

COMMUNITY DEVELOPMENT PLAN

Town of Tyringham

2003



Prepared By



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Table of Contents

Introduction		1
Introduction to the CDP Program	1	
Executive Summary	2	
Community Setting		2
Community Setting	4	
Community Vision Statement	5	
Economic Development		3
Introduction to the Economic Element	6	
Economic Development Strategy	7	
Economic Suitability Map	12	
Housing		4
Introduction to the Housing Element	13	
Housing Strategy	14	
Housing Suitability Map	22	
Open Space		5
Introduction to the Open Space Element	23	
OSRP Overview	24	
Open Space Suitability Map	34	
Transportation		6
Introduction to the Transportation Element	36	
Bicycle and Pedestrian Report	37	
Official Map Report	45	
Transportation Appendices 1-8	53-89	
Transportation Suitability Map	90	
GIS Mapping		7
Introduction to GIS Mapping	91	
Introduction to Development Suitability Maps	92	
Base Maps	97	
Appendix		8
Tyringham Economic Development Data Profile	A.1	
Tyringham Housing Data Profile	A.2	
Public Participation	A.3	
Inserts		
Action Map		
Official Map		

Introduction to the Community Development Plan Program



Introduction

Introduction to the CDP Program
Executive Summary

Introduction to the Community Development Plan Program

On January 21, 2000, then Governor Paul Cellucci issued Executive Order 418, a measure designed to help communities plan for new opportunities while balancing economic development, transportation infrastructure improvements, and open space preservation.

Technical assistance and grants of up to \$30,000 were made available to assist communities in producing Community Development Plans. Community Development Plans are intended to provide guidance as cities and towns consider options and avenues for future development. The plans will focus on housing, economic and community development, transportation, and open space. The plan must also include strategies for how the community will develop housing that is affordable to families and individuals across a broad range of incomes.

Tyringham began the process of undertaking a Community Development Plan in 2002 after it received a build-out map and analysis showing the community at maximum development based on current zoning and state laws. Volunteer residents and Town Officials formed the Community Development Plan Advisory Committee, which met several times in 2002 and 2003 to offer community input to guide the development of a Community Development Plan for the Town. A Town survey and public forums were then held to discuss Economic Development, Open Space, Housing and Transportation.

Tyringham is a unique community facing its own set of challenges, and the Plan documents these challenges. The Plan also contains recommendations as to how to address the challenges in a manner consistent with the desired character of the community. The Community Development Plan is based on the most accurate and detailed information available by Federal, State, local and private resources, and is based on a vision set forth through community consensus.

Public Meetings

Date	Subject
10/09/02	Open Space
12/16/02	Housing
02/13/03	Economic Development
04/24/03	Transportation
09/25/03	Final Review

Executive Summary

The Community Development Plan outlines the Town of Tyringham's concerns for growth and development into the future. The Plan began with a survey sent to town residents, with questions on the community, natural resource protection, protection of agricultural land, affordable housing, economic development, transportation, and town services. The survey was followed by a public forum, held to discuss the results of the survey and to gain greater detail on overall concerns for the future of the Town. A 15-person committee, appointed by the Select Board, held several meetings to discuss each of the four topic areas. An additional joint meeting was held with the town of Monterey to discuss agricultural preservation and rural development issues. Below are the highlighted recommendations for each of the topic areas.

Housing Element

Residents of Tyringham wish to increase the stock of affordable homes in the town. The current housing trends favor high-end homes, but not low, moderate, and middle-income households. The following actions are available to the town:

- Identify housing needs for elderly and low, moderate and middle-income persons.
- Ensure that future housing does not damage unique natural and agricultural resources of Tyringham.
- Ensure that future housing respects the limits imposed by the Town's infrastructure.
- Maintain an appropriate mix of housing opportunities for the elderly and persons of low, moderate, and middle-income.

Economic Development Element

Residents of the town of Tyringham view natural, cultural and recreational assets as vital to future economic development. The town wishes to see community support for local farm owners, as well as to find alternative ways to diversify the local tax base. The following actions are recommended to promote economic development in the town of Tyringham:

- Support the preservation and growth of local agricultural enterprises
- Support the retention of existing establishments and encourage limited growth of small-scale service oriented enterprises

Transportation Element

The transportation section resulted in two integral reports. The first was a cycling and pedestrian pathway development study. The study measured the suitability of existing road conditions for cycling and walking and identified the corridors of highest potential demand for such activities in the Town of Tyringham. The study also identified undeveloped or underdeveloped areas and corridors that make sense as attractive possible settings and routes for Tyringham cyclists and pedestrians. The second study was an Official Map Report, which identifies and classifies the status of roadways within the Town with respect to ownership, maintenance responsibilities, suitability for development, and eligibility for public road improvement funds. The recommended actions for each report are as follows:

Bike/Ped

- Consider Hop Brook Trail for a multi-use path

Official Map

- Vote to discontinue roads, as outlined in the Official Map Report
- Vote on and adopt Tyringham's Official Map

Open Space Element

Tyringham is in an enviable position when it comes to open space due to nearly one-third of all its being permanently protected land. Despite the progress already made, steps must be taken to ensure the protection of community character and prevention of environmental degradation. The 2003 Open Space and Recreation Plan updates the 1990 version of the document and lays the groundwork for furthering Tyringham's environmental efforts. Below is a list of the recommendations, which came out of the report:

- Preserve Town character through by-law revisions that protect environmental and historical resources, educating landowners regarding conservation options and programs, and integral communication and management of protected landscapes between the town and potential partners
- Maintain water quality through the reduction of beaver dam-caused flooding and preventing erosion and the overuse of fertilizers and pesticides
- Establish a new walking trail in Hop Brook Valley
- Improve understanding of ecology and conservation

Community Setting



Community Setting

Community Setting
Community Vision Statement

Community Setting



The town of Tyringham is located in south central Berkshire County. It is bordered by Becket and Otis on the east; Monterey on the south; Great Barrington on the west and Lee on the north. It is a rural, residential community with steep, forested hillsides rising up from Tyringham Valley through which Hop Brook, the town's main stream, flows. The valley with its pastureland and historic farmhouses is as picturesque as any in New England. Until recently it was a thriving farm community. Its distinctive rural charm has long made Tyringham a popular location for second homeowners and retirees. The small village center consists of a post office, church, two municipal buildings and a cluster of houses. Fernside, a former Shaker community of over 100 people, founded in 1792, is on the National Register of Historic Places.

Tyringham has a population of approximately 350 year-round residents, making it the third least populated town in Berkshire County. The town has been experiencing a slow, steady population increase, nearly doubling since 1960. Recent BRPC population projections suggest that the town could experience an 84% increase from 1990 to 2030. The vast majority of residential development is single-family housing on large lots greater than two acres, along existing roadways. In the Goose Pond area and in the small village center, development is older and much denser. In 1990, 42% of all housing units were seasonal. Approximately 3,107 acres, or 26% of the town, is in permanently protected open space. This includes Tyringham Cobble, a popular spot for hiking and cross-country skiing, owned by the Trustees of Reservations, who also own other land in town. Tyringham has the longest section of the Appalachian Trail of any town in the Berkshires. The National Park Service maintains a protected buffer around the trail.

Community Vision Statement



Mindfully guide and manage growth to ensure that Tyringham preserves the combination of traditional rural atmosphere, notable natural assets, and rural community character that makes it a desirable place to live.

Maintain and improve its economic infrastructure by identifying and cultivating economic opportunities that are consistent with the community character.

Maintain and improve its social infrastructure by providing seniors and citizens of low, moderate, and middle income with quality community services and affordable housing opportunities.

Maintain and improve its civic infrastructure by providing its residents with quality municipal and emergency services.

The community must take the necessary steps to plan for the future and to participate in local decision-making processes.

Economic Development



Economic Development

Introduction to the Economic Element
Economic Development Strategy
Economic Suitability Map

Introduction to the Economic Element



This section examines an economic strategy based on Berkshire County socio-economic trends. Planning for adequate supply of businesses while balancing concerns related to open space, natural resources, housing, transportation, infrastructure, and community services is a challenging task. Planning for economic development begins with analysis of detailed information on the local economy in order to identify specific concerns and potential areas in which the town may encourage business and employment. Several factors play a part in determining the community's economic health and potential. Some of these factors are:

- Supply and diversity of local employment opportunities
- Size, education, and skill level of the local labor force
- Supply of affordable housing and transportation
- Condition of existing businesses, buildings, infrastructure
- Local commercial tax rates, regulations and permitting processes
- Economic trends and characteristics of the regional economy
- Financial, educational, and developmental resources available

2003 Economic Development Element Town of Tyringham

Introduction

The Tyringham Economic Development Element derived from a community-based effort to identify the Town's Economic Development needs and engage in planning to address those needs. BRPC researched and compiled an updated economic data profile for the Town of Tyringham, covering the number of local employers, employees, wages, annual payroll, household income levels, population characteristics, local tax information and a fiscal impact analysis based on various land uses (see Appendix A.1 2003 Tyringham Economic Profile). The Advisory Committee discussed the findings and proposed potential options for local economic development activities. One of the activities was a joint forum with the Town of Monterey (4/15/03) focused on agricultural development and sustainability (see Appendix A.3).

Background

Tyringham has one of the lowest unemployment rates in the Commonwealth at less than 1% at the end of Calendar year 2002. However, the number of jobs available within the Town is low and the average wages of employees working in the Town are less than the county average. The number of local employers is small, and the number of employees actually working within the Town has dropped dramatically in the last decade. The aggregated annual payroll in Town was cut in half over the last 10 years when adjusted for inflation. However for the local labor force, i.e. those who live in the Town but may work elsewhere, the rate of Low and Moderate Income (LMI) households is only 16 percent, which is low compared to the rest of the County, and the median household income of \$60,250 is among the highest in the County.

A common characteristic of small towns in this sub-region is that the small amount of commercial activity that is occurring is closely tied to scenic, recreational and cultural venues that sustain a small retail and service industry primarily based on tourism. Agriculture also plays a role in the Town's economy. Unfortunately, this role is rapidly diminishing. There are also a number of home-based businesses providing various specialty services.

Economic Challenges

Many of the general economic challenges are noted in the previous section, i.e. scarcity of local employers, diminishing local payroll, scarcity of jobs and low pay for local jobs. A more specific economic challenge is the Town's heavy dependence on residential property taxes. Approximately, 94% of local tax revenues come from residential taxpayers with only 6% coming from non-residential sources. Most of the non-residential revenues come from a single source, an underground gas pipeline. Over one-third of all local tax revenues come from seasonal/second-home owners. The Total Assessed Value (TAV) of all property in Tyringham is just below \$100 million. Of the TAV, approximately 13%, or \$13 million worth of property, is tax exempt. This land is mostly publicly owned, or privately owned land that is deed restricted for conservation.

Another specific concern is local business closures and loss of farms. The closure of the General Store was mentioned in several discussions. Most

important from the local perspective is the continuing closure of farm operations. In the last decade, two major dairy operations in Tyringham have ceased operation, and a third is barely surviving.

A final challenge that emerged through public discussion was the absence of high-speed Internet access in the area. This factor is not only a deterrent to larger business, but more acutely affects small and home-based businesses. Small-scale and micro businesses often rely heavily on the Internet for various aspects of their enterprise including marketing, purchasing, and sales.

Opportunities

In spite of the local economic challenges, there are also potential opportunities for economic growth. There is still one active farm operation in Tyringham, and additional remaining farmland available for cultivation. The Town has a number of natural and historic attractions that draw visitors to the Town.

There are also some economic and demographic factors that provide a favorable climate for enterprise development in Tyringham. Land is less expensive in Tyringham, than in major metropolitan areas in near proximity, i.e. Greater Boston and Greater New York. The same applies to tax rates. Tyringham has a single tax rate for all properties, i.e. there is not a separate “commercial” tax rate. The tax rate is much lower than many other neighboring areas in the county and statewide. For example, the tax rates of \$15.50 (2002) in Lee and \$15.62 (2002) in Great Barrington are about 85% higher than the rate of \$8.34 (2002) in Tyringham. The commercial tax rate of \$30.33 in Boston is about 260% higher than the rate in Tyringham.

Tyringham only has a single zoning district (Agricultural-Residential), but it allows for a wide variety of commercial uses by special permit. Some of the uses include recreational enterprises, retail establishments and other consumer services. Some industrial applications such as sawmills are even permissible through a special permit. The Town’s by-laws also expressly allow for home-based businesses that employ no more than 5 persons.

As noted in Appendix 9-1, the labor force in Tyringham has a very high level of educational, particularly compared to other parts of the region. A well-educated work force is always an attractive attribute for employers searching for places to locate, relocate, or expand their business.

Some of Tyringham’s greatest opportunities for local economic growth are linked to its scenic, recreational and cultural attributes. Tyringham is home to a number of spectacular natural attractions such as Tyringham Cobble, Ashintully Gardens, Hop Brook, Goose Pond and the longest stretch of the Appalachian Trail in Berkshire County. Many of the attractions have year round recreational application including, hiking, bicycling, fishing, cross country skiing, hunting, snowmobiling and others. The Town also has a tradition as a cultural and artistic haven. Tyringham is also the home of Fernside, a historic Shaker Community that is on the National Register of Historic Places and Santarella, which was once the studio of Henry Hudson Kitson, sculptor of the Lexington Minuteman. In spite of all of these attractions, which are well known and frequently visited by

tourists and locals each year, the Town has not capitalized on the economic benefits of these natural and cultural assets.

The Town's remaining economic asset is agriculture. As mentioned the Town still has at least one working dairy farm, plus several beef-cattle spreads, lots of hay for sale, and half a dozen maple syrup operations. There are five parcels in Tyringham, totaling 541 acres of land, that have Agricultural Preservation Restrictions (APRs), i.e. this is land that is suitable and available for cultivation, but is not necessarily being farmed at this time.

The Town has a strong agricultural tradition and a recurring theme throughout the planning process was a strong desire to preserve and maintain the Town's agricultural heritage. During the planning process a number of opportunities to sustain local agriculture as a viable economic resource were discussed. 1) Community Supported Agriculture (CSA) which is a well established program for pooling resources to enable local farms to share risks and rewards with the community while generating sufficient revenues to keep farms economically viable, 2) the Berkshire Grown model which is a regional network that promotes and markets locally grown food products to local restaurants and individual families and sponsors farmer's markets throughout the region; 3) "Agro-tourism" model which encourages farm lands to combine farming with other commercial enterprises and uses that help support the primary farming operation.

The Town has a significant amount of potentially cultivable land that is currently not being farmed. It was discussed that if approached, some landowners may be willing to enter arrangements to allow for their property to be cultivated by others in exchange for a share of the revenues, or simply for the benefit of the land being used for its intended purpose. Small-scale niche farming of specialty crops such as garlic, timothy and nursery stock of various kinds was also mentioned as another opportunity for local agricultural viability.

Public Participation and Goal Development

Public participation in the Economic Element was comprehensive. The level of community involvement and attendance at the public meetings were very impressive, particularly for a community of this size. The initial source of public input was a general survey/questionnaire distributed by the Tyringham Planning Board, in March of 2002. 51 residents responded to the questionnaire. On February 13, 2003, a public meeting of the Community Development Advisory Committee was held to specifically discuss local economic development issues. A special joint meeting between the Towns of Tyringham and Monterey to discuss local agricultural viability was held on April 15, 2003 in the Tyringham Town Hall, about 20 residents attended. A meeting of the Advisory Committee was held on September 25, 2003 to review and discuss a final draft of this Economic Development element and the other elements of the Community Development Plan. On October 2, 2003 a final questionnaire was mailed to all CDAC members to seek the final endorsement of the key recommendations that were proposed in the Community Development Plan.

All meetings and events were advertised and open to the public. The agendas and minutes of these meetings are provided in Attachment A3 of this document.

The goals and recommended actions that were developed as a result of the public participation process are:

Goal - Preservation and Growth of Local Agricultural Enterprises

- Agriculture is the Town's primary economic and aesthetic asset. The Town's existing farms are an integral part of the town's economy and heritage.
- The number of working farms are rapidly declining.
- Local Lands being conserved for agricultural are not being cultivated and will eventually become unsuitable for agricultural uses.

Recommended Actions

- Educate community and the sub-region on the importance of agriculture to the local economy and character
- Identify farm owners and operators that need community support and assistance.
- Identify residents or organizations that are interested in cultivating local farmlands and initiating agricultural enterprises.
- Provide organizational and technical assistance to existing farm owner and operators to maintain viable agricultural enterprises, and fledgling farm enterprises
- Identify agricultural development programs and funding sources and support local applications
- Explore non-traditional applications – e.g. Community Supported Agriculture (CSA), specialty crops or niche farming, agro-tourism
- Foster Partnerships and cooperative relationships with regional agricultural organizations such as Berkshire Grown

Goal – Support the retention of existing business establishments and allow for limited growth of cottage and home-based businesses

- Very few commercial retail establishments remain in the town.
- There very few jobs available in the town, and of the few jobs there are, most don't pay well.
- There is little local support for commercial, particularly retail development in the community.
- The Town sees a need for upgrading communication systems, primarily adding infrastructure to accommodate high-speed Internet access and wireless technology.

Recommended Actions

- Any commercial development that does occur should be localized and small-scale.
- The type of economic development activities that would be most suitable for Tyringham are:
 - Support, encourage and assist in the development of home-based businesses and cottage industries
 - Support limited expansion of successful existing businesses
 - Explore means of improving local infrastructure and tele-communications system, particularly accessibility to high-speed internet

Organizational Resources

Below is a listing of regional organizations that can provide the Town with assistance in the development and implementation of economic and community development projects.

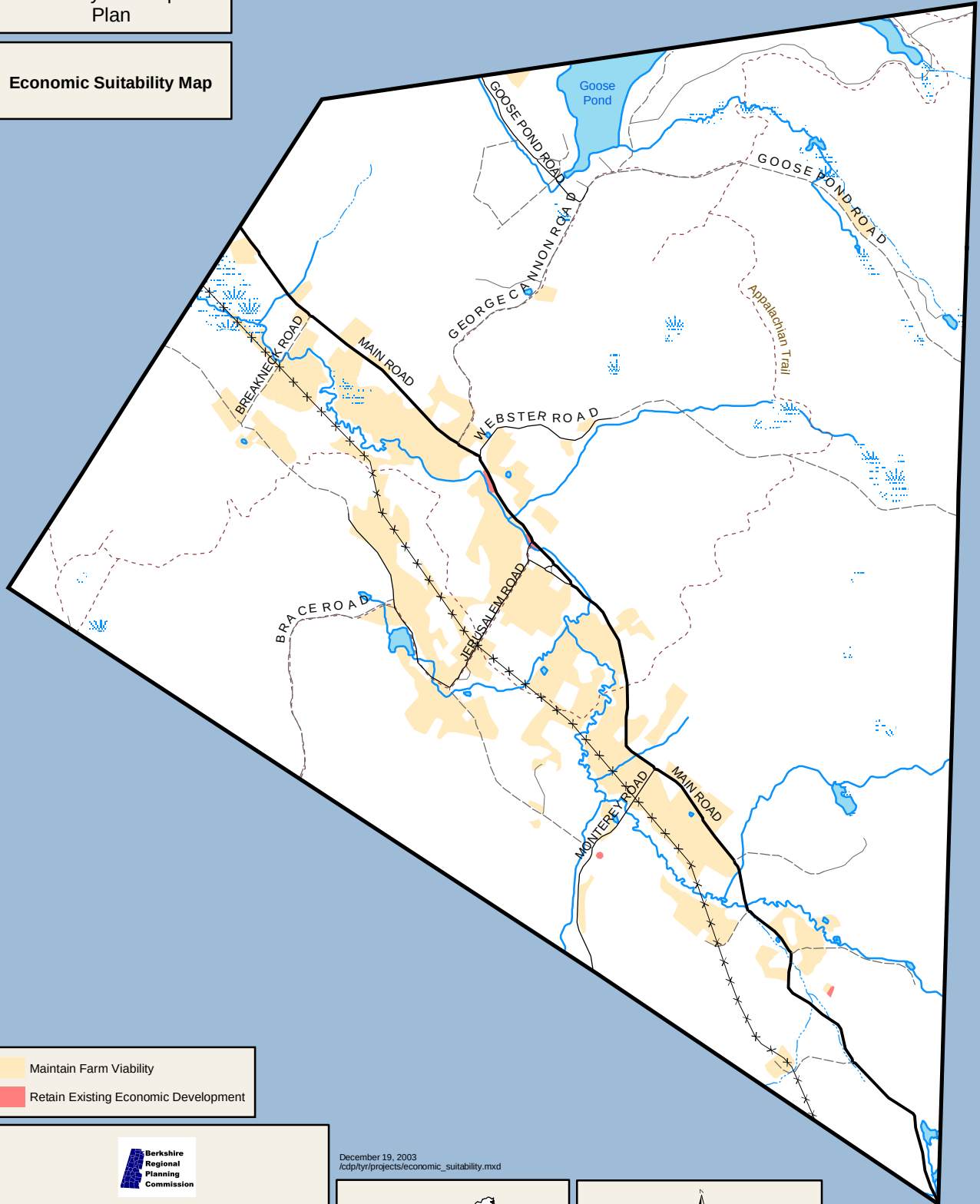
- o Berkshire Regional Planning Commission
- o Berkshire Housing Development Corporation
- o South Berkshire Community Development Corporation
- o Pittsfield Economic Revitalization Corporation

Southern Berkshire Chamber of Commerce

Town of Tyringham

Community Development
Plan

Economic Suitability Map



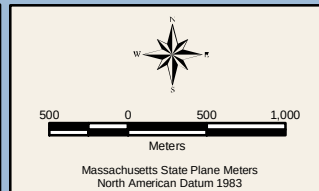
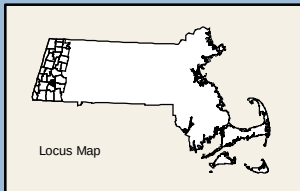
- Maintain Farm Viability
- Retain Existing Economic Development



This map was created by the Berkshire Regional Planning Commission and is intended for general planning purposes only. This map shall not be used for engineering, survey, legal, or regulatory purposes. MassGIS, BRPC or the Town provided all of the data layers used to create this map.

This project was funded through a grant from the Massachusetts Executive Office of Environmental Affairs, Massachusetts Department of Housing Development, and the Massachusetts Executive Office of Transportation and Construction.

December 19, 2003
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Housing



Housing

Introduction to the Housing Element
Housing Strategy
Housing Suitability Map

Introduction to the Housing Element



This section examines those socio-economic trends in Tyringham and in the surrounding area of Berkshire County, which affect housing supply and demand. Planning to maintain an adequate supply of affordable housing while balancing concerns related to open space, natural resources, transportation, infrastructure, and community services is a challenging task. Planning for affordable housing begins with analysis of detailed information on the local demographics and housing stock (see Appendix A.2, Tyringham 2003 Housing Profile) in order to identify specific needs and develop potential strategies. Several factors may indicate a potential need for affordable housing and contribute to a town's ability to maintain housing that is affordable to residents of a wide range of incomes. Some of these factors are:

- Low supply relative to housing needs.
- Housing that is beyond the affordability of local residents.
- Lack of housing production
- Relative scarcity of land available for residential development
- High cost of land
- Higher production costs associated with marginal development sites

The section concludes with a list of several actions that may address the town's specific concerns for housing.

2003 Housing Strategy Town of Tyringham

Introduction

There are three key factors that need to be considered in Tyringham to inform local decision-making. The first consideration is that the Town is increasingly seen as a desirable place for a seasonal home. This trend coupled with the scarcity of developable land has contributed to steep increases in local land prices and has effectively priced low, moderate and middle-income buyers out of the local housing market.

The second consideration is that affordable housing for working families and persons on fixed incomes, including elderly and disabled persons, is not readily available in Tyringham. Rental properties are also scarce. The need for local “affordable housing” is no longer solely applicable to the unemployed, disabled, or elderly. Working folks such as teachers, police officers, factory and farm workers all could very likely be earning less than 80% of median household income, and are considered low to moderate income; compared to the Berkshire County median. 16% of families in Tyringham fall in this category. One result of this is the inability of younger generations to afford a home in their own Town. Another result is relative scarcity of younger, full-time residents who can perform necessary community services, such as volunteer firefighting and elected officials.

A final consideration for Tyringham and a number of other communities in South Berkshire County is that since the Town has taken few steps to increase the supply of affordable housing, the Town is vulnerable to a potential developer applying for a Comprehensive Permit to build a higher density housing subdivision. In fact, such proposals are currently underway in the Towns of Stockbridge and Great Barrington.

Current Housing Stock

The Town of Tyringham is a rural community of 350 residents¹ (133 households) located in southern Berkshire County. Of the Town’s 265 housing units, approximately 291 (96%) are single-family homes mainly on large lots.

The total number of housing units in Tyringham has had a slight increase of 3% from 1990 to 2000 rising from 258 to 265 units. (See Table 1) Almost half of the housing units in town are seasonal (45%) and a similar number (42%) are year-round owner occupied units. Trends show the number of seasonal units has increased by 10% since 1990 and the number of rental units has increased by 22%. While they have increased in number, rental units have also increased in demand, with vacancy rates falling from 14.3% to 8.3%. Vacancy rates for year-round homeowner units increased slightly from 1.6% to 2.6%.

Over the past five years, Tyringham has seen an increase in the annual number of building permits issued for construction of new residences (See Table 2).

Issuance of permits for new single-family residences has moderately increased from only 2 being issued in 1996-1998, to 11 issued in 1999- 2001. The last 5 years have also seen a marked increase in value of new construction. The average value of the 2 homes built in 2002 was \$523,350. In 2002, none of the homes constructed were below the EO418 guideline for affordability.

Table 1: Housing Occupancy

	2000	1990	%Change 1990-2000
Seasonal	119 (45%)	108 (42%)	+ 10 %
Owner-Occupied	111 (42%)	125 (51%)	- 11 %
Rental	22 (8%)	18 (7%)	+ 22 %
Vacant Units	13 (5%)	7 (3%)	+ 86 %
Total Housing Stock	265	258	+ 3 %
% Vacant			
Homeowner Units	2.6%	1.6%	+ 63 %
% Vacant			
Rental Units	8.3%	14.3%	- 42 %

Source: US Census Bureau, 2000 Census, SF-1

Table 2: Building Permits Issued for Construction of New Single Family Residences

Year	# of Permits Issued	AVG Value
1996	1	\$ 98,800
1997	1	\$ 269,000
1998	0	\$ 0
1999	5	\$ 239,860
2000	2	n/a
2001	4	n/a

Source: Massachusetts Institute of Social and Economic Research, 2003

Constraints to Housing Development

The Town of Tyringham is a historically rural community. There is a small town Center that consists of a few buildings, a post office, a church, two municipal buildings and a small cluster of residences. The area immediately surrounding Goose Pond in northern Tyringham is also unique in that it has been developed much more densely than the rest of the town, with lot sizes as small as 1/3 acre or less. The majority of Tyringham is low-density residential development on lots of 2 acres or larger; new development is mainly single-family housing on large lots along existing roads.

The combination of zoning regulations and market conditions in southern Berkshire County promote new development that consists almost exclusively of large, single-family homes with average lot sizes significantly exceeding average lot sizes of older residences. The entire Town of Tyringham is comprised of a single, Agricultural-Regional district. The zoning allows for single-family residential development on at least one-acre lots. Single-family homes in Tyringham are the most common residence, although a single family home can

be converted into a two family structure with a special permit. Home employment is allowed as long as it does not occupy more than six rooms in a home. Accessory buildings or additions for accessory uses are allowed.

Population & Income

The 2000 US Census shows signs that the population growth of Tyringham is stabilizing at around 350 year-round residents, but the number of younger residents under the age of 24 continued to decrease. The 2000 population of 350 is greater than the 1980 count of 344 residents, but slightly less than the 369 residents counted in 1990. Nineteen percent (19%), or 65 residents of the town are under age 18, and sixteen percent (16%), or 54 of the town's residents are over 65. The number of residents under age 24 decreased from 107 to 88 from 1990 to 2000, which was a decrease of 18%.

The 2000 median household income in Tyringham is \$60,250, which was high compared to the average Berkshire County household income of \$39,047. This trend is in contrast to the decrease in local employment figures for the town, which showed the total number of jobs in town decreased by 42% since 1990. The 2000 average annual wage of \$23,382, for jobs in town, was an increase of only 1.3% from 1990.

Approximately 16% of Tyringham households were considered low or moderate-income for the town, which means that they earned 80% or less of Berkshire County's median household income of \$39,047. Three (3) of the town's 135 households sampled in the 2000 census (2%) were below the poverty level as defined in 2000.

Local Housing Needs

A housing affordability gap analysis was conducted to determine whether or not the "typical" household in Tyringham could actually afford to buy a home in Tyringham at current market values (*See Housing Profile in Appendix A.2*). According to HUD guidelines housing is considered to be affordable when monthly mortgage payments comprise no more than approximately thirty percent (30%) of a household's total monthly income. The affordability analysis demonstrated that the market is heavily weighted on high-end housing and determined the following needs:

There are significant gaps in housing affordability for people who are not wealthy in Tyringham. The town has a specific need for housing that is affordable to low, moderate (LMI), and middle-income households earning up to \$90,375. A household earning the 2000 median income for the town (approximately \$60,000) could afford to spend approximately \$175,000 on a new home, while the median sales price of homes sold in Tyringham since 2000 is \$210,000. Moderate-income households, earning approximately \$48,000 a year, could only afford to spend \$140,000. There are currently fifty-one (51) households in Tyringham considered moderate income, but only one (1) of the eleven homes sold since January 2000 were affordable to these families. The result is that middle-income families, who make up 38% of the town, only had access to 9% of the houses sold. The lack of housing available to these families could potentially have a dramatic effect upon the character of the town if the

town's low and moderate-income families are priced out of the local housing market and forced to move out of town.

There is a need for year-round rental housing affordable to low and moderate-income households who work locally, or in the regional area, but cannot afford to buy homes in town. A primary goal of the Chapter 40 B legislation was to ensure that affordable housing was somewhat equitably distributed in urban, suburban, and small towns, not just concentrated in the most urbanized areas. In Berkshire County most of the affordable rental units are highly concentrated in the more urbanized areas including Pittsfield, North Adams, and Great Barrington. From 1990 to 2000, the total number of rental units in Tyringham increased by 4 units (from 18 to 22) and the vacancy rate for year-round rental units dropped by about 40 percent, demonstrating an increased demand for year around rental units. Southern Berkshire County as a whole has a limited supply of rental housing and a high overall housing demand that keeps both homes and apartments from being on the market long. Tyringham does not have a single rental unit that meets the legal criteria to qualify as affordable under Chapter 40B regulations.

The median rent in Tyringham is \$713, which is slightly higher than the \$703 per month considered as the maximum affordable monthly payment for low-income households in Tyringham. However, even the few local rentals that may fall below the \$703 threshold, would still not be meet the legal criteria to qualify as "affordable", i.e. none of the existing rental units have public subsidies, income restrictions, or deed restrictions guaranteeing long term affordability.

Another measure of rent affordability is the number of residents who are 'rent burdened.' In general, a renter who is paying more than they can afford to pay for rent is considered 'rent burdened,' but the U.S. Department of Housing and Urban Development (HUD) defines rent-burdened as a household paying over 30% of their income on rents. Severely rent burdened households pay over 50% of their income on rent. According to the 2000 Census, Tyringham had 2 households that were rent burdened, but no severely rent-burdened households.

There is also 1 low/moderate income family in Tyringham renting with a Section 8 rental subsidy voucher from Berkshire Housing Development Corporation.

Tyringham shares in a regional need for preserving the quality of the existing affordable housing stock. In an area of rising housing prices, increasing homeownership costs, and an aging housing stock (43% built before 1940¹).

There have only been a few structural violations reported in Tyringham in the last seven years. Citations normally only occur in the most severe cases, and the last two resulted in condemnations that required the homes to be demolished by the owners. The town has its share of less severe structural and maintenance issues that go without citations being issued. The most common violations are for obvious disrepair, mainly due to the age of the homes and lack of maintenance. Lack of maintenance can be due to negligence on the part of the

¹ US Census Information 2000

homeowners, but it is also may be an issue of affordability. The proliferation of the second home housing market in Tyringham and South Berkshire County has raised the price of home repair and construction work in the area.

There is a need to maintain quality affordable housing for elderly and disabled residents in Tyringham. The Town has 54 residents aged 65 and older, comprising 15% of the Town's residents. A decrease in the number of younger residents increased the town's median age from 41 in 1990 to 47.5 in 2000, a level well above the statewide median age of 36.5. The median household income for this age group (\$47,000) was well above the age-group average for Berkshire County (\$25,002), which reflects the overall high average level of incomes for Tyringham as compared with the rest of Berkshire County. Though the median is high, there may be older residents who may not be able to afford basic maintenance on their homes. Also in potential need of assistance may be the Town's large percentage of disabled residents. There are 46 residents of Tyringham with some form of disability, which is approximately 13% of all residents. Approximately ninety percent of the disabled working-age residents of Tyringham are employed.

Additional Findings

Households that fall into the LMI category in Tyringham could include a wide range of working class professions such as teachers, police officers and store clerks. This dilemma is partly a result of the aging of the Town's general population. However, it was also discussed that younger, working families are unable to live in Tyringham because affordable housing is unavailable. It was suggested in the Community Development planning discussions that there is a need to consider some type of local preferences for affordable housing to be made available to persons, or households, that have ties to the community and would be willing to serve the community in a professional working capacity.

Tyringham residents have not used the various housing assistance programs that are generally available in the region, and that have been used successfully by neighboring communities. Several of these programs are outlined in the *Housing Profile* and the programs cover a wide range of services including home ownership assistance, housing rehabilitation assistance and assistance with septic system repairs.

Town Efforts to Address Housing Needs

Tyringham is participating in the E.O. 418 Community Development Plan Program, which includes developing a Housing element that focuses on a strategy for supporting affordable housing. The Town is also applying for E.O. 418 Certification for 2004. This allows the Town to be competitive when applying for affordable housing assistance funds.

Housing Goals and Objectives

For many reasons, affordable housing is a desirable goal for Tyringham. Some of the primary reasons include; 1) allowing young working families and individuals an opportunity to rent or own a home in the same area that were raised, 2) to ensure that existing residents on fixed incomes are allowed to keep and adequately maintain their homes, and 3) to be proactive in addressing affordable

housing needs in an effort to reduce vulnerability to undesired, large scale housing developments that are inconsistent with the community character. The *Regional Plan for the Berkshires* (May 2000), also contains a section on housing and housing needs, and supports the development and preservation of affordable housing throughout Berkshire County.

The Town of Tyringham has held a series of more than eight (8) public meetings during the course of the Community Development Plan process. Several of these discussed affordable housing needs and goals, and the meeting held on December 12, 2002 focused specifically on the issue of housing. As a result of these efforts, the town has developed the following goals and objectives to meet the specific needs of the community while supporting regional efforts to promote affordable housing:

Housing Goals

- Identify housing needs for elderly and low, moderate, and middle-income persons.
- Ensure that future housing does not damage unique natural and agricultural resources of Tyringham.
- Ensure that future housing respects the limits imposed by the Town's infrastructure
- Maintain an appropriate mix of quality housing opportunities with consideration of housing for persons of low, moderate, and middle-income.

Recommended Actions

- **Apply for EO 418 Housing Certification** – This certification is required for many of the State grant and loan programs, and not just grants specifically related to housing.
- **Establish a working relationship with a regional, or sub-regional housing development organization such as South Berkshire Community Development Corporation, Construct, Inc. or Berkshire Housing Development Corporation** – by partnering with these agencies the Town will have a valuable resource to identify and apply for affordable housing funding. For example, Berkshire Housing assists numerous communities in the County to secure and administer funding for housing rehabilitation. These entities also assume responsibility for managing projects to completion and in many case act as owner/operators of housing production projects.
- **Review existing by-laws and consider measures that will promote affordable housing** – the Town's existing by-laws are conducive to sprawl and housing production that is extremely land-intensive. The Town may want to consider other regulatory options that encourage affordable housing and the protection of open space. Some examples of this would include accessory apartment by-laws, provision for appropriate multi-family housing, cluster or open-space residential district by-laws.
- **Encourage qualifying residents to participate in existing regional home ownership assistance programs, home improvement programs and septic system repair programs** – Many of these programs are described in

the Detailed Strategy Recommendations in the Housing Profile in the Appendix.

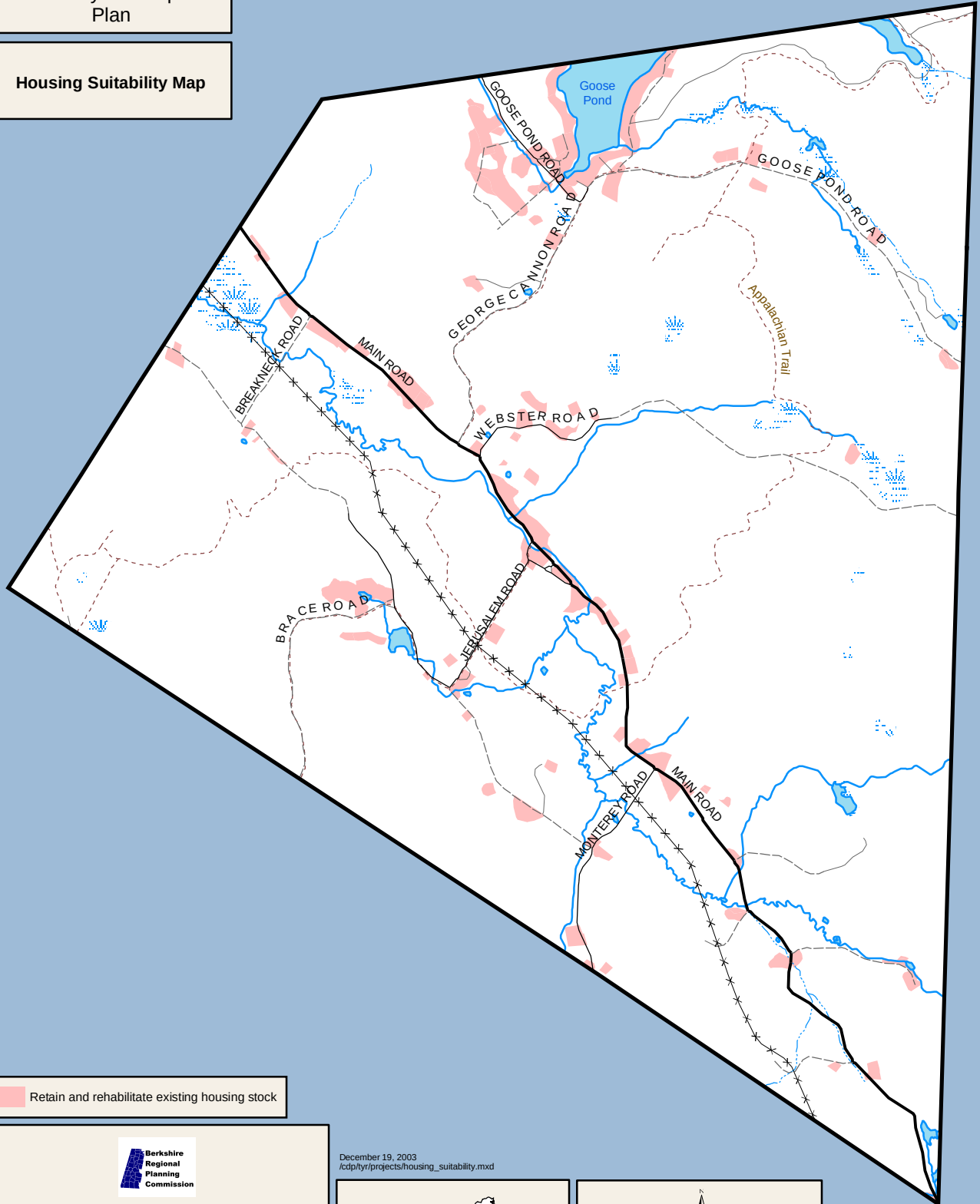
- **Consider participation in a regional Housing Rehabilitation Program** – Berkshire Housing Development Corporation (BHDC) and other Development entities frequently prepare and administer sub-regional applications for Community Development Block Grant (CDBG) funds that can be loaned interest –free and forgiven after a set period. The loans are made to qualifying residents to make necessary improvements to their homes. This is an extremely successful and highly utilized Program. Several South County Towns are already participating in this program. For example, if there are homes in Town that need painting, new roofs, new heating system, or new plumbing because the owners may be physically unable to repair them, or simply cannot afford to, this program can be a perfect fit.
- **Consider working with a development organization to produce scatter-site affordable rental and ownership units** – this action is heavily dependent on completing the first three actions listed above and should be considered a more long-term action. This action would require identification of potential sites, identification of funding sources and development of a funding model, grant preparation, administration and project management. Upon completion of a project, the units would need to be marketed and in the case of rental units, managed. Scattered site affordable housing is indistinguishable from any other type of housing and is often the model for affordable housing projects in small, rural or suburban communities. For example, this type of development has been successfully produced on the Cape and in the neighboring hill-town areas. These types of project can be used to develop new units or acquire and rehabilitate existing homes.
- **Consider adoption of the Community Preservation Act.** -The Community Preservation Act has approximately \$25 million of matching state funds to disburse to municipalities every year for the creation and support of affordable housing, conservation, and historical preservation. The State monies will match funds gained if a town elects to a property tax surcharge of up to 3%. Use of these funds is determined locally. In Berkshire County, Stockbridge and Williamstown are the currently the only towns that have adopted the Community Preservation Act, making them the only two municipalities able to receive money from a pool of funds designed to serve all 32 Berkshire County municipalities.
- **Creation of a Housing Trust-** This action would most likely be initiated by private citizens and would not be heavily dependent on public support or assistance. This is a relatively novel concept, but there are some models available that could be examined. It would function in essentially the same manner as a Land Trust and would be largely dependent on the largesse and stewardship of private contributors.
- **Consider the creation of a Town Housing Fund** that will earmark a small local appropriation on an annual basis for the general purpose of planning, production and rehabilitation of affordable housing in the town of Tyringham.

These funds could be used for matches for state and federal grant funds, or for a local revolving fund loan program, or for land acquisition for housing purposes, and or housing development.

Town of Tyringham

Community Development
Plan

Housing Suitability Map



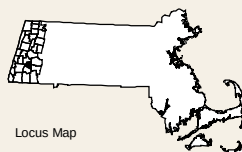
Retain and rehabilitate existing housing stock



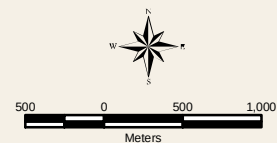
This map was created by the Berkshire Regional Planning Commission and is intended for general planning purposes only. This map shall not be used for engineering, survey, legal, or regulatory purposes. MassGIS, BRPC or the Town provided all of the data layers used to create this map.

This project was funded through a grant from the Massachusetts Executive Office of Environmental Affairs, Massachusetts Department of Housing Development, and the Massachusetts Executive Office of Transportation and Construction.

December 19, 2003
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Locus Map



Massachusetts State Plane Meters
North American Datum 1983

Open Space and Resource Protection



Open Space and Resource Protection

Introduction to the Open Space Element
OSRP Overview
Open Space Suitability Map

Introduction to the Open Space Element



Residents of Tyringham treasure the open space throughout the community. The 2003 Tyringham Open Space and Recreation Plan documents the town's dedication to protecting its land by updating the 1990 version of this report. The community seized the opportunity provided by the 2002-2003 Community Preservation Initiative of the Executive Office of Environmental Affairs (EOEA), to collect the information presented in this plan and to conduct a community visioning session to provide a basis for the goals and recommendations considered here.

The following section is a brief overview of the town's Open Space and Recreation Plan. For further inquiry, the document can be found at Tyringham Town Hall.



Tyringham Open Space & Recreation Plan

Prepared by

Laurie Sanders & Kasey Rolih, UMass Extension

in cooperation with



Berkshire Regional Planning Commission
&
Town of Tyringham



December 2003

Section 1. PLAN SUMMARY

Unlike many Massachusetts communities, Tyringham is in an enviable position. Nearly a third of our town has been permanently protected, and this has helped insulate us from many of the problems confronting other communities—sprawl, unsightly development, the loss of farmland, and the degradation of water quality. Nevertheless, although many of our town's most important resources are protected, we still need to take steps to prevent changes that would mar our community's character and degrade our environment.

The intention of this document, in concert with the town's Community Development Plan, is to plan efficiently, wisely and fairly for the future of Tyringham. This Open Space & Recreation Plan (OSRP) summarizes our town's ecological, historical and recreational resources, and identifies our conservation and recreation priorities. It also acknowledges issues such as land use, finances, and demographics, which are inherently tied to our community's development.

To help complete the OSRP plan, we worked with staff from the Berkshire Regional Planning Commission and UMass Extension. We also relied on Tyringham's 1990 OSRP and input from Tyringham's 2000 Community Development Plan Advisory Committee. Committee members included Barbara Adams, Toodie Alsop, David Carriere, Bill Cosel (Chair), Sarah Hudson, Chris Johnson, Mike McCauley, Carey McLintosh, and Judy Morehouse.

Since the 1990 OSRP was approved, none of the action items included in it was completed. To prevent this from happening again, our committee developed a list of priorities that have broad support among community members. We also prepared what we believe is a realistic schedule to complete these actions.

If we plan wisely and implement the actions items detailed in this document, we will be able to preserve the qualities that define our community and that we all hold dear—Tyringham's spectacular landscape features, its rich history, clean water, outstanding wildlife habitat, and its agricultural heritage.

The view from the town cemetery, showing town offices & a portion of The Cobble.



Section 2: INTRODUCTION

A. Statement of Purpose

Land is one of the most precious assets our community possesses. How we use it shapes our town's character and vitality. Tyringham is fortunate because its rural character and scenic beauty--the qualities that appeal to so many of us—remain largely intact. This is due in part to conservation efforts of local landowners, state and federal environmental agencies and private non-profit organizations. Together, these entities have helped permanently protect 32% of our town. Meanwhile revisions to Tyringham's Zoning Bylaws have helped regulate building and development so that it is more compatible with the town's rural quality. Still, we have worries. The loss of our community's agriculture traditions is a major concern as is the possibility of new, out-of-place development. Without careful planning and zoning, the fabric of our community and the environment we cherish can easily be damaged.

B. Planning Process & Public Participation

Using funds from Massachusetts Executive Office of Environmental Affairs (Executive Order 418) and The Trustees of Reservations' Highlands Initiative, the Tyringham Select Board voted to update the town's 1990 Open Space and Recreation Plan (OSRP). A Community Development Planning Committee was established; members included Barbara Adams, Toodie Alsop, David Carriere, Bill Cosel (Chair), Sarah Hudson, Chris Johnson, Mike McCauley, Carey McLintosh, and Judy Morehouse. The plan was completed with assistance from the Berkshire Regional Planning Commission (Bryan Boeskin, Mark Maloy and Peter Falcier) and UMass Extension (Laurie Sanders, Kasey Rolih). Berkshire Regional Planning Commission prepared the maps and completed an assessment for enhancing bicycle safety and the creation of a new pedestrian walking path. UMass Extension provided technical assistance with issues related to biodiversity and, with input from community leaders, was responsible for writing this advisory document.

This Open Space and Recreation Plan was developed to in large part help guide and inform the actions of our local officials. In addition, upon approval by the State's Division of Conservation Service, our town will be eligible to apply for state grants to help cover the costs of protecting land for conservation and recreational use. The grants can be used to reimburse the town for costs associated land acquisition, appraisals, surveys, deed transactions, and other activities related to protecting significant open space. For Tyringham, the reimbursement rate from the Massachusetts' Division of Conservation Service's Self Help program is 52% (up to \$250,000).

As part of a process associated with creating a Community Development Plan, Tyringham's Planning Board sent a questionnaire in March 2002 to each residence, asking for input on topics ranging from housing and services to open space and recreation. Of those surveyed, approximately 25% responded (41 voting residents; 10 non-voting, seasonal residents). With respect to open space and recreation, the responses from the recent survey mirrored those from the town's 1990 Open Space & Recreation plan—Tyringham residents prized the town's rural character, scenic views and open space and are concerned about the rising cost of land and housing, increased traffic and the town's vulnerability to inappropriate development (Appendix A.3).

Three public meetings were held to discuss the OSRP. Two of the discussions took place during regular meetings of the Community Development Committee (4/2003), and a third meeting was held in September 2003. At the September meeting, 16 members of the community participated in a discussion of the goals and objectives and 5-Year Action Plan included in this document. In addition, to encourage public participation, UMass Extension created a poster on open space and the open space & recreation

planning process and we posted it in the town hall beginning in September 2003. UMass Extension also had conversations with staff from The Trustees of Reservations, Appalachian Trails Lands Committee, Berkshire Natural Resources Council, the Massachusetts Department of Environmental Management and MassWildlife; their comments are also incorporated into the plan.

Section 4. ENVIRONMENTAL INVENTORY AND ANALYSIS

H. Environmental Challenges

At present, Tyringham fortunately does not have any known hazardous waste or brownfield sites, and there are no significant erosion or sedimentation problems in town. **The former town landfill is now used as a highway garage. (Should the old landfill be tested??)** Flooding, however, is a concern, both along farm fields near Hop Brook and of homes and yards near the confluence of Merry Brook, an intermittent stream and Hop Brook.

Another challenge is development pressure. Since 1997, more than **30** new homes have been built. In order to preserve the important open spaces that define our community, help retain our town's agricultural heritage, safeguard water quality and conserve ecologically significant areas, we must make tough decisions including:

- Protecting the town's rural character by precluding changes that would damage scenic roads, views, sensitive resource areas (cultural, natural, agricultural or recreational), and water quality by implementing creative zoning techniques and conserving land;
- Protecting water quality by addressing septic system failures and educating land owners about aquifers, vegetative buffers, underground storage tanks, and lawn and road runoff;
- Managing invasive species that can impair recreational opportunities (swimming and boating) and natural systems;
- Improving recreational resources by creating new trails and upgrading areas to improve bicycle safety
- Creating incentives for agriculture
- Identifying, protecting and maintaining cultural/historical resources

Section 6: COMMUNITY VISION

Description of Process & Statement of Open Space & Recreation Goals

The questionnaire sent to each residence by the Planning asked for input on a range of topics--from affordable housing and transportation to open space and recreation. For the roughly 25% who responded, the preservation of open space and the town's rural character were priorities. Following the questionnaire, three public meetings were held and a poster soliciting input in the Open Space & Recreation planning process was posted at town hall. At a meeting in September 2003, 16 community members discussed goals and objectives for the town. Participants felt strongly about maintaining and protecting the town's open fields and providing incentives for farmers to remain viable. Water quality and the protection of areas of significant ecological interest were also important. The preservation of historical resources is another priority issue in town. To help cover the costs of open space protection, participants at Open Space meetings felt that there would be important benefits to linking with partners (e.g. The Trustees for Reservations, Berkshire Natural Resources Council, The Nature Conservancy, MA Department of Conservation & Recreation, MA Division of Fish & Game, and National Park Service). This approach makes even more sense when one considers the amount of protected open space lying near Tyringham's borders but located in surrounding towns. There are many opportunities for linkages and collaborations.

Section 7: ANALYSIS OF NEEDS

A. Community and Resource Protection Needs

The 2001 build-out analysis (**Buildable Land Map**) completed by the Berkshire Regional Planning Commission demonstrated that, given current zoning and various physical constraints, nearly 1/3 of the town remains available for development. If developed, the character of Tyringham would change drastically. Although areas of historical significance may not be impacted, the town's water quality, recreational opportunities, aesthetic resources (vistas/scenic roads) and ecologically significant lands would be greatly altered. In particular, areas predicted by CAPS to have high biodiversity values would be affected. Tyringham is currently in the process of reviewing its existing by-laws and it is likely that changes will be recommended to ensure that the town's growth and development proceeds in a way that is compatible with the community's vision.

Beyond protection, community members supported the concept of a new trail that would extend between Breakneck Road, the Appalachian Trail, and the fire station (**Open Space Suitability Map**). They also felt safety was an important issue for cyclists and pedestrians along Main Road, where many motorists speed along the straight-aways. As part of the Community Development Planning process, BRPC also evaluated the town for a pedestrian walking path and provided recommendations for to increase bicycle safety. Specific recommendations include:

Cycling Recommendations

- ❑ Develop Hop Brook trail for multi-use path
- ❑ Cycling signage, shoulder upgrades along Main Road (See Appendix A)
- ❑ Cycling signage, pavement marking upgrades along Monterey Road
- ❑ Bike racks in center of town, along Hop Brook Trail, at Tyringham Cobble
- ❑ Integrate Hop Brook trail into regional multi-use path backbone

Walking Recommendations

- ❑ Sidewalk extensions from the center of town, especially along Main Road between the Town Hall and the Fire Station, leading to the start of the Hop Brook trail
- ❑ Consider keeping Hop Brook trail as recreational walking path
- ❑ In the long term, consider sidewalks or other pedestrian measures along Jerusalem Road to safely connect the center of town to the Tyringham Cobble trail network.

Residents who responded to the recent survey the majority supported preserving open space and maintaining farmland. For areas outside of agriculture, the combined analysis of BioMap and CAPS gives Tyringham the best-to-date available tool for quantitatively evaluating land based on its ecological merits. This analysis can also be taken one step further. Each type of natural community can be evaluated with respect to how much is protected versus how abundant it is in town (**Table 2**). Of the 32% of protected open space, the majority is northern hardwoods. Mixed transitional forest and temperate coniferous forest are also abundant. Table 7 suggests that the amount of protected open space for each natural community type is, overall, well-balanced, i.e. most are as well-represented in protected land as they are in town. Only three categories (shrub swamp, lakes and ponds) are underrepresented.

Future protection efforts may want to focus on these under-represented and rarer community types.

Table 2: Natural Communities	% in Town (x/11998 acres)	% in Protection (X/3789 acres)
Northern Hardwood forest	33	33
Mixed Transitional forest	22	25
Temperate conifer forest	22	22
Agricultural Land	6	6
High-gradient Headwater	4	3
Grassland	2	3.0
Shrub Swamp	2	1
Emergent Marsh	1	1
Lake	1	0.1
Old Field	0.5	0.8
Deciduous/mixed forested wetland	0.4	4
Coniferous Forested Wetland	0.3	2
Pond	0.3	0.2
Streams/Rivers	0.3	0.3
Powerline Shrubland	0.1	0.1
Cliffs	< 0.1	< 0.1
Vernal Pool	< 0.1	< 0.1

B. Management Needs

Like all towns, Tyringham's management needs are multiple and varied.

Recreation:

- Maintain playground and the town beach.
- Enhance recreational opportunities for residents and visitors through the creation of new trails (pedestrian & bicycling).
- Improving accessibility to town-owned areas for all (ADA requirements).

Historic

- Maintain town-owned historic resources (cemeteries, buildings).
- Ensure un-protected historic features are not inadvertently destroyed.
- Inventory historic resources in town

Water Quality

- Educate landowners (especially around Goose Pond and along local streams & wetlands) about non-point source pollution (fertilizers, maintaining vegetative buffers, etc). To be effective, the town will work with Goose Pond Maintenance District and the Conservation Commission.

Agricultural

- Provide incentives for farmers to remain in farming and keep farm fields open. At the town level, we can do this through education and where possible, local tax incentives.

Ecological

- Update & revision of local by-laws to help ensure the maintenance of the town's ecologically important areas.
- Maintain the integrity of natural areas by controlling the spread of invasive non-native species.
- Conduct biological investigations by qualified biologists to help further refine our town's conservation priorities. Certify vernal pools.

Section 8: GOALS AND OBJECTIVES

Goals

Objectives

Preserve the character of the Town	◆ Consider developing by-laws to help: (a) Protect the agricultural character of the Tyringham Valley (b) Safeguard water quality around brooks and ponds (especially Goose Pond) (c) Protect areas of high biodiversity (d) Establish an Historic Districts; e.g. in the village center and/or other locations (e) A Scenic Road overlay district for selected roads in town (f) Protect ridgelines and slopes (i.e. Scenic Mountain Act) ◆ Work with our potential partners (TTOR, Appalachian Trail lands committee, other state & federal agencies, neighboring towns, and the Berkshire Natural Resources Council) to identify, prioritize and permanently protect and manage key parcels and landscapes ◆ Inform landowners about conservation options and encourage them to work with land trusts, the state's APR program, or Chapter 61, Chapter 61A and Chapter 61 programs ◆ Maintain strict standards for perc testing to maintain water quality
Maintain water quality and water quantity	◆ Work with MassWildlife, private landowners, Conservation Commission and DEP to ensure that beaver dams do not cause widespread flooding in existing hayfields and pastures ◆ Prevent erosion, sedimentation and the overuse of lawn and agricultural fertilizers and pesticides near brooks and water bodies
Establish new recreational opportunities	◆ Consider the development and lay-out of a new trail between Breakneck Road and the town center and provisions for increased bicycle safety
Improve understanding of ecology and conservation	◆ Encourage awareness and appreciation of local natural history and conservation matters

Section 9: FIVE YEAR ACTION PLAN

2004	Item	Board(s) Involved
1.	Establish an Open Space Committee	Select Board
2.	Consider guidelines to help retain the Valley's agricultural heritage through by-law changes, the creation of a fund dedicated to the maintenance of open field to maintain the Tyringham Valley's scenic & agricultural appearance and promote agricultural viability	Planning Board, Open Space Committee
3.	Hold public information meeting to understand new Title 5 guidelines (effective January 2004) that will allow perc rates of 1" /60 minutes vs. current standard 1"/30 minutes. Consider adopting board of health regulations that maintain stricter standards than the revised state standards	Board of Health
4.	Encourage TTOR to hold a landowners meeting on conservation options	Open Space Committee, Conservation Commission
5.	Convene a meeting with the DPW, MassWildlife, ConCom and interested landowners to discuss beaver management and related regulations	Select Board
6.	Begin review of the Scenic Mountain Act & host a public forum	Planning Board, Select Board, Open Space Committee
7.	Coordinate a field trip series to local natural areas (w/TTOR or AT Lands Committee, BNRC, DEM, UMass Extension, New England Wildflower Society, etc)	Open Space Committee
8.	Designate stumpage fees for maintenance of town-owned open space	Select Board
9.	Investigate the possibility of an easement for a new, level walking trail between the fire station/village center and Breakneck Road Post	Planning Board, Conservation Commission
10.	Obtain updates for GIS maps from Berkshire Regional Planning Commission and UMass Biodiversity Project	Open Space Committee

2005	Item	Board(s) Involved
1.	Continue working with landowners and the DPW to manage beavers	DPW, Select Board
2.	Conduct workshop/presentation on Scenic Mountain Act	Planning Board
3.	Maintain the water quality of Goose Pond and the town pond by maintaining or reestablishing vegetation buffers along margins that are eroding, Control non-native invasive aquatic plants.	Park Commission, DPW
4.	Identify high value areas using Biomap and biodiversity models, historic, agriculture and recreation features and levels of development risk using assessor's maps and protected land data. Work with federal, state, local partners to safeguard important parcel (s); apply for a Division of Conservation Services grant	Open Space Committee, Conservation Commission, Historic Commission, Community members, local private, state and federal partners
5.	Evaluate and prioritize areas for action, and acquire/conserv key parcels to safeguard wildlife corridors, fields and meadows; prevent forest fragmentation and protect lands of significance within Tyringham's and along its borders	Open Space Committee, Conservation Commission, Historic Commission, Community members, local private, state and federal partners
6.	Work with Highway Dept for use of Best Management Practices to reduce NPS pollution by sand, salt, fuel and	Select Board, DPW

	gravel, mitigate existing problems, and minimize salt use.	
7	Host public meetings to discuss possibility of Scenic Road by-law/overlay district to protect stonewalls, large trees, historic foundations, landscape features, establishes setbacks)	Planning Board
8.	Investigate and establish a dedicated fund for acquiring/protecting land in Tyringham	Select Board
9.	Design alternatives to mitigate flooding problem in village center	Select Board, DPW, Conservation Commission
10.	Have highway department apply Best Management Practices for road maintenance (stonewalls, trees) to help ensure Tyringham's rural character	DPW, Tree Warden

2006	Item	Board Involved
1.	Update Zoning By-laws to reflect biodiversity values. For divisions of land not requiring approval, work w/ developer for best possible outcome based on Biomap and biodiversity criteria.	Planning Board, Open Space Committee
2.	Research an historic district, hold public forums and define boundaries and set out criteria for inclusion/exclusion	Planning Board, Open Space Committee, Historic Commission
3.	Coordinate a field trip series to local natural areas (w/TTOR or AT Lands Committee, BNRC, DEM, UMass Extension, New England Wildflower Society, etc)	Conservation Commission
4.	Consider establishing a land bank through private donations	Open Space Committee
5.	Seek funding to develop unobtrusive, informative interpretive signage along trail about the natural history and history of Hop Brook and the Valley	Conservation Commission, BRPC
6.	Continue working with our partners to identify, protect and maintain important landscapes	Open Space Committee
7.	Solicit additional assistance from staff at TTOR's Highlands Initiative	Open Space Committee
8.	Host training workshops for the Planning Board, ZBA, Select Board, Conservation Commission and Board of Health on technical regulatory issues	Open Space Committee (coordinator)
9.	Obtain updates for GIS maps from Berkshire Regional Planning Commission and UMass Biodiversity Project	Open Space Committee

2007	Item	Board(s) Involved
1.	Adopt a biodiversity overlay zone (includes special permit provisions for new construction including lot size restrictions, contribution to land bank, etc)	Planning Board
2.	Review existing by-laws to protect water quality and develop draft language for a water quality by-law that would effect properties near wetlands, waterways and ponds	Planning Board, Conservation Commission
3.	Publicize the benefits of vegetative borders for maintaining water quality and quantity	Open Space Committee, Board of Health
4	Work with landowners and our partners to protect important landscapes	Open Space Committee
5.	Review by-law language to prevent unnecessary lighting on future commercial structures & public buildings	Planning Board
6	Encourage awareness of conservation and open space by offering field trips to local natural areas; host an invasive	Open Space Committee, Conservation Commission

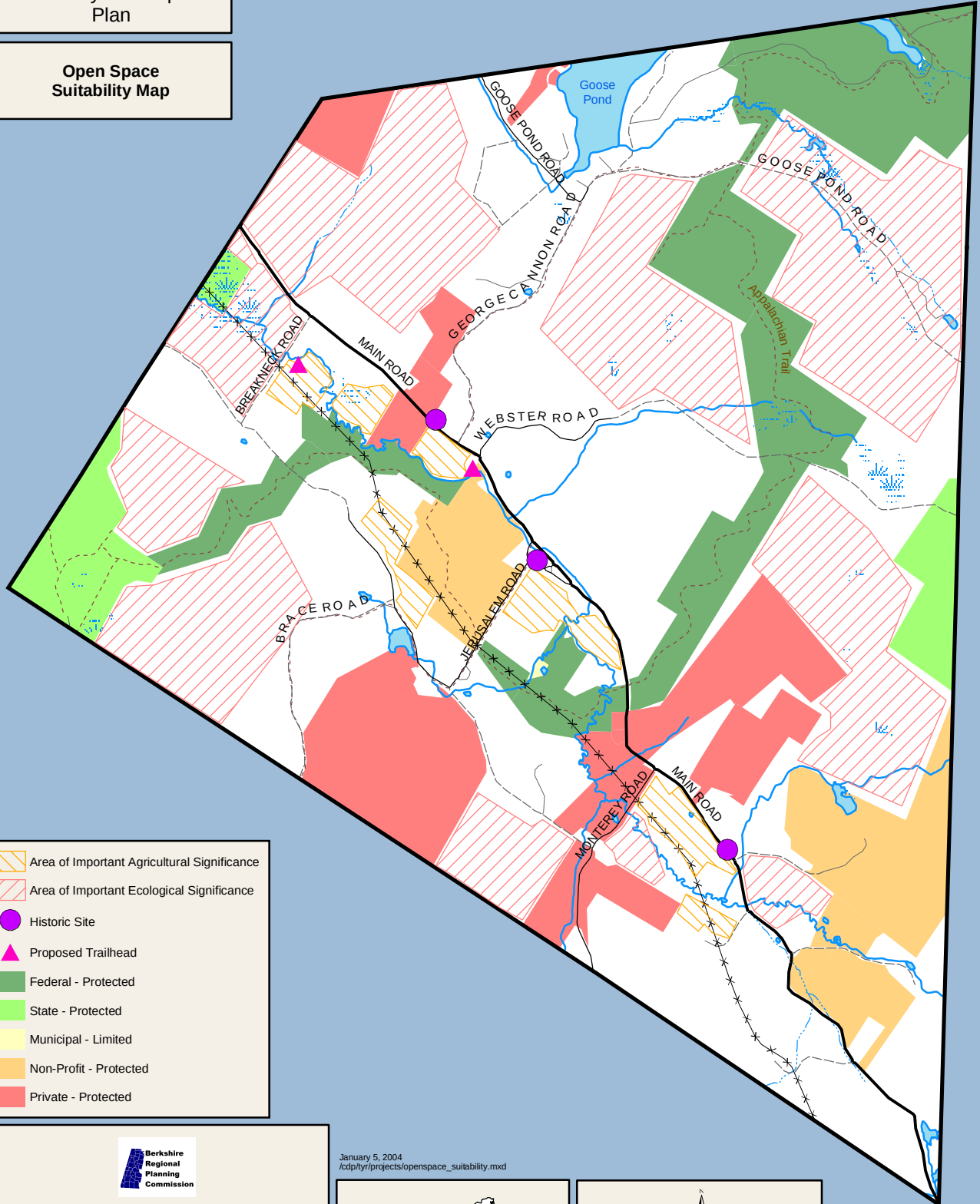
	plant workshop	
7.	Establish a bike trail along Main Road in Tyringham	Park Commission
8.	Host a forum on conservation options for land protection for landowners from Tyringham and neighboring towns	Open Space Committee, Conservation Commission
9.	Certify vernal pools	Interested residents, BCC students

2008	Item	Board(s) Involved
1.	Consider adopting a water quality overlay district	Planning Board
2.	With assistance from the Historical Society, inventory historical assets and develop programs that encourage appreciation/preservation of Tyringham history	Historic Commission
3.	Encourage the rehabilitation, preservation and renovation of historic sites and buildings through tax abatements	Historic Commission
4.	Consider adopting the Community Preservation Act	Open Space Committee
5.	Respond to the demand for expanded recreation program for teenagers and seniors	Park Commission
6.	Identify, map and control invasive plant species that may threaten the integrity of sensitive natural areas	Conservation Commission, BCC students
7.	Obtain updates for GIS maps from Berkshire Regional Planning Commission and UMass Biodiversity Project	Open Space Committee

Town of Tyringham

Community Development
Plan

Open Space Suitability Map



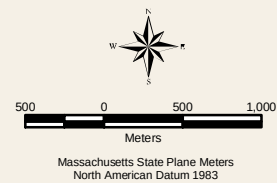
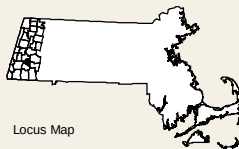
- Area of Important Agricultural Significance
- Area of Important Ecological Significance
- Historic Site
- Proposed Trailhead
- Federal - Protected
- State - Protected
- Municipal - Limited
- Non-Profit - Protected
- Private - Protected



This map was created by the Berkshire Regional Planning Commission and is intended for general planning purposes only. This map shall not be used for engineering, survey, legal, or regulatory purposes. MassGIS, BRPC or the Town provided all of the data layers used to create this map.

This project was funded through a grant from the Massachusetts Executive Office of Environmental Affairs, Massachusetts Department of Housing Development, and the Massachusetts Executive Office of Transportation and Construction.

January 5, 2004
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Transportation



Transportation

Introduction to the Transportation Element
Bicycle and Pedestrian Report
Official Map Report
Transportation Suitability Map

Introduction to the Transportation Element



Transportation in Tyringham is tied to issues of economic development, housing, land use, and community development. BRPC developed a Bike/Ped study, which addresses issues of walking and cycling in town, while an Official Map was created in order to address ownership, maintenance responsibilities, suitability for development, and eligibility for public road improvement funds. Related factors:

- Roadway characteristics such as ownership, pavement and shoulder width, speed limit and sidewalks
- Land Use
- Traffic volumes and vehicle classification
- Speed limits, travel speed, and crash history
- Parking conditions
- Measurement of bicycle compatibility

Bike and Pedestrian Trail Report

Town of Tyringham, Massachusetts



Prepared By

Berkshire Regional
Planning Commission

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1.0 INTRODUCTION

The Berkshire Regional Planning Commission (BRPC) conducted a study of cycling and pedestrian (bike/ped) pathway development in the Town of Tyringham, Massachusetts as part of the transportation element of the Town's Community Development Plan. The study measured the suitability of existing road conditions for cycling and walking and identified the corridors of highest potential demand for such activities in the Town of Tyringham. The study also identified undeveloped or underdeveloped areas and corridors that make sense as attractive future settings and routes for Tyringham cyclists, walkers, rollerbladers and other recreations.

The study recommendations are intended to balance recreational value, transportation utility and development feasibility. Special attention was paid to routes that connect the Town's primary residential and commercial areas to its recreational sites. The Town's three prominent open space areas—the Tyringham Cobble, the Hop Brook valley, and the Appalachian Trail corridor—present three particularly attractive areas for walking and perhaps cycling enhancements. These enhancements most likely would involve renewal or more likely networking of trails in the areas as well as improvements to the roads and sidewalks that lead to them. The BRPC recognizes that the Town does not generally control development within federally owned facilities and that this may be a source of frustration for Town citizens. Bike/ped enhancements to routes leading to and from these facilities—routes that *are* controlled by the Town—will help Tyringham citizens reclaim a certain measure of local direction of recreational facility accessibility and use. Local residents and tourists alike will benefit from a well-organized network of bike lanes, sidewalks and pathways, connecting Tyringham's principal attractions, residences and places of business. The recommendations aim to help alleviate growing traffic congestion, encourage recreation, direct tourism, and improve the Town's overall quality of life.

The final objective of the plan is to provide possible routes for a regional bike and pedestrian path through the Town of Tyringham. Groups in Berkshire County such as the Berkshire Bikepath Council and the Berkshire Regional Planning Commission are committed to the development and construction of a contiguous multi-use path system, envisioned as a central backbone with local ribs, from the Connecticut to the Vermont border. With the recommended bike/ped enhancements, the Town of Tyringham could be well integrated into the proposed regional network.

2.0 EXISTING BIKE/PED ROAD COMPATIBILITY

BRPC surveyed the roads, shoulders, sidewalks and traffic markings along key sections of Tyringham thoroughfares, inspecting for conditions compatible with safe, enjoyable walking and cycling. The following sections describe the methodology used to assess priority for cycling and pedestrian development along Tyringham's roads.

2.1 CYCLING COMPATIBILITY

The Federal Highway Administration (FHWA) has devised a comprehensive measure of cycling suitability for roads throughout the nation: the Bicycle Compatibility Index (BCI). In December 2003, BRPC published a guide to bike/ped development in Berkshire County, *The Berkshire Bicycling and Walking Transportation Plan*, relying on the BCI as one basis of ranking cycling development priorities for roads throughout the Berkshires. The BCI weighs factors such as shoulder width, traffic flow, road markings, speed limits, and roadside parking. BCI scores range from 0.0 to 6.0, with *higher* totals indicating *worse* performance and *lower* totals indicating *better*

performance. Roads with BCI scores of 1, for example, have extremely high bike compatibility, while roads with BCI scores of 5.5 have extremely low bike compatibility.

The *Berkshire Bicycling and Walking Plan* does not rely solely on the BCI for cycling development prioritization. The *Plan's* priority rankings also take into account roadside land use (e.g. residential, agricultural, forest, etc.), road crash rates, road topography, and transportation demands along a given route (i.e. households with no cars, access to schools, shopping, recreational facilities, heavy truck use, etc.). The regional plan priority ratings also incorporate a measure called bicycle level of service (LOS), a concept based on the Federal Highway Administration's vehicle level of service, which gauges operational road conditions based on motor vehicle volume and road capacity. The bicycle level of service has yet to be explicitly defined, but it can be thought of as a barometer of cyclists' comfort, convenience and freedom to maneuver along a given stretch of road. Cycling LOS grades of A indicate an extremely high cycling suitability and LOS grades of F indicate extremely low cycling suitability. LOS grades are correlated to BCI compatibility levels. Roads with LOS grades of C or better (equivalent to BCI scores of 3.40 or lower), which correspond to moderately high cycling compatibilities or better, are deemed the minimum standard for cycling suitability.

In effect, BRPC prioritized a road's cycling development potential according to its demand and condition, with roads in high demand and poor cycling condition ranking highest in development priority. In other words, roads with higher BCI scores—*lower* bike compatibility—and heavier demand generally get *higher* development priority in the regional bike plan. The following table (Table 1) shows the cycling priority rankings for all roads in Tyringham. These are based on traffic, census, land use and other data, and they provided only a preliminary sorting of cycling development priorities for Tyringham roads. BRPC used this initial sorting for field checking purposes. The final recommendations in this report rely only in part on these initial priority rankings and in part on field observations and residents' wishes.

Table 1. Cycling Development Priorities for All Tyringham Roads

CSN 2000	Street Name	Residential	Commercial	ACCIDENT	SLOPE 2:0	OTHER DESTS	PARK	OCAR	SCHOOLS	BCI	LOS	Cycling Compatibility Level	Priorities
B0369000	FENN	0.00	0.00	0	2	0.00	0.00	0	0.00	3.64	D	Moderately Low	5.64
B0369500	CHURCH	0.00	0.00	0	2	0.00	0.50	0	0.00	2.91	C	Moderately High	5.41
B0367800	MCDARBY	0.00	0.00	0	2	0.00	0.00	0	0.00	3.19	C	Moderately High	5.19
B0368300	MAIN ROAD	0.00	0.00	0	1	0.00	0.50	0	0.00	3.30	C	Moderately High	4.80
B0368000	GEORGE	0.00	0.00	0	1	0.00	0.00	0	0.00	3.49	D	Moderately Low	4.49
B0369400	MCCART	0.00	0.00	0	1	0.00	0.00	0	0.00	3.49	D	Moderately Low	4.49
B0369800	WEBSTE	0.00	0.00	0	1	0.00	0.00	0	0.00	3.49	D	Moderately Low	4.49
B0368100	MAIN ROAD	0.00	0.00	0	1	0.00	0.00	0	0.00	3.43	D	Moderately Low	4.43
B0370300	BREAKNECK	0.00	0.00	0	1	0.00	0.00	0	0.00	3.34	C	Moderately High	4.34
B0368200	MAIN ROAD	0.00	0.00	0	1	0.00	0.00	0	0.00	3.30	C	Moderately High	4.30
B0368400	MAIN ROAD	0.00	0.00	0	1	0.00	0.00	0	0.00	3.30	C	Moderately High	4.30
B0367700	GOOSE	0.00	0.00	0	1	0.00	0.00	0	0.00	3.19	C	Moderately High	4.19
B0368700	BARNES	0.00	0.00	0	1	0.00	0.00	0	0.00	3.19	C	Moderately High	4.19
B0370200	BRACE	0.00	0.00	0	0	0.00	0.50	0	0.00	3.64	D	Moderately Low	4.14
B0369900	JERUSALEM	0.00	0.00	0	0	0.00	0.50	0	0.00	3.39	C	Moderately High	3.89
B0370500	COOPER	0.00	0.00	0	1	0.00	0.00	0	0.00	2.88	C	Moderately High	3.88
B0370400	LAKE SIDE	0.00	0.00	0	0	0.00	0.00	0	0.00	3.72	D	Moderately Low	3.72
B0368500	MAIN ROAD	0.00	0.00	0	0	0.00	0.00	0	0.00	3.61	D	Moderately Low	3.61
B0368600	MAIN ROAD	0.00	0.00	0	0	0.00	0.00	0	0.00	3.61	D	Moderately Low	3.61
B0370000	JERUSALEM	0.00	0.00	0	0	0.00	0.50	0	0.00	3.09	C	Moderately High	3.59
B0369600	CHURCH	0.00	0.00	0	0	0.00	0.50	0	0.00	3.06	C	Moderately High	3.56
B0368900	BEACH	0.00	0.00	0	0	0.00	0.00	0	0.00	3.49	D	Moderately Low	3.49
B0367600	GOOSE POND	0.00	0.00	0	0	0.00	0.00	0	0.00	3.47	D	Moderately Low	3.47
B0369300	MONTEREY ROAD	0.00	0.00	0	0	0.00	0.00	0	0.00	3.44	D	Moderately Low	3.44
B0369100	MONTEREY ROAD	0.00	0.00	0	0	0.00	0.00	0	0.00	3.37	C	Moderately High	3.37
B0368800	SODEM	0.00	0.00	0	0	0.00	0.00	0	0.00	3.34	C	Moderately High	3.34
B0369700	WEBSTER	0.00	0.00	0	0	0.00	0.50	0	0.00	2.76	C	Moderately High	3.26
B0367900	LAKE SIDE	0.00	0.00	0	0	0.00	0.00	0	0.00	3.19	C	Moderately High	3.19
B0369200	MONTEREY ROAD	0.00	0.00	0	0	0.00	0.00	0	0.00	2.99	C	Moderately High	2.99
B0370510	STONEB	0.00	0.00	0	0	0.00	0.00	0	0.00	0.64	A	Extremely High	0.64

Table 1. The initial ranking of cycling development priorities for all roads in Tyringham based on MassHighway RIF, UMass Land Use and U.S. Census data.

2.2 Cycling Compatibility Field Work

In spring 2003, BRPC staff visited Tyringham to survey the roads in town that initially ranked highest and lowest in development priority. It was discovered that the preliminary BCI results of plugging existing data into the BCI formula (mostly MassHighway Road Inventory File, UMass Land Use and 2000 U.S. Census data) didn't always reflect all pertinent considerations for real-world bike/ped development. BRPC found that Tyringham roads initially ranking high in priority were often minor residential streets, many of them dead ends. Other roads, such as Main Road and Monterey Road, had lower development priority rankings but were obviously more relevant from a development standpoint: they carry the bulk of the traffic in Tyringham but often don't have sidewalks, wide shoulders or clear pavement markings. BRPC ended up diverting slightly from the regional *Bicycling and Walking Plan*'s development rankings in order to make recommendations that reflect real-world priorities and actual needs.

The following is a synopsis of BRPC's field reports for Tyringham, including a photographic inventory of town roads with cycling development potential. The alphanumeric codes in Table 1 above and in the parentheses after road names below are County Serial Numbers (CSNs) that identify specific segments of roads in Berkshire County, with each CSN corresponding to nearly fifty road-related measurements (primarily from the 2000 MassHighway Road Inventory File), including shoulder width, posted speed limit, roadside land use (based on a 1997 BRPC update of the UMass Land Use survey), roadside parking and other cycling-relevant parameters. The text accompanying the photographs describes BRPC impressions and observations about cycling-specific factors for each road in question. These real-world observations were used for the regional bike/ped plan to validate the initial, BCI-based ranking of cycling development priorities for roads throughout Berkshire County, including those in Tyringham.



Methodology:

When performing this field research, BRPC took the following parameters into account:

- The width of the sidewalks and shoulders
- The approximate Curb Lane Width of the road
- The speed limit
- How much use the road seems to get
- If the section has primarily commercial or residential development
- Whether or not there is parking in the shoulder of the road
- The width of the road in number of lanes

Main Road (CSN 367700, 368000, 368500, 368600)

Main Road is, according to its name, the primary route into and through Tyringham. It carries the preponderance of vehicular traffic and could serve as a primary walking and cycling corridor. According to some Tyringham residents and the Berkshire Cycling Association, Main Road also

comprises one leg of a popular cycling circuit that loops onto Monterey Road to Route 23 in Monterey and back to Main Road into Tyringham.

From the Lee border, past the historic house known as Santarella and into the Village Center, Main Road is well-paved and well signed. BRPC noted several signs along the route reading “Horse Back Riding on Road,” “Children,” “Blind Child,” “Village,” “Stop for Pedestrians” and “Playground.” There were also regularly spaced 40 MPH speed limit signs, which turned to 25 MPH speed limit signs near the town center. There were, however, no signs alerting motorists to the possible presence of cyclists, such as “Share the Road” signs or “Bike Route” signs (see Appendix 1: Cycling Facilities and Appendix 4: MassHighway policy directives). Between the Village Center and the Otis and Monterey borders, the condition of Main Road is marked by cracked pavement and faded lines.

Whatever its pavement and centerline conditions, Main Road is a narrow, 2-lane way with no shoulder markings, no adjacent sidewalks and abrupt grade fall-offs into sandy or gravelly soft shoulders or off-road parking areas. When large vehicles such as SUVs or trucks pass, there is very limited space for cyclists or pedestrians. In the Village Center, there were also no bike racks near the road for cyclists wishing to take a break along the route or simply to park their bikes at their destination (see Bike Parking, Appendix 1).

Monterey Road (CSN 369300, 369100, 369200)

Monterey Road makes up the second leg of the popular Main Road-Monterey Road-Route 23 cycling loop. Like Main Road, it is also a relatively narrow, 2-lane way, which carries a substantial volume of traffic into and out of Tyringham. BRPC noted that pavement markings, including the centerline and shoulder markings, on Monterey Road are very faint, if visible at all. The road also suffers from a precipitous grade drop-off at its edges and offers only sandy or gravelly shoulders, which can present hazards to cyclists. BRPC found a noticeable difference between the road in Tyringham and its continuation in Monterey: as soon as one crosses into Monterey, distinctive, bright centerline and shoulder markings appear. The contrast is impossible to ignore. The Monterey portion of the road, which was also repaved and repainted with new lines in the summer of 2003, offers cyclists a much higher level of service and simply appears safer for all forms of traffic. Again, it should be noted that these are simply subjective observations used to clarify the BCI priority rankings in Table 1.



2.3 Walking Compatibility

There is no systematic index, like the Federal Highway Administration’s BCI, to determine walking development priorities in towns around the nation. There are, however, many well-established,

common sense measures for making pedestrian travel safer and more pleasant. The first among these is sidewalks, or some equivalent walking path separate from the motor traffic right-of-way. Other measures include traffic calming devices such as crosswalks, pedestrian crossing signage, pavement markings and speed limit reductions. These appear in Tyringham only near the town center, where pedestrian traffic is highest, mostly from people walking to places of business from cars parked nearby.

Members of the Community Development Advisory Committee have expressed interest in extending pedestrian considerations beyond the town center so that younger and older members of the community, or any without regular access to motor vehicles, could safely and enjoyably walk from one residence to another or into town and back. This will require substantial upgrading of existing road conditions and possibly construction of new sidewalks extending from the town center.

Possible alternatives to sidewalks or road-related pedestrian network enhancements are off-road walking trails or multi-use paths. With the Appalachian Trail and The Trustees of Reservation's Tyringham Cobble, the Town of Tyringham already has the framework in place for a comprehensive trail system that may be expanded to serve the needs of both recreational walkers and joggers and residential pedestrians. The Berkshire Bikepath Council, which is primarily concerned with creating the regional north-south multi-use path backbone, also encourages development that would allow access to bikes, rollerbladers, joggers and people in wheelchairs or with other mobility assistance devices.

2.4 Walking Compatibility Field Work

Hop Brook Trail



This unpaved would lead from the pavilion west of the town fire station across the nearby bridge and along the west bank of the Hop Brook (see photos above), at least until the next bridge, which is south of the Hale Farm. This corridor could serve as a central recreational path, perhaps sharing passage along a portion of the Appalachian Trail. It could conceivably form the backbone of a town pedestrian corridor serving the needs of residential walkers as well. The community may prefer to keep it exclusively recreational, however, perhaps like the River Walk in Great Barrington. The trail also could be expanded to create a multi-use path, like the Ashuwillticook Trail (this would be the Berkshire Bike Path Council's preference), where cyclists, rollerbladers, runners and others may share

access. This would entail widening or perhaps paving the trail. (See Appendix 2: Walking Facilities). Again, the development of this trail will depend on the wishes of the advisory committee and town citizenry.

Tyringham Cobble

This park, owned by the Trustees of Reservations, hosts a small but attractive trail system, which intersects the Appalachian Trail. The main access is from a trailhead/parking area off Jerusalem Road. The Trustees of Reservations have posted a large sign at the trailhead describing rules and regulations in the Cobble as well as interesting facts about its natural history. Small pamphlets, including a simple trail map, are generally available at the trailhead. A small “no bikes” sign was posted at the entrance gate. There was no easy way to get to the Cobble other than by motor vehicle. The Cobble trail system could make a nice addition to, or branch of, the Hop Brook trail, particularly if residents would like a recreational walking area separate from what could become a multi-use path.

3.0 RECOMMENDATIONS

Members of the BRPC staff consulted with many people on Tyringham’s Community Development Plan committee in the preparation of this plan. One BRPC planner met with particular committee members to walk the proposed route of the Hop Brook Trail. A draft of this plan was sent to each member of the committee in advance of a meeting on bike/ped development in the Town, and members of the committee were asked to fill out a survey (see the Community Development Plan Appendix A.3) ranking their level of support for the recommendations presented here. The following lists highlight those that garnered town-wide support.

3.1 Cycling Recommendations

- ❑ Develop Hop Brook trail for multi-use path
- ❑ Cycling signage, shoulder upgrades along Main Road (See Appendix A)
- ❑ Cycling signage, pavement marking upgrades along Monterey Road
- ❑ Bike racks in center of town, along Hop Brook Trail, at Tyringham Cobble
- ❑ Integrate Hop Brook trail into regional multi-use path backbone

3.2 Walking Recommendations

- ❑ Sidewalk extensions from the center of town, especially along Main Road between the Town Hall and the Fire Station, leading to the start of the Hop Brook trail
- ❑ Consider keeping Hop Brook trail as recreational walking path
- ❑ In the long term, consider sidewalks or other pedestrian measures along Jerusalem Road to safely connect the center of town to the Tyringham Cobble trail network

See the *Proposed Bicycling and Walking Improvements* map on the following page for an overview of the recommendations.

Town of Tyringham

Community Development Plan

Proposed Bicycling and Walking Improvements



- Proposed Cycling Enhancements
- Proposed Walking / Horse Trail
- Proposed Side Walk
- Upgraded Local Road
- Local Road
- Major Road
- Stream
- Intermittent Stream
- Lake / Pond
- Marsh / Wetland
- Trails
- Private Roads / Old Trails
- Transmission Lines

The map was created by the Berkshire Regional Planning Commission and is intended for general planning purposes only. This map shall not be used for engineering, survey, legal, or regulatory purposes. TownGIS, BRPC, or the Town provided all of the data layers used to create this map.

This project was funded through a grant from the Massachusetts Executive Office of Environmental Affairs, Massachusetts Department of Housing Development, and the Massachusetts Executive Office of Transportation and Construction.

Approved: 11/20/2017
Planning Board/Board of Selectmen



Tyringham Cycling Development Proposals



“Share the Road”
or
Bike Route
Signage



Bike Racks at Key
Destinations
(Village Center, Playground,
Tyringham Cobble, Ashintully
Gardens, McLennan
Reservation)



Paved shoulders (ideally 3')
Distinctive Shoulder Markings
Smoothed Grade Drop-offs



Official Map Report

Town of Tyringham



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This document was prepared with funding from the Massachusetts Executive Office of Environmental Affairs, Executive Office of Transportation and Construction/MHD, Department of Housing and Community Development, and Department of Economic Development.

Objective

The purpose of this study is to develop an Official Map for the Town of Tyringham that identifies and classifies the status of roadways within the Town with respect to ownership, maintenance responsibilities, suitability for development, and eligibility for public road improvement funds. Inactive, abandoned and discontinued roads are also identified and evaluated. A large-scale draft Official Map is included with this report. Upon adoption by Town Meeting vote, it will become the primary legal document governing all aspects of roads, road maintenance, public right of access, frontage, liability, and abutting land use in the Town of Tyringham.

Preliminary Survey of Roads

The BRPC presented Town of Tyringham Community Development Plan advisory board members with an orthomap, a high-quality aerial photograph of the town depicting a GIS overlay of roads listed in the 2002 MassHighway Road Inventory File (RIF). The roads were color-coded according to jurisdiction (e.g. MassHighway, State Forest, Town, Unaccepted or Unknown). BRPC then compared the roads shown on the orthomap with roads shown on the 1988 County Engineer's map (the last revision, 1988; see Map 1) and those shown in the 1998 *Official Arrow Street Atlas of Western Massachusetts* (see Map 2). All inconsistencies in location, distance, naming and status were cataloged, and BRPC verified any roads shown on the County Engineering map as "discontinued by vote" or "abandoned for use" by checking the book and page citations listed on the map from the County Commissioner's records at the Registry of Deeds in Pittsfield, MA.

Inventory of Ways

As the second step in building an Official Map, BRPC prepared the comparative inventory of all documented roads and ways within the Town of Tyringham shown in Table 1 (below). The table gives a comprehensive overview of the status of all roads known or identified in the Town of Tyringham. It is easy to identify roads in question by reading across each row: any road missing information or with parenthetical information requires clarification or action. Mileages shown are derived from Town of Tyringham road records. Question marks are shown where certain road characteristics were indeterminable from information available to BRPC at the time. Roads in question require clarification, whether by simply refining the data available for a given road (e.g. spelling of name) or by fixing particular questions of legal status (e.g. administration, mileage, maintenance responsibilities) by action of the select board or Town Meeting vote.

Table 1. Summary of Road Status

Street Name	Admin System	Miles	Mass Highway RIF	Official Arrow Road Atlas	County Engineer's Map
Barns Road	Town Accepted	0.5	✓	✓	Shown as Barnes Road
Beach Road	Town Accepted	0.4	✓	✓	✓
Brace Road	Town Accepted	1.4	✓	✓	Shown as Brace Road
Breakneck Road	Town Accepted	0.7	✓	✓	✓
Church Street	Town Accepted	0.4	✓	✓	Shown as Church

Street Name	Admin System	Miles	Mass Highway RIF	Official Arrow Road Atlas	County Engineer's Map
					Road
Cooper Creek Road	Private	???	✓		
Coopertown Road	Private	???	✓	✓ (Cooper Town Road)	
Fenn Road	Town Accepted	0.8	✓	Shown as < 0.1 mile	Shown as approx. ¾ mile
George Cannon Road	Town Accepted	1.7	✓	✓	Shown as Cannon Road
Goose Pond Road	Town Accepted	1.1 (pavement) 2.3 (dirt)	✓		✓
Hemlock Road	Private	???	✓	✓	
Jerusalem Road	Town Accepted	1.9 (pavement) 1.4 (dirt) all the way to Lee border	✓	✓	✓
Lake Drive	Private	???	✓	✓ (Lakeside Drive)	
Main Road	Town Accepted	6.6	✓	✓	✓
McCarthy Road	Town Accepted	1.2	✓	✓	✓
McDarby Road	Town Accepted	0.2	✓	✓	Shown but not named
Monterey Road	Town Accepted	1.2	✓	✓	✓
Ridge Street		0.2			
Sodem Road	Town Accepted	0.5	✓	✓	Shown as Sodom Road
Stone Bridge Road	Town Accepted	0.7	✓	✓ (Stonebridge Way)	
Webster Road	Town Accepted	0.7 (pavement) 1.4 (dirt) all the way to Otis border	✓	Shown ending approx. ½ mile from Becket/ Otis line	Shown leading into Otis (becoming Dimmock Rd. in Otis)
Unspecified Road between Lakeside Drive and Goose Pond (County Boat Ramp or State Boat Ramp)	???	???	✓	✓	

Unlike so many of its Berkshire County neighbors, the Town of Tyringham has remarkably consistent legal designations for its roads. The fact that it has relatively few roads also limits a number of complications that arise in other towns. Of particular note is that the County Engineer's map shows no record of a road being "discontinued" or "abandoned" in more than a century's worth of County Commissioner's records. Many Berkshire towns have a dozen such roads or more. Beginning, then, with such a comparatively clean slate, the Town of Tyringham is a prime candidate for Official Map adoption.

NOTE: The terms “discontinue” and “abandon” do not mean the same thing legally. Discontinuance ends the public right of way along a road; the road ceases to exist legally and all land uses requiring public access along that discontinued portion of the road, such as Approval Not Required (ANR) subdivision development, disappear. Abandonment has no official definition in Massachusetts General Laws. Though many Berkshire towns have voted at Town Meeting to “abandon” roads, they have taken a legal position on the status of the roads that is at best questionable and at worst meaningless in today’s courts. In most cases, the intent of the abandonment was most likely to either cease the Town’s responsibility for maintenance along a road or part of it or to discontinue the right of way altogether. For ceasing maintenance, Massachusetts General Laws Chapter 82, Section 32A requires that the Town vote to “discontinue maintenance” for roads that the board of selectmen has deemed “abandoned and unused for ordinary travel....” Where the Town intended to cease both maintenance and the public right of passage, Massachusetts General Laws Chapter 82, Section 21 requires that the Town vote to “discontinue” a Town way.

Roads Requiring Clarification/Action

Table 2 details the clarifications needed and actions recommended for all roads in question.

Table 2. Roads Requiring Clarification/Action

Road	Clarification	Conclusion/Recommendation	
Barns Road	Clarify spelling of name: Barns vs. Barnes Road	Conclusion:	
		Name	Barnes Road
		Admin system	Town Accepted
		Distance	0.5 miles
Brace Hill Road	Clarify name: Brace Road vs. Brace Hill Road.	Concluision:	
		Name	Brace Road
		Admin system	Town Accepted
		Distance	1.42 miles
Church Street	Clarify name: Church Road vs. Church Street	Conclusion:	
		Name	Church Road
		Admin system	Town Accepted
		Distance	0.4 miles
Cooper Creek Road	Clarify administration and distance	Conclusion:	
		Name	Cooper Creek Road
		Admin system	Private
		Distance	0.5 miles (DPW)
Coopertown Road	Clarify name: Coopertown Road vs. Cooper Town Road. Check administration.	Conclusion:	
		Name	Cooper Town Road
		Admin system	Town Accepted
		Distance	0.56 miles
Fenn Road	Clarify accepted distance and location of right of way	Conclusion:	
		Name	Fenn Road
		Admin system	Town Accepted
		Distance	0.8 miles
		Recommendation: Consider voting at Town Meeting to discontinue or “discontinue for maintenance” any portion that is not currently used or accessed.	
George Cannon Road	Clarify name: George Cannon Road vs.	Conclusion:	

Road	Clarification	Conclusion/Recommendation	
	Cannon Road	Name	George Cannon Road
		Admin system	Town Accepted
		Distance	1.7 miles
Lake Drive	Clarify name: Lake Drive vs. Lakeside Drive	Conclusion:	
		Name	Lakeside Drive
		Admin system	Town Accepted
		Distance	0.5 miles (DPW)
McDarby Road	Clarify absence of name from County Engineer's map	Conclusion:	
		Name	McDarby Road
		Admin system	Town Accepted
		Distance	0.2 miles
Sodem Road	Clarify name: Sodem vs. Sodom Road	Conclusion:	
		Name	Sodem Road
		Admin system	Town Road
		Distance	0.5 miles
Stone Bridge Road	Clarify Name: Stone Bridge Road vs. Stonebridge Way	Confirm:	
		Name	Stonebridge Ways
		Admin system	Town Accepted
		Distance	0.5 miles
Webster Road	Clarify distance and location of right of way	Confirm:	
		Name	Webster Road
		Admin system	Town Accepted
		Distance	2.1 miles (0.7 miles paved, 1.4 miles dirt)
		Consider voting at Town Meeting to discontinue or discontinue for maintenance any portion that is not currently used or accessed.	
Unspecified Road between Lakeside Drive and Goose Pond	Clarify name and administration	Conclusion:	
		Name	State Boat Ramp
		Admin system	Town Accepted
		Distance	500 feet
		Doug Cameron of the Pittsfield office of the Public Access Board, a unit of the Department of Fisheries and Wildlife reported that according to the act of legislature that abolished the Berkshire County government in 2002, ownership of the boat ramp went to the Department of Environmental Management (DEM), now known as the Department of Conservation and Recreation. That agency, according to Mr. Cameron, is the current owner of the Goose Pond boat ramp. He added that the Pittsfield bureau of the Division of Fisheries and Wildlife is responsible for the right-of-way's day-to-day maintenance (grass-cutting, pavement, repairs, etc.). He said that the parcel parameters for the boat ramp are laid out in Book 679, pages 182-184 of the County Commissioners records. Some of this information is documented at	

Road	Clarification	Conclusion/Recommendation
		the state's DFW website (state.ma.us/dfwele/PAB/pab_table2.htm).

The predominant problem with road status in the Town of Tyringham is inconsistent road naming. This may in fact not be a problem at all, but more of a confusion created by the cartographers who chose the names and spellings printed on their maps. Whatever the case may be, the Town would be well served legally and logistically to decide on a set name for any road with multiple or inconsistent labels.

The second problem may be less simple to solve. Two roads, Fenn Road and Webster Road, are shown covering significantly different distances on different maps. The Atlas shows both roads ending well before the endpoints on the County Engineer's map. And as mentioned above, the County Engineer's map shows no record of discontinuance or "abandonment" for either of these roads, or any portion of them. This should be confirmed against the Town's own records. Depending on what the records show or don't show, the Town should consider which portions of the road are actively used, determine the accepted distance of that used portion, and then vote at Town Meeting to either officially accept that set distance and discontinue or "discontinue for maintenance" any road distance beyond that agreed endpoint.

The Town of Tyringham does vote annually at Town Meeting in May to periodically discontinue maintenance along particular town ways. In the words of the annual warrant article (see Appendix 8), the Town votes to "close portions of Webster, Fenn, Brace, George Cannon and Breakneck Roads and or any other roads at certain times of the year as the Highway Superintendent and Select Board deem necessary." The Town should consider using the term "discontinue for maintenance" as opposed to "close" because the term "close," like "abandon," is not legally defined for roads in Massachusetts General Laws (MGL). (See Appendix 7 for definitions of discontinuance, discontinuance for maintenance, and so on.) Furthermore, the act of discontinuing maintenance, whether seasonally or permanently, does not necessarily have to be voted upon at Town Meeting. According to MGL Chapter 82, Section 32A, the Select Board can judge that a road has become "abandoned and unused for ordinary travel and that the common convenience and necessity no longer requires said town way...to be maintained in a condition reasonably safe and convenient for travel...." One caution to point out about this method of discontinuing maintenance is that, though it can be accomplished at any Select Board meeting and not just at an annual Town Meeting, there are several significant procedural requirements, including calling a public hearing, circulating notice of the hearing in local newspapers, notifying the Planning Board 45 days in advance, notifying all right-of-way abutters by registered mail, and finally posting travel-at-your-own-risk signs at the road's endpoints. (See Appendix A for the procedural details.) If the Select Board agrees to discontinue maintenance under this statute the Town is relieved of legal and maintenance responsibilities for the road, but the road remains a public right of way, with travel at an individual's own risk. The Select Board can re-establish maintenance on any road by laying it out again as an accepted town way with maintenance as prescribed in MGL Chapter 82, Sections 21-23.

Considerations for Approval Not Required (ANR) Development

Of note concerning "abandoned" roads, or roads that may not be actively used or maintained, is a July 2003 Massachusetts Appeals Court decision regarding the rebuilding of an abandoned public road in the Town of Leverett for the purpose of developing abutting land. According to the "Around the Commonwealth" column in the September 2003 *Beacon*, the Appeals Court ruled that a public road must be passable by emergency vehicles at the time of the development application. The court decision makes accessibility by emergency vehicles at the time of application the determining factor in denying an "approval not required" (ANR) endorsement, as

outlined in the Subdivision Control Law (MGL Chapter 81, Sections K-GG). Development of the land in Leverett would have required the Town to rebuild a road no longer in use, a cost the Town did not want to bear.

It should be noted also that *The Boston Globe* has reported cases in other Massachusetts towns, notably Marshfield, where developers are actively seeking roadways that may be unused, or “abandoned,” but that were never legally discontinued. Developers have claimed that such roads provide legitimate access for “approval not required” (ANR) subdivisions, which a planning board must endorse so long as certain criteria are met, as laid out in the Subdivision Control Law. “Abandoned” roads in Tyringham, if any, may therefore present land use quandaries if their status is not clarified legally before a developer approaches the planning board with an ANR subdivision plan.

Recommendation: Official Map

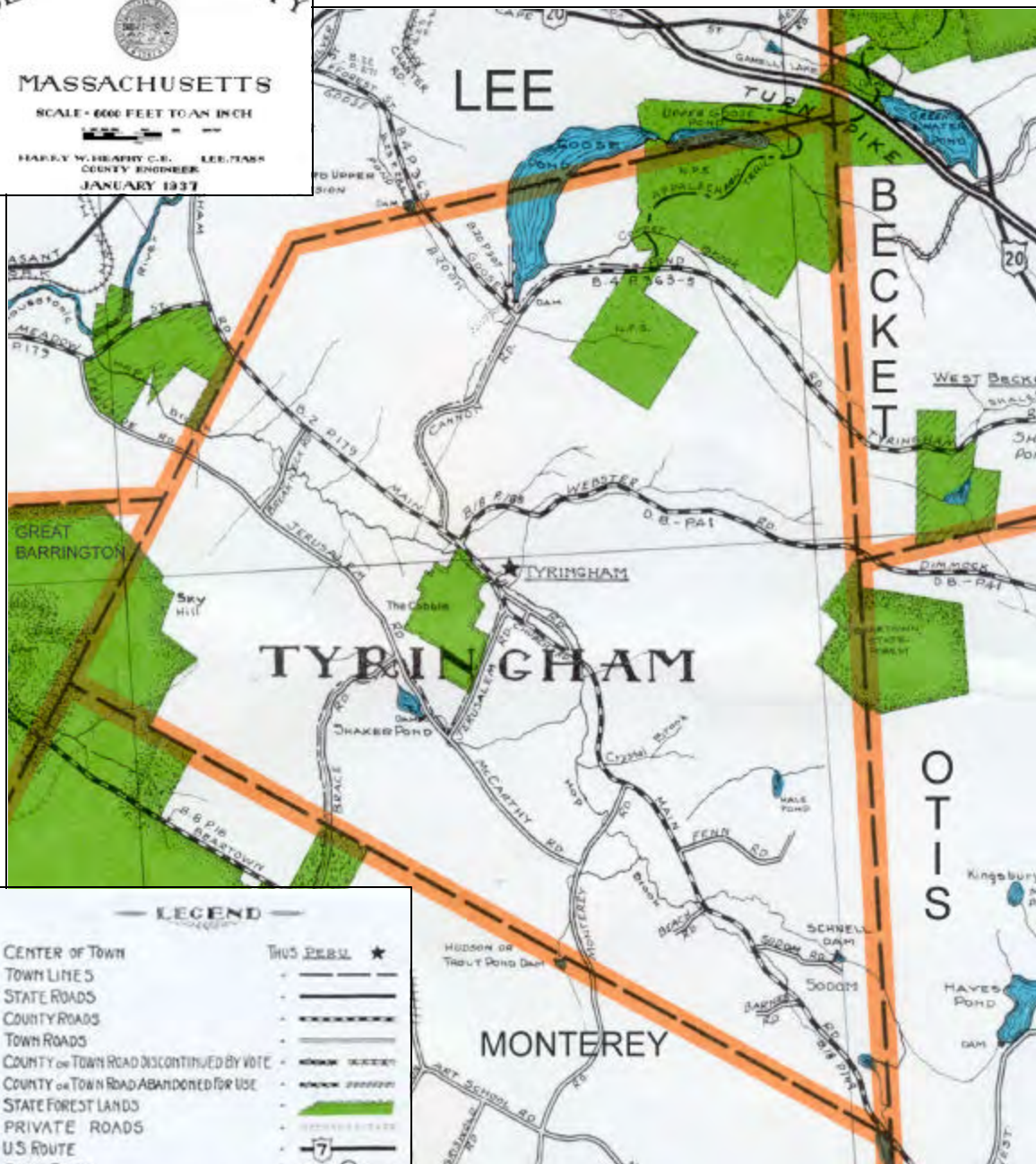
The Town of Tyringham can resolve many of its road status questions by adopting an Official Map, as prescribed in Massachusetts General Laws Chapter 41, Sections 81E-I. By law, an Official Map would establish the legally recognized status of all Town ways and parks and could be used authoritatively in all cases of proposed development or land use planning and disputes. (See Appendix 7 for further discussion.)

A majority of Tyringham’s Community Development Plan (CDP) committee members agreed that pursuing an Official Map was a sound planning idea. BRPC provided the CDP committee with an orthomap of the town, a large-scale aerial photograph with a GIS overlay of the roads listed in the 2002 MassHighway Road Inventory File. Between May and November 2003, BRPC worked with various members of the CDP committee, notably Tyringham Planning Board Chair, Bill Cosel, his Planning Board colleague Sarah Hudson and CDP committee coordinator Steve Cowell and also consulted town Highway Superintendent, Les Beebe, to iron out draft versions of an Official Map. Together, we clarified the statuses of the roads in question (Table 1) and created an Official Map that the Town can vote to accept at Town Meeting in May 2004. A copy of that Official Map is included with this report. Also appended is a sampling of warrant article language from around the Commonwealth for discontinuing town ways and adopting an Official Map (Insert 2).

MAP OF
BERKSHIRE COUNTY
MASSACHUSETTS

SCALE - 6000 FEET TO AN INCH

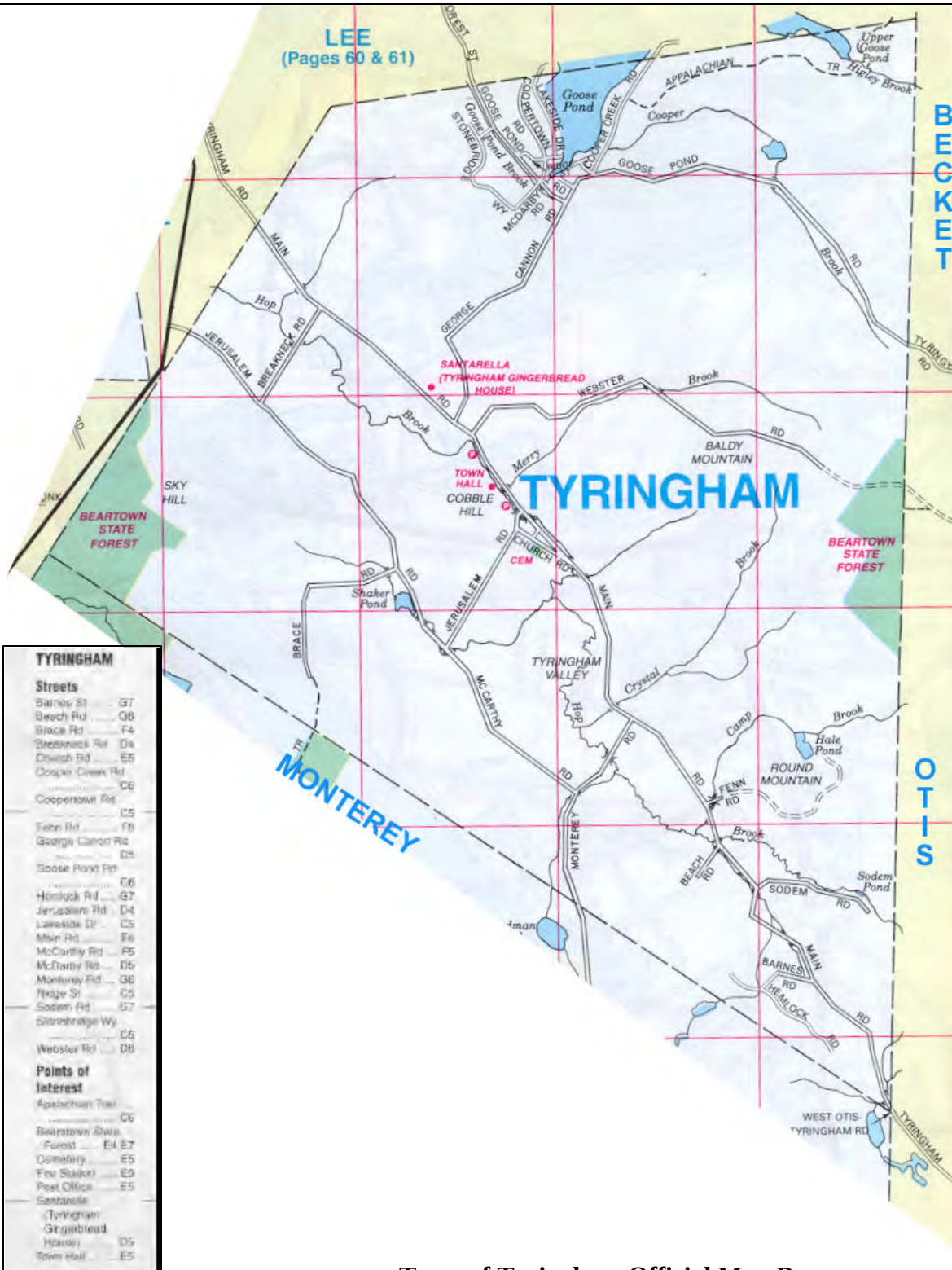
HARVEY W. DEARBY C.E. COUNTY ENGINEER
JANUARY 1937



52

Map of Tyringham, Massachusetts

Official Arrow Street Atlas of Western Massachusetts, 1998 Second Edition.



Town of Tyringham Official Map Report
MAP 2

APPENDIX 1: Bicycling Facility Standards and Guidelines

This section provides standards and guidelines to both public and private entities for the development of bicycle facilities throughout Tyringham. These design standards apply both to new construction and to reconstruction projects. Situations may arise where the standards herein cannot be rigidly applied. Under special circumstances, some flexibility of the standards will be necessary to develop a project within the constraints of the transportation system. Such projects should be evaluated on a case-by-case basis.

The Federal Highway Administration BCI Implementation Manual (Publication No. FHWA-RD-98-095) details the parameters that make roads bike/ped friendly. The manual offers handy schematic drawings that summarize the guidelines for improving a road's BCI and bicycling level of service. The following illustrations give basic depictions of road measurements and design, including some crucial features Tyringham may want to consider when implementing bike/ped enhancements.

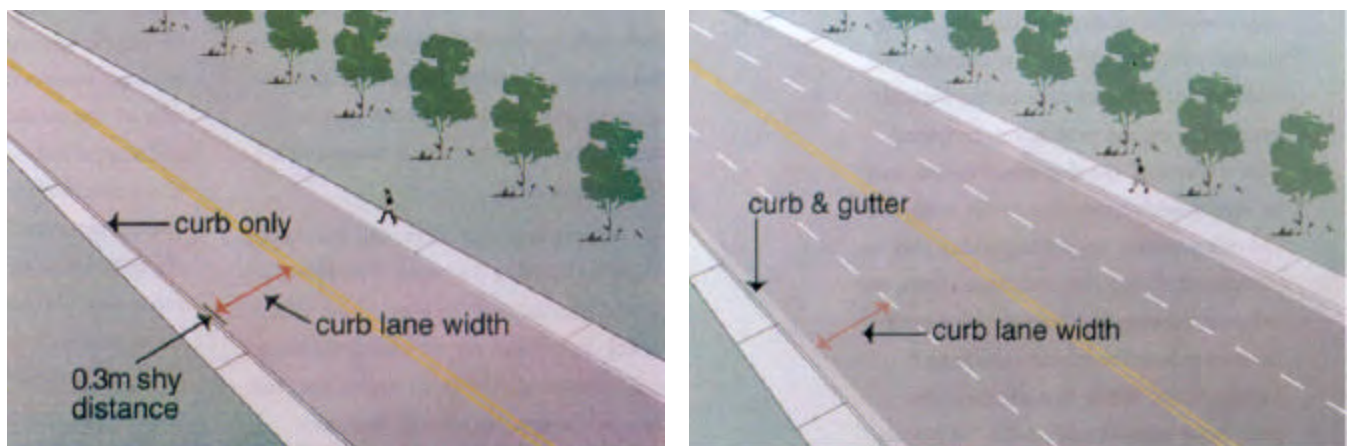


Figure 1: Curb lane width (CLW) measurements when there is no bicycle lane, no paved shoulder and no roadside parking. The left image shows a road with no gutter, for which CLW measurements require a 0.3-meter (1 foot) allowance, the space bicyclists typically leave between the bike and the curb. The right image shows a road with a gutter pan. CLW measurements in this case are made from the road/gutter seam to the center of the lane line.



Figure 2 Bicycle lane or paved shoulder width measurements with and without gutter pans. **NOTE:** The American Association of State Highway Transportation Officials (AASHTO) recommends **1.5 meter (5 feet) widths** for bike lanes or paved shoulders when there is no gutter pan and **1.2 meters (4 feet)** when there is a gutter pan. **The FHWA BCI model treats paved shoulders of acceptable width as equivalents to bike lanes.** Recent research has shown that both types of facilities result in virtually identical levels of service enhancements for both motorists and bicyclists.

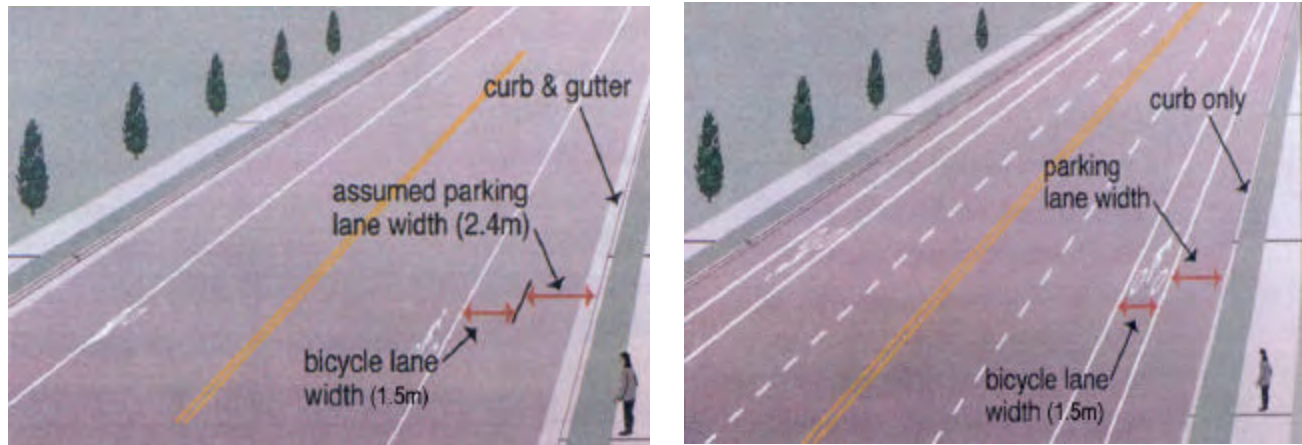


Figure 3: Bike lanes or paved shoulders with and without marked parking lanes and with and without gutter pans. Where parking lanes are not marked, the **parking space** is considered the width of the shoulder measuring **2.4 meters (7.9 feet) out from the curb**. For paved shoulders where parking is allowed, an additional 1.5 meters (5 feet), or no less than 1.2 meters (4 feet), of shoulder width should be available for bicyclists.



Figure 4: The three illustrations above most likely represent the most common types of operational scenarios found in Tyringham. *Left* Roads with no paved shoulder or bike lane and no roadside parking (e.g. commercial strips) should ideally have at least 4.3 meters (14 feet) curb lane width for safe, comfortable bicycling and vehicle travel. *Middle* Roads with a bike lane or paved shoulder and no roadside parking (e.g. quiet residential streets) should ideally have at least 3.6 meters (11.8 feet) of curb lane width in addition to at least 1.2 meters (4 feet) of bike lane

width. *Right* Roads with curbside parking (e.g. busy residential street) should ideally have a paved shoulder width of at least 3.7 meters (12.1 feet) for comfortable bicycling.

BICYCLE FACILITY STANDARDS

The standards described in this document are recommended for all bicycle facilities constructed in Tyringham. These design standards are to be used in conjunction with national bicycle facility standards as set forth by the American Association of State Highway Transportation Officials' (AASHTO) *Guide to the Development of Bicycle Facilities*. These standards apply to the facilities proposed in this report as well as to any local facility requests. Five primary types of bicycle facilities are defined in this section: bicycle lanes, paved shoulders, bicycle routes, wide curb lanes and multi-use trails. The following sections provide standards for each facility type and describe the type of bicyclists they serve.

1. Bicycle Lanes

Bicycle lanes encourage bicycling by providing a visible reminder that provisions have been made to a particular roadway to accommodate bicyclists. Bicycle lanes offer the bicyclist more space than other on-road bikeways, thereby addressing the need for increased maneuverability for novice and child bicyclists.

Standard application: Bicycle lanes are always one-way facilities and carry bicycle traffic in the same direction as adjacent motor vehicle traffic. On two-way streets, bicycle lanes should always be located on both sides of the road. Bicycle lanes should be installed on the right-hand side of one-way streets, unless installing the lane on the left-hand side can reduce conflicts. The standard width of bicycle lanes in Tyringham should be 1.5 meters (5 feet) wide, with 1.2 meters (4 feet) being the minimum width allowable (exclusive of the gutter pan). The recommended width is a function of motor vehicle speeds, volumes and traffic mix. Bike lane pavement and sub-base should always have the same depth and quality as the adjacent roadway. Bike lanes are not required to have curb and gutter.

Signage Requirements: The FHWA's *Manual on Uniform Traffic Control Devices* (MUTCD) specifies standard signage for bicycle lanes. According to section 9B-8, "the R3-16 sign should be used in advance of the beginning of a marked designated bicycle lane to call attention to the lane and to the possible presence of bicyclists. The R3-16 and R3-17 signs should be used only in conjunction with the Preferential Lane symbol pavement marking and erected at periodic intervals along the designated bicycle lane and in the vicinity



R3-16 24" x 30"



R3-17 24" x 30"

of locations where the preferential lane symbol is used".

According to Section 9B-11, "Where it is necessary to restrict parking, standing, or stopping in a designated bicycle lane, appropriate signs as described in sections 2B-31 through 2B-33 may be used, or signs R7-9 or R7-9a shall be used".

NOTE: MassHighway has issued a policy directive on Bicycle Route and Share the Road signage stipulating new steps municipalities must take to secure Preferential Lane signs along roadways. The policy directive is appended to this report (Appendix D) and is also available as a .pdf file at www.state.ma.us/mhd/engdir/policy/p_98_003.pdf.

Striping Requirements: Bicycle lane strips should be solid, six to eight inch wide white lines. Care should be taken to use pavement striping that is skid resistant.

The diamond-shaped preferential lane symbols should be installed on the pavement in bicycle lanes. Symbols should be installed at regular intervals (no more than 350 feet between symbols), immediately after intersections, and at areas where bicycle lanes begin. Bicycle-shaped pavement symbols, pavement letters that spell "ONLY BIKE," and arrows are optional.

One aspect of bicycle lane development that deserves special attention is pavement striping at intersections. Traffic has a tendency to mix at intersections (i.e., bicyclists turning left, motorists moving into the far right-hand lane to turn right). Standard striping solutions are presented in AASHTO's *Guide to the Development of Bicycle Facilities* and the MUTCD.

Maintenance Requirements for Bicycle Lanes: It is essential to design, construct and maintain bicycle lanes to the highest standards. A bicycle lane that has collected broken glass and debris is rendered useless and puts the bicyclist in a dangerous situation. The installation of bicycle lanes in Tyringham should be accompanied by an inspection and maintenance commitment. Regular bicycle lane sweeping and pavement patching will be necessary.

2. Paved Shoulders

Paved shoulders for bicycles serve the needs of all types of bicyclists in rural areas. Paved shoulders may be preferable for advanced bicyclists on arterial roadways with high speeds (over 50 mph).

Standard Application: When designed to national standards for bicycle facilities, paved shoulders can be signed as bicycle routes. There is no special "bicycle shoulder" sign. Shoulders should be **a minimum of four to six feet wide** to accommodate bicyclists. The ideal width should be dependent upon traffic volumes, speed limit and amount of truck traffic. As with bicycle lanes, paved shoulders should have the same pavement thickness and sub-base as the adjacent

roadway, should have the same cross slope as the adjacent roadway, and should be regularly swept and kept free of potholes. Paved shoulders should not be signed as bicycle routes unless they can be adequately maintained for bicycle use.

3. Wide Curb Lanes

Outside lanes that are wider than the standard 12 feet travel lane can provide more space for bicyclists and easier passing for motorists. Wide curb lanes best accommodate Group A (advanced) bicyclists, as these riders are more comfortable operating directly in traffic.

Wide curb lanes can serve as an interim bicycle facility on roadways where the adequate width for a bicycle lane is not yet achievable (every effort should be made to develop standard bicycle lanes where possible). It can be helpful to erect bicycle route signage on wide curb lanes, since some bicyclists may not otherwise be aware that provisions have been made to improve these roadways.

Standard Application: The **wide curb lane** is always the furthest right-hand lane, and **should optimally be 14 feet wide**. Wide curb lanes should never be more than 15 feet wide, as additional width may allow motorists to pass on the right. The wider lane will likely also encourage faster motor vehicle speeds.

Wide curb lanes are not required to have curb and gutter. In order to achieve the extra space needed for the 14 feet wide outside lane, the roadway may either be physically widened or re-stripped to reduce the lane width of inner lanes and increase the width of outside lanes.

4. Multi-Use Trails

Multi-use trails are physically separated from motor vehicle traffic and built either within an independent right-of-way (such as a utility or railroad right-of-way) or along specially acquired easements across private lands. Such trails cater to a variety of users, including bicyclists, pedestrians, joggers, rollerbladers and skateboarders. Possible conflicts between these user groups must be considered during the design phase, as bicyclists often travel at a faster speed than other users.

Multi-use paths can help bicyclists and pedestrians avoid congested roadways, although they sometimes do not allow access to desired destinations in congested areas. Off-road trails offer a convenient and pleasant alternative, as well as an opportunity for a novice bicyclist to get some riding experience in a less threatening environment. Although multi-use trails usually attract a higher percentage of novice and child bicyclists, advanced bicyclists can also benefit from their application.

Standard Application: The **minimum width for off-road multi-use trails is 10 feet** (per AASHTO standards for bicycle facilities), however 12 feet and 14 feet

widths are preferred where heavy traffic is expected. Due to the popularity of off-road trails, centerline stripes should be considered for paths that generate substantial amounts of traffic, and speed limits or cautionary signs should be posted. Trail etiquette signage should clearly state that bicycles should give an **audible** warning before passing pedestrians. Safety considerations such as these will insure that greenways and rail-trails are successful as both transportation and recreation facilities.

Intersection Design: Additional measures at trail/roadway intersections can provide for more predictable movements of trail users. There are usually two main considerations at trail/roadway intersections: 1) keeping out unauthorized motor vehicle uses; and 2) physical design of the trail crossing to reduce conflicts with motor vehicle traffic.

The following basic elements can be used to achieve safer junctions: segregated trail user lanes, stop signs and stop bars, entrance bollards, pedestrian crosswalk striping, and warning signage for motorists. The design reduces conflict by encouraging the trail user to use caution when crossing the roadway, encouraging the motorist to be prepared for the crossing, generally reducing the confusion that is often a problem at intersections through a logical structure for trail users.

5. Bicycle Routes

A bicycle route is a "suggested way" for a bicyclist to get from a point of origin to a destination. Such a route can be preferable for bicycling for a number of reasons including directness, scenery, less congestion and lower speed limits. Bicycle routes may be used by all types of bicyclists and can include all of the previously described facility types.

Standard Application: A street does not necessarily have to be physically widened in order to be designated as a bicycle route. A road with standard 12-foot wide lanes (or less) can be designated as a bike route with the appropriate signage, given that each condition below is met:

In its present state, the roadway should have sufficient width to accommodate bicyclists (ideally, wide outside lanes or smooth paved shoulders). The road should also have traffic volumes that generally fall below 2000 vehicles per day. The road should have no blind curves, and good pavement conditions. Traffic should not regularly exceed posted speed limits.

All bicycle hazards must be removed from the roadway or otherwise remedied, including uneven pavement and potholes, vegetation that affects site distance, unsafe drainage grates, bottlenecks where lane width is reduced (such as over bridges), and angled railroad crossings.

The bicycle route should be designated as one segment within an interconnected system of bicycle facilities. Multi-use trails and roadways with bicycle lanes, paved shoulders, and wide curb lanes are good candidates to include with a bicycle route network.



D11-1 24" x 18"

M1-8 12" x 18"

M1-9 18" x 24"

Bicycle Route Signage

Source: MUTC

Signage requirements: Bicycle route signs should be placed at all areas where new traffic enters the roadway. The distance between signs should not be greater than two miles. In built-up sections of Tyringham, it is helpful to include directional arrows at intersections to clarify whether the bicycle route continues through the intersection or turns right or left.

Bicycle Support Facilities

1. Bicycle Parking

Convenient bicycle parking and storage is essential in order to encourage bicycle commuting. Bicycle parking should be provided at grocery stores, park and recreation facilities, office and employment centers, shopping centers, public and private schools, museums, libraries, transit stations, housing complexes, colleges, universities, technical schools, civic buildings (city/town halls) and entertainment complexes such as stadiums and movie theaters.

Bicycle racks and bicycle lockers are an effective solution for long-term bicycle parking needs, such as at bus stations or employment centers. Bicycle "banks" allow storage of helmet and other personal items, while bicycle lockers allow storage of the entire bicycle as well as personal items. In recent years, a number of manufacturers have begun to produce bicycle racks, bike "banks" and bicycle lockers.

It is important to choose a bicycle rack design that is simple to operate and located in close proximity to the entrance that bicyclists use. Bicycle racks should be designed to allow use of a variety of lock types. It may be difficult initially to determine the number of bicycle parking spaces needed. Bicycle racks should be situated on-site so that more racks can be added if bicycle usage increases.

2. Signage

Bicycle signage is standardized throughout the United States, both for on-road and off-road facilities. Information on appropriate signage is provided in the *Manual of Uniform Traffic Control Devices* (MUTCD). Warning signs should be placed far enough in advance of a condition to allow the bicyclist to prepare for the dangerous area.

The Bicycle Crossing Sign is a special warning sign that should be used wherever a bicycle trail crosses a roadway, and should be placed 250' in advance of the intersection in urban residential or business areas, and 750' in advance of the crossing in rural areas or places where vehicle speeds are higher.

When developing bicycle facility plans and design specifications for both on-road and off-road bicycle projects in Tyringham, complete signage and marking plans should also be produced for review by traffic engineers. These plans should indicate the location and position of all signs, referencing the MUTCD sign number and size of proposed sign. Dimensions should be given between the sign and the upcoming intersection or hazard.

3. Lighting

Some commuting bicyclists will make use of the transportation system before sunrise and after sunset. The Illuminating Society of North America (IES) recommends that bikeways and walkways be lighted to 1.0 foot-candles, and pedestrian/bicycle underpasses be lighted to 4.0 foot-candles.

Lighting of on-road bicycle facilities is a very important consideration, especially those routes that are frequently used by bicycle commuters. However, due to liability concerns, many off-road bicycle paths are closed at night (and therefore unfit). Bicycle facility lighting should be considered on a case-by-case basis, with full consideration of the maintenance commitment.

4. Bicycle Hazards

Unsafe conditions for bicyclists are generated not only by congested and narrow urban roads, but also because of poorly maintained travel lanes and other obstacles. Bicycles are much more vulnerable to surface irregularities than motor vehicles. Bicyclists rely on very narrow, highly pressurized tires and most

bicycles have no suspension. A simple pothole that might cause a slight jarring to the passengers of a car can cause a serious crash for a bicyclist.

Potholes are not the only hazard bicyclists must deal with every day: Bumps, corrugations, seams, rumble strips, unraveled pavement, bridge expansion joints and recessed manhole covers and drainage grates can cause a bicyclist to lose balance and swerve. Rocks, glass, dead animals, dirt, leaves, or other debris swept to the road edges can cause bicycle crashes. Some roadway drainage grate designs trap bicycle wheels (those with inlet slots that are parallel to the curb). Signposts, mailboxes, utility poles, and other objects that are placed close (less than one foot) to the edge of the roadway can catch the handlebars. Railroad crossings create a trap for bicycle wheels and can cause damage to bicycle tires. Temporary roadway construction/improvements such as milled pavement and sudden pavement changes due to roadway resurfacing are very hazardous to bicyclists. Signage should warn of any temporary surface irregularities.

5. Roadway Maintenance

Many bicycle hazards are due to poor roadway maintenance. Debris that collects within a bicycle lane, for example, renders the lane useless for bicyclists, who must swerve into the travel lane to avoid the obstacle (and may simply continue to ride in the travel lane so as not to be suddenly faced with another hazard in the bicycle lane). The responsibility for maintenance and management of a bicycle facility should be agreed upon prior to its construction. The following practices insure better conditions for bicyclists.

Roadway maintenance typically focuses on the travel path of motor vehicles. The focus of maintenance programs should shift to include the edges and shoulders of roadways. High priority should be given to those streets with designated bicycle facilities. Maintenance schedules should be adjusted to provide more frequent sweeping and debris removal for bicycle lanes and bicycle routes. It will be necessary to institute new maintenance procedures for bicycle facilities as a policy change. Maintenance manuals should be revised and public works personnel should be instructed of these new responsibilities.

Pavement markings should be highly visible and should be replaced when they fade. Per the recommendations of this report, pavement markings on bicycle facilities should ideally consist of preformed plastic tape. Re-painting of crosswalks and pavement symbols should be included in the standard re-painting schedule.

A complete maintenance program should be developed for off-road bicycle trails. Paths should be swept regularly, and edges should be maintained to prevent crumbling. Potholes and pavement cracks should be repaired with wide asphalt patches that are even and level with the surrounding pavement. Tree and shrub

clearing should provide a minimum of eight-foot vertical and three-foot horizontal clearance for on-road and off-road bikeways.

Local engineering departments should review roadway improvement plans and resurfacing projects, particularly for those roads with designated bicycle facilities, to insure that no hazards are created. All new surfaces should be milled to a smooth and even grade, with no recessed drainage grates or manhole covers.

General Bike/Ped Recommendations

1. Network

- Complete the recommended network of bikeways, including wide curb lane facilities, paved shoulders, bicycle lanes, and off-road bicycle paths.
- Complete the recommended pedestrian enhancements.
- Create interfaces between the regional trails and regional sidewalk networks.

2. Facilities

- Implement Americans with Disability Act requirements.
- Promulgate model bicycle facility development guidelines.
- Mark bicycle ways with appropriate signage and surface striping.
- Provide adequate bicycle storage capacity at key destinations in Tyringham.
- Adequately maintain Tyringham bicycle and pedestrian facilities.
- Promulgate model pedestrian facility design guidelines.
- Provide pedestrian seating facilities along pedestrian ways.

3. Planning

- Revisit and amend (as required) the Tyringham Bicycle and Pedestrian Plan on an annual basis.

4. Education and Safety

- Develop and distribute a Users' Map of the regional bicycle network.
- Develop "Safe Biking" programs in the region's schools.
- Promote bicycling to employees and employers.
- Develop "Safe Walking" programs for elementary school students in the region.

5. Environment

- Promote bicycling and walking as "environmentally-friendly" travel alternatives.

APPENDIX 2: Walking Facility Standards and Guidelines

This appendix provides standards and guidelines to both public and private entities for the development of pedestrian facilities. These design standards apply both to new construction and to reconstruction projects. Situations may arise where the standards herein cannot be rigidly applied. Under special circumstances, some flexibility of the standards will be necessary to develop a project within the constraints of the existing transportation system. Such projects should be evaluated on a case-by-case basis.

SAFE SHOULDERS and SIDEWALKS

Well-planned shoulders and sidewalks are a vital need in Tyringham. It is important to remember that a person's decision to walk is as much a factor of convenience as it is the perceived quality of the experience.

In most **rural areas**, such as Tyringham, the low volume of pedestrians does not warrant sidewalk construction. In most cases, paved shoulders can provide an adequate area for pedestrians to walk on rural roadways, while serving the needs of cyclists at the same time. A **minimum four feet wide paved shoulder** serves the purposes of both bicycles and pedestrians in rural areas.

There are some notable exceptions where isolated developments such as schools, ballparks, or housing communities create more pedestrian use. For example, motorists might regularly park along a rural road (Main Road, in Tyringham's case) to access a nearby park or public building. A sidewalk may be warranted in this circumstance so that pedestrians can walk separately from traffic. Sidewalks in rural areas should be provided at a width based on anticipated or real volume of pedestrians, with five feet being the minimum width.

In situations where Tyringham deems sidewalks preferable to safe shoulders, the Town should keep the following design factors in mind:

ADA Compliance: Compliance with the *Americans with Disabilities Act* (ADA) design criteria must be met and necessary changes should be part of any new development or roadway project.

Street trees: Street trees are one of the most essential elements in a high quality pedestrian environment. Not only do they provide shade for cyclists and walkers, they also give a sense of enclosure to the sidewalk environment.

Sidewalks with adequate separation from motor vehicle traffic: High volume and/or high speed (greater than 35 mph) motor vehicle traffic creates threatening and uncomfortable conditions for pedestrians. Physical (and perceptual) separation can be achieved through a combination of methods: a grassy planting strip with street trees, a raised planter on the sidewalk bicycle lanes, on-street parallel parking and awnings.

Sufficient space: Sidewalks should accommodate two-way traffic and anticipated volumes based on adjacent lane uses.

Pedestrian-scale amenities: Large highway-scale signage reinforces the general notion that the pedestrian is out of place. Signage should be designed to be seen also by the pedestrian. Street lighting should likewise be scaled to the level of the pedestrian, instead of providing light poles that are more appropriate on high-speed freeways.

Connections to destinations with no gaps: Pedestrian facilities are often discontinuous, particularly when private developers are not encouraged to link on-site pedestrian facilities to adjacent developments and nearby sidewalks or street corners. New development should be designed to encourage pedestrian access from nearby streets. Existing gaps in the system should be placed on a prioritized list for new sidewalk construction.

Sidewalks in good repair: Facility maintenance is an important aspect of creating adequate and comfortable facilities for pedestrians. A crumbling sidewalk is not only an eyesore but also a hazard to pedestrians -- and often a barrier to the disabled. Regular maintenance protects the public investment in pedestrian facilities and keeps them in working order. The Town should adopt a periodic inspection schedule for pedestrian facilities. Crosswalks will need re-striping on a regular schedule, based on the material used in the striping. A general maintenance budget should be allocated for use on a yearly basis, perhaps combined with a maintenance budget for bicycle facilities.

General construction practices for sidewalks: Sidewalks and roadside pathways should be constructed of a solid, debris-free surface. Many sidewalks in Tyringham are asphalt. If asphalt is used to construct sidewalks, they must be installed to withstand adequate load requirements. Standard depth of pavement should be based on site-specific soil conditions, and should therefore be left to local discretion.

Vertical clearance above sidewalks for landscaping, trees, signs and similar obstructions should be at least eight feet. In commercial areas and the downtown Tyringham business district, the vertical clearance for awnings should be nine feet. The vertical clearance for building overhangs that cover all or a portion of the sidewalk should be 12 feet.

Width and Setback Standards for Sidewalks: The following descriptions provide cross-sections for sidewalks in Tyringham. It is important to note that there are special areas (with higher volumes of pedestrians) that warrant wider sidewalks than the minimum (e.g., between downtown Tyringham and BM).

The minimum width of sidewalks on **arterial and collector streets in a commercial area outside of the village center should be six feet.** For all new roadway construction, the sidewalk should be set back from the curb and gutter by a minimum of eight feet. For roadway widening projects with right-of-way limitations (and other such "retrofit" projects with inadequate

shoulder space for sidewalks), a minimum of a two-foot wide planting strip should be installed. If no planting strip is possible, the minimum width of the sidewalk should be seven feet.

The minimum recommended width for **residential sidewalks is five feet for urban and suburban arterial and collector streets**. For all new roadway construction, the sidewalk should be set back from the curb and gutter by a minimum of eight feet. For roadway widening projects with right-of-way limitations (and other such "retrofit" projects with inadequate shoulder space for sidewalks), a minimum of a two-foot wide planting strip should be installed.

On **local streets in residential areas**, sidewalk width should be based on the number of units per acre. For multifamily developments and single-family homes with densities that exceed 4 units per acre, the sidewalk should be a **minimum of six feet wide** with a minimum setback of 4.5 feet (new construction) or two feet (retrofit). For densities up to four dwelling units per acre, the sidewalk should be a minimum of five feet wide with a minimum setback of 4.5 feet (new construction) or two feet (retrofit).

The setback requirements described above are based on roadway cross-sections that include curb and gutter. Sidewalks located adjacent to "ribbon pavement" (pavement with no curb and gutter) have a greater setback requirement, depending on roadway conditions.

CROSSWALKS

Marked crosswalks should be provided at all intersections in Tyringham with significant pedestrian crossings, or where newly installed sidewalks are likely to generate more pedestrian traffic.

Crosswalks can serve to channel pedestrian traffic through an intersection, as well as heighten the awareness of motorists of possible pedestrian crossing movements. It is important to note that although crosswalks are an important element in intersection design, a crosswalk alone does not ensure the safety of a pedestrian. Too often, crosswalks are the sole provision for pedestrians at intersections when other safety measures are also needed.

The optimum width of crosswalks in Tyringham is 10 feet wide with a minimum width (as set by the *Manual on Uniform Traffic Control Devices*, or MUTCD) of six feet wide. Wider crosswalks should be installed at locations with higher pedestrian volumes. At intersections with stop bars, a minimum separation of four feet is necessary between the stop bar and edge of the crosswalk.

A deciding factor in the location and design of crosswalks is the placement of curb ramps at street corners. Curb ramps should always be placed so to lead the pedestrian directly into a striped crosswalk area. Corners should either include two curb ramps or one broad ramp that serves both crosswalks. Curb ramps should always be provided with a matching ramp on the opposite side of the road as well as ramps at pedestrian refuge islands.

EDUCATION AND SAFETY

To understand the importance of bicycle and pedestrian safety education programs, it is important to understand how and why accidents occur. Many pedestrians (children and adults) walk in violation of traffic laws and regulations. Pedestrian incidents include crossing at mid-block with no crosswalk and attempting to cross when vehicles are already moving through an intersection.

Pedestrian accidents often occur due to poor judgment. Children in particular must be trained to "read" traffic and judge distances between vehicles or "gaps." The size of the gap required will vary considerably with vehicle speed.

NEW SITE DEVELOPMENT OR REDEVELOPMENT

Tyringham should require a "Pedestrian and Bicycle Mobility Plan" during the site plan review process. This plan should provide an inventory of all existing and proposed land uses adjacent to the site, and illustrate a logical circulation plan for pedestrians and bicycles within the development and between adjacent land uses. The questions below can help architects and engineers in creating site plans that are sensitive to the needs of pedestrians.

Pedestrian Site Plan Checklist

Overall Pedestrian System

- Does the plan meet or exceed ADA standards?
- Are utilitarian paths direct? Can pedestrians take advantage of "shortcut paths," connections between adjacent developments that encourage walking instead of driving?
- Does the pedestrian system consider the type and probable location of future development on adjacent or nearby parcels of land? Is there flexibility to provide direct connections to adjacent parcels, should that be desired in the future?
- Are building entrance areas convenient to the pedestrian? Are they clearly evident through design features, topography, signing or marking?
- Are walkways along the street separated and buffered from traffic as much as possible?
- Is both utilitarian and recreational walking considered in the plan?
- Do pathways take advantage of unique or scenic site features where possible?

Safety and Security

- Are crossings of wide expanses of parking lots held to a minimum?
- Are pathways generally visible from nearby buildings and free from dark, narrow passageways?
- Is adequate pedestrian-scale lighting provided for nighttime visibility? Are pedestrians able to see on-coming traffic, given typical speeds?
- Do pathways lead to road crossing points with the least conflict?
- In general, are pedestrian/vehicle conflict points kept to a minimum?
- Are pedestrians given adequate time to cross the road at intersections?

Walking Surfaces and Amenities

- Are walking areas scaled to the pedestrian?
- Are the walking surfaces skid-resistant and sloped for drainage, but less than 1:12?
- Are provisions made for curb ramps and are they properly designed?

Commercial and Office Developments

Development and site design should be done to ensure that comfortable and convenient pedestrian access is provided. Buildings adjacent to sidewalks should be inviting and non-threatening to pedestrians. Buildings should be placed as close as practicable to the roadway and sidewalk to decrease site access distances for the pedestrian.

Building entrances should connect directly to the street and to sidewalks within the public right-of-way. Buildings should be sited to minimize the distance between the sidewalk and the entrance. Parking lots should be located at the side and/or rear of the lot.

All building entrances on the site should be connected by walkways to encourage walking between buildings and to provide a safe means of travel for pedestrians.

Sidewalks between the building edge and parking lots should allow pedestrians safe and convenient access to building entrances without having to walk within driving aisles of parking lots.

Sidewalks should connect uses on the development site to adjacent activity centers to encourage walking instead of driving between uses.

Pedestrian-scale lighting should be designed to light the walkway, instead of the parking lot, to enhance pedestrian safety.

Direct pedestrian access to public transit should be provided by clustering buildings near transit stops, and orienting building entrances towards transit stops.

Mixed land uses and higher development densities should be encouraged because they foster more concentrated pedestrian activity.

Parking Lots Within Commercial Developments

Parking lots with fifty spaces or more should be divided into separate areas with walkways and landscaped areas in between that are at least ten feet in width. Distinct pedestrian paths can be provided by striping or use of a different surface material within the parking lot. Pedestrian paths should be designed with minimal direct contact with traffic. Where pedestrian paths cross the traffic stream, raised speed tables that slow cars while providing an elevated pedestrian walkway, should be provided.

Other suggestions to improve conditions for pedestrians in parking lots:

Parking lot location: Keep parking on one or two sides of the shopping center, oriented away from the side that will generate most pedestrian access. This pedestrian access point could be an office park, restaurant, or a residential area.

Direct pedestrian paths: Provide a direct pedestrian path from parking lots and parking decks into the shopping center. Clearly delineate this path with striping, different paving materials, or by situating the path through the center of a series of strategically placed parking islands.

Use of landscaping: Use landscaping in a parking lot to channel and organize the traffic flow as well as provide pedestrian refuge. Avoid open parking lots that allow cars to move in any direction.

Mixed Use Development: Mixed use developments offer the highest potential for pedestrian activity. In areas where higher density development is feasible, mixed land-use should be a preferred development type in Tyringham. Mixed-use development is usually conducive to walking due to the proximity of residential, commercial and office areas. By locating these land uses closer to one another, people can be encouraged to walk between them for utilitarian trips.

Residential Areas

Walking is a popular activity in residential areas, mainly as a recreational activity and occasionally for home to school trips. Sidewalks are an essential ingredient in successful pedestrian spaces in residential areas. However, the "walkability" of a neighborhood is also a factor of the width and configuration of the roadway, and hence the speed of traffic.

While neighborhoods can be posted with lower speed limits, this is rarely sufficient to convince motorists to actually reduce their speeds. Speed Limit signs are too easily ignored. The most effective deterrent to high-speed traffic is to design the street cross-section to require low speed travel.

"Traffic calming" is a term that applies to a variety of methods to reduce automobile speeds in residential areas. Example methods include speed humps, intersection neck-downs, lane width reductions, and traffic circles. A successful traffic calming program can accomplish the following objectives:

- reduce the speed of motor vehicle traffic
- encourage motorists to be more cautious of pedestrians and cyclists
- encourage the use of alternative modes of transportation
- reduce through-traffic in residential areas
- provide a balanced transportation system (with dedicated spaces in the right-of-way for all users).

Appendix 3: Approximate Costs

(excerpted from BRPC's 2003 *Berkshire Bicycling and Walking Transportation Plan*)

The table below shows approximate costs of a variety of bicycling and/or walking improvements for the purpose of preliminary bike/ped planning. More precise data would need to be gathered before a specific project is planned. Costs that may add to a project budget include the broader planning that should precede any such project, notifying and involving the public, any right-of-way acquisition, and legal fees.

Table 1: Rough Costs of Bicycling & Walking Improvements

Category	Item	Unit	Cost	Notes	Source
General	Striping-4" wide	Linear Foot	\$1.80	9,500 per mile	NYSDOT-Region 8, 1994 in e-mail from Jim Ercolano (NYSDOT), 3/12/02
General	Signs	Each	\$200	varies with size	NYSDOT Bicycle/Pedestrian Program, 1994 used in "Bicycle and Pedestrian Plan (PDCTC, 1996)
General	Design costs	Project	17%	PVPC has found on several bike/ped projects -mainly trails - that design costs are roughly 17% of build costs	Jeff McCullough, Pioneer Valley Planning Commission, phone 8/01
Road Shoulder	Construction	Mile	\$189,000	5' each side of road pavement extension	Florida DOT, 1999 in e-mail from Jim Ercolano (NYSDOT) 3/12/02
Road Shoulder	Construction-Rural	Mile	\$102,000	5' per side	Florida DOT, 1999 in e-mail from Jim Ercolano (NYSDOT) 3/12/02
Road Shoulder	Resurfacing	Mile	\$25,000		Florida DOT, 1993 used in the "Bicycle and Pedestrian Plan" (PDCTC, 1996)
Safety	Walk/Don't Walk Signal System	4 Corners	\$3,700 - \$250,000		Florida DOT, 1999 in e-mail from Jim Ercolano (NYSDOT) 3/12/02
Safety	Pedestrian Activated Flashing Lights Built into Crosswalk	Crosswalk	\$30,000	Installed on Rt.2 in Williamstown 6/02	"Electronic Crossing Guard Will be on Duty in Williamstown" Advocate, 5/22/02.
Safety	Speed Tables	Unit plus signage	\$1,500 – \$2,000	These are a safer and less jarring version of speed bumps, roughly 4-6 feet in travel distance	D-Table 1: Traffic Calming Device Costs, "Berkshire Access Management Guidelines" (Fuss & O'Neill/BRPC) 4/02
Safety	Crosswalk Pavement Treatments	Crosswalk	\$5,000 - \$20,000	Different paving texture and color to permanently demarcate crosswalks	D-Table 1: Traffic Calming Device Costs, "Berkshire Access Management Guidelines" (Fuss & O'Neill/BRPC) 4/02

Category	Item	Unit	Cost	Notes	Source
Safety	Pedestrian Refuge Islands	Island plus signage	\$8,000 - \$15,000	Island in the middle of a major street to improve pedestrian safety	D-Table 1: Traffic Calming Device Costs, "Berkshire Access Management Guidelines" (Fuss & O'Neill/BRPC) 4/02
Sidewalk	Construction-Asphalt	Square Foot	\$1.50	4 feet wide, no curb	Vt DOT in 1996, in e-mail from Jim Ercolano, NYSDOT, 3/12/02
Sidewalk	Construction-Concrete	Square Foot	\$3.33	6' wide	Vt DOT in 1996, in e-mail from Jim Ercolano, NYSDOT, 3/12/02
Sidewalk	Construction-Concrete	Mile	\$320,000	stand-alone project, shoulders both sides, sign relocation, signal modification, minor drainage/utility work	NYSDOT-Region V, 2000 Gregory Szewczyk by way of e-mail from Jim Ercolano 3/12/02
Trail	Construction-Asphalt paving	Mile	\$200-300,000	Life span 7-15 years	"Trails for the 21st Century" (Rails-to-Trails Conservancy, 2001) per e-mail Jim Ercolano, NYSDOT 3/12/02
Trail	Construction-Asphalt paving	Mile	\$150,000	as part of other projects	NYSDOT-Region V, 2000 Gregory Szewczyk re e-mail from Jim Ercolano 3/12/02
Trail	Bridge for bicyclists/pedestrians	Bridge	\$60,000	This is an estimate for a prefab bridge to cross 15-20' of water (30' long x 12' wide). This includes piles & trucking	Echo Bridge, Inc. estimate (8/01)
Trail	Maintenance for a trail	Mile	\$6,500	Includes drainage maintenance, sweeping/blowing, trash pick-up, mowing 3' grass shoulder, vegetation management, minor repairs to amenities/safety features, maintenance supplies	"Trails for the 21st Century" (Rails-to-Trails Conservancy, 2001), p. 157, per e-mail Jim Ercolano, NYSDOT 3/12/02
Trail	Resurfacing Asphalt trail	Linear Foot	\$10 (\$5 to overlay with top coat)		"Trails for the 21st Century" (Rails-to-Trails Conservancy, 2001) per e-mail Jim Ercolano, NYSDOT 3/12/02
Trail	Connecticut Riverwalk (MA)	Mile	\$250,000	On existing rail bed, no structures to build. Costs triple going through wetlands for retaining walls, catch basins, etc.	Jeff McCullough, Pioneer Valley Planning Commission, phone 8/01
Trail	Ashuwillticook Trail	Mile	\$152,000 - \$350,000	The lower number was for Phase 1 with few culverts or bridge work, higher is Phase 2	MassHighway & newspaper articles, 2000/2001

Appendix 4: MassHighway Policy on Bicycle & Pedestrian Facilities

The Commonwealth of Massachusetts supports walking and bicycling as transportation and for recreation. Following are three key specific expressions of this support.

Vision of Bike Plan

The Massachusetts Statewide Bicycle Transportation Plan (1998) states the following:

The vision of the Statewide Bicycle Transportation Plan is recognition of bicycling as a viable means of transportation and reasonable accommodation of the needs of bicyclists in policies, programs, and projects. Greater recognition and accommodation of the needs of bicyclists will lead to a more balanced transportation system with greater modal choice and improvements in bicycle safety. Such actions will enhance the environment and quality of life in the Commonwealth, and improve personal mobility.” (p. 3)

Mission Statement of Walking Plan

The Massachusetts Pedestrian Transportation Plan utilizes a mission rather than a vision statement. Its mission statement is:

The Massachusetts Pedestrian Transportation Plan will serve as a guide to state, regional, and local transportation planning to better serve walkers. The plan’s recommendations aim at developing a more pedestrian-focused transportation system throughout the state through government and private sector actions. The intended result is safe, convenient, continuous, coherent, and comfortable walking networks. The plan will provide strategies to improve pedestrian conditions in urban, suburban, and rural areas throughout Massachusetts. Strategies will include physical improvements appropriate to the setting, local and statewide encouragement and education programs, increased adherence to laws, and improvements in the processes that set policy and plan facilities. (p. 1-1)

Directive E-98-003

It should be noted that bicyclists and pedestrians are allowed on all roads in Massachusetts except those, such as the Massachusetts Turnpike, where design considerations and posted signs prohibit these uses. However, to further the safety and use of these modes, Engineering Directive E-98-003 (in response to MGL Ch 87 Acts of 1996), requires that:

Project design engineers shall use sound engineering practice in making reasonable provisions to accommodate bicycles and pedestrians in project designs. This generally includes assuring continuous paths of travel with smooth surfaces without obstructions or impediments. This Directive must be addressed on all projects at the 25% design level.

The Directive goes on to recognize some of the differences in reasonable accommodations for bicyclists and for pedestrians and cite specific standards for each.

Directive P-98-003

This MassHighway directive is a policy directive rather than an engineering one. It addresses the state highway department’s commitment to Bicycle Route and Share the Road signage. The directive lays out the criteria towns must meet for MassHighway to issue such signs for particular routes throughout the Commonwealth.

Appendix 5: Planning Issues & Model Bylaws

Generally it is more efficient and legally supportable to work toward consensus on a community's vision, adopt it in the form of regulations, and provide guidelines to assist future developers (private or public) than to retrofit after the fact or comment on each proposed site plan.

Having a current adopted plan is an important first step. A natural follow-up step would be for interested people in a community to review what their plan(s) says about bicycling or walking facilities. Plans are important for the process of public participation and consensus building that should go into them and for documenting the results. Especially in smaller towns, they need not be full-sized traditional master plans, but a set of agreed-upon goals is important. After that the goals generally need to be incorporated into regulations, such as zoning bylaws, to have a real effect.

A review of community goals regarding bicycling and walking might appropriately be led by a planning board or a town-authorized group of interested citizens and members of various boards. This group would also be well-suited to take the lead on recommending any improvements, projects, or changes in procedures within the town to make use of such modes safer and more pleasant. Coordinating with and educating boards that will eventually have to give approvals is likely to be helpful in having an effect. Residents of those communities may wish to participate, and those communities may have experience to share with other communities.

A low cost approach most communities could adopt is guidelines or bylaws to shape future development. These can be done through modifications of existing language or new items. They may be incorporated in zoning bylaws, general municipal bylaws, subdivision regulations, operating regulations (such as of planning boards or departments of public works) or by the adoption of recommended voluntary guidelines.

The following table was prepared as part of the *Pioneer Valley Regional Bicycle and Pedestrian Transportation Plan* by the Pioneer Valley Planning Commission (PVPC) for the region adjoining southeastern Berkshire County. The items listed here may serve as a useful starting point for discussion.

Table 1: Land-use Measures that Impact Levels of Bicycle & Pedestrian Use

Municipal Regulations	How They Can Affect Bicycle & Pedestrian Travel
Dimensional	Maximum setbacks of 30 feet or less bring buildings close to pedestrians, for a more comfortable and appealing streetscape. Zero lot lines foster pedestrian-scale development by reducing the distances between uses.
Traffic Control	Requirements for large development projects to include traffic studies can lead to the identification and mitigation of negative impacts on cyclists and pedestrians.
Site Plan Approval	Requirements for approval may include provisions for safe and attractive pedestrian and bicycle circulation (i.e. paths leading to main building entrances, pedestrian and bicycle access to adjacent uses).
Parking Regulations Parking Regulations (continued)	As with a Site Plan Approval Bylaw, parking regulations may require pedestrian and bicycle accommodations, including:

Municipal Regulations	How They Can Affect Bicycle & Pedestrian Travel
	• Bicycle parking • Marked pedestrian and bicycle paths through the parking facility • Connections with adjacent parking lots, sidewalks, and off-site trails • Requirements that parking be in the rear of buildings • Rear parking also allows uses to be closer together, reducing distances • Regulations can minimize the amount of land devoted to parking by setting limits on the amount of space which can be developed, encouraging uses to share parking lots, and promoting the development of parking garages • Landscaping requirements for parking lots to increase the attractiveness of an area for pedestrians and cyclists.
Phased Growth Bylaws	Phased growth bylaws may be structured to reward developments that facilitate bicycle and pedestrian travel. Growth management can encourage compact development.
Subdivision Regulations	Regulations may include requirements for bicycle and pedestrian accommodations, such as sidewalks or walkways, off-road bicycle paths and on-road bicycle lanes, street grids or connections between cul-de-sacs, connections with adjacent uses, and road, sidewalk and path grades of 5 % or less.
Mixed Use Development Bylaws	Bringing living, working, shopping, and entertainment areas into close proximity increases the practicality of bicycle and pedestrian travel.
Density Zoning Measures	Increased density reduces the distances between uses and the development and maintenance of sidewalks is more feasible in densely settled areas. (Examples of density zoning include upzoning, density bonuses, and accessory apartments.)
Transit Overlay Districting	The provisions in a transit overlay zoning district are designed to increase densities and pedestrian access within a 1/4-mile radius (i.e. walking distance) of a transit stop.

Appendix 6: Potential Sources of Funding

(excerpted from the *Pioneer Valley Regional Bicycle & Pedestrian Transportation Plan*, Pioneer Valley Planning Commission, 2000)

The following is an outline of potential federal, state and local funding sources for bicycle and pedestrian facilities. The table below lists various types of bike-pedestrian assistance and shows corresponding sources of potential funding. Following the table is a description of each funding source. Sources marked with an asterisk (e.g. STP*) are part of the 1997 Transportation Equity Act for the 21st Century (TEA-21). Only bicycle and pedestrian facilities used principally for transportation rather than recreation are eligible for TEA-21 funds. The current federal transportation bill (TEA-21) runs out September 30, 2003. It is not known at this time what provisions the next bill will be. The new bill is scheduled to go into effect in October 2003, pending passage by Congress.

According to the Metropolitan Planning Organization regulations, projects seeking state or federal transportation funding must be included in the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) to be considered for funding.

Type of Assistance	Source of Funding
Brochures related to safe bicycle use	STP*, CMAQ*
Construction	NHS*, CMAQ*, STP*, STP/E*, DCS-Urban, Self Help, L&WCF
Easement acquisition	DCS -Urban Self Help, L&WCF
Land acquisition	DCS -Urban Self Help, L&WCF, STP/E*
Planning or design	DCS -Self Help, DEM Greenways
Public service announcements related to safe bicycle use	STP*, CMAQ*
Route maps related to safe bicycle use	STP*, CMAQ*
Transit access and other facilities (lockers and racks)	Federal Transit Section 5309*

Description of Federal Funding Sources and Other Areas of Assistance:

Congestion Mitigation and Air Quality (CMAQ)* Program Funds—"may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements and route maps) related to safe bicycle use."

Massachusetts New and Innovative Transportation Demand Management Program (TDM)

Funded under the Congestion Mitigation and Air Quality program, the TDM program is a \$1.8 million statewide program that provides funds for low-cost, new and innovative TDM projects. The goals of the program are to help the Commonwealth achieve its air quality and traffic congestion objectives (State Implementation Plan) by changing the behavior of motorists, encouraging them to use alternatives to driving alone and supporting strategies that promote the use of these alternatives. Bicycle and pedestrian projects previously funded under this program include PVTA's Rack & Roll Program (includes bicycle lockers, bicycle racks on buses, and bicycle parking racks) and the Northampton Sheldon Field Park & Ride Project (includes bicycle

lockers and parking racks). Other examples of bicycle and pedestrian strategies that may be eligible for funding under this program include:

- Developing new shared ride services, including bike and ride services;
- Making transit more attractive through operational improvements;
- Developing programs that encourage the use of alternative modes, or reduce psychological impediments to their use;
- Devising alternative work hours;
- Implementing parking management strategies;
- Disseminating information and marketing alternatives.

Section 5307 Transit Funds—The funds are channeled through the regional transit agencies and are used for capital expenditures. Transit authorities can work with their member communities to develop pedestrian and bicycle friendly transit stops or add bicycle racks to buses. Berkshire Regional Transportation Authority (BRTA) buses currently have bike racks.

Department of Environmental Management (DEM)—has the ability to acquire abandoned rights-of-way.

Department of Environmental Management Greenways Program (DEM Greenways)—has a grants program for the planning and development of trails. The project amounts range from \$5,000-\$10,000.

Division of Conservation Services Self Help Program (DCS -Self Help)—reimburses up to 70% of the total project cost for the acquisition of land for conservation and passive recreation purposes.

Division of Conservation Services, Urban Self Help Program (DCS -Urban Self Help)—reimburses up to 70% of allowable costs towards the acquisition of land, undertaking of new construction or rehabilitation of land for park or outdoor recreation purposes.

Federal Lands Highway Funds—“may be used to construct pedestrian walkways and bicycle facilities in conjunction with roads, highways and parkways at the discretion of the department charged with administration of such funds.”

Federal Land and Water Conservation Fund (L&WCF)—reimburses projects up to 50% of the total project cost, up to \$150,000 for the acquisition, development or renovation of park, recreation and conservation areas.

Federal Transit Title III, Section 25* Funds—“allows transit funds to be used for bicycle and pedestrian access to transit facilities, to provide shelters and parking facilities in or around transit facilities, or to install racks or other equipment for transporting bicycles on transit vehicles.”

Governor’s Highway Safety Bureau (GHSB) Funds—(Federal NHTSA Section 402) “can be used for small scale physical improvements and bicycle safety programs.”

MassHighway Department (MHD)*—can fund projects designed primarily for transportation. Priority is given to projects that have engineering design completed and all permits acquired by the impacted community(s). The community is responsible for design and permitting costs.

Scenic Byways Program Funds—(administered through MassHighway) may be used for planning activities and promotion of Tourism on designated routes.

National Highway System (NHS) Funds*—“may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System (other than the Interstate System).”

National Park Service (NPS) Rivers and Trails Assistance Program—provides staff services to groups for organization building, education, planning and technical assistance. There are no direct funds available.

National Recreational Trails Funds (NRTF)*—may be used to create trails for use by motorized and/or non-motorized users. Funds under this category are very limited.

Surface Transportation Program (STP) Funds*—“ may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements and route maps)related to safe bicycle use.”

Transportation Enhancements (STP/E) Funds*—may be used for “ provision of facilities for bicyclists and pedestrians ” and “preservation of abandon railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).”

Bicycle Registration Fees—Communities can establish a bicycle registration program which charges a fee for each bicycle registered. The revenue from the fees can be earmarked for bicycle-related projects and services.

Sidewalk Accounts—Communities can obtain funding for sidewalks using municipal bonds, or special accounts established to hold contributions from developers of new developments. Rather than requiring sidewalks in places that may not need them, a developer can be asked to donate what would have been spent to the special municipal account for sidewalks. The community can then use the funds for sidewalks where they are needed.

Environmental Impact Review Measures—Localities can ask project proponents whose projects have environmental impacts to consider bicycle and pedestrian improvements as mitigation measures.

Local Support through Volunteers, Schools, Business Groups—Although not a funding source, volunteerism is one of the greatest resources available to cities and town. There are civic clubs, schools, police departments, bike shops, bike accessory manufacturers, medical professionals, youth groups, service organizations, bicycling clubs, and business groups who are willing to take on projects to improve community public space or assist in injury prevention programs. Success in bringing volunteers together is witnessed through Adopt-a-Trail groups,

local bicycle advisory committees, and bicycle safety programs. (Resource: Community Bike Safety Idea Bank, MA Department of Public Health, Western MA Safe Kids, Kawanis Pediatric Trauma Institute (Guide to Bicycle Rodeos).)

Baystate Roads Program—Not a funding source but a resource, The Baystate Roads Program provides public works and engineering staff of local governments and municipalities with information and training on current design practices, and technologies for managing public investments in local roads, bridges, sidewalks, and structures. The Baystate Roads Workshops are provided through a cooperative effort of the Federal Highway Administration, Massachusetts Highway Department, and the University of Massachusetts. (Baystate Roads Program 413-545-5403) Examples include the 2000 Massachusetts Statewide Pedestrian Conference, 1998 Statewide Bike Workshops, September 2000 Bicycle Safety Workshop.

Other State Funding Programs

Community Development Block Grants (CDBG)—The Executive Office of Communities and Development (EOCD) awards CDBG funds that are appropriated by the federal government. Communities must apply for the grant. The CDBG funds can be used for many different projects and can be used as incentives to property owners and developers if approved by the municipality.

Public Works Economic Development Program Grants (PWED)—The State established this fund for assistance to communities in the design and construction/reconstruction of roadways, sidewalks, lighting systems, bridges, traffic control and service facilities, drainage systems, and other transportation related projects deemed by a municipality to be necessary for economic development. Municipalities must petition the Executive Office of Transportation and Construction (EOTC), which reviews projects according to set criteria.

Appendix 7: Legal Status of Roads and Official Maps

What is a Legal Status of Roads Map?	What is an Official Map?
A map showing the names, locations, distances, maintenance and liability responsibilities, and legal status or ownership of all roads in a Town. This is an unofficial, advisory document with no legal authority under Massachusetts General Laws.	A map showing the accepted names, locations, distances, maintenance and liability responsibilities, and legal status or ownership of all roads and parks in a Town. This is a formal document, accepted by Town Meeting vote, with legal authority under Massachusetts General Laws Chap 41, Sec. 81E-I.

The procedures for creating a Legal Status of Roads Map and an Official Map are very similar, except that Official Maps require legislative action, namely adoption of the map by Town Meeting vote. The research process for either kind of map can be involved, requiring investigation of Town and County records as well as extensive public input and feedback. In the end, one thing will distinguish the two kinds of maps: a Legal Status of Roads map is, despite its name, not a legal document under Massachusetts General Laws, whereas an adopted Official Map is.

Why Pursue Status of Roads or Official Maps?

Legal Status of Roads Maps can help a municipality identify and understand the potential problems or inconsistencies in legal, geographical or historical records regarding its roads. The map will display all roads and attempt to specify the legal status or possible statuses of roads in question. It will, however, do nothing to officially establish legal road status or resolve inconsistent records. A Legal Status of Roads Map is thus not as powerful a document as an Official Map. Official Maps *do* establish legal road statuses and resolve inconsistent records. While Official Maps have yet to be extensively tested in the Massachusetts courts, they can provide a critical tool in a municipality's land use control and legal planning arsenal. In the one case where an Official Map was challenged in a Massachusetts court over an issue of land development (*Warwick v. Rivers*, 1994), the court ruled in favor of the municipality based on its Official Map.

The municipalities in Massachusetts with Official Maps on file with the Department of Housing and Community Development are: Burlington, Georgetown, Northboro, Sudbury, Warwick, Weston, Wilmington and Worcester. The BRPC has obtained copies of a number of these Official Maps for use as models. The Town of Richmond is expected to be the first Berkshire municipality to adopt an Official Map, pending Town Meeting vote later this month. The Towns of Alford, Florida, Peru and Tyringham have Official Maps as transportation items in their CDP scopes of work, with Hinsdale also expressing an interest in pursuing an Official Map. The Towns of Dalton, Hancock and New Ashford have requested Status of Roads maps as part of their CDP transportation elements. The BRPC is in the process of producing these documents.

Pros and Cons

The following is a chart of advantages and disadvantages for municipalities considering a Legal Status of Roads Map.

Legal Status of Roads Map

ADVANTAGES	DISADVANTAGES
Provides a single visual display of legal status or questions of legal status (ownership, maintenance and liability responsibilities) of roads.	A significant amount of effort and research are required to develop an accurate and meaningful Legal Status of Roads Map.
Does not require legislative action, public hearings, or Town Meeting adoption	Not a formal legal document with authority in cases of land use control or legal liability
Deals only with roads	Does not deal with parks
Shows road distances, road layouts or locations, functional classes, other road characteristics	Records may not agree on road characteristics; map will not settle disputes

The following is a chart of advantages and disadvantages for municipalities considering an Official Map.

Official Map

ADVANTAGES	DISADVANTAGES
Provides a tool for local land use control, particularly as related to ANR, subdivision and strip development.	A significant amount of effort and research are required to develop an accurate and meaningful Official Map.
Provides a formal graphic depiction of locally recognized ways and parks.	The map must be amended & updated each time a new way is added, discontinued or modified.
Identifies ownership of all ways within a municipality.	To be most effective, an Official Map needs to be followed up with corollary actions such as the discontinuance of roads and local zoning by-laws.
Establishes official road distances and functional classes, road and park layouts or locations, other characteristics	Requires updating if road and park characteristics change

BRPC Process for CDP Legal Status of Roads/Official Map Projects

1. Ask Town for its own official list of roads and ways and any relevant documentation.

2. Print out an orthomap (a large-scale aerial photo) of the Town, with a GIS overlay of roads and ways cataloged by administrative status (e.g. MassHighway, Town, Private, Unknown) in MassHighway's 2001 Road Inventory File (RIF). Provide a draft of this orthomap to the Town planning or select board for feedback on status of roads and parks shown and not shown.
3. Digitally scan the 1988 County Engineering Map (the last available revision) to make a blown-up version of the Town, and then identify and research the map's Book and Page citations from the County Commissioners' records (available at the Registry of Deeds in Pittsfield, MA) for roads marked as "abandoned for use," "discontinued by vote," or otherwise altered in any way.
4. Draft a status of roads or Official Map report, documenting Town, MassHighway RIF, County Engineering, County Commissioner and road atlas (1998 *Official Arrow Street Atlas for Western Massachusetts*) records of roads and ways, identifying any inconsistencies in road names, distances, locations and legal status.
5. Meet with Town's Community Development Advisory Committee to discuss the BRPC Official Map draft report, orthomap questions and County Commissioners' records (if any)
6. Decide with the Town whether any roads or ways require discontinuance by Town Meeting vote (under M.G.L. Chap 82, Sec. 21), *discontinuance of maintenance* by Select Board (M.G.L. Chap 82, Sec. 32A), a change of status from public way to "private statutory way" by Select Board and Town Meeting vote (M.G.L. Chap 82, Sec. 21), or alteration or addition by Select Board. Note that each of these actions is a separate local action, independent of the adoption of an Official Map (Chap 41, Sec. 81 E-I).

Pursuing these actions is by BRPC recommendation only. In theory, Official Map adoption will establish the legal status of ways as shown, without separate actions on roads in question. These following actions will make certain that the status of roads in question is clarified and on record before Official Map adoption.

Discontinuance by Town Meeting vote under M.G.L. Chap. 82, Sec. 21 completely ends the public right of passage along a road or way: the Town ends all legal responsibility for the road's maintenance and its liability for use. In most cases, the discontinued road can no longer serve as frontage or access for development of land abutting the discontinued road, including strip or frontage development and Approval Not Required (ANR) development under the Subdivision Control Law (Chap 41, Sec 81 K-81GG). Depending on the Town's zoning by-laws and subdivision regulations, new development can only occur along land abutting a discontinued road via the full subdivision approval process, which can often be lengthy and expensive. Discontinuance is thus an important tool in 1) legal responsibility and liability and 2) growth management.

Discontinuance of maintenance under M.G.L. Chap 82, Sec. 32A is a relatively new law (approved May 27, 1983) and has yet to be extensively interpreted by the courts. BRPC's present understanding is that this action results in the cessation of the Town's responsibility for maintenance and liability for use of the road (so long as the road is adequately posted as not maintained), but the *road remains a public way with a public right of passage, and with the potential for strip and ANR development.* Discontinuance

of maintenance in Section 32A is a Select Board action intended for roads that have become “abandoned and unused for ordinary travel and that the common convenience and necessity no longer requires said town way ...to be maintained in a condition reasonably safe and convenient for travel....”

Statutory private ways are actually public roads, with public right of passage, but no responsibility by the Town for maintenance. Maintenance is provided by the abutters. This is a good option for the Board of Selectmen if it is unclear that the road in question meets the “unused for ordinary travel” requirements of Sec. 32A but the Town wants to end maintenance and legal liability obligations for the road. Towns can re-institute maintenance along a statutory private way, or along part of one, by town ballot vote or by town meeting by-law. In practice, the Select Board can recommend discontinuing the road in question by Town Meeting vote, and then lay it out as a statutory private way and vote to accept it as such at the same Town Meeting. According to a Massachusetts Supreme Judicial Court ruling (*Casagrande v. Town of Harvard*, 1979), statutory private ways are not considered sufficient for public access under the Subdivision Control Act, and therefore cannot be used as frontage for ANR lots or strip development. It is up to local interpretation of Town zoning and subdivision regulations whether statutory private ways meet the public access requirements for the full subdivision approval process. In some cases, statutory private ways may have to be laid out again and accepted at Town Meeting as full-fledged Town roads, with public right of passage *and* maintenance.

NOTE: Towns can re-establish maintenance of a statutory private way or a portion of one by town ballot vote (M.G.L. Chap 40, Sec. 6D) or by a Town-wide by-law (M.G.L. Chap 40, Sec. 6N).

Laying out or altering ways is prescribed by M.G.L. Chap 82, Sec. 21. A Select Board can add or alter roads, either public with maintenance or private without, that may not appear on any map or that may have been discontinued or discontinued for maintenance but that the Town now requires for “ordinary travel.”

7. Draw up a draft Official Map showing all accepted public and private ways and parks, with a key and table of roads as well as a chart of official road distances on the back of the map.
8. Draft official map article language for Town Meeting warrant and schedule, announce and hold all necessary public hearings or comment periods for alterations to road status (where applicable).
9. Vote at Town Meeting to alter any roads in question and then, in a separate action, vote on the Official Map, showing all accepted parks and road locations, distances and names. Official Map adoption and amendments pass by simple majority vote.
10. Submit the final Official Map to the Registry of Deeds and to the Massachusetts Department of Housing and Community Development (DHCD), as stipulated in M.G.L. Chap. 41, Sec. 81E-I. The state requests that, for the sake of accuracy and ease of updating, official maps be provided in Geographic Information Systems (GIS) format.
11. SUBSEQUENT CHANGES to the Official Map (M.G.L. Chap 41, Sec. 81F), *except plans approved under the Subdivision Control Law*, must be adopted by Town Meeting with two additional requirements:

- ❑ The select board must hold a public hearing, after at least 10 days official advertisement and notice to abutters, prior to any vote on the action. The planning board may modify or remove any way, "which is not a public way," without a Town Meeting vote, so long as the amendment is uncontested at the public hearing. In the event the amendment is contested, special procedures are required as outlined in M.G.L. Chap 41, Sec. 81F.
- ❑ A majority vote at Town Meeting is required for amendment of public ways or parks shown on the map or for addition of ways or parks to the map. Variances to plans approved by the Planning Board require a 2/3 vote at Town Meeting.

An approved subdivision plan is to be added to an Official Map as soon as the plan's certificate of approval is recorded. No Town Meeting vote is required to add the roads or ways in the plan to the Official Map. (M.G.L. Chap 41, Sec. 81E)

Appendix 8: Reference Town Meeting Warrants for Road Discontinuance and Official Map Adoption

Reference Warrant for the Annual Town Meeting Town of Richmond, MA May 28, 2003

Article 18: Road Discontinuance
Article 19: Official Map Adoption

159

Noting there was a quorum, the Moderator, Douglas Chapman, opened the meeting at 7:31 PM and the Town Clerk, Edna Crowdson, read the warrant. The head table was introduced as was the Town Counsel, Sally Bell. Instructions as to the procedure for the meeting was given and the Moderator asked all non registered voters to identify themselves.

Total voters present: 167
Total voters - active 1070
inactive 82

WARRANT FOR THE ANNUAL TOWN MEETING

Commonwealth of Massachusetts
Berkshire, ss

To any of the Constables of the Town of Richmond in said County, Greetings:

In the name of said Commonwealth, you are hereby directed to notify and warn the inhabitants of the Town of Richmond qualified to vote in Town affairs to meet in the Consolidated School of said Richmond on May 28, 2003, at 7:30 PM, and then and there to act upon the following:

Article 1- To hear and act upon the reports of the Town Officers and Committees and give authority and instruction in relation thereto. *The voters approved this article at 7:37 PM.*

Article 2- To see if the Town will vote to authorize the Selectmen to determine the manner of repairing the highways and caring for the cemeteries for the year. (Approved by the Finance Committee) *Approved by voters at 7:38 PM.*

Article 3- To see if the Town will vote to raise and appropriate such sums of money as shall be deemed necessary for the upkeep and repair of the buildings, equipment, highways and cemeteries and for all other charges and expenses of the Town for the year and to set the salaries and compensation of all elected officers of the Town as provided by Section 108 of Chapter 41 of the General Laws. (Approved by the Finance Committee)

Article 18- To see if the Town will vote to discontinue the following roads:

ROAD #	ROAD NAME/DESCRIPTION
1	Foster Drive, so called, located at the old landfill.
2	Unnamed road extending 0.617 miles between the northwest end of Osceola Rd. Extension- and the southeast end of Anthony Rd.
3	Unnamed road extending 0.280 miles between the northwest end of Anthony Rd. and the northeast quarter of Orchard Circle.
4	Unnamed road extending 0.312 miles between the northern end of Orchard Circle and the northern end of Dublin Rd.

Approved by voters at 9:03 PM.

Article 19- To see if the Town will vote to adopt an Official Map in accordance with the provisions of Section 81E of Chapter 41 of the General Laws. The map, dated May 28, 2003, approved by the Planning Board, entitled "Official Map, Town of Richmond, Massachusetts" by Mark Maloy and Melissa Jette of the Berkshire Regional Planning Commission, reflects the action taken under Article 18 (above) and is on file with the Town Clerk. *The voters approved this article at 9:16 PM.*

5

Reference Warrant for Official Map Adoption Warrant for the Annual Town Meeting Town of Sudbury, MA 1970

Article 36: Official Map Adoption

CONTROL COMMITTEE OF THE TOWN TO CO-ORDINATE, INITIATE AND STIMULATE ACTION ON PROGRAMS TO PREVENT DRUG ABUSE; AND BE IT FURTHER

RESOLVED THAT SUCH COMMITTEE KEEP INFORMED ON THE PROGRAMS OF ALL DRUG ACTION COMMITTEES, DEPARTMENTS AND GROUPS WITHIN THE TOWN AND REPORT ON PROGRESS AT REGULAR INTERVALS THROUGH THE TOWN FATHERS AND NEWSPAPERS DISTRIBUTED IN THE TOWN.

Article 34: To see if the Town will vote to accept the provisions of General Laws, Chapter 40A, Section 8, and all amendments thereto, which provides, in essence, that no proposed ordinance or by-law making a change in any existing zoning ordinance or by-law which has been unfavorably acted upon by a Town Meeting shall be considered on its merits by the Town Meeting within two years after the date of such unfavorable action unless the adoption of such proposed ordinance or by-law is recommended in the final report of the Planning Board required by Chapter 40A, Section 6, or act on anything relative thereto.

Submitted by the Planning Board and Committee on Town Administration.

Mr. Richard Davison moved for the Planning Board that the Town accept the provisions of General Laws, Chapter 40A, Section 8 and all amendments thereto.

Planning Board Report: (Mr. Richard Davison) Following the public hearings held on February 25, 1970, the Planning Board agreed to continue recommending passage of this article. Mr. Davison added that the report of the Committee on Town Administration as printed in the warrant concisely covers the reason for this article.

Committee on Town Administration Report: By accepting General Laws Chapter 40A, Section 8, the Town would protect itself from having to consider previously defeated zoning by-law amendments within two years after their defeat unless the Planning Board submits a report recommending their adoption. As the matters that must be considered by the Town at its Annual Meeting increase in quantity and complexity, the Committee on Town Administration feels that it is advantageous to provide for some limitation on reconsidering zoning by-law amendments which the Planning Board—which is the elective body most concerned with the zoning by-law—does not support.

After discussion, the Planning Board's motion was defeated. No further action was taken under this article.

Article 35: To see if the Town will vote to accept the provisions of General Laws, Chapter 40A, Section 20, and all amendments thereto, so that no appeal or petition for a variance and no application for a special exemption which has been unfavorably acted upon by the Board of Appeals shall be reconsidered on its merits within two years after the date of such unfavorable action except with the consent of all but one of the members of the Planning Board, or act on anything relative thereto.

Submitted by the Planning Board.

Mr. Richard Brooks moved for the Planning Board that the Town accept the provisions of General Laws, Chapter 40A, Section 20 and all amendments thereto.

Planning Board Report: (Mr. Richard Brooks) The Planning Board recommends adoption of this article. At the public hearing no opposition was voted. The purpose of this article is to take advantage of the state enabling legislation which limits the inefficient repetitive appeals to zoning board of appeals for two years separation.

After discussion, the Planning Board's motion was defeated. No further action was taken under this article.

Article 36: To see if the Town will vote to adopt an official map in accordance with the provisions of Section 81E of Chapter 41 of the General Laws, a copy of which, dated: January 1970, approved the Planning Board, entitled: "Official Map of the Town of Sudbury", by George D. White, Town Engineer, is on file in the Town Clerk's office, or act on anything relative thereto.

Submitted by the Board of Selectmen and Planning Board.

Board of Selectmen Report: (Mr. Martin Doyle) The town map under Section 81E entitles any city or town to record a map showing the public ways, parks and any other private ways which they are entitled to. A town map may seem to be a rather inconsequential thing. However, it means that when we register a road or a way within the Town, we also have to have a detail registered with the Town Clerk which shows where the layout of drains, sewers, gas mains and electric mains are within that public way. It entails a certain amount of work on the part of the Town Engineer. As you are aware, the Town Engineer reports to the Board of Selectmen.

This year we have appropriated the sum of \$5,000 towards the Town Engineer's account for starting this work. Over the next five to ten years it will cost the Town that amount also. However, several years ago when Willis Road became an article for action by the Town Meeting as to whether it should be adopted by the Town, it cost the Town a certain amount of money to determine whether Willis Road was a town way or not.

The intent of this article is to insure that town ways are properly delineated, that we do not enter into arguments with builders and developers in the future as to whether or not a road is a town way, and that we have a proper record of what is laid within the town way to prevent confusion.

There are at present 299 streets in Sudbury. 209 of these appear on the Official Town Map. The 299 streets include those in proposed subdivisions. However, even in a matter of accounting for 209 streets there is room for confusion and we should have a proper record of these. We recommend that you vote for this article.

Planning Board Report: (Mr. Richard Brooks) The Planning Board favors adoption of this article which will settle for all time which are or are not to be considered public ways in the Town of Sudbury.

Finance Committee Report: The Finance Committee agrees with the sponsors of this article, that an official map of Sudbury, with well delimited street boundaries, is necessary. The Town Engineer's budget has \$5,000 included for subcontract survey services, the major portion of which is for this project.

Highway Commission Report: (Mr. Richard Duggan) The Highway Commission is also in favor of this article, but possibly for a slightly different reason. The work that will be done on the Official Town Map will help the Highway Department get ahead in the engineering it needs to lay out the roads that have to be rebuilt. We will not run into the problem yearly of having just one road to work on. We should always have two or three ahead of us.

UNANIMOUSLY VOTED: THAT THE TOWN ADOPT AS THE OFFICIAL MAP OF THE TOWN OF SUDBURY IN ACCORDANCE WITH THE PROVISIONS OF SECTION 81E OF CHAPTER 41 OF THE GENERAL LAWS THE MAP DATED JANUARY 1970 APPROVED BY THE PLANNING BOARD, ENTITLED "OFFICIAL MAP OF THE TOWN OF SUDBURY," BY GEORGE D. WHITE, TOWN ENGINEER, A COPY OF WHICH IS ON FILE IN THE TOWN CLERK'S OFFICE WITH SAID MAP INCORPORATED HEREIN BY REFERENCE.

Article 37: To see if the Town will vote to amend its zoning by-law to change from residential zone B2 to a Limited Business District, the following described property:

Beginning at a point on the south side of the Boston Post Road at the junction of the westerly side of Raymond Road.

Reference Warrant for Road Discontinuance

Warrant for the Annual Town Meeting

Town of Warwick, MA

May 9, 1988

Article 17: Road Discontinuance

316

ARTICLE 12: To see if the Town will vote to authorize the Franklin County Technical School District to accept an Equal Educational Opportunity Grant (EEOG) from the Commonwealth of Massachusetts in the amount of \$13,929.00, in additional educational aid for fiscal year 1989.

ARTICLE 13: To see if the Town will vote to raise and appropriate, appropriate from free cash, transfer, borrow or otherwise provide the sum of \$10,000.00 for the purpose of widening, excavating, installing drainage and gravel, and constructing a cul-de-sac turnaround on Hastings Pond Road, a distance of .35 miles, to fund improvements to the road accepted by the Town under Article #3 of the November 9, 1987 Special Town Meeting.

ARTICLE 14: To see if the Town will vote to accept the provisions of Massachusetts General Law Chapter 40:46, which raises the limit of expenditures not requiring public bidding from \$2,000.00 to \$4,000.00.

ARTICLE 15: To see if the Town will vote to rescind Article #9 of the May 11, 1987 Annual Town Meeting, thereby retaining \$20,000.00 in the Capital Stabilization Fund.

ARTICLE 16: To see if the Town will vote to raise and appropriate, appropriate from free cash, transfer, borrow or otherwise provide the sum of \$6,475.00 (\$3,145.00 tuition, \$3,330.00 transportation) for the Fiscal Year 1988 Warwick School Budget to cover the unanticipated costs of a special needs student.

ARTICLE ¹⁷~~14~~: To see if the Town will vote to discontinue all public roads in Warwick except those on the attached list of Public Ways

ARTICLE 18: To see if the Selectmen will petition the Franklin County Commissioners regarding the following County roads;

1. to accept a section of Route 78 between Hotel Road and Athol Road.
2. for discontinuance of 1829 layout of Highway #11 (5th Massachusetts Turnpike) westerly from the White Road to end (thought to be the southwest corner of the Spooner house; a distance of about 3,000 feet, more or less).
3. for discontinuance of Highway #1, laid out in 1761, Record Book 0, Page 44, from the Northfield Town Line, perhaps along a portion of the White Road, past Balancing Rock and the Old Fort to its end, and retaining as a town road ANY portions of the White Road, or other town roads with the same layout.
4. for discontinuance of a portion of Highway #2, laid out in 1774, Book 0, Page 106 (part of which may be known as Round the Mountain Trail or as Old Northfield Road) from its intersection with the present Northfield Road at Wendell Road to the Northfield Town Line, retaining any portion of Flower Hill Road which has the same layout, as a town road.
5. for discontinuance of Highway #6, laid out in 1822, Book I, Page 194, from the last discontinuance of Spooner Road, easterly to the White Road, a distance of about 2,000 feet, more or less; also, the portion from Northfield Road westerly and northerly across Leland Hill Road to the 1774 layout of the Northfield Road.
6. for discontinuance of a portion of Highway #2, laid out in 1774, Book 0, Page 106, westerly from Gale Road to the present Athol Road, also known as Pedeman Hill.
7. for discontinuance of Brush Valley Road (known on County records as Dubovik Road) from Orange Road to its end.
8. for a map of County roads in Warwick, color coded, with County number and layout date, overlayed on USGS Topographical sheets, and a second map showing discontinued County roads in the same form as the first map, but adding the date of discontinuance.

Reference Warrant for Road Discontinuance Warrant for the Annual Town Meeting Town of Warwick, MA May 9, 1988

ARTICLE 19: To see if the Town will take action regarding the following Town roads, with each road a separate action: 317

Road #	Name	Action Requested
1	Hastings Heights	change mileage from 1.55 to 1.84 miles
3	Royalston	discontinue from Tully Brook Road to Reil's driveway.
7	Wendell	change description from "to Orange Road" to "to intersection of Revere Hill Road". Add a new road named "Revere Hill": "from Orange Road to intersection of Wendell Road and Northfield Road, 0.25 mile" and change mileage of Wendell Road from 5.6 to 5.35 miles.
9	Store	change name to Northfield Road and add 0.55 mile.
10	Soderman	discontinue
13	Shaw Place	change mileage from 0.15 to 0.12 mile.
14	Wilson	discontinue the center portion from 1,000 feet southeasterly of the intersection of Flagg and Chestnut Hill at pole #10-733/5 about 50 feet past River's driveway, to the southeast side of Wilson Brook (which is about 1,100 feet northwesterly of intersection with Wendell Road), and change the name of East Wilson Road and West Wilson Road.
15	Flagg	discontinue
17	Shepardson	discontinue portion north of White Road (which is also known as Spooner Road), change mileage from 2.45 to 1.69 miles and change description from "to Northfield Road" to "to White Road".
18	Shepardson Place	change description from "to" to "toward".
19	White	change mileage from 2.35 to 2.8 miles
22	Mt. Grace Avenue	change description from "from Store Road" to "from Orange Road across Northfield Road" (Store Road) and change mileage to 0.15 mile.
23	Leland Hill	change mileage from 0.15 to 0.19 miles
26	Hastings	change name from "Hastings" to "Hastings Pond"
28	Tully Brook	discontinue
32	Smith Road	change mileage from 0.19 to 0.16 miles
33	Whipple Place	discontinue
34	Robbins	change mileage from 0.80 to 0.55 miles
35	Rum Brook	discontinue the center portion, starting 1,000 feet westerly from Richmond Road at the top of a knoll just west of Black Brook to a point 1,400 feet easterly from Old Winchester Road, meaning to be the west bank of Rum Brook, and changing the name to East Rum Brook Road and West Rum Brook Road, respectively.
36	Sevens Place	change description from "to" to "toward".
40	Beech Hill	change Description from "Thompson's" to "Doubleday's".

Article 19: Road Discontinuance/Alteration

318

Road #	Name	Action Requested
43	South Holden Road	discontinue portion from 10 feet east of Sammy Lane to end and change description from "to Holden place" to "to Sammy Lane", a distance of 0.22 mile.
43	North Holden Road	change mileage from 0.15 to 0.12 mile.
44	Wheeler	discontinue 0.06 mile and change from "westerly loop off Orange Road" to "northe off Orange Road to Dead End".
45	Paul	change description from "to" to "toward"
46	Pine	change description from "from Shepardson Road to Wilson Road" to "from Wendell Road to dead end".

ARTICLE 20: To see if the Town will vote to establish a revolving fund for self-supporting services of the Town Forestry Committee, as authorized by Massachusetts General Laws Chapter 44B, and further, to raise and appropriate, appropriate from free cash, transfer or otherwise provide the sum of \$500.00 to establish this fund.

ARTICLE 21: To see if the Town will vote to accept the provisions of Massachusetts General Laws Chapter 44B, allowing the Treasurer, on behalf of the Town to contract with an employee to defer a portion of that employee's compensation.

ARTICLE 22: To see if the Town will vote to reappropriate \$21,000.00 of unused Revenue Sharing Funds to design and construct a fire escape for the Town Hall.

And you are directed to serve this Warrant, by posting up attested copies thereof at the Town Hall and the Community Store in said Town, 7 days at least before the time of holding said meeting.

HEREOF FAIL NOT, and make due return of this Warrant, with your doings thereon, to the Town Clerk, at the time and place of meeting, as aforesaid.

Given under our hands this 2nd day of May in the year of our Lord one thousand nine hundred and eighty-eight.

Jon M. Cooke }
J. David Young } Selectmen of Warwick
Mickey Williamson }

A true copy Attest: Rodney F. Whipple, Constable

Franklin, ss.

PURSUANT TO THE WITHIN WARRANT, I have notified and warned the inhabitants of the Town of Warwick May 2, 1988 by posting up attested copies of the same at the Town Hall and the Community Store 7 days before the date of the meeting, as within directed.

Rodney F. Whipple, Constable of Warwick

Reference Warrant for Road Discontinuance Warrant for the Annual Town Meeting Town of Warwick, MA May 9, 1988

319

PUBLIC ROADS--(as referenced in Article #17, Annual Town Meeting May 9, 1988)

1. Hastings Heights Road: from Athol Road to Orange Town Line 1.55 miles
2. Athol Road: from Orange Road to Orange Town Line 3.55 miles
3. Royalston Road: from Athol Road to 1200 feet east of Chase Road 0.55 mile. Also, easterly from Tully Brook Road to Reil's driveway 0.40 mile.
4. Winchester R. d (Route 78): from the end of Orange Road at Warwick Center to State Line (NH) 3.15 miles
5. Orange Road (Route 78): from end of Winchester Road at Warwick Center to Orange Town Line 5.00 miles
6. Hockanum Road: from Orange Road to Wendell Road 0.80 mile
7. Wendell Road: from Orange Town Line to Orange Road 5.60 miles
8. Northfield Road: from Northfield Town Line to junction of Wendell Road 4.00 miles
9. Store Road: from Wendell Road to junction of Orange and Winchester Roads at Warwick Center 0.45 mile
10. Soderman Road: from White Road to Soderman place 0.25 mile
11. Quarry Road: from Wendell Road to Northfield Town Line 1.55 miles
12. Omitted
13. Shaw Place Road: from Wendell Road westerly to Shaw place 0.15 mile
14. Wilson Road: from Wendell Road to junction of Flagg and Chestnut Hill Roads 0.85 mile
15. Flagg Road: from junction of Chestnut Hill and Wilson Roads westerly and southerly to end at woods 0.35 mile
16. Chestnut Hill Road: from junction of Flagg and Wilson Roads to Wendell Road 1.05 miles
17. Shepardson Road: from Wendell Road to Northfield Road 2.45 miles
18. Shepardson Place Road: from Shepardson Road westerly to old house 0.25 mile
19. White Road: from Northfield Road by southerly loop back to Northfield Road 2.35 miles
20. Kirk Road: from Orange Road easterly to Kirk place 0.05 mile
21. Omitted
22. Mount Grace Avenue: from Store Road to old Cook house 0.05 mile
23. Leland Hill Road: from Northfield Road to Flower Hill Road 0.15 mile
24. Flower Hill Road: from Northfield Road to Winchester Road 2.35 miles
25. Buzzell Place Road: from Flower Hill Road westerly to Buzzell house 0.05 mile
26. Hastings Road: from Orange Road to Cadwell's driveway 1.10 mile
27. Hotel Road: from junction of Orange and Winchester Roads to Athol Road 0.95 mile
28. Tully Brook Road: from Athol Road to Royalston Road 1.00 mile
29. Omitted
30. Chase Road: from Royalston Road to Athol Road 0.55 mile

List of Roads Referred to in Article 17

320

31. Richmond Road: from Athol Road to State Line (NH) 2.80 miles
32. Smith Road: (re-opened 3/31/75) 1,000 feet from Richmond Road 0.19 mile
33. Whipple Place Road: from Richmond Road westerly to Whipple place 0.05 mile
34. Robbins Road: from Old Winchester Road to Winchester Road 0.80 mile
35. Old Winchester Road: from Athol Road to State Line (NH) 2.85 miles
36. Stevens Place Road: from Old Winchester Road easterly to Stevens Place 0.15 mile
37. Run Brook Road: from Richmond Road to Old Winchester Road 0.75 mile
38. Gale Road: from Athol Road to Orange Town Line 2.55 miles
39. Omitted
40. Beech Hill Road: from Gale Road southerly to Thompson place 1.10 mile
41. Brush Valley Road: from Beech Hill Road to Orange Road 1.25 miles
42. Bliss Hill Road: from Orange Town Line to Royalston Town Line 0.20 mile
43. South Holden Road: from Wendell Road easterly to Holden place 0.35 mile - North Holden Road: from Orange Road westerly to house 0.15 mile
44. Wheeler Road: westerly loop off Orange Road 0.20 mile
45. Pool Road: from Orange Road easterly to house and buildings 0.10 mile
46. Pine Street: from Shepardson Road to Wilson Road 0.18 mile
47. Garage Road: from Winchester Road to Town Garage 0.40 mile
48. Rockwood Road: from Hastings Road to Orange Road 0.10 mile

REPORT OF THE ACTION TAKEN ON THE ARTICLES IN THE WARRANT FOR THE ANNUAL TOWN MEETING May 9, 1988

Prior to the commencement of the Annual Town Meeting, a brief ceremony was conducted by the Moderator, Helen E. Whipple, commemorating the first town meeting held in Warwick on this same date 225 years ago, May 9, 1763. The Annual Town Meeting for May 9, 1988 was called to order by the Moderator. The following action was taken on the Articles in the warrant by the 97 voters present:

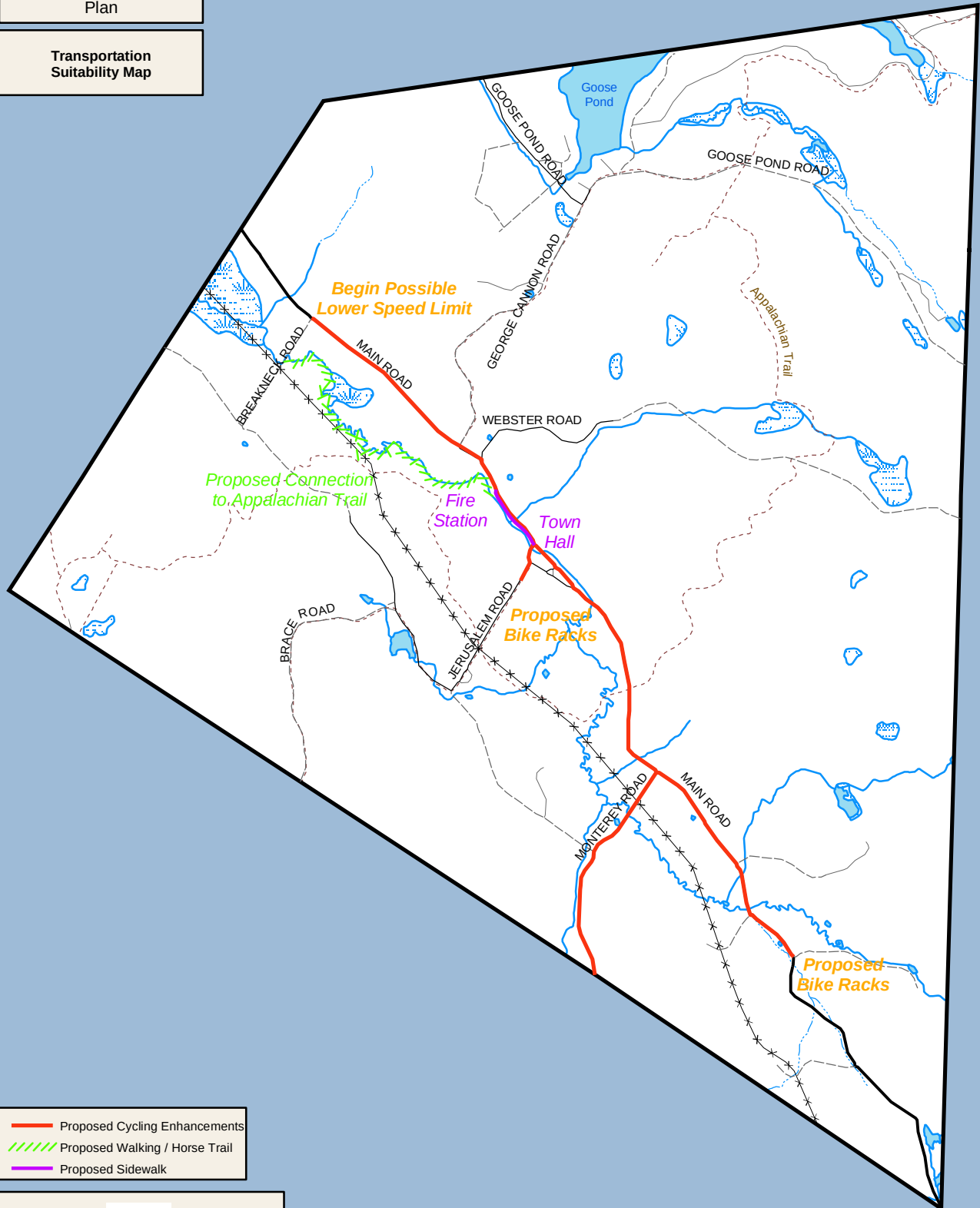
ARTICLE 1: VOTED: To accept the reports of Town Officers and Committees.

ARTICLE 2: VOTED: to authorize the Town Treasurer with the approval of the Selectmen, to borrow money from time to time in anticipation of the revenue of the fiscal year beginning July 1, 1988, in accordance with the General Laws Chapter 44A, and to issue a note or notes therefore, payable within one year, and to renew any note or notes as may be given for a period of less than one year, in accordance with the General Laws Chapter 44A:17.

Town of Tyringham

Community Development Plan

Transportation Suitability Map



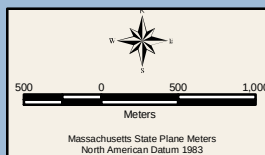
- Proposed Cycling Enhancements
- Proposed Walking / Horse Trail
- Proposed Sidewalk



This map was created by the Berkshire Regional Planning Commission and is intended for general planning purposes only. This map shall not be used for engineering, survey, legal, or regulatory purposes. MassGIS, BRPC or the Town provided all of the data layers used to create this map.

This project was funded through a grant from the Massachusetts Executive Office of Environmental Affairs, Massachusetts Department of Housing Development, and the Massachusetts Executive Office of Transportation and Construction.

December 19, 2003
/cdp/tyrprojects/trans_suitability.mxd



GIS Mapping

GIS Mapping

Introduction to GIS Mapping

Introduction to Development Suitability Maps

Base Maps

Introduction to GIS Mapping

Geographic Information Systems (GIS) are quickly becoming a staple of our times. Defined broadly, GIS is a computer-based system “for capture, retrieval, analysis, and display of spatial (locationally defined) data.” The essential elements in this definition for local governments are “spatial” and “analysis”: where are things, why do we want to know about them, and how can our community use this information to make better decisions?

GIS is a system of computer software, hardware, data, and personnel to help manipulate, analyze and present information that is tied to a specific location on the earth. Aspects of GIS include:

spatial location – usually a geographic location

information – visualization of analysis of data

system – linking software, hardware, data

personnel –the key to the power of GIS

GIS applies modern computer graphics and database technology to the efficient, cost-effective management and planning of the local government's assets. It provides enhanced capabilities for data storage, retrieval, and analysis. GIS does this by linking (1) maps and (2) databases. This marriage lets us easily explore the relationship between (1) location and (2) information.

The real key for small city governments is that GIS quickly integrates *information with location*. Through its use of computer technology, GIS provides a better, faster, easier way for local officials to find answers to questions and carry out analyses based on spatial relationships.

Berkshire Regional Planning Commission uses GIS in projects covering almost all aspects of planning. This includes environmental, land use, community development, transportation, economic and housing projects. BRPC uses our GIS for map creation, data development and spatial analysis.

Throughout the Community Development Plan, GIS has been used to create a series of base maps illustrating what is in each community and has allowed community officials to determine where the most suitable locations are for various types of development / preservation. Some communities also used suitability maps to assist them in determine where the best locations for development / preservation were. These suitability maps were created by evaluating the importance of various environmental, housing, economic, and transportation items and plotting the best and worst locations based on the combination of all these factors. The final maps presented throughout the report show the decisions that were arrived at by the community. In this section, the base maps are presented as reference to show what is currently in the town. The descriptions of the mapped items that you will find within these base maps are listed below.

Introduction to Development Suitability Maps

Description of Map Attributes

Environmental Resources

Drinking Water

Aquifers – shows medium and high yield aquifers as delineated by USGS Water Resource Division. The original data is from the USGS 1:48,000 hydrologic atlas series on groundwater favorability.

Interim Wellhead Protection areas – shows the primary, protected area for PWS groundwater sources in the absence of an approved Zone II. The radius around the well is determined by the pumping rate in GPM of the well. Wellhead protection areas are important for protecting the recharge area around public water supply (PWS) wells.

Lakes/Ponds Resource Area – shows a 100 ft. buffer around the lakes and ponds that are on the USGS topographical maps. This buffer shows the area that has an immediate impact of the lakes and ponds.

Outstanding Resource Water – shows waters which constitute an outstanding resource as determined by their outstanding socioeconomic, recreational, ecological, and / or aesthetic values and which shall be protected and maintained as determined under Massachusetts Surface Water Quality Standards of 1995

Wellhead Protection Zone I – shows a 400 ft. buffer around public water supply points.

Wellhead Protection Area Zone II – shows the primary, protected area for PWS groundwater sources based upon the area of an aquifer which contributes to a well under the most severe pumping and recharge conditions that can realistically be anticipated. Wellhead protection areas are important for protecting the recharge area around public water supply (PWS) wells.

Water Bodies and Protection Areas

FEMA 100yr. Floodplain – shows areas of possible risk associated with flooding. This layer was created by the Federal Emergency Management Agency (FEMA) from the Flood Insurance Rate Maps (FIRM)

Lakes / Ponds Resource Areas – 100 ft - shows a 100-foot buffer around lakes and ponds that defines the resource area that contributes to the lake/pond. The lakes and ponds are derived from USGS topo maps.

River Protection Area – 200 ft. – Shows a 200-foot buffer delineating the resource area of perennial streams. These areas were created as an addition to the long-standing Wetlands Protection Act. The law establishes protected riverfront areas that extend 200 feet from the mean annual high-water line.

Surface Water Protection Area Zone A – shows land between the surface water source and the upper boundary of the bank, the land within a 400 foot lateral distance from the upper boundary of the bank of a Class A surface water source and the land within a 200 foot lateral distance from the upper boundary of the

bank of a tributary or associated surface water body. These areas are included in the Massachusetts Drinking Water Regulations as Surface Water Supply Protection Zones.

Surface Water Protection Area Zone B – shows the land within one-half mile of the upper boundary of the bank of a Class A surface water source or the edge of the watershed, whichever is less. Zone B always included the land area within a 400 ft lateral distance from the upper boundary of the bank of the Class A surface water source. These areas are included in the Massachusetts Drinking Water Regulations as Surface Water Supply Protection Zones.

Wetland Resource Areas – shows a 100-foot buffer around wetlands that defines the resource area that contributes to the wetland. The wetlands are derived from USGS topographical maps.

Wetlands – shows wetlands derived from USGS topographical maps.

Soils / Geology

Excessively Drained Soils– shows soils that have too much or too rapid loss of water, either by percolation or by surface flow. The occurrence of internal free water is very rare or very deep. This layer was derived from the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey Geographic (SSURGO) database.

Highly Erodible Soils – shows soils that are highly susceptible to erosion from wind and/or water. This layer was derived from the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey Geographic (SSURGO) database.

Hydric Soils – Soils that are wet long enough to periodically produce anaerobic conditions, thereby influencing the growth of plants. This layer was derived from the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey Geographic (SSURGO) database.

Poorly Drained soils– shows soils that do not lose water very rapidly. The occurrence of free water is common. This layer was derived from the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey Geographic (SSURGO) database.

Scenic Landscapes – shows areas identified as having distinctive or noteworthy scenic landscapes as part of the Massachusetts Landscape Inventory Project, Department of Environmental Management, 1981.

Slopes Greater than 15% - shows slopes that are greater than 15% based on slope information derived from either 3 or 10-meter contours generated by MassGIS

Biological

Areas of Critical Environmental Concern – shows the location of areas that have been designated ACECs by the Secretary of Environmental Affairs. This designation requires greater environmental review of certain kinds of proposed development under state agency jurisdiction with the boundary.

Contiguous Natural Lands – shows large, contiguous tracts of natural land. “Contiguous” lands are defined to be at least 250 contiguous acres and “Natural” lands are defined based on the land use codes for water, forest, shrubland, pasture and wetland. The data is part of the Massachusetts Resource Identification Project (MRIP).

Natural Land Riparian Corridors – shows contiguous natural lands within a 100-meter corridor encompassing perennial streams and river features. These areas within the riparian corridor remain in a “natural state”, potentially functioning as a corridor for select species movement, as well as additional ecological purposes. These data is part of the Massachusetts Resource Identification Project (MRIP).

NHESP BioMap Core Habitat - Depicts the most viable habitat for rare species and natural communities. The polygons may consist of many individual species or natural communities.

NHESP BioMap Supporting Natural Landscapes – buffers and connects the Core Habitat polygons and identifies large, naturally vegetated blocks that are relatively free from the impact of roads and other development. The quality of undeveloped land considered in the landscape analysis was evaluated based on four major components: natural vegetation patch characteristics, size of relatively road less areas, sub watershed integrity, and contribution to buffering Bore Habitat for plants and exemplary communities.

NHESP Estimated Habitats of Rare Wildlife – shows estimations of the habitats of state-protected rare wildlife populations that occur in Resource areas. These habitats are based on rare species records maintained in the Natural Heritage & Endangered Species Program’s (NHESP) database.

NHESP Priority Habitats of Rare Species – shows areas that represent estimations of important state-listed rare species habitats in Massachusetts. These habitats are based in rare species population records maintained in the Natural Heritage & Endangered Species Program’s (NHESP) database.

Riparian Corridors – shows a 100-meter corridor, which encompasses perennial streams and river features. The 100 meter buffer distance is a subjective value derived from existing conservation plans, as well as current literature. The data is part of the Massachusetts Resource Identification Project (MRIP).

Vernal Pools – shows a 100-foot buffer around NHESP Certified Vernal Pools. Certified Vernal Pools are protected if they fall under the jurisdiction of the Massachusetts Wetlands Protection Act Regulations. They also are afforded protection under the state Water Quality Certification regulations, the state Title 5 regulations, and the Forest Cutting Practices Act regulations.

Community

Developed

Commercial Land – shows land that is classified as commercial in the most recent land use update.

Gravel Pits / Mining - shows land that is classified as Gravel / Mining in the most recent land use update.

Industrial Land – shows land that is classified as industrial in the most recent land use update. Industrial land is defined as Industrial, Mining, and Waste Disposal.

Multi-Family Residential - shows land that is classified as Multi-Family residential in the most recent land use update.

Residential Land – shows land that is classified as residential in the most recent land use update. Residential land is defined as lots smaller than ¼acre lots, ¼ to ½acre lots, lots larger than ½acre, and multi-family lots.

State Registered Historic Resources – shows land that is listed with the State Register of Historic Places as being of historical interest.

Village / Commercial Centers – an area defined by the community as representing the village or community center.

Non-Developed Land

Agriculture Land – shows land classified as agriculture in the most recent land use update. Land that is defined as agriculture is composed of cropland, pasture, and woody perennial.

Agricultural Preservation Restriction Land – shows land that is permanently protected as agricultural land due to an APR designation

Buildable Land – shows land that was determined to be buildable based upon existing development, protection, and restricted land during the 1999/2000 Buildout Analysis

Forested Land – shows land that is classified as forest in the most recent land use update.

Non-Protected Open Space – shows land that is classified as open space, but is not permanently protected.

Partial Constraints – shows land that is buildable but is limited based on land characteristics, such as slope, wetlands, and proximity to water.

Protected Open Space – shows land that is classified as open space and is permanently protected.

Recreational Resources – shows land that is classified as recreational in the most recent land use update. Recreational land is defined as Participation Recreation, Spectator Recreation and Water based Recreation.

Housing and Population Densities

Owner Housing Density – The percentage of housing that is owned by the resident on a per acre basis. The values are derived from the Census 2000 data.

Population Density - The population of the census block on a per acre basis. The values are derived from the Census 2000 data.

Rental Housing Density - The percentage of housing that is rented by the resident on a per acre basis. The values are derived from the Census 2000 data.

Seasonal Housing Density - The percentage of housing that is seasonal on a per acre basis. The values are derived from the Census 2000 data.

Infrastructure

Roads

Dirt / Unpaved Roads – roads that are considered dirt or unpaved based on the latest MassHighway inventory.

Local Roads – roads that are considered local roads based on the latest MassHighway inventory.

Minor Roads – roads that are considered collectors based on the latest MassHighway inventory.

Major Roads / Highway Access – roads that are considered arterials or interstate on the latest MassHighway inventory.

Other Transportation

Para Transit – This data layer is only useful for regional analysis. A town that is a member of BRTA receives para transit

Transit access – Roads that have existing BRTA bus service.

Rail Access – Existing rail lines that are currently used.

Air Access – The area surrounding the airports that are considered part of the airport complex.

Bike Trails – The Ashuwillticook bike trail from Lanesborough/Pittsfield line to downtown Adams.

Utilities

Public Water – a line approximating the location of the public water lines. This data was verified by DPW staff during summer of 2001.

Sewer – a line approximating the location of the sewer lines. This data was verified by DPW staff during summer of 2001.

Solid Waste Facilities – Compiled by DEP to track the locations of landfills, transfer stations, and combustion facilities.

Bureau of Waste Prevention

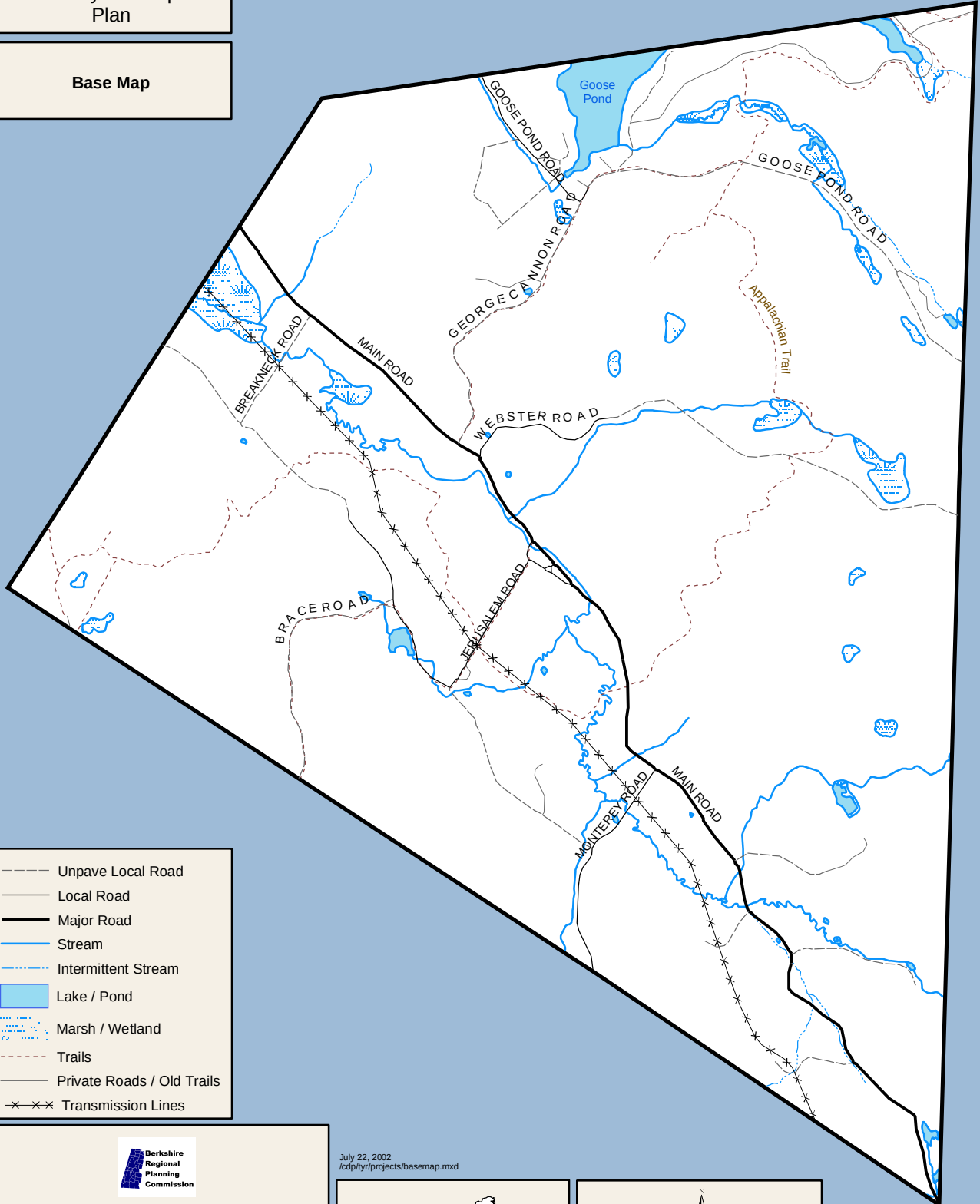
Major Facilities – facilities that are regulated by the DEP. These are considered to have the greatest environmental significance. Facilities included are:

- Large Quantity Generators of Hazardous Waste
- Large Quantity Toxic Users
- Hazardous Waste Recyclers
- Hazardous Waste Treatment, Storage and / or Disposal Facilities
- Facilities with Air Operating Permits
- Facilities with Groundwater Discharge Permits

Town of Tyringham

Community Development
Plan

Base Map



- Unpaved Local Road
- Local Road
- Major Road
- Stream
- - - Intermittent Stream
- Lake / Pond
- Marsh / Wetland
- - - Trails
- Private Roads / Old Trails
- x - x - Transmission Lines



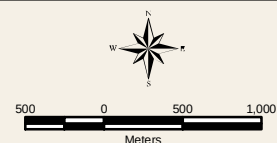
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July 22, 2002
/cdp/tyr/projects/basemap.mxd



Locus Map

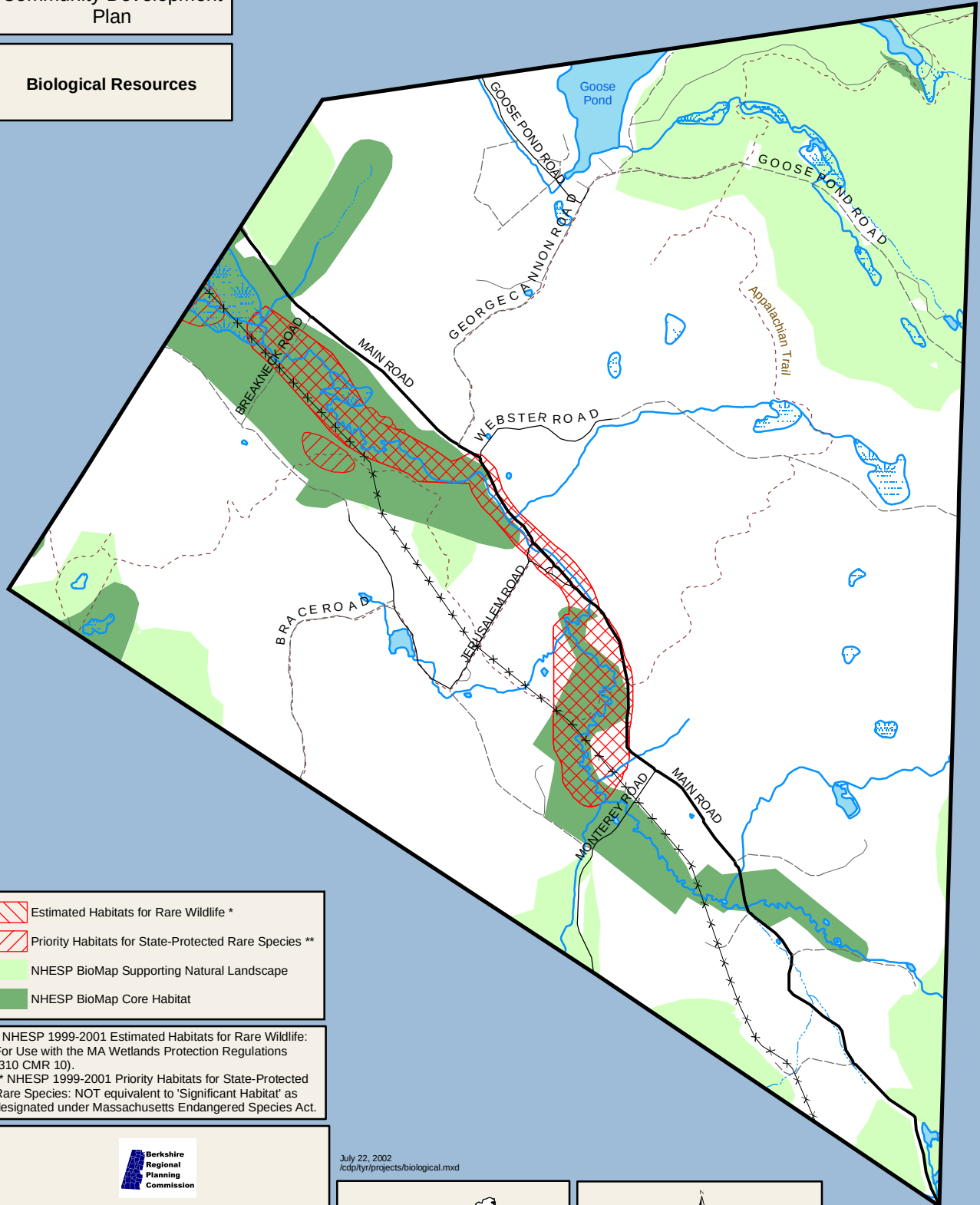


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Biological Resources



-  Estimated Habitats for Rare Wildlife *
-  Priority Habitats for State-Protected Rare Species **
-  NHESP BioMap Supporting Natural Landscape
-  NHESP BioMap Core Habitat

* NHESP 1999-2001 Estimated Habitats for Rare Wildlife:
For Use with the MA Wetlands Protection Regulations
(310 CMR 10).

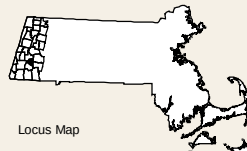
** NHESP 1999-2001 Priority Habitats for State-Protected
Rare Species: NOT equivalent to 'Significant Habitat' as
designated under Massachusetts Endangered Species Act.



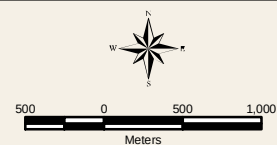
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July 22, 2002
/cdp/tyr/projects/biological.mxd



Locus Map

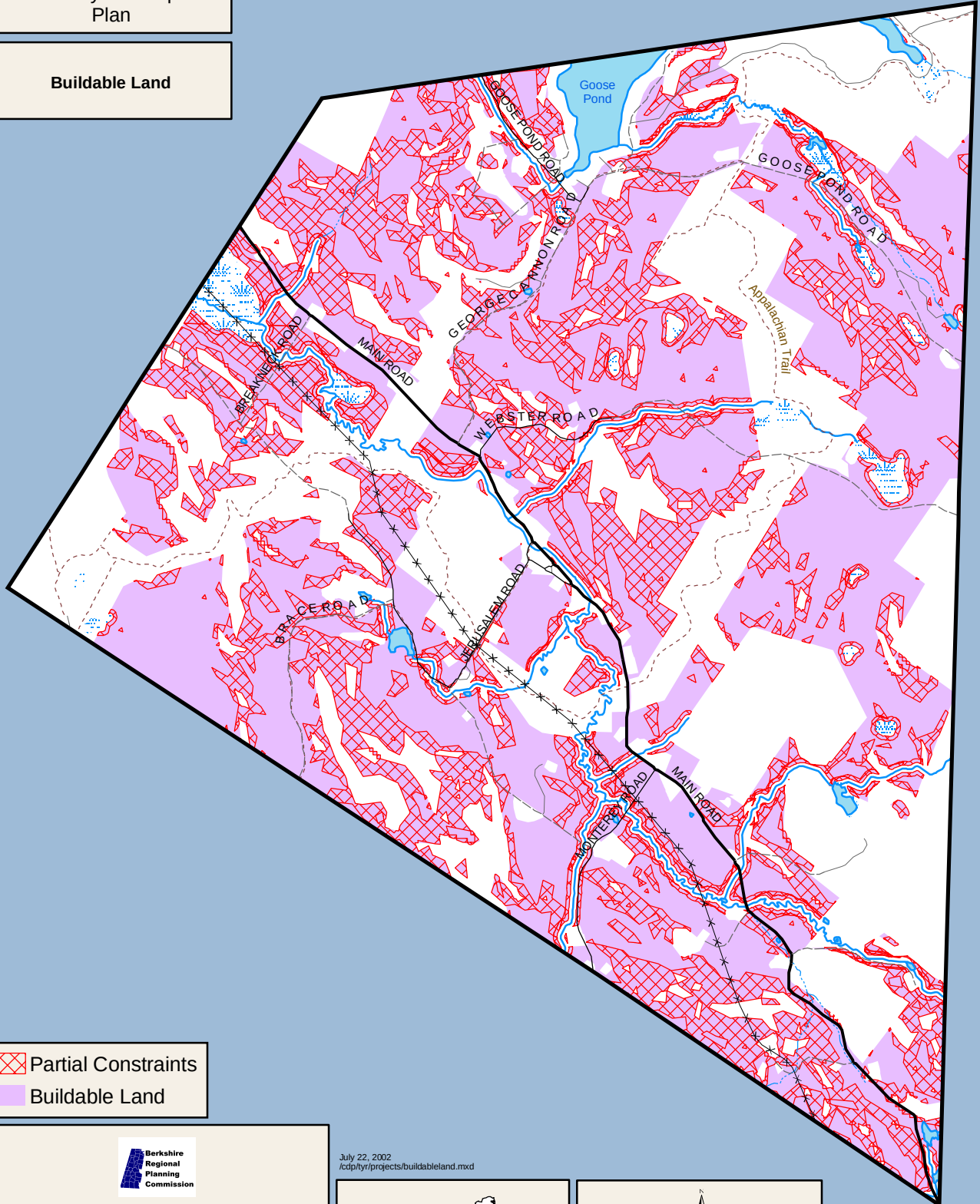


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Buildable Land



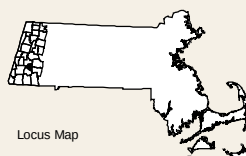
 Partial Constraints
 Buildable Land



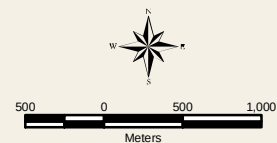
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July 22, 2002
/cdp/tyr/projects/buildableland.mxd



Locus Map

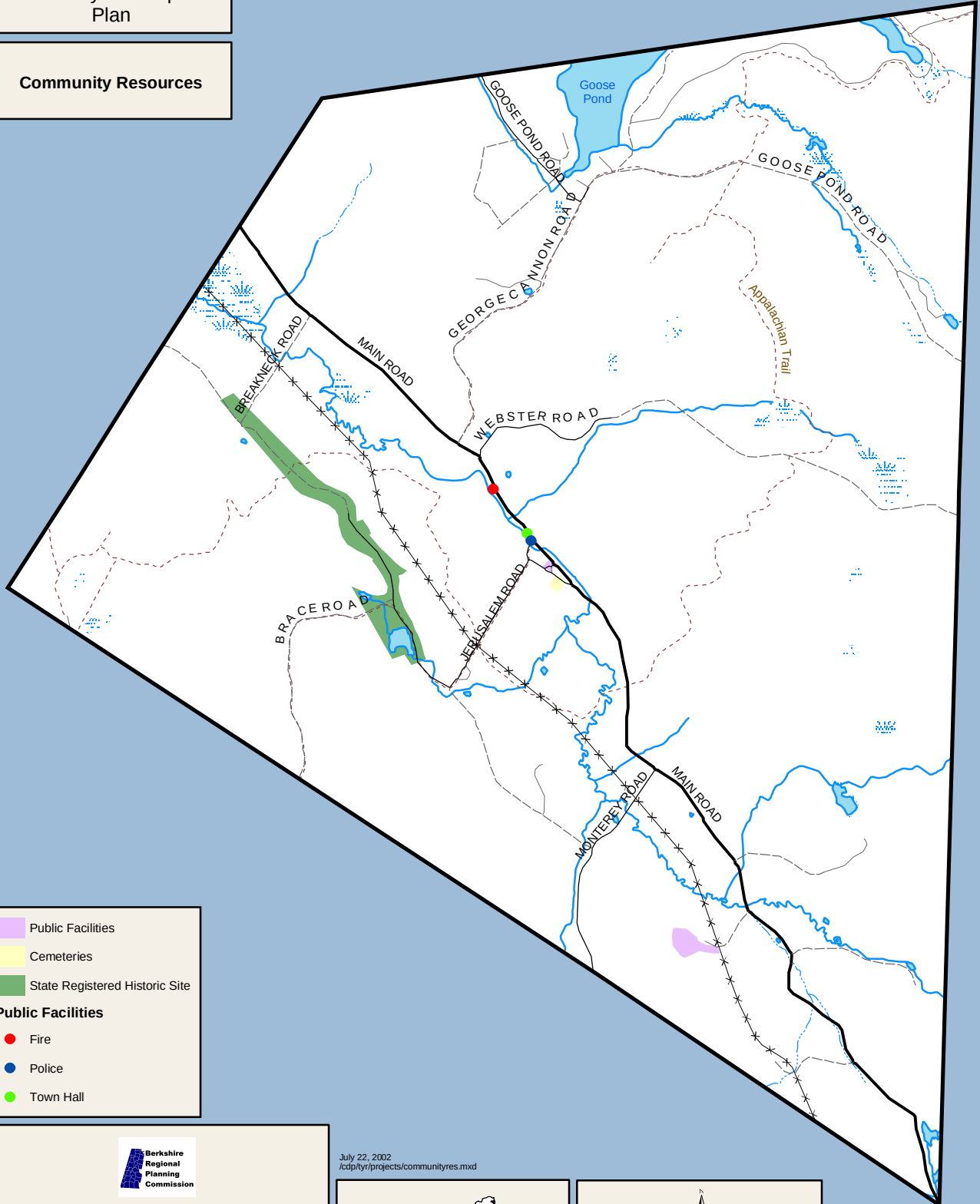


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Community Resources



- Public Facilities
 - Cemeteries
 - State Registered Historic Site
- Public Facilities**
- Fire
 - Police
 - Town Hall



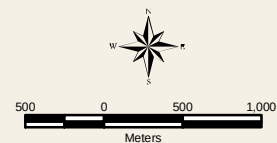
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July 22, 2002
/cdp/tyr/projects/communityres.mxd



Locus Map

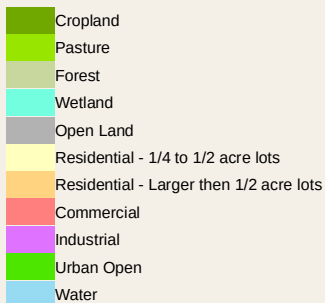
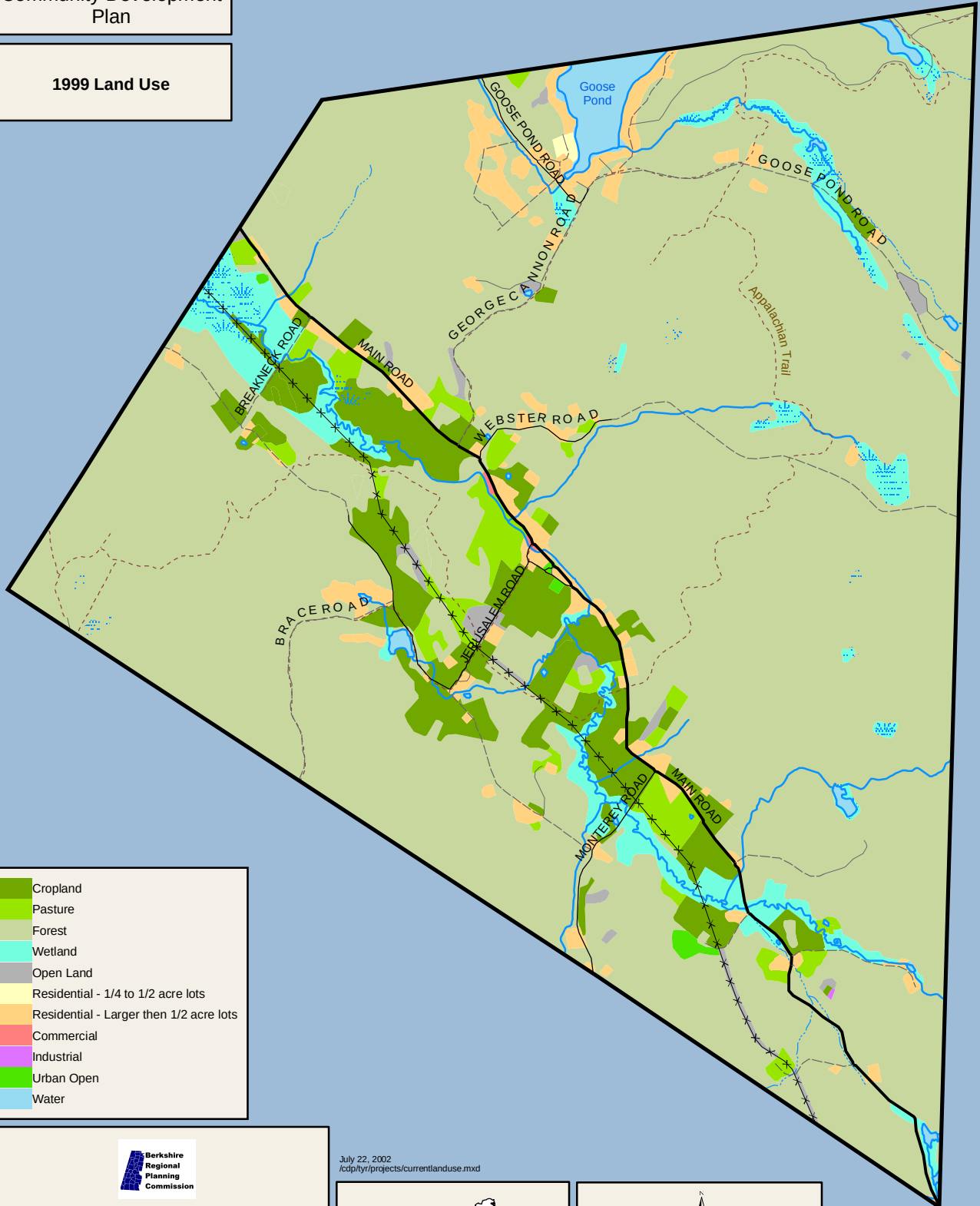


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

1999 Land Use



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July 22, 2002
/cdp/tyr/projects/currentlanduse.mxd



Locus Map



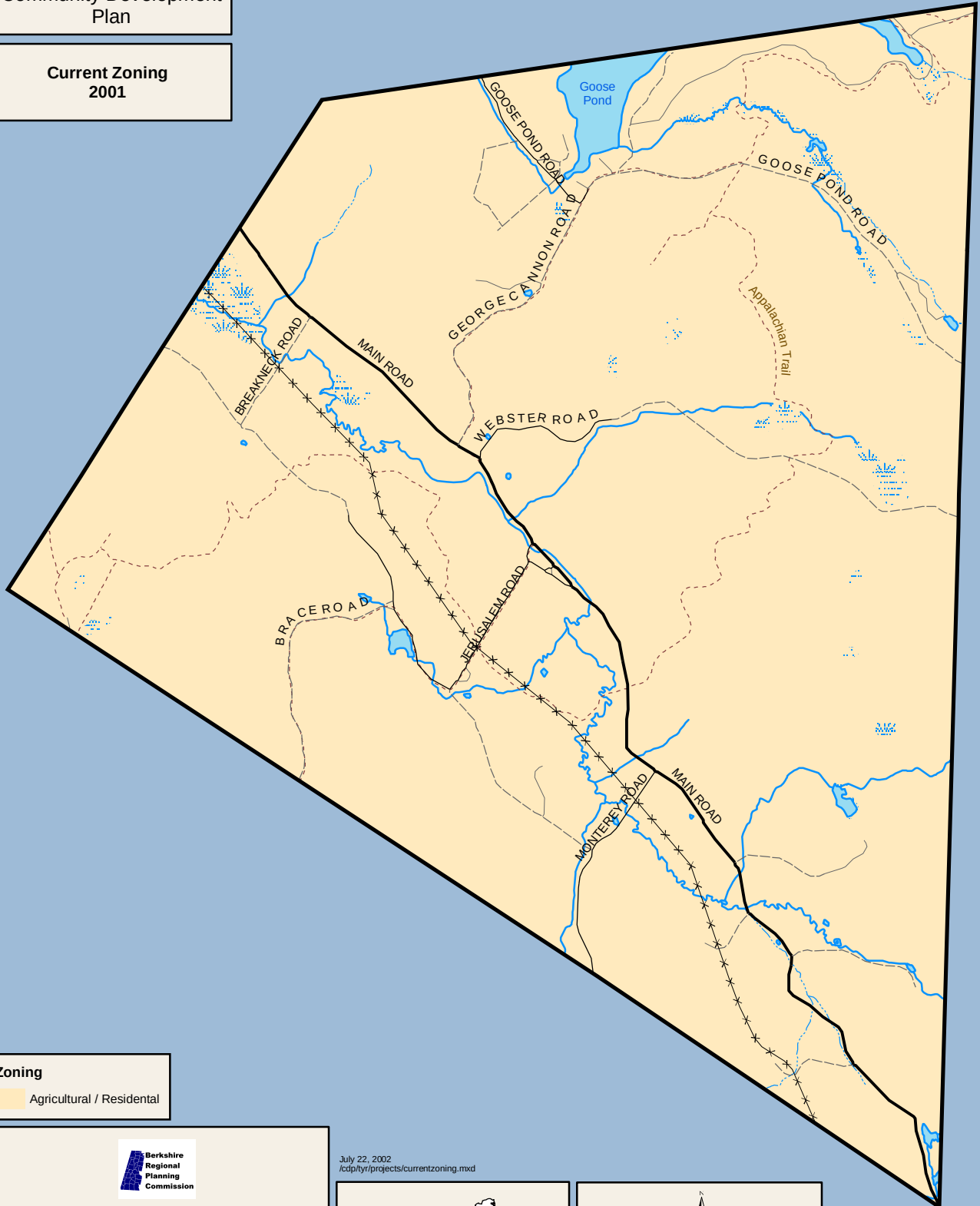
500 0 500 1,000
Meters

Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Current Zoning
2001



Zoning

Agricultural / Residential



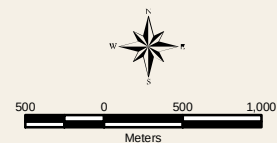
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July 22, 2002
/cdp/tyr/projects/currentzoning.mxd



Locus Map

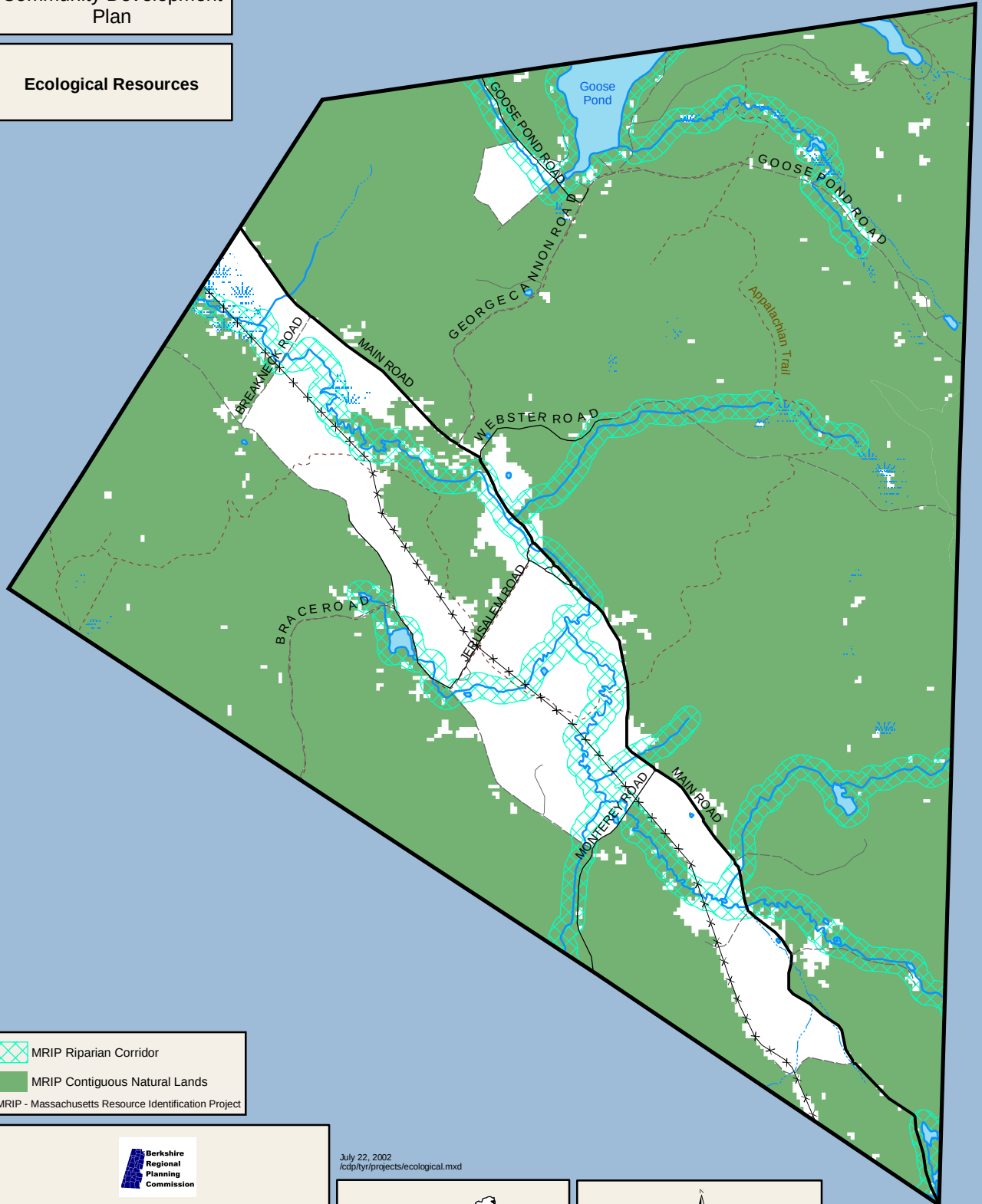


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Ecological Resources



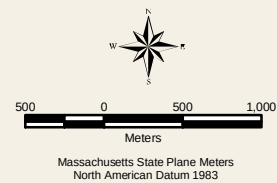
 MRIP Riparian Corridor
 MRIP Contiguous Natural Lands
MRIP - Massachusetts Resource Identification Project



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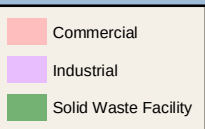
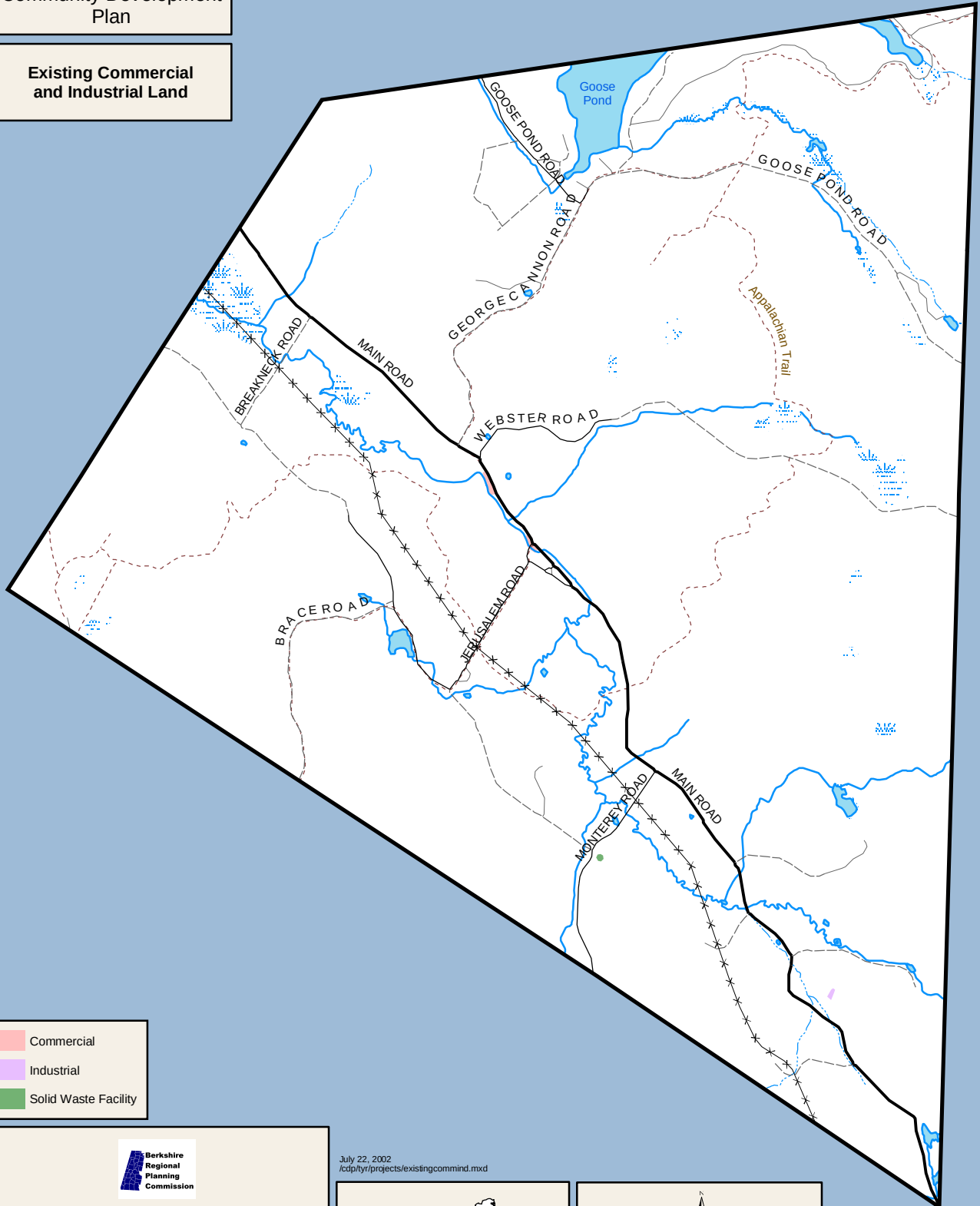
July 22, 2002
/cdp/tyr/projects/ecological.mxd



Town of Tyringham

Community Development
Plan

Existing Commercial
and Industrial Land



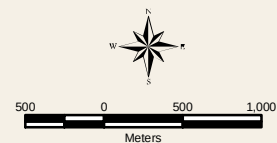
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July 22, 2002
/cdp/tyr/projects/existingcommind.mxd



Locus Map

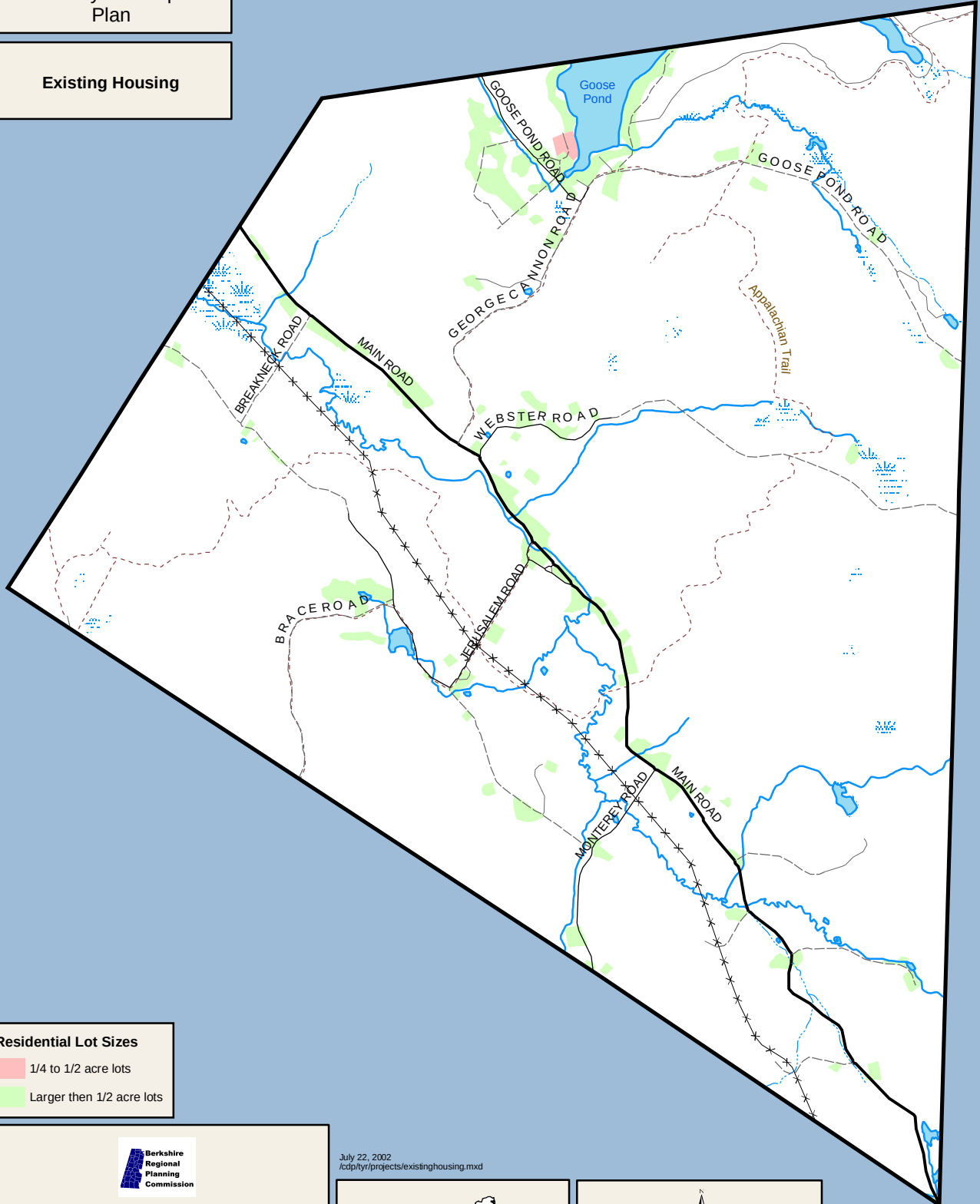


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Existing Housing



Residential Lot Sizes

- 1/4 to 1/2 acre lots
- Larger than 1/2 acre lots



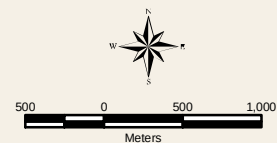
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July 22, 2002
/cdp/tyr/projects/existinghousing.mxd



Locus Map

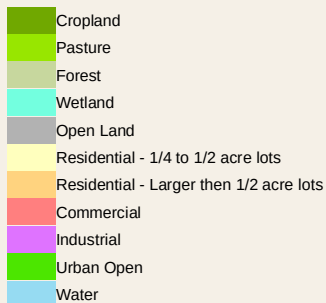
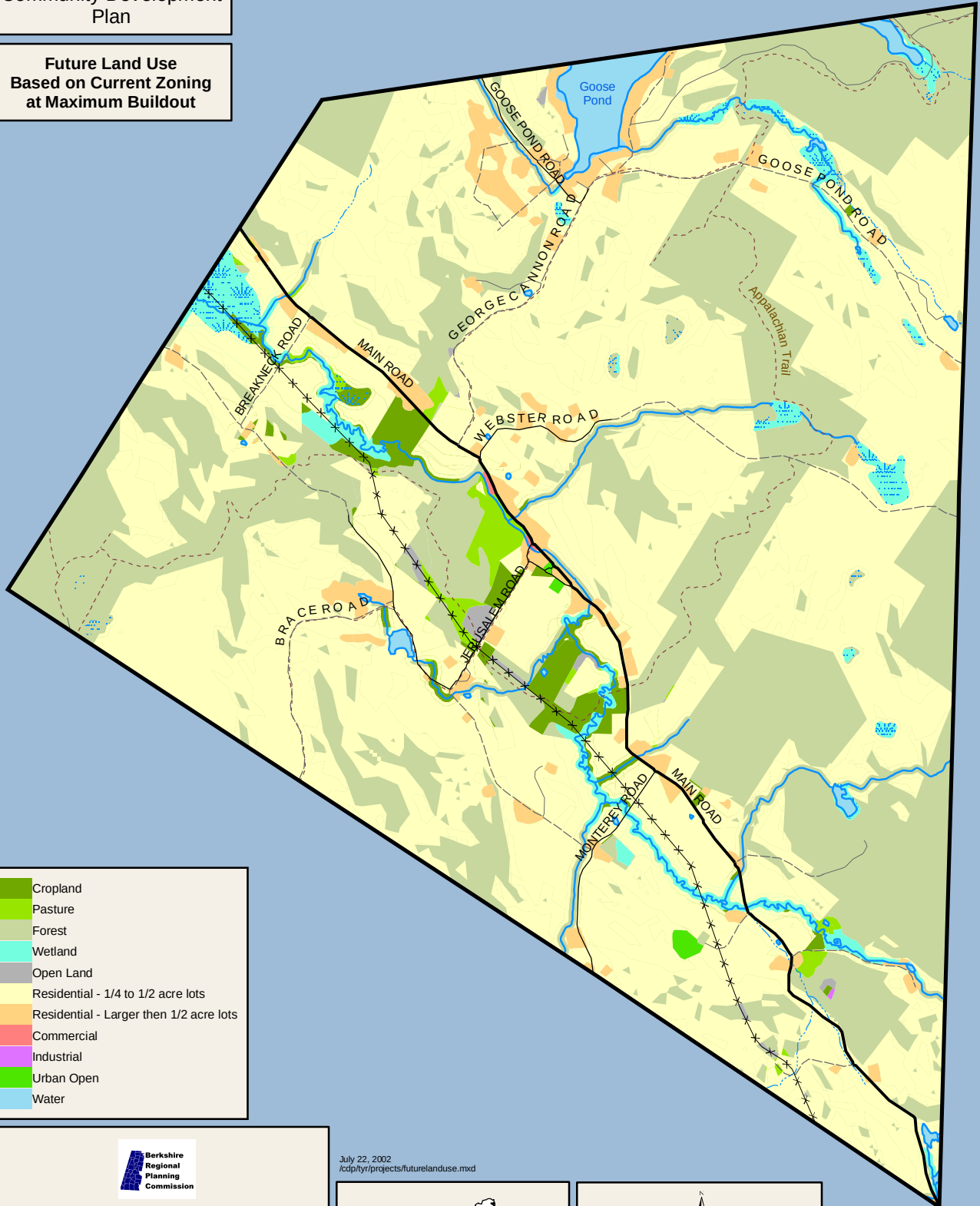


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

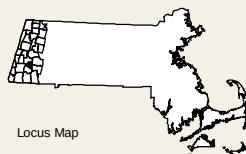
Future Land Use
Based on Current Zoning
at Maximum Buildout



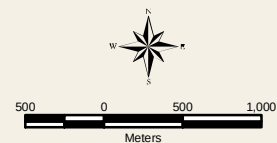
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July 22, 2002
/cdp/tyr/projects/futurelanduse.mxd



Locus Map

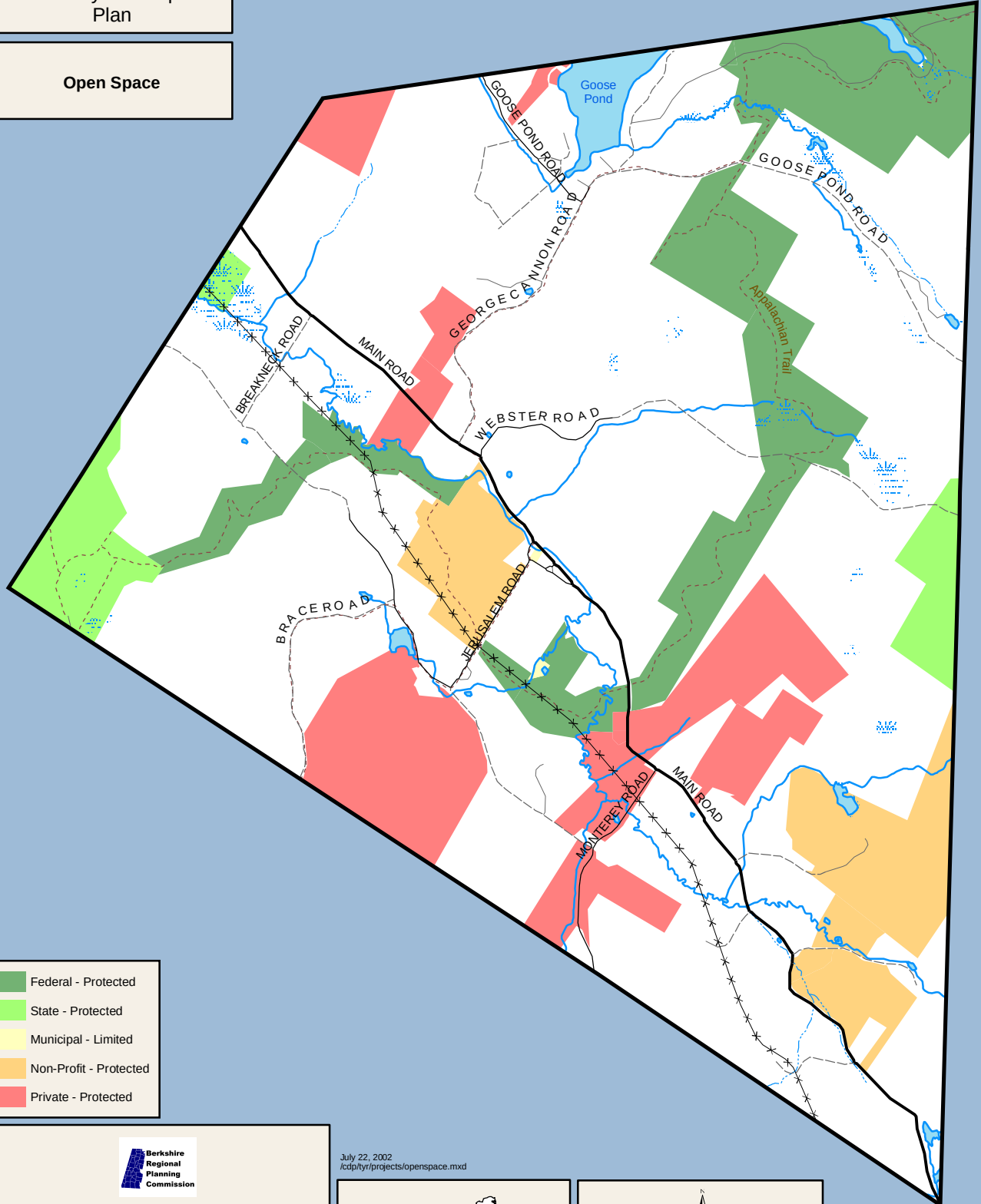


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Open Space



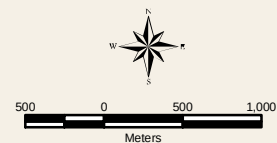
- Federal - Protected
- State - Protected
- Municipal - Limited
- Non-Profit - Protected
- Private - Protected



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July 22, 2002
/cdp/tyr/projects/openspace.mxd

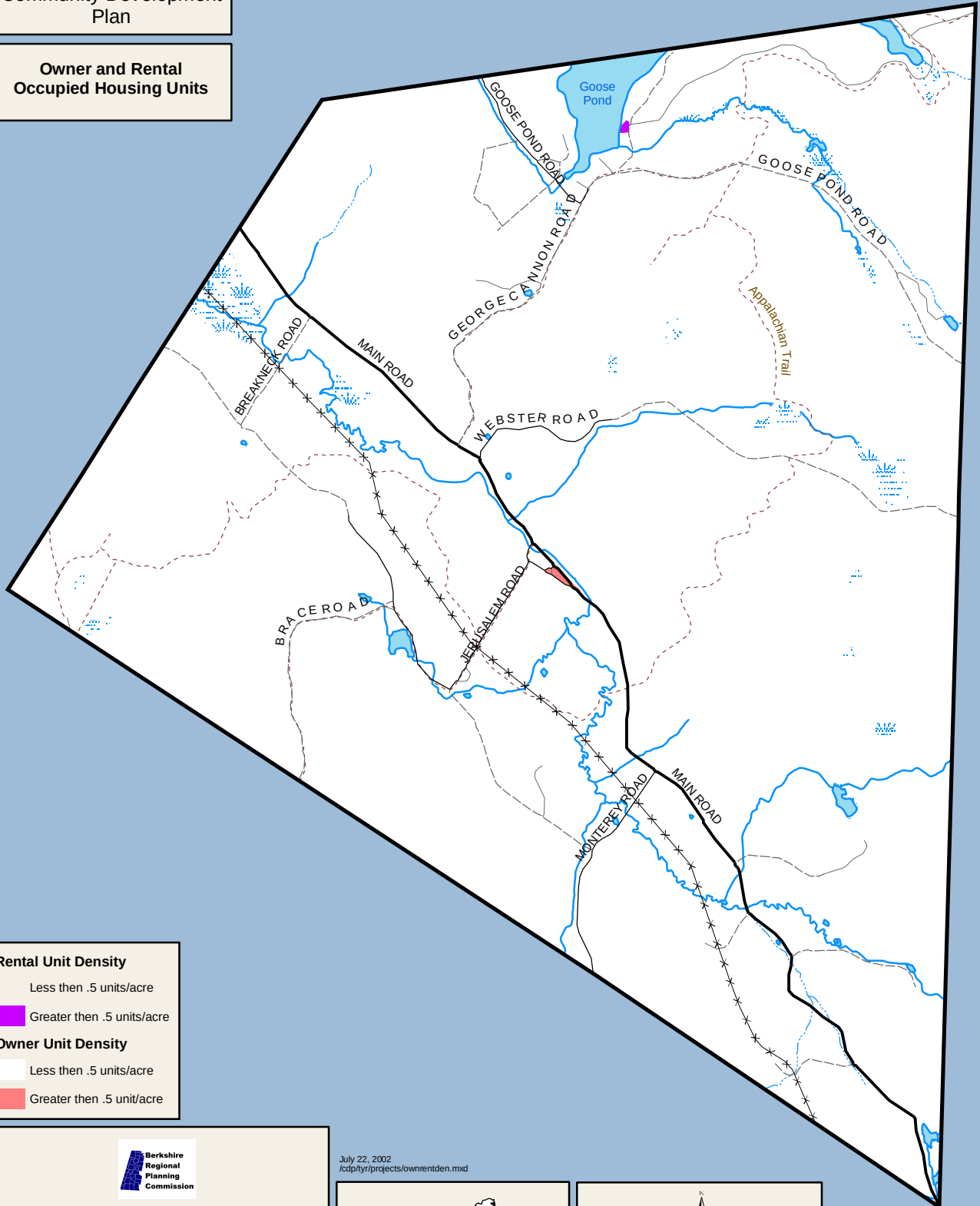


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Owner and Rental
Occupied Housing Units



Rental Unit Density

Less than .5 units/acre



Greater than .5 units/acre

Owner Unit Density



Less than .5 units/acre



Greater than .5 unit/acre



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July 22, 2002
/cdp/tyr/projects/ownrentden.mxd



Locus Map



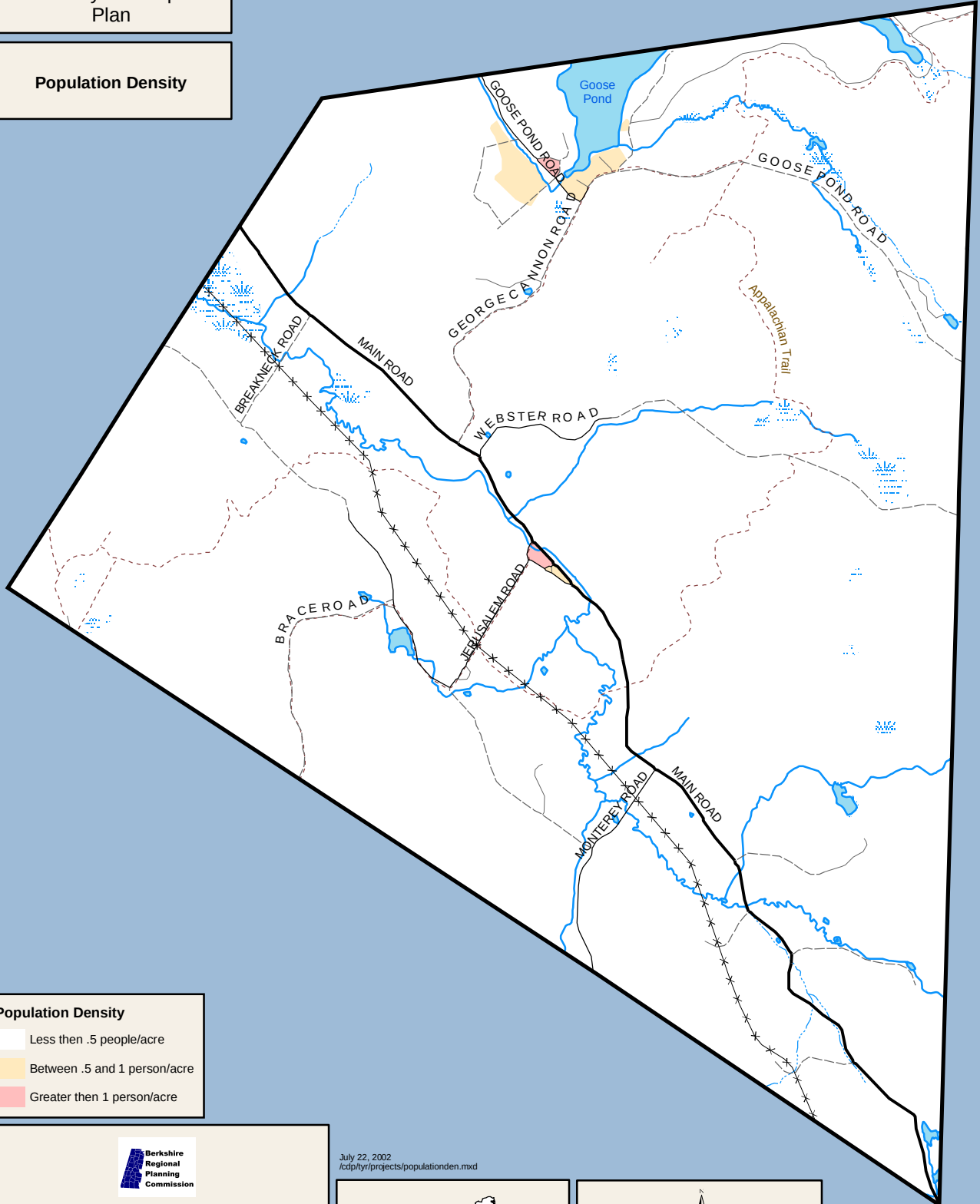
500 0 500 1,000
Meters

Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Population Density



Population Density

- Less than .5 people/acre
- Between .5 and 1 person/acre
- Greater than 1 person/acre



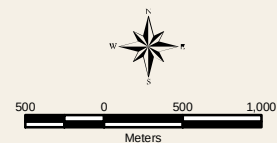
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July 22, 2002
/cdp/tyr/projects/populationden.mxd



Locus Map

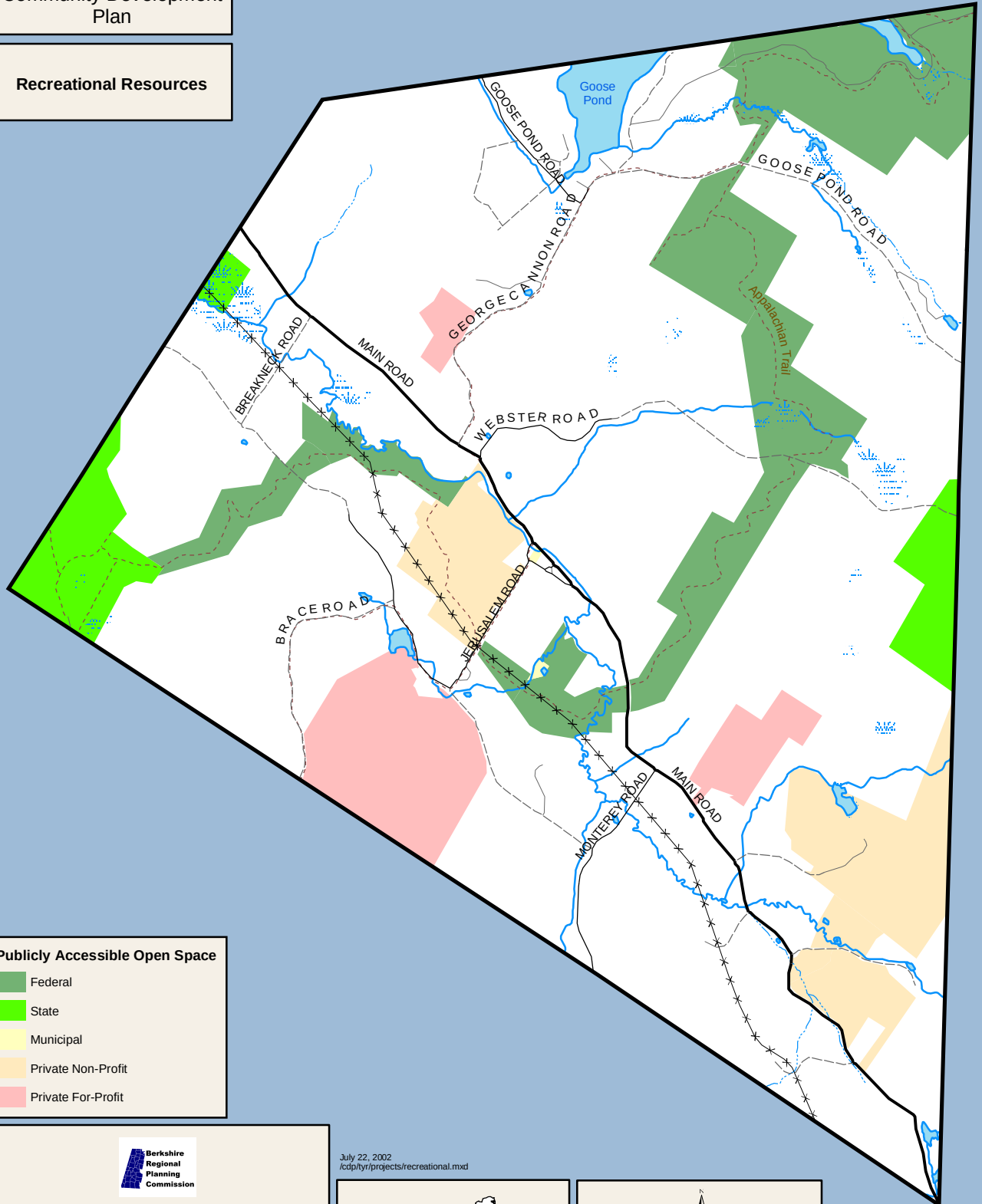


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Recreational Resources



Publicly Accessible Open Space

- Federal
- State
- Municipal
- Private Non-Profit
- Private For-Profit



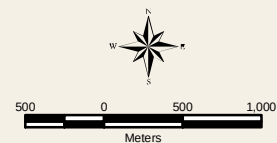
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July 22, 2002
/cdp/tyr/projects/recreational.mxd



Locus Map

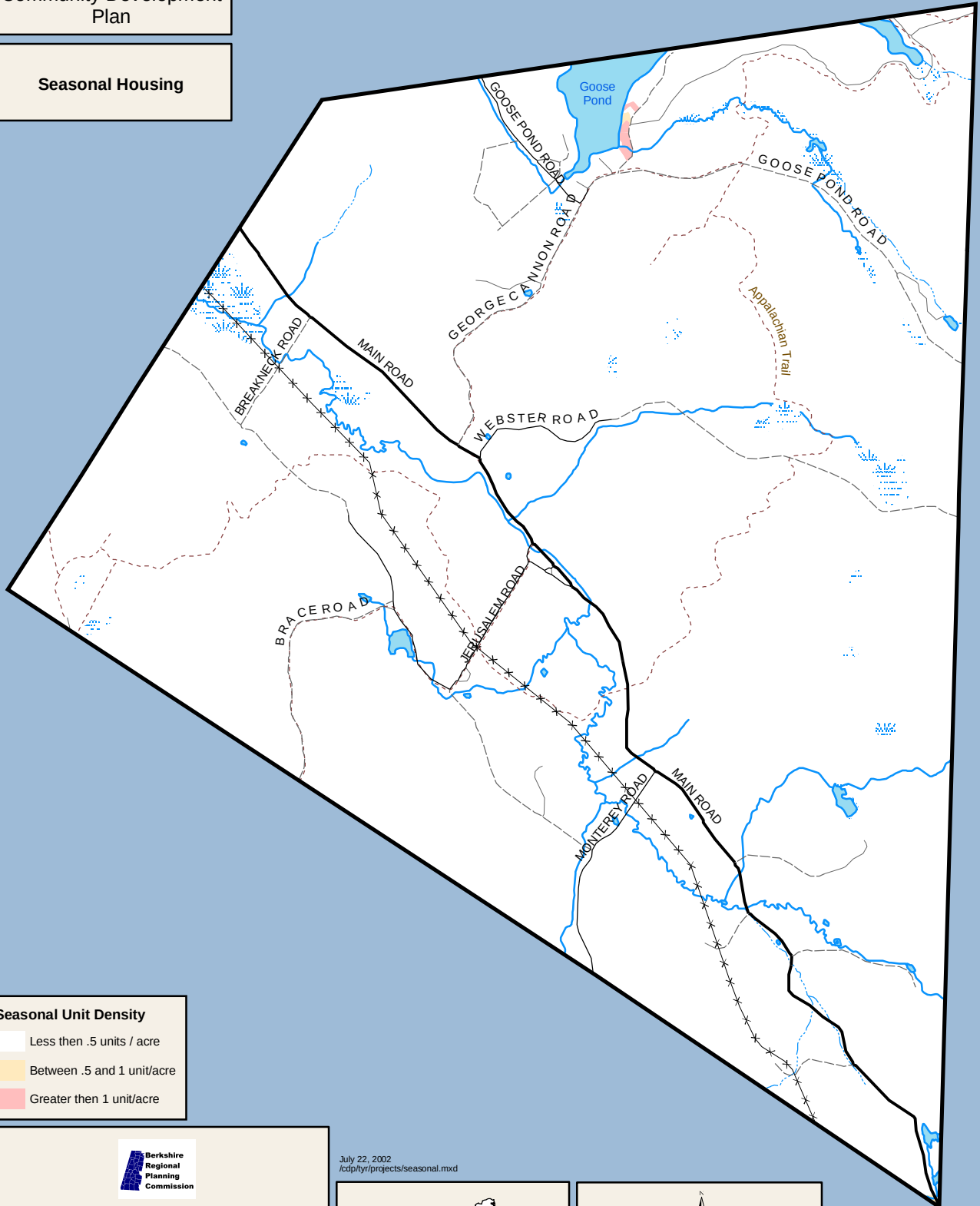


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development
Plan

Seasonal Housing



Seasonal Unit Density

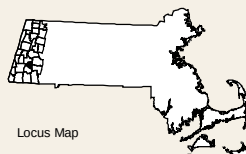
- Less than .5 units / acre
- Between .5 and 1 unit/acre
- Greater than 1 unit/acre



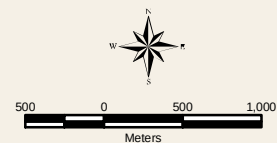
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July 22, 2002
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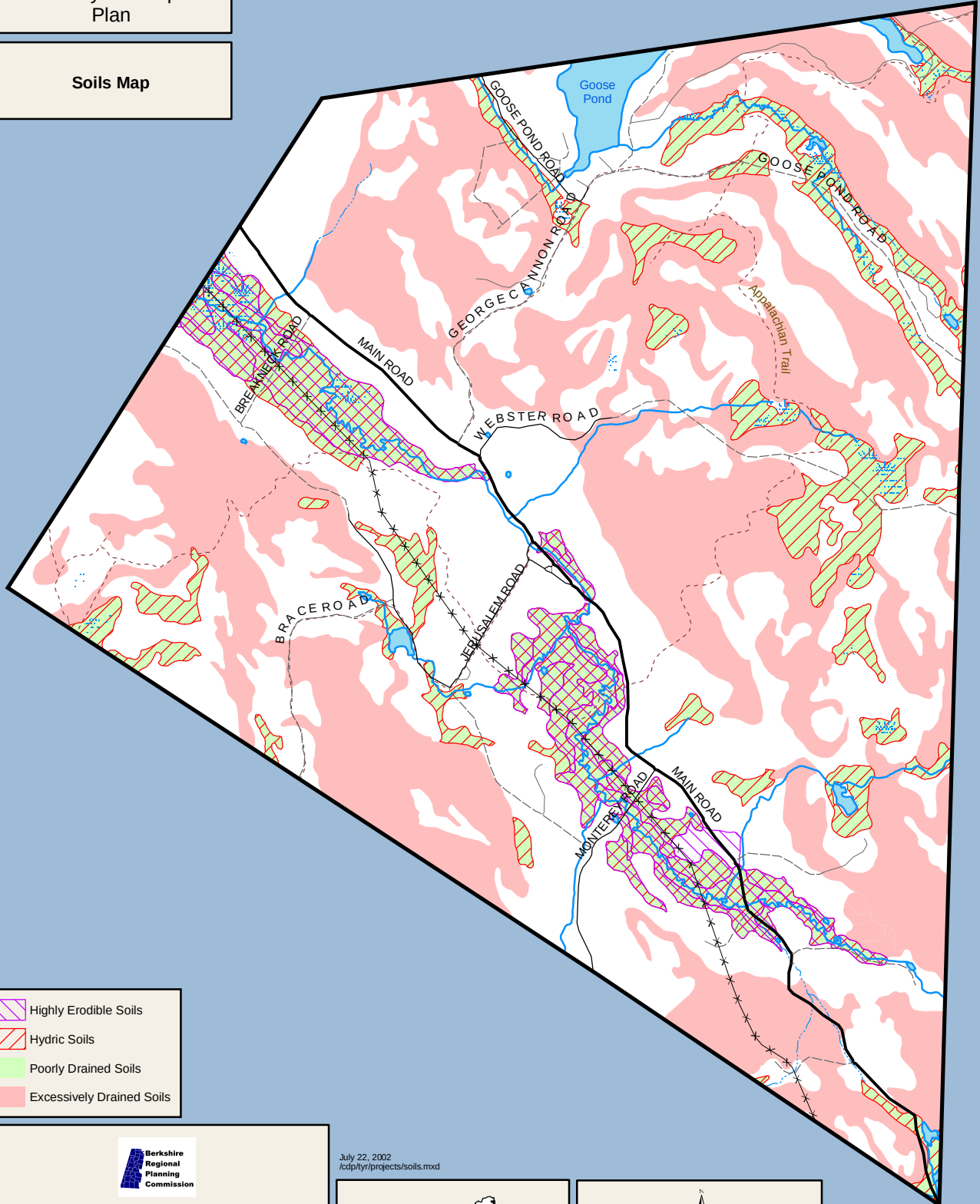


Massachusetts State Plane Meters
North American Datum 1983

Town of Tyringham

Community Development Plan

Soils Map



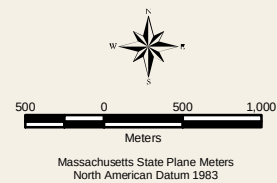
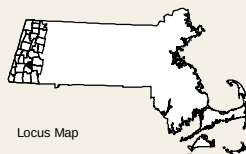
- Highly Erodible Soils
- Hydric Soils
- Poorly Drained Soils
- Excessively Drained Soils



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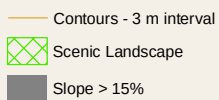
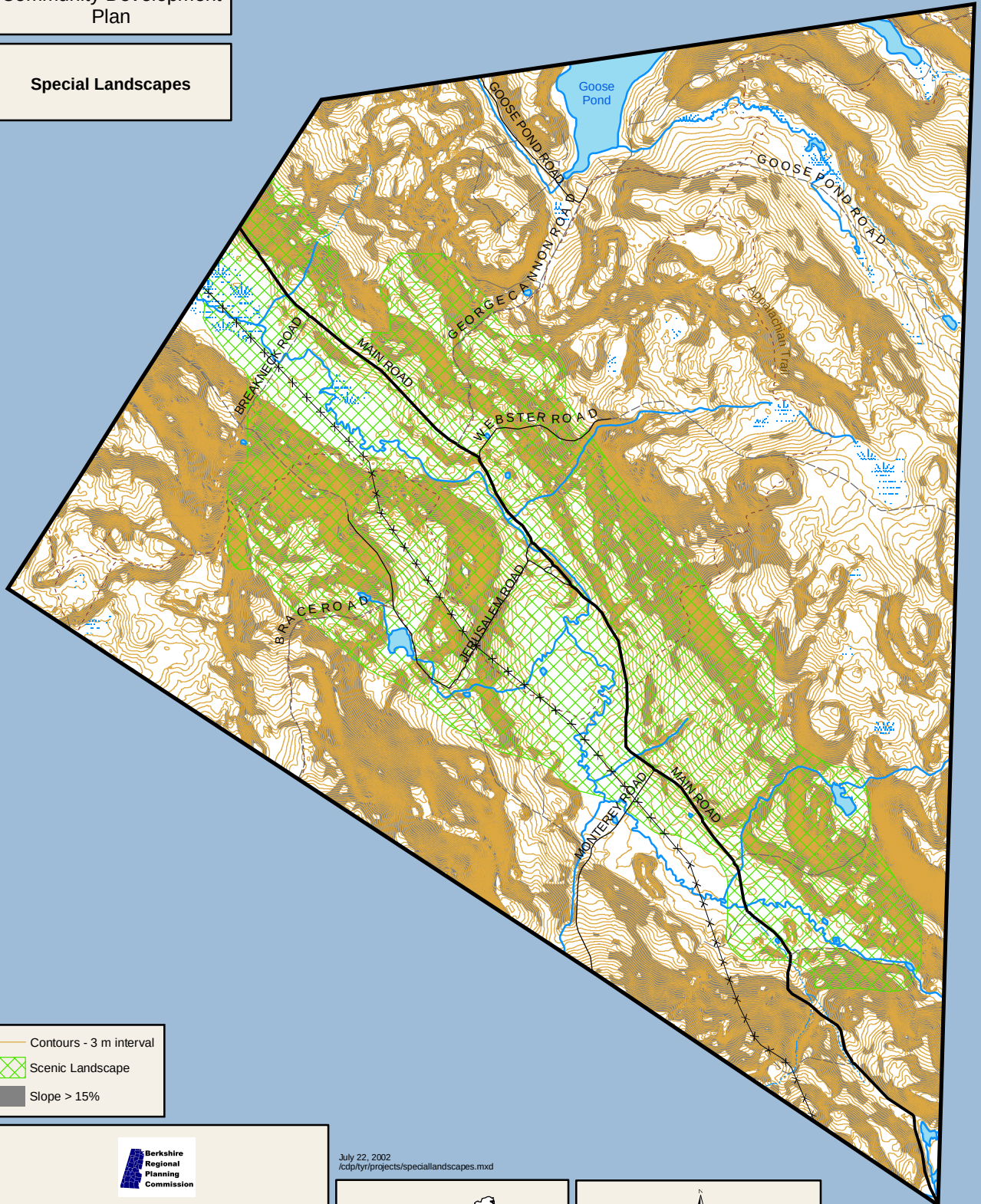
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Town of Tyringham

Community Development
Plan

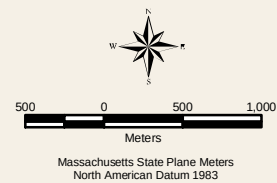
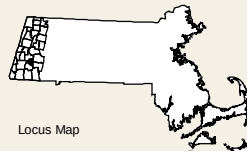
Special Landscapes



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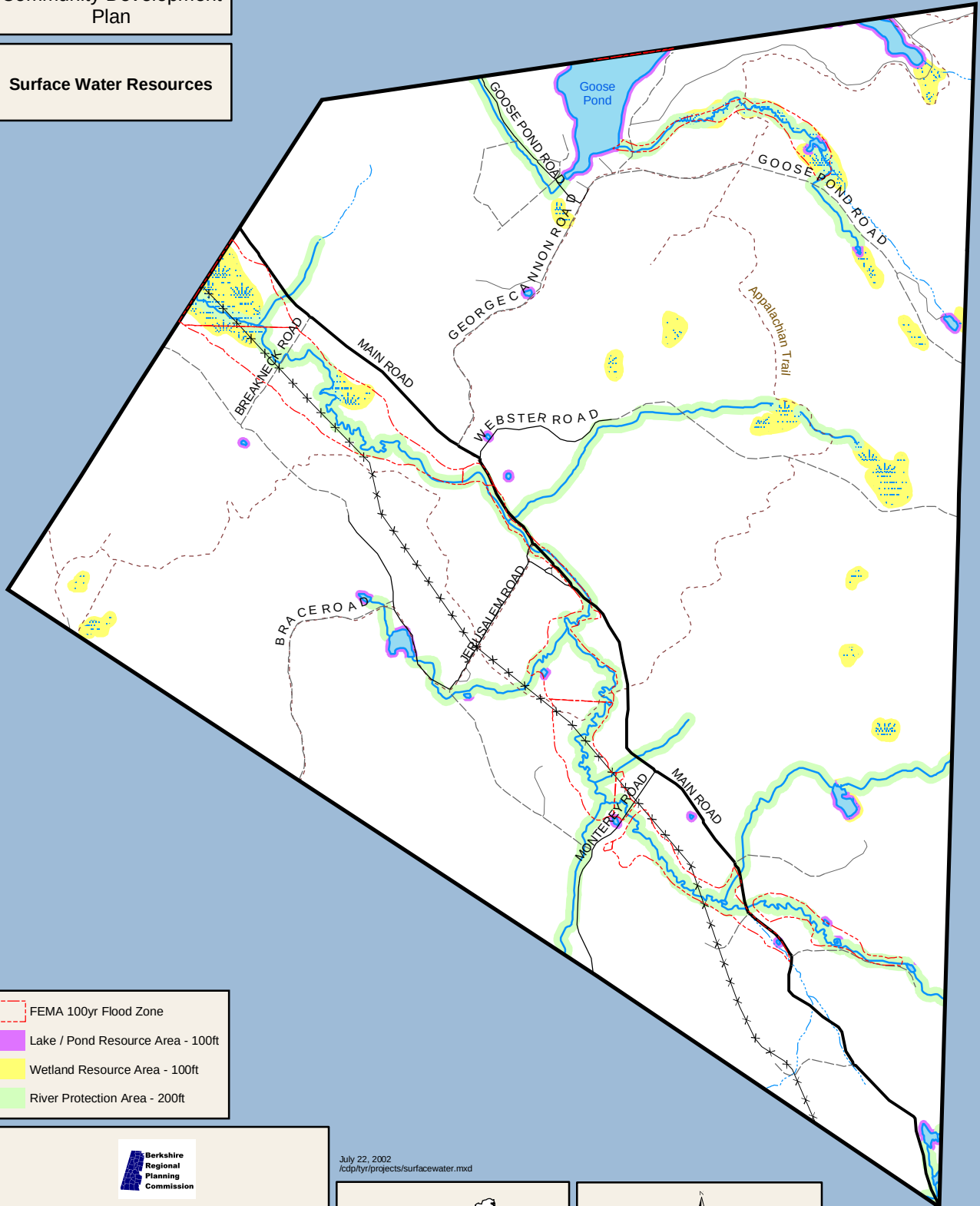
July 22, 2002
/cdp/tyr/projects/speciallandscapes.mxd



Town of Tyringham

Community Development
Plan

Surface Water Resources



- FEMA 100yr Flood Zone
- Lake / Pond Resource Area - 100ft
- Wetland Resource Area - 100ft
- River Protection Area - 200ft



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July 22, 2002
/cdp/tyr/projects/surfacewater.mxd



Locus Map



500 0 500 1,000
Meters

Massachusetts State Plane Meters
North American Datum 1983

Appendix



Appendices

Economic Development Profile
Housing Profile
Public Participation

Appendix - A.1



Tyringham Economic Development Data Profile

2003 Economic Profile

Town of Tyringham

Introduction

As a traditionally rural town, Tyringham's economic base is limited and comprised of a few small, locally owned businesses. Many of the town's businesses are located along Main Road, which runs through the center of town. Seasonal residents have long been a major part of the town and the local economy as local businesses include those that are geared toward home and yard services for both seasonal and non-seasonal residents. As a rural residential area, Tyringham's tax base is dominated by residential property, which comprises approximately 90% of the town's tax base. The following sections profile in detail the local and regional economy of Tyringham.

Local Business Inventory

Tyringham has an expanding number of small businesses that provide increasing services and goods to its residents. However, the businesses are increasingly smaller, and employment opportunities within the town have decreased dramatically in the last ten years. From 1990 to 2001, the number of employers in town increased from 6 to 10. (see table E-1) while the total number of jobs in Town decreased by over forty percent, from 52 down to 30. The largest area of employment loss has been in the service industry, which decreased from 45 jobs in 1990 to 9 in year 2001. Excluding local government, approximately half of jobs in Town in 2001 were in the service industry. The largest local employers are Accord Engineering and the Tyingham Police Department, each of which are listed as having 5-9 employees.¹

Table E-1: Employment by Industry – Recent Trends

Year	1990	1995	2000	2001	% Change 1990-2001
Agriculture	Conf	Conf	Conf	Conf	Not Available
Government	Conf	Conf	Conf	Conf	Not Available
Manufacturing	0	0	0	0	0%
Construction	0	Conf	Conf	Conf	100%
Trade	Conf	Conf	Conf	Conf	Not Available
TCPU	Conf	0	0	0	Not Available
Services	45	Conf	12	9	-80%
Total Establishments	6	5	9	10	+ 67%
Total Employment	52	21	30	30	- 42%

Source: MA Dept of Employment and Training, 2003

¹ America's Labor Market Information Service, 2001

Table E-2: Major Employers in Tyringham, 2001

Name	Description	Employees
ACCORD ENGINEERING & SURVEYING	Engineering	5-9
TYRINGHAM POLICE DEPT	Government	5-9
Source: Amerca's Labor Market Information Service (ALMIS), 2001		

Employment and Wages for Town Jobs

The average weekly wage of jobs located in Town have decreased significantly since 1990. From 1990 to 2001, average annual wages have decreased 19%. The 2001 average wage for jobs in Tyringham was significantly lower in than average annual wage of \$32,921 for Berkshire County as a whole. Total annual payroll for local businesses has decreased by more than half, or 53%, since 1990, but is rebounding after a ten year low in 1995.

Table E-3: Employment and Wages – Recent Trends

Year	1990	1995	2000	2001	% Change 1990-2001
Total Annual Payroll (not adjusted)*	\$1,148,452	\$441,417	\$671,474	\$724,245	- 37%
Total Annual Payroll (adjusted)*	\$1,556,166	\$512,959	\$690,581	\$724,245	- 53%
Avg Annual Wage (not adjusted)	\$22,086	\$21,020	\$22,382	\$24,142	+ 9%
Avg Annual Wage (adjusted)*	\$29,926	\$24,426	\$23,018	\$24,142	- 19%

Source: MA Dept of Employment and Training, 2003

*Adjusted for inflation – shown in 2001 dollars

Local Unemployment

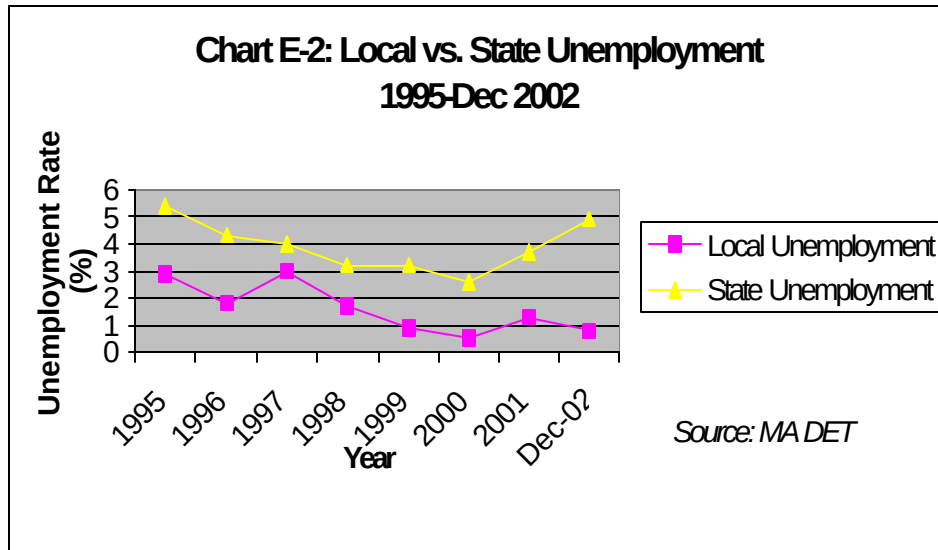
Tyringham residents have consistently had unemployment rates that are significantly lower than the State average. (see Chart E-1) The rate has remained below 2% in the past 5 years. In December 2002, while the statewide unemployment rate was rising to 4.9%, and the Berkshire County Unemployment Rate rose to 4.4%, Tyringham experienced a 0.8 % unemployment rate, which was a decrease from 2001 and one of the Town's lowest recorded unemployment rates.

Table E-4: Employment and Unemployment in Tyringham

Year	Labor force	Employment	Unemployment	Unemployment Rate	Statewide Rate
1985	213	209	4	1.9%	3.9%
1990	213	207	6	2.8%	6.0%
1995	223	219	4	1.8%	5.4%
1997	234	230	4	1.7%	4.0%
1998	231	229	2	0.9%	3.3%
1999	224	222	2	0.9%	3.2%
2000	215	214	1	0.5%	2.6%
2001	227	224	3	1.3%	3.7%
Dec, 2002	238	236	2	0.8%	4.9%

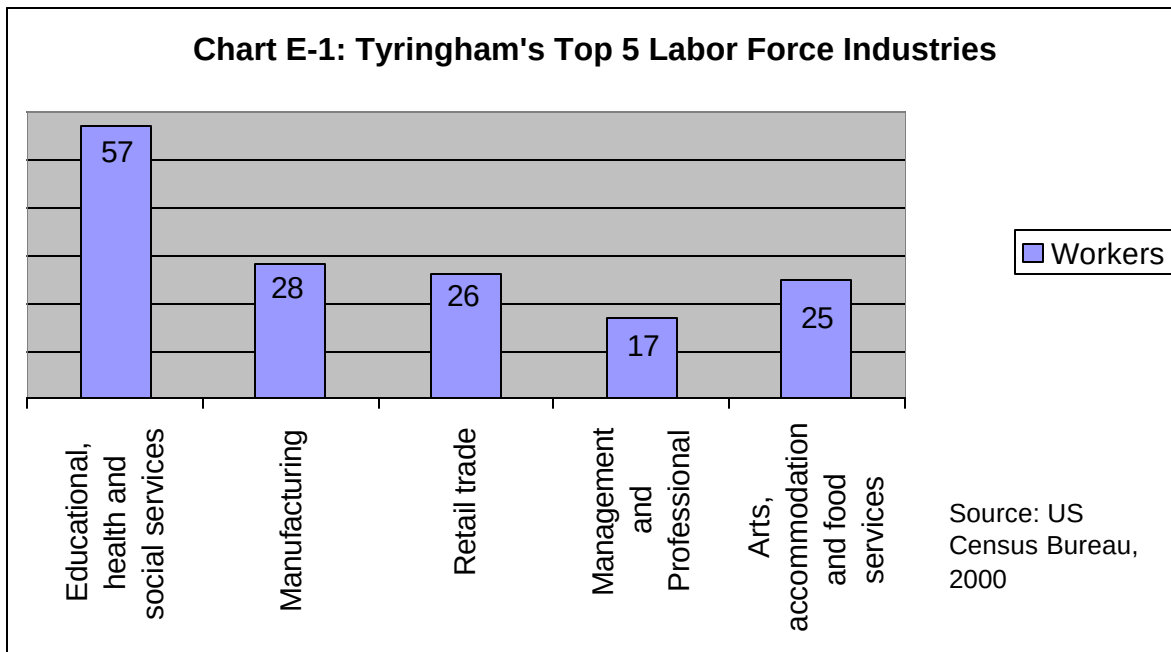
Source: MA Dept of Employment And Training

Local Vs. State Unemployment



Local Labor Force Characteristics

According to the Massachusetts Dept. of Employment and Training, Tyringham's total labor force as of December 2002 was 238. The labor force measures the number of residents living in Tyringham who are employed or are actively looking for employment. Tyringham's labor force number does not measure the jobs actually located within the town boundary. The labor force has been steadily increasing since the 1980's, and is currently at its highest point in recent times. Comparing the labor force to the number jobs located in town listed above, the majority of Tyringham's year-round labor force is employed outside of Town. The majority of the labor force is employed in educational, health, and social services, while manufacturing, retail, arts and accommodation services, and professional services are also high on the list.



Educational Attainment

Businesses increasingly depend upon a well-educated workforce. The 2000 census reports Tyringham as a highly educated community relative to Berkshire County. 94.5% of the Town's residents aged 25 years or older had a high school degree, while 46.5% had a bachelor's degree or higher. Throughout Berkshire County, 85.1% of the population has at least a high school degree and 26% has at least a bachelor's degree.

Population Trends

While the population of the surrounding area of Berkshire County has been decreasing steadily since 1970 by an average of approximately 3% every 10 years, the year-round population of Tyringham has increased significantly. (see Table E-4 below) Most of the Town's growth occurred from 1970-1980, where the population increased by almost fifty percent. Population growth has stalled recently with a decrease of 5% since reaching a peak of 369 residents in 1990.

The last ten years have seen the town population of residents aged 65 or older more than double. This demographic now represents 15% of the total population of the town, increasing the median age to 47.5 – which is older than the county-wide median age of 40.5. The working-age population aged 25-54 years remained virtually unchanged at 208 residents, while the number of residents aged 24 and under decreased by 18%, from 107 to 88.

Table E-4 Historical Population Counts and Future Projections

	Tyringham, MA	10 Year % Change	Berkshire County
1970	234	-	149,402
1980	344	+ 47%	145,110
1990	369	+ 7%	139,352
2000	350	- 5%	134,953
2010	376	+ 7%	139,352*
2020	431	+15%	145,875*
2030	509	+18%	162,650*

Source: U.S Census 2000; *BRPC Population figures: Preliminary, 2002

Future Workforce / Population Projections

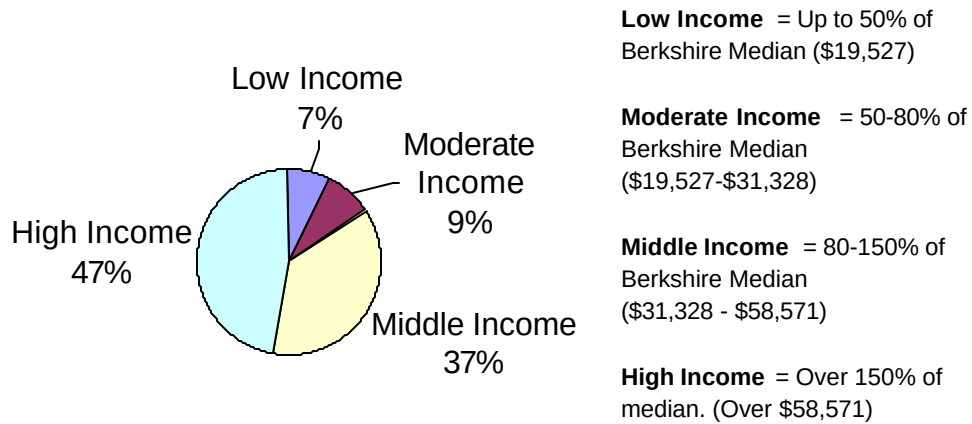
Based on regional population projections provided to the BRPC by Regional Economic Models, Inc (REMI), of Amherst Massachusetts. The population decline in Berkshire County is expected to end sometime between year 2000 and year 2010. The BRPC expects the population of Tyringham to follow this trend, with population increases in the next decades. REMI population projections have been a reliable model for regional population trends in the past 20 years, but they are susceptible to unforeseen changes, and have been less reliable forecasting future trends for individual municipalities such as Tyringham. The projections do not take into account age, and therefore do not project whether or not future population increases will add working-age residents to the community.

Local Household Income Levels

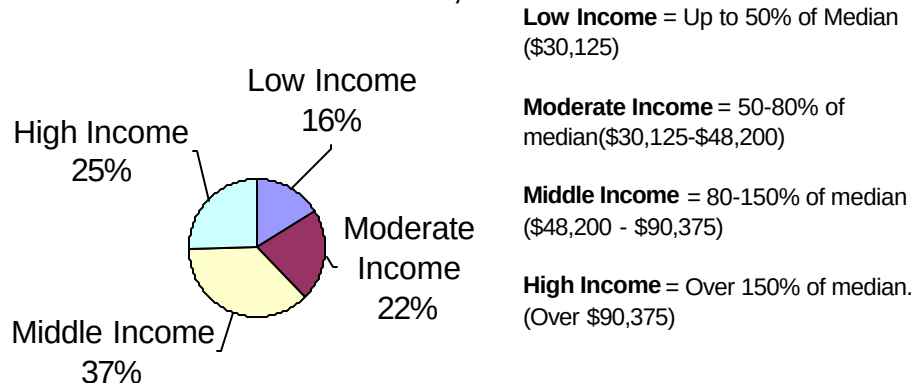
In the US Census of 2000, the Town had a median household income of \$60,250,² which was significantly higher than Berkshire County's median household income of \$39,047. Chart E-3 compares the household incomes relative to the Berkshire County median, and shows approximately half of all households are considered high income for the county. Chart E-4 shows the local break down of households incomes according to the town median. Thirty eight (38%) of the Town's households were considered low or moderate income by EO418 guidelines (earning from zero to 80% of the Town's median income), 37% of the town was considered middle income (earning 80-150% of the median income), while 25% of the town was considered high income (earning over 150% of the town's median income).

² U.S. Census Bureau, 2000 Census

**Chart E-3: Tyringham Household Income Levels
vs. Berkshire Median, 2000**



**Chart E-4: Tyringham Household Income Levels
vs. Town Median, 2000**



Source: US Census Bureau, 2000

Challenges, Needs, and Opportunities

Housing Availability for a Future Work Force

Housing information provided by town officials and the 2000 census shows evidence that the housing development continues at a steady pace. In the ten years from 1990 to 2000, the year-round population of Tyringham decreased 5.1 percent (5.1%), while the housing supply slowly expanded. Assessor data from the 1990's shows new construction in the 1990's occurred at a rate of one to five houses per year. However, a large percentage of new homes are high-end second homes on large lots, and almost half of the homes sold in 2001 were

affordable only to high-income households with annual incomes over \$90,375.³ In order for Tyringham's population and local service industry to grow at a rate forecasted by recent economic models⁴, additional housing accessible to households earning local wages will be needed. Vacancy rates for housing are low, at 2.6%. Though there are few apartments in town, the number of apartments increased by four units from 1990-2000. The vacancy rate for rental units in Town, a common option for affordable housing, have decreased from 14% to 8% from 1990 to 2000.

Local Zoning & Compatibility with Existing Land Use & Regional Plans

The Town currently consists entirely of a single zone that allows for a number of diverse uses. Though the town has diverse topography and a diverse historical development pattern, the uniform zoning of the town encourages uniform development that may not reflect development desired by the town. The zoning stipulation calls for a minimum lot size of 1 acre of land and no more than 5% of the lot covered by development for the entire town, including the town center.

The town has permissive bylaws permitting home occupancies, making home businesses and small-scale enterprise a viable option for current and future residents and possibly an important part of the town's future economy.

The following commercial uses are allowed by right:

- Commercial Greenhouse, agricultural buildings or roadside stands, home businesses, room rentals

The following commercial uses are allowed by special permit:

- Sawmill, commercial dog kennel, or veterinary hospital, golf course, ski tow, riding stable, or other recreational facility of similar character.
- Retail business or consumer service establishment including but not limited to grocery store, barber shop or beauty shop, antique shop, eating establishment, bank or other office use.
- Wireless Communication Facilities

Source: Tyringham Town Ordinance, via www.ordinance.com, 2003

Infrastructure, Service Demands & Available Utilities

The town does not have a municipal water and sewer system. According to the BRPC 2001 Data Book, public water or sewer serves none of the Town's housing units. Western Massachusetts Electric Company provides electricity service for the Town, but no gas service is provided.

Municipal Taxes & Property Values

Encouraging additional economic development has been viewed as one way to broaden the town's base of tax revenues without adding to the largest source of town expenses, i.e. educational costs.

As summarized in Table E-5, the town's expenses are dominated by educational expenditures, which comprised 46% of all Town spending in 2001.

³ See Tyringham Housing Affordability Gap Analysis

⁴ See REMI Population Projections above

Approximately nine tenths of the town's local tax levy is gained from residential taxes. Table E-6 gives detail of the largest sources of revenue for the town. The revenue figures demonstrate Tyringham's high degree of fiscal dependence on single-family home parcels, which include both seasonal and non-seasonal homes. The second highest source of tax revenue is generated by undeveloped residential land. The town has a single tax rate, which includes all undeveloped and developed residential land.

Table E-5: Major Town Expenses (2001)

Source	Percent of Total Town Expenses 2001	Amount of Expense (2001)
Educational Expenditures	46%	\$331,692
Public Works/ Highway & Other Public Works	22%	\$163,452
General Government	18%	\$133,242
All Other Sources	14%	\$100,071
Total Expenditures	100%	\$728,457

Source: Massachusetts Department of Revenue, 2002

Table E-6: Major Town Local Tax Revenue Sources (2002)

	Percent of Total Local Tax Levy	Local Tax Levy	Number of Parcels/Accts 2002
Single Family Homes	63%	\$457,035	236
Vacant Residential Land	11%	\$78,210	185
Miscellaneous Residential	10%	\$74,752	18
Personal Property	9%	\$66,092	150
All Other Sources	6%	\$42,396	80
Total, non exempt	100%	\$725,484	650

Source: Massachusetts Department of Revenue, 2002

Costs of Community Services: The Fiscal Analysis

The fiscal analysis included in the appendix and summarized in Chart E-7 conducts a more detailed analysis of the costs associated with different types of development in town such as residential, commercial and industrial, and compares them with the tax revenues they generate. The analysis is intended to get a picture of the fiscal impact that certain types of development have on the town. The result shows the net effect of different developments on the town as well as a picture of the stability of the local tax base.

The Fiscal Analysis for Tyringham shows that the Town's seasonal residential developments clearly generate the largest revenues compared to the costs they incur. Non-seasonal properties that incur educational expenses do not generate

enough revenues to cover the expenses for education and other town services. The largest benefit per-parcel comes from multi-use properties and multi-house properties due to their high property values. A small number of properties such as estates or other non-traditional parcels with multiple houses or multiple uses are considered in these two use classes. A significant number of protected agriculture and forestry parcels have been shown to benefit the town fiscally as well as aesthetically, even with reduced tax valuations. The Tennessee Gas Pipeline Co., which owns a large private infrastructure Natural Gas Main that runs through the Town, appears to be the single highest tax generator for the town.

Table E-7: Summary of Fiscal Analysis

	Parcels	Total Assessed Value	Total Costs	Total Revenues	Net Revenues (Costs - Revenues)	Revenues By Parcel
Single Family - Seasonal*	145	\$35,152,726	\$116,880	\$360,557	\$243,676	\$1,681
Single Family - Non Seasonal	91	\$21,130,624	\$320,762	\$290,045	-\$30,717	-\$338
Multi Family	9	\$1,718,000	\$31,724	\$25,585	-\$6,139	-\$682
Condos	0	\$0	\$0	\$0	\$0	\$0
Apt	1	\$345,900	\$3,525	\$4,136	\$611	\$611
Multi-House Parcels	18	\$8,963,100	\$63,447	\$97,265	\$33,818	\$1,879
Vacant Land	185	\$9,377,700	\$144,145	\$162,608	\$18,464	\$100
Open Space	0	\$0	\$0	\$0	\$0	\$0
Commercial	0	\$0	\$0	\$0	\$0	\$0
Industrial	0	\$0	\$0	\$0	\$0	\$0
Chapter 61	48	\$839,255	\$37,400	\$41,039	\$3,639	\$76
Multi-Use Properties	3	\$3,019,540	\$10,575	\$28,935	\$18,361	\$6,120
Private Infrastructure**	5	\$6,441,677	-	\$53,724	\$53,724	\$10,745
Tax Exempt	-	\$12,940,700	\$0	\$2,845	\$2,845	N/A

TOTALS 505 \$99,929,222 \$728,457 \$1,066,738 \$338,281 \$670

* Includes 501 Personal Property Revenue such as furnishings and fixtures of seasonal homes

** Infrastructure is accounts, not parcels, including underground wires, conduits, and utility poles.

Employment Outlook and Regional Economic Trends

Concerns have been raised both by the Berkshire County Regional Employment Board and the Massachusetts Department of Employment and Training's publication on regional workforce trends that much of the job growth taking place in the Berkshires is in low wage segments of the service and retail sectors. At the same time, businesses throughout the region have experienced difficulty in recruiting qualified employees with job skills and technical abilities matching employer needs.

One method seen as an opportunity for Berkshire communities to increase the number of high paying jobs while maintaining the traditional character is in the encouragement of “micro” businesses. The number of higher paying small, or “micro” businesses has been growing in the area. The role of small or “micro” businesses is of interest in Town and in the surrounding region for its importance in economic development – especially because of changes in where and how people work. Advances in telecommunications technology and the growth of personal computers in the home have meant many more people can – and do – work at home as self-employed contractors and consultants. Results of the Donahue Institute study on Technology Enterprise found that Berkshire County was home to 1,500 Technology Enterprise sole proprietorships, as well as 154 employer firms with an average of eight employees. This contrasts with the 39 per firm average in manufacturing businesses, and the 15 per firm in the average services industry business in Berkshire County.

Self-employment has been increasing at a faster rate than wage and salary employment both regionally and on a national level. Data from the Bureau of Economic Analysis for 1998 for the Berkshire region indicate that proprietorships (both farm and non-farm) represent about 18% of total regional employment, and have increased in number about 2.8% from 1994.

Regional Business Overview

According to an analysis of employment in the Berkshires by the Berkshire County Regional Employment Board (“Blueprint”) 9 industry segments (**Table E-8**) are defined as “critical” to the region since these 9 provide the preponderance of employment opportunities, or about 78% of the jobs – in the region.

TABLE E-8 – Critical Industries in Berkshire County

Industry	(% Workforce)
Health & Human Services	16.1%
Travel & Tourism	14.0%
Retail	13.6%
Education	11.2%
Paper/Plastics	8.7%
Construction	5.3%
Finance, Insurance & Real Estate	4.1%
Business Services	2.8%
Applied Technology	2.5%
Total:	78.3%

Source: Berkshire County Regional Employment Board, 2001

Current Regional Growth Trends & Emerging Industries

The 2001 Regional Employment Board Workforce Development Blueprint has identified business services atop 5 other industry sectors with growth rates in employment in excess of 10%, represent the region's “emerging” industries (Table E-9).

TABLE E-9: Emerging Industries in Berkshire County		
Industry:	Growth Rate(%):	% of Workforce Employed:
Business Services	25	2.8%
Misc. Retailing	18	4.5%
Spec. Trades Contractors	18	2.6%
Gen'l. Building Contractors	18	1.0%
Amusement & Recreation	15	2.3%
Personal Services	12	1.2%
Source: Berkshire County Regional Employment Board, 2001		

Another recently recognized growth area in Berkshire County is in the Technology Enterprise sector, which is comprised of four major types of activity: Software and Systems Design; Design and Art; Content and Publishing; and Information Technology (IT) Business Consulting. The University of Massachusetts Donahue Institute recently completed the first major study of the growth of technology enterprise sector in Berkshire County. The study, *Technology Enterprise in Berkshire County: Economic Analysis, Feb 2002*, reports that since 1993, the Technology Enterprise sector has grown at a higher rate than every major division of the Berkshire economy in terms of firm growth, employment growth, and real annual payroll growth. The study shows that payroll for Technology Enterprise firms increased by 190% from 1993-2002, while total payroll in the region increased by only 13.5%.

Future Growth Areas Regionally

Berkshire County's future base is very much tied to its strong past manufacturing base industries – though with substantially fewer employees, but unprecedented output value as measured by Gross Regional Product. Economic forecasts provided by the Berkshire Regional Planning Commission using the REMI model indicate that while the service sector will continue its upward trajectory in numbers of employees, high technology and high productivity manufacturing will continue to be the structural and economic base of the region's economy.

Job growth within the major sectors of the regional economy is slated to continue and remain roughly the same proportionally out to 2025. Services are expected to continue to climb in employment to almost 50% of total employment by 2025, with healthcare services being the leading employer regionally within this sector. Increasing numbers of service jobs can be expected to affect overall wages and income in this region.

Technology Enterprise is also expected to continue to increase its substantial impact on Berkshire County's economy. According to an anonymous survey by the University of Massachusetts Donahue Institute, companies associated with this sector reported a positive business outlook, with 75% expecting increased revenues over the next three years and 96% reporting they are likely to remain in Berkshire County for the next 5 years.

Educational and Financial Resources and Opportunities

Local Educational Opportunities

Residents in Town have access to higher education (Associate's Level) and technical training programs at Berkshire Community College in Pittsfield. The Massachusetts College of Liberal Arts in North Adams also offers undergraduate and graduate level programs accessible to both day and evening students. Two other residential private colleges serve the region: Williams College and Simon's Rock. Simon's Rock offers high school age students the opportunity to enroll in college programs. The University of Massachusetts also offers a MBA program in Pittsfield. Additional opportunities for technical training or skill-building are viewed as critical to workforce development in the region.

Workforce Development Programs

Companies in emerging sectors of the economy, especially Technology Enterprises, are highly dependent on the attraction and retention of a well-educated and professional workforce. A variety of creative and intellectual skills are in demand along with specific technical expertise.

Residents in Town have access to a number of workforce development programs and economic development organizations offering workforce development activities, access to training grants, youth employment and training opportunities, strategic planning resources, and much more. The appendix lists these workforce development programs and organizations with a description of the activities and resources in which they are involved.

Financial Resources in the Berkshires

At this point there is no central "clearinghouse" for information on community development or economic development funds sought or granted for projects or initiatives undertaken in this region. Funding for these purposes in the past has been sought by multiple agencies and organizations, and separate communities with minimal coordination of efforts or region-wide prioritization. As a result, a priority regional goal was established with the intent of improving communication and collaboration on economic development planning and activities for a better, targeted use of resources and a clearer vision of the desired future economy of the region. Establishing a central source for information about funding opportunities available, and tracking both applications for funding and resulting awards will enable the Berkshire region to develop needed expertise in seeking funding. A list of sources for potential economic development activities can be found in the appendix.

References:

Technology Enterprise in Berkshire County: Economic Analysis. University of Massachusetts Donahue Institute, February 2002.

Workforce Development Blueprint. Berkshire County Regional Employment Board, Inc., July 2002.

America's Labor Market Information System Employer Database. 2nd edition. InfoUSAGov., 2001.

Massachusetts Department of Employment and Training. <http://www.detma.org>

Data Book, 2001. Berkshire Regional Planning Commission.

Appendix - A.2



Tyringham Housing Data Profile

Filename: TYR Final CDP2.doc
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Report\working docs
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Author: BRPC
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2003 Housing Profile Town of Tyringham

Introduction

This section examines the socio-economic trends in Tyringham and in the surrounding area of Berkshire County, which affect housing supply and demand.

Supply

A. Current Housing Stock Statistics

Current Housing Stock

Tyringham's housing is almost entirely single-family homes, which make up over 95% of the housing stock. Three percent (3%) of homes are two or three family, while two percent (2%) are mobile homes.

Housing Tenure and Type

	Number	Percent of Total
Single Family Homes	251	95%
Multi-Family Units	8	3%
Mobile Homes	4	2%
Condominiums	0	0%

Source: 2000 Census, U.S Census Bureau, SF-3

*SF-3 Data is based on a sample

Housing Tenure

Housing in Tyringham is becoming increasingly dominated by seasonal homes. Between 1990 and 2000, the number of seasonal homes exceeded the number of year-round owner-occupied homes in Town. The number of seasonal homes grew 10.2% from 108 to 119, while the number of year-round owner-occupied homes fell 11.2% from 125 to 111. Four new year-round rental units were added to the market, but the number of rental units was still very low, at 22 units. The number of vacant homes increased from 1990 to 2000, but the vacancy rate for rental units decreased approximately 6%.

Table H-2	2000		1990		
Housing Occupancy:	Number	Percent of total	Number	Percent of total	% Change 1990-2000
Seasonal	119	45%	108	42%	+10.2%
Owner-Occupied	111	42%	125	48%	-11.2%
Year-Round Rental Units	22	8%	18	7%	+22.2%
Total Vacant Units	13	5%	7	3%	+85.7%
Total Housing Stock	265		258		+ 3 %
Vacancy Rate for Homeowner Units	2.6%		1.6%		1.03%
Vacancy Rate for Year Round Rentals	8.3%		14.3%		-5.99%

Source: 2000 Census, U.S Census Bureau SF-1

Chapter 40B Subsidized Housing Inventory

According to the Massachusetts DHCD Inventory of CH40B Subsidized Housing Inventory through April 27, 2002, zero (0) of Tyringham's 146 year-round Housing Units were considered Chapter 40B Units. "Chapter 40B Units" are units considered affordable by low- and moderate-income households with long-term restrictions that ensure that it will continue to be affordable. Chapter 40B authorizes a housing agency or developer to obtain a single comprehensive permit for the construction of subsidized low- or moderate-income housing. If a community in which less than 10% of its total year-round housing stock is subsidized low- or moderate-income housing, denies a comprehensive permit, or imposes conditions that make the project un-economic, the developer may appeal to the state Housing Appeals Committee for review of the local action.

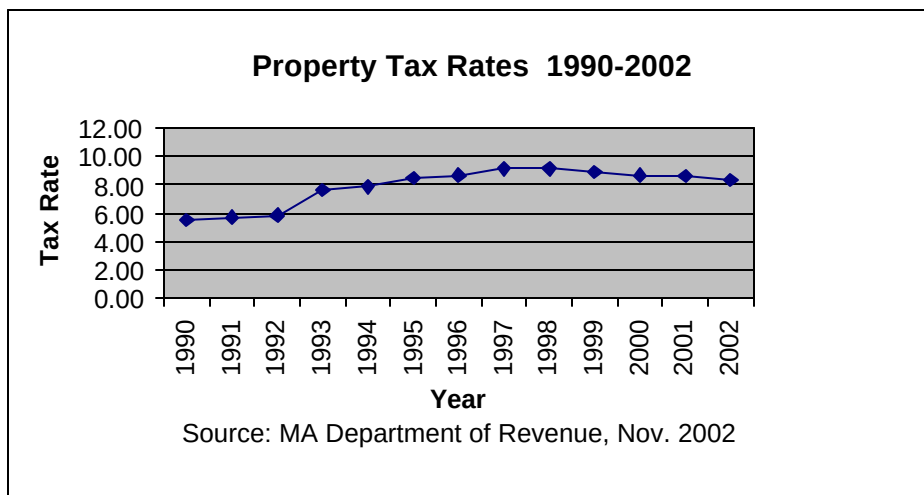
Source: Massachusetts Department of Housing and Community Development, April 2002.

Property Values in Tyringham - Summary of Property Value Data

- There were 236 taxable single-family home parcels in Tyringham in 2002
- The 2002 average assessed value of single family home parcels in was \$232,205
- The tax rate for all residential property in Tyringham in 2002 was \$8.34 for every \$1,000 in assessed home value.
- The average tax rate for all Berkshire County Towns in 2002 was \$12.67 for every \$1,000 in home value, 52% higher than Tyringham's tax rate.
- There appears to be a small, but steady decline in tax rates in Tyringham since 1998.
- The average tax bill in Tyringham for 2002 was \$1,937, which is lower then the state median of \$2583, ranking Tyringham 269 out of 334 Massachusetts towns reporting tax rates in 2002.

Source: Massachusetts Department of Revenue, November 2002

Chart H-1: Annual Property Tax Rates in Tyringham



Assessed Property Values vs. Market Values

The local housing market in Tyringham is moderately active but very much driven by high-end housing. Real estate market pressures have caused home values to increase substantially in the mid 1990's and early 2000's. In 1997, the annual

average sales price of homes sold in town surpassed the average assessed value of town homes and has remained higher ever since.

Table H-3: Annual Single Family Home Statistics

Year	Average Assessed Value ⁽¹⁾	Average Sales Price ⁽²⁾	Median Sales Price ⁽²⁾	Total Number of Sales ⁽²⁾
1995	\$201,675	\$141,875	\$120,625	4
1996	\$198,405	\$269,083	\$175,000	5
1997	\$200,767	\$235,400	\$160,000	5
1998	\$201,039	\$286,036	\$285,000	7
1999	\$222,259	\$399,600	\$283,000	5
2000	\$222,576	\$344,667	\$270,000	3
2001	\$225,531	\$226,700	\$185,900	4
Jan-October 2002	\$232,205	\$396,250	\$345,000	4

Sources: (1) Massachusetts Department of Revenue, November 2002
(2) Boston Globe Home Sales Listings, courtesy of Banker & Tradesman Real Estate Sales Figures, December 2002

Chart H-2: Single Family Home Statistics 1995-2001

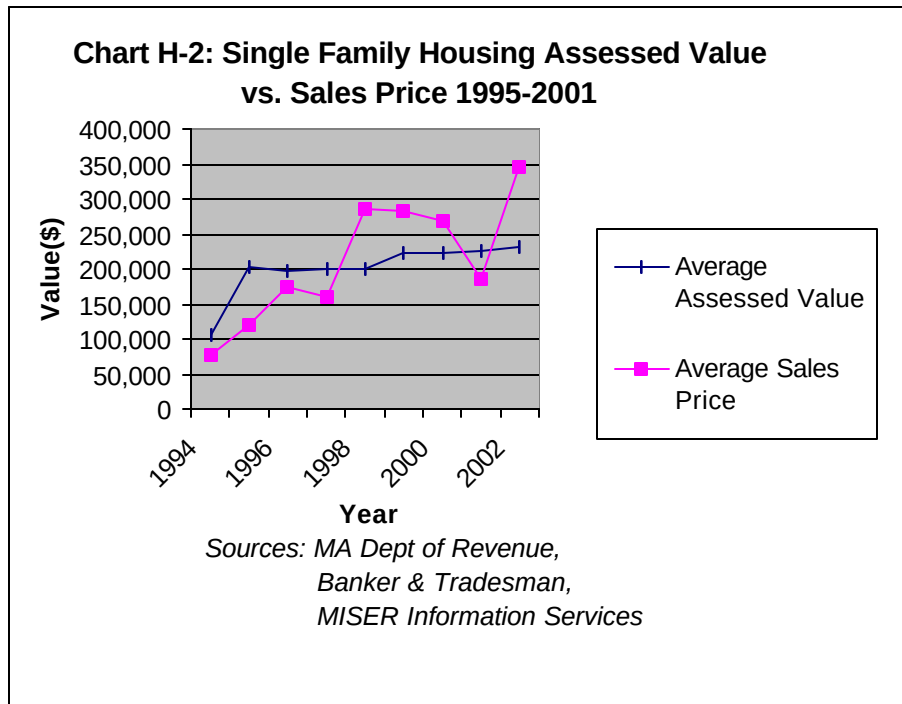
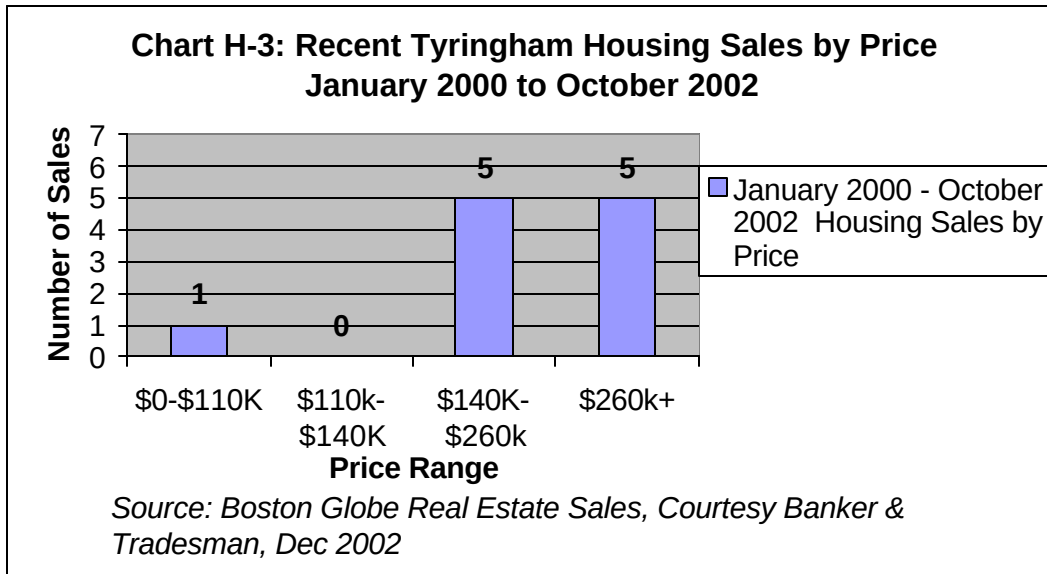


Chart H-3: Single Family Home Sales By Price



This chart reflects the upper end of the housing market has experienced the highest percentage of sales from January 2000 to October of 2002.

Rental Housing In Tyringham

Tyringham has a limited amount of year round rental housing. In the 2000 U.S. Census, 22 of the town's 265 housing units, or 8% of the housing stock was listed as rental, which was an increase of 4 units from 1990. Median gross rents, which is the actual cash paid to landlords every month, was \$713 per month in Tyringham. This was 43% higher than the Berkshire County median of \$499, and significantly higher than rents in neighboring towns of Great Barrington (\$604) and Lee (\$572).

The current housing market is driven by high-end seasonal homes, which comprise 48% of the housing stock. The seasonal market extends to seasonal rentals, which command higher seasonal rents and leave few homes available for year-round local renters. In comparing the rental numbers from 1990 to 2000, there was a 5.49 percent decrease in the available rental vacancies in Tyringham, falling from 14.3% to 8.3%. This decrease in the vacancy rate for rental units occurred even with the number of rental units climbing to 22 from 18 in that same time period.

Local Educational Expenditures

One factor often considered by municipalities when planning for housing development is educational costs. Each year, the Massachusetts Department of Education reports community educational expenditures. The Net Average Membership Pupils is the number of students residing in Tyringham, averaged over the entire year. The number includes pupils from Tyringham enrolled in local and regional schools, and those being tuitioned to out-of-town schools. The number does not include non-residents. Cost per pupil is based on the DOE integrated operating costs. The DOE integrated operating cost is one of the most widely accepted measures for comparing educational spending among communities. It reflects the community's share of regional school spending as well as that of its own local schools. The figure does not include capital outlay and construction costs. The following chart shows the total number of membership pupils, and calculated operational costs per pupil for Tyringham from 1995-2000. It also includes school expenditures as a percentage of all town

expenditures from the general fund on government operational costs excluding capital outlay and construction costs.

Table H-4: Educational Expenditures 1995-2000			
Year	Net Avg. Membership Pupils	Education spending as % of all Town expenditures	Cost Per Pupil
1995	46	53.05%	\$7,853
1996	50	48.25%	\$7,106
1997	45	46.06%	\$7,718
1998	54.8	45.97%	\$6,802
1999	52.3	51.35%	\$7,662
2000	40.4	44.69%	\$8,675

In 2000, the cost per pupil was \$8,675, which was 11% higher than the Berkshire County average of \$7,831, but consistent with the costs per pupil of similar rural communities. In 2000, 44.69% of town expenditures were for educational purposes, which was smaller in relation to the countywide average of 54% educational spending. The DOR lists the Town's 2000 median per constituent spending on education to be \$2,087.

B. Current Development Practices and Available Land - Construction Trends & New Construction 1995-2001

New construction in Tyringham has been moderate, with approximately 1 to 5 new houses constructed per year since 1995. A large percentage of these homes are high-end second homes on large lots. In 2002, three homes were built with wide-ranging values of \$125,000, \$400,000 and \$750,000.

The average new home values shown in table H-5 are the assessed value of the completed home including the lot. Large lot sizes would skew the valuation of the houses, however trends have been for more expensive houses to appear as large houses on large lots.

Table H-5: New Construction Values 95-01			
Year	Total Single-Family Units Built	Avg New Home Value	Avg Assessed Home Value in Tyringham
1995	5	\$148,400	\$201,675
1996	1	\$98,800	\$198,405
1997	1	\$269,000	\$200,267
1998	N/A	N/A	\$201,039
1999	5	\$239,860	\$222,259
2000	N/A	N/A	\$222,576
2001	4	\$283,573	\$225,531
2002	3	\$425,000	\$232,205
Sources: MISER State Data Center New Construction Report 2002 figures are from the Tyringham Building Inspector, December 2002 Avg assessed values from Massachusetts Department of Revenue			

Development Patterns and Constraints

The Town of Tyringham is a historically rural community. There is a small town Center that consists of a few buildings, a post office, a church, two municipal buildings and a small cluster of residences. The area immediately surrounding Goose Pond in northern Tyringham is also unique in that it has been developed much more densely than the rest of the town, with lot sizes as small as 1/3 acre or less. The majority of Tyringham is low-density residential development on lots of 2 acres or larger, new development is mainly single-family housing on large lots along existing roads.

Tyringham is surrounded by steep, forested hillsides running along the Tyringham Valley and the banks of Hop Brook. Excluding the steep slopes, Tyringham still has a large amount of potentially developable land, comprising approximately 4,306 acres, or 36% of the town. Approximately 3,107 acres of Tyringham, or 26% of the Town is permanently protected open space, which includes the Tyringham Cobble, parts of Beartown State Forest, October Mountain State Forest, and a permanently protected buffer zone around the Appalachian Trail, which runs through Tyringham.

Source: BRPC 2000 Buildout Analysis

Utilities

The Town of Tyringham does not have public water or sewers. Lack of a sewer system is a potential environmental concern for the town, especially considering the number and density of residences in close proximity to Goose pond that are supported by on-site septic systems. Verizon provides local telephone service, there is no gas service in Town, and either Western Massachusetts Electric or Massachusetts Electric provides electricity. Garbage is handled by private haulers, subcontracted and then brought to one or a few of Berkshire County's transfer stations.

Source: BRPC Data Book 2001

Local Zoning Provisions

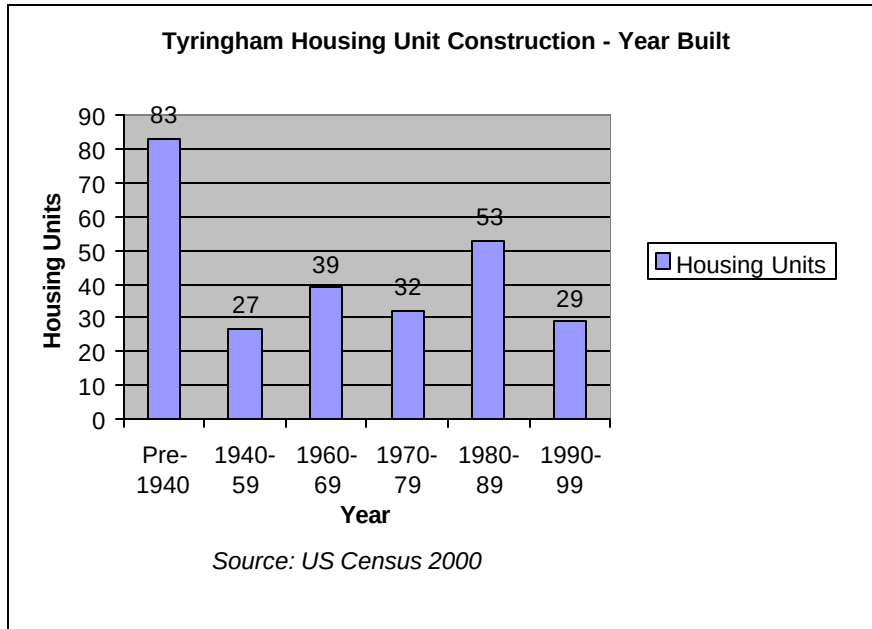
The entire Town of Tyringham is comprised of a single, Agricultural-Regional district. The zoning allows for single-family residential development on at least one-acre lots. Single family homes in Tyringham are the most common residence, although a single family home can be converted into a two family structure with a special permit. Home employment is allowed as long as it does not occupy more than six rooms in a home. Accessory buildings or additions for accessory uses are allowed, providing they do not drastically alter the appearance of the building.

Source: *BRPC 2000 Buildout Analysis*, www.ordinance.com

C. Current Housing Conditions

Age of Housing

According to the 2000 U.S. Census, housing construction in Tyringham has remained steady at a rate of three to four houses per year since 1960. The town experienced a housing boom in the 1980's, where an average of 5 houses per year were built. Housing construction slowed in the 1990's, falling to its lowest 10-year rate since the 1960's.



Structural Conditions and Violations

There have only been two structural violations reported in Tyringham in the last seven years. Violations normally only occur in severe cases, and the last two resulted in condemnations that required the homes to be demolished by the owners. The town has its share of less severe structural and maintenance issues that go without issued violations. The most common violations are for obvious disrepair, mainly due to the age of the homes and lack of maintenance. Lack of maintenance can be due to negligence on the part of the homeowners, but it is also may be an issue of affordability. The proliferation of the second home housing market in Tyringham and South Berkshire County has raised the price of home repair and construction work in the area, putting a premium on available local contractors who may be more profitably employed in the high-end housing market.

Source: *Town Building Inspector and Town Annual Report, 2000, local realtors, 10/02*

Health Conditions and Violations

Due to the town's reliance on on-site water and septic systems, Title 5 septic regulation violations due to aging septic tanks are the greatest specific health concern for the town. Title 5 may also be an issue of affordability, as inspections must be passed to sell a home and the cost of repairing or replacing a failed septic system can be up to \$15,000 or \$20,000. Certain parcels in the Goose Pond area may even be too small to introduce a new septic system that meets current regulations. There is a specific health concern for bacterial formation in the Goose Pond due to the density and number of units that are located in close proximity to the water. Other areas in the county are facing similar problems, and areas around Richmond Pond and Stockbridge Bowl are in the process of extending sewer to similar shoreline developments.

Source: Town Board of Health, local realtors

Housing Profile – Demand

A. Population Statistics

Historical Population Counts and Future Population Projections

Source: BRPC 2001 Data Book Census Figures, Preliminary Projection Report, 2002

Historical population counts for Tyringham date back several decades and show past trends in the year-round population of the community. Seasonal residents, though a major part of the community, are not included in Census figures. Table H-6 is a comparison of population figures between Tyringham and Berkshire County. We see that the population has remained at approximately 350 since 1980, after experiencing a dramatic 47% increase from 1970 to 1980.

Berkshire Regional Planning Commission has recently completed 10-year population projections for the town up to year 2030. Note the projected counts of 2010 and 2020, showing a reversal in the long-standing population decline for Berkshire County. The projected growth rate between 2010 and 2020 is the second highest growth leap since the 1970-1980 count. According to the future projections, a vast majority of the towns in Berkshire County will experience an increase, and with this increase will be demand for new year round housing.

Table H-6: Historical Population Counts

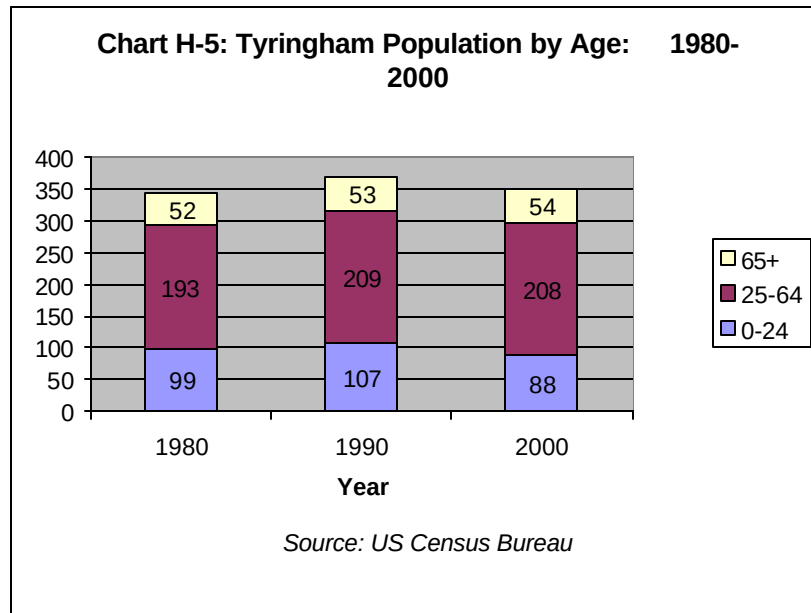
	Town	Berkshire County
1970	234	149,402
1980	344	145,110
1990	369	139,352
2000	350	134,953
2010	373*	135,700*
2020	427*	145,875*
2030	504*	162,650*

*BRPC projections

Population By Age

The population drop in Tyringham in the past 10 years is almost entirely due to the lower number of children and young adults aged 24 or younger. From 1990 to 2000, the number of residents aged 24 or younger decreased 18% from 107 to 88. At the same time, the number of people in Tyringham 65 and over, and the number of people aged 25-64 remained constant.

Chart H-5: Population By Age 1980-2000.



Economic Statistics

This section explains the median household income for the Town of Tyringham. Household income is all income generated by all members living in one household. Median household income measures the typical income of a household in Tyringham: Half of the households earn more than the median, and half earn less.

Tyringham has a median household income level of \$60,250, making the town one of the most affluent towns in the county. The median household income for Tyringham is 54% higher than the median income for Berkshire County as a whole, which is \$39,047.

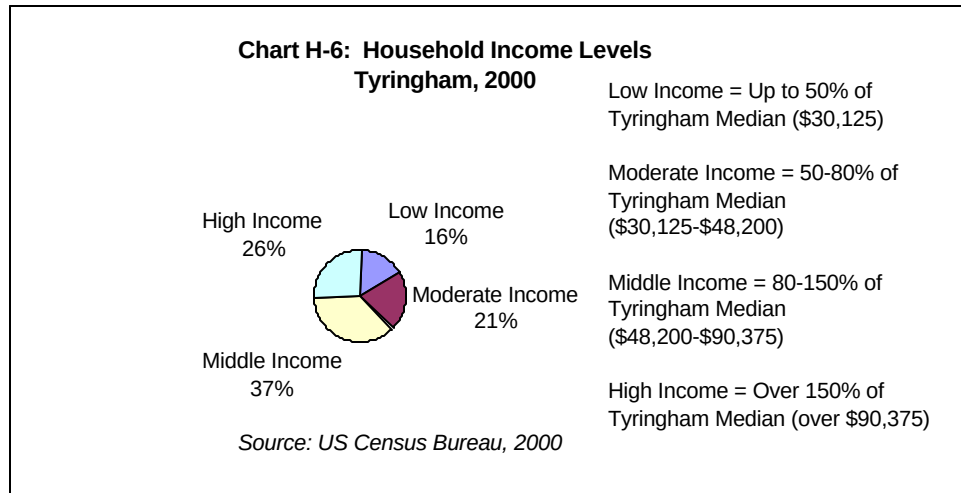
A household considered low income according to the Tyringham median income earns 50% of the town median, which is \$30,125. Sixteen percent (16%) of the town's households were considered low-income households. Moderate-income households earn from 50-80% of the Town median, which was up to \$48,200 per year. Twenty one percent (21%) of the town's households were considered moderate income. Low and moderate-income households in Tyringham meet the minimum eligibility requirements for subsidized housing assistance from state and federal agencies.

Households considered middle-income households in Tyringham earned from \$48,200 up to \$90,375, and comprised 37% of the town's households. High-income households in Tyringham earned over \$90,375 per year, and comprised 26% of the town's households.

In 2000, Tyringham had no households living below the poverty level.

Local Household Income Levels

Source: US. Bureau of Census 2000



Local Employment

Source: MA DET "Employment and Wages" Figures from community profiles

<http://www.state.ma.us/cc/>

This table shows the number of jobs located in Tyringham and does not include people who live in Tyringham and commute to surrounding communities.

As of 2001, Tyringham is home to 10 businesses employing a total of 30 employees and representing three industries, Agriculture Forestry and Fishing, Government, and the Service Industry. Five other industries were not represented in town: TCPU, FIRE, Trade, Construction, and Manufacturing. Employment figures where a single company employs over 90% of the total industry workforce were held confidential and marked 'conf' or 'C'. The figures show a trend towards more smaller establishments employing few people. Total annual payroll has slowly increased since 1996 along with average annual wages.

Table H-7: Employment and Wages in Tyringham 1985-2001							
Year	Total Annual Payroll	Avg Annual Wage	Establish-ments	Total	Agriculture Forestry Fishing	Govern-ment	Services
1985	\$696,100	\$16,977	6	41	0	9	conf
1990	\$1,148,452	\$22,086	6	52	0	conf	45
1995	\$441,417	\$21,020	5	21	conf	conf	conf
1996	\$413,781	\$15,915	4	26	conf	conf	conf
1997	\$462,108	\$18,484	4	25	conf	conf	conf
1998	\$536,408	\$17,303	7	31	conf	14	10
1999	\$636,496	\$17,680	9	36	conf	16	11
2000	\$671,474	\$22,382	9	30	C	0	12
2001	\$724,245	\$24,142	10	30	C	C	9
Source: Massachusetts Department of Employment and Training							

C. Market Demand and Trends for Housing

Source: Local realtors

Tyringham's housing market is driven by demand for high-end second home market. Sales prices are continually above assessed values, and new construction is on average more expensive than existing housing. Realtors express that there are a number of people looking for homes in the lower price range that are unavailable. According to the Berkshire County Multiple Listing Service Inc., as of December 4, 2002, there are four houses for sale in Tyringham with prices ranging from \$325,000 to \$665,000. The trend of substantial appreciation of home values is expected to continue for some time.

Demand for Below Market Rate Rental Housing

According to HUD, there are no families on the waiting list to receive section 8 housing vouchers for Tyringham.

Gap Analysis

Housing Affordability Methodology

The housing affordability study was conducted to determine whether or not the "typical" family in Tyringham could actually afford to buy a home in Tyringham at current market values. According to HUD guidelines housing is considered to be affordable when monthly mortgage payments comprise no more than twenty-eight percent (28%) of a household's total monthly income.

The typical family was defined as a household with an income equal to the median estimated income of Tyringham. Tyringham's median housing price was presented as determined from sales data provided by Warren Information Services, while an estimate of the Tyringham's median household income for 2000 was given by the U.S. Census Bureau's 2000 Census.

Maximum price affordability levels were determined by an average of mortgage loan qualification calculations provided by local mortgage lenders. The analysis was based on a 10% down payment with no points. Calculations incorporate a mortgage interest rate of 7%. A current localized basic homeowners insurance quote for Tyringham was provided by local insurance brokers. The results estimate a maximum housing price with monthly payments that are no more than 28% of the household income with an assumed maximum of 8% in other debts or obligations forming a combined personal debt payments of no more than 36% of monthly income.

Chart H-8: 2001 Affordability Matrix

Income Level	2000 Household Income Limits	Income Available for Mortgage Payment (28% of monthly Income)	Affordability Level (Calculated Maximum Affordable Sales Price)	Number of Sales below Affordability Level, 2000-2002	Number of Households in 2000 below income level	% of total households below income level in 2000	% of total Sales below affordability level from 2000-2002	Affordability Gap
Low income – up to 50% of Median	\$30,125	\$703	\$100,000	1	22	16%	9%	7%
Moderate income – up to 80% of Median	\$48,200	\$1,125	\$140,000	1	51	38%	9%	29%
Middle Income – up to 150% of Median	\$90,375	\$2,109	\$260,000	6	100	74%	55%	20%
High Income – over 150% of Median	\$90,375	\$2,109	over \$260,000	11	135	100%	100%	0%

Median Household Income in 2000	\$60,250	\$1,406	\$175,000	5	68	50%	45%	5%
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Sources:

Median Sales Price: Warren Information Services

Affordability Calculator: <http://www.legacybanks.com/site/calculators.html>

Mortgage Rate: LegacyBanks, LeeBank, & Berkshire Bank Websites

Sales within Affordability Range: WIS: Warren Information Services

2000 Household Income and Level Numbers : U.S. Census Bureau, 2000 Census

Affordability Findings

The affordability analysis demonstrates a market that is heavily weighted on high-end housing. Almost half of the homes sold were affordable only to high-income households with annual incomes over \$90,375. Five of the eleven homes, or 45% of homes sold from January 2000 to October 2002 were too expensive for what are considered low, moderate, and middle-income households earning up to \$90,375 per year. These low, moderate, and middle-income households comprise 74% of the town, but only 55% of the houses sold were affordable to them. Therefore, there is clear sign that there is a shortage of housing available for the 'typical' type of family currently living in Tyringham.

The largest gap in affordable housing was for moderate-income households who earn up to \$48,200 per year. There are currently fifty-one (51) households in Tyringham considered moderate income, but only one (1) of the eleven homes sold since January of 2000 was affordable to these families. The result is that middle-income families, who make up 38% of the town, only had access to 9% of the houses sold. The lack of housing available to these families could potentially have a dramatic effect upon the character of the town if all of the town's low and moderate-income families are priced out of the local housing market and forced to move out of town.

The affordability analysis compared current income levels in the town to current housing sales prices in order to determine the potential accessibility of housing for various income groups. Condition of the houses sold was not considered. Also, it should be noted that a low sales price does not mean that the buyer was a lower income resident, and all lower priced homes were considered accessible to higher income households as well. However, a high priced home could be considered non-accessible to lower income residents.

Rental Affordability

As stated earlier, the median gross rent in Tyringham is \$713, which is slightly higher than the \$703 per month considered as the maximum affordably monthly payment for low-income households in Tyringham. Therefore, there is a \$10 affordability gap for low-income renters in addition to the affordability gap for homeownership. More importantly, it is a sign that low-income households, those earning up to \$30,125, may not be able to either rent or buy a house in Tyringham.

Another measure of rent affordability is the number of residents who are 'rent burdened.' In general, a renter who is paying more than they can afford to pay for rent is considered 'rent burdened,' but the U.S. Department of Housing and Urban Development (HUD) defines rent-burdened as a household paying over 30% of their income on rents. Severely rent burdened households pay over 50% of their income on rent. According to the 2000 Census, Tyringham had 2 households that were rent burdened, but no severely rent burdened households.

Berkshire Housing is one agency that administers the Section 8 rental subsidy program for Berkshire County. Section 8 vouchers are available to low and moderate-income families who may need assistance paying rent. Berkshire Housing currently lists one low/moderate income family receiving a subsidized rental voucher in Tyringham.

Existing Publicly and Privately Financed Housing Programs

A. Affordable Homeownership Assistance Programs

Good Samaritan Homeownership Program

Berkshire County Towns participate with Berkshire Housing Development Corporation, Berkshire Fund, Inc., and nine local lenders with the Good Samaritan Homeownership program described below. The participating lenders include Berkshire Bank, Legacy Banks, Pittsfield Cooperative Bank, Lee Bank, Lenox Savings Bank, Adams Co-operative Bank, So. Adams Savings Bank, Hoosic Bank and Greylock Federal Credit Union.

The Good Samaritan Homeownership program, which received a Federal Home Loan Bank Affordable Housing Program Grant for \$96,000 in 1999 to assist low-income households with down payment and closing cost assistance. This program is available to income eligible residents throughout the County and more than 175 families have bought homes through the program in the past 10 years. Participating lenders provide a first mortgage equal to 80% of the purchase price, Berkshire Fund provides a second mortgage equal to 15% of the purchase price, and the buyers provide a 5% down payment. The banks also purchased more than \$1.6 million of low interest bonds to fund the down payment pool.

USDA Rural Housing Service Loan Guaranty Program

This program is a federally funded program from the Department of Agriculture (USDA)/Rural Housing Service. This program is available to all borrowers seeking mortgages throughout Berkshire County, with the exception of the City of Pittsfield. Through the Guaranteed Rural Housing Loan Program, moderate-income earners can qualify for existing single-family mortgages without a down payment. This program is currently available at Lee Bank.

MassHousing General Lending Program – 1st Time Homebuyers

MassHousing partners with Lee Bank, Berkshire Bank, and Legacy Banks to assist credit-worthy, low and moderate income, first time home buyers whose income and home purchase price fall within federally-set guidelines with financing and educational assistance. Source: [MassHousing Stats](#)

As of March 6, 2002, eligibility requirements for MassHousing programs in Tyringham are: Source: http://mhfadata.com/limits_results.asp

Chart H-9: Income Limits For MassHousing Programs In Tyringham		
Income Limits	Acquisition Cost Limits	
1 - 2 Persons \$ 66,000	New Construction	Existing Housing
3 or More \$ 75,900	Single Family \$277,100	Single Family \$198,400
	2 Family n/a	2 Family \$223,300
		3 Family \$270,400
		4 Family \$314,400

B. Housing Rehabilitation Assistance Programs

Source: [MassHousing Use Figures for FY96-01](#) – and
[Additional MassHousing Programs](#)

MassHousing Septic Repair Loan Program

The Septic Repair Loan Program is a state-wide program established under Chapter 708 of the acts of 1966 of the Commonwealth of Massachusetts that is funded by MassHousing and available locally at Lee Bank. The MassHousing program offers reduced interest rate loans of \$1,000 - \$25,000 to cover costs associated with the upgrade of a failed sewage disposal system within the meaning of Title 5. Homeowners may qualify for 0%, 3% or 5% interest rates based on household income (see chart H-10). Repairs are for owner-occupied primary-residences only, not for second homes. The program is popular and several such loans are given out every year throughout the county. Few local applicants have failed to qualify. The Average Loan amount for a Septic Repair Loan has been relatively high, as the program's closing cost requirements have discouraged smaller value loans. The program began with a \$13 million State grant; it is considered successful; and is expected to continue with self-sufficient funds from loan payments.

In the last five fiscal years, a total of zero loans and no allotment of Septic Repair Funds has been given to qualified homeowners in Tyringham. (Source: [MassHousing Use Figures for FY96-01](#))

Chart H-10: Income Limits for Septic Repair Loans in Berkshire County

Loan Rate	1-2 person family	3 or more persons
0%	\$23,000	\$26,000
3%	\$46,000	\$52,000
5%	\$92,000	\$104,000

MassHousing Home Improvement Loan Program

Local residents are also eligible for participation in the Home Improvement Loan Program at MassHousing. This program is available through Lee Bank, and residents of other towns in Berkshire County have participated. The program offers financing for income-eligible homeowners to repair their homes. Eligible properties are one-to-four family properties and residential condominiums, and the residence must be the borrower's principal residence for minimum of one year. The maximum loan amount is \$5,000 - \$25,000 for loan terms of 5 to 15 years. In the last five fiscal years, none of the residents have participated in this program, totaling zero in funds.

Source: [MassHousing Use Figures for FY96-01](#)

For more information on this program, contact MassHousing or Lee Bank.

DHCD Community Development Funds for Housing Rehabilitation

Berkshire Housing Development Corporation applies for and manages Housing Rehabilitation programs through CDBG for the entire county, but has not included Tyringham in recent efforts. Participation in such efforts could be of particular interest to the town.

Revised Goals

Preliminary Goals (As presented in the Tyringham Scope of Service)

- Determine current housing conditions and future housing needs and availability of housing for low, moderate, and middle-income persons.
- Ensure that future housing opportunities are consistent with existing infrastructure and promote unique natural and agricultural resources of Tyringham.
- Provide an appropriate mix of quality housing opportunities with consideration of housing for persons of low, moderate, and middle-income.

Strategy Recommendations

The following actions are recommended in order to meet the housing needs of Tyringham residents.

Recommendation #1

Develop local capacity to address housing needs

In order to pursue affordable development, the community would benefit from some type of formalized local organization that may both add to and benefit from the efforts conducted by housing organizations working regionally. A local group or committee, for example, needs to be involved in decision-making regarding housing development: where does it take place, who is an appropriate developer for Town-owned property, what type of housing should be developed and who should it serve. Such a group should determine how these questions are answered within the town, and how the town may benefit from and contribute to efforts being conducted in the surrounding region.

A local group dedicated to housing could take the form of a Town Committee, Housing Partnership, Housing Trust or other organizational structure. Appendix H-C includes information about formation of a Local Housing Partnership; the issues discussed are relevant for the formation of any type of local housing organization. Some actions include:

- Determine what type of local organization is most appropriate for Tyringham.
- Establish such local housing organization.
- Newly established housing committee should work with the Town Administrator and Selectboard to:
 - o Pursue rental housing development as described below.
 - o Conduct a survey of local residents and employers regarding need for affordable homeownership opportunities
 - o Work with the Town to identify state and municipally owned land including tax title properties appropriate for development
 - o Continue to develop working relationships with regional and sub-regional Housing Development Agencies/Organizations -, e.g. BHDC, Community Development Corporations, Construct Inc. etc...

Recommendation #2

Review Local Zoning

While the Town's zoning by-law have some components friendly to residential development, a review and update may find areas for improvement. Currently, the entire Town of Tyringham is comprised of one zoning district, the

Agricultural/Regional district. The zoning by-laws are designed mostly for single-family residential development. Minimum lot size is one acre for single family. Conversions of one family housing to two-family dwellings are allowed in Tyringham after approval by the Town Planning Board. Possible actions include:

- Review Land Suitability Maps and local parcel maps to determine if current zoning accurately reflects existing conditions and current Community Values with regard to housing
- Review sections of Zoning by-laws related to housing, and consider how these by-laws may be modified to be more conducive to the production of affordable housing.
- If a local affordable housing committee of some type is created, this group should work closely with the Planning Board to develop appropriate zoning strategies based on the results of the items noted above.
- Consider accessory apartments or other affordable options to reduce barriers to increasing housing stock.
- Consider options to fair affordable housing regulations with open space preservation to maintain character while increasing the housing stock.

Recommendation #3

Participation in Regional Housing Rehabilitation Programs

The data indicates an on-going need for rehabilitation programs including programs to address septic failures as well as general rehabilitation needs. Programs currently available are have been well subscribed. Continuation of affordable rehabilitation programs will assist low and moderate-income households including elders to maintain their properties in better repair.

- Continue to make local residents aware of MassHousing's Septic Repair Loan Program.
- Continue to work with regional housing organizations to apply for CDBG funds for rehabilitation grants and loans.

Recommendation #4

Pursue development of affordable rental housing

Tyringham has a small amount of year round rental housing and no MGL C.40 B housing as of April, 2002. Development of affordable rental housing will also assist the Town in meeting its MGL C40 B requirement and help insulate the community from outside interference in residential development. In order to pursue rental housing development, the Town should consider the following:

- Establish local organization such as a Housing Committee, Partnership or Trust to ensure local voice in decision-making. See Recommendation # 1 above.
- Continue to work with BHCD or with another local agency such as Lee CDC, CDC of Southern Berkshires or Construct to develop scattered site, mixed-income rental housing. Working with nonprofit partners will assist the community in securing the grant resources needed to make the development affordable at low/no cost to the Town.
- Identify in-kind local resources that can make the project work such as state- or Town-owned land that can be used for a rental development. For example, the Town could foreclose on tax title and derelict properties. These properties are mainly very small lots that are not suitable for development as housing, largely because they are not large enough to accommodate septic systems. The Town

then collects tax title lots and resells them if some abutting lots are merged, or if an abutter is interested in purchasing them. While the goal of this effort is to clear the Town books of the tax title, the land does present an opportunity for the Town to write down the cost of housing development for local residents.

- Work with nonprofit developer to identify grants and low-interest or deferred payment loans for rental development. See attachment for potential funding sources.

Recommendation #5

Pursue development of affordable homeownership options

There are limited year round properties affordable to low and moderate income households and which are not in significant need of rehabilitation. Development of affordable homeownership opportunities will help maintain a population of families with younger children in the community. Development of affordable homeownership units will also help the community meet its MGL C.40 B requirements.

- Ensure local banks to participate in MassHousing's lending programs
- Conduct a survey to identify need for affordable homeownership. The survey should be a task of the Town's new housing committee (see Recommendation #1 above).
- If a need is identified, pursue development in a manner similar to that described for development of rental housing.
- Consider other low-cost models such as working with Habitat with Humanity or pursuing development with the local vocational school programs.

Recommendation #6

Consider the adoption of the Community Preservation Act to finance future affordable homeownership options in Tyringham

The Community Preservation Act will give approximately \$25 million of State funds to local municipalities every year to put towards creation and support of affordable housing, conservation, and historical preservation. The State monies will match funds gained if a town elects to adopt a property tax surcharge of up to 3%. Use of these funds toward housing, conservation, or historic preservation is determined locally. In Berkshire County, Stockbridge and Williamstown have elected to participate in the provisions of the Community Development Act, enabling them as the only two municipalities able to receive state funds from a pool of funds designed to serve all 32 Berkshire County municipalities.

Recommendation #7

Re-apply for EO418 Housing Certification for Tyringham

EO418 Housing Certification gives the town preferential status when applying for over \$400 million in low interest loan and grant opportunities available annually by the State. The money made available by EO418 Housing Certification is from a variety of funds including funds not related to housing such as transportation, public works and economic development funds. See the EO418 Housing Certification Summary for specific funds affected by the program.

**TYRINGHAM CDP COMMITTEE
DISCUSSION OF AFFORDABLE HOUSING
SITE IDENTIFICATION**

I. Anticipated Users

- ☐ Seniors
- ☐ LMI Families
- ☐ Persons w/ Disabilities
- ☐ Mixed Income

II. Site Considerations

- a) Are there town owned sites that may be appropriate for affordable housing development? If so, where are they?
- b) Is there local land that is in tax foreclosure, or tax delinquent properties?
- c) Are there blighted properties that the Town is interested in revitalizing?
- d) Are there any privately owned parcels that might be appropriate for affordable housing development?

Once sites have been determined:

- e) Who holds title and are there any encumbrances on the title or liens against the property?
- f) Deed restrictions that may prevent affordable housing?
- g) What is the availability of utilities at the site, i.e. water, sewer, gas, electric etc..?
- h) Are there any foreseeable concerns with the site(s), e.g. environmental issues, drainage, wastewater disposal, 21E issues?
- i) How are sites zoned and are there any other regulatory constraints?

III. Funding and Economic Considerations

- a) Proposed Project Budget?
- b) Arrangements for ownership, development and sale or operation?
- c) Proposed Funding Sources?
 - ☐ Town Appropriation (does town have a CIP that includes this project?)
 - ☐ Bond Measure
 - ☐ State and Federal Grants – specify source
 - ☐ Private monetary contributions – individual contributions, organizational contributions
 - ☐ Donations of Equitable Assets – land, buildings, equipment etc....
 - ☐ Other

Appendix - A.3



Public Participation

Town of Tyringham, Massachusetts

Draft Community Vision Statement

Tyringham's vision for the future is that the community should work together to:

Mindfully guide and manage growth to ensure Tyringham preserves the combination of traditional rural atmosphere, notable natural assets, and rural community character that makes it a desirable place to live.

Maintain and improve its economic infrastructure by identifying and cultivating economic opportunities that are consistent with the community character.

Maintain and improve its social infrastructure by providing seniors and citizens of low, moderate, and middle income with quality community services and affordable housing opportunities.

Maintain and improve its civic infrastructure by providing its residents with quality municipal and emergency services.

The community must take the necessary steps to plan for the future and to participate in local decision-making processes.

ASSETS *and* LIABILITIES INVENTORY

Tyringham has exceptional natural assets and rural character. The community wishes to protect critical open spaces for scenic, environmental, agricultural and historic purposes. The community wishes to plan growth and economic development that is consistent with the natural character of Tyringham.

Agriculture is a large part of Tyringham's history and is viewed as an environmental asset. The community wishes to foster agriculture as a means of preserving open space, preserving the rural character of Tyringham, and preserving the history of the small town.

Tyringham's housing needs are similar to many other communities in the region. There has been a growing need for affordable housing as second generation Tyringham residents have no access to rental property within the town and cannot afford to purchase property within town. Tyringham has lost almost a generation of young adults that can't afford to live in the community in which they were raised. It would be necessary to insure that a variety of housing needs are met without the second-home owner population continuing to drive up prices.

An identified need in Tyringham is to improve housing opportunities and create a wider range of housing without increasing development and threatening open space, agriculture or views and ridgelines. Residents of Tyringham are eager to preserve historic buildings through the prevention of premature demolition.

Tyringham has historically been an agricultural community. The community has identified a need to foster the economic development of agriculture while preserving historic uses and the natural beauty of the rural town. It is recognized that although some agriculture is flourishing there has been a decline in the number of working farms within Tyringham.

The community has expressed an interest in fostering new and existing cottage industries. The community wishes to maintain existing retail, commercial, and community services without expanding or creating a business district that could threaten open space.

Home-based businesses could be expanded and fostered to increase the potential for residents to live and work in Tyringham without threatening its rural character. The community recognizes the need to plan accordingly and minimize barriers where appropriate. In addition, the community recognizes the need to provide job opportunities within the community to encourage a new generation of year round residents.

It is important to ensure and to preserve the scenic and rural character of the community. Long-range transportation improvements must incorporate the vision that Tyringham has for its future and plan accordingly for the safety concerns of pedestrians and bicyclists, especially in areas that receive large volumes of through traffic.

Residents in Tyringham are eager to create opportunities for bicycling and walking for the purpose of recreation and commuting. The community has expressed interest in creating a bicycle and pedestrian network that connects neighboring communities and strengthens the rural feel, natural beauty, and recreational opportunities of the community.

CORE ELEMENT	POSSIBLE ASSETS	POSSIBLE LIABILITIES
HOUSING	• 4,306 acres are developable or have houses on them • Community consensus to provide a wider range of housing opportunities • Community consensus to provide housing opportunities for a new generation of year round residents • Community consensus for senior housing • Historic buildings	• Lack of assisted living, retirement, or nursing care housing for seniors • Much available land is considered to steep for development • Median value for homes in Tyringham in 1990 was \$215,300, which is 90% higher than the 1990 median for Berkshire County • No public sewer and water system
OPEN SPACE AND RESOURCE PROTECTION	• 26% of total land area is permanently protected • Town is pursuing the Scenic mountains Act • Expressed interest in the development of an Open Space Plan	• No public sewer and water system • No wetlands, stream and pond protection, or water supply regulations • No regulation to protect ridges and view lines
TRANSPORTATION	• Community consensus for bike and pedestrian trails • Good road conditions and effective maintenance	• The Town of Tyringham is often used as a as throughway between Lee and Monterey • No access to public transportation
ECONOMIC DEVELOPMENT	• Current zoning allows for cottage industry and home based business • Community consensus to foster agriculture for economic purposes among others	• Loss of agriculture • Few Jobs available within the town boundary • Belief that creation of commercial enterprises would permanently alter the community character

TOWN OF TYRINGHAM
CDP KICK-OFF MEETING
January 14, 2001 @ 7:00 PM

Agenda

- I. Program Overview
- II. CDP Committee or Work Group
 - A. Selection/Designation of Committee or Work Group Members
 - B. Roles and Responsibilities of Members
- III. Equivalent Plans
 - A. Applicable information/data that has been found to this point
- IV. Public Participation
 - A. Vision Statement
 - B. Assets and Liabilities Inventory
- v. Potential Tasks and Funding Priorities for Core Areas
 - A. Housing
 - B. Economic Development
 - C. Transportation
 - D. Open Space and the Environment
- vi. Development of the Community Development Plan
 - A. Who will provide planning services for plan development
 - BRPC
 - Consultant
 - Both
- vii. Tasks to be Accomplished and Next Meeting Date

TOWN OF TYRINGHAM
Open Planning Board Meeting
December 10, 2001 @ 7:00 pm
Union Church

Visioning Session

Threats

- ◆ Lack of communication with other towns
- ◆ Potential development
- ◆ Through-traffic
- ◆ No available housing for future generations
- ◆ No land available for housing
- ◆ Housing costs are too high
- ◆ Limited amount of young families
- ◆ Volunteer Fire Department does not have enough young members
- ◆ No senior housing
- ◆ General Store and Elementary School no longer exist
- ◆ Need new Fire House and Highway Garage
- ◆ Seasonal housing vs. new growth
- ◆ Growth around Goose Pond
- ◆ No sewer system
- ◆ No protection for views and ridgelines

Actions

- ◆ Master Plan
- ◆ Protected land
- ◆ Seasonal and second home owners are a potential resource
- ◆ Cluster housing
- ◆ Conservation restrictions
- ◆ Open Space Planning
- ◆ Tax incentives
- ◆ Deeded pieces of land
- ◆ Town owned rental property
- ◆ Scenic Mountains Act
- ◆ Land Use Designations
- ◆ Cottage Industry

Environmental and Resource Protection Element

Threats

- ◆ Potential development
- ◆ Growth around Goose Pond
- ◆ No sewer system
- ◆ No protection for views and ridgelines

Actions

- ◆ Master Plan
- ◆ Protected land
- ◆ Conservation restrictions
- ◆ Open Space Planning
- ◆ Scenic Mountains Act
- ◆ Land Use Designations

Housing Element

Threats

- ◆ No available housing for future generations
- ◆ No land available for housing
- ◆ Housing costs are too high
- ◆ Limited amount of young families
- ◆ Volunteer Fire Department does not have enough young members
- ◆ No senior housing
- ◆ Seasonal housing vs. new growth
- ◆ Growth around Goose Pond

Actions

- ◆ Master Plan
- ◆ Protected land
- ◆ Seasonal and second home owners are a potential resource
- ◆ Cluster housing
- ◆ Conservation restrictions
- ◆ Tax incentives
- ◆ Deeded pieces of land
- ◆ Town owned rental property

Economic Development Element

Threats

- ◆ Potential development
- ◆ General Store and Elementary School no longer exist

Actions

- ◆ Master Plan
- ◆ Land Use Designations
- ◆ Cottage industry

Transportation Element

Threats

- ◆ Lack of communication with other towns
- ◆ Through-traffic

Actions

- ◆ Master Plan

Results of Planning Board Questionnaire

March 2002

Summary:

- Of the 51 residents who responded to the survey; 41 were resident voters, while 10 were non-resident, non-voters.
- The town views its rural character, scenic views, and open space as its best community assets.
- Residents view high cost of land and housing, traffic, and potential inappropriate development as liabilities to local stakeholders.
- Town services, resources and recreational facilities were all rated “adequate” or “very good.”
- Needs expressed by residents include reasonably priced houses and additional open space.
- 36 of the 51 respondents agreed to a reserve fund to promote open space; 60% support the Scenic Mountain Act; and 20:51 are in favor of a fund to promote affordable housing.

Respondent Demographics

AGE

Under 25	2
25 to 36	5
37 to 48	8
49 to 60	14
Over 60	22

Marital Status

Single	7
Couple (no kids)	10
Couple (w/ kids)	17
Senior Families	13
Seniors (single)	3

Land Owned (acres)

< 1	8
1 to 5	13
6 to 20	6
> 20	20

Assets, Services and Resources

Assets

“rural character”	42
scenic views	41
open space	39
friendly community	35
smallness	30

*In a separate question, 35 people said that open space is “very important” to Tyringham.

Other Responses:

- Reasonable taxes
- “People who have been here a long time and care about Tyringham and how it was left to us.”
- The Appalachian Trail
- Goose Pond

- “Reasonable tax rate, privacy, high property values.”
- Natural beauty
- Composition of population
- A sense of belonging

Liabilities

Cost of Land and Housing	23
Increased Traffic	17
Overbuilding	10 (at Goose Pond and Village)

Other Responses:

- No land or houses for young families
- No stores or services
- Vulnerability to development
- “Unwillingness to plan”
- The real estate market will “price all regular working people out of town.”
- Too many second homes and not enough people willing to help make the town function.

Services and Resources

	Very Good	Adequate	Needs Improvement
Roads and Highways	29	16	
Police, Security	26	16	1
Fire Department	28	10	2
Elder Services	12	13	2
Handicapped Services	12	12	3
Water and Sewage	9	18	5
Community Activities	24	12	2
Town Buildings	26	13	3
Parks and Public Land	26	15	4
Historic/Cultural Events	17	19	3
Library	25	15	5
Ambulance/Rescue	24	9	2

Other Comments:

- Sand and plow sooner on Monterey Road
- Roads around Goose Pond should be better plowed and graded
- Local “associations” should not have to subsidize this

Housing

Needs

Rentals for small families	10
Housing for the elderly	10
Housing for the handicapped	1
Reasonably priced homes	24
Multifamily Houses	6
Tyringham has no major housing needs	15

Other:

- New firehouse

- General Store
- New maintenance facility

Housing Opportunities

Permit Multi-Family Housing By-Laws	13
Land/Building Acquisition Fund	20
Special Town Appropriations	22

Other:

- Encourage large landowners to explore ways of developing and allowing affordable housing
- Too many second homes, not enough reasonably-priced houses for local people
- More stringent building permits
- We need guidelines for new homes
- Multifamily housing OK to a maximum of 4 units; not like Oak & Spruce
- Allow market forces to work
- Don't make this an apartment town with a low-income image
- We could use by-laws for multifamily housing if it preserves open space
- Reasonable, affordable houses, not huge mansions for non-residents
- Explore creating and Encouraging an old folks' assisted living home
- Townsfolk with many acres should offer to sell to interested buyers and make sure the home built fits in with landscape and character of the town

Recreation

	Very Good	Adequate	Needs Improvement
Hiking, Walking	38	2	1
Swimming	21	18	2
Biking	24	10	5
Music and Arts	9	17	8
Snowmobiling	15	13	2
Snowshoeing	29	9	1
Tennis	6	8	9
Hunting	13	15	3
Fishing	17	13	5
Dances and Town Suppers	20	9	7
Parades and Festivals	12	12	5

Other:

- Tyringham needs "safe areas for walking and biking, especially in light of increased traffic"
- Put in biking/walking lanes, or lower speed limits
- Tennis – is there any?
- Please get rid of snowmobiles, they pollute
- Snowmobiling and hunting "are being taken away by second homeowners"
- How about canoeing?
- We need monthly concerts in the pavilion
- More dances

Open Space

Preserve Open Space by:

Zoning	20
Enacting the Scenic Mountain Act	31
Land Acquisition Fund for vulnerable lands	36 (encouraging donations)

Other:

- We are losing our fields and farmlands. Many fields are turning into forests. Fields are wonderful for migrating birds, bobolinks, buntings and meadowlarks.
- Equally important are building lots for natives
- Open Space that's accessible to residents for all activities should be the goal
- Town should acquire green acres
- List vulnerable land that can be purchased for preservation, not for profit
- Perhaps start a new trust similar to the Cobble
- This is the most critical aspect to the Town's future

Future – The next 50 years?

- Educate land-owners and farmers on conservation and preservation programs
- Develop a town statement and purpose
- Preserve historical values
- The town should outlaw private roads built to access subdivided properties
- Preserve historic buildings and the character of the town
- Preserve large parcels of land and working farms
- Ban through truck traffic
- Don't widen the roads
- Make sure the present by-laws are obeyed
- Slow down new construction
- Enact by-laws to outlaw commercial activity in residential districts
- Control growth to preserve what makes Tyringham special
- Keep young people in town for future firefighters, etc.
- Light and noise pollution are dangerous
- We need to strike a balance between affordable housing and open spaces.

Community Development Plan Program
Advisory Committee for Town of Tyringham Meeting
Open Space meeting, 10/9/02

Attending Committee members: Barbara Adams, Toodie Alsop, David Carriere, Bill Cosel, Steve Cowell, Carl Curtin, Eugenie Fawcett, Everett Fennelly, Maggie Howard, Sarah Hudson, Chris Johnson, Mike McCauley, Carey McIntosh, Judy Morehouse, Ruth Swart. Also attending from town, Candy Talbert, Lary Cernik together with consultants Brian Boeskin and Lauren Gaherty from Berkshire Regional Planning Commission.

Draft of minutes of the meeting. Please comment and return to Bill Cosel if you wish to add any additions or corrections

People introduced each other.

Brian Boeskin, BRPC, reminded all there was scope of services listing services BRPC will perform for Tyringham as part of this study. (I believe everyone got the list in his or her package from BRPC?) Tyringham is one of 24 Berkshire towns exploring the four topics; Open Space, Housing, Transportation, and Economic Development.

Lauren Gaherty from BRPC (Open Space Specialist) was introduced. She referred to packet that was sent.

Open space plan requirements (to be filled in if we wish to file a plan with the State)

Passed out 1990 excerpts of Goals, Objectives and Action Plan (p.16) and we worked our way through 1990 goals and objectives – testing their relevance and updating them to 2002.

Water quality: Has DEP tested water in Hop Brook and Goose Pond, if so when and what are the results. Discussion of wells, springs but no resolution as most are on private land and not of general concern. In general water quality doesn't seem to be a front running issue. Town is now fully septic covered and since 1990 house change ownership must meet title 5 bringing septic systems to code. Lauren suggested that acid rain was not an pressing issue here (limestone substrata mitigates to some degree)

Big discussion of beavers and what they've done to Hop Brook from Meadow Street to Sodom Road. Serious issue. If farms were active there wouldn't be such a beaver problem. What to do?

Environmental qualities: explore floodplain bylaw, which Tyringham does not have but BRPC, might find models to study. Get help and map the beaver ponds. Study their impact. Lumber issues seem to be under control by the Commonwealth including road access.

Recreation issues: Town Pond needs repair on both the beach and the leaking dam. Goose Pond access to an open beach would be a nice thought, but no land is available. Walking path along Hop Brook from Post Office and connecting to AT somewhere behind Sunset Farm. This

path might even go as far as Break Neck Road. Bike paths discussed. A path along side the road might be considered with widening but will that must make drivers go faster? Bike paths may increase bike traffic in town and some may not want so many tourists? Perhaps path could veer away from road in places with property owner cooperation. Walking path along main road? Restore scenic views from various Cobble overlooks by clearing and keeping Cobble open.

Farm Lands: Keep hay fields and pastures...brush hog. Out of town farms to use Tyringham farmlands? Try to interest current farm owners to allow a cooperative dairy farm or other agricultural activity to resume in Tyringham. Eugenie Fawcett talked of the allotment plan used in England. Maggie Howard (since the meeting) identified some farm bureau classifieds -- people looking for land to raise draft horses. Perhaps there are others looking for land?

Conservation Areas: what spaces do we want to save. Identify specific Tyringham spaces, views and natural beauty to be saved. E.G. Brown's field. Should there be historic districts? Should there be Scenic Roads? Should there be Scenic Mountain Act? There may be public funds for conservation. Should the Town have ways of have \$ available to buy land and to subsidize open space of all kinds?

General comments from attendees:

Hope we never have an Oak and Space part of Tyringham
Mow pasturelands now those farmers are leaving...keep open
Allotments as done in Oxford UK
Community gardens next to cemetery
Funds to buy vulnerable parcels if necessary
Scenic Mt Road
Scenic Mt Act
Younger generation to have an opportunity to build and live here
Revive farming in some clever way
Open Space Fund

Community Preservation Act – Town votes to impose a tax 1 to 3 percent to homes costing in excess of some \$ figure and the state will match it. There is a list of town that has adopted this statewide.

Preserve older homes in Tyringham
View Tax to help pay for Open Space, too subjective.
Can't use cell phone in Tyringham there should be a tower.

COMMUNITY DEVELOPMENT PLANS

Town of Tyringham

Community Development Plan Advisory Committee



TOWN OF TYRINGHAM
CDP MEETING
December 16, 2002 @ 7:00 PM
Tyringham Town Hall

Dear Tyringham Advisory Committee Member,

This letter is to inform you of the second meeting of the Tyringham Community Development Plan Advisory Committee. Listed below is a tentative agenda for the meeting.

Agenda

- I. Follow-up Items from Open Space Meeting
 - HCI Grant Application
 - Assistance from UMASS Extension for OS Plan Update
- II. Review and Discussion of Housing Profile and Data Analysis
- III. Discussion of Proposed Goals and Study Recommendations
- IV. Site Identification Exercise
- V. Other Business and Next Meeting.

Please review the attached items in preparation for upcoming meeting. If you have any questions regarding this meeting or if you will not be able to attend please contact either Bryan Boeskin or Dan McCue at BRPC. The phone number is (413) 442-1521, or you can email us at bboeskin@berkshireplanning.org or dmccue@berkshireplanning.org.

Attachments

Draft Housing Data Profile
Site Identification Questionnaire
EO 418 Housing Certification Summary Sheet
Getting Started: Building Local Housing Partnerships, (MHPF 1999)
Berkshire Planning Tools – Affordable Housing
Berkshire Planning Tools – Comprehensive Permits (Chapter 40 B)
Sample Housing Funding Summary
Excerpted Materials from *Taking the Initiative – A Guidebook on Creating Local Affordable Housing*

COMMUNITY DEVELOPMENT PLANS

Town of Tyringham

Community Development Plan Advisory Committee



TOWN OF TYRINGHAM
CDP MEETING
February 13, 2003 @ 7:00 PM
Tyringham Town Hall

Dear Tyringham Advisory Committee Member,

This letter is to inform you of the third meeting of the Tyringham Community Development Plan Advisory Committee. Please note that the topic area has been changed to Economic Development and Transportation will be discussed at our next meeting in April. Listed below is a tentative agenda for the meeting.

Agenda

- I. Presentation of Tyringham Economic Data Profile
 - Review and Discussion of Economic Data
 - Review and Discussion of Fiscal Impact Analysis
- II. Economic Development Planning
 - Overview of Economic Development and ED Planning Process
 - Building Capacity
 - Discussion of Challenges and Opportunities
 - Discuss Local Economic Development Strategies and Tools
- III. Other Business and Next Meeting.

Please review the attached materials in preparation for the meeting. If you have any questions regarding this meeting or if you will not be able to attend please contact either Bryan Boeskin at BRPC. The phone number is (413) 442-1521, or you can e-mail bboeskin@berkshireplanning.org.

Attachments:

- Economic Development Profile and Fiscal Impact Analysis
- Pages 1-12 of *"Organizing for Economic Development- Municipal and Regional Options"*
- Information on *"Massachusetts Farm Viability Enhancement Program"*

Minutes of CDP Open Meeting on Economic Development
2/13/03

Present: Brian Boeskin, Steve Cowell, Carl Curtin, Everett Fennelly, Sarah Hudson, Chris Johnson, Carey McIntosh, Candy Talbert, Allen and Lynn Wilcox

I. Tyringham Economic Development Profile (presented by Brian Boeskin)

Every town, even very small towns like Tyringham, can profit from making an economic development plan that speaks to its own needs.

There are more employers in Tyringham now than ten years ago (10 vs 6), but they are smaller, and the number of residents who work in Tyringham businesses has dropped (from 52 to 30). Probably the largest employer is the town itself. Average annual wages adjusted for inflation have decreased by 19%. However, Tyringham has about as low an unemployment rate as possible, 0.8%.

Our labor force is mostly employed in Education, Health Care, and Social Services (57 out of 238 residents). The chart did not include Construction, which maybe it should. We are "highly educated," with 95% having high school degrees and 45% B.A.'s or higher. Only 16% of Tyringham households qualify as LMI (Low or Moderate Income = less than 80% of the median) within the County, though 38% of us are LMI for the town.

The fiscal analysis of Tyringham (pp. 7-8) produced some surprises. BRPC used recorded figures on town revenues and expenditures to estimate how much revenue different kinds of [real estate] "parcels" brought in. That is, the Assessors place a value on each of 505 parcels, some with buildings on them, some vacant. If you separate out the seasonal homes, the apartments, the multi-family homes, the parcels under Ch. 61, etc. (see hand-out), you can figure what each kind of parcel contributes to town revenues, and what it costs the town in services. Revenues = real estate taxes; so add up all the taxes on a given kind of parcel and you can calculate the revenue it brings in. Costs are harder to figure. Seasonal homes do not cost the town anything for education or health care, but year-round residential parcels do; both cost the town for police, highway maintenance, fire department, general government.

In other words, this analysis makes it clear that the town gets more money from seasonal families than it pays out in services: an average of \$1681 per parcel. But the costs of services to year-round residents are greater than what they pay the town in taxes: an average of (\$338) per parcel. Chapter 61 land also benefits the town because it requires few services; it earns for Tyringham an average of \$508 per parcel. (But there were questions about how the BRPC had figured "costs" and "revenue" for Ch. 61 and for "Vacant" land).

II. The Economic Development Planning Process

See p. 13 of "Organizing for Economic Development," excerpts, a handout from the Department of Housing and Development (distributed at this meeting).

III. Discussion

Tyringham definitely needs better computer access. Lots of small and local businesses depend on fast access to the Internet. But we aren't likely to get a DSL line or cable without more volume, to make it worthwhile to the supplier. Access by dish is slow and inconsistent.

Agriculture could be revived and rejuvenated in Tyringham. Some ideas: (1) The Farm Viability Program, a state fund that will supply \$20,000 to a plan that keeps the property in agricultural use for 5 years, \$40,000 for 10 years; (2) Community Supported Agriculture (CSA), a well-established program for pooling resources to enable local farms to turn a profit; (3) Berkshire Grown, which markets local produce to local restaurants and individual families that sign up; (4) "agrotourism": combine farming with other sellable enterprises, such as cross-country skiing, petting zoo, nature trails, vacation opportunities; (5) specialty crops or niche farming (for example, garlic, timothy, nursery stock of various kinds). It is possible that certain Tyringham landowners would be willing to let their land be farmed by others, either for some share of the receipts or for benefits to the land.

Santarella and the Arts community were discussed as local resources of economic development.

Home occupations and home businesses and "cottage industries" should be encouraged.

There was enough interest in the five or six possibilities for reviving farms to warrant another meeting focused on agriculture in Tyringham.

Respectfully submitted, Carey McIntosh

Notes

Community Planning Meeting

April 24, 2003

Attendance: Steve Cowell; Maggie Howard; Tootie Alsop; Ruth Swart; Chris Johnson; Bill Cosel; Candy Talbot; Everett Fennelly; Carl Curtin; Barbra Adams; Sarah Hudson Peter Falcier; Bryan Boeskin; BRPC

Bryan reviewed the purpose of the meeting: to address transportation issues that in a rural community generally focused on road use due to limited alternatives

Abandonment of Roads:

This was a significant part of the meeting to review the idea of creating an official road map, identifying the officially recognized roads and either abandoning and/or discontinuing all other obsolete road designations that may exist from historical events. The concern for a town is to have non-functional roads on a map in the registry or other official location and have a developer propose to use these 'roads' as frontage for building lots. This could lead to unwanted development or cause the town to face requests for new costs.

The plan would be to review all roads as presented on the map and then recognize all those roads as either town maintained or privately maintained and then have an official vote either abandoning or discontinuing (we need to determine which is the best category) all others. This was agreed to on a consensus basis.

This process will include a review by Les and other town staff/officials. There was an extended discussion of the draft map that was created by BRPC that included some driveways and may not include some road sections.

Use of Roads for Biking, Walking and Running:

It was agreed that current roads are in poor condition for these uses since the sides and shoulders of the roads are not in good conditions that result in people using the center of the road, causing a dangerous situation. There are no signs alerting motorists to beware of Bikers and pedestrians. There is also a concern about the wide range of speed limits and some being as high as 45 mph.

There was general feeling that improving the roads to allow for safer use would be a good idea if the result was not excessively widening the road, we need to research if there are any State mandates with respect to road width that might cause excessive widening. In addition, more consistent speed limits with stronger enforcement (everyone mentioned Egremont) would make the roads more friendly and safe for other uses.

There was a general discussion of the level of Truck and other vehicle traffic. Peter suggested a traffic count be performed and everyone thought this would be a good way to identify usage on the road and the distribution between cars and trucks. Peter will arrange this study (generally one week of data collection).

There was a discussion of the idea of a sidewalk along Main Rd. on the Hop Brook side between Town Hall and the Pavilion. This was generally seen as a good idea but we should include an estimate of any cost of maintenance as part of the analysis.

COMMUNITY DEVELOPMENT PLANS

Town of Tyringham

Community Development Plan Advisory Committee



TOWN OF TYRINGHAM
CDP MEETING
September 25, 2003 @ 7:00 PM
Tyringham Town Hall

Dear Tyringham Advisory Committee Member,

This letter is to inform you of the fifth meeting of the Tyringham Community Development Plan Advisory Committee. The purpose of this meeting will be to perform a final review and discussion of recommended actions that have been developed as a result of the Community Development Planning Process. A draft Housing, Economic Development and Transportation element are included with this package for your review and comment. A portion of the Open Space Plan Update is also included for your review and additional Open Space Plan materials will be presented at the meeting. I will also be bringing maps and an example of what the final completed product will look like to the meeting. This meeting will also serve to discuss the format and prepare the Committee for a final presentation of the Plan to the community at large sometime during the middle to end of October.

There is quite a bit of material to read through, so I offer the following guidance to expedite your review. The elements and reports contain a lot of background material and data that was thoroughly discussed at the previous topic meetings. So, I recommend that you each focus on the Goals section and Recommended Actions section of each element. For your convenience I have listed the pertinent page numbers below.

2003 Housing Element – pages 6-8
2003 Economic Development Element – pages 5-8
2003 Bike and Pedestrian Trail Report – page 5
2003 Official Map Report – pages 2-3

Agenda

- I. Review of Housing Element (20 minutes)
- II. Review of Economic Development Element (20 Minutes)
- III. Review of Transportation Reports (20 minutes)
- IV. Discussion of Open Space Plan Materials (45 minutes)
- V. Discussion of Final Product ,Scheduling and Format for Final Meeting (15 minutes)

Please review the attached materials in preparation for the meeting. If you have any questions regarding this meeting or if you will not be able to attend please contact either Bryan Boeskin at BRPC. The phone number is (413) 442-1521, or you can e-mail bboeskin@berkshireplanning.org.

Recommended Actions -- Planning Board
CDP

15 people filled out the questionnaire: Barbara Adams, Bill Cosel, Carl Curtin, David Carriere, Steve Cowell, Everett Fennelly, Toodie Alsop, Chris Johnson, Sarah Hudson, Maggie Howard, Judy Morehouse, Mike McCawley, Carey McIntosh, Eugenie Fawcett, and Ruth Swart.

The top vote-getters ("act now"):

13 votes to "begin work to reduce flooding caused by beaver dams"

13 votes to "Ask the Selectboard to appoint two or three people to be responsible for issues concerning housing including affordable housing in Tyringham"

12 votes "begin work on adopting the Scenic Mountain Act"

11 votes to "change our bylaws to encourage accessory apartments and multiple-family housing"

11 votes to "begin work on adopting the Community Preservation Act."

The following actions each got 10 votes: "Create a river path from the pavilion to Breackneck Road," "Create an Official Map of Tyringham (this means deciding which roads if any should be discontinued)," "Reduce all speed limits to a maximum of 35mph in Tyringham."

The most "negative" votes: pave the shoulders of Main Road, for walkers and bicyclers (6); appoint someone to be responsible for economic development (4); seek high-speed internet service.

Comments:

Accessory apartments should be for low or moderate-income residents, not just for relatives.

Doesn't the state set speed limits?

The river path should not be paved: grass only.

We should also be encouraging community-supported agriculture.

Let people use the land they own.

"Economic development" should be cottage industries only; keep Tyringham rural.

More information needed on "agricultural overlay district" and on the CPA.

We need a sidewalk more than a river path.

27 October, 2003

10/2/02

Thanks so much for participating in the Tyringham Development Plan Project this past year. I need you to do one more thing for us and that is to fill in this questionnaire expressing your opinions as an official member of the Committee. I've tried to list the issues of essence from our discussions on Open Space, Transportation, Housing, and Economic Development. I've left room for you to add things I may have forgotten or issues of particular interest you'd like included.

I'll let you know when the report is completed. At that time we'd like to hold a public information session about the four topics. It our hope to generate discussion about the future of our Town and actions the voters might wish to consider.

Please return to me as soon as possible, Bill Cosel, Box 435. Thanks.

QUESTIONNAIRE OF CDP RECOMMENDED ACTIONS

Act soon / Wait / Negative

(1) Ask the Selectboard to appoint two or three people to be responsible for issues concerning housing including affordable housing in Tyringham?

/ /

(2) Change our bylaws to encourage Accessory apartments and multiple-family housing?

/ /

(3) ask the Selectboard to appoint two or three people to be responsible for issues concerning economic development in Tyringham?

/ /

(4) Seek high-speed internet service for Tyringham?

/ /

Act soon / Wait / Negative

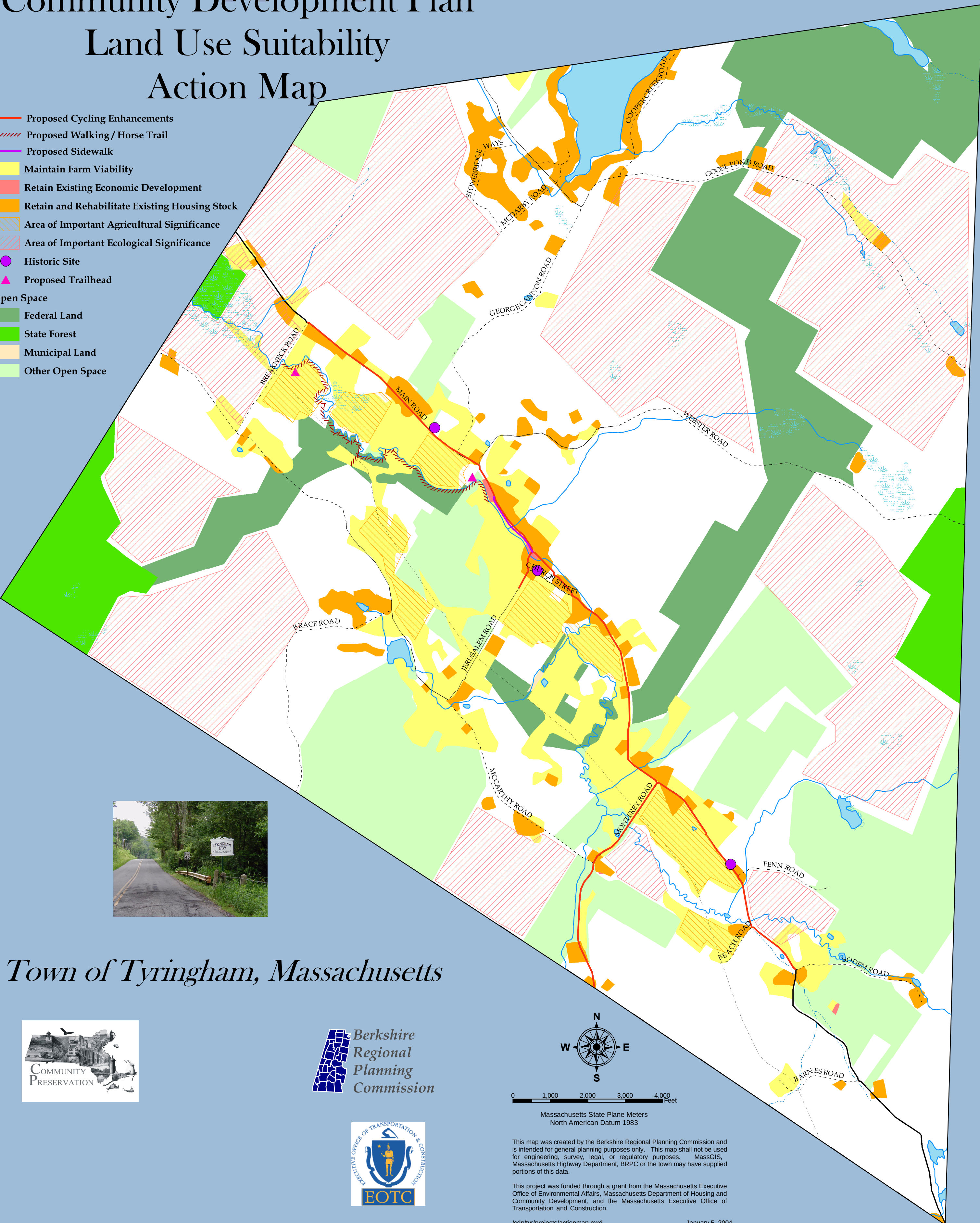
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|---|---|---|
| (5) Create a river path from the pavilion to Breakneck Road? | / | / |
| (6) Reduce all speed limits to a Maximum of 35 mph in Tyringham? | / | / |
| (7) Create an Official Map of Tyringham? This means deciding which roads should be discontinued? | / | / |
| (8) Pave shoulders and otherwise improve roads for bicycles? | / | / |
| (9) Begin working on adopting the scenic mountain act? | / | / |
| (10) Begin work on adopting the Community Preservation Act? | / | / |
| (11) Begin work on adopting the Scenic Road Act? | / | / |
| (12) Create an Agricultural Overlay District that would allow new development in certain areas only with special permit? | / | / |
| (13) Begin work to reduce flooding caused by beaver dams? | / | / |
| (14) Keep present time limits for perc test (30') (not change to 60' on Jan. 1, '04 as other Massachusetts town will do)? | / | / |
| (15) Protect areas of high biodiversity using an Overlay District that allows development through special permit only? | / | / |

Community Development Plan

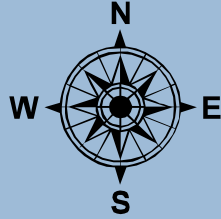
Land Use Suitability

Action Map

- Proposed Cycling Enhancements
- Proposed Walking / Horse Trail
- Proposed Sidewalk
- Maintain Farm Viability
- Retain Existing Economic Development
- Retain and Rehabilitate Existing Housing Stock
- Area of Important Agricultural Significance
- Area of Important Ecological Significance
- Historic Site
- Proposed Trailhead
- Open Space
 - Federal Land
 - State Forest
 - Municipal Land
 - Other Open Space



Town of Tyringham, Massachusetts



0 1,000 2,000 3,000 4,000 Feet

Massachusetts State Plane Meters
North American Datum 1983

This map was created by the Berkshire Regional Planning Commission and is intended for general planning purposes only. This map shall not be used for engineering, survey, legal, or regulatory purposes. MassGIS, Massachusetts Highway Department, BRPC or the town may have supplied portions of this data.

This project was funded through a grant from the Massachusetts Executive Office of Environmental Affairs, Massachusetts Department of Housing and Community Development, and the Massachusetts Executive Office of Transportation and Construction.

/cdp/tyr/projects/actionmap.mxd

January 5, 2004

Tyringham, Massachusetts



Open Space

Areas of Concern:

- Regulations Concerning Water Resources and Scenic Landscapes
- Protecting Agricultural, Historic, and Cultural Resources

Vision for Future Open Space and Resource Protection:

Thoughtfully guide and manage growth to ensure Tyringham preserves its present combination of exceptional natural assets, traditional rural atmosphere, and small town character that makes it a desirable place to live.

Recommended Actions:

- Preserve Town character by protecting environmental and historical resources, educating landowners regarding conservation options, and proper management of protected open space
- Maintain water quality through the reduction of beaver dam-causing floods and preventing overuse of fertilizers and pesticides
- Establish a walking trail in Hop Brook Valley
- Improve understanding of ecology and conservation

Transportation

Areas of Concern:

- Road Suitability for Cycling and Walking
- Need to Develop an Official Map

Vision for Future Transportation:

Maintain and improve the safety and utility of Tyringham's transportation networks capital infrastructure by reasonable development and investment.

Recommended Actions:

Work to improve Bike/Ped infrastructure, especially Hop Brook Trail and along Main Road
Adopt Official Map to clarify ownership, location, and maintenance responsibilities of local public and private ways.



Economic Development

Areas of Concern:

- Decline of Local Agriculture
- Lack of Jobs Within Town Limits
- Effects Commerce Will Have on Community Character

Vision for Future Economic Development:

Maintain and improve Tyringham's economic infrastructure by identifying and cultivating appropriate economic opportunities that are consistent with the character of the community.

Recommended Actions:

- Support the preservation and growth of local agricultural enterprises
- Support the retention of existing establishments and encourage limited growth of small-scale service oriented enterprises
- Develop stronger economic link between local attractions and local enterprises without compromising character

Housing

Areas of Concern:

- Availability of Affordable Housing

Vision for Future Housing:

Maintain and improve Tyringham's social and economic infrastructure by providing quality affordable housing opportunities to seniors and citizens of low, moderate, and middle-income levels.

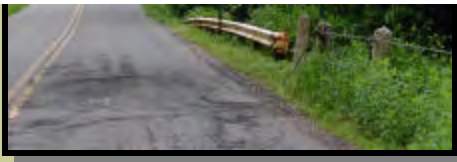
Recommended Actions:

- Determine current housing conditions and future housing needs
- Ensure that future housing opportunities are consistent with existing infrastructure and keep with the character of the community
- Maintain an appropriate mix of quality housing opportunities with consideration of low, moderate and middle-income residents



Areas of Concern:

- Road Suitability for Cycling and Walking
- Need to Develop an Official Map



Vision for Future Transportation:

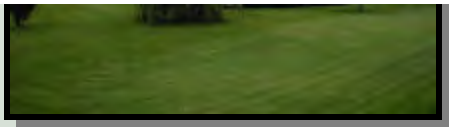
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- Ensure that future housing opportunities are consistent with existing infrastructure and keep with the character of the community
- Maintain an appropriate mix of quality housing opportunities with consideration of low, moderate and middle-income residents

Town of Tyringham, Massachusetts

Official Map

Prepared Under the Direction of
the Tyringham Planning Board
(G.L. Chapter 41, Section 81 E)
October 23, 2003

