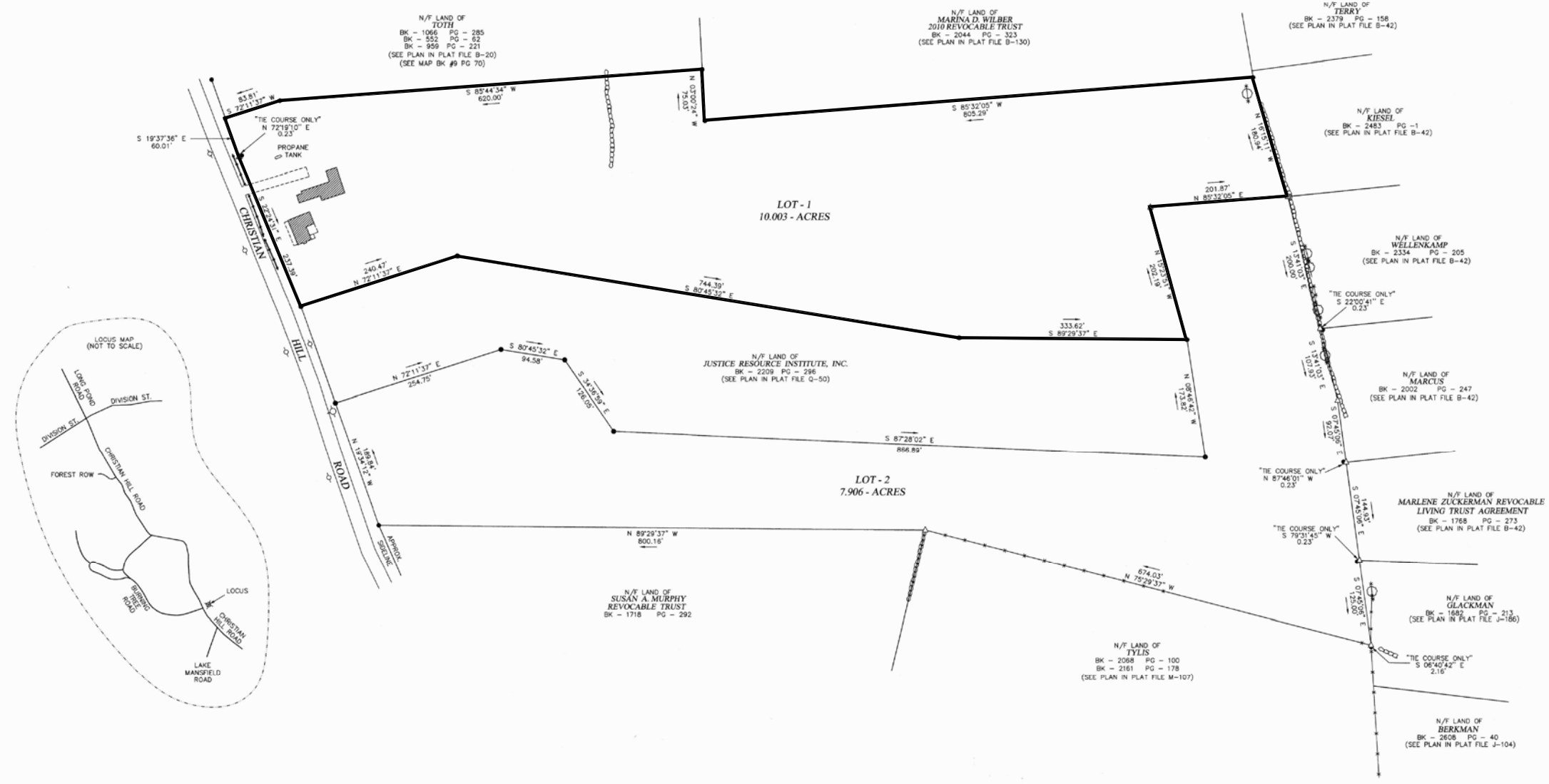
THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF AN ATTORNEY'S ABSTRACT OF TITLE AND/OR TITLE REPORT AND IS SUBJECT TO ANY STATEMENT OF FACTS SUCH ABSTRACT OR REPORT WOULD HAVE REVEALED. THIS PROPERTY WAS SURVEYED BY THE POSSESSION LINES FOUND AT THE TIME THE SURVEY WAS MADE.

ZONING	
DISTRICT:	R - 2
LOT FRONTAGE:	120 FT. (80% OF LOT WIDTH)
LOT AREA:	43,560 SF (1 ACRE)
LOT WIDTH:	150 FT.
MIN. FRONT YARD:	50 FT.
MIN. SIDE YARD:	20 FT.
MIN. REAR YARD:	30 FT.
MAX. LOT COVERAGE:	20%



FOR REGISTRY USE ONLY

- LEGEND**
- △ COMPUTED POINT
 - IRON PIPE/ROD
 - TREE W/FENCE
 - UTILITY POLE
 - HYDRANT
 - FENCE LINE
 - STONE WALL
 - WOODEN FENCE



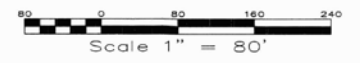
APPROVAL NOT REQUIRED UNDER THE SUBDIVISION CONTROL LAW

GREAT BARRINGTON PLANNING BOARD

CHAIRMAN

I HEREBY REPORT THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERED PROFESSIONAL LAND SURVEYORS OF THE COMMONWEALTH OF MASSACHUSETTS.

SIGNED: _____
 PROFESSIONAL LAND SURVEYOR



PLAN OF LAND PREPARED FOR
MARY ELIZABETH MERRITT
 GREAT BARRINGTON, MASSACHUSETTS
 OCTOBER - 2021 SCALE 1" = 80'
KELLY, GRANGER, PARSONS & ASSOCIATES, INC.
 PROFESSIONAL LAND SURVEYORS
 312 MAIN STREET P.O. BOX 88
 GREAT BARRINGTON, MASSACHUSETTS 01230
 FAX (413) 528-1912 PHONE (413) 528-3291
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Subsequent Meeting Packet - October 2011
Town of Blyth Architects Michael Kubacki

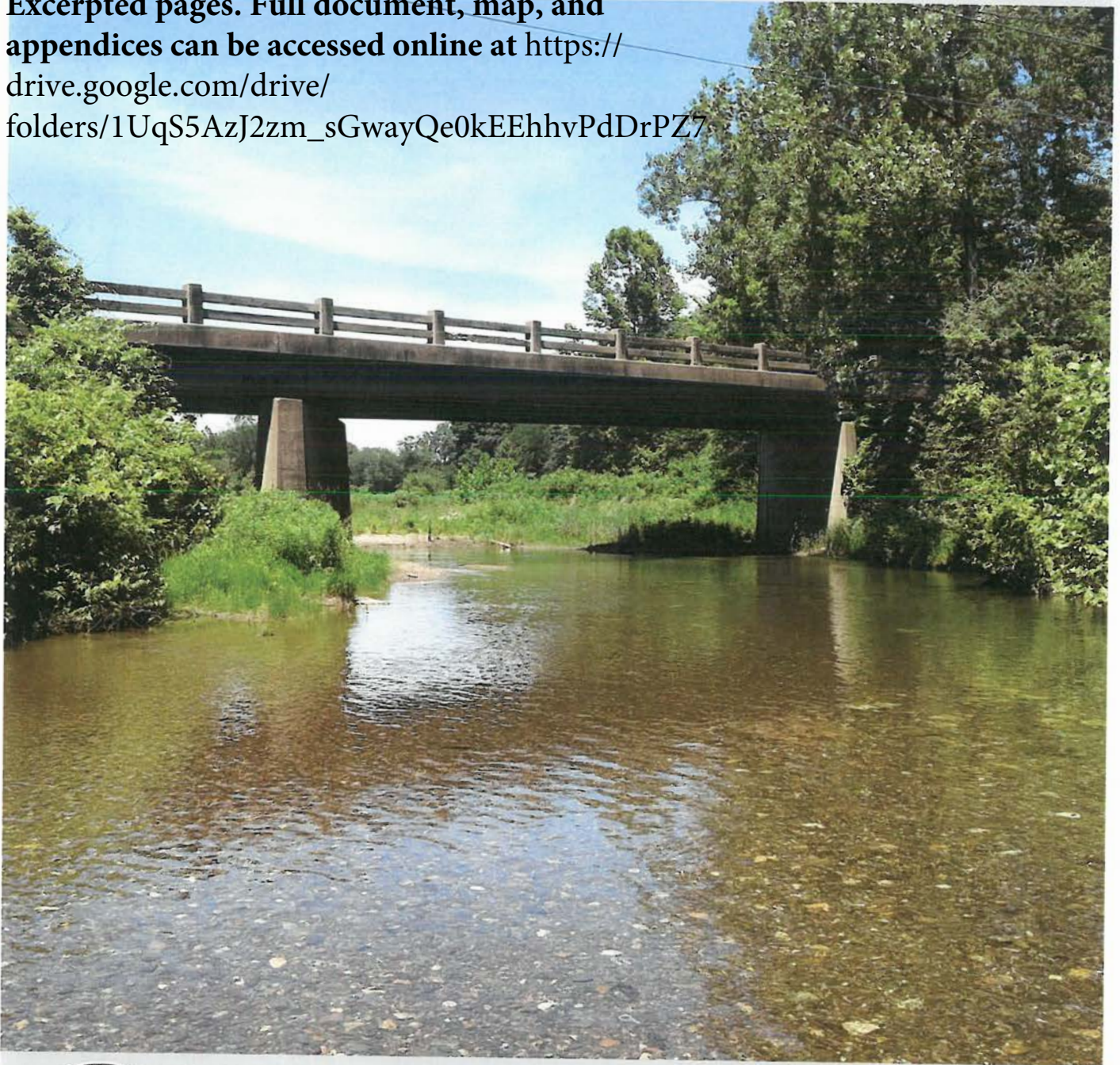
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Town of Great Barrington Road-Stream Crossing Management Plan

Excerpted pages. Full document, map, and appendices can be accessed online at https://drive.google.com/drive/folders/1UqS5AzJ2zm_sGwayQe0kEEhvhvPdDrPZ7



Produced by
The Housatonic Valley Association
2022



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TOWN OF GREAT BARRINGTON MASSACHUSETTS

OFFICE OF PLANNING AND COMMUNITY DEVELOPMENT

Road-Stream Crossing Management Plan for Great Barrington now available for public review.

The Housatonic Valley Association (HVA), in partnership with the Town of Great Barrington, has produced a Road-Stream Crossing Management Plan that identifies the highest priority road-stream crossing replacement projects in Great Barrington. This document functions as a guide for how Town investments in essential road infrastructure should be designed to alleviate persistent or future stream flooding and ensure aquatic wildlife corridors are improved. Project funding is provided by the Housatonic River NRD Trustees and the National Fish and Wildlife Foundation.

HVA and the Town invite public comment on this plan until August 31, 2022. The drafts are available, in hard copy only, at Town Hall in the Planning Department at 334 Main Street, and at both Town libraries: Mason Library at 231 Main Street and the Ramsdell Library at 1087 Main Street, Housatonic.

Road-stream crossings are intersections of roads and streams. They are places where streams are directed under roads, using culverts or bridges. For both people and animals, these intersections are critically important – where full streams can erode, wash out or otherwise damage roads and infrastructure, and where roads can interrupt the routes of aquatic animals that use the streams to live and migrate.

As you review the inventory document and accompanying map, you might want to keep the following example questions in mind: Which streams regularly flood the road? Has water over the road or other crossing failure blocked access to essential services? If not, are you aware of any crossings where failure would block access for essential services?

We hope you will review this document and provide any comments you think are pertinent. In late August, the Selectboard will vote to adopt or amend this document. When it is adopted, it will be appended to the Town's Hazard Mitigation and Climate Change Adaptation Plan.

Comments can be emailed to Chris Rembold in the Town's Planning Department, at crembold@townofgb.org.

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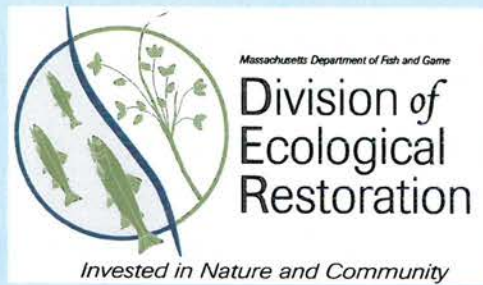
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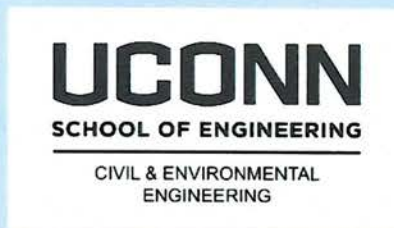
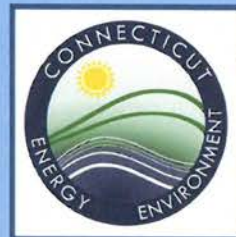


Introduction

Partners, Funders, Advisors



Housatonic River NRD Trustees



I. Executive Summary

The Town of Great Barrington has 70 miles of streams and rivers, and 147 miles of roads and other transportation corridors. At every intersection between these two linear networks, there is a bridge, culvert, or some other mechanism for carrying the road over the stream. Collectively, these structures are referred to as “road-stream crossings.” There are 98 road-stream crossings in the Town of Great Barrington alone. Just as roads are designed to accommodate levels and types of traffic and are built to those specifications, streams are also built to function in particular ways, shaping themselves based on their watershed, the climate and other factors. *Road-Stream crossings that change the natural shape of a stream (most commonly because they are undersized and/or misaligned) are more vulnerable to flood damage, require more maintenance, and can also block the movement of fish and wildlife along the stream corridor.*

This document is the product of a collaborative planning process meant to identify the highest priority road-stream crossing replacement projects at town-managed structures in the Town of Great Barrington based on flood risk, potential to restore stream habitat connectivity, and maintenance need. Using a town-wide comprehensive Road-Stream Crossing Inventory as the launching point for collaborative prioritization, Town staff and officials in partnership with HVA and other stakeholders worked together to rank structures for replacement. In addition to information collected in the field, the Inventory document includes the results of flood risk modeling conducted by researchers at the University of Connecticut Department of Civil and Environmental Engineering (UConn), and an evaluation of the habitat barrier status of each structure conducted by the North Atlantic Aquatic Connectivity Collaborative (NAACC). Stakeholder workshop meetings combined local knowledge of past flood events, the occurrence of species targeted for conservation (such as Eastern Brook Trout [*Salvelinus fontinalis*]), and structure condition with the results of this modeling to identify replacement projects most likely to achieve multiple benefits.

In addition to prioritizing structures for replacement, this document provides information on Best Management/Design Practices for road-stream crossings that can simultaneously reduce flood risk, restore stream habitat connectivity, and reduce long-term infrastructure costs. Structures designed to conserve natural stream shape and function not only allow for the movement of aquatic and terrestrial organisms, but also require less long-term maintenance and are more resilient to large floods providing greater cost-effectiveness over the long term. As part of the planning process, a design for a demonstration culvert replacement project at the Green River Road/Green River Tributary crossing was developed by consulting engineer with Trout Unlimited using the Stream Simulation Design method (SSD). SSD uses detailed assessments of the stream corridor, upstream and downstream of a road-stream crossing targeted for

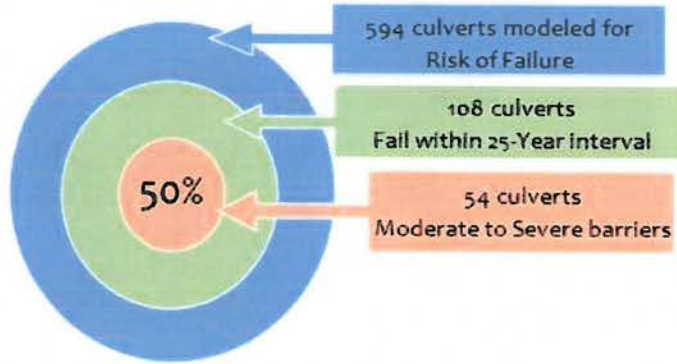
replacement, to develop a structure that mimics the natural shape and dynamics of the stream. Once built, this project will provide a local example of this Best Management Practice.

HVA'S ROAD-STREAM CROSSING MANAGEMENT PLANNING PROCESS

1. **Assessments of all Road-Stream Crossings in Town:** Assessments for fish and wildlife passage (stream habitat continuity) are done using the NAACC protocol. Data collected in the field is uploaded to a regional online database which produces a "passability score" and barrier evaluation, ranking the site's ability to pass fish and wildlife and ranging from 0 (complete/severe barrier) to 1 (no barrier, full passage).
2. **Flood Risk Analysis:** All closed-bottom structures (culverts) within target watersheds known to support Eastern Brook Trout (Guinea Brook, Macedonia Brook) are assessed for flood resiliency, through a collaboration with UConn Department of Civil and Environmental Engineering (UConn), using a hydraulic capacity model that predicts failure (water overtopping the road) at various flood frequencies (2-, 10-, 25-, 50-, 100-, 200-year recurrence).
3. **Road-Stream Crossing Inventory documents:** Town-wide inventory documents are developed for partner municipalities, containing maps, photos, all data collected in the field, and barrier status for each crossing, as well as the results of UConn's flood-risk analysis.
4. **Collaborative prioritization:** Inventory documents are used to guide prioritization workshops for each town, with representatives from the Board of Selectmen, Public Works and Emergency Services as well as other key stakeholders. These meetings allow for a better understanding of distinct flood-risk issues at specific sites in each town, such as frequent flooding or sediment/debris accumulation. Sites that exemplify the intersection of the three target issues, high flood risk, poorly connected habitat, and poor structure condition, were then selected in each town for further project development.
5. **Preliminary Design for Replacement (where funding is available):** Conceptual designs and implementation strategies for the highest priority replacement project in each town are developed in collaboration with Project Engineer, Princeton Hydro LLC. Replacement projects are designed using the Stream Simulation method, which not only preserves safe roadways and minimizes expenses associated with more frequent repair and replacement, but reconnects critical habitat for ecologically and economically important native species like Eastern Brook Trout.
6. **Road-Stream Crossing Management Plans:** All of the above information, along with conclusions and management recommendations, is assembled as Road/Stream Crossing Management Plan document for each partner town. These documents are suitable for official municipal adoption as an annex to local Natural Hazard Mitigation plans.

II. General Recommendations:

Wherever possible, build road-stream crossings that allow for natural stream function upstream, downstream and within the structure.



Proportion of culverts that fail in the 25-year flood interval and are considered moderate or worse barriers to fish and wildlife movement

There is significant overlap between flood risk and habitat barriers at non-bridge road-stream crossings; the results of HVA's regional study of the intersection of culvert barrier status and flood risk indicate that 56% of all culverts that fail in the 25-year flood interval or smaller are also considered moderate or worse barriers to fish and wildlife movement based on NAACC evaluation. A growing body of research indicates that design techniques that

conserve stream shape and processes through a crossing structure accomplish multiple benefits- these structures reduce long-term maintenance costs, risk of failure during large floods, and restore stream habitat connectivity¹. *The Town of Great Barrington should build road-stream crossings that conserve stream shape and process across the road elevation to the maximum extent possible with every replacement project, using the Massachusetts Stream Crossing Standards that incorporate the principles of Stream Simulation Design*



Heavy rain from a thunderstorm, Town of Sharon. Photo source: Litchfield County Times

¹ Stream Simulation Working Group. (2008). *Stream Simulation: An Ecological Approach to Providing Passage for Aquatic Organisms at Road-Stream Crossings*. San Dimas Technology and Development Center: U.S. Department of Agriculture, Forest Service.

Gillespie, N., et al. (2014). Flood Effects on Road-Stream Crossing Infrastructure: Economic and Ecological Benefits of Stream Simulation Designs. *Fisheries*, 39(2), 62-76.

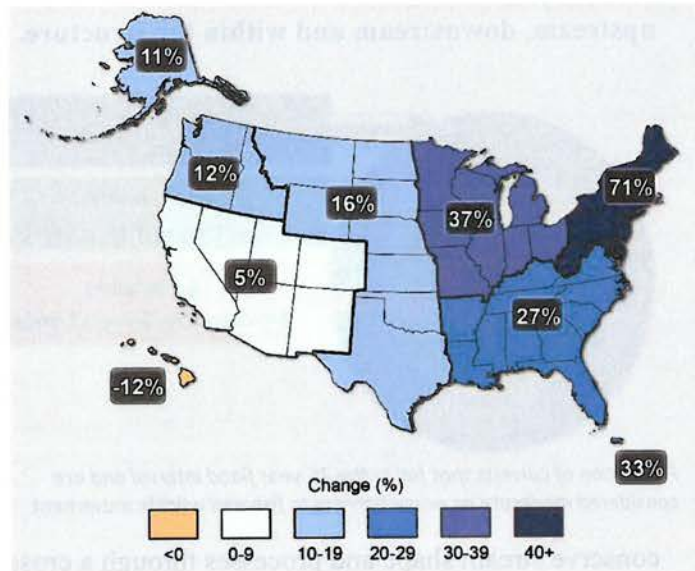
Levine, J. (2013). *An Economic Analysis of Improved Road-Stream Crossings*. Keene Valley, NY: The Nature Conservancy, Adirondack Chapter.

Massachusetts Division of Fish and Game, Division of Ecological Restoration. (2015). *Economic & Community Benefits from Stream Barrier Removal Projects in Massachusetts*.

Wherever possible, build road-stream crossings to pass the 100-year recurrence interval flood, based on the most up-to-date hydrologic information for the Northeast.

Climate change is increasing occurrences of intense rainfall and extreme precipitation events in northeastern U.S. towns, such as the Town of Great Barrington². Road-stream crossings are particularly susceptible to increased flood risk, especially if they were designed using outdated hydrologic information. Many structures in Great Barrington were sized using design storms derived from National Weather Service Technical Paper 40 (TP-40)³, which was released in 1961. The most recent NOAA Precipitation Atlas for the Northeastern United States (released in 2016)⁴ shows a roughly 2-inch increase in the amount of rain expected during the 24-hour, 1% annual chance storm from TP-40. This trend is expected to continue as climate change progresses. *Therefore, it is critical that the Town of Great Barrington takes advantage of replacement projects to increase hydraulic capacity at road-stream crossings, using the best available hydrologic information.*

Observed Change in Very Heavy Precipitation



The map shows percent increases in the amount of precipitation falling in very heavy events (defined as the heaviest 1% of all daily events) from 1958 to 2012 for each region of the continental United States. The changes shown in this figure are calculated from the beginning and end points of the trends for 1958 to 2012. (Source: Melillo, Jerry M., et al. Eds., 2014: Climate Change Impacts in the United States: The Third National Climate Assessment. U.S. Global Change Research Program, as updated from Karl, T. R., et al. (2009): Global Climate Change Impacts in the United States. T.R. Karl, J.T. Melillo, and T.C. Peterson, Eds. Cambridge University Press.)

Always consider potential downstream impacts when right-sizing road-stream crossings

While increasing hydraulic capacity is critical to reducing maintenance costs and flood risk at individual structures, care must be taken to minimize risk to downstream property and infrastructure when doing so. Many undersized structures in road elevations currently serve as de-facto flood storage dams, reducing downstream flood peaks. Note that this is not a good reason to leave undersized structures in place- road elevations are not designed to the same standards as dams, and failures can be catastrophic. *The Town of Great Barrington should*

² Spierre, Susan G, and Cameron Wake. (2010). Trends in Extreme Precipitation Events for the Northeastern United States 1948-2007. *Carbon Solutions New England*.

³ Hershfield, David M. (May 1961). *Rainfall Frequency Atlas of the United States for Durations from 30 Minutes to 24 Hours and Return Periods from 1 to 100 Years*. Washington D.C.: Engineering Division, Soil Conservation Science, U.S. Department of Agriculture.

⁴ Perica, Sanja, Sandra Pavlovic, Michael St Laurent, Carl Trypaluk, Dale Unruh, Deborah Martin, and Orlan Wilhite. (2015). *Precipitation-Frequency Atlas of the United States: Volume 10 Version 2.0: Northeastern States*. Silver Spring, Maryland: National Oceanic and Atmospheric Administration.

consider road-stream replacements holistically, with the appropriate amount of analysis to understand potential risk to downstream property and infrastructure. In some cases, it may be necessary to increase hydraulically capacity starting at a downstream structure in a series and work upstream, or replace multiple structures at once.

Consider restoring and protecting natural hydrology upstream of undersized structures through Green Infrastructure/Low Impact Development practices

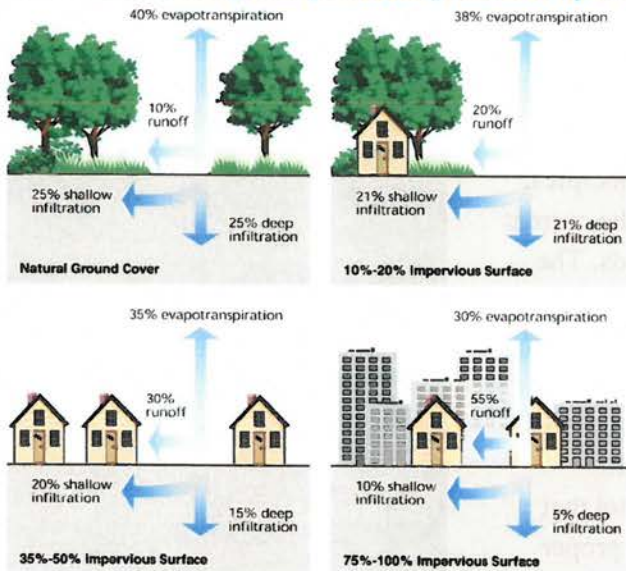


Fig. 3.21 - Relationship between impervious cover and surface runoff. Impervious cover in a watershed results in increased surface runoff. As little as 10 percent impervious cover in a watershed can result in serious degradation. In Stream Corridor Restoration: Principles, Processes, and Practices (10/98). By the Federal Interagency Stream Restoration Working Group (FISRWG) (15 federal agencies of the U.S.)

Changes in proportion of rainfall that becomes runoff in different IC scenarios (Source: Stream Corridor Restoration: Principles, Processes, and Practices, 10/98, by the Federal Interagency Stream Restoration Working Group (FISRWG))

Impervious surfaces like roofs, roads and parking lots cause runoff to enter the stream channel much faster than undeveloped landscapes, which generally allow water to soak into the ground. This often results in higher peak flows downstream of developed areas, which in turn put more strain on hydraulically inadequate structures. Green Infrastructure practices that capture and infiltrate stormwater runoff before it reaches the stream channel can help reduce flood risk and maintenance costs at structures downstream of developed areas. These practices can also restore and protect water quality. *The Town of Great Barrington should identify hydraulically inadequate structures downstream of*

areas with existing high concentrations of impervious cover and areas targeted for development, and consider the adoption of Green Infrastructure/LID practices in areas where impervious cover is contributing to higher peak flows

Use this document to track ongoing maintenance, replacement projects, and other factors that may change priorities. Update this document periodically to reflect changing stream and structure conditions as well as ongoing maintenance and replacement projects. This is important for internal record-keeping and continuity of knowledge between staff, but is also extremely helpful for securing financing for replacement projects. For example, FEMA Hazard Mitigation Assistance through competitive grants or in the wake of the flood for projects like upsizing a road-stream crossing generally require a Cost-Benefit Analysis; having comprehensive records of information such as required maintenance and associated costs, road closures during floods, and photographic documentation flood damage can be advantageous in this process. *The Town of Great Barrington should use this plan as a framework for keeping track of important information related to road-stream crossing management.*

III. Road-Stream Crossings: Best Management Practices

Stream Simulation Design (SSD)

State and federal agencies have developed design practices that allow for both fish and wildlife passage and better flood resiliency. The USFS provides the most comprehensive road-stream crossing design protocol geared towards aquatic organism passage known as Stream Simulation Design (SSD)⁵. The Massachusetts Stream Crossing Standards incorporate SSD principles. When a crossing must be replaced or repaired the current best practice is to follow these state standards. The premise of SSD and the state standards is to replicate natural channel dimensions and characteristics that are observed upstream through a crossing structure. This design allows wildlife movement and natural processes to continue as if the structure was not there at all. Components of SSD allow for a dynamic channel that can adjust during high water periods and allow proper hydraulic capacity as well as passage of varying sized debris. Barriers to wildlife passage are eliminated so that all organisms at every stage of life can move freely through the crossing. To achieve the goal of maintaining healthy ecological connectivity as well as safe transportation networks, crossings should be designed with the three SSD guiding principles in mind:

- **The design should fit both the stream and the road, not just the road.**
- **Minimum intervention in stream process results in the least risk of failure.**
- **Crossings should present no greater challenge to organism movement than the stream being crossed.**

Specific components of SSD that follow these principles include:

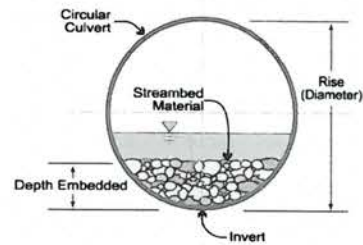
- **Structure width** is equivalent to or exceeds the bankfull width of the natural channel.

RECURRENCE INTERVALS

A flood recurrence interval, also known as a return period, is how we statistically describe a storm event based on historical observations. Recurrence intervals are generally identified as the -year flood (e.g. 100-year flood). However, this can be somewhat misleading. A 100-year flood, for example, would represent a storm with a 1% chance of happening on any given year, not a storm that only happens once in 100-years. Theoretically a 100-year storm could happen multiple times in one year. These statistical benchmarks will be changing as the intensity and frequency of our storms increase due to global climate change.

⁵ Stream Simulation Working Group. (2008). *Stream Simulation: An Ecological Approach to Providing Passage for Aquatic Organisms at Road-Stream Crossings*. San Dimas Technology and Development Center: U.S. Department of Agriculture, Forest Service.

- **Structure substrate** should have similar mobility and stability properties to that of the natural bed material of the stream channel.
- Provide **sufficient hydraulic capacity and passage of debris** during a 100-year flood.
- Provide adequate space between 100-year flood water level and top of the structure utilizing a head-water-to-depth ratio less than .8, allowing **room for debris to pass without clogging the structure**.
- The stream within the structure should have the **capability to adjust dimensions** in response to a wide range of floods and sediment or wood inputs without compromising the movement needs of aquatic organisms or the hydraulic capacity of the structure.



Although SSD structures may have a higher initial cost, they may save significantly more money in the long run.⁶ Long-term maintenance and replacement costs of both the structure and road must be assessed when planning a crossing, as well as costs associated with destruction of property, the disruption of transportation, emergency response, commerce, and tourism. Costs from these factors can dramatically overshadow those of constructing an improved structure.

Massachusetts Stream Crossing Guidelines

In Massachusetts, the Stream Crossing Standards⁷ are outlined in a document prepared by the River and Stream Continuity Partnership including the University of Massachusetts Amherst, The Nature Conservancy, Massachusetts Division of Ecological Restoration and American Rivers. The Massachusetts guidelines include general and optimal standards. Regulations require that all new and, where feasible, replacement crossings adhere to stream crossing guidelines. In accordance with the Massachusetts Wetland Protection Act, culvert replacements need to be reviewed and permitted by the local Conservation Commission, the Massachusetts Department of Environmental Protection (§401 Water Quality Certification), and in some cases the U.S. Army Corp of Engineers and Massachusetts Department of Transportation (for structures 10 feet or greater in width). Where replacements would affect areas of Priority Habitat identified by the Massachusetts Natural Heritage and Endangered Species Program (NHESP), it is also required to contact NHESP and seek counsel on mitigating impact. Additional information about s available in the Massachusetts Stream Conitunity Handbook, provided in Appendix

⁶ Levine, J. (2013). *An Economic Analysis of Improved Road-Stream Crossings*. Keene Valley, NY: The Nature Conservancy, Adirondack Chapter.

Long, J. (2010). *The Economics of Culvert Replacement, Fish Passage in Eastern Maine* (p. 5). Natural Resource Conservation Services.

⁷ Massachusetts Division of Ecological Restoration. (2011 corrected 3/8/12). *Massachusetts River and Stream Crossing Standards*. Retrieved from: https://www.mass.gov/doc/massachusetts-river-and-stream-crossing-standards/download?_ga=2.152080505.1351532114.1613577855-2077470063.1610389116

Standards Summary Table (from the Mass Stream Crossing Guidelines)

	General Standards	Optimal Standards.
Structure Type	Open-bottomed span preferred	Bridge
Embedment	If a culvert, then it should be embedded: <ul style="list-style-type: none"> • A minimum of 2 feet for all culverts, • A minimum of 2 feet and at least 25 % for round pipe culverts • When embedment material includes elements 15 inches in diameter, embedment depths should be at least twice the D₈₄ of the embedment material 	Not applicable
Crossing Span	Minimum: 1.2 bankfull width	Minimum: 1.2 bankfull width
Substrate	Matches stream substrate	Matches stream substrate
Water Depth and Velocity	Matches water depth & velocity in natural stream over a range of flows	Matches water depth & velocity in natural stream over a range of flows
Openness (& height)	Openness: 0.82 ft (0.25 m)	Conditions that inhibit wildlife passage over road: Openness: 2.46 ft. (0.75 m) Height: 8 ft. (2.4 m) Otherwise: Openness: 1.64 ft. (0.5 m) Height: 6 ft. (1.8 m)
Banks	<ul style="list-style-type: none"> • On both sides of the stream • Match the horizontal profile of the existing stream and banks • Constructed so as not to hinder use by riverine wildlife 	<ul style="list-style-type: none"> • On both sides of the stream • Match the horizontal profile of the existing stream and banks • Constructed so as not to hinder use by wildlife • Sufficient headroom for wildlife.

Seasonal Construction Windows

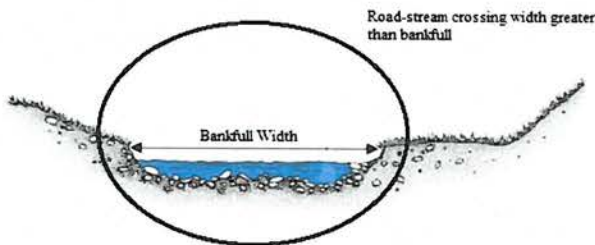
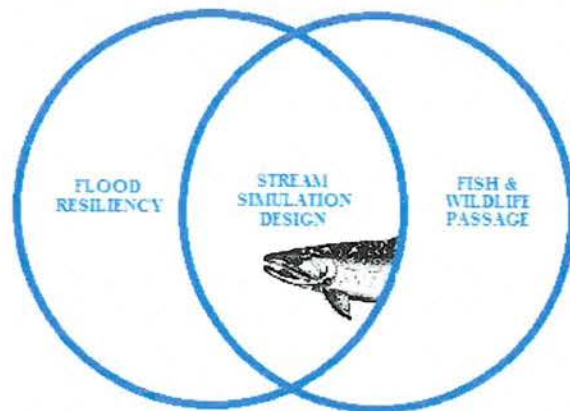
Habitat and water quality can be negatively affected by stream crossing construction projects due to increased turbidity (cloudiness due to particles in the water) and sedimentation. Construction can also interrupt important migratory movement of certain fish species. It is advised to work on stream crossing construction projects during a “seasonal construction window”. These windows occur at times of the year where soil erosion and sedimentation can be more easily controlled and fewer species are performing migratory movement.

In the case of perennial streams where Eastern Brook Trout and other inland resident fish species are present Massachusetts guidelines recommend a construction window of **July 1 – September 30**. However, there may be occasions when a stream or river supports one or more rare species that would be particularly vulnerable to disturbances during low-flow conditions. Where rare species are a concern, contact the Massachusetts Natural Heritage and Endangered Species Program (NHESP) for information and advice on how to minimize impacts to those species. Such consultations are required for crossings that would affect areas of Priority Habitat identified by NHESP. The July 1 – September 30 construction window allows for:

- The protection of spawning, egg incubation, and fry development of most resident species
- No interference with seasonal migratory periods of resident species
- The limitation of construction activities to a period of typically low streamflow, thus allowing for efficient erosion control and confinement of sediment.

Relationship between flood resilience and habitat continuity at road-stream crossings

A road-stream crossing deemed impassable to aquatic and terrestrial life is also likely to be at risk during flood events. When faced with excessive flows barrier structures may constrict and back up water, cause the stream to avulse (abandon the stream channel and create a new channel), and/or fail; potentially causing damage to the road-stream crossing, associated roadbed, and neighboring property. Conversely, the characteristics which make a structure passible to fish and wildlife also make it resilient to floods.



Barrier road-stream crossings are often undersized for the streams they are designed to pass. The U.S. Forest Service's Stream Simulation Design protocol recommends that the minimum width of a culvert should be at least the bankfull width of the reference stream channel⁸. In both Massachusetts and Connecticut the recommendation is that

⁸ Stream Simulation Working Group. (2008). *Stream Simulation: An Ecological Approach to Providing Passage for Aquatic Organisms at Road-Stream Crossings*. San Dimas Technology and Development Center: U.S. Department of Agriculture, Forest Service, page 3-2.

culvert width should span at least 1.2 times the bankfull width of the stream⁹. This recommended structure width, along with other Stream Simulation Design principles, will generally allow for the conveyance of flood-level flows, natural sediment transport patterns, and the passage of fish and wildlife.

During storm events floodwaters may exceed the hydraulic capacity of undersized culverts



Road failure at a 3-m culvert placed within a 6-m bankfull width stream, GMNF

causing the stream to overtop the structure. This is especially true if wood and debris accumulations clog the inlet of the culvert, reducing its capacity to convey flows and sediment. Many times this debris is not much larger than the diameter of the culvert and often not exceeding the bankfull width of the stream channel. These issues related to inlet clogging during high flows can be resolved by utilizing design principles mentioned above. Stream simulation channels, like that of a natural stream channels, are able to adjust dimensions through substrate movement and accommodate a wide range of flows as well as sediment and

debris inputs. This process is able to happen while allowing for the movement of fish and wildlife. Many hydraulically designed structures are unable to handle the amount of water and debris during larger storms in addition to acting as barriers to aquatic organisms.

In the summer of 2011 Tropical Storm Irene dramatically impacted our region, rising rivers to record levels and causing considerable infrastructure damage across the northeast. The upper White River watershed of Vermont was hit particularly hard during the storm. The White River is Vermont's fourth largest subbasin and a major tributary to the Connecticut River. Between 2004 and 2007 the Vermont Fish and Wildlife Department assessed road-stream crossings throughout the state. Only 5% of these structures allowed for full passage of aquatic organisms and nearly 91% of structures significantly constricted the natural stream channel (a structure width to bankfull width ratio of less than 0.75). Of the 43 culverts surveyed in the upper White River watershed 15 failed during Irene¹¹. All of these structures provided either reduced or no

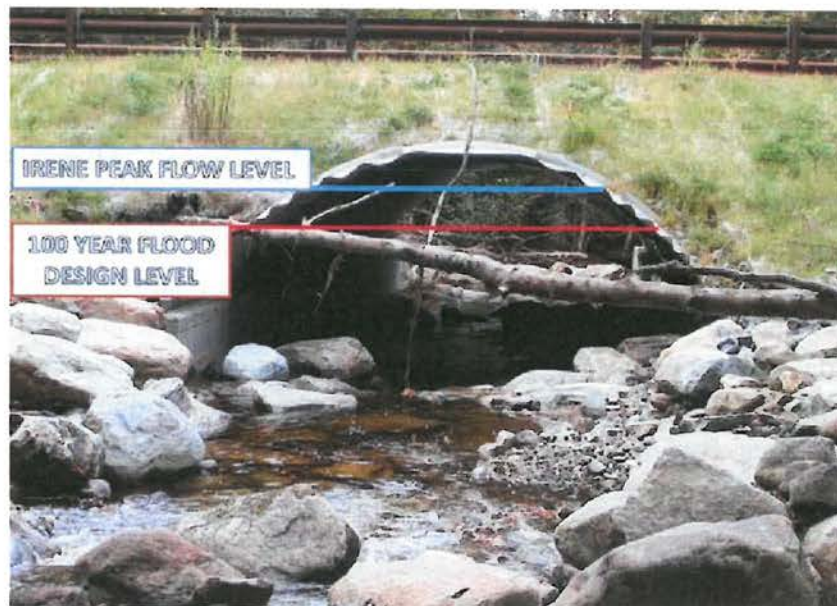
⁹ Connecticut Department of Environmental Protection Inland Fisheries Division. (2008). *Stream Crossing Guidelines*. Retrieved from: <https://www.ct.gov/deep/lib/deep/fishing/restoration/StreamCrossingGuidelines.pdf>

¹⁰ River & Stream Continuity Partnership. (2012). *Massachusetts River & Stream Crossing Standards*, pg.10.

¹¹ Gillespie, N., Unthank, A., Campbell, L., Anderson, P., Gubernick, R., Weinhold, M., ... Kirn, R. (2014). Flood Effects on Road-Stream Crossing Infrastructure: Economic and Ecological Benefits of Stream Simulation Designs. *Fisheries*, 39(2), 62-76.

aquatic organism passage (AOP) and had culvert widths less than bankfull (an average culvert width-bankfull ratio of 0.54).

Nearby, in the Green Mountain National Forest, two Stream Simulation Design crossings had been installed before the 2011 storm. These culverts not only provided fish and wildlife passage, but survived Tropical Storm Irene and needed no follow-up maintenance. The previous structures at these sites were identified by U.S. Forest Service staff as barriers to eastern brook trout and other aquatic organisms. The hydraulically designed structures were also flagged as risks for debris accumulation and potential failure during flood events. The survival of the replacement structures designed for fish and wildlife passage highlights the dual benefit of stream simulation principles as compared to that of the traditional hydraulic design approach. In short, road-stream crossings built with the intention of restoring stream connectivity also provide flood resiliency.



Replacement open bottom arch structure utilizing Stream Simulation Design after Tropical Storm Irene. Notice that there was no damage to the structure or road caused by the storm.

There are many other examples of AOP structures proving their flood resilience throughout the region. In the summer of 2003 a double box culvert catastrophically failed on Bronson Brook, a tributary of the Westfield River in Worthington, MA. This undersized crossing (structure-to-bankfull ratio of 0.67) was previously identified as a barrier to fish and wildlife. After its failure the culvert was replaced with an arch design that allowed for the movement of eastern Brook

Trout and other species. This replacement structure and adjacent roadway has survived several major storms without damage, including Irene¹².

In 2014 the United States Geological Survey conducted a hydraulic assessment of existing culverts with alternative stream crossing designs in Massachusetts. These alternative structures were designed with Aquatic Organism Passage (AOP) in mind and followed many of the Stream Simulation Design principles. Of the seven sites assessed five of the existing structures were modelled to fail during the 50-year flood interval. None of the structures incorporating AOP design principles failed at that interval. On the extreme end, all existing structures failed during the 500-year flood, while only two of the AOP crossings failed to withstand those floodwaters¹³.

There is a strong correlation emerging between road-stream crossings that allow for fish and wildlife passage and greatly improved flood resiliency. The many considerations of Stream Simulation Design allow for rivers and streams to behave and respond through a structure as if it were not there; in turn reducing the damage caused during flood events and the maintenance needed after a storm.

Green Stormwater Infrastructure

With the rapid increase of impervious surfaces through urbanized areas, the implementation of green infrastructure can play a vital role in reducing flood risk to road-stream crossings. Green infrastructure practices can include; rain gardens, rooftop disconnects, bio-retention areas and basins, vegetated swales, pervious surfaces, rain cisterns and green roofs. All these techniques are geared towards the common goal of reducing stormwater runoff and allowing precipitation to recharge groundwater storage naturally. These techniques work best when installed in heavily developed areas where impervious cover is high and the density of road-stream crossings is great. During heavy precipitation events the peak high water will become lower and sustain for a greater duration due to these practices. This will benefit road-stream crossings and the infrastructure/people that live around them by minimizing the flood risk and possible costly damage that could occur. By funding green infrastructure projects, money will be saved in the way of damaged crossings, infrastructure and personal injury that could all result from a failed and/or flooded road-stream crossing.

¹² Gillespie, N., Unthank, A., Campbell, L., Anderson, P., Gubernick, R., Weinhold, M., ... Kirn, R. (2014). Flood Effects on Road-Stream Crossing Infrastructure: Economic and Ecological Benefits of Stream Simulation Designs. *Fisheries*, 39(2), 62-76.

¹³ Zarriello, P. J., & Barbaro, J. R. (2014). *Hydraulic Assessment of Existing and Alternative Stream Crossings Providing Fish and Wildlife Passage at Seven Sites in Massachusetts* (Scientific Investigations Report 2014-4146). U.S. Department of the Interior, U.S. Geological Survey.

Beaver Activity



Undersized culverts, which constrict flow, are almost irresistible to beavers. Source: www.martinezbeavers.org/wordpress

The North American beaver population was hunted nearly to extinction by the early 1900s because beaver pelts were so valuable. Today beavers are ubiquitous and the dams they build create issues for road-stream crossing management in many towns. Beavers instinctively build dams in locations where they hear running water, making culverts prime locations. Small culvert pipes are much easier for a beaver to dam up than a wider structure or a bridge. **Therefore, the ideal way to address beaver issues is to install larger culverts and bridges, which will reduce maintenance costs associated with beaver dams and clogged culverts.**¹⁴

In cases where culvert replacement is not feasible, the United States Forest Service (USFS) has reviewed several other options and are already commonly used in

the Northeast: In Massachusetts, [Beaver Solutions](#) is a resource.

Devices to keep beavers from damming the culvert



Culvert fences are the most commonly used beaver device by the Forest Service, however they may block fish passage. USFS concludes that the best solution is culvert replacement. Source: www.beaversolutions.com

Culvert Fences: A box around the culvert inlet that is embedded in the sediment and rises a couple of feet above the water's surface. This is USFS's most commonly used beaver control method, however *it is not recommended*, as the fencing results in reduced fish and aquatic organism passage, increased maintenance, and ice damage.

Devices to reduce water speed

Corrugated or perforated tubing: A tube used to transport water through the culvert and dam in such a way that wholly or partially eliminates the cues that tell beavers to build.

Respondents have reported a decrease in maintenance by using this device, though others were not successful.

- Clemson beaver pond levelers: Similar to the corrugated or perforated tubing; the perforations slow the flow of water, which helps reduce the sound of flowing that prompts beavers to build dams. This type of device has been used successfully.

Trapping/Shooting

¹⁴ USDA Forest Service. (2005). *How to Keep Beavers from Plugging Culverts*. Retrieved from: <https://www.fs.fed.us/t-d/pubs/pdfpubs/pdf05772830/pdf05772830dpi300.pdf>

- Trapping: Trapping beavers requires many considerations, including—but not limited to—animal behavior, site access, skills of the trapper, non-target animals, cost, and state/federal regulations.
- Shooting: Check with local authorities.

Repellants

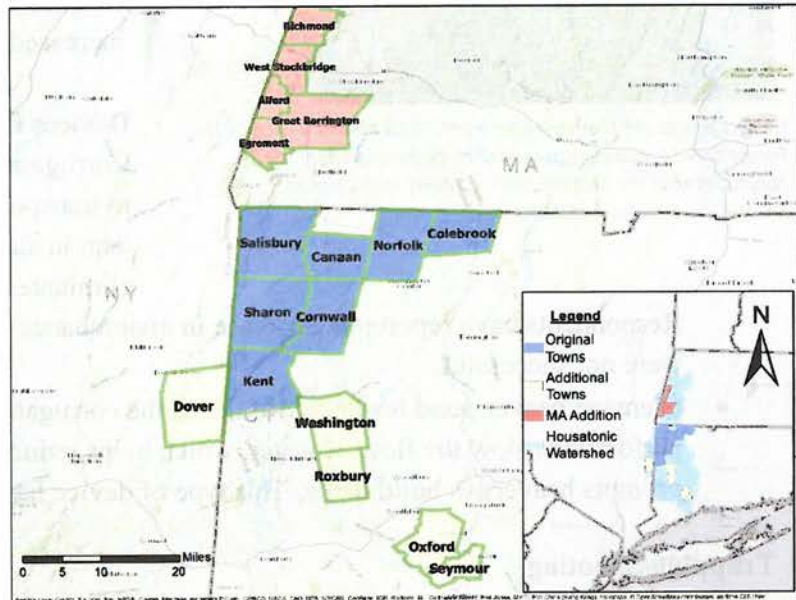
- Not effective in reducing culvert problems, but can be used to protect riparian areas by making plants less attractive to beavers. Repellants that were tested included various deer repellents, hot sauce, textural repellents (like paint with sand), and using beaver odors to trick other beavers into thinking that an area is occupied. The effectiveness of repellents depends on many factors, including the size of the area to be protected and competition with other animals.

While the USFS report provides an overview of several options that are available to protect culverts from beaver dams, the best solution is to *redesign and replace culverts* that beavers have dammed. *Oversized culverts help prevent beavers from building dams*. Reducing beaver dams is an added benefit of replacing culverts with Stream Simulation Design, which is explained in the next section.

IV. Plan Development Process Summary

Field Assessments

The first step in developing a town-scale road stream crossing management plan is a comprehensive field assessment of all bridges and culverts in town. These stream crossing surveys entail collecting information about the stream channel and the crossing structure itself, which later help determine if crossings are barriers to fish and wildlife. Road-stream crossings were evaluated using the protocol developed by the North Atlantic Aquatic Connectivity Collaborative (NAACC); a partnership of universities, conservation organizations, and state and



Current HVA Road-Stream Crossing Management Plans project towns

federal agencies focused on improving aquatic connectivity across a region spanning West Virginia to Maine.¹⁵ Materials related to data collection using the NAACC protocol are included in Appendix B.

Following collection, this information is logged into a region-wide database (https://naacc.org/naacc_data_center_home.cfm). After being input each crossing is assigned an “aquatic score” ranging from 0 (worst rating) to 1. This number is essentially a ranking on how well the crossing performs related to aquatic habitat continuity. Each crossing is also assigned a “terrestrial passability score” which represents the structure’s suitability for passage of terrestrial organisms that may use streams and their banks as travel corridors.

Flood Risk Modeling

This study included an analysis of flood risk at all non-bridge structures (i.e., culverts) in the Town of Great Barrington. Using a surface water runoff model developed by Dr. Emmanouil Anagnostou and Dr. Xinyi Shen at the University of Connecticut’s Civil and Environmental Engineering Department (UConn)¹⁶ in combination with HVA’s field data, this analysis predicts when a culvert will fail (indicated by water overtopping the road) during floods of different magnitudes. UConn’s runoff model provides peak flows for the 2-, 5-, 10-, 25-, 50-, and 100-year flood events at each culvert, which are then combined with HVA’s field data in a hydraulic model. The hydraulic model is used to determine stage height for each peak flow; this is then compared with road fill height to determine pass/fail. Protocols for field data collection and a description of UConn’s methods are included as Appendix C.

Road-Stream Crossing Inventory documents

A comprehensive Road-Stream Crossing Inventory document was then created that includes the following information: 1) Field data collected during NAACC assessments including physical measurements, photos etc., 2) Barrier status/Aquatic Organism Passage (AOP) information from NAACC, and 3) Risk-of-Failure modeling conducted by our partners at UConn. The Town of Great Barrington’s Road-Stream Crossing Inventory is included in this document in Volume 1.

Replacement Project Prioritization

Road-Stream Crossing Inventory documents were then used as the basis for a replacement project prioritization developed in collaboration with each community based on: 1) Conservation value, particularly for cold-water habitat; 2) Flood risk (understood through UConn’s modeling and local knowledge of past flood events), and; 3) Condition/management priority (understood through local knowledge and NAACC assessments).

¹⁵ NAACC (North Atlantic Aquatic Connectivity Collaborative). 2014. <https://www.streamcontinuity.org/> (Accessed April 2018).

¹⁶ Shen, X., & Anagnostou, E. N. (2017). A framework to improve hyper-resolution hydrological simulation in snow-affected regions. *Journal of Hydrology*, 552, 1–12.

Municipal Prioritization Workshops

HVA distributed copies of the Road-Stream Crossing Inventory document to key decision makers in each town. This generally included the Select Board Chair, the Highway Superintendent and Town Administrator. These individuals were encouraged to share the documents with other key figures for comment.

HVA then held workshop meetings with each town, which included at minimum representatives from the Board of Selectmen, Public Works/Highway and Emergency Services and Conservation Commission. These meetings were guided by the following questions, developed by HVA to gather local knowledge about flood risk and maintenance need:

- Which structures regularly flood the road?
- Has water over the road or other crossing failure blocked access for Town residents to essential services, such as Fire/EMS? If not, are you aware of any crossings where failure would block access for essential services?
- Which structures require regular sediment, debris and/or ice removal?
- Are you aware of structures that are in poor condition and need to be repaired or replaced?

The goal of these workshops was to identify 5-10 high priority replacement projects. The best projects were those that were prioritized based on barrier status to fish and wildlife movement, were identified as flood risks by UConn modeling and local knowledge, and were identified as needing to be replaced in the near future by the town. One from the pool identified in the workshop were chosen for Preliminary Design development. In the Town of Great Barrington, the Green River Road/Green River Tributary structure was selected for Preliminary Design Development.

Materials related to the Town of Great Barrington Municipal Prioritization Workshop are included as Appendix C.

Prioritization Ranking

Finally, a ranking system was developed to rank potential replacement projects at all non-bridge structures in each town. This method was developed by Trout Unlimited and modified by HVA for this project. Ranked metrics included: Barrier Significance class, Hydraulic Capacity, Geomorphic Compatibility, Crossing Condition, Coldwater Stream Priorities¹⁷, Critical Linkages¹⁸ (when available), Town Priority, and the number of barriers up from a major river

¹⁷Massachusetts Climate Adaptation Partnership, Massachusetts Wildlife Climate Action Tool (2015)

<https://climateactiontool.org/content/aquatic-connectivity-loss-roads-and-dams>

¹⁸Critical Linkages Project (2013) conservation and Assessment Priority System. University of Massachusetts. Amherst, MA.

(i.e., the Housatonic River or Naugatuck River; when applicable). More details on the Prioritization Ranking rubric are included as Appendix G.

Demonstration Design Development

HVA worked with Trout Unlimited's engineer to develop a Preliminary Design/ Implementation Strategy for the Green River Road/Green River Tributary structure which demonstrates the Stream Simulation Design method and meets the Massachusetts Stream Crossing Standards. HVA conducted the site assessments necessary to support development of a Stream Simulation design, and provided that information to Trout Unlimited. HVA and Trout Unlimited developed Quality Assurance Protocols that detail the procedure for conducting site assessments at priority structures using existing resources including:

- Bunte, K. and Abt, S.R. (2001). *Sampling Surface and Subsurface Particle-Size Distributions in Wadable Gravel- and Cobble-Bed Streams for Analyses in Sediment Transport, Hydraulics, and Streambed Monitoring*. General Technical Report RMRS-GTR-74. USDA USFS.
- Wolman, M.G. (1954). *A method of sampling coarse river-bed material*. Transactions, American Geophysical Union. Volume 35, Number 6.
- Harrelson, Cheryl C; Rawlins, C. L.; Potyondy, John P. (1994). *Stream channel reference sites: an illustrated guide to field technique*. Gen. Tech. Rep. RM-245. Fort Collins, CO: U.S. Department of Agriculture, Forest Service, Rocky Mountain Forest and Range Experiment Station. 61 p.
- Forest Service Stream-Simulation Working Group (USFS). (2008). *Stream Simulation: An ecological approach to providing passage for aquatic organisms at road-stream crossings*. National Technology and Development Program. San Dimas, CA.

HVA's detailed site evaluation included a detailed assessment of the road-stream crossing structure, the stream and surrounding landscape over 1-2 days in the field to make observations related to valley form and floodplain width, bed and bank conditions, stream type and morphology, key pieces (elements on the streambed or banks that are large and immobile enough to control channel slope and dimensions, affect water velocity and flow direction, and/or retain sediment over a fairly long period of time), utilities (e.g., overhead powerlines, underground water lines, gas lines, and stormwater infrastructure), and transportation infrastructure (e.g., sidewalks, curbs, guiderails, and stormwater structures). Observations were captured with a rod-and-level survey of the longitudinal profile, representative cross-sections, and a hand sketch of the site that denotes the spatial relationship of various site features, and multiple site photos were taken. HVA also conducted a riverbed substrate analysis to understand the existing riverbed substrate and provide data to calculate the design stream bed material. Wolman Pebble Counts were conducted upstream and downstream of the structure in reaches found to be representative of stream geomorphic characteristics. HVA collected topographic survey data with a Leica Flexline TS02 Total Station, Trimble GeoXT 6000 (used as data collector), and Field Genius 9

Software. Please see Appendix G for more details on HVA's field procedures for this detailed assessment.

Trout Unlimited used the information collected by HVA to develop a Preliminary Design. Designs were produced in AutoCAD and include a planview showing the approximate alignment of the existing and proposed crossing structures and stream channel banklines; a profile of the existing and proposed crossing structure and stream channel invert; and selected cross-sections of the existing and proposed crossing structure and channel bed and banks. The Preliminary Design also includes a memo with a brief implementation strategy that addresses two future scenarios: (1) a scheduled full engineering design and permitting; and (2) emergency replacement following a catastrophic failure. For the first scenario, additional design considerations are identified that should be addressed in the course of a full engineering design and permitting. For the second scenario, Princeton Hydro identified crucial design factors that need to be addressed even if the crossing is replaced/repared under short-term emergency conditions. Outstanding factors that were identified, but could not be resolved during the conceptual design process, are noted in the design memo.

V. Resources for Addressing Problem Crossings

This project identifies crossings that are both barriers to fish passage, are in poor condition, *and* pose a risk of flooding. With all of this information in hand, backed up by regional data, towns seeking funding to implement new designs can access funding sources that may not otherwise be available. Below is an overview of some existing programs that can help fund construction projects that address flood risk and/or habitat connectivity issues.

Grant Programs

National Fish and Wildlife Foundation's (NFWF) Bring Back the Natives grant program

- Overview: The Bring Back the Natives program invests in conservation activities that restore, protect and enhance native populations of sensitive or listed fish species across the United States, especially in areas on or adjacent to federal agency lands. The program emphasizes coordination between private landowners and federal agencies, tribes, corporations, and states to improve the ecosystem functions and health of watersheds. The end result is conservation of aquatic ecosystems, increase of in-stream flows, and partnerships that benefit native fish species throughout the United States. Priority habitats/species include native fish of the eastern U.S. rivers, including resilient populations of eastern brook trout. One of the priority activities targeted by this program is *restoring connectivity*, i.e., the removal of culverts and passage barriers or flow restoration to connect fish to key spawning, rearing and refuge habitats.
- Average award size: \$50,000 to \$100,000 (1:1 match requirement)

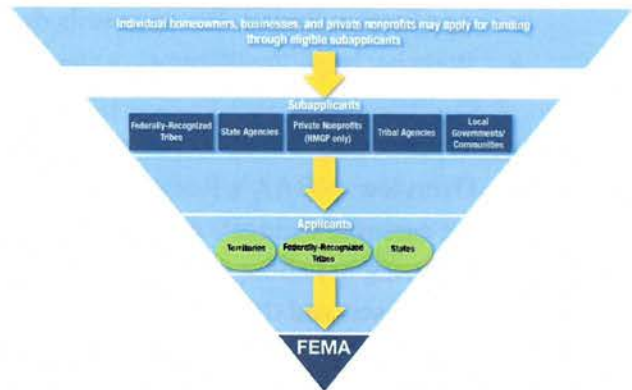
- Who is eligible: Local, state, federal, and tribal governments and agencies (e.g., townships, cities, boroughs), special districts (e.g., conservation districts, planning districts, utility districts), non-profit 501(c) organizations, schools and universities.
- Application period: Pre-proposal due date is mid-July; full proposal due date is early September
- Website: <https://www.nfwf.org/programs/bring-back-natives>

FEMA Hazard Mitigation Grant Program (HMGP)

- Overview: The purpose of HMGP is to help communities implement hazard mitigation measures following a Presidential Major Disaster Declaration in the areas of the state, tribe, or territory requested by the Governor or Tribal Executive. The key purpose of this grant program is to enact mitigation measures that reduce the risk of loss of life and property from future disasters.
- Average award size: Amount available is dependent on the disaster; FEMA can fund up to 75% of the eligible costs of each project. (25% match requirement which include a combination of cash and in-kind sources)
- Who is eligible: Individuals, businesses and private nonprofits via local governments
- Application period: Dependent on the disaster
- Website: <https://www.fema.gov/hazard-mitigation-grant-program>

FEMA Flood Mitigation Assistance (FMA) Program

- Overview: Provides funding to States, Territories, federally-recognized tribes and local communities for projects and planning that reduces or eliminates long-term risk of flood damage to structures insured under the NFIP. FMA funding is also available for management costs. FEMA requires state, tribal, and local governments to develop and adopt hazard mitigation plans as a condition for receiving certain types of non-emergency disaster assistance, including funding for HMA mitigation projects.
- Who is eligible: Generally, local communities will sponsor applications on behalf of homeowners and then submit the applications to their State. All FMA grant applications must be submitted to FEMA by a State, U.S. Territory, or federally-recognized tribe.
- Application Period: Generally, October to January
- Website: <https://www.fema.gov/flood-mitigation-assistance-grant-program>



Massachusetts Department of Ecological Restoration Culvert Replacement Grants

- Overview: This state grant program supports municipalities interested in replacing undersized, perched, and/or degraded culverts located in areas of high ecological value. The purpose of this funding is to encourage municipalities to replace culverts with better designed crossings that meet improved structural and environmental design standards and climate resiliency criteria
- Award Size: \$25,000 to \$400,000, depending on the project phases and work proposed. Awards over \$200,000 are anticipated for construction projects only.
- Who is Eligible: Massachusetts municipalities
- Application Period: Project inquiries due in January, Full proposals usually due in May
- Website: <https://www.mass.gov/how-to/culvert-replacement-municipal-assistance-grant-program>

Massachusetts Municipal Vulnerability Preparedness Action Grants

- Overview: MVP Action Grants support communities improve their climate resilience. Projects can range from a vulnerability assessment of a specific sector to an outreach and engagement campaign to constructing green infrastructure that takes into account climate change projections. The state is are looking for proactive adaptation projects that utilize [best available climate data](#), that are rooted in natural systems as much as possible, and that put environmental justice and equity front and center.
- Award Size: \$10,000 - \$500,000; Regional grants can be \$1 to \$2 million
- Who is Eligible: Municipalities which have completed a MVP Plan for their community
- Application Period: Pre-proposals due in January, Full proposals usually due in May
- Website: <https://resilientma.org/mvp/>

NOAA Community-based Restoration Program Funding

- Overview: NOAA's Restoration Center recognizes that habitat protection and restoration are essential elements of a strategy for sustainable commercial and recreational fisheries. Investing in habitat restoration projects leads to real, lasting differences for communities, businesses, and the environment. The Community-based Restoration Program supports restoration projects that use a habitat-based approach to rebuild productive and sustainable fisheries, contribute to the recovery and conservation of protected resources, promote healthy ecosystems, and yield community and economic benefits. Restoration includes activities that return degraded or altered marine, estuarine, coastal, and freshwater, migratory fish habitats to functioning conditions, and techniques that return NOAA trust species to their historic habitats.
- Award Size: \$75,000 to \$3 million (1:1 match encouraged)
- Who is Eligible: Eligible applicants are institutions of higher education, non-profit organizations, for profit organizations, foreign public entities and foreign organizations, and state, local and Indian tribal governments.
- Application Period: Pre-proposals due in January, Full proposals due in April

- Website: <https://www.fisheries.noaa.gov/grant/coastal-and-marine-habitat-restoration-grants>

Patagonia World Trout Initiative

- Overview: The World Trout Initiative funds only groups and efforts working to restore and protect wild, self-sustainable trout, salmon and other fish species within their native range. We believe that the best way to accomplish this over the long term is by ensuring that populations have high-quality habitats and adequate stream flows, can migrate between habitats without human intervention, are not negatively impacted by hatchery and aquaculture operations, have protection from harmful non-native species and disease, and are not overharvested. We look for innovative groups that produce measurable results and work on long-term solutions to root causes of the problem. Proposed projects should be quantifiable, with specific goals, objectives and action plans, and should include measures for evaluating success. Funding priorities applicable to road-stream crossings include projects that restore native river habitats, ensure in-stream flows that mimic natural stream flows, and provide unassisted fish passage (without human intervention) to and from historically accessible habitats; we give priority to long-term, low-maintenance and natural channel solutions
- Award Size: \$5,000-\$15,000
- Application Period: Generally, accepts application throughout the fiscal year (May 1 to April 30)
- Website: <http://www.patagonia.com/world-trout-initiative.html>

Trout Unlimited Embrace-a-Stream Matching Grant Program

- Overview: Embrace A Stream (EAS) is a matching grant program administered by TU that awards funds to TU chapters and councils for coldwater fisheries conservation. Project priorities include those that help restore stream habitat, improve fish passage, and protect water quality.
- Average award size: Approximately \$4,200
- Application Period: Contact your regional EAS representative with intent to submit a proposal by April 15; Initial drafts of proposals due May 15; Final applications due July 1
- Website: www.tu.org/conservation/watershed-restoration-home-rivers-initiative/embrace-a-stream

Wildlife Conservation Society Climate Adaptation Fund

- Overview: The WCS Climate Adaptation Fund provides grant awards to conservation non-profits to catalyze innovative, science-driving projects responding to the impacts of climate change on wildlife and people.
- Award size: \$50,000 to \$250,000

- Who is eligible: U.S.-based conservation non-profits (towns can partner with a non-profit to apply on their behalf)
- Application period: Due in April
- Website: <https://www.wcsclimateadaptationfund.org/program-information>

Capital Planning for Infrastructure Resilience

Capital planning can help link a town's budget with its long-term improvement goals, leading to programs that prioritize projects and optimize financing. Capital planning happens at both the state and local level, and is an important tool for financing priority road-stream crossing replacement projects that will improve infrastructure resiliency. The road-stream crossing inventory provided here, in conjunction with local and state information, provides critical information for Public Works Departments and Boards of Selectmen to identify road-stream crossings to include in capital planning efforts.

Other state agencies and programs provide helpful guidelines for capital planning related to road-stream crossing replacements and flood resiliency. The Flood Ready Vermont program¹⁹, for example, provides key content for helping municipalities update their municipal, capital, hazard mitigation, and emergency operations plans with an eye for flood resiliency.²⁰ The U.S. Federal Emergency Management Agency (FEMA) also provides helpful resources for integrating flood resiliency into local planning efforts, including not just capital planning, but also general planning, zoning ordinances, economic development strategies, and much more.²¹ Federal regulations require that local hazard mitigation plans describe how localities will integrate the plan's requirements into other planning mechanisms. Doing so for capital planning can help leverage funds to ensure that public money for capital improvements are consistent with hazard mitigation goals.

Federal, State, Regional Technical Assistance and Important Contacts

Technical assistance is a key element for successful road-stream crossing surveys and replacement efforts. Various agencies and individuals have provided key insight for this project, and others are available to help take this information to the next level. Below is an overview of the federal, state, and regional groups available for technical assistance related to road-stream crossing projects:

¹⁹ Flood Ready Vermont. More information at:

http://floodready.vermont.gov/update_plans/municipal_plan/capital_program

²⁰ Flood Ready Vermont. "Update Your Plans". Retrieved from: http://floodready.vermont.gov/update_plans

²¹ FEMA. *Integrating Hazard Mitigation into Local Planning: Case Studies and Tools for Community Officials*. (2013). https://www.fema.gov/media-library-data/20130726-1908-25045-0016/integrating_hazmit.pdf

Federal



State



Regional



BRPC



Town Hall, 334 Main Street
Great Barrington, MA 01230



Telephone: (413) 528-1619
Fax: (413) 528-2290

TOWN OF GREAT BARRINGTON MASSACHUSETTS

PLANNING BOARD

August 12, 2022

Dear Members of the Selectboard and Affordable Housing Trust:

In keeping with the Town's Master Plan and our recent Housing Needs Study, the Planning Board continues to review a variety of strategies to encourage more year-round housing units throughout Town.

Typically our work focuses on planning and zoning strategies. However, financial initiatives can also be effective. While these may require a significant amount of direct funding, or deferred revenue, these programs have a variety of benefits, not the least of which would be creating new homes on a scattered-site basis in the short term rather than waiting a decade or two for another large 40-unit site delivered at extraordinary cost.

Since these lie more within your jurisdiction, we respectfully urge you consider them as soon as possible. Some may take further study, some may require consultation with the Assessor's office, and some require Town Meeting action.

First, consider a program to make it easier to build accessory dwelling units. This may involve pre-permitting certain designs, reducing permit and utility connection fees, and even working with a consultant to identify which properties have the characteristics – such as utilities, space, topography, density – where an ADU would be possible.

Consider a tax incentive to landlords who rent housing units at an affordable level and on a long-term basis (as opposed to short term rentals). Also consider exempting or deferring the increased property value caused by adding a dwelling unit if the additional unit is rented at affordable levels or on other terms that provide a community benefit (similar to the state's program for Gateway Cities called the "Housing Development Incentive Program"). We believe both of these programs would require authorization through special state legislation, prompted first by a Town Meeting home-rule petition.

Since creating new housing from scratch can be expensive, consider ways to keep existing units affordable and in good repair. Strategies could include providing stipends or grants to landlords who pledge to keep rent below a designated level. The Town could also consider "buying out" units that are rented on a short-term basis, paying the Owner so they rent the unit on a long-term basis instead. Also, the Town could buy affordable housing restrictions in order to preserve existing housing, thereby providing funds to homeowners on an immediate basis, in return for a unit that remains affordable for the long term. Each of these would require funding, probably through the CPA and/or a direct appropriation to the Affordable Housing Trust.

Finally, some of these programs may require funding to hire staff, or qualified contractors, to implement and monitor.

We offer these as strategies that complement the recent housing success we as a Town, with our development partners, have had. And, to the extent you are already looking into these, thank you. Please let the Planning Board and/or our representatives to the Housing Subcommittee know if we can assist you. Thank you very much.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brandee Nelson", is written over a light yellow rectangular background.

Brandee Nelson, Chair