

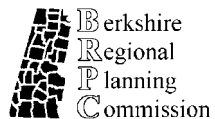
# COMMUNITY DEVELOPMENT PLAN

**Town of Richmond**

**2003**



Prepared By:



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# Introduction

- Introduction to the Community Development Plan
- Executive Summary: Community Development Goals and Priorities
- Community Development Plan Action Map



## **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.

Richmond began the process of undertaking a Community Development Plan in 2001 after it conducted a town survey as a means of determining community need and interest. The results of the Town survey were tabulated and a forum was then held to discuss important issues relevant to the town and the community's vision for the future. After the forum, interested volunteers and Town Officials, which met several times in 2002 and 2003 to offer community input to guide the development of a Community Development Plan for the Town.

Executive Order 418 required that the Community Development Plan cover the following four areas: affordable housing; open space and environmental resources protection; economic development and transportation. The Community Development Plan addresses how the community will accomplish its development objectives for each of the four areas.

Richmond is a unique community facing its own set of challenges, and the Plan documents these challenges. The Plan also contains recommendations from members of the community as to how to address the challenges in a manner consistent with maintaining 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. Community involvement plays a key role in developing such a comprehensive plan and public meetings are an integral part of the Community Development Plan process. Three pre-planning meetings and at least five element specific planning meetings were held in order to attain the highest level of community involvement. An outline of all meeting agendas, each specific meeting agenda and their minutes can be referred to in Appendix 4, "Notes from the Richmond Community Development Meetings."

## **Executive Summary**

The Community Development Plan outlines the Town of Richmond's concerns for growth and development into the future. The process of developing the Plan began with a survey sent to town residents, which contained a number of questions related to the residents' views 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, which was held to discuss the results of the survey and gain greater detail on the overall concerns that residents have for the future of the Town. After the public forum, the Selectboard designated the Planning Board to act as an advisory committee to further discuss the issues and guide the development of the Town's Community Development Plan. Throughout each stage of this process, through the town survey, the public forum, and several advisory committee meetings, there was a strong focus on protection of Richmond Pond and water quality issues related to the dense housing development around the Pond. A primary task of the Community Development Plan was to assist the Town in examining options to develop a sanitary sewer system to prevent water quality degradation in Richmond Pond. In conjunction with the CDP plan, the town has also been proactive in adopting numerous regulations to protect its natural resources and open space. A number of the recently adopted regulations are discussed in the Introduction to the Open Space Element. The following is a summary of the results of the four elements of the Community Development Plan:

### **Open Space and Recreation Element**

The Town of Richmond's residents highly value the Town's rural atmosphere and view Richmond Pond as a valuable natural and recreational asset. Residents wish to protect Richmond Pond by improving its water quality. The strategy for natural resource protection efforts in Richmond is summarized as follows:

- To restore and protect the recreational uses and habitat values of Richmond Pond.
- Implement watershed and in-lake Best Management Practices to mitigate existing sources of nonpoint source pollution.
- Implement the recommendations from the 1997 DEP Water Quality Assessment Report to eliminate invasive aquatics from Richmond Pond, and prevent further spread of Eurasian milfoil and European Naiad.
- Implement the recommendations from the 1990 Diagnostic and Feasibility study and the stormwater assessment report to address sources of stormwater and erosion around the lake.
- Preserve and protect drinking water sources
- Preserve and protect the Town's rural atmosphere and the use of land for agriculture
- Work toward implementing a sanitary sewer system for the Richmond shores area.

### **Housing Element**

Residents of Richmond wish to maintain and improve the town's social and economic infrastructure by providing quality affordable housing opportunities. Recent data shows that there is a lack of affordable housing for median income earners, as well as seniors in Richmond. Due to the rising cost of homes in Richmond, there is a growing need for year-round rental housing. This need encouraged the town to recently adopt an accessory use apartment by-law. In order to maintain the Town's goals for affordable housing, the following actions are available to the town:

- Support ongoing market-driven efforts to produce affordable homes each year.
- Provide additional housing opportunities for seniors.
- Continued involvement in developing affordable homeownership options and publicizing current programs available from MassHousing and Lee Bank.
- Promote Accessory Use Apartments through the creation and distribution of outreach information.
- Secure Executive Order 418 Housing Certification
- Develop Housing Data Profile

### **Economic Development Element**

Economic Development in the Town of Richmond is closely linked with that of the surrounding region. In order to maintain and improve Richmond's economic infrastructure, the town is encouraging future economic development through its newly adopted home-based business by-law. The following actions are available to the town pursuant to Richmond's economic goals:

- Promote home-based businesses through the creation and distribution of outreach information.
- Develop Economic Data Profile

### **Transportation Element**

The Town of Richmond wishes to address ownership, maintenance responsibilities, suitability for development, eligibility for public road improvement funds, and related transportation issues that influence the efficient flow of individuals as well as goods and services throughout town. An official map of the Town of Richmond has been created to identify and classify the ownership status and functional classification. In addition to the map, Clough, Harbour and Associates LLP conducted a Traffic Corridor Study to address issues of volume, speed, and factors affecting motor vehicle accidents. The following actions relating to transportation are recommended to the town:

- Work to improve road conditions, signage, and other traffic safety devices to reduce number of accidents in identified areas.
- Adopt Official Map to clarify ownership, location, and maintenance responsibilities of local public and private ways.
- Reduce traffic, especially truck traffic on Route 295, State Road (Route 41), Swamp and Summit Roads.

# Community Development Plan Town of Richmond



## Community Setting



## **Community Setting**



The town of Richmond is a pleasant rural community located in west central Berkshire County. It is bordered by Hancock and Pittsfield on the north; Lenox on the east; Stockbridge and West Stockbridge on the south; and Canaan, New York, on the west. Richmond exemplifies the pastoral beauty that the Berkshires are known for. Its rural charm and scenic beauty make Richmond a very desirable place to live. The town is primarily residential in nature with a few small retail establishments, two commercial orchards and a few small farms. Nearly 20% of the homes are seasonal. Richmond has a population of approximately 1,604, which ranks it 15<sup>th</sup> out of 32 communities in Berkshire County. The town has experienced a slow and steady population increase over the last 50 years. From 1980 to 1998, the number of new residential units increased by approximately 29% (US Census). During the 1990's the town issued an average of five new residential building permits per year. The rate of development in the 1990's was far below that of the building boom of the 1980's, which resulted in 140 new residences during the decade. Recent BRPC population projections suggest that the population could grow by 33% over the next twenty years. Most of the development in the town has been single-family homes on large lots along existing roadways.

Approximately 970 acres, or 8% of the total area of the town, is permanently protected open space, ranking it third from last out of all Berkshire County communities. Richmond has a Town Plan that was adopted in 1998, but does not have an Open Space and Recreation Plan. It has its own regulations for development in wetlands and flood prone areas.

## **Community Vision Statement**



Thoughtfully guide and manage growth to ensure Richmond preserves its present combination of exceptional natural assets, traditional rural atmosphere, and small town character that makes it a desirable place to live and work.

Maintain and improve its capital infrastructure by reasonably developing and cultivating and investing in public utilities, transportation networks, schools and other public assets.

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

Maintain and improve its social infrastructure by providing seniors, persons with disabilities and citizens of all incomes with quality affordable housing opportunities and access to quality education for their children.

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

Foster public participation in its local planning and decision-making processes.

**Community Development Plan  
Town of Richmond**



# Open Space



## **Introduction to the Open Space Element**



This section examines the need to address public water and sewer issues in and around Richmond Pond. The Town of Richmond conducted two surveys in 1992 and 2001 and when the results were tabulated and compared, they showed similar interests and concerns regarding Open Space and Recreation in Town especially in and around Richmond Pond. The primary concern focused on water pollution and public health concerns related to Richmond Pond.

In March 2003, the Richmond Pond Sewer Study Committee was formed in order to identify the existing problems with sewer disposal around Richmond Pond. Through careful technical analysis and community discussion, the development of a sanitary sewer system in the Richmond Pond project area was determined to be the most comprehensive and effective means of resolving the ongoing problems of on-site sewage disposal.

This need resulted in an application to the Massachusetts Department of Environmental Protection Clean Water State Revolving Fund for funding associated with the implementation of a Richmond Pond Area Sanitary Sewer System. At a special town meeting, on September 24, 2003, the town voted, overwhelmingly, to appropriate and borrow \$3,727,000 for this project.

In addition to water protection, Richmond has taken numerous steps to protect its other natural assets. These steps include: Accepting the Berkshire Scenic Mountains Act and administering it fully; Accepting the Scenic Roads Act; Adopting a comprehensive local wetland bylaw (note: Richmond is the only Berkshire community to achieve this), which includes a 200 ft. buffer zone surrounding Richmond's side of the pond; Amending zoning bylaws to specifically include open space protection as a "purpose" of the bylaw; and Referring to a very active Land Trust, by the Selectmen, on all refusals regarding Chapter 61, 61A and 61B properties that are being converted.

## **Richmond Pond Sewer Project**

Excerpt from the Town of Richmond Clean Water State Revolving Fund Application  
Project Evaluation Form

### **Description and Objective**

The Town of Richmond is proposing to construct a sanitary sewer collection system in the existing residential areas and a summer camp located on the southern shores of Richmond Pond. The purpose of the project is to address water pollution and public health concerns by eliminating on-site subsurface sewage disposal problems that are contributing factors to the degradation of Richmond Pond. Through careful technical analysis and community discussion, the development of a sanitary sewer system in the Richmond Pond project area has been determined to be the most comprehensive and effective means of resolving the ongoing problems of on-site sewage disposal.

### **Project Area, Scope and Facilities Proposed**

The Town of Richmond is in South Central Berkshire County and has a year around population of approximately 1,680 people. Richmond Pond is a 226 acre "great pond" and is a raised, natural pond that is located at the northern edge of the Town bordering with the City of Pittsfield. The Pond is bisected by the Richmond/Pittsfield municipal boundary and about one third of the Pond is actually in Pittsfield. The proposed project area consists primarily of the densely developed southern shorelines of Richmond Pond that have been built up over the past decades. The area includes 120 existing dwelling units with the developable land capacity for approximately 11 additional units. The project area also includes a recreational camp which serves an average of 250 children and staff daily each season. A topographic map delineating the project area is found in Section II to of "**Attachment A**" - Project Evaluation Report (PER). The project area is further divided into 5 sub-areas that represent geographic areas that could be addressed individually as separate and distinct phases of construction. Orthophotographic maps detailing the project sub-areas are also included in Appendix C in the PER.

The entire Town of Richmond is currently served by private water supply wells and on-site subsurface disposal facilities. Originally, nearly all of the living units around Richmond Pond were for seasonal use, but increasingly these units are being used as permanent year round residences. For example in Richmond Shores, the most densely developed area surrounding the Pond, approximately 40 percent of the homes are occupied year round. This substantial change in use has resulted in the private wells and septic systems being overtaxed as evidenced by a 92 percent failure rate of Title V inspections since 1995. This dramatic failure rate is amplified by the fact that 49 homes, which equates to one-third of the homes in the project area, have been inspected since 1995. Additionally, a combination of other adverse factors including small lot sizes, proximity to drinking water supplies, poor soils, steep slopes, and high water tables make conventional septic system repairs extremely difficult, costly and in many cases virtually impossible.

A Diagnostic Feasibility Study (DFS) was conducted for the Pond in 1990 by Bay State Environmental Consultants, Inc (**“Attachment B”**). Since that time other technical studies, surveys, reports and assessments of Richmond Pond have been conducted. Nearly all of the documents indicate that the patchwork of individually owned septic systems coupled with the adverse factors mentioned above pose a threat to public health via the potential for contamination of local water supply wells. The studies also indicated that these conditions are a potential contributor to the degradation of water quality in Richmond Pond by introducing dissolved nutrients and bacteria into the groundwater reaching the Pond and aiding in the proliferation of nuisance aquatic plants. The DFS and subsequent documents identified the development of a community owned/operated sanitary sewer system as an effective means of eliminating the numerous problems associated with deficient septic systems located in immediate proximity to a regional ecological and recreational resource as well as private water supplies. The DFS and subsequent studies also identified a number of low-to-moderate cost management options to improve public health and the water quality of Richmond Pond. A number of these options, have been, or are being implemented, and some of the options were determined not viable by other reviewing agencies such as the Mass. Division of Fisheries and Wildlife.

The development of a sanitary sewer system for the Richmond Pond area has been a subject of serious local consideration since prior to the findings of the DFS in 1990. However, this option was not given top priority for implementation at the time, partly due to cost considerations. Current circumstances present the Town of Richmond with an excellent opportunity to cost-effectively develop a sanitary sewer system in the Richmond Pond area. The City of Pittsfield is extending their existing sewer system to an industrial property which is just across the Pittsfield/Richmond boundary and directly to the northwest of the Pond at a location that is less than 3000 ft from the project area. The proximity of this extension, which will also include a pumping station, to the project area dramatically reduces the potential costs of developing a sewer system.

In January of 2002, the Town of Richmond entered an arrangement with Tighe and Bond Engineering firm to prepare a Project Evaluation Report (PER) to evaluate the feasibility of constructing a sanitary sewer system in the Richmond Pond area. The study evaluated the existing conditions and developed three conceptual design alternatives with estimated costs. The concepts were presented, reviewed and discussed at two (2) well attended public informational meetings. Section 4 of the attached (PER) prepared by Tighe and Bond, provides a detailed description and evaluation of the selected sewerage system being proposed for the project area.

The selected alternative includes the construction of four (4) small pumping stations, 7170 linear feet of gravity sewer, and 2950 linear feet of 3” and 4” force main piping. In some portions of the project area low pressure sewers and individual grinder pump stations will be necessary. The selected alternative provides for 74 grinder pumps and 7180 linear feet of low pressure sewers. The specific locations of the various facilities are identified on an orthographic map in Appendix C of the PER. The proposed system will convey the sewage to the new

pumping station located near the Alnasco/Interprint industrial site in the City of Pittsfield (this is the facility mentioned above) for ultimate conveyance, disposal and treatment at the Pittsfield Waste Treatment Facility.

Details and considerations of the project's design flow capacity is provided in Section 2.2 of the attached PER. A map of the project identifying lots occupied prior to 1995 with an overlay of sewer locations is attached as "**Attachment C**". Current zoning regulations in the Shore Residence District (SR) require a minimum lot size of 2.5 acres and 250 feet of frontage for a single family residence, multi-family dwellings are not allowed. The lots also do fall under the provisions of Chapter 40a Section 6 for non-conforming lots. This zoning effectively precludes most new housing development in the project area, . A build-out analysis for the Town of Richmond conducted by Berkshire Regional Planning Commission in June of 2000 calculated that the SR District could accommodate an additional 11 dwelling units including partial constraints and based on current zoning by-laws (see "**Attachment D**" titled Residential Build-out for Richmond). A detailed project breakdown by street is provided below in Table I.

<p align="center"><b>Table I</b></p> <p align="center"><b>Detailed Project Breakdown By Street</b></p>							
Location	Gravity Sewers (lf)		Force Main (lf)		Pump Station	LPS (lf)	Grinder Pumps
	< or = 10 deep	> 10 deep	3-inch	4-inch		1 ½ inch through 3-inch	
<b>AREA 1</b>							
Town Beach Road	650	300		1,850	1		
Shore Road	860	260					
Spruce Road	500						
Chestnut Road	600	200					
Birch Road	120						
Bridge Street	270						
<b>AREA 2</b>							
Shore Road	360		500		1		
Cherry Road						760	6
Oak Road						1150	7
Maple Road						420	4
Hemlock Road						650	4
Beech Road						100	2
<b>AREA 3</b>							
Shore Road	550	300					

Table I Detailed Project Breakdown By Street							
Location	Gravity Sewers (lf)		Force Main (lf)		Pump Station	LPS (lf)	Grinder Pumps
	< or = 10' deep	> 10' deep	3-inch	4-inch			
Boat Lane .						300	4
Willow Rd.			300		1	560	6
Pine Rd.						360	6
Elm Rd.						100	3
East Beach Rd.	600						
<b>AREA 4</b>							
Camp Russell	900		300		1		
Branch Farm	700						5
<b>AREA 5</b>							
Swamp Rd						480	6
Lake Rd						820	3
Lake Rd Extension						700	11
Lake Rd 2						500	5
Truran Rd						280	3
<b>TOTALS</b>	6,160	1060	1,100	1,850	4	7180	75

## **Section B    Public Health Criteria**

### **I. What is the cause of the public health problem or nuisance that the project will address?**

#### **Item No. 1 – Contaminated Stormwater**

The DFS cited high concentrations of suspended solids, nitrogen, phosphorous and fecal bacteria as the major problems associated with the existing stormwater drainage system at Richmond Pond. The study further noted that surface breakout of septic system effluents and incorporation into stormwater run-off was definitely a possible source of contamination. It was also noted that well defined stream channels and steep slopes speed pollutants to the Pond. The findings of the DFS were reiterated in the year 2000 in DEP sponsored study titled Stormwater

Assessment in the Hoosic and Housatonic Watersheds. The Town has exercised diligence in taking steps to mitigate stormwater contamination from *other* sources including; adopting a Wetlands Protection By-law and updating other stream and pond protection provisions, and the Town was recently (July of 2002) awarded a s.319 grant (**“Attachment E”**) to implement a number of recommendations from the stormwater assessment report .

#### Item No. 4 Widespread Septic System Failure

The Town of Richmond’s Board of Health (BOH) has prepared a detailed report (see **“Attachment F”**) documenting an acute, and pervasive pattern of Title V failures in the project area dating from 1995 to the present. As noted in the Project Summary, 92% of the systems inspected were considered failures. It should be reiterated that these inspections do not represent a small sampling of homes within the project area, they represent fully one-third of all the homes in the project area. This data corroborates an earlier survey conducted in 1990 in which coincidentally indicated that 92% Pond residents responding to the survey indicated that they had experienced problems with their septic and well systems.

The inspection category that had the most failures was “wells less than 100’ from soil absorption system (SAS)”. This was the cause of 47% of the failures. Many wells that failed the setback guidelines were tested for nitrates, VOCs and coliform bacteria. Total coliform bacteria levels above the acceptable level have been found in some cases and these wells required disinfectant treatments to bring them back to safe levels. The BOH report asserts that “Because of the close proximity of the residences around Richmond Pond,....., the potential for failed septic systems to contaminate numerous wells in a connected aquifer exists, and should be considered a potential threat to public health.”

Another 32% of the failures were due to the SAS breaching groundwater or outright failure of the SAS often indicating surface breakout of effluent. There are 57 properties in the project area that have leaching facilities that are near or below seasonal high groundwater elevation at least for a portion of the year. The permeability of the soils in the developed areas surrounding the pond is listed as “moderate to poor”, and limitations to use for absorption fields are designated “severe” due to slow percolation rates.

In addition to these failures, there are 14 tight (holding) tanks serving residences and a summer camp. This represents about 10 percent of the systems within the project area that are failed, with no remedy other than replacement with a sanitary sewer system.

The conclusions of the BOH report indicate that a number of key factors contribute to widespread septic system failures in the project area. These factors include; inadequate lot sizes, proximity of leaching facilities to drinking water wells, poor soils and high groundwater tables. To address the issues of continuing septic system failure in the project area, the report by the qualified local authorities further concludes that the construction of a sanitary sewer system is warranted and desirable as an alternative to continued costly repair of existing on site

disposal systems and to protect public health and the water quality of Richmond Pond.

## **II. What is the nature of the resource(s) affected?**

### **Item No. 12 Private Drinking Water Supply**

The BOH report indicates that of the 45 failed initial inspections conducted from 1995 to the present, 16 were related to failed soil absorption systems (SAS) that were either inadequate, breaching or in groundwater. In the course of follow-up testing of these systems, unacceptable levels of total coliform bacteria levels were discovered in one documented case and there is anecdotal evidence of additional cases. The specific location of the contaminated well is noted in "Attachment F".

The 1990 DFS also conducted groundwater and well water sampling in the project area and discovered elevated nitrogen and phosphorus conductivity values that were indicative of septic system influence. The locations and results of the groundwater sampling and well tests are found in Figures 15 and 16 of the DFS. An alternate water supply is only available to sub-area 5 of the project area, sub-areas 1-4 only have access to their private wells.

### **Item No. 15 Swimming Beaches**

There are three swimming beaches within the project area. The Town of Richmond swimming beach is publicly owned and operated by the municipality. The Town Beach is located on the western shore of the Pond in close proximity to the State Boat Launch area. The other two beaches are located on the Pond's southern shores and are privately owned and maintained, Richmond Shores Civic Association beach and Camp Russell. The Richmond BOH monitors these beaches at weekly intervals during the months that they are in use, typically June through Labor Day. Testing has indicated trace quantities of adverse bacteria, but these have all been within acceptable levels for recreational functions.

The 1990 DFS of Richmond Pond focused on concerns of growth of aquatic weeds and nutrient loading. High levels of suspended solids, nitrogen and phosphorus were noted and attributed partially to the density of housing within the project area. The study further indicated that the pollutant loads were deposited in areas of high recreational use. The DFS indicated that the extent and density of rooted aquatic plants (macrophytes) posed a danger to swimmers and was not optimal for recreational purposes. A biological survey and subsequent report prepared by Lycott Environmental, Inc. in 2001 ("**Attachment G**") validated the previous DFS analysis and noted that the plants had proliferated over the last decade to the point where they are interfering with recreational activities.

Based on recommendations from the studies mentioned above, the Town has, and is implementing, a number of pollution mitigation measures that will slow pond eutrophication through aquatic weed management and abatement. For example, the Town recently applied for and was awarded a DEM Lake and Pond Grant to analyze in-lake management options and was subsequently awarded a s. 319 grant to implement some of the management options. Some of the work being

done includes installing vegetated buffers along the shoreline to protect public swimming areas. The town conducted one spot herbicide treatment in June and will also be conducting additional spot herbicide and algaecide applications, which will result in brief closures of the beaches during and immediately after application.

#### Item 16. Boating Areas

Richmond Pond has one concrete boat ramp that is within the project area that is located on western shore. The ramp is maintained by the State's Public Access Board. The public access is suitable for car top and shallow draft trailer boats, and the parking area can hold up to 30 vehicles. There is also an informal county access on the southwestern shore. Light watercraft are also launched from the shores of three summer camps located around the Pond.

The Pond's recreational use for boating is adversely affected by the same issues discussed in Item 15 above. The boat ramp will also be affected by closure during the brief period for herbicide and algaecide application and the boat ramp was historically (prior to 1995) inaccessible during off season months when lake drawdowns were occurring as means of nuisance plant mitigation.

#### Item 17. Sensitive Population affected

There is only one recreational camp that is within the project area, but there are 2 other camps that abut the Pond and use it for recreational purposes. Camp Russell is a seasonal facility that serves approximately 250 children and staff during the summer months. Richmond Pond is integral to the Camp's recreational and educational activities which include swimming, boating and fishing. As previously mentioned, evidence of pollutants being deposited in areas of high recreational use and the occasional incidence of bacteria in drinking water sources poses a potential public health risk , particularly to children attending the camp.

#### Item 18. Population affected

The estimated population in the project area (excluding the transient camp population noted above) is 424 inhabitants based on the fact that there about 121 existing homes with an average occupancy of 3.5 people. As noted in Project summary, it is estimated that the amount of developable land within the project area will accommodate an additional 11 housing units. Based on these factors the project area is currently 92 % developed.

### **Section C Environmental Criteria**

#### **I. What is the nature of the environmental problem encountered?**

##### Item No. 22. Nutrients

The 1990 DFS of Richmond Pond identifies elevated values for ammonium nitrogen at mid-depth and deepwater, pronounced build-up of phosphorus in bottom waters ( page 19 of "Attachment B"). The study further noted that the pond was not in immediate danger of eutrophication, but the sediment loads do carry

many pollutants, notably phosphorus (page 31, *ibid*). Groundwater sampling conducted as part of the DFS identified elevated nitrogen, phosphorus and conductivity values indicative of septic system influence (page 43, *ibid*). In describing the Pond's Nutrient Budget the study concludes that estimated phosphorus loads exceed the critical limit, suggesting extreme potential for water quality deterioration and associated use impairment and habitat degradation (page 71, *ibid*).

#### Item No. 25 Bacteria

The 1990 DFS noted that the only engineered stormwater drainage systems near the Pond are in proximity to the most densely developed portions of the project area (known as Richmond Shores). Sampling at this location identified poor water quality attributable to high concentrations of suspended solids and fecal bacteria among other pollutants (page 32, *ibid*). The study noted that soil conditions were not extremely conducive to interaction between the pond and groundwater, but surface breakout of septic system effluents and incorporation into stormwater runoff is a distinct possibility (page 43, *ibid*). The high number of documented septic systems failures related to SAS failure (7 systems) and SAS ground water breach (9 systems) seem to substantiate the assertions of the DFS (see page 3, "Attachment F"). Routine testing of wells within the project area that fail to meet the appropriate setback from septic systems has documented total coliform bacteria levels above the acceptable levels (see page 4 of "Attachment F" and related table of inspections). The BOH report also concludes that the potential for failed septic systems to contaminate numerous wells in a connected aquifer exists, and should be considered a potential threat to public health.

#### Item No. 28 Noxious Aquatic Plants

The presence of nuisance aquatic plants is pervasive in Richmond Pond and is well documented in the 1990 DFS and in a recent biological survey conducted in 2001 by Lycott Environmental, Inc. The DFS notes that the proliferation of aquatic plants makes swimming dangerous and boating with motorized craft extremely difficult (page 50 of "Attachment B"). The study indicates that the conditions are detrimental to the quality of habitat for fish and waterfowl as well as for human recreational activities (*ibid*). The Lycott study reiterated these issues and noted that the vegetation had proliferated even further and the initial problems identified had been exacerbated (page 1 and 2 of "Attachment G"). Lycott, Inc was retained by the Richmond Pond Association to prepare an aquatic vegetation Management Program Review for the Pond. This document (see "Attachment G") provided a menu of management options. As noted earlier, through various grants and the assistance of environmental consultants, the Town is implementing a number of measures that were suggested by the DFS and the recent Lycott Plan. Some measures were implemented, or near implementation, but were ineffective or invalidated for various reasons. For example, the use of pond drawdowns was ceased and the proposed application of herbicides and algaecides were scaled back due to adverse impacts on rare species as identified by the Division of Fisheries and Wildlife.

The principal plants that are being targeted for reduction are Eurasian Milfoil and Curlyleaf Pondweed. For an exhaustive list of the principal plant species in Richmond Pond see page 2 of "Attachment G".

As earlier discussed, the pond has high levels of phosphorus which is a prime catalyst for aquatic weed growth. The DFS indicates that septic systems are likely contributors to the Pond's elevated phosphorus levels, the BOH's report of septic system failures in the project area seems to corroborate this assumption. The proposed project will eliminate this potential source of pollutants.

#### Item No. 29 Aesthetics

Members of the Richmond Conservation Commission (ConCom) and the Richmond Pond Association (RPA) have received a number of complaints of floating algae, pond scum, and strong odors in areas of high recreational use within the project area. A member of the Con Com has visually verified these assertions and these complaints were the subject of a recent meeting of the RPA. Photos of the Pond taken on August 13, 2002 are included as "**Attachment H**". The RPA has recently procured an individual to monitor water quality in lake and in surrounding inlets and tributaries. The monitoring just began in July 2002 and written results of the monitoring are forthcoming, but not currently available.

### II. What environmental resource is affected?

#### Item No. 38 Endangered Species Habitat

In developing the Project Evaluation Report, a map of the project area was submitted to the Division of Fisheries and Wildlife for review. Their review indicated that the project area is a Priority/Estimated Habitat for several protected species that include fish, turtle, birds and plants. The species and protective designations are provided in the table below.

<b>Species</b>	<b>Special Concern</b>	<b>Threatened</b>	<b>Endangered</b>
Bridled Shiner	<b>X</b>		
American Bittern			<b>X</b>
Common Moorhen	<b>X</b>		
Wood Turtle	<b>X</b>		
Slender Cottongrass		<b>X</b>	
Foxtail Sedge		<b>X</b>	
Creeping Sedge			<b>X</b>

Both the DFS and the Lycott report suggest that improvement of water quality will be of general benefit to all wildlife in the watershed. The studies specifically cite the existing conditions of aquatic vegetation as detrimental to the habitat of fish and waterfowl ( see page 50 of "Attachment B" and page 1 of "Attachment G"). The proposed project when completed will improve water quality at the pond and the surrounding watershed and it is anticipated that improved water quality will subsequently benefit these species through habitat protection and enhancement.

#### Item No. 41 Recreational Fishery

Richmond Pond is identified as a recreational fishery by the Division of Fish and Wildlife (MDFW). A survey conducted in 1989 found 13 species inhabiting the Pond including; rainbow and brown trout, yellow perch, chain pickerel, largemouth bass, golden shiner, pumpkinseed, rock bass, brown bullhead, black crappie, bluegill, white sucker and bridled shiner. The survey was conducted as part of the DFS and the findings noted that smelt were rare to extinct in the Pond and that a predominance of large white suckers and the small mean size of other captured fish suggest that community structure is suboptimal for fishing and promotion of clear water ( see page 59 of Attachment "B". The Pond is stocked with trout every spring and this is the primary draw for anglers.

One of the species of fish inhabiting the pond , the Bridled Shiner, is species of special concern designated for protection by the MDFW. Accessing fishing areas by watercraft and angling in general has been somewhat compromised by the current water quality of the pond, particularly the overgrowth of water plants making fishing more difficult. Once again both studies note that improving water quality will contribute to the general improvement of habitat necessary for existing species to flourish.

#### Item No. 42 Wetlands

The Pond itself and the southern tributary which bisects the most densely populated portion ( Richmond Shores) of the project area are designated wetlands protection areas, in accordance with the Wetlands Protection Act and local Wetland bylaws. The local bylaw expands the 100 foot state buffer zone to 200 feet. The designation is identified on both USGS Topo maps and on MassGIS resource protection area maps. The proposed project will benefit the interests of the Wetlands Act by aiding in the restoration of fisheries and wildlife habitat which is being adversely affected by degraded water quality and proliferating vegetative growth.

### **Section D Project Effectiveness**

#### **I. How and to what extent will the project eliminate or mitigate the problem?**

In the absence of this project the threat to public health and the water quality of Richmond Pond will continue to escalate over time, resulting in the contamination of additional wells and the eventual degradation of one of the region's prime water resources. The densely populated regions surrounding the Pond, which constitute the project area, are currently served by private wells and on-site sewage disposal systems which are documented to be inadequate. The trends of the last five years, documented by local health authorities, indicate an imminent threat of further contamination of private groundwater supply wells. In addition to the public health threat, the ecological integrity of Richmond Pond itself is at risk from the introduction of undesirable dissolved nutrients and harmful bacteria that has been identified in the pond and proximate groundwater. These factors contribute to the eutrophication of the pond as well as adversely impacting public health and the recreational value of the resource. The nexus between these factors and the density of inadequate on-site wastewater disposal systems can be clearly made and is documented in the 1990 DFS, the Project Evaluation Report (PER) and the

recent report of the local BOH. These studies and reports conclude that the construction of sanitary sewer system is a necessary and effective means of substantially eliminating public health and water quality problems associated with on-site disposal systems. Thereby, helping to protect sensitive environmental resources in and around the pond and protecting and enhancing the pond's many recreational uses.

The Town of Richmond Board of Selectman has jurisdictional authority to implement this project. Town officials and various other key stakeholders such as the Richmond Pond Association have carefully reviewed the technical data supporting this project and understand that there are other sources contributing to the pollution of the Pond, and that while the project will result in vast improvements related to public health and water quality in the project area, there are other sources to be considered and managed. For example, storm water runoff was cited in the DFS as a major carrier of pollutants to the pond. As mentioned earlier, the Town has been diligent in taking actions to mitigate these other identified problems through studies, grants and implementation of mitigation measures. For example the Town has just been awarded a s.319 grant that will allow them to install vegetative buffers along the shoreline and tributary corridors, install detention basins at tributary inlets, and install structural and non-structural dirt road BMP's. This infrastructure development project will serve as a central element of a more comprehensive Pond management effort that will restore water quality and protect public health in the populated areas of the Pond's surrounding environs.

## **Section E. Program and Implementation Criteria**

### **I. Consistency with EOE/DEP Watershed Management Plans or priorities**

Item No. 46 Implements a recommendation within:

The new Housatonic Watershed Action Plan (HWAP) is near completion, but is currently in draft form (see Attachment I). The second goal articulated in the draft HWAP is to *"Work to improve Water Quality and Mitigate Accelerated Eutrophication of Lakes and Ponds"* (see page 1 of Attachment I). One of the prime objectives within this goal is to *"Support efforts to bring lake and watershed onsite wastewater systems up to current performance standards and/or the sewerage of existing lake watershed properties"*(*ibid*). The proposed project specifically implements this Plan objective. In fact, the HWAP expressly addresses, and supports the improvement efforts that are underway at Richmond Pond, which include this project ( see page 16,*ibid*).

In addition, this project also implements a recommendation within the 1990 Diagnostic Feasibility Study performed by Bay State Environmental Consultants, Inc. ( see page 78-79) and recommendation within the Project Evaluation Report prepared by Tighe and Bond, Inc. in 2002 ( see Section 4 of Attachment A).

Item No. 48 Rehabilitation and revitalization of existing infrastructure

As noted in the Project Summary, most of the housing units in the project area were originally built as seasonal dwellings but many of the homes have been

rehabilitated and upgraded for year round use. The proposed project will support these rehabilitation efforts and eliminate a potential barrier, i.e. inadequacy of the existing on-site waste water disposal systems. The project will also provide limited additional capacity to allow for an additional 11 units within the project area.

#### Item No. 49 Multi-Community or Regional Solution

Richmond Pond is bisected by the Richmond/Pittsfield Boundary with about one third of the pond located in Pittsfield. Part of the impetus for this project was that the City of Pittsfield is extending their sewer system to an industrial park located directly to the west of the Pond and only a few thousand feet from the project area. This project dramatically increases the economic viability of the proposed sewer project for the Richmond Pond area. The Town of Richmond and the City of Pittsfield have had preliminary discussions regarding this project and it is Richmond's intent to enter an inter-municipal agreement with Pittsfield to facilitate this project. As noted, Richmond Pond is considered a regional, aquatic recreational resource and is frequent destination of residents throughout Berkshire County and is even used by people from the neighboring state of New York.

#### Item No. 50 Innovative/Alternative Technologies

The selected alternative for this project is a hybrid system that will include gravity fed components, force main components, and low pressure components coupled with individual grinder pump stations. The low pressure sewer and grinder pump elements of the system are described in detail in the attached Project Evaluation Report (see Section 4 of "Attachment A").

#### Item No. 52 System Duplication

The proposed project does not duplicate existing treatment or disposal capacity in the region.

#### Item No. 53 Environmental Impacts

Construction activities associated with the project will create minor negative impacts which will be of a temporary nature. Section 4.8 and 4.9 of the attached PER provides a detailed explanation of the environmental issues, concerns and permitting processes required for this project. The public health and water quality benefits of the project, significantly outweigh the minimal, temporary impacts of the system's construction.

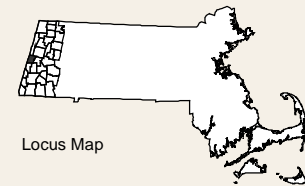
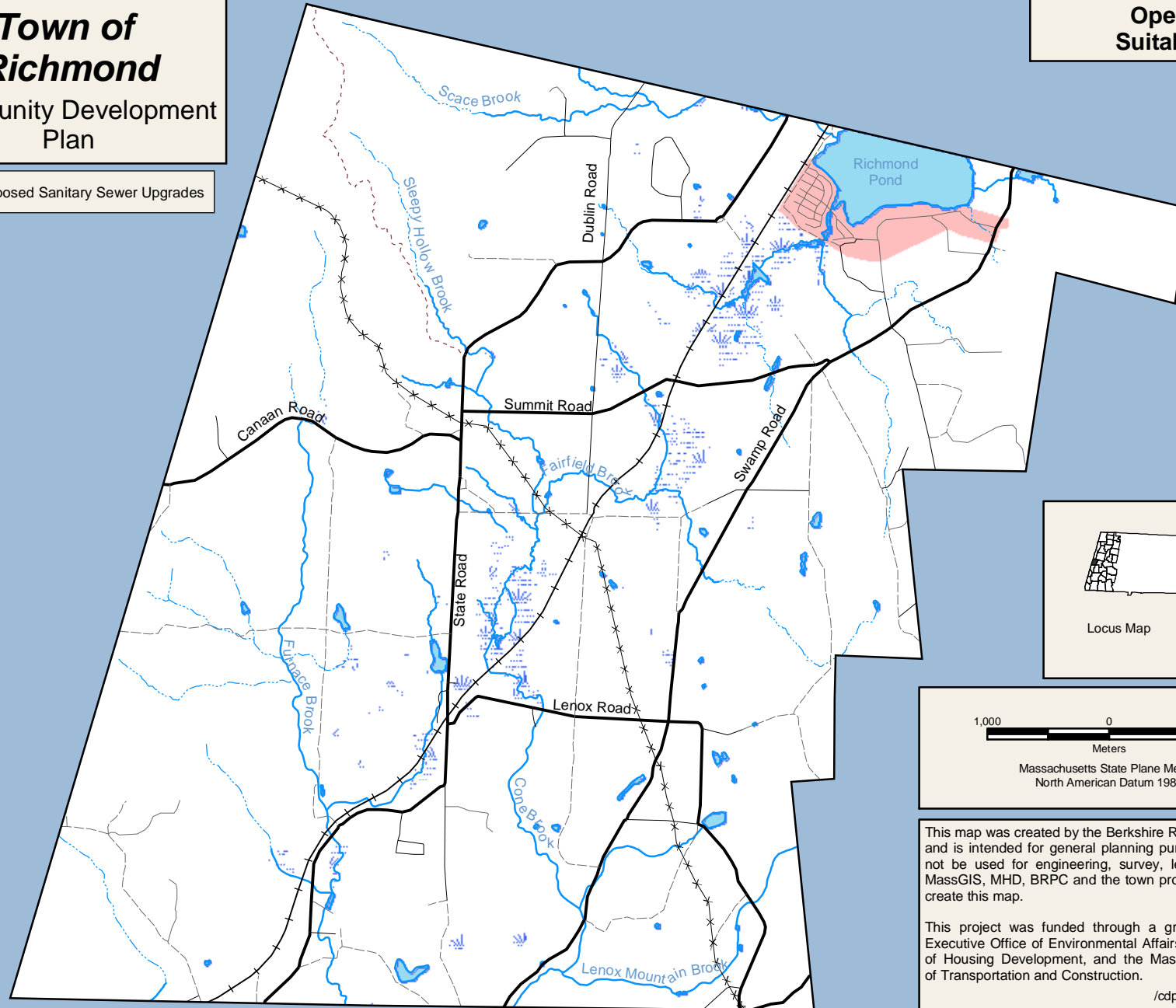
Note: Project Attachments have been excluded. The attachments may be found in the complete Project Evaluation Form available at the Richmond Town Hall.

# Town of Richmond

## Community Development Plan

Proposed Sanitary Sewer Upgrades

## Open Space Suitability Map



1,000 0 1,000  
Meters

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, MHD, BRPC and the town provided 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.

/cdp/rch/projects/OS\_Suitability.mxd  
September 28, 2003

**Community Development Plan  
Town of Richmond**



# Housing



## **Introduction to the Housing Element**



This section examines the socio-economic trends in Richmond 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.1, Richmond 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 of existing housing relative to the population.
- High costs of housing that are 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
- Lack of available infrastructure
- Restricting housing production, i.e. local zoning, subdivision controls, local permitting and regulatory barriers.

This section presents a strategy based on information and analysis on potential factors that may indicate areas of need and demand for affordable housing in town. The section concludes with a list of several actions that may address the town's specific concerns for housing that have been identified.

**Community Development Plan  
2003 Housing Development Element  
Richmond, Massachusetts**

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## **Current Housing Stock**

The town of Richmond is a rural community of 1,604 residents<sup>1</sup> (643 households) located in western Berkshire County. Most of the development in town is rural residential, and 98 percent of the town's housing units are single-family homes, located mainly on large lots. The town is located in a largely rural setting with farms, orchards, and a few retail establishments. It epitomizes the pastoral beauty that is typical of Berkshire County.

According to the 2000 US Census, the total number of housing units in Richmond has increased 6 percent from 1990 to 2000 rising from 785 to 833 units. (See Table 1) Approximately two-thirds of housing units in town are owner-occupied, while many are seasonal homes (14 percent), and a smaller amount (8 percent) are rental units. Trends show the number of seasonal units has decreased by 13 percent since 1990, while the number of rental units has decreased significantly by 22 percent. Though they have decreased in number, rental units have increased in demand, as the vacancy rate of rental units fell from 5.81 percent to 4.50 percent in the last ten years. Vacancy rates for homeowner units increased slightly from 1.9 percent to 3.1 percent.

Over the past five years, Richmond 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 an annual average of 4 from 1997-1999, to an average of 6 in 2000 and 2001. The last 5 years have also seen a marked increase in value of new construction. In 2001, and two of the nine homes constructed were assessed at a value below \$205,000, which was considered affordable by EO 418 guidelines.

**Table 1: Housing Occupancy**

	<b>2000</b>	<b>1990</b>	<b>% Change 1990-2000</b>
Seasonal	115 (14%)	133 (17%)	<b>-13.5 %</b>
Owner-Occupied	580 (69%)	537 (65%)	<b>+ 8 %</b>
Rental	63 (8%)	81 (15%)	<b>- 22 %</b>
Vacant Units	190 (9%)	167 ( 4%)	<b>+13.8 %</b>
<b>Total Housing Stock</b>	<b>833</b>	<b>785</b>	<b>+ 6.1 %</b>
% Vacant Homeowner Units	2.80%	2.36%	<b>+1.2%</b>
% Vacant Rental Units	4.50%	5.81%	<b>- 1.31%</b>

Source: US Census Bureau, 2000 Census

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<sup>1</sup> U.S. Census Bureau, 2000 Census

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

<b>Year</b>	<b># of Permits Issued</b>
1997	2
1998	6
1999	6
2000	8
2001	9

Source: Richmond Building Inspector

## **Constraints to Development**

Approximately 5,693 acres, or 47 percent of the total area of Richmond is of potentially developable land.<sup>3</sup> Only 970 acres, or 8 percent of the town is permanently protected open space, which is the third lowest protected acreage total of all Berkshire County municipalities. Approximately 5,693 acres, 47 percent of the town, is potentially developable land that is currently undeveloped. There are also several physical factors limiting future development in town such as the hilliness of the terrain and limitations on septic systems near wetlands. Floodplains and wetlands, with a mandated 100 foot buffer zone are also constraints for development. Richmond has no municipal utilities such as water and sewer, making development more expensive than other less remote areas with such utilities.

The combination of zoning rules and market expectations in southern and central 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.<sup>2</sup> Richmond's RA-C residential district, which covers 97% of town, promotes such large lot development in prohibiting development on lots smaller than 2.5 acres. A lower minimum lot size of .25 acres occurs in the small commercial and RA-A districts along Route 41 in the town center and in southern sections of town to match historical development patterns. Amended in 2001, accessory apartments and two family dwellings are now allowed throughout the town by special permit.

## **Population & Income**

The 2000 US Census shows signs that population growth of Richmond is slowing. The population of 1,604 is less than the 1990 count of 1,677 residents, and even less than the 1,659 residents counted in 1980. Twenty two percent, or 345 residents of the town are under age 18, and sixteen percent, or 252 of the town's residents are over 65.

The 2000 median household income in Richmond is \$60,917, the highest in the Berkshires. The Berkshire County household income is \$39,047. This elevated status parallels the increase in local employment and average annual wage

<sup>2</sup> South Berkshire Housing Study, Community Opportunities Group, 2002

<sup>3</sup> Buildout Analysis, Berkshire Regional Planning Commission, 2000

offered in town. The total number of jobs located in town increased from 1990 to 2000 by 33 percent, while the 2000 average annual wage of \$23,078 was an increase of 55 percent from 1990. Approximately 40 percent of the town's households were considered low or moderate-income households, earning 80 percent of the median household income (\$48,734) or less. 9 of the town's 472 families sampled in the 2000 Census (1.9 percent) were below the poverty level as defined in 2000.

## **Local Housing Needs**

Richmond's housing needs are tied to the needs of the surrounding region of Berkshire County. The town shares a specific need for housing that is affordable for low, moderate, and median income households. A household earning the 2000 median town income could afford to spend approximately \$205,000 on a new home, which was lower than the median sales price of \$244,789 for the 19 single family homes sold in 2001. Therefore, the median income family living in Richmond could not afford the typical house being sold. Moderate-income households in Richmond, those earning up to \$48,734 per year, could only afford to spend \$163,000. Only 4 of the 19 homes sold in town in 2001 were priced below this level.

There is a need for year-round rental housing that is affordable to low and moderate-income households who work locally but cannot afford to buy homes in town. From 1990 to 2000, the total number of rental units in town decreased by 22 percent, and the vacancy rate for rental units decreased a little more than a percentage point from 5.81 percent to 4.50 percent. The region 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. As a summer destination for tourists, the seasonal residential market also increases pressure on year-round renters in the area. Richmond has zero units that would qualify as affordable under Chapter 40B regulations, while 98 households currently living in town would be qualified to apply for assistance under 40B-related subsidies.<sup>2</sup> There are also 2 families in Richmond waiting for units to rent with Section 8 subsidy vouchers.

Richmond 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 (23 percent built pre-1940<sup>2</sup>), the Richmond Community Development Plan Housing Profile determined several local homeowners may be in a position where they are unable to afford necessary renovations to their homes.

There is a need to maintain affordable housing for the increasing number of elderly residents in Richmond. The number of residents aged 65 and older increased from 212 to 252 in the last 10 years (a 19 percent increase). The median household income for this age group of 65 and up (\$42,185) was considered a moderate income for the town and was well above the age-group average for Berkshire County (\$25,002). The rise in the number of older residents increased the town's median age from 38.2 in 1990 to 44.3 in 2000, a level well above the

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<sup>2</sup> South Berkshire Housing Study, Community Opportunities Group, 2002

statewide median age of 36.5. 31.3 percent of residents 65 and over have a disability. Having an increased rate of disabilities and a slightly lower income for the town's elderly residents demonstrates a potential need for funding assistance in order to convert homes for more accessible use by disabled and newly disabled elderly residents.

## **Housing Goals and Objectives**

The town of Richmond supports the creation of additional housing units affordable to households on low, moderate, and middle incomes. Three of the nine new homes constructed in 2001 were considered affordable by EO 418 guidelines. Based on these numbers, the local housing market could produce two affordable units per year. The town has adopted the Berkshire Regional Planning Commission's *Regional Plan for the Berkshires* (May 2000), which also contains a section on housing and housing needs, and supports the development and preservation of affordable housing throughout Berkshire County. The following is a list of goals and objectives designed to meet the specific needs of the community while supporting regional efforts for affordable housing:

- Support Berkshire Regional Planning Commission in developing a comprehensive housing assessment and regional housing strategy.
- Completion of the Community Development Plan Program
- Allow market-based forces to produce housing for a broad range of incomes
- Consider involvement in developing affordable homeownership options and publicizing current programs available from MassHousing and Lee Bank.
- Continued support of market-based rental housing development for households across a broad range of incomes, e.g accessory use apartment by -law.
- Consider participation in rehabilitation programs offered by regional housing development corporations such as Berkshire Housing Development Corporation.
- Consider the adoption of the Community Preservation Act to finance future affordable homeownership options in Richmond

## **Ongoing Efforts**

Richmond supports affordable housing to meet the needs of the community and is considering defining an affordable housing strategy. The town is currently participating in the Community Development Plan program to develop a town-wide housing profile. The town may also want to consider some regional programs such as the Five-Town Regional Housing Rehabilitation Program, which is an assistance program developed for neighboring towns in southern Berkshire County administered by Berkshire Housing Development Corporation that is consistent with the approaches and policies outlined in the *Regional Plan for the Berkshires* to enhance the quality and quantity of affordable housing in the south Berkshire region.

consistent with the approaches and policies outlined in the *Regional Plan for the Berkshires* to enhance the quality and quantity of affordable housing in the south Berkshire region.

Other recent efforts to support housing construction that makes building affordable housing more attractive, the town has been attempting to secure private funds for the extension of the municipal sewer system. The extended sewer system will provide several residences and developable residential lots with a more affordable means of water and waste removal. The town continues to maintain an active presence in regional discussions on housing policy and the development of a regional housing needs strategy, with two members serving on the committee, working towards these goals. The town endorses MassHousing's assistance programs, and 2 households have taken advantage of first-time homebuyers mortgages issued in the past 5 fiscal years, and 3 agency sponsored projects (see A1-Housing Programs). Town officials intend to facilitate the process of affordable housing development by working with regional and sub-regional housing entities and community development corporations to address specific local needs.

# Benefits of ACCESSORY APARTMENTS



Richmond has recently passed a by-law that encourages accessory apartments, which is defined as a self-contained living unit, which is built into or attached to an existing single family dwelling. The apartment is private and generally smaller than the primary unit and usually contains one or two bedrooms, a bathroom, sitting room, and kitchen. However, the two units may share an entrance, yard, parking spaces, and/or utilities. Accessory apartments can be located in any part of a house depending on the availability of usable space. Spaces that could have the potential for conversion into an accessory unit include attics, a basement portion of a split-foyer house, a walk-out basement area, attached garages, and any finished living area in any portion of the house that could physically and aesthetically accommodate a small room addition.

## HOW AN INDIVIDUAL BENEFITS:

- Accessory units can provide extra income to help homeowners meet their mortgage payments and other housing costs.
- Older singles or couples living in a large home with unused space who might want to share the space and help offset costs.
- Middle aged couples or "empty-nesters" whose children have grown up and moved out of the household leaving empty bedrooms.
- Middle aged children who desire private living quarters while maintaining a place for elderly parents who can also have privacy, but live within a close proximity.
- Young singles or couples who need additional income to help pay the mortgage.
- People who spend a significant amount of time traveling or who maintain a second home in another region of the country, but who do not want to leave their primary home unattended.
- Single working parents who can have tenants help with the maintenance of residences and who are available to provide babysitting.
- Accessory apartments allow the elderly companionship and other family members to be close to the elderly person if an accident were to occur.
- Accessory apartments can also provide a means for adult children to give care and support to a parent in a semi-independent living arrangement. This can reduce the costs of medical care for the elderly who can receive less expensive, in-home care services while living in an accessory apartment, rather than having to move to a more costly nursing home or long term health care facility.

## HOW A COMMUNITY BENEFITS:

- Provides a cost-effective way to serve development needs through the use of existing infrastructure, rather than requiring the construction of new infrastructure.
- They increase the supply of affordable housing in a community without the use of government subsidies.
- Integrate affordable housing more uniformly in the community.
- Foster better housing maintenance and neighborhood stability.
- Accessory apartments protect property values and the single-family residential character of a neighborhood.
- Encourage a more balanced and diverse population and income mix.
- They can fit into residential neighborhoods without a significant negative impacts because these areas are typically designed for households with more persons than are presently occupying these areas.
- Enhance job opportunities for individuals by providing housing nearer to employment centers and public transportation.
- Help to meet goals of protecting farmland and environmental resources by creating more housing opportunities within existing developed areas.
- Add to the local property tax base.
- By keeping more residents within the concentrated developed areas, accessory apartments can reduce capital costs for the provision of municipal services and ultimately reduce sprawl.



The **Accessory Apartment** by-law was created to ensure that the creation of an accessory unit in a house should not compromise the visual integrity of the single-family home and neighborhood. The by-law provides guidelines for the types of accessory apartments that are permissible and imposes some limitations. Accessory apartments do require a special permit. Copies of the Richmond's Zoning By-Law are available at town hall and should be consulted for detail.

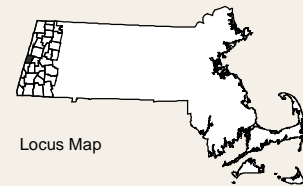
There are important local resources available for those who would like create an accessory apartment. For more information, please contact: Planning Board Chair, John Hanson (698-3140). Town Administrator Bruce Garlow (698-3882) can help you network with town boards and departments when special permits, certificates, or building inspections are required. of information.

# Town of Richmond

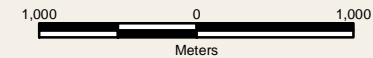
## Community Development Plan

Accessory Use Apartment Target Area

## Housing Suitability Map



Locus Map



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, MHD, BRPC and the town provided 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.

/cdp/rch/projects/HousingSuitability.mxd  
September 28, 2003

**Community Development Plan  
Town of Richmond**



# Economic Development



## **Introduction to the Economic Element**



This section examines an economic strategy that incorporates the socio-economic trends in Richmond and in the surrounding area of Berkshire County that affect economic development. Planning to maintain an 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 may indicate the community's economic stability, strengths and potential areas in which to guide business development that emulates the character of the community. 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 available for local workers.
- Condition of existing businesses, buildings, infrastructure
- Developable land for new businesses/industries.
- Local commercial tax rates, regulations and permitting processes that are conducive to business.
- Economic trends and characteristics of the regional economy
- Financial, educational, and developmental resources available.

**Community Development Plan  
2003 Economic Development Profile  
Richmond, Massachusetts**

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## Demographics and Population Characteristics

### ***Historical Population Counts***

The population of Richmond has decreased by over 10% since 1970, but has decreased slightly since reaching a peak of 1,677 residents in 1990. The population of the surrounding area of Berkshire County has been decreasing steadily since 1970 by an average of approximately 3% every 10 years.

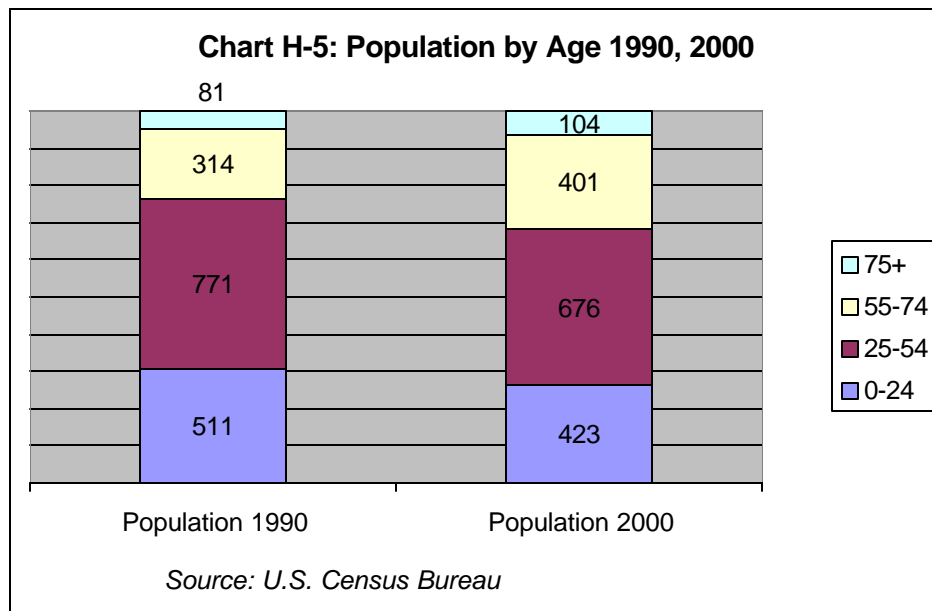
**Table E-1 Historical Population Counts**

	Richmond, MA	Berkshire County
<b>1970</b>	1,461	149,402
<b>1980</b>	1,659	145,110
<b>1990</b>	1,677	139,352
<b>2000</b>	1,604	134,953

Source: U.S Census Figures from BRPC Data Book, 2001

### **Population By Age**

The last ten years have seen a 27% increase in the town population aged 55 or older. This demographic now represents less than 31% of the total population of the town, increasing the median age to 45.3 – which is older than the county-wide median age of 40.5. The working-age population aged 25-54 years decreased by 12% from 771 to 676, and the number of residents aged 24 and under decreased by 17%.



## Labor Force Characteristics

### Employment

According to the Massachusetts Dept. of Employment and Training, the Town's Total Labor force as of April 2002 was 800. As businesses in Town employ a total of 191 employees, the large majority of the labor force is employed outside of town. From 1985 to 2000, the number of jobs in town has increased from 142 to 191. Richmond residents experienced a 1.8% unemployment rate in April 2002, which was lower than the statewide unemployment rate of 4.4%.

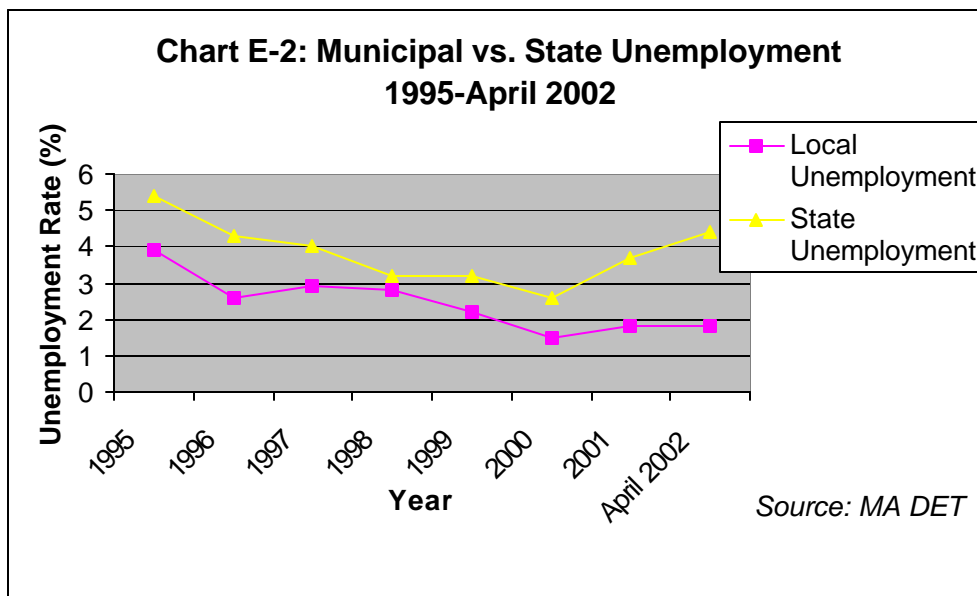


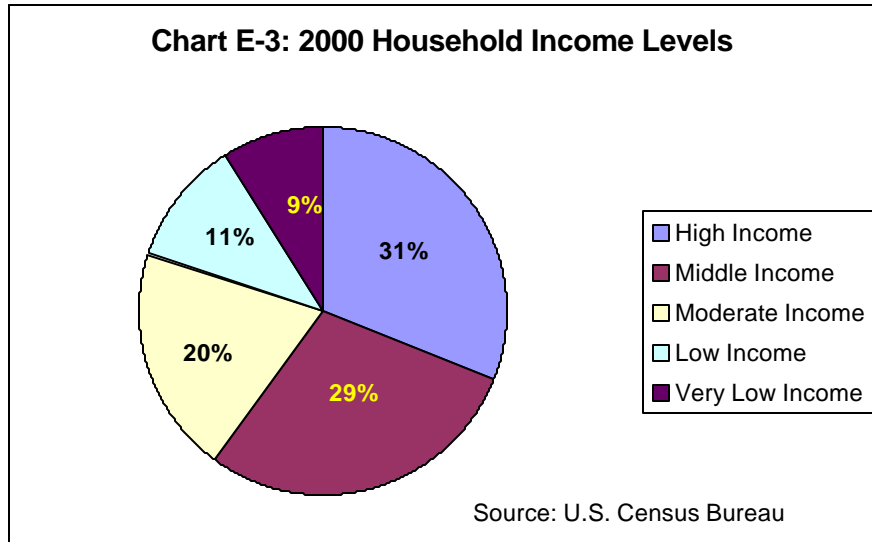
Table E-2: Municipal Unemployment vs. State Unemployment				
Year	Local Labor Force	Local Unemployed	Local Unemployment Rate	State Unemployment Rate
1995	816	32	3.9	5.4
1996	812	21	2.6	4.3
1997	829	24	2.9	4
1998	831	23	2.8	3.2
1999	829	18	2.2	3.2
2000	797	12	1.5	2.6
2001	796	14	1.8	3.7
April 2002	800	14	1.8	4.4

Source: <http://www.detma.org>

### Local Household Income Levels

[Source: U.S Census Bureau, 2000](#)

In the US Census of 2000, the Town had a median household income of \$60,917. Twenty percent (20%) of the Town's households were considered low income by EO418 guidelines (earning from zero to 50% of the Town's median income), 9% of households were considered impoverished (earning less than 30% of the median income), and 20% of the town was considered moderate income (earning 50-80% of the median income).



### Municipal Taxes & Property Values

Total Assessed Value of all property 2002: \$246,718,439

### Educational Attainment

[Source: U.S. Census Bureau, 2000](#)

According to the 2000 census, 92.7% of the Town's residents aged 25 years or older had at least a high school degree, while 38.6% had at least a bachelor's degree. Throughout Berkshire County, 85.1% of this demographic have high school diplomas and 26% have bachelor's degree.

### 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

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. Appendix A lists these economic development programs and organizations with a description of the activities and resources in which they are involved.

## Local Business Inventory

Source: [MA Department of Employment & Training](#)

From 1985 to 2000, the number of employers in town has increased from 20 to 35 while the number of jobs in town has also increased, from 142 to 191. The DET currently lists 67 employers in Town, and ALMIS lists 58 non-governmental employers in Richmond in 2001.

The Town has a history as a manufacturing area. Most of these were in the iron and quarry industries, but today they no longer exist. The local economy is greatly influenced by recreation, and many of the jobs in Town are in both the goods and service sectors, with an almost even split between the two. According to figures from the Massachusetts Department of Employment and Training (DET), town businesses employ 121 people with an average wage of \$497.56 a week. Approximately 55% of the Town's employers and over 57% of Town jobs are in service producing Industries. 45% of Town employers and 43% of jobs are in goods producing industries. Average weekly wage of service producing jobs is \$574.28 a week, while the average weekly wage of goods producing jobs is \$439.75.

**Table E-4: Employment and Wages**

	Employers	Jobs	AVG weekly wage
Total for Goods Producing Industries:	17	69	439.75
Total for Service Producing Industries:	14	52	574.28
Total For All Industries:	31	121	497.56

Source: [MA Dept of Employment and Training](#)

## 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-5**) 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-5 – 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 Local Growth Trends

Recently, major growth has been seen in the number of employers located in Richmond, but this has not greatly affected the total number of jobs in town. DET figures show that since 1985 the total number of jobs in Town has decreased. Total annual payroll of the Town's employers has increased an average of approximately 15% a year since 1985. Average annual wages have been increasing slightly at approximately 10% a year since 1985.

**Table E-6: Employment and Wages by Industry**

Year	Total Annual Payroll	Avg Annual Wage	Establishments	Total	Govern - ment	Const- ruction	Trade	Services
1985	\$1,338,200	\$9,424	20	142	74	35	Conf	Conf
1986	\$1,562,000	\$11,482	21	136	62	33	0	Conf
1987	\$1,980,600	\$12,302	29	161	72	45	4	23
1988	\$2,336,900	\$13,055	31	179	83	49	7	22
1989	\$2,336,900	\$14,817	31	162	Conf	48	Conf	22
1990	\$2,400,393	\$14,882	33	143	Conf	38	Conf	18
1991	\$2,204,081	\$18,838	32	117	60	33	Conf	13
1992	\$2,155,760	\$16,583	29	130	71	25	0	18
1993	\$2,545,812	\$17,557	33	145	72	27	0	25
1994	\$2,662,975	\$17,180	34	155	77	26	Conf	31
1995	\$3,046,682	\$17,311	34	176	85	28	Conf	31
1996	\$3,619,350	\$18,188	40	199	93	31	Conf	34
1997	\$3,855,318	\$19,181	42	201	86	34	2	37
1998	\$3,776,217	\$19,072	36	198	91	36	2	34
1999	\$4,202,617	\$21,442	38	196	85	36	2	34
2000	\$4,407,829	\$23,078	35	191	93	32	Conf	26

Conf.- Information withheld due to confidentiality

Source: [MA Dept of Employment and Training](#)

## Factors Influencing Future Economic Development

### Local Factors

#### Housing availability for a Future Work Force

Housing information provided by town officials and the 2000 census show evidence that both the size and makeup of the housing stock is inadequate for the future workforce. One indication of this was the dramatic 69.2% increase in median contract rent from 1990 to 2000, climbing from \$458 to \$775. Approximately 14% of the town's housing stock is seasonal. Although the year-round population decreased from 1,677 to 1,604 from 1990 to 2000, the 2000 population is over 10% higher than the population in 1970. The 2000 vacancy rate for housing units in Town increased from 4.3% to 9%.

#### Compatibility with Existing Land Use & Regional Plans

The Town currently has business/residential zoning and a few larger existing commercial buildings for larger businesses to inhabit. The town also has lenient 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.

#### Infrastructure, Service Demands & Available Utilities

Richmond does not have a municipal water and sewer system. According to the BRPC 2001 Data Book, 100% of Town's housing units are served by on-site waste disposal. Western Massachusetts Electric Company provides electricity service for the Town, but no gas service is provided. Weekly curbside solid waste collection is provided to each resident.

#### 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-7).

<b>TABLE E-7: Emerging Industries in Berkshire County</b>		
<b>Industry:</b>	<b>Growth Rate (%):</b>	<b>% of Workforce Employed:</b>
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.

### **Employment Outlook**

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 a difficulty in recruiting qualified employees with job skills and technical abilities matching employer needs.

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.

### **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.

### **Workforce Availability**

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.

## **APPENDIX A – WORKFORCE DEVELOPMENT PROGRAMS**

Listed below are key organizations – both public and private – and a brief summary of recent activities in support of regional economic development and/or recent assessments or studies, which have fostered understanding of regional economic issues:

### **Berkshire Council for Growth**

Leading the coalition-building effort has been the Council for Growth, established in 1998 as a regional outgrowth of the Cellucci Administration’s Berkshire Jobs Task Force. The Council and its committees, in partnership with volunteers from many private businesses and support from the Berkshire County Regional Employment Board and the Berkshire Regional Planning Commission, have coordinated/spearheaded a number of important regional initiatives including a regional jobs website, [www.berkshirejobs.com](http://www.berkshirejobs.com).

### **Berkshire Applied Technology Council**

Formed in 1997/1998 as a partnership of businesses and government, local schools, Berkshire Community College, and regional 4 year colleges, the Council's mission is to establish the Berkshire region as a technology center of excellence. The Council's goal is to address the workforce needs of manufacturing companies and industries in the region through a long-range strategy of technology-focused educational initiatives. Providing state of the art educational programs, financial assistance, training, and professional support targeting students and incumbent workers, the Berkshire Applied Technology Council addresses a key factor in attracting and retaining technology-based industries and firms – the need for technically trained employees. Berkshire Applied Technology Council has sponsored the following:

### **TECHPATH**

This workforce/educational program was developed in 1997 as a **2+2+2** sequence to link high school to associate to baccalaureate degrees with a high technology curriculum specifically integrating local industry applications. The TECHPATH program is designed to be accessible to incumbent workers, as well as a seamless link in motivating and developing future high tech workers. Over 50 students are currently enrolled in the program.

### **WOMEN ON TECH PATH PROGRAM**

A collaboration with Berkshire Community College, this project will offer after-school training to 22 young women (from the 11 regional public schools) in engineering, graphics/animation, and information technology. A follow-up summer program – the Internet Academy – will also provide job shadowing and electronic networking components.

### **Berkshire Connect**

A regional initiative cited by the Federal Communications Commission in 2000 as a national model for efforts to improve telecommunications access in rural or under-served areas with a cost-effective solution to help drive regional economic activity. The partnership agreement with Global Crossing/Equal Access Networks has resulted in building sufficient telecommunications infrastructure and services to support the needs of businesses and industry in this region at a competitive and affordable price.

### **Berkshire County Regional Employment Board (BCREB)**

The BCREB is the local organization responsible for assisting employers with workforce development activities, access to training grants, youth opportunities, and strategic planning & oversight. It helps access the following programs: Career Center, Workforce Training Fund, Department of Employment and Training, Berkshire Training and Employment Program, Massachusetts Rehabilitation Commission, Advantage Employee Network and Full Employment Program. It also promotes the School-to-Work Initiative, Summer of Work and Learning and Welfare-to-Work Initiative. Two key documents published by the BCREB are its Workforce Development Blueprint (1998, 2000 & 2001 draft) and Workforce Needs Assessment (May, 2000).

### **Economic Development Organizations**

There are a number of regional and local economic development organizations, each with defined geographic service areas and unique missions. These include:

- Berkshire Enterprises
- Berkshire Housing Development Corporation
- Berkshire Regional Planning Commission
- Berkshire Training and Employment Program
- Berkshire Visitors Bureau
- Community Development Corporation of Southern Berkshire
- Division of Employment and Training
- Lee Community Development Corporation
- Massachusetts Office of Business Development
- Northern Berkshire Community Development Corporation
- Northern Berkshire Industrial Park and Development Corporation
- Pittsfield Economic Development Authority
- Pittsfield Economic Revitalization Corporation

### **State Funded Economic development Grants for communities**

There are also seven program co-ordinates of the Mass. CDBG Program. These seven components serve different purposes or types of clienteles, each with different requirements, awards, cycle periods of grant awarding, and functions.

#### **Community Development Fund (CDF) I**

Communities are eligible for this grant depending on a scale that determines the level of needs based upon an assessment formula. These applicable communities would be considered of high needs.

#### **Community Development Fund (CDF) II**

Communities are eligible for this grant depending on a scale that determines the level of needs based upon an assessment formula. These would be considered communities of moderate needs.

#### **Housing Development Support Program**

This grant is limited to communities building smaller housing developments. It provides partial support to such projects.

#### **Ready resource Fund**

Communities that are creating small to medium size economic development projects are eligible for this grant.

#### **Massachusetts Community Capital Fund**

Depending on eligibility, this can provide grants to communities for assisting businesses. Industrial, commercial and real estate, including mixed-use development projects may be eligible.

**Mini Entitlement Program**

This is a program designed for the communities with the highest needs as designated by the DHCD.

**Section 108 Loan Guarantee Program**

A loan guarantee of HUD loan for communities to use to assist businesses. Industrial, commercial and real estate, including mixed use developments may be eligible.

For additional information, see the website: [www.state.ma.us/dhcd](http://www.state.ma.us/dhcd)

**References**

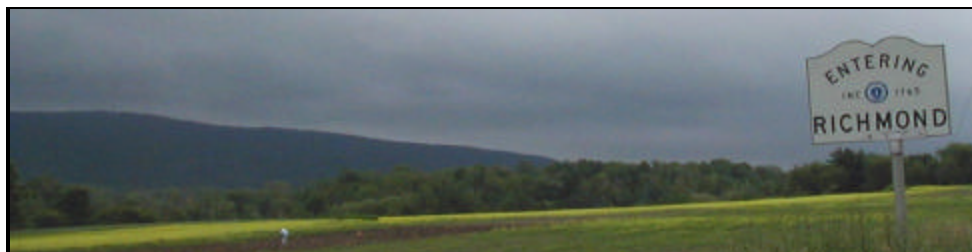
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America's Labor Market Information System Employer Database, 2<sup>nd</sup> edition. InfoUSAGov., 2001.

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Data Book, 2001, Berkshire Regional Planning Commission.

# Benefits of home-based businesses



Richmond has recently passed a by-law that encourages home-based businesses, which have become a trend of the future. The latest data from the 2000 Census reports that 4.18 million people are now working from home in the United States. In fact, from 1990 to 2000 Massachusetts alone saw an increase of 23% in the number of people opting to work from home, and Berkshire County is experiencing similar growth in the area of home-based businesses. The Berkshire Chamber of Commerce estimates that there are over 2,300 home based businesses in the county (Berkshire Connect Assessment and Recommendations Report 1998). Entrepreneurs are rediscovering the benefits of working from home as technological advances have helped to make this a feasible option. Working from home encourages people to take a more proactive part in combining careers with families.

## HERE ARE SOME OTHER BENEFITS OF WORKING FROM HOME:

### PERSONAL BENEFITS

- **Personal Freedom** – The opportunity to gain control over your own life allows one to rediscover their personal goals in an environment suitable to one's own life-style.

- **Financial Benefits** – There are many attractive financial rewards associated with working from home. Having an office right in your own home saves transportation expenses. Working from home also significantly cuts down on overhead costs and lowered operating expenses can enable you to be more competitive in your business prices as well as the quality of service you provide.

- **Tax Advantages** – Having a home based business offers a number of tax advantages. It allows you to deduct some of your operating costs as well as depreciation expenses on your home. So, a percentage of your rent or mortgage payment, depreciation, property taxes, insurance, utilities, household maintenance and repairs can be deductible. It is a good idea to consult your accountant to determine what can and cannot be deducted from having a home office.

- **Reduced Stress** – Working at home can greatly reduce the stress associated with the demands of juggling work and family.

- **Increased Productivity and Job Enrichment** – As a home-based business owner you are not given any one role to abide by and are free to learn and work on many levels of a given business so to gain a better insight and understanding of all aspects of your business.

### COMMUNITY BENEFITS

The role of small or "micro" businesses is of interest in the region for its importance in economic development – especially because of changes in where and how people work. Advances in telecommunications and the growth of personal computers in the home have meant many more people can – and do – work from home as self-employed contractors and consultants.

- Many small, or single person businesses are part-time; others are or become full-time businesses. Both play a role in a family or household's total income, and have the potential to grow into substantial business activity in terms of receipts and employment.
- Small businesses or self-employment can add job opportunities, supplement retirement or other household/family income, and occasionally turn into a dynamic source of employment for a region. Identifying and responding to the needs of micro and small business enterprises—a growing segment of overall business activity can have valuable economic development implications to local tax revenues.

(Comprehensive Economic Development Strategy for Berkshire County, MA 2001)



The **Home Occupation** and the **Indoor Home-Based Business** by-laws were created to ensure business was distributed with minimal external evidence, avoiding a pronounced "down town" business district. The by-law provides guidelines for the types of business operations that are permissible and imposes some limitations. Generally, under the Home Occupation provisions, a business or profession may be operated within a home by the person who lives there, involving no undue traffic or noise and employing no more than one person from outside of the household. Indoor Home-Based Businesses may be operated within a home or accessory structure by a person who lives there, involving no undue traffic or noise, employing no more than five persons outside of the household. Indoor Home-Based Businesses do require a special permit. Copies of the Richmond's Zoning By-Law are available at town hall and should be consulted for detail.

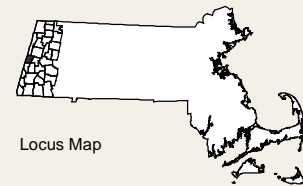
There are important local resources available for those who would like to start a home-based business. For more information, please contact: Planning Board Chair, John Hanson (698-3140). Town Administrator Bruce Garlow (698-3882) can help you network with town boards and departments when special permits, certificates, or building inspections are required. Berkshire Enterprises located in Pittsfield helps start-up business owners construct a plan and they offer public workshops bringing together key agencies to assist your understanding of taxes and other business obligations. You may also find it useful to visit the Small Business Administration's website (SBA.com); a "home-based business" search will connect you with a wealth of information.

# Town of Richmond

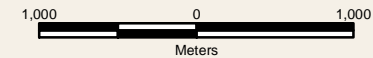
## Community Development Plan

Home Business Target Area

## Economic Suitability Map



Locus Map



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, MHD, BRPC and the town provided 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.

/cdp/rch/projects/EconSuitability.mxd  
September 28, 2003

**Community Development Plan  
Town of Richmond**



# Transportation



## **Introduction to the Transportation Element**



Transportation in Richmond is tied to issues of economic development, housing, land use, and community development. As in many small towns, Richmond depends largely upon a small number of local roads for local and regional access. The Community Development Plan Transportation Element addresses two areas of study regarding the roadways in Richmond. Clough Harbor & Associates, LLP developed a Corridor Study that addresses concerns regarding traffic and roadway needs, while an Official Map was created in order to address ownership, maintenance responsibilities, suitability for development, eligibility for public road improvement funds. Several factors are considered when recommending such improvements and include the following:

- 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
- Comprehensive study of existing roads

# ***TOWN OF RICHMOND CORRIDOR STUDY***

Richmond, Massachusetts

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prepared for:



**Town of Richmond, Massachusetts**  
Bruce Garlow, Town Administrator

and

**Berkshire Regional Planning Commission**  
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CHA Project No. 11439.1002

August 2002

## 1. INTRODUCTION

A corridor study was conducted for the Town of Richmond, Massachusetts under the auspices of the State's Community Redevelopment Plan administered by the Berkshire Regional Planning Commission. The roadways included in this study are State Route 41, State Route 295, Summit Road, Swamp Road and Lenox Road. This study was conducted to document existing characteristics of the transportation system within the Town and included the following information.

- Traffic Volumes and Classification
- Speed Limits and Travel Speeds
- Roadway Features
- Crash History
- Access Conditions

The Town's Bylaws and Zoning Bylaws were also reviewed for regulations governing access to public streets and land-use regulations to identify locations of potential future truck generation within the Town. This Technical Memorandum documents the data collected for this study and provides recommendations for access management improvements. Roadway system conditions for consideration of truck exclusion on Route 41 were also evaluated.

## 2. TRAFFIC VOLUMES

Traffic volume and classification data was collected for a one-week period on each of the study area roadways in April 2002 using Automatic Traffic Recorder (ATR) machines. The locations of the ATR installations are shown on Figure 1. The existing volume characteristics on the study area roadways are summarized in Table 1. The output data is provided in Appendix A.

**Table 1**  
**Traffic Volume & Classification**

Roadway	Average Daily Volume		Average Weekday Volume		AM Peak Hour Volume		PM Peak Hour Volume	
	Volume	% Trucks	Volume	% Trucks	Volume	Directional Distribution	Volume	Directional Distribution
Route 41	1,940	6%	2,070	7%	210	50/50	180	55/45
Route 295	2,460	10%	2,550	11%	180	60/40	215	45/55
Lenox Rd	750	2%	775	3%	70	60/40	70	40/60
Summit Road	1,410	>1%	1,430	1%	100	60/40	130	55/45
Swamp Road	2,030	1%	2,190	1%	170	45/55	225	55/45

The hourly distributions of Weekday Average Traffic Volumes on each of the study area roadways are illustrated on Figures 2-1 through 2-5. These figures also show the proportion of trucks within the hourly traffic flow.

It is noted that the ATR station for Route 41 was located on the section between Lenox Road and Route 295. The section of Route 41 between US Route 20 and Route 295 completes a transportation connection between New York State and the City of Pittsfield. A review of the volume characteristics of these roadways indicates that the north section of Route 41, between Route 295 and US Route 20, would likely have volume and truck characteristics similar to Route 295.

### 3. SPEED LIMITS & TRAVEL SPEEDS

Field surveys were conducted to document the posted speed limit conditions on each of the study roadways. These speed limits are summarized in Table 2. The ATR machines installed to collect volume information also recorded vehicle travel speed data on these roadways. Statistical summaries of this data are also included in Table 2.

**Table 2**  
**Speed Limits & Travel Speed**

Roadway	Posted Speed Limit	Average Speed	85 <sup>th</sup> Percentile Speed
Route 41 <sup>(a)</sup>	varies 35-45 mph	46 mph	53 mph
Route 295	40 mph	47 mph	53 mph
Lenox Road	40 mph	44 mph	50 mph
Summit Road	40 mph	46 mph	54 mph
Swamp Road <sup>(b)</sup>	varies 30-40 mph	46 mph	52 mph

Notes

(a) speed data collected within a 45 mph zone

(b) speed data collected within a 40 mph zone

As these data indicate, average travel speeds on the study roadways exceed the posted speed by approximately 5 mph. The 85<sup>th</sup> percentile speeds, which represent the speed that 85% of the recorded traffic travel below, range from 8 mph to 14 mph above the posted speed.

### 4. ROADWAY FEATURES

Field surveys also documented the general physical characteristics of the roadways, including pavement widths, shoulder width and notable alignment features. This data is summarized in Table 3.

**Table 3**  
**Roadway Characteristics**

Roadway	Functional Type	Pavement Width	Shoulder Width	Features
Route 41	State Highway	24 ft.	varies 2-4 ft.	2 horizontal curves with posted speeds of 25 mph and 30 mph
Route 295	State Highway	24 ft.	varies 2-4 ft.	
Lenox Road	Major Local Road	20 ft.	1 ft. $\pm$	Intersection warning sign at Swamp Road with 25 mph posted speed
Summit Road	Major Local Road	20 ft.	1 ft. $\pm$	
Swamp Road	Major Local Road	22 ft.	varies 1-2 ft.	Intersection warning sign at Lenox Road with 25 mph posted speed

As shown in this table, the State Highways have travel lanes that are 12 ft. wide, with shoulders varying between 2 and 4 feet. The travel lane widths on the local roadways are generally 10 feet with little or no shoulder. Intersections along the Route 41 corridor are controlled with STOP signs; there are no traffic signals within the study area.

## 5. CRASH HISTORY

Accident records were reviewed from data compiled by the Berkshire Regional Planning Commission. This data provided crash information for the years 1995, 1996 and 1997. This data shows that there were a total of 95 crashes recorded on the study roadways during this 3-year period. Nearly 65 percent of these crashes occurred at intersections. Classification of these crashes by severity shows that 2 percent were fatal, 32 percent involved other personal injury and 66 percent were property damage only. This crash history is summarized in Table 4.

**Table 4**

### *Crash Summary: 1995-1997*

Roadway	Link Crashes				Intersection Crashes			
	Fatality	Personal Injury	Property Damage Only	Total	Fatality	Personal Injury	Property Damage Only	Total
Route 41	0	4	8	12	0	3	9	12
Route 295	0	0	2	2	0	0	5	5
Lenox Road	0	1	1	2	1	6	4	11
Summit Road	0	0	2	2	0	1	2	3
Swamp Road	0	5	7	12	1	8	13	22

The accident data was also reviewed to determine locations of accident clusters that may be indicative of a safety problem or potential need for corrective measures. This review indicates that there is one intersection within the project area that has a significant concentration of crashes. The intersection of Lenox Road and Swamp Road has been the site of 11 crashes over the 3-year period, which is equivalent to an accident rate of 3.6 accidents per million entering vehicles.



This intersection is currently signed with various warning signs, including “INTERSECTION AHEAD”, “DANGEROUS INTERSECTION” and “STOP AHEAD” warning signs. A flashing beacon has also been installed at this intersection. These existing conditions are shown in the photograph at left. Another potential solution for control at this intersection could be to create an All-Way Stop sign control so that all vehicles would be required to stop before proceeding into the intersection.

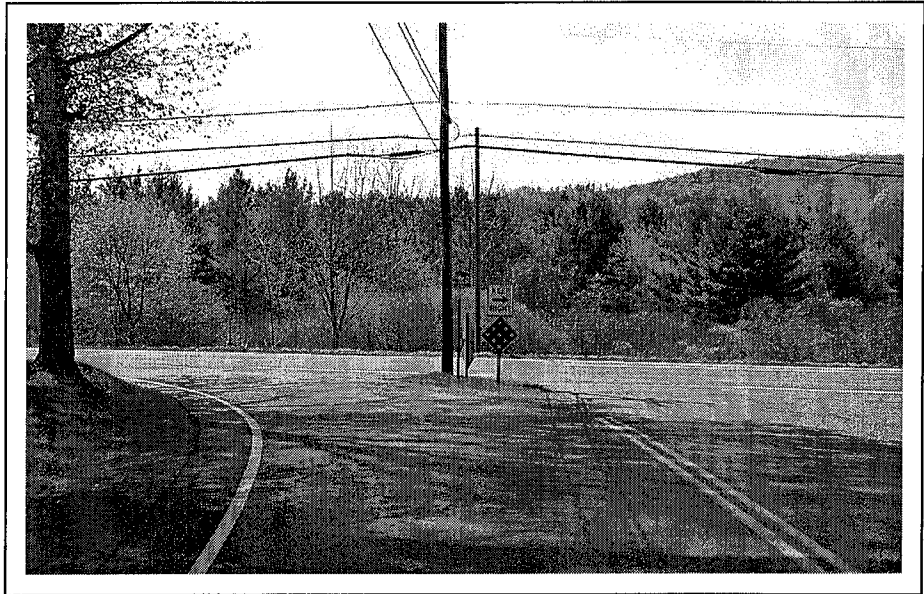
## 6. ACCESS CONDITIONS

Access conditions on the study area roadways were reviewed by means of a windshield survey. The purpose of this survey was to identify locations where access conditions could be improved, consistent with the access management initiatives of the region. Based on this review of the access conditions, several locations have been identified where improvements are recommended. These are discussed below.

### 6.1. *State Route 41 and Summit Road Intersection*

This intersection is a “T” intersection which is controlled by a STOP sign on the Summit Road approach. The travel lanes on Summit Road are separated by a small grass island at the intersection. The configuration and size of this island have a low target value for traffic approaching the intersection, which could contribute to errant vehicle maneuvers. The existing conditions at this intersection are shown in the photograph below.

Recommended alternatives to improve conditions at this intersection include either removal of the island and utility pole located in it, or construction of a larger median area to increase the visibility of the median.



*View of Summit Road & Route 41 intersection from Summit Road approach.*

## **6.2. Richmond Post Office/Richmond Store Access**

The Richmond Post Office and Richmond Store is located north of the intersection of Route 41 and Lenox Road. The driveway access to these uses features a 60-foot wide pavement. This wide pavement area contributes to an unorganized pattern of vehicle movements entering and exiting the site, which increases the potential for crashes. The existing conditions at this location are shown at right.



It is recommended that the driveway be reconstructed to narrow the access opening to improve the overall definition of the driveway and of the entering and exiting lanes so as to reduce the number of potential conflict points of traffic moving through the intersection.

### 6.3. *Meadow View Lane & Route 41*

Meadow View Lane intersects Route 41 opposite the Post Office. The autobody shop that is located adjacent to Meadow View Lane has the entire property frontage paved to the highway boundary. This condition blends the pavement area of the public street intersection with the autobody shop property. This characteristic creates a condition similar to that noted above for the Post Office, where multiple points of conflict potential exists for traffic entering and exiting the public streets and the private commercial use. The open frontage of the autobody shop also induces vehicles to be parked perpendicular to the building which results in vehicles backing into the State highway (Route 41) to exit the site. It is also noted that Meadow View Lane provides access to the Town Fire Station. These existing conditions are shown at right.

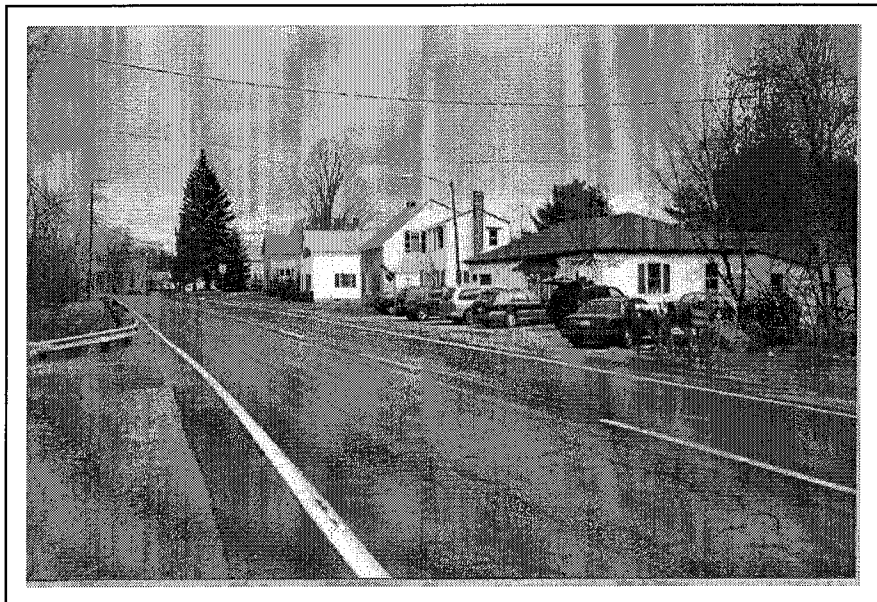


It is recommended that the delineation of the intersection of Meadow View Lane and Route 41 be improved by providing a physical separation between it and the access to the autobody shop property. Other recommended improvements are to reduce the access opening to the auto body shop along Route 41 to provide one well-defined access, with a secondary defined access to Meadow View Lane.

### 6.4. *Richmond Public Library*

The Public Library is located in the southern segment of Route 41. The access condition for parking at this facility is a continuous paved surface along the property frontage. Vehicles park perpendicular to the building (and to Route 41), which cause vehicles leaving the site to back into Route 41. The existing conditions are shown at right.

As shown in the photo, utilization of the parking



supply is high at this facility. However, parking maneuvers directly to the State Highway should be discouraged as this contributes to a greater risk of accidents and also reduces the efficiency of operations of the roadway system. It is recommended that improvements be considered at this location to define the entering and exiting access points and to modify the parking and circulation configuration to contain these vehicle movements on-site.

## **7. TOWN BYLAWS**

The Town's Zoning Bylaws were reviewed to identify areas where potential future generators of truck traffic might be located. The Zoning Map of the Town of Richmond indicates two zoned commercial districts within the Town. Both of these districts are along State Route 41. One of these districts is in the area of the Lenox Road intersection, and includes the area occupied by the Post Office, the Fire Station and the autobody shop. The other commercial district is located along the east side of Route 41 between Furnace Road and West Road. The Public Library is located within this district. The Town's Zoning By-Laws, amended through May 23, 2001, indicate that permitted principal commercial uses within the commercial districts require a Special Permit from the Board of Selectmen. The criteria for the commercial uses in this district also limit the volume of traffic generated by future uses. From this review, it is concluded that future development within the Town will not induce a significant amount of new truck travel without the oversight and consent of the Town Selectmen.

## **8. TRUCK EXCLUSION**

The existing roadway and traffic volume conditions within the study area were compared to guidelines of the Massachusetts Highway Department for exclusion of trucks. The primary criterion for considering a truck restriction is the availability of a suitable alternative route. Secondary criteria include considerations of the adjacent land uses, pavement condition and the percentage of heavy vehicles in the traffic flow.

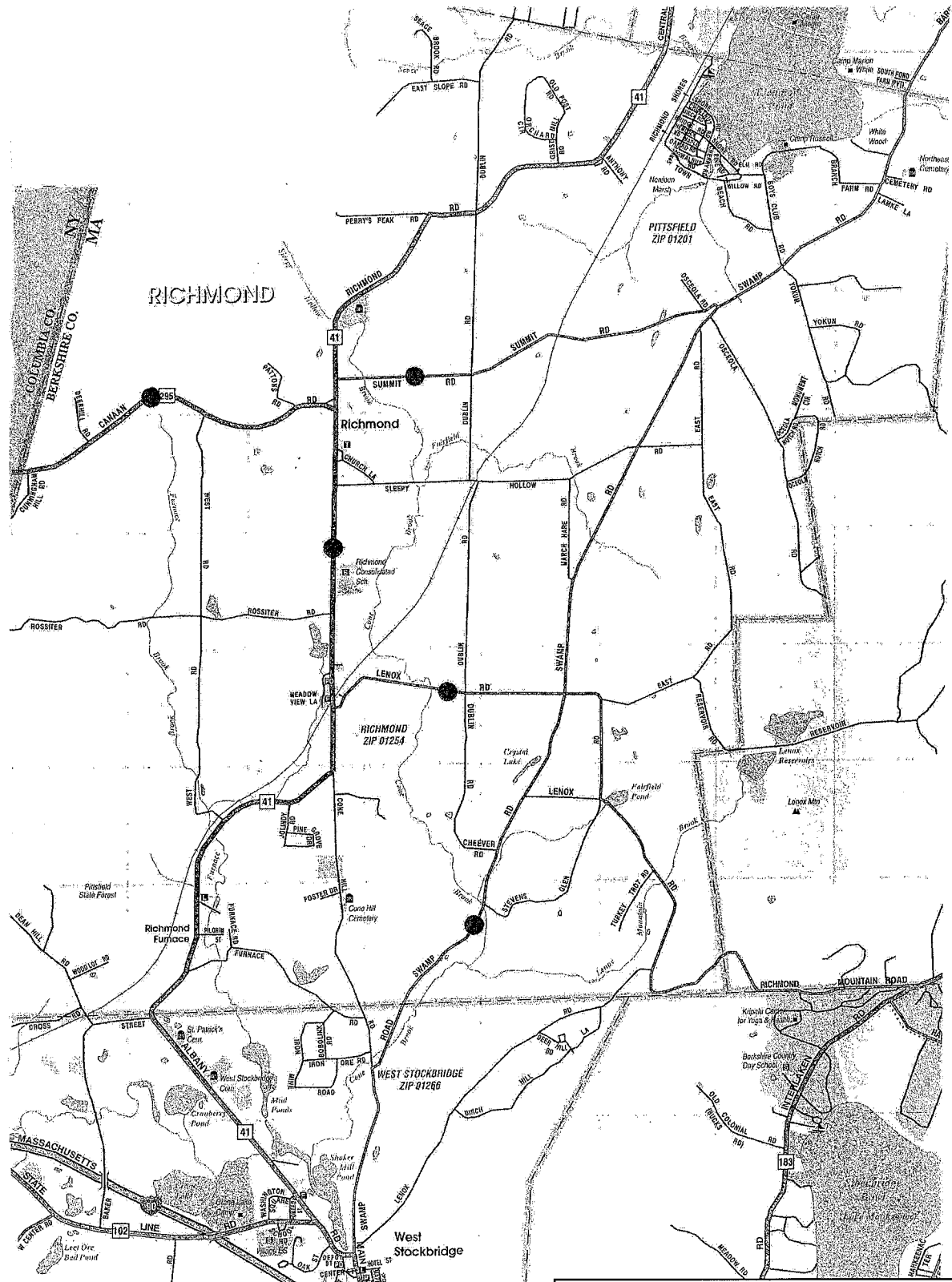
A primary consideration for alternative truck routes is the general origin/destination of trips through the corridor. As evidenced by the traffic volume data, a major route used by trucks in the area is Route 295 to Route 41 to Route 20. These are all State or Federal roadways that provide for interstate commerce between western Massachusetts and eastern New York State. The alternative connection for truck traffic between Route 295 and the City of Pittsfield is to use Summit Road to Swamp Road, which then changes to Barker Road in the city.

Another factor in considering alternative routes is the pavement characteristics. As noted in Section 4, the major local roads have pavement widths of 20 feet, providing a 10-ft. travel lane for each direction. Shoulder widths on these roads are 1-foot or less. This pavement cross section is less than recommended to service a designated truck route. Although record information was not obtained within this scope to identify the pavement composition of each roadway, it is probable that the pavement structure (materials and depth) of the local roadways are not equivalent to that provided on State Routes 41 and 295. Based on these factors, it does not appear that the major local road network offers a suitable alternative to Route 41 as a designated truck route.

Vehicle classification data described in Section 2 shows that the weekday volume of truck traffic on Route 295 is 11 percent of the total daily traffic. This equates to approximately 140 heavy truck trips in each direction per day. The data collected on Route 41 south of Route 295 shows that the weekday

volume of heavy trucks is 7 percent, or 75 trips in each direction. This data indicates that the section of Route 41 from Route 295 north to US Route 20 is likely to carry between 150 and 200 truck trips in each direction per day. The daily proportion of trucks to total volume on this section of Route 41 is estimated to be approximately 10 percent.

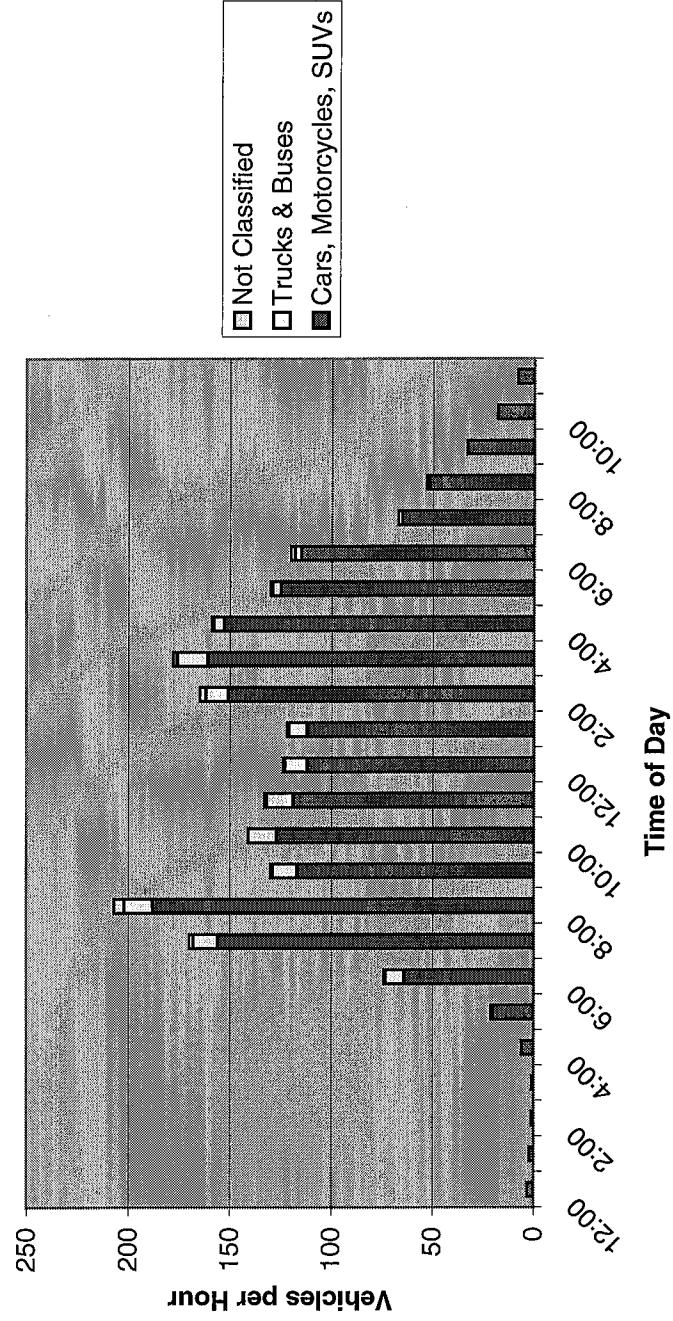
Based on this information it is concluded that there is a substantial presence of heavy vehicles using Routes 41 and 295. However, it is not evident from this analysis that there is a suitable alternative route that would provide the diversion of truck traffic without producing a similar negative effect on the alternative route as a result.



**Figure 1**  
**ATR Traffic Count Locations**  
 Corridor Study  
 Town of Richmond, Massachusetts

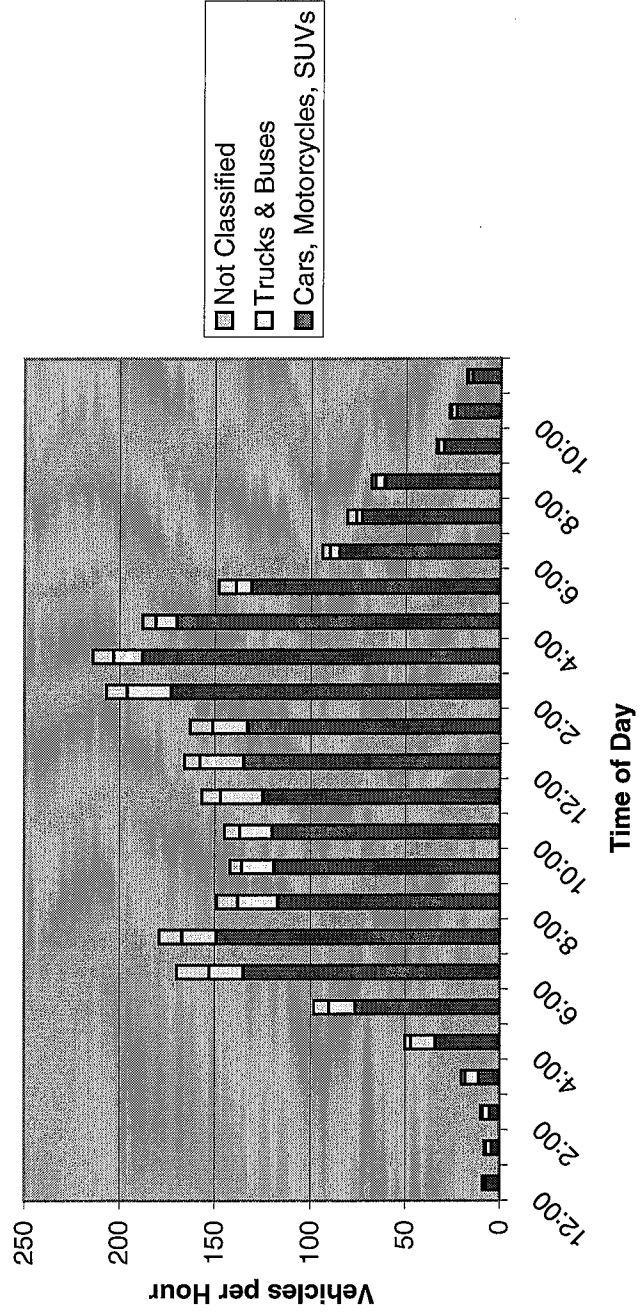
**FIGURE 2-1**

**Weekday Average Traffic Volume  
Route 41  
Town of Richmond, MA**



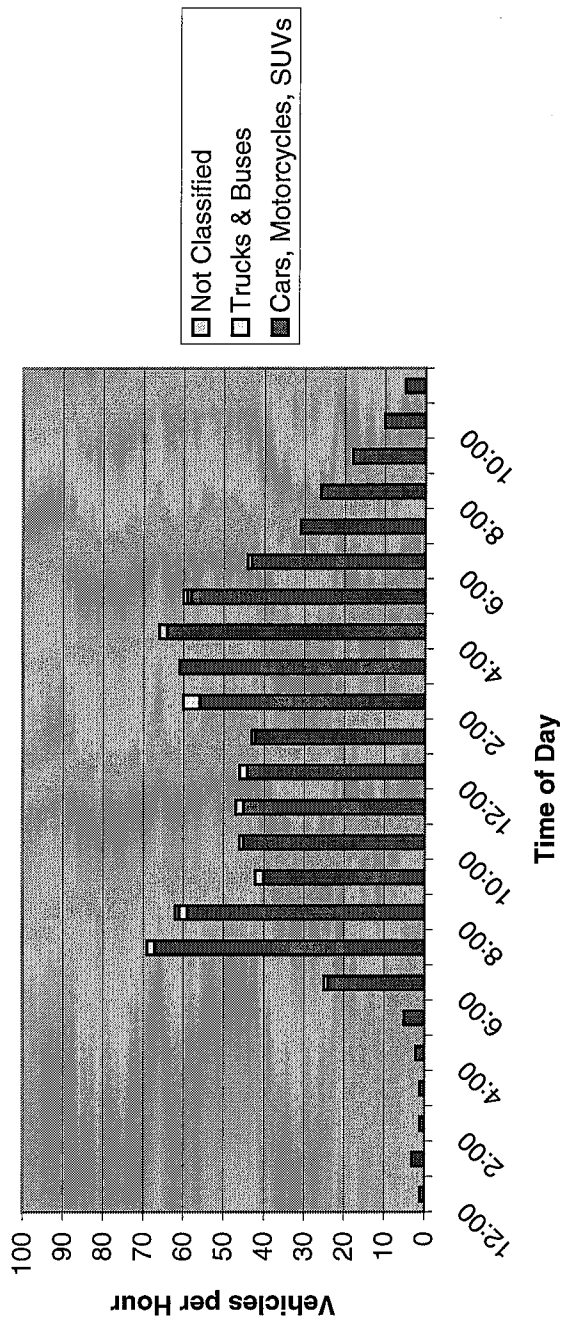
**FIGURE 2-2**

**Weekday Average Traffic Volume  
Route 295  
Town of Richmond, MA**



**FIGURE 2-3**

**Weekday Average Traffic Volume  
Lenox Road  
Town of Richmond, MA**



**FIGURE 2-4**

**Weekday Average Traffic Volume  
Summit Road  
Town of Richmond, MA**

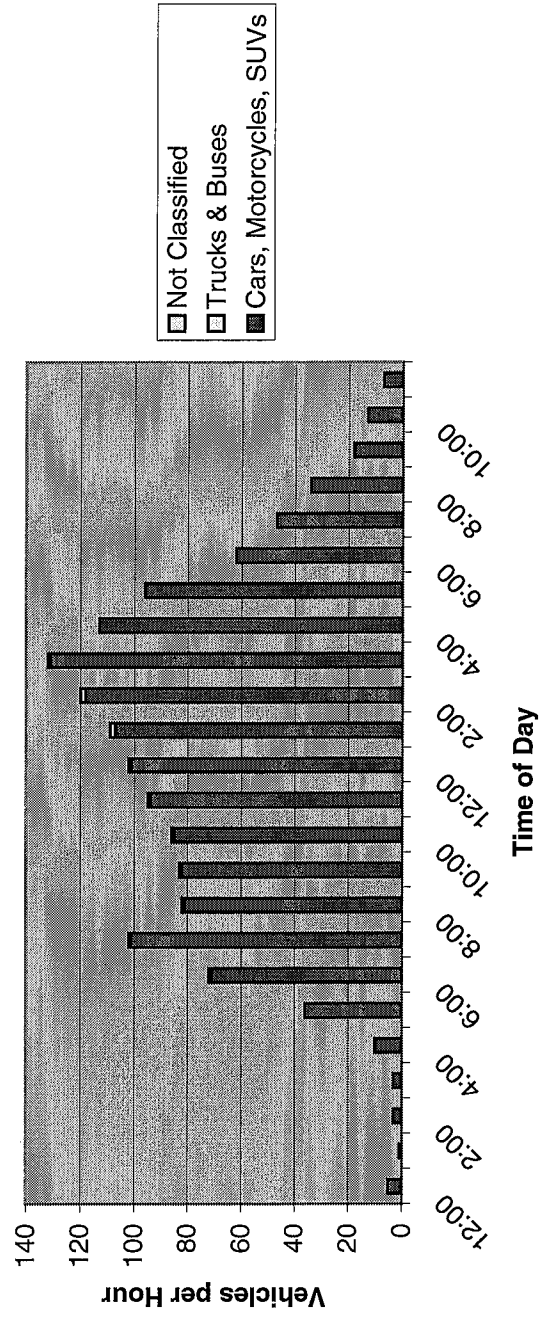
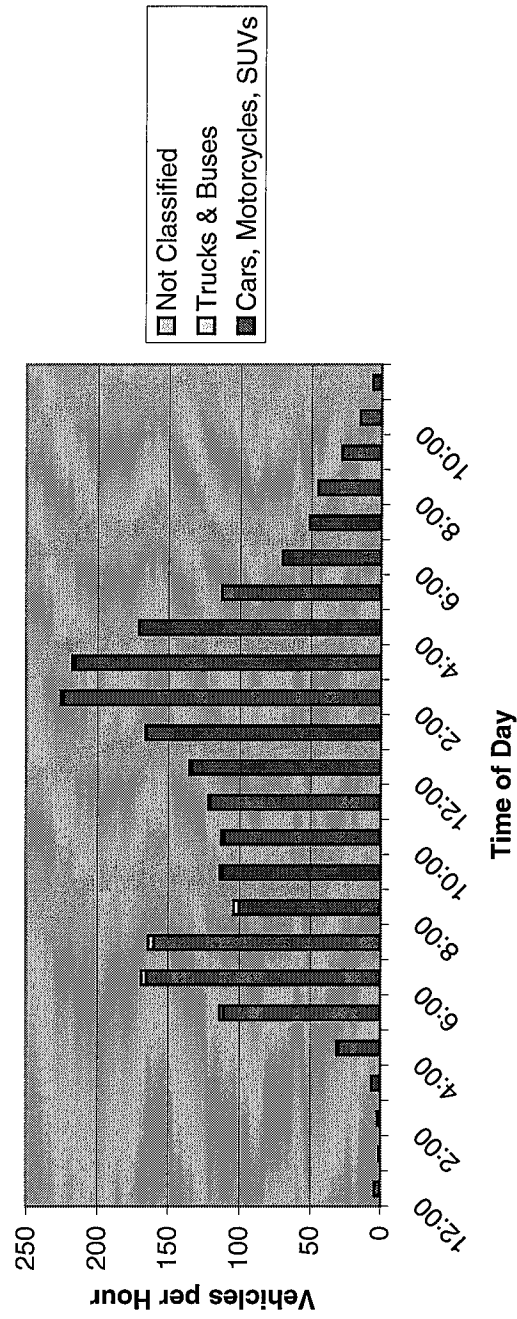
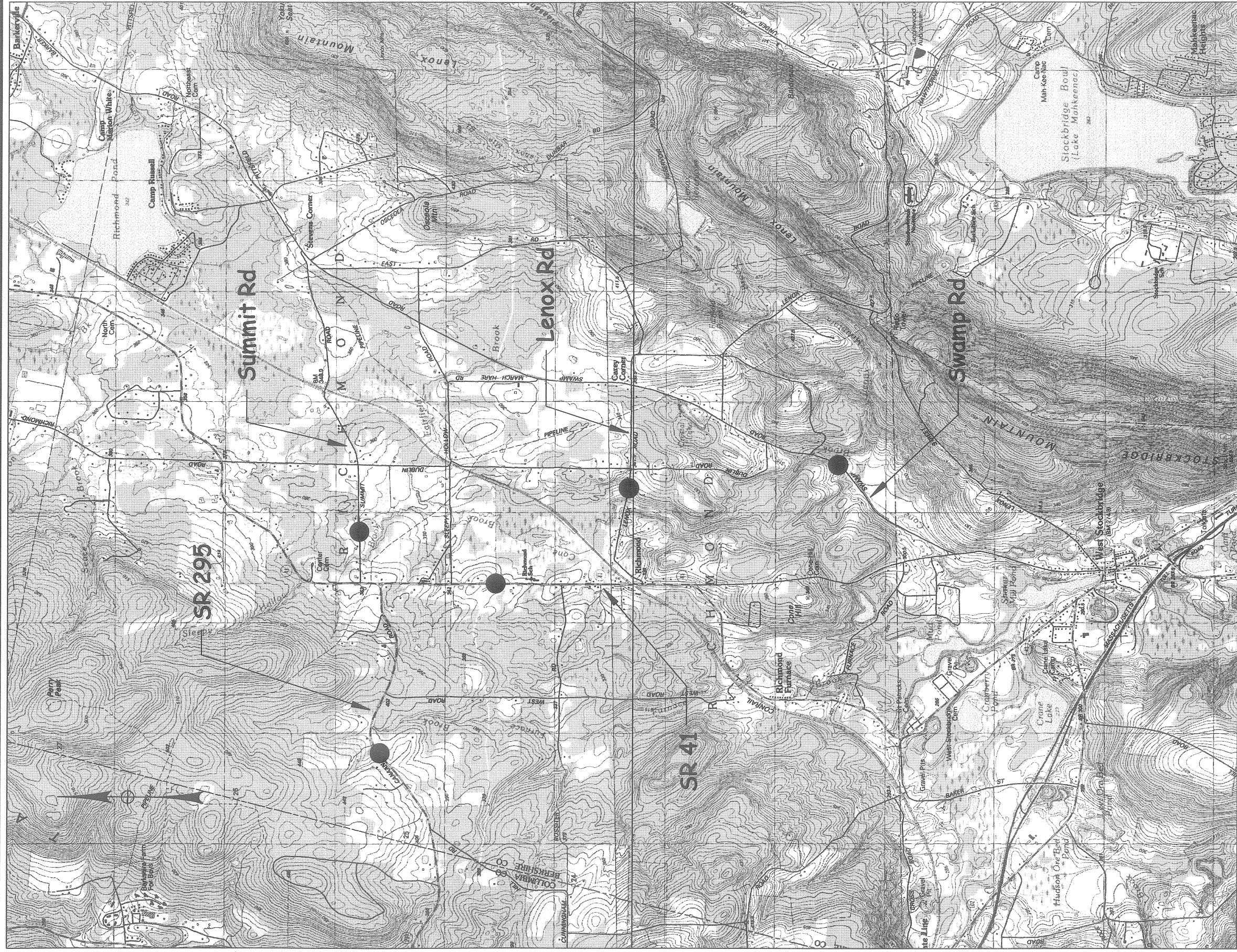


FIGURE 2-5

Weekday Average Traffic Volume  
Swamp Road  
Town of Richmond, MA





Richmond Corridor Study  
Town of Richmond, MA  
CHA Project No. 11439-1002

## ATR Traffic Count Locations

FIGURE 1

# Official Map Report

Town of Richmond

2003



Prepared By

Berkshire Regional  
Planning Commission

*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 report is to document the development of an Official Map for the Town of Richmond 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 Official Map, with a chart of all accepted roads and their distances, is included with this report. That Official Map, adopted by Town Meeting majority vote May 28, 2003, serves as the legally authoritative document concerning the names, locations, distances and accepted status of all roads and parks in the Town of Richmond. Copies of Richmond’s Official map are on file with the Massachusetts Department of Housing and Community Development (DHCD), the Berkshire Regional Planning Commission (BRPC), the Town Clerk of Richmond, and with Richmond’s Town counsel, Sally Bell, Esq.

## **Preliminary Survey of Roads**

The BRPC presented Town of Richmond officials, namely Planning Board chair John Hanson and Town Administrator Bruce Garlow, along with other members of the planning board, with a Town orthomap, a high-quality aerial photograph of the Town of Richmond 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). The BRPC then compared the roads shown on the orthomap with roads shown on the 1988 County Engineer’s map (the last revision; see Map 2) and those shown in the 1998 *Official Arrow Street Atlas of Western Massachusetts* (see Map 3). 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. BRPC also checked all road status changes against Richmond Town records. (See Appendix B for County Commissioners records. Town records were received from Richmond Town Administrator Bruce Garlow. They are available at the Town Hall)

## **Inventory of Ways**

As the second step in building an Official Map, the BRPC prepared the comparative inventory of all documented roads and ways within the Town of Richmond shown in Table 1 (below). The table gives a comprehensive overview of the status of all Richmond roads known or identified on any of the maps noted above. It is easy to identify roads in question by reading across each row of the Table: any road missing information or with parenthetical information requires clarification or action. Mileages shown are derived from MassHighway RIF data or from Town of Richmond records. Some characteristics were indeterminable from information available to BRPC. Roads in such cases 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
Anthony Road	Town	0.114	✓	✓	Shown along unnamed discontinued way
Baker Street Extension	Private	0.15	✓	✓	
Beech Road	Private	0.02	✓	✓	
Birch Lane	Private	0.143	✓	✓	
Birch Road	Private	0.077	Shown as Unknown	✓	
Boat Lane	Private	0.035	✓	✓	✓
Boys Club Road	Town	0.175	✓	✓	✓
Branch Farm Road	Private	0.588	✓	✓	✓
Bridge Street	Private	0.344	Shown as Unknown	✓	
Canaan Road (Route 295)	State	1.81	✓	✓	✓
Cemetery Road	Town	0.071	✓	✓	✓
Cheever Road	Town	0.364	✓	✓	✓
Cherry Road	Private	0.135	✓	✓	✓
Chestnut Road	Private	0.332	✓	✓ (Chestnut Street)	
Church Lane	Town	0.301	✓	✓	✓
Cone Hill Road	Town	1.27	✓	✓	✓
Cross Road	Town	0.083	✓	✓	✓
Cunningham Hill Road	Town	0.28	✓	✓	
Dean Hill Road	Town	1.31	✓	✓	✓
Deerhill Road	Town	0.231	✓	✓ (Deer Hill Road)	✓
Dublin Road	Town	4.23	✓	✓	✓
Dus Road	Private	???	Shown as unknown		
East Beach Road	Private	0.077	✓	✓	✓
East Road	Town	2.27	✓	✓	✓
East Slope Road	Town	0.585	Shown as Unknown	✓	✓
Elm Road	Private	0.116	✓	✓	
Firehouse Lane	Private	0.151	✓	✓ (Fire House Lane)	✓
Foster Drive	Town	0.13	Shown as unknown		
Furnace Lane	Town	0.097	✓	✓	
Furnace Road	Town	0.972	✓	✓	✓
Grist Mill Road	Town	0.276	✓	✓	

Table 1. Summary of Road Status

Street Name	Admin System	Miles	Mass Highway RIF	Official Arrow Road Atlas	County Engineer's Map
Hemlock Road	Private	0.153	✓	✓	
Jolindy Road	Town	0.217	✓	✓	Shown without name
Lake Road	Private	0.057	✓	✓	
Lake Road Extension	Private	0.422	✓	✓	
Lenox Branch Road	Town	0.260	✓	✓	Shown without name
Lenox Road	Town	3.4	✓	✓	✓
Maple Road	Private	0.131	✓	✓	
March Hare Road	Town	0.518	✓	✓	Shown without name
Meadow View Lane	Unknown	???	Shown as unknown	✓	
Monument Circle	Town	0.091	✓	✓	
Oak Road	Private	0.193	✓	✓	
Old Post Road	Town	0.187	✓	✓	Shown without name
Orchard Circle	Town	0.470	✓	✓	Shown without name
Osceola Notch Road	Town	0.365	✓	✓	
Osceola Road	Town	1.52	✓	✓	✓
Osceola Road Extension	Town	0.175	✓	✓	Shown along unnamed discontinued way
Pattons Road	Town	0.309	✓	✓ (Patton Road)	Shown as Patton Road
Perrys Peak Road	Town	0.465	✓	✓ (Perry's Peak Road)	✓
Pilgrim Street	Town	0.048	✓	✓	
Pine Grove Drive	Town	0.327	✓	✓	Shown without name
Pine Road	Private	0.129	✓	✓	
Pinewood Road	Unknown	???	Shown as unknown	✓	
Reservoir Road	Town	0.393	✓	✓	✓
Richmond Shores Road	Town	0.496	✓	Shown as part of Boys Club Road	Shown as part of Boys Club Road
Rossiter Road	Town	1.74	✓	✓	✓
Scace Brook Road	Town	0.202	✓	✓	Shown without name
Shore Road	Private	0.969	✓	✓	
Sleepy Hollow Road	Town	1.82	✓	✓	✓

Table 1. Summary of Road Status

Street Name	Admin System	Miles	Mass Highway RIF	Official Arrow Road Atlas	County Engineer's Map
Spruce Road	Private	0.337	✓	✓	
State Road (Route 41)	State	6.42	✓	✓	✓
Steven Glen Road	Town	0.991	✓	Shown as Stevens Glen Road	Shown as Glen Road
Summit Road	Town	1.94	✓	✓	✓
Swamp Road	Town	5.24	✓	✓	✓
Top of Dean Hill Road	Town	0.132	✓	✓	Shown without name
Town Beach Road	Town	0.856	✓	✓	
Truran Road	Private	0.063	✓	Shown as Truran Lane	
Turkey Trot Road	Town	0.306	✓	✓	✓
View Drive	Town	0.570	✓	✓	Shown without name
Walnut Road	Private	0.021	✓	✓	
West Road	Town	2.14	✓	✓	✓
Willow Road	Private	0.129	✓	✓	
Wood Lot Road	Town	0.174	✓	✓	
Yokun Road	Town	0.765	✓	✓	✓
Unnamed Road (from Richmond, following line from Old Post Road to Anthony Road to Osceola Road Extension)	Unknown	???	Shown as unknown		Shown as discontinued

## Roads Requiring Clarification/Action

Table 2 details the clarifications or actions needed for all roads in question. The right-hand column lists, where possible, conclusions drawn by Richmond's CDP committee or Planning Board, or BRPC recommendations where simple conclusions were not possible.

Table 2. Roads Requiring Clarification/Action

Road	Clarification	Recommendation/Conclusion						
Anthony Road	Confirm distance from State Road (Route 41) to accepted endpoint	<div>Conclusion:</div> <table><tr><td>Name</td><td>Anthony Road</td></tr><tr><td>Admin system</td><td>Town</td></tr><tr><td>Distance</td><td>0.114 miles</td></tr></table> <div>Consider voting at Town Meeting to discontinue the portion between the accepted endpoint and Osceola Road Extension along Unnamed Road.</div>	Name	Anthony Road	Admin system	Town	Distance	0.114 miles
Name	Anthony Road							
Admin system	Town							
Distance	0.114 miles							
Birch Road	Potential “paper road”: Confirm whether this Richmond Shores subdivision road was ever built or if any residences rely on it	<div>If road is built and two or more residences rely on Birch Road, leave it as shown in approved subdivision plan. If road is not built, consider asking planning board to rescind the approved subdivision plan and approve the same plan minus Birch Road. In this case, Birch Road will not appear on Official Map.</div> <div>CDP committee and Planning Board concluded that road was not built as shown in the approved subdivision plan, but instead of rescinding the plan and re-approving it minus Birch Road, decided to remove the road from the Official Map.</div>						
Bridge Street	Potential “paper road”: Confirm whether this Richmond Shores subdivision road was ever built or if any residences rely on it	CDP committee and Planning Board concluded that road was built more or less as shown in the approved subdivision plan, and decided to leave the road on the Official Map.						
Chestnut Road	Confirm official name: Chestnut Road vs. Chestnut Street	<div>Conclusion:</div> <table><tr><td>Name</td><td>Chestnut Road</td></tr><tr><td>Admin system</td><td>Private</td></tr><tr><td>Distance</td><td>0.332 miles</td></tr></table>	Name	Chestnut Road	Admin system	Private	Distance	0.332 miles
Name	Chestnut Road							
Admin system	Private							
Distance	0.332 miles							
Deerhill Road	Confirm official name: Deerhill Road vs. Deer Hill Road	<div>Conclusion:</div> <table><tr><td>Name</td><td>Deerhill Road</td></tr><tr><td>Admin system</td><td>Town</td></tr><tr><td>Distance</td><td>0.231 miles</td></tr></table>	Name	Deerhill Road	Admin system	Town	Distance	0.231 miles
Name	Deerhill Road							
Admin system	Town							
Distance	0.231 miles							
Dus Road	Confirm name, location, administration, distance	<div>Conclusion:</div> <table><tr><td>Name</td><td>Not an accepted road</td></tr><tr><td>Admin system</td><td>Deemed a driveway</td></tr><tr><td>Distance</td><td>Way not shown on Official Map</td></tr></table>	Name	Not an accepted road	Admin system	Deemed a driveway	Distance	Way not shown on Official Map
Name	Not an accepted road							
Admin system	Deemed a driveway							
Distance	Way not shown on Official Map							
Firehouse Lane	Confirm official name: Firehouse Lane vs. Fire House Lane	<div>Conclusion:</div> <table><tr><td>Name</td><td>Firehouse Lane</td></tr><tr><td>Admin system</td><td>Private</td></tr><tr><td>Distance</td><td>0.151 miles</td></tr></table>	Name	Firehouse Lane	Admin system	Private	Distance	0.151 miles
Name	Firehouse Lane							
Admin system	Private							
Distance	0.151 miles							

**Table 2. Roads Requiring Clarification/Action**

Road	Clarification	Recommendation/Conclusion	
Foster Drive	Confirm name, administration, location, distance	Conclusion:	
		Name	Not an accepted road
		Admin system	Driveway to former landfill
		Distance	Way not shown on Official Map
		CDP committee and Planning board decided to ask for a vote at Town Meeting to discontinue Foster Drive.	
Meadow View Lane	Confirm name, administration, location, distance	Conclusion:	
		Name	Not an accepted road
		Admin system	Deemed a driveway
		Distance	Way not shown on Official Map
Old Post Road	Confirm accepted endpoints and distance	Conclusion:	
		Name	Old Post Road
		Admin system	Town
		Distance	0.187 miles
		Consider voting at Town Meeting to discontinue the portion between the accepted northern endpoint and Dublin Road and the accepted southern endpoint and State Road (Route 41) along Unnamed Road.	
Osceola Road Extension	Confirm distance from State Road (Route 41) to accepted endpoint	Conclusion:	
		Name	Osceola Road Extension
		Admin system	Town
		Distance	0.175 miles
		Consider voting at Town Meeting to discontinue the portion between the accepted endpoint and Anthony Road along Unnamed Road.	
Pattons Road	Confirm official name: Pattons Road vs. Patton Road	Conclusion:	
		Name	Pattons Road
		Admin system	Town
		Distance	0.309 miles
Perrys Peak Road	Confirm official name: Perrys Peak Road vs. Perry's Peak Road	Conclusion:	
		Name	Perrys Peak Road
		Admin system	Town
		Distance	0.465 miles
Pinewood Road	Confirm name, administration, location, distance	Conclusion:	
		Name	Not an accepted road
		Admin system	Deemed a driveway
		Distance	??? miles
Richmond Shores Road	Confirm where Richmond Shores Road begins and Boys Club Road ends	Conclusion:	
		Name	Richmond Shores Road

Table 2. Roads Requiring Clarification/Action

Road	Clarification	Recommendation/Conclusion	
		Admin system	Town
		Distance	0.496 miles (from intersection of Boys Club Road and Shore Road to entrance of Richmond Shores subdivision)
Steven Glen Road	Confirm official name: Steven Glen Road vs. Stevens Glen Road	Conclusion:	
		Name	Steven Glen Road
		Admin system	Town
		Distance	0.991 miles
Truran Road	Confirm official name: Truran Road vs. Truran Lane	Conclusion:	
		Name	Truran Road
		Admin system	Town
		Distance	0.063 miles
Unnamed Road	Confirm distances and endpoints of discontinued right of way as shown on County Engineer's map. Relates to clarifications for Old Post Road, Anthony Road, and Osceola Road Extension	The CDP committee and Planning Board decided to ask for vote at Town Meeting to discontinue portions of right of way that are no longer used.	

In the cases where Richmond's CDP committee and Planning Board could resolve questions about the roads above, the Official Map simply applied the conclusions shown in Table 2. For the most part, these cases included determining the accepted names for roads in question or declaring them driveways rather than private roads. \*\*\*Driveways are conventionally considered part of the property to which they serve access; that is, unlike private statutory ways, they are private property with no automatic right of public access. Generally, driveway can be construed this way as long as they serve access to no more than two or three properties. Driveways are not shown on Official maps, whereas private statutory ways are.

#### Roads of Unknown Status, "Paper Roads" and Richmond Shores

The MassHighway RIF and the orthomap shown to Town officials included many ways listed as "unknown" or "unaccepted." Most of these turned out to be private driveways leading to individual homes. Others, however, were private roads that were never built, but were nonetheless approved by the planning board as part of a subdivision plan and drawn onto assessors' maps. Such private ways, often called "paper roads," are planning perplexities. In Richmond, the problem of paper roads appears in the Richmond Shores subdivision. The MassHighway RIF lists both Birch Road and Bridge Street as private roads in the Richmond Shores subdivision, but the CDP committee and Planning Board could not be sure that either of them existed on the ground. After on-site inspection, the Planning Board concluded that Bridge Street was in fact built according to the layout in the approved subdivision plan, but Birch Road was not. Birch Road is a classic paper road, drawn into the approved subdivision plan and then never actually built. Because Birch Road was laid out as a private subdivision way and not as a Town accepted way, the Town could not simply vote at Town Meeting to discontinue it. BRPC recommended to the Planning Board that the most legally sound way to remove Birch Road would be to rescind the approved subdivision plan and then re-approve it without Birch Road laid out. The Planning Board preferred simply to leave Birch Road off the Official Map and put its faith in the legal prevalence of that document over all others in determining the legal

responsibilities and liabilities for roads. In effect, the property under the way shown on the subdivision plan as Birch Road reverts to the abutters to the centerline; or, if no abutter exists on one side of the way, the property under the way, as BRPC understands, reverts entirely to the sole abutter. BRPC recommended that, after the adoption of an Official Map without Birch Road, the Richmond assessors' maps be amended to show the road's removal as well.

As far as the BRPC knew, the Richmond Planning Board was not aware of any stakeholders or property owners abutting the way shown as Birch Road who would be adversely affected by the road's removal from the Town's Official Map, or any other map. No person came forward at the May 28, 2003, Town Meeting to challenge the removal of Birch Road.

### **Discontinued or Abandoned Roads**

**NOTE:** In Massachusetts, the terms "discontinue," "close," and "abandon" do not mean the same thing legally. Discontinuance ends the public right of access 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. In cases where the term "close" is used, it is assumed that the term was intended to mean more or less the same thing as "discontinue"—that is, the cessation of legal public right of access. But it must be stipulated that "close" is not defined by Massachusetts General Laws as "discontinue" is and therefore may be subject to legal challenge. Abandonment likewise has no official definition in Massachusetts General Laws. Though the Town of Richmond may have voted at Town Meeting to "abandon" roads, the Town has, according to current Massachusetts statutes, in fact taken no legal position on the status of the roads. 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 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.

The road listed as Unnamed Road in Tables 1 and 2 is shown as "discontinued by vote" on the County Engineer's map. It was located at the northeastern end of Richmond, leading southeast from what is now Route 20 in Hancock along the line from Old Post Road to Anthony Road to Osceola Road Extension. Officials in Richmond believe the entire length may once have been known as the Old Post Road. BRPC has procured documentation of this discontinuance from County Commissioner's minutes (see Appendix B), found at the Registry of Deeds in Pittsfield, MA. At Richmond's annual Town Meeting May 28, 2003, the Town voted to discontinue the unused portions of the Old Post Road right-of-way to eliminate any possibility of confusion as to its status from that day forward. As part of the discontinuance process, the Town of Richmond was required to notify the Town of Hancock of the intent to discontinue and to have a public hearing, which took place April 14, 2003, because one portion of the road to be discontinued lay within 500 yards of the towns' border. As required by Massachusetts General Laws Chapter 82, Section 1, the Selectmen of Hancock gave the Town of Richmond written approval of this discontinuance. BRPC advised the Richmond Planning Board that there is no foul or risk in voting to discontinue a road that has already been discontinued. According to *Witteveld v. City of Haverhill*, 12 Mass. App. 877 (1981), the act of discontinuing a road *does not* conclusively establish that it ever *was* a public road.

The Richmond CDP Committee and Planning Board also decided to call for a Town Meeting vote to discontinue a road known as Foster Drive, which at one time served as the driveway to

the Town landfill. The landfill has since closed, and the way is no longer used, maintained or even passable. On May 28, 2003, Town Meeting voters discontinued the way. Foster Way thus does not appear on the adopted Official Map.

Table 3 summarizes significant County Commissioners and municipal records showing historical votes to “abandon,” “close,” discontinue maintenance or discontinue ways in the Town of Richmond. A more comprehensive collection of such records is available upon request from Richmond Town Administrator, Bruce Garlow, who provided the Town records to BRPC. The records refer often to landmarks that may or may not be applicable to this day, such as particular residents’ driveways or former farms. The Official Map accompanying this report attempts to reflect as accurately as possible the actions specified in Table 3 and in all of the Town and County Commissioners records. Copies of most of the road status documentation the County Commissioners records can be found in Appendix B of this report. Records from the Town of Richmond are available at the Town Hall.

**Table 3. Roads Documented as Discontinued, Abandoned or Accepted by Town**

Road	Action	Date of Action
Unnamed Road (following line from Old Post Road to Anthony Road to Osceola Road Extension)	Book 12, page 439 County Commissioners records: discontinuance of the road “leading Southeasterly from the State-road, near the summit of New Lebanon Mountain, to a point near the so-called Dewey farm, belonging to the Hancock Shakers.”	January 7, 1903
“old “ Dean Hill Road	Book 24, page 228 County Commissioners records: discontinuance of “portion of a highway...known as old Dean Hill Road located between the Boston and Albany Railroad and Route 41 a short distance North of the Richmond Town Line.”	March 12, 1974
county road in Richmond Furnace	Book 13, page 228 County Commissioners records: discontinuance of the “road extending from the Southerly line of the Richmond and Canaan Road, so called, to the Northerly line of West Stockbridge and Richmond Road, so called, passing near the railroad station in that part of...Richmond called Richmond Furnace.”	December 6, 1910

\*Town records of additional discontinuances are available at the Town Clerk’s office in the Town Hall.

In cases where the documentation for road discontinuance was not entirely precise—whether because the language cited out-of-date landmarks, or called for “closing” or “abandoning,” or otherwise was not clear—Town of Richmond planning board members agreed to let statuses shown on the adopted Official Map prevail over statuses shown in any other documentation. This is one of the more useful, though delicate, planning features of adopting an Official Map: according to Massachusetts General Laws Chap 41, Sections 81E-I, the roads laid out on an adopted Official Map are the only ones deemed to allow public right of access, and are therefore the only ones subject to legal liabilities in accordance with each road’s classification (State,

Town, Private, etc.). Any road not shown on an Official Map is deemed not approved by the Town—and thus not a public right of access—and therefore is not entitled to any legal status of any kind.

BRPC generally recommends that Towns adopting Official Maps do their utmost to actually vote on specific actions that may alter the status of a road, if for no other reason than to avoid confusion. But Massachusetts General Laws does not require this before adopting an Official Map, and the Town of Richmond felt that such action in every case was unnecessary. The Town put its faith in the legal prevalence of the Official Map. BRPC advised the Town of Richmond that with the adoption of an Official Map comes the responsibility to amend the Official Map as changes in road statuses require.

#### **Of Note...**

Concerning “abandoned” roads: 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 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 (Massachusetts General Laws 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” 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 Richmond may therefore have presented land use quandaries if their status had not been clarified legally before a developer approaches the planning board with an ANR subdivision plan.

#### **Appendices**

Appendix A contains the article language BRPC provided for the Richmond Town Meeting warrant for both road discontinuance and Official Map adoption. Included are several example articles from other Town Meeting warrants where Official Maps or road discontinuances were adopted. Appendix B contains all of the documentation about discontinuance gathered from County Commissioners records.

# Warrant for the Annual Town Meeting

## Town of Richmond, MA

### May 28, 2003

Article 18: Road Discontinuance  
Article 19: Official Map Adoption

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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.*

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

**Article 17: Road Discontinuance**

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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 .35miles, 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: 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 Town 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:

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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

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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 "northerly 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 Willamson }

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

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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 Road (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 0.05 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

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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. Paul 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.

## County Commissioners Records Book 12, Page 439

## Registry of Deeds, Pittsfield, MA

## Discontinuance of Unnamed Road (possibly known as "Old Post Road")

Town of Richmond, MA

B.12 439

January 7, 1903

(See Map 2: County  
Engineers Map,  
1988 edition)

Jan'y 7th And now on January 7th 1903, being the first Wednesday in said month, Wil-  
1903: liam P. Wood Esq., having been elected County Commissioner for the term of three years  
from this date, and having duly qualified, takes his place on the Board, and the  
Board proceeded to organize for the ensuing year,. Upon ballot being taken for  
Chairman of the Board, William P. Wood was duly elected.

O r d e r e d : That the County Treasurer be authorized to transfer  
from any money remaining in the County Treasury, the following amounts, to the fol-  
lowing accounts-

Salaries and Expenses of District & Police Courts,	3267.84
Truant School,	77.53

No. 187: S e l e c t m e n o f H a n c o c k & R i c h m o n d, Petitioners  
Selectmen for the discontinuance of a Highway in said towns.  
-of-  
Richmond Pittsfield Mass., Oct. 14, 1899- To the County Commissioners of Berkshire  
-to- County:- The Selectmen of Hancock & Richmond petition your Honorable Body; that  
Hancock, the discontinuance of the road leading Southeasterly from the State-road, near the  
Petrs. for: summit of New Lebanon Mountain, to a point near the so called Dewey farm, belonging  
Discontinu'ce of Highway to the Hancock Shakers is desired by the towns represented by your petitioners.  
in sd' towns. D. L. Whitman, Wm. H. Sherill, Selectmen of Hancock & Richmond.

This petition was entered in the Clerk's office at Pittsfield within and  
for our said County of Berkshire, October 14th 1899, at which time C. H. Dorr of Rich-  
mond appeared as principal, and C. H. Wells of Hancock, appeared as surety, and recog-  
nized to the County in the sum of \$200., for the Costs which might accrue upon sd'  
Petition, as on file.

And at the meeting of the County Commissioners holden at Pittsfield within  
and for said County, on the first Tuesday of October A.D. 1899, and by adjournment on  
Wednesday November 8th A.D. 1899, Upon the petition aforesaid, it was then and  
there determined by said Commissioners to view the premises and hear all persons  
and corporations interested therein, and to meet for that purpose at the Store of  
the Hancock Shakers, in Hancock in said County, on Friday the Eighth day of December

**County Commissioners Records Book 12, Page 440-441**  
**Registry of Deeds, Pittsfield, MA**  
**Discontinuance of Unnamed Road (possibly known as "Old Post Road")**  
**Town of Richmond, MA**  
**January 7, 1903**

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January 7th next at twelve o'clock noon. And it was ordered, that the Sheriff of said County or his Deputy give notice thereof by serving a true and attested copy of said petition and order thereon, upon the Clerks of the Towns of Hancock and Richmond in said County, thirty days at least before the day appointed for said view and hearing, and also by causing a copy thereof to be published in the Evening Eagle a newspaper printed at Pittsfield in said County, three weeks successively, the last publication to be fourteen days at least before the day appointed for said view and hearing, and by posting up copies of said petition and order thereon, in two public places in said Towns of Hancock and Richmond in said County, fourteen days before the day of said view and hearing; and said Sheriff is to make return of his doings therein to William F. Wood Esq., Chairman of said Commissioners, on or before the day appointed for said view and hearing.

And this petition was thence continued from meeting, to the meeting of the County Commissioners holden at said Pittsfield, on the first Tuesday of January A.D. 1901, at which time, the Commissioners filed their Report on "law, which was read and accepted, and is as follows:

Report on  
"law:  
Commonwealth of Massachusetts. Berkshire Co. D.S.  
In pursuance of an Order of Notice, on the petition of the Selectmen of Hancock and Richmond, representing that the public convenience and necessity require that the road leading Southeastwardly from the State road near the summit of New Lebanon Mountain to a point near the so called Dewey Farm belonging to the Hancock Shakers, as is more at large set forth in said petition, a copy whereof is hereto annexed; which order was passed at a meeting of the County Commissioners holden at Pittsfield within and for said County, on the first Tuesday of November 1899. The Board met at the Store of the Hancock Shakers in Hancock in said County, on the eighth day of December 1899, at 12 o'clock M., the time and place appointed in said order, for the purpose of viewing the route, hearing the parties, and determining what should be done in the premises. It then appearing to the Board, that the Towns of Hancock and Richmond and all persons and corporations interested in said petition had been duly and legally notified, in all respects as required by law, and in ac-

(See Map 2: County Engineers Map, 1988 edition)

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January 7th 1901  
conform with said order of said petition and order, a copy of which, with the affidavit of the Clerks of the Towns of Hancock and Richmond, and the petitioners, and direct other citizens of said Towns being present, and no objections made to the Board proceeding to view the premises. The Board did, in the presence of said petitioners and others, proceed to view the route indicated in said petition, and to hear the parties upon the question of public convenience and necessity, at the close of which meeting, the case was submitted to the decision of the Board, and the Board adjourned for the further consideration and determination of the matter to their next regular session at Pittsfield on the first Tuesday of January 1900, and from then until this meeting. And now, on said first Tuesday of January 1901, the Board having carefully considered the whole matter, do adjudge and determine, that public convenience and necessity require that in accordance with said petition, and between the termini named therein, said road be discontinued.

Wm. F. Wood  
W.C. Folsell  
Frank S. Richardson  
County Commissioners.

Notice to  
discontinue:  
And at the meeting last aforesaid, to wit: the January meeting, A.D. 1901, it was ordered: That notice be given to all persons and corporations interested therein, that said Commissioners will meet at the Court House in Pittsfield in said County, on Tuesday the Fifth day of February next, at Eleven o'clock in the forenoon, for the purpose of discontinuing said road or highway, by publishing a copy of said adjudication and this order thereon, in the Berkshire Evening Eagle, a public newspaper printed at Pittsfield in said County, three weeks successively, the last publication to be fourteen days at least before said Fifth day of February next: And it was further ordered by the County Commissioners, that the Sheriff of said County, or his Deputy serve the Clerks of the Towns of Hancock and Richmond, with a copy of said adjudication and this order thirty days at least, and post up an attested copy thereof in two public places in said Towns of Hancock and Richmond, fourteen days at least before the said Fifth day of February next, at which time the said Commissioners will proceed to discontinue said road, and will hear all persons and

**County Commissioners Records Book 12, Page 442-443**  
**Registry of Deeds, Pittsfield, MA**  
**Discontinuance of Unnamed Road** (possibly known as “Old Post Road”)  
**Town of Richmond, MA**  
**January 7, 1903**

my 7th  
1961

corporations interested therein who may then and there desire to be heard, and assess such damages as in their opinion may be just and proper by reason of the discontinuance of said road, and that return be made by said Sheriff of his doings therein to William T. Wood Esq., Chairman of said Commissioners, on or before the said Fifth day of February next.

And this petition was thence continued, to the adjourned meeting of the County Commissioners holden at Pittsfield aforesaid, on Tuesday March 5th A.D. 1961 at which meeting, the Commissioners, filed their Notice of Discontinuance, which was read and accepted, and is as follows, to wit:

Commonwealth of Massachusetts. Berkshire S.S.

At a meeting of the County Commissioners of the County of Berkshire, held at Pittsfield in said County, on the first Tuesday of January in the year of our Lord one thousand nine hundred and one, and by adjournment on Tuesday March 5th A. D. 1961. Whereas upon the Petition of the Selectmen of Hancock and Richmond Townships, representing that the public convenience and necessity require that the road leading Southeastwardly from the State Road near the summit of New Lebanon Mountain to a point near the so called Dewey Farm belonging to the Hancock Shakers, be discontinued- After due proceedings had, it was by the County Commissioners adjudged and determined that common convenience and necessity require that said road be discontinued, as prayed for in said petition, as more fully appears from the report on view filed in said case. And whereas, at a meeting of the County Commissioners held at Pittsfield in and for said County, on the first Tuesday of January 1961, an order of notice was passed appointing a time and place for a meeting of the Board for the purposes of discontinuing said road, or so much thereof as the Board had adjudged necessary, of hearing all persons and corporations interested therein, and assessing damages to all persons who might sustain damage thereby. " Board met in pursuance of said order, at the Court House in Pittsfield in said County, on Tuesday the Fifth day of February 1961, at Eleven o'clock in the forenoon, the time and place appointed in said order, and it then appeared that v

**(See Map 2: County Engineers  
Map, 1988 edition)**

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January 14th 1943: Members of Hancock and Dickson and all other persons and corporations interested therein have been duly notified of said petition and the view and adjudication thereon, and of the time place and purposes of said meeting, in the manner prescribed by law in accordance with the requirements of said order, a copy thereof, and of the officer's return thereon, as on file in the case, and the petitioners and diverse other citizens being present, and no objection being made to any proceeding of the Board since the view and adjudication, the Board proceeded to discontinue said road according to their previous adjudication, and said road is, and is hereby declared to be discontinued. No person appearing to claim damages for removal of the discontinuance of said road, we do not assess any damages whatsoever.

th. P. Wood	}	County
H.C. Palmer		Commissioners.
S.A. Nichol		Associate Commissioner.

And this petition was thence continued from meeting to meeting to this meeting, and now at this meeting, to wit: the January Meeting A.T. 1943, no further proceedings being required in the case, the case is

- 2 2 2 2 2 -

19, 1991 George E. Deane Brothers, Petitioners for the re-  
-No. 2 Location of Streets in Cheshire.  
Deane et al. Petors  
for relocation of the Board of County Commissioners within and for the County  
of Cheshire - The undersigned inhabitants, legal voters and tax-payers of the  
Town of Cheshire in said County, humbly represent: That the boundaries of  
the highway from a point in Main Street, as called, in said Cheshire, opposite the  
residence of Frank A. Merdly, running westerly to the highway leading from Pitts-  
field to Adams, have become obliterated and uncertain; that the location of the  
same is indefinite and needs revision and that public necessity and convenience re-  
quire that alterations should be made in the course and width of the same and that  
it should be extended westerly and northeasterly across said highway leading from  
Pittsfield to Adams and to the intersection of the highway leading from Cheshire

**County Commissioners Records Book 13, Page 228-229**  
**Registry of Deeds, Pittsfield, MA**  
**Discontinuance of Road in Richmond Furnace**  
**Town of Richmond, MA**  
**December 6, 1910**

December 6th, 1910: The Selectmen of the town of Richmond, Berkshire Co., Mass., respectfully represent that there was in said town a county road extending from the southerly line of Richmond & Canaan Road, so called, to the northerly line of the West Stockbridge & Richmond Road, so called, passing near the Railroad Station in that town of Richmond called Richmond Furnace; that at the time of the discontinuance of the Boston & Albany Railroad Company was discontinued; that said discontinuance that portion of the highway extending from the southerly line of the location of said railroad company to the southerly line of the Richmond & Canaan Road and that portion lying between the southerly line of the location and a line drawn across said road, parallel with and distant sixty-six (66) feet southeasterly from the southerly line of the location may be discontinued, and that you will take such action as is required by the statutes of this Commonwealth. And your petitioners represent that Frederick Hittleman, Jeremiah Callahan, Jane Hittleman, Richmond Iron Works, all of said Richmond, are the only persons interested in the discontinuance, and as your petitioners understand, do not object to this petition. Richmond, Mass. November 2, 1910. William G. H. Dorr, W. L. Nichols, Selectmen of Richmond.

(See Map 2: County Engineers Map, 1988 edition)

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This Petition was filed in the Clerk's Office at Pittsfield within and for the County of Berkshire on November 8th, 1910 at which time the petitioners were by C. L. Hibbard Esquire, and C. L. Hibbard as principal and as surety for costs in the sum of \$300 as on file, and notice issued, publication in the Berkshire Evening Eagle, etc., returnable at the Court House in Pittsfield on Tuesday the 6th next, at eleven o'clock A. M., as on file.

And now at this time, to wit: on December 6th, 1910 the following order of the Commissioners is ordered and entered, and road ordered discontinued:

- D E C R E E -

At a meeting of the County Commissioners of the County of Berkshire, held at Pittsfield in said county on the first Tuesday of December A. D. 1910: Upon the petition of the Selectmen of the town of Richmond representing that the discontinuance of said road for public convenience and necessity require that the road extending from the southerly line of the Richmond & Canaan Road, so called, to the northerly line of the West Stockbridge & Richmond Road, so called, passing near the railroad station in that town of Richmond called Richmond Furnace be discontinued. The petitioners and heard the parties at the Court House in Pittsfield on Tuesday the 6th of December A. D. 1910 at eleven o'clock in the forenoon, the time and place appointed for said hearing, and it appearing that all parties interested had been notified of said hearing in accordance with the officer's return on file, and no party appearing and objecting thereto, it was ORDERED, ADJUDGED and DECREED that common necessity and convenience required that said road be discontinued, and for in said petition and said road is hereby discontinued. No person shall be liable to claim damages by reason of the discontinuance of said road, no damages shall be assessed.

Arthur W. Finch  
Geo. B. Adams  
Jno. H. C. Church

County Commissioners

**County Commissioners Records Book 24, Page 228**  
**Registry of Deeds, Pittsfield, MA**  
**Discontinuance of "old" Dean Hill Road**  
**Town of Richmond, MA**  
**March 12, 1974**

March	At a regular meeting of the county commissioners begun and
12th.,	and for the County of Berkshire on Tuesday, the twenty-ninth day of March
1974:	Present, James A. Boves, Chairman John J. Pignatelli Harry W. Vincent, Jr. Berkshire County
	On the petition of the Board of Selectmen of the Town of Richmond a portion of a highway in said Town of Richmond known as old Dean Hill Road Boston and Albany Railroad and Route 41 a short distance North of the Town Line.
	An Order of Notice was adopted on January 29, 1974 appointing where the county commissioners would proceed to view the premises referred expedient, and would hear all persons interested therein, and take such as by law they might be authorized or required to do; and
	WHEREAS, James A. Boves, Chairman, and John J. Pignatelli, co-chairman pursuance of said order on Tuesday, the fifth day of March A. D., 1974 noon in the Selectmen's Office in the Town Hall of said Richmond and heard (it appearing that the Selectmen of said Richmond and all other persons notified of said petition and of the time, place and purpose of said meeting the requirements of said order) and viewed the premises; and
	WHEREAS, at the time of said hearing as aforesaid no persons objected ADJUDICATED, that common convenience and necessity no longer require of old Dean Hill Road as a public way;
	NOW THEREFORE, on this twelfth day of March A. D., 1974, at a regular county commissioners it is hereby ORDERED, ADJUDGED and DECREED, that old Dean Hill Town of Richmond be and is hereby discontinued as a public way and be and is hereby
	James A. Boves John J. Pignatelli Berkshire County
	On March 20, 1974, certified copy of order was mailed to Town Clerk in Richmond, Transportation Company, chairman of Richmond Board of Selectmen, Dean Andon, engineer and abutters Kellogg, Siebel, Baldwin, Bedell and Kimpie.
	On June 13, 1974, a certified copy of order was recorded in the Berkshire Middle of Deeds at Pittsfield in Book 950, Page 1028.
	A true record.
	Attest: Nelson A. Root Clerk
	*The following vote was omitted at the March 12, 1974 meeting. V o t e d, To request the director of accounts to approve a transfer to Item 16, Jail and House of Correction, Code 264, in the sum of \$2,202.00, the this request being "Due to the difficulty in obtaining fuel to heat the Jail and it was felt advisable to install necessary equipment and facilities that would of grade 6 or bunker oil in order to broaden our potential sources of supply for this county building."

(See Map 2:  
County Engineers  
Map, 1988 edition)

## Appendix C: 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. As of May 2003, the Town of Richmond became 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

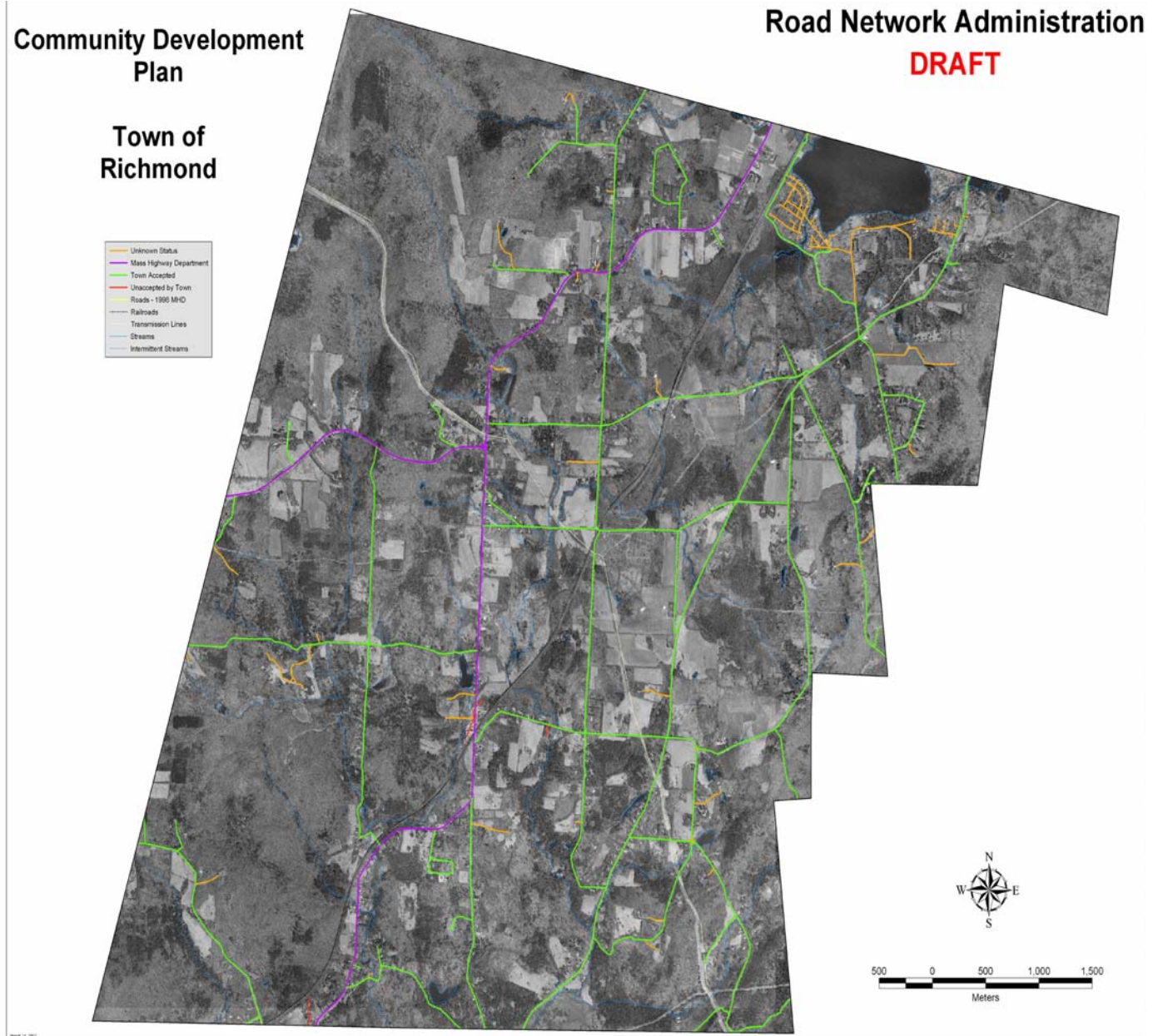
remove any way, "which is not a public way," without a Town Meeting vote, so long as the amendment is uncontested at the public hearing. In the event the amendment is contested, special procedures are required as outlined in M.G.L. Chap 41, Sec. 81F.

- ❑ 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)

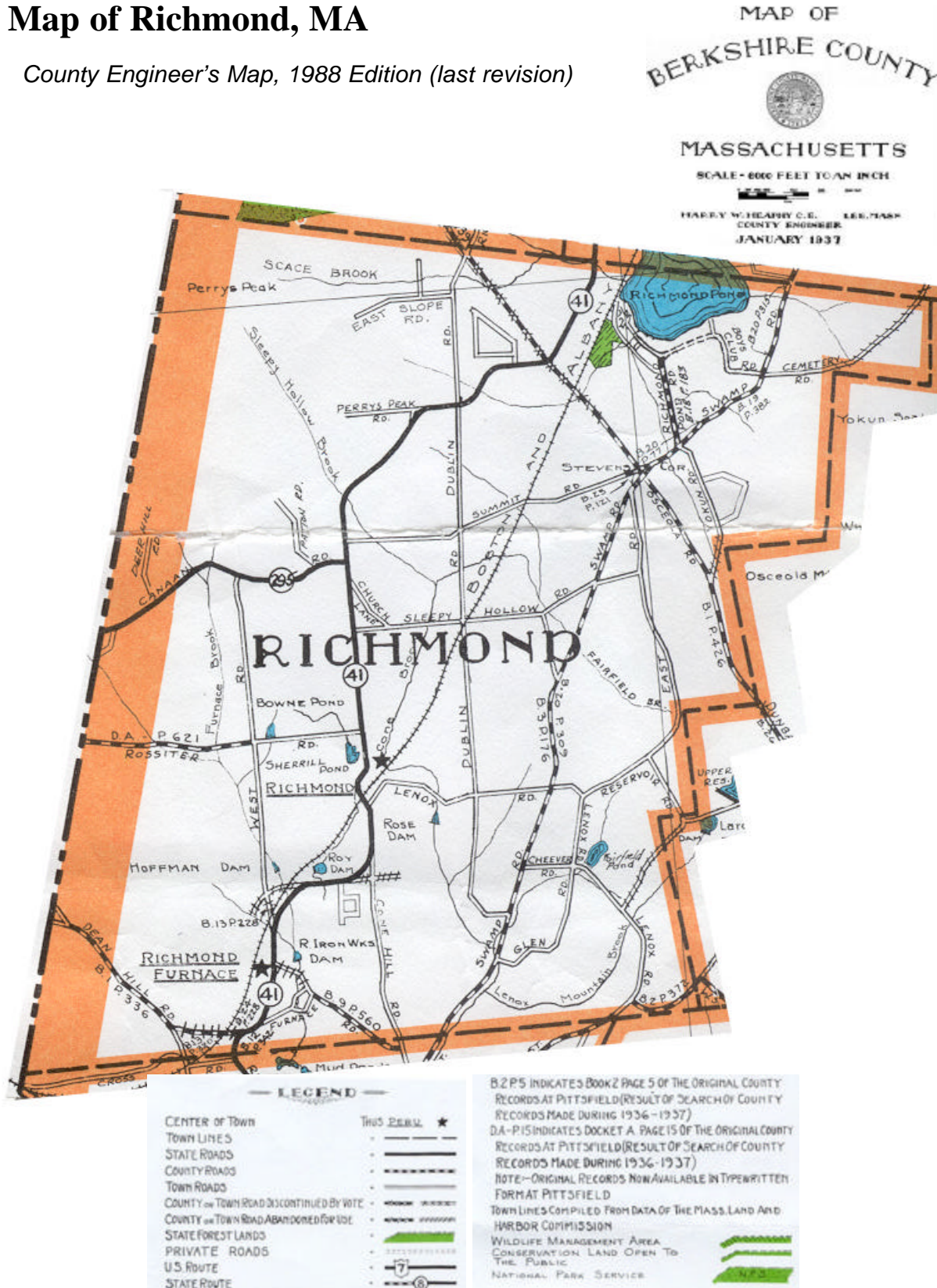
## Map of Richmond, MA

*Orthomap: Aerial Photograph with GIS Overlay of MassHighway 2002 Road Inventory File (RIF) Roads and Classifications*



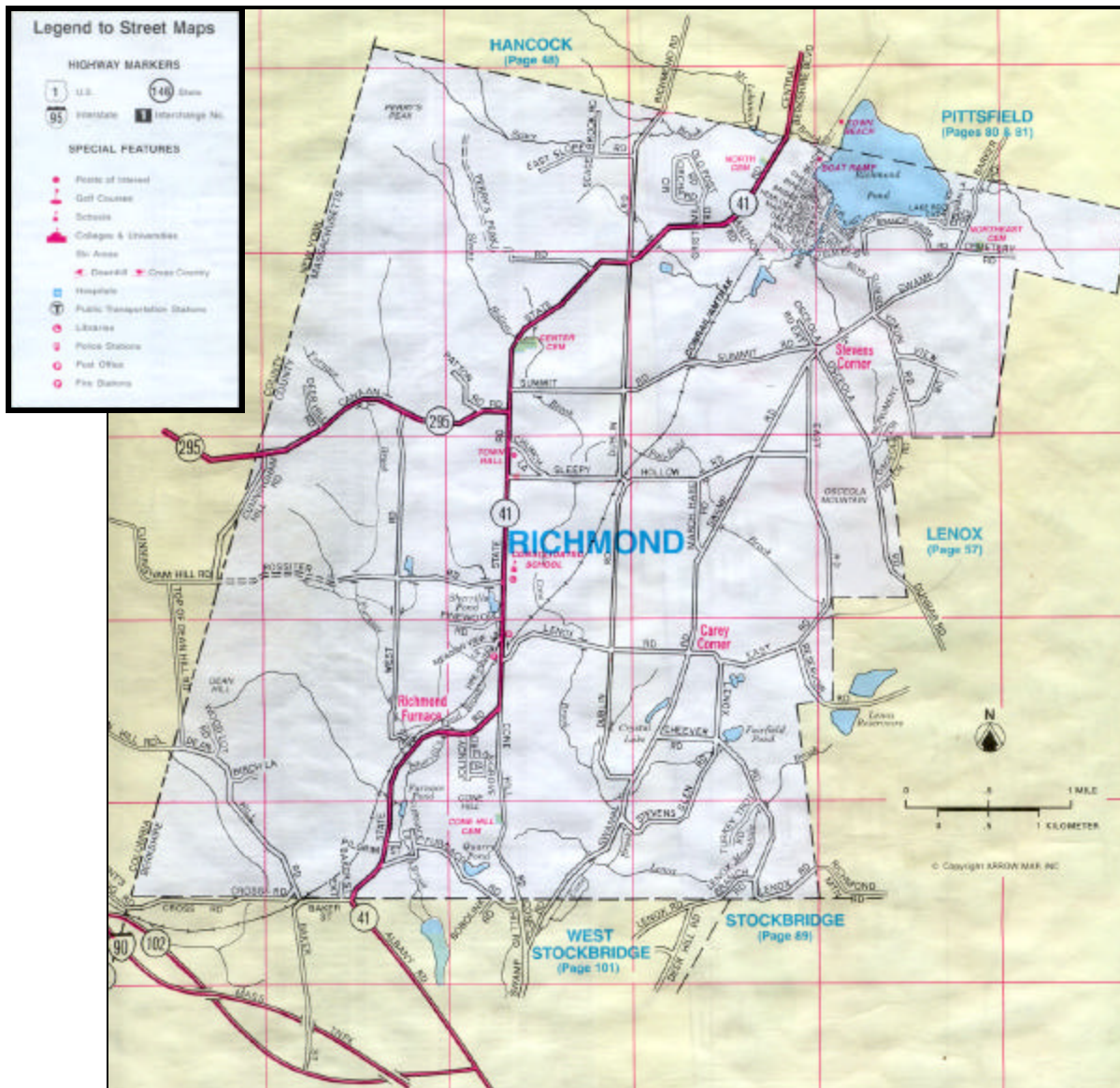
## Map of Richmond, MA

County Engineer's Map, 1988 Edition (last revision)



# Map of Richmond, MA

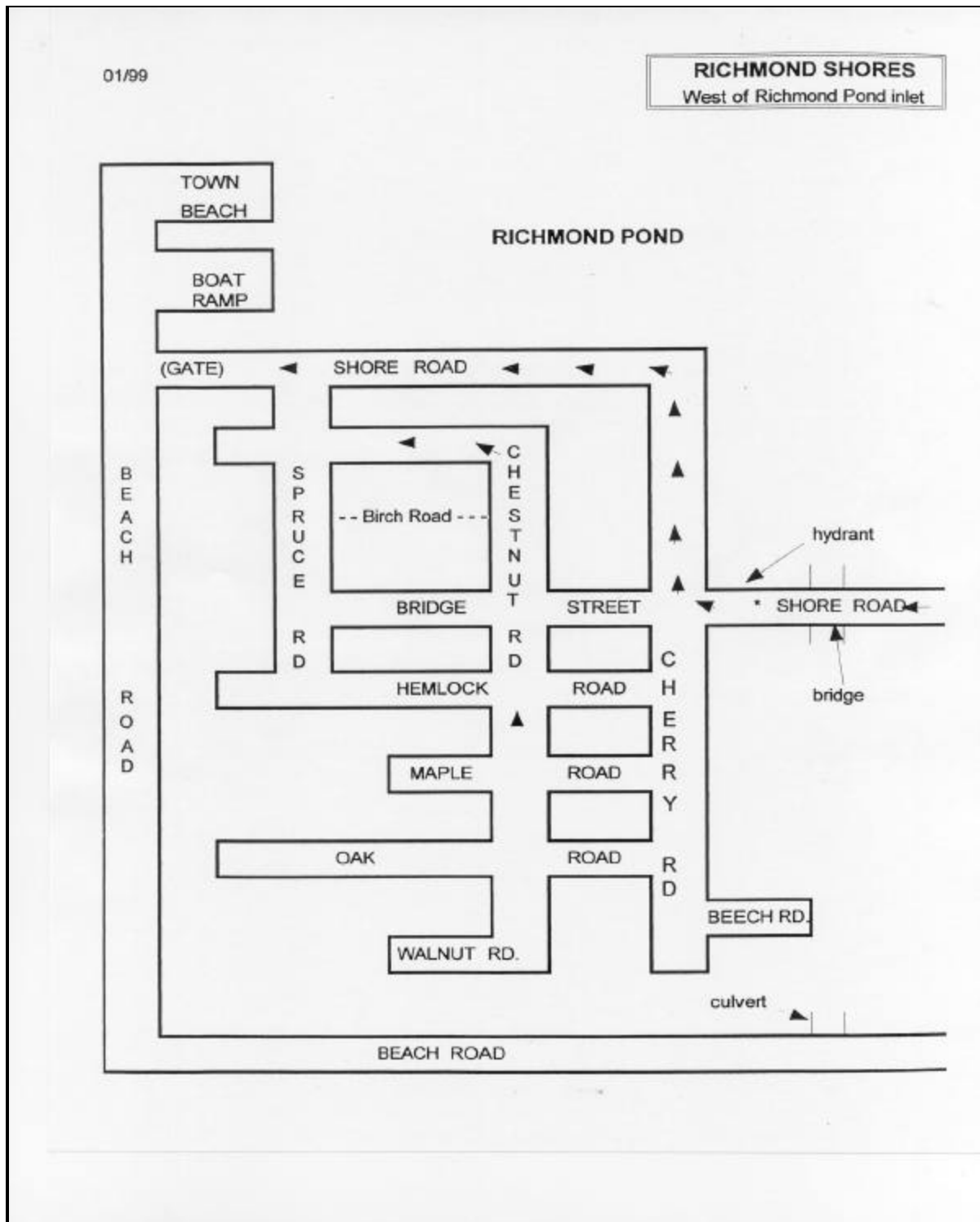
Official Arrow Street Atlas of Western Massachusetts, 1998 Second Edition.



MAP INDEX		Points of Interest		Community Profile	
<b>RICHMOND</b>		Boat Ramp		County	
<b>Localities</b>		Center Cemetery		Area (Sq Miles)	
Carey Corner		Cone Hill Cemetery		Population	
Richmond		Fire Station		Form of Govt	
Furnace		Library		Area Code	
Stevens Corner		North Cemetery		Zip Code	
<b>Streets</b>		Post Office			
Anthony Rd		School			
Baker St		Town Beach			
Baker St Ext		Town Hall			
Beach Rd					
Birch La					
Dean Hill Rd					
Deer Hill Rd					
Dudlin Rd					
East Beach Rd					
East Rd					
East Slope Rd					
Elm Rd					
Fire House La					
Furnace La					
Grist Mill Rd					
Hemlock Rd					
Johndy Rd					
Lake Rd					
Lake Rd Ext					
Lenox Branch Rd					
Lenox Rd					
Maple Rd					
March Hare Rd					
Meadow View La					
Monument Cr					
Oak Rd					
Old Post Rd					
Orchard Cir					
Osceola Notch Rd					
Osceola Rd					
Osceola Rd Ext					
Patton Rd					
Perry's Peak Rd					
Pilgrim St					
Pine Grove Dr					
Pine Rd					
Pinewood Rd					
Reservoir Rd					
Rossiter Rd					
Sage Brook Rd					
Shore Rd					
Sleepy Hollow Rd					
Spruce Rd					
State Rd					
Stevens Glen Rd					
Summit Rd					
Swamp Rd					
Town Beach Rd					
Truman La					
Turkey Trot Rd					
View Dr					
Walnut Rd					
West Rd					
Willow Rd					
Wood Lot Rd					
Yokun Rd					

## Map of Richmond, MA

*Richmond Shores Schematic, January 1999 (provided by the Richmond Planning Board)*



**Community Development Plan  
Town of Richmond**



# GIS Mapping

## GIS Maps and Data

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.

## **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 ¼ acre lots, ¼ to ½ acre lots, lots larger than ½ acre, 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*

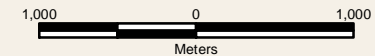
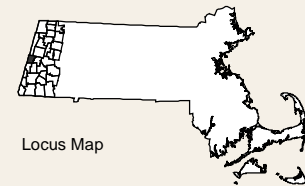
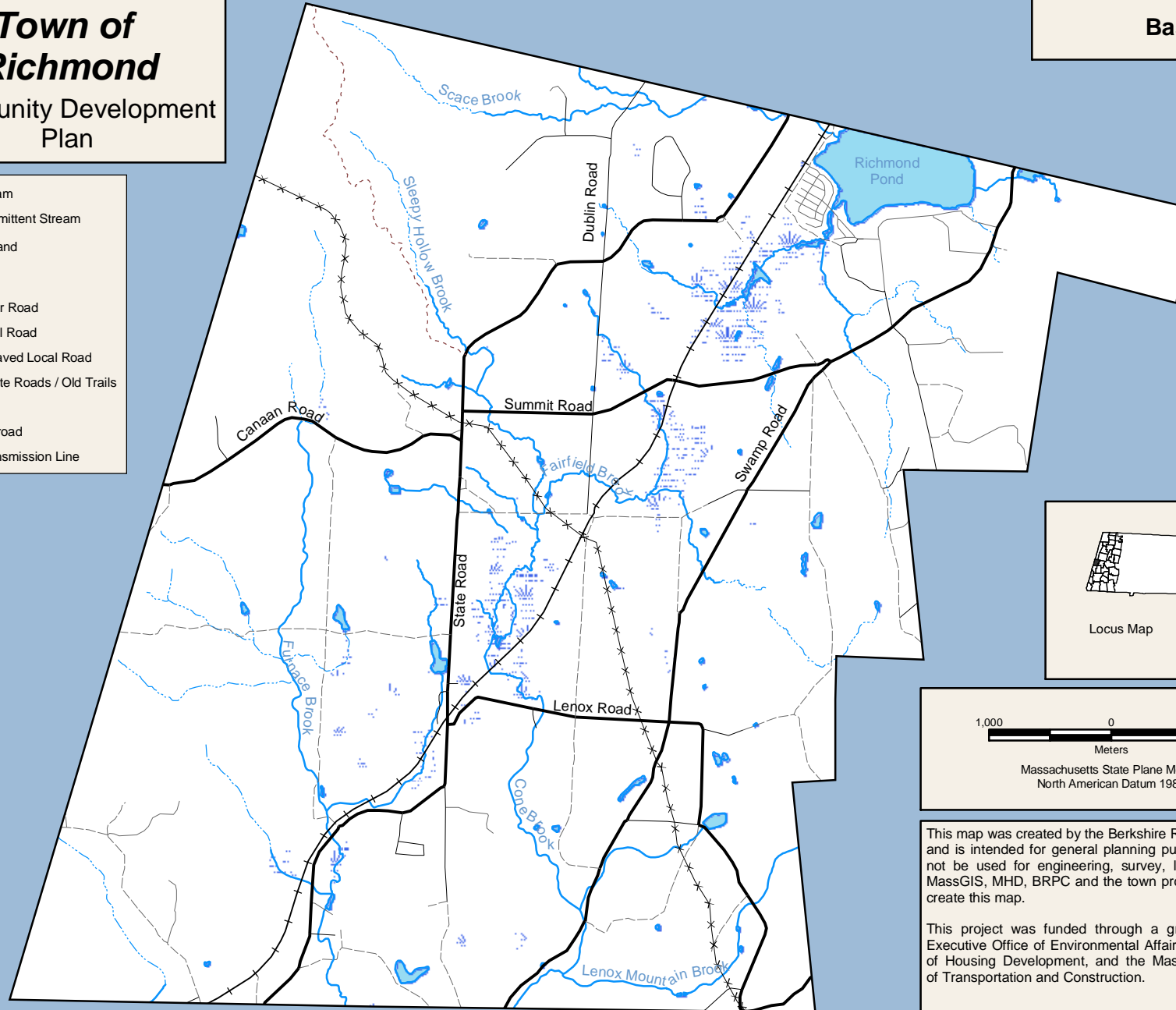
*Facilities with Groundwater Discharge Permits*

# Town of Richmond

## Community Development Plan

-  Stream
-  Intermittent Stream
-  Wetland
-  Lake
-  Major Road
-  Local Road
-  Unpaved Local Road
-  Private Roads / Old Trails
-  Trail
-  Railroad
-  Transmission Line

## Base Map



Massachusetts State Plane Meters  
North American Datum 1983



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/cdp/rch/projects/base.mxd  
September 4, 2002

# Town of Richmond

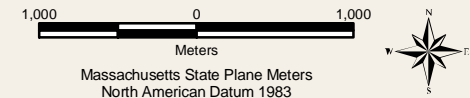
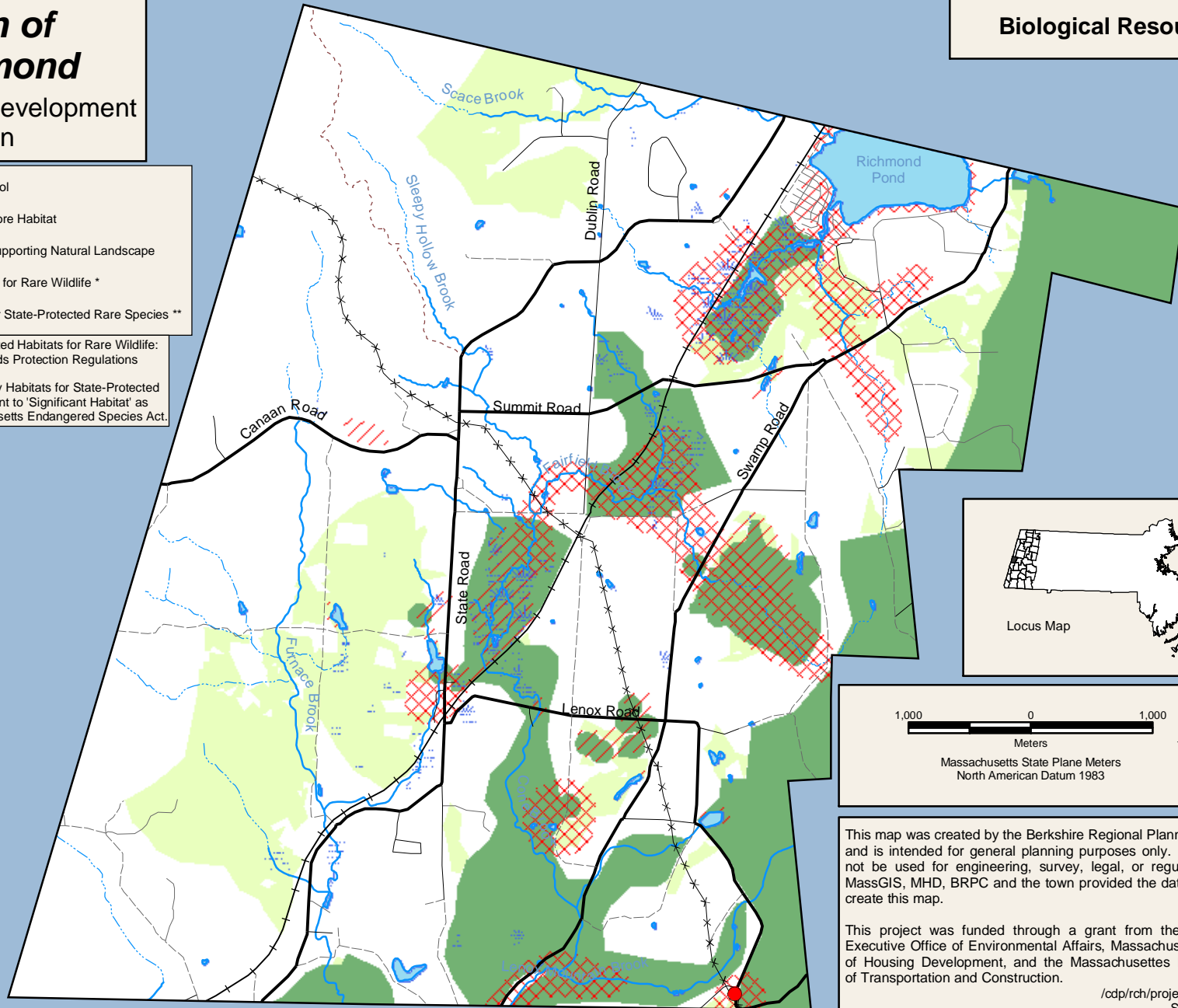
## Community Development Plan

## Biological Resources

- Certified Vernal Pool
- NHESP BioMap Core Habitat
- NHESP BioMap Supporting Natural Landscape
- ▨ Estimated Habitats for Rare Wildlife \*
- ▨ Priority Habitats for State-Protected Rare Species \*\*

\* 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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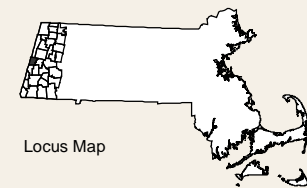
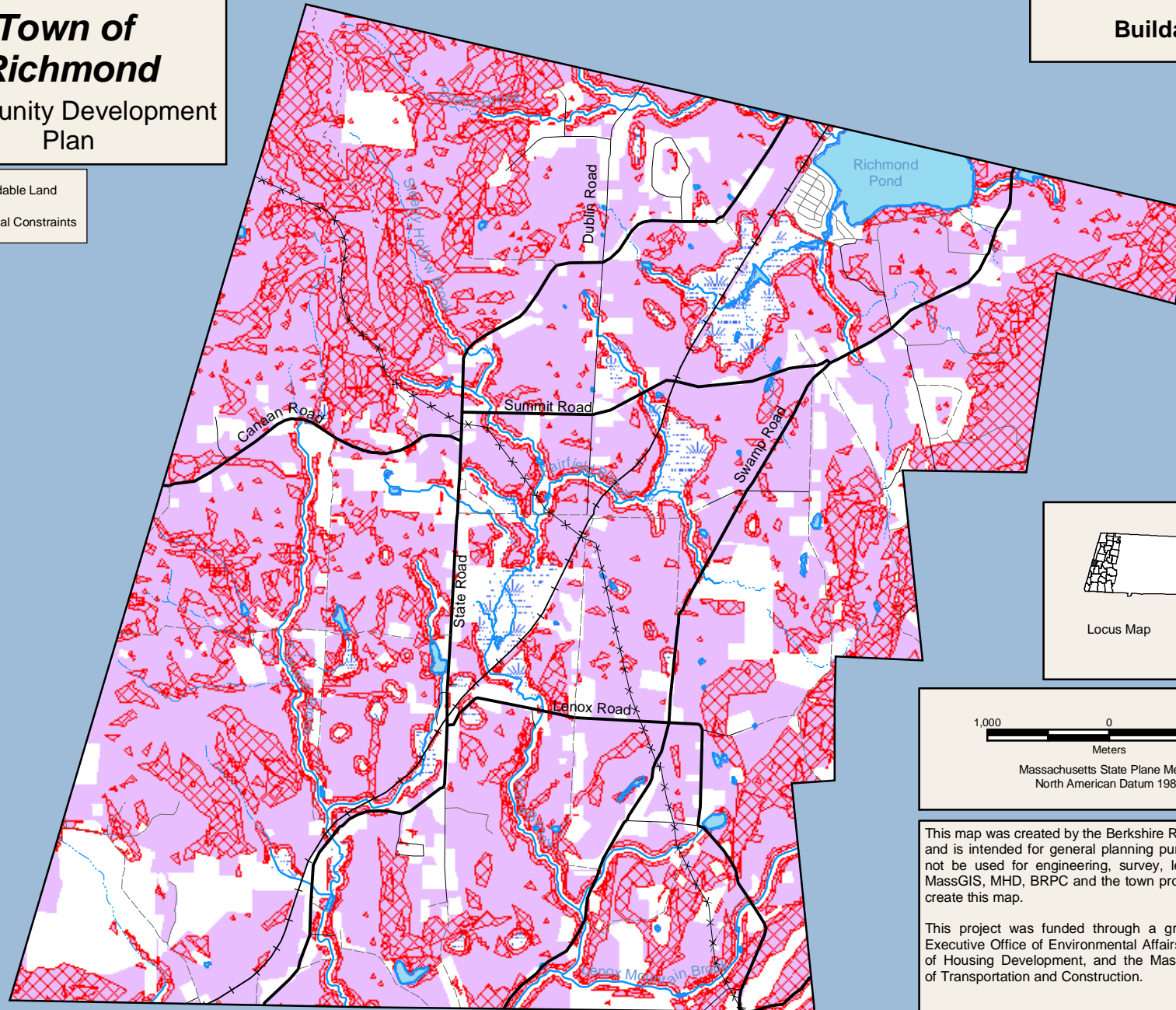
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September 4, 2002

# Town of Richmond

## Community Development Plan

- Buildable Land
- Partial Constraints

### Buildable Land



1,000 0 1,000  
Meters

Massachusetts State Plane Meters  
North American Datum 1983



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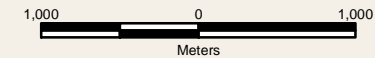
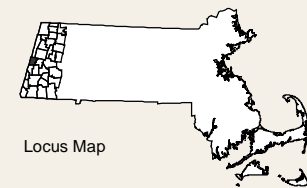
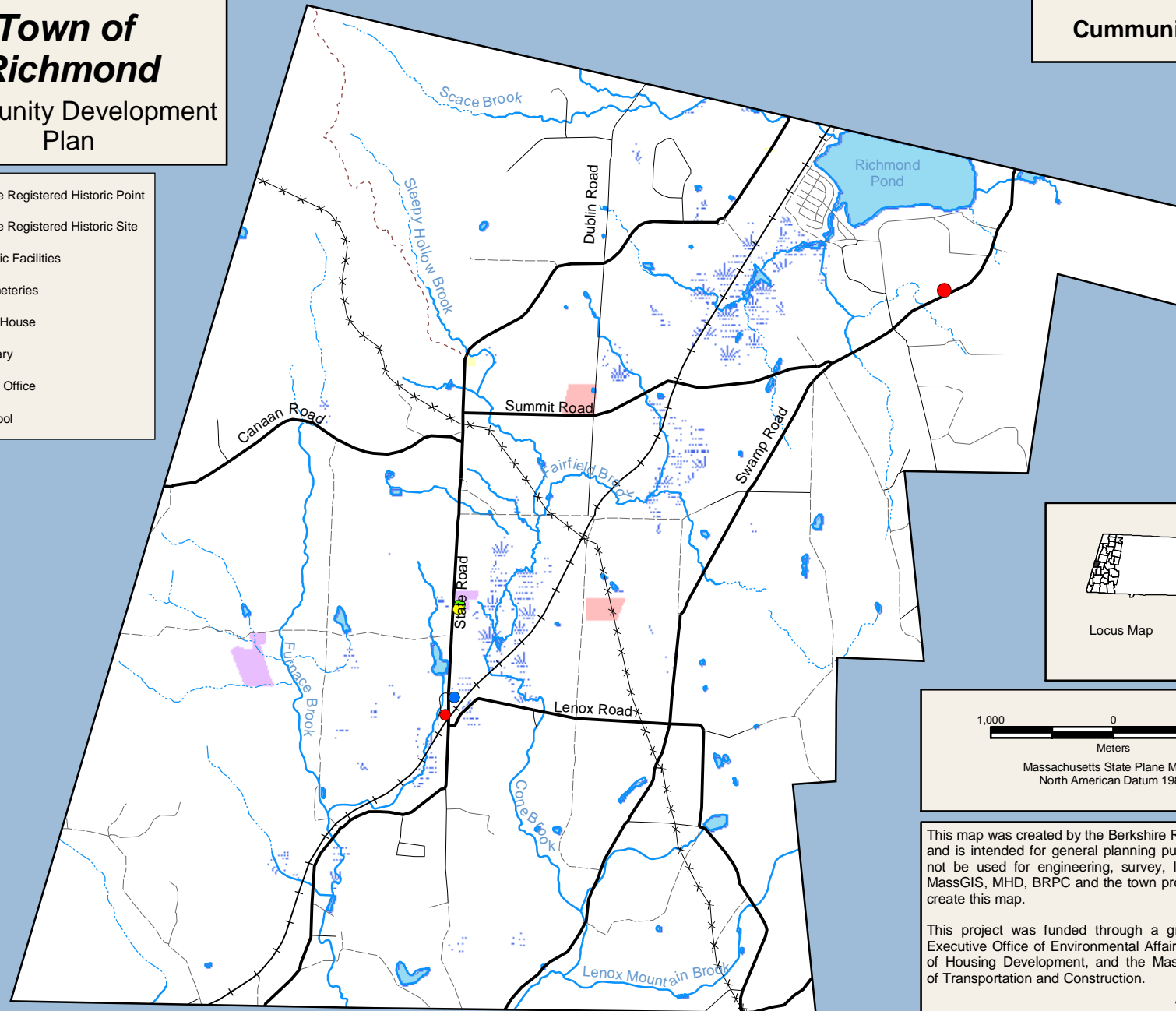
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September 4, 2002

# Town of Richmond

## Community Development Plan

- State Registered Historic Point
- State Registered Historic Site
- Public Facilities
- Cemeteries
- Fire House
- Library
- Post Office
- School

## Community Resources



Massachusetts State Plane Meters  
North American Datum 1983



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










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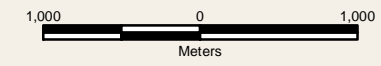
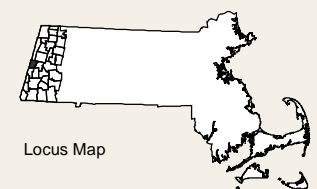
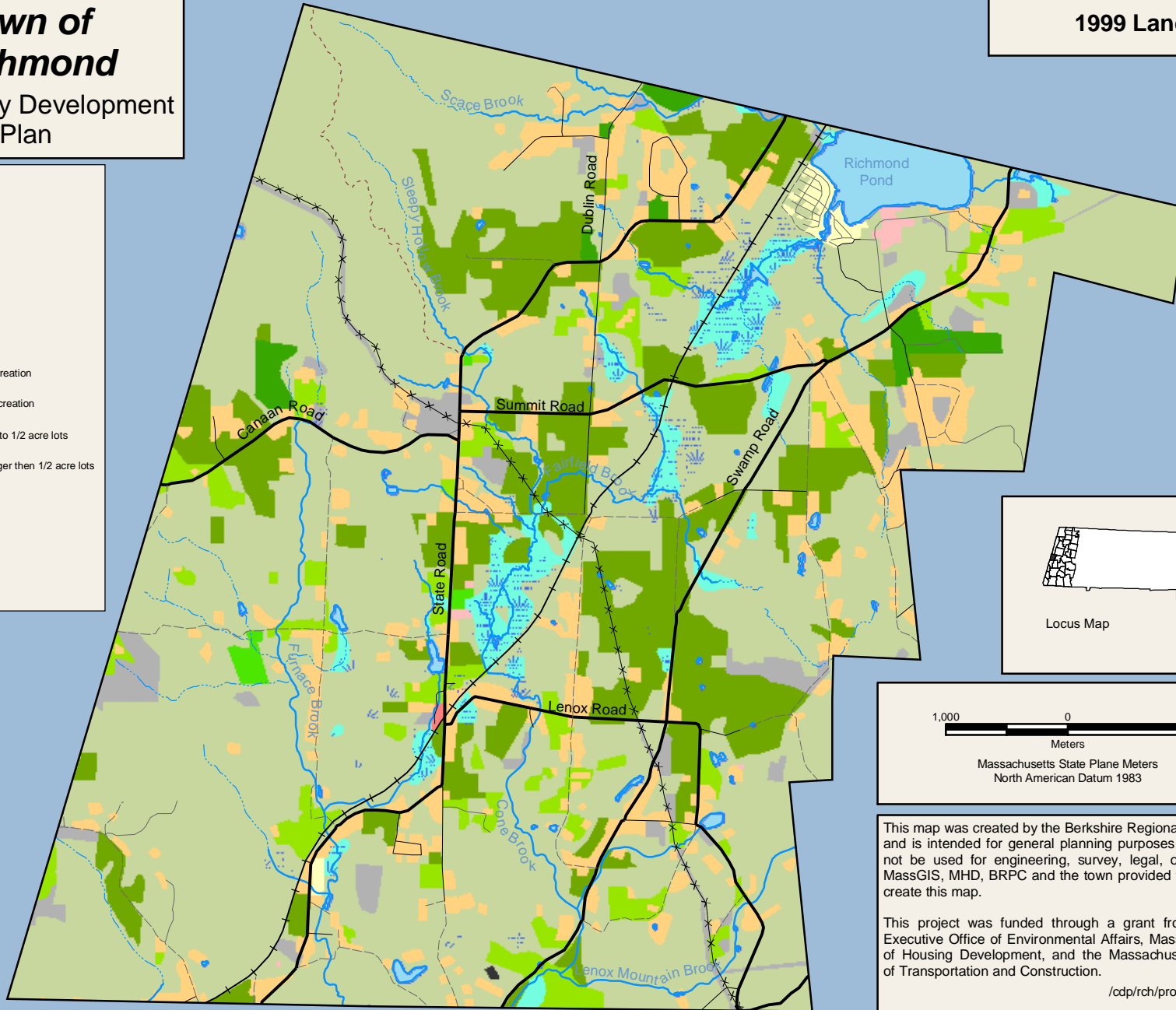
/cdp/rch/projects/community.mxd  
September 4, 2002

# Town of Richmond

## Community Development Plan

1999 Land Use

-  Cropland
-  Pasture
-  Forest
-  Wetland
-  Mining
-  Open Land
-  Participation Recreation
-  Water Based Recreation
-  Residential - 1/4 to 1/2 acre lots
-  Residential - Larger than 1/2 acre lots
-  Commercial
-  Urban Open
-  Water
-  Woody Perennial



Massachusetts State Plane Meters  
North American Datum 1983



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September 4, 2002

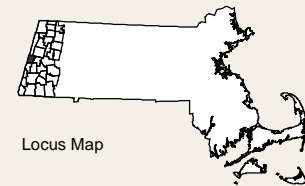
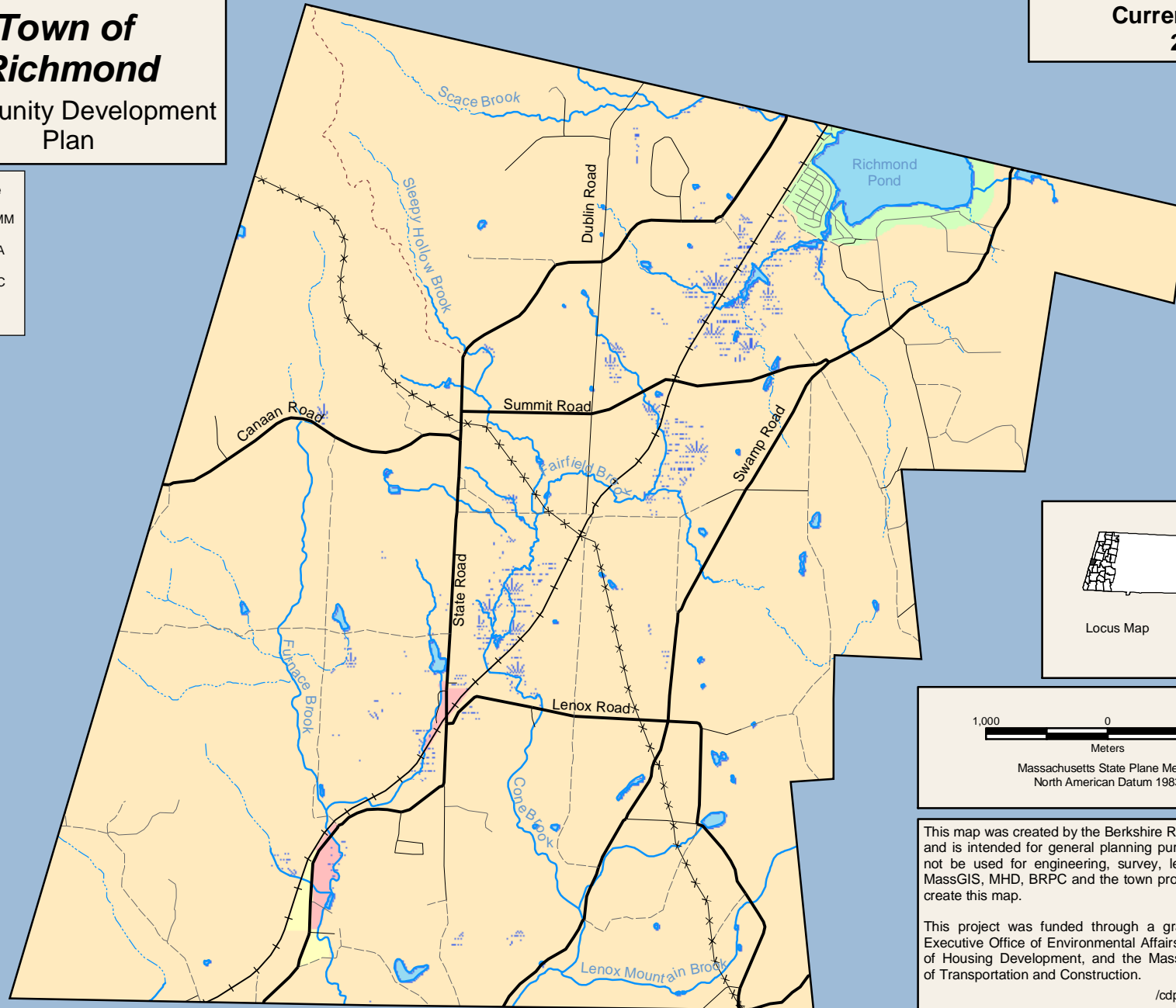
# Town of Richmond

## Community Development Plan

### Zone Name

COMM	COMM
RA-A	RA-A
RA-C	RA-C
SR	SR

Current Zoning  
2001



1,000 0 1,000  
Meters

Massachusetts State Plane Meters  
North American Datum 1983



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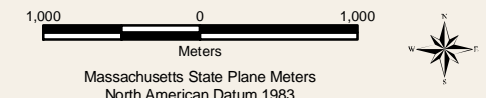
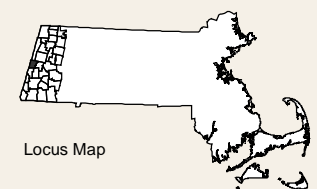
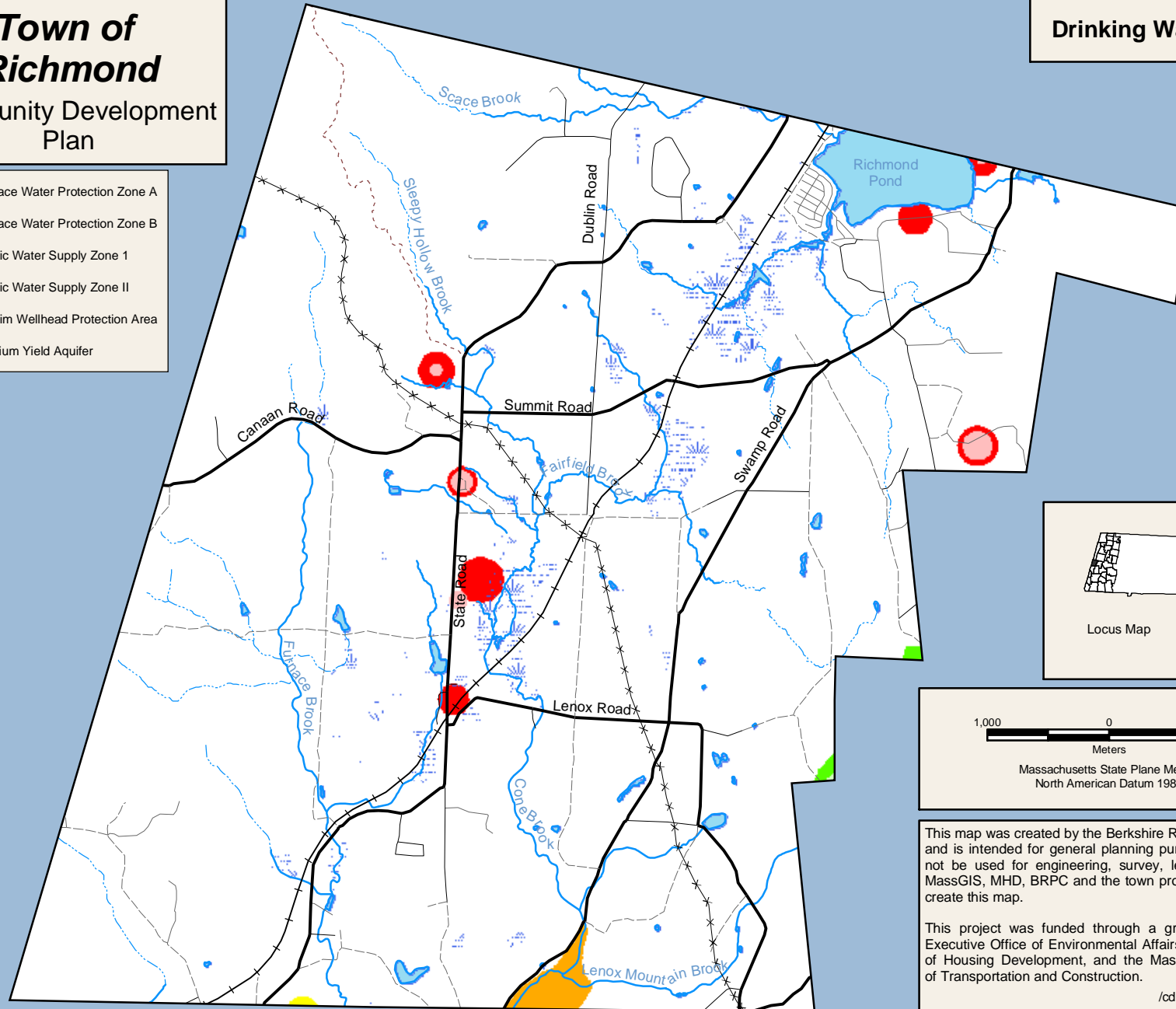
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September 4, 2002

# Town of Richmond

## Community Development Plan

- Surface Water Protection Zone A
- Surface Water Protection Zone B
- Public Water Supply Zone 1
- Public Water Supply Zone II
- Interim Wellhead Protection Area
- Medium Yield Aquifer

## Drinking Water Resources




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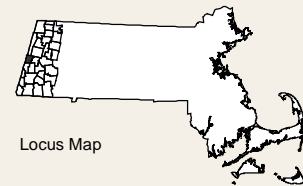
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September 4, 2002

# Community Development Plan

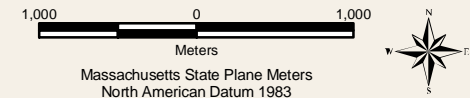
 MRIP Riparian Corridor

MRIP - Massachusetts Resource Identification Program

## Ecological Resources



### Locus Map



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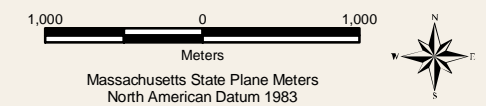
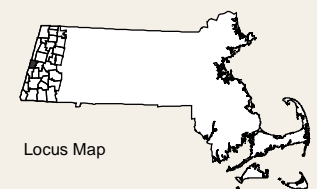
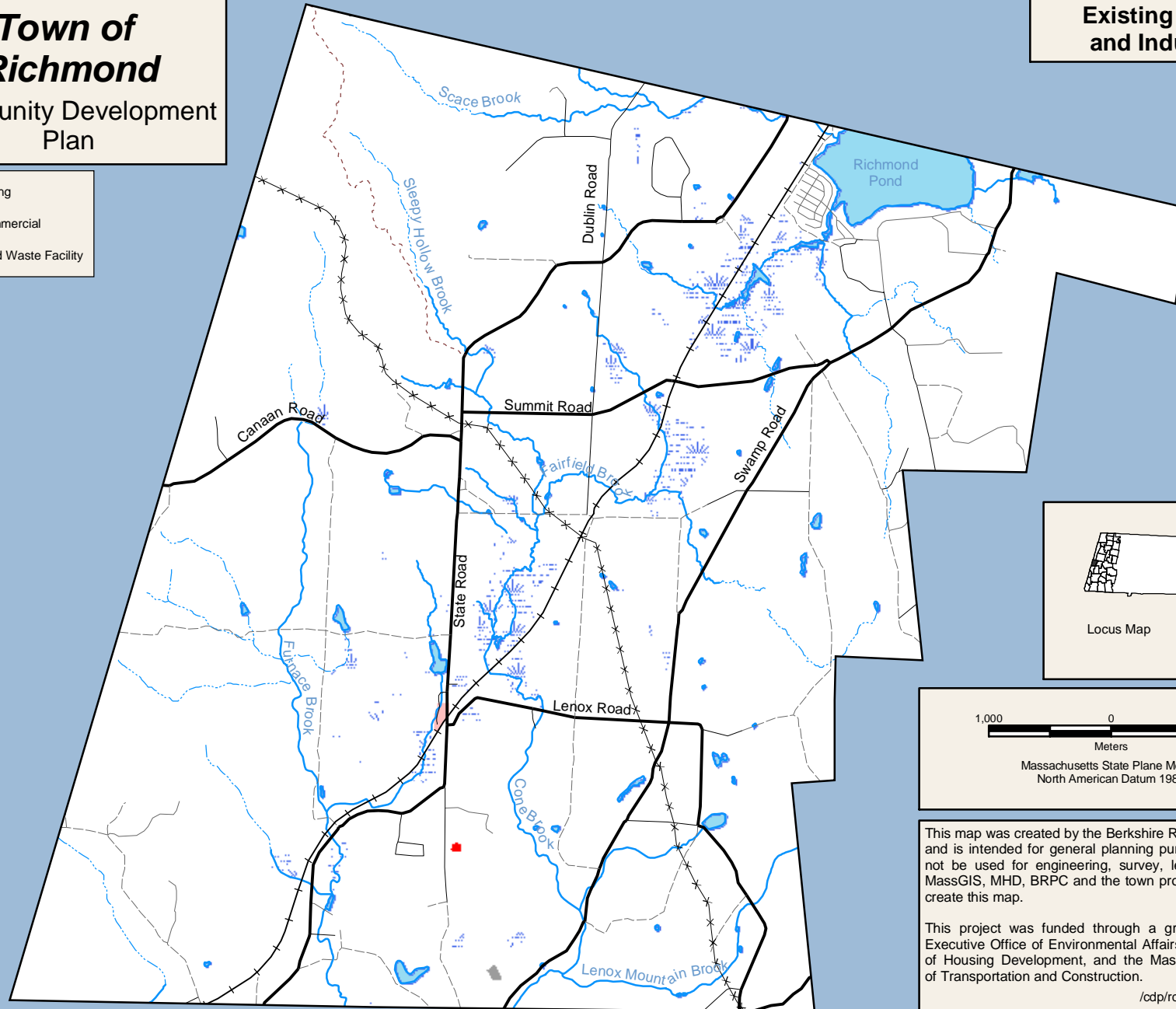
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September 4, 2002

# Town of Richmond

## Community Development Plan

- Mining
- Commercial
- Solid Waste Facility

## Existing Commercial and Industrial Land



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September 4, 2002

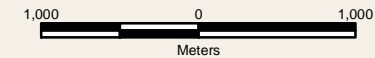
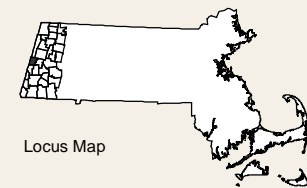
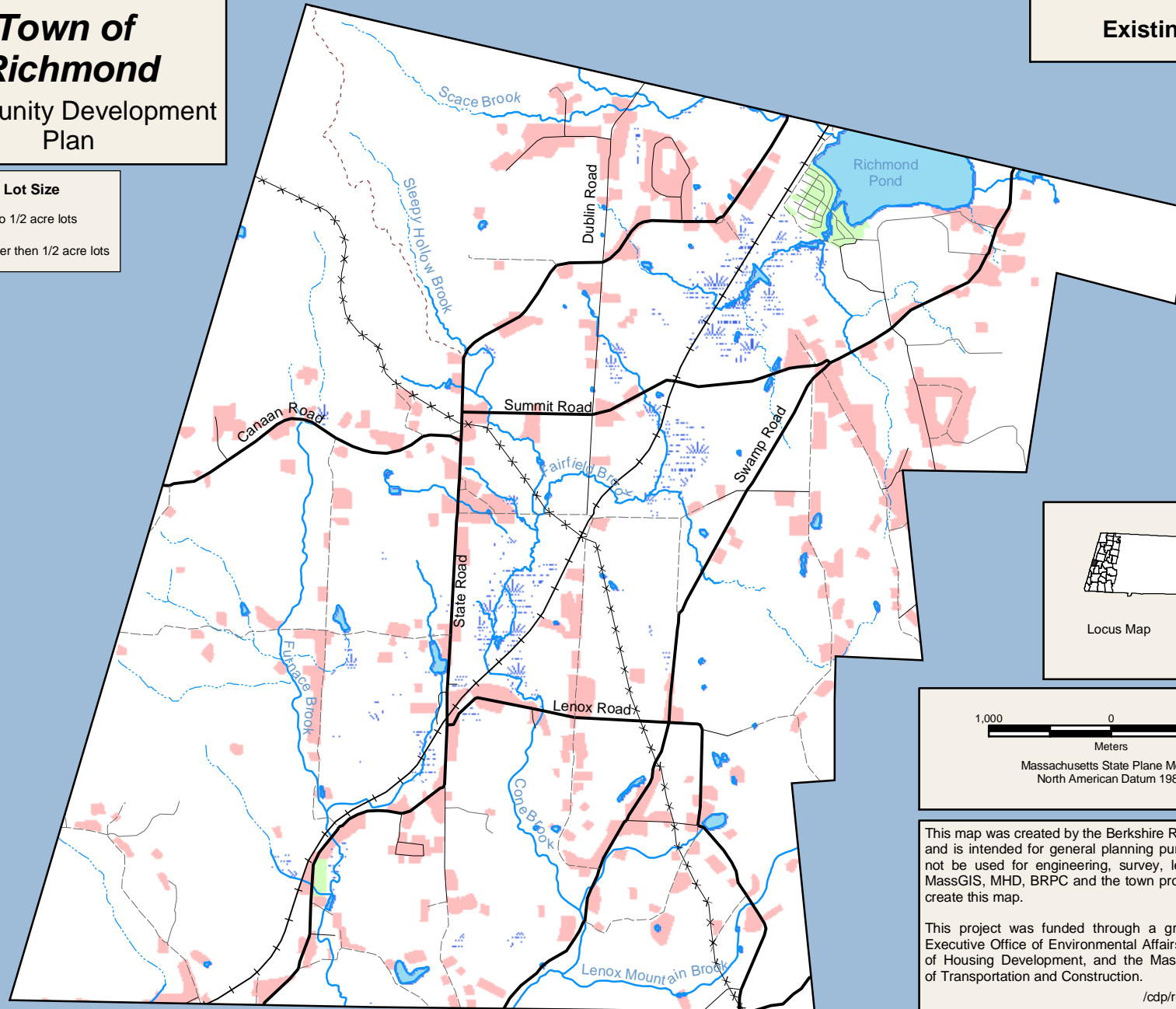
# Town of Richmond

## Community Development Plan

### Residential Lot Size

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

### Existing Housing



Massachusetts State Plane Meters  
North American Datum 1983

















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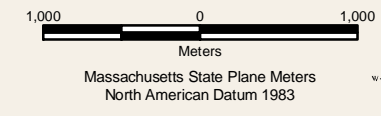
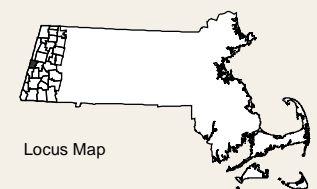
/cdp/rch/projects/ExistingHousing.mxd  
September 4, 2002

# Town of Richmond

## Community Development Plan

-  Cropland
-  Pasture
-  Forest
-  Wetland
-  Mining
-  Open Land
-  Participation Recreation
-  Water Based Recreation
-  Residential - 1/4 to 1/2 acre lots
-  Residential - Larger than 1/2 acre lots
-  Commercial
-  Urban Open
-  Water
-  Woody Perennial

## Future Land Use based on Current Zoning at Maximum Buildout



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/cdp/rch/projects/futurelanduse.mxd  
September 4, 2002

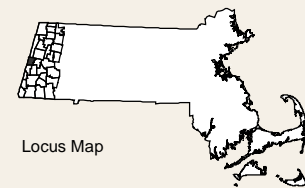
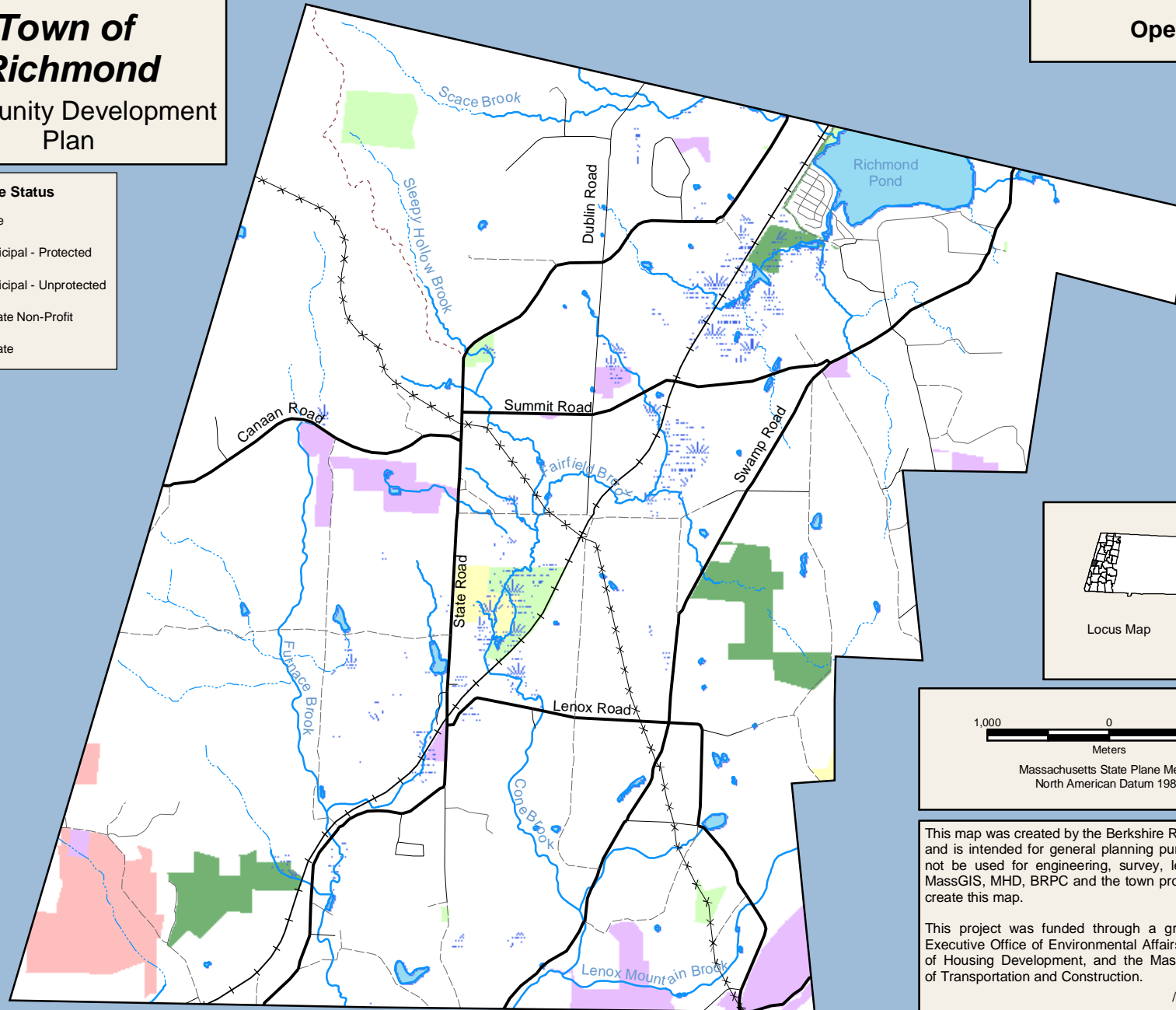
# Town of Richmond

## Community Development Plan

### Open Space Status

- State
- Municipal - Protected
- Municipal - Unprotected
- Private Non-Profit
- Private

## Open Space



1,000 0 1,000  
Meters

Massachusetts State Plane Meters  
North American Datum 1983



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/cdp/rch/projects/openspace.mxd  
September 4, 2002

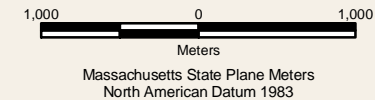
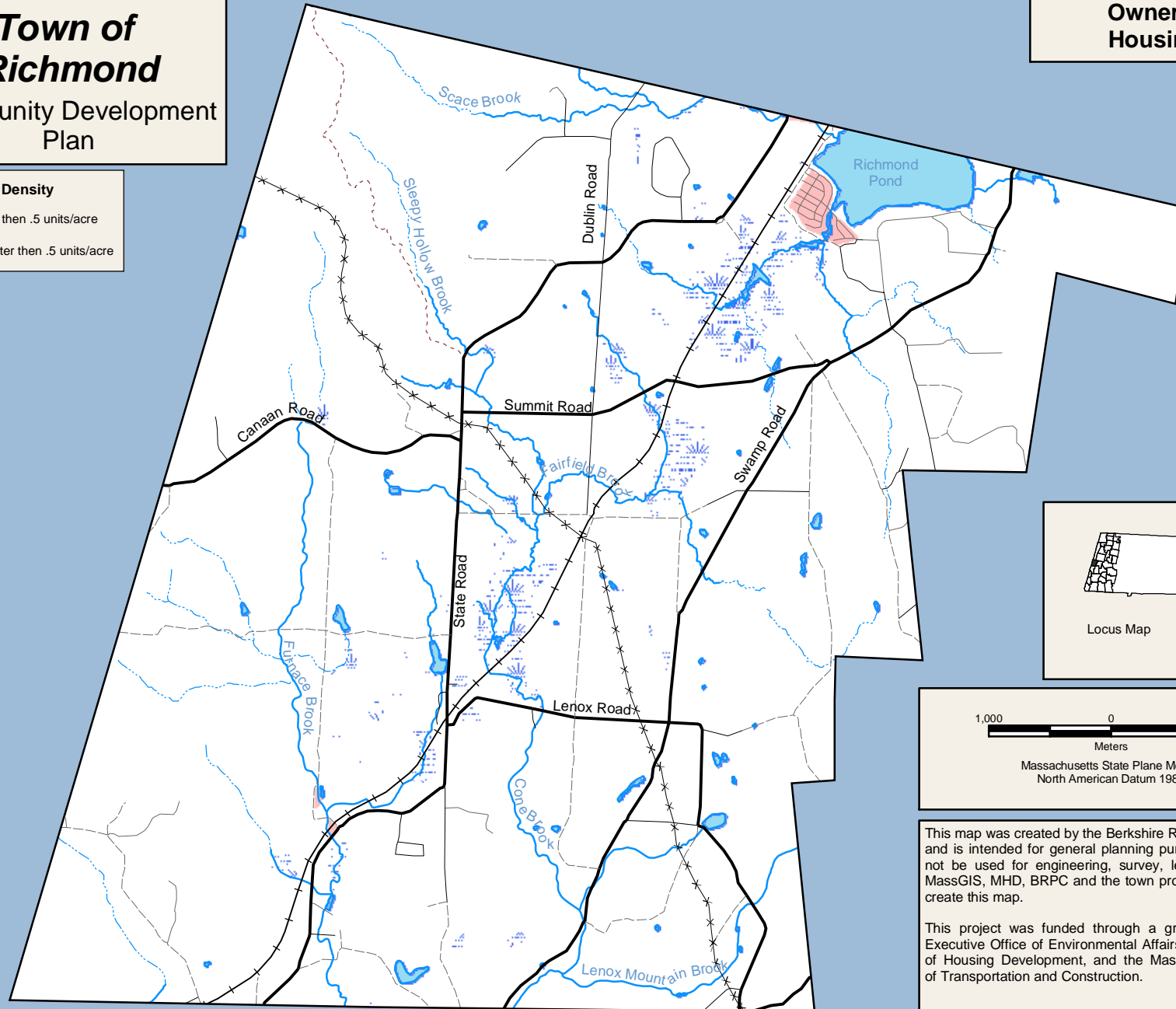
# Town of Richmond

## Community Development Plan

### Owner Unit Density

- Less than .5 units/acre
- Greater than .5 units/acre

### Owner Occupied Housing Density



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/cdp/rch/projects/ownerden.mxd  
September 4, 2002

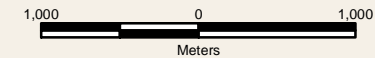
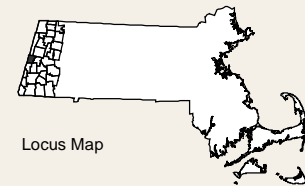
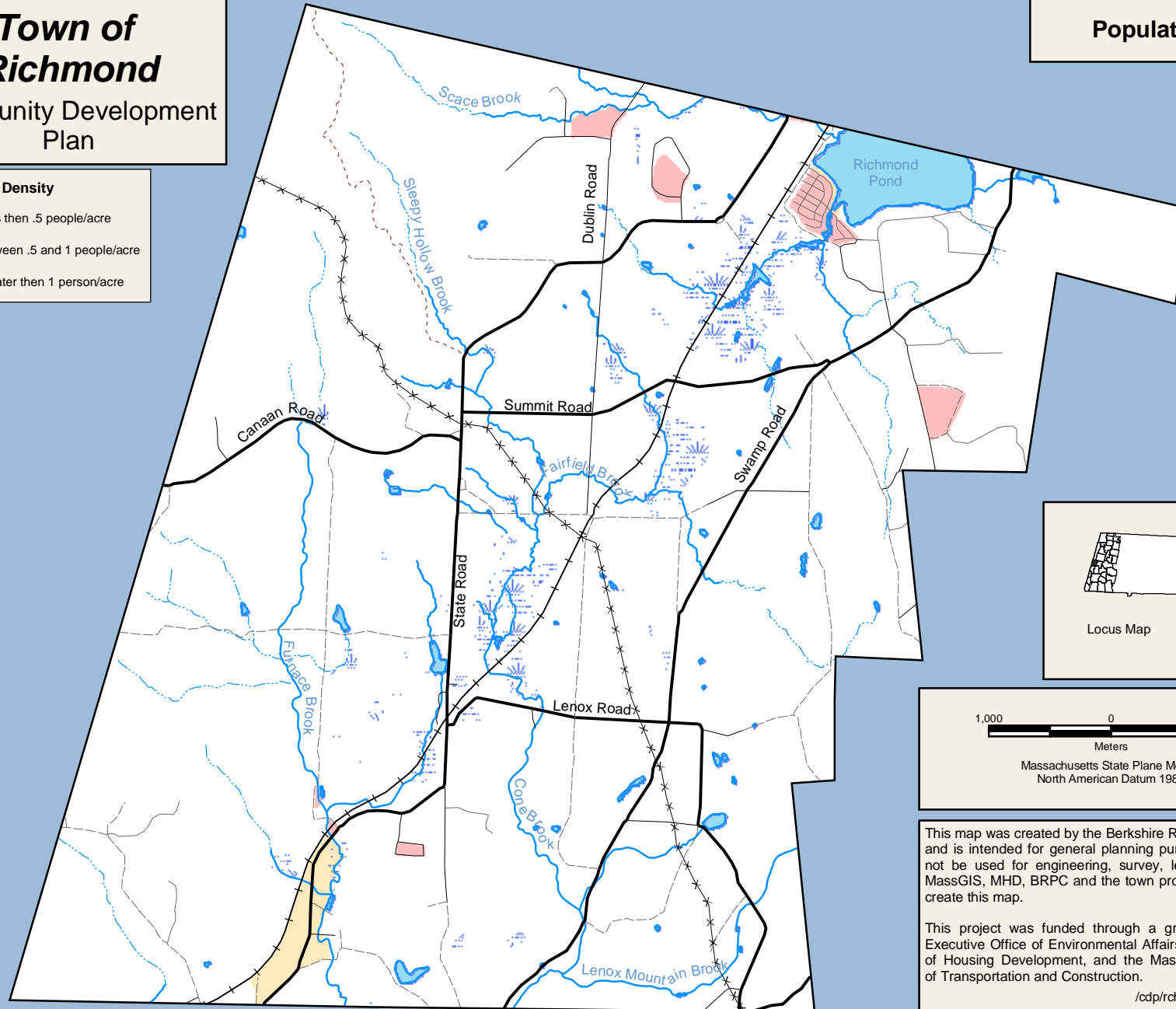
# Town of Richmond

## Community Development Plan

### Population Density

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

### Population Density



Massachusetts State Plane Meters  
North American Datum 1983



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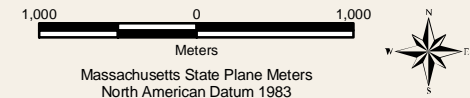
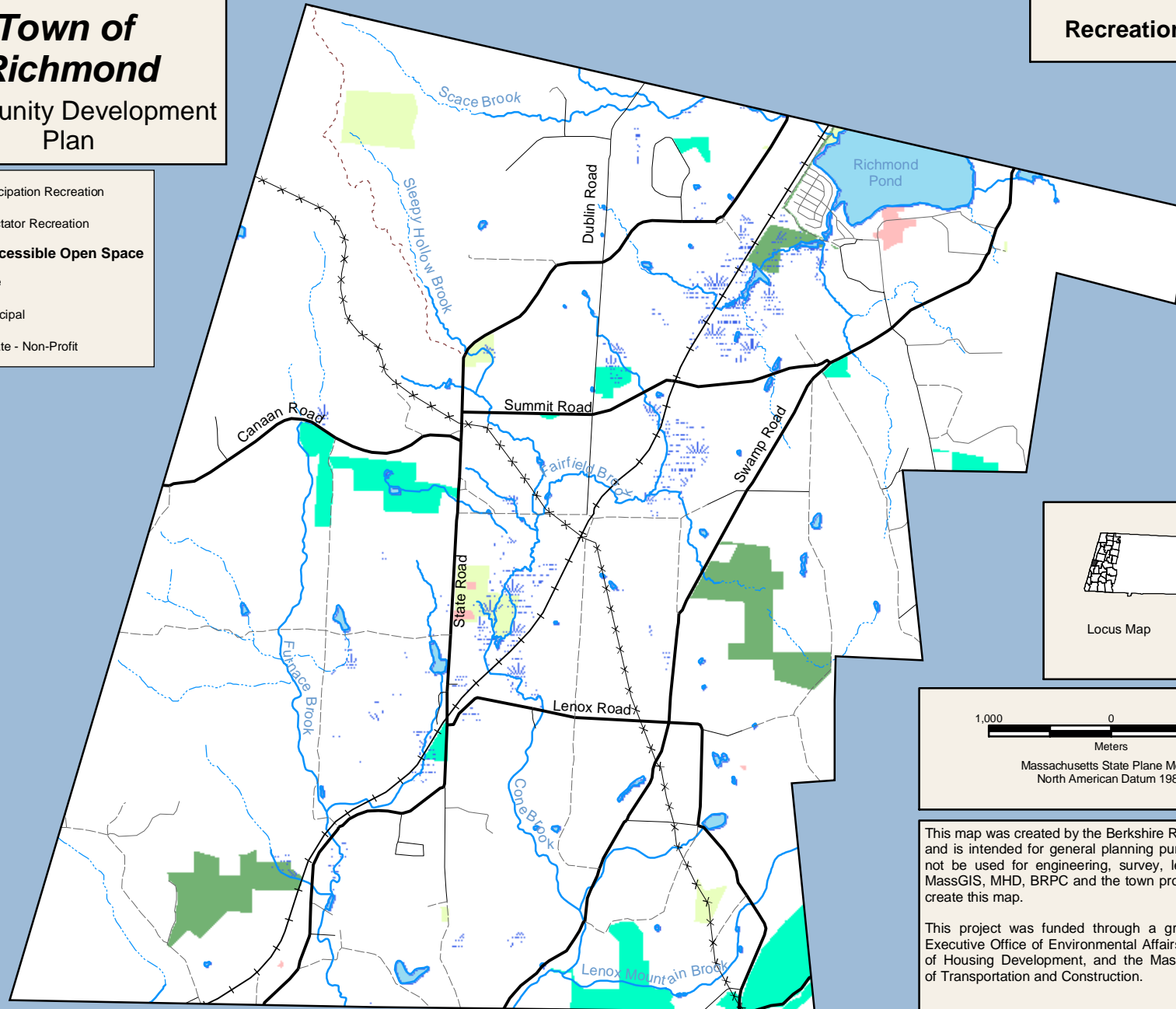
/cdp/rch/projects/populationdensity.mxd  
September 4, 2002

# Town of Richmond

## Community Development Plan

- Participation Recreation
- Spectator Recreation
- Publicly Accessible Open Space**
  - State
  - Municipal
  - Private - Non-Profit

## Recreational Resources



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September 4, 2002

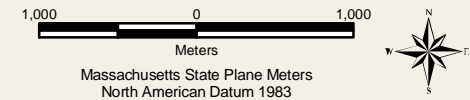
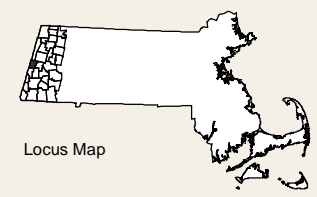
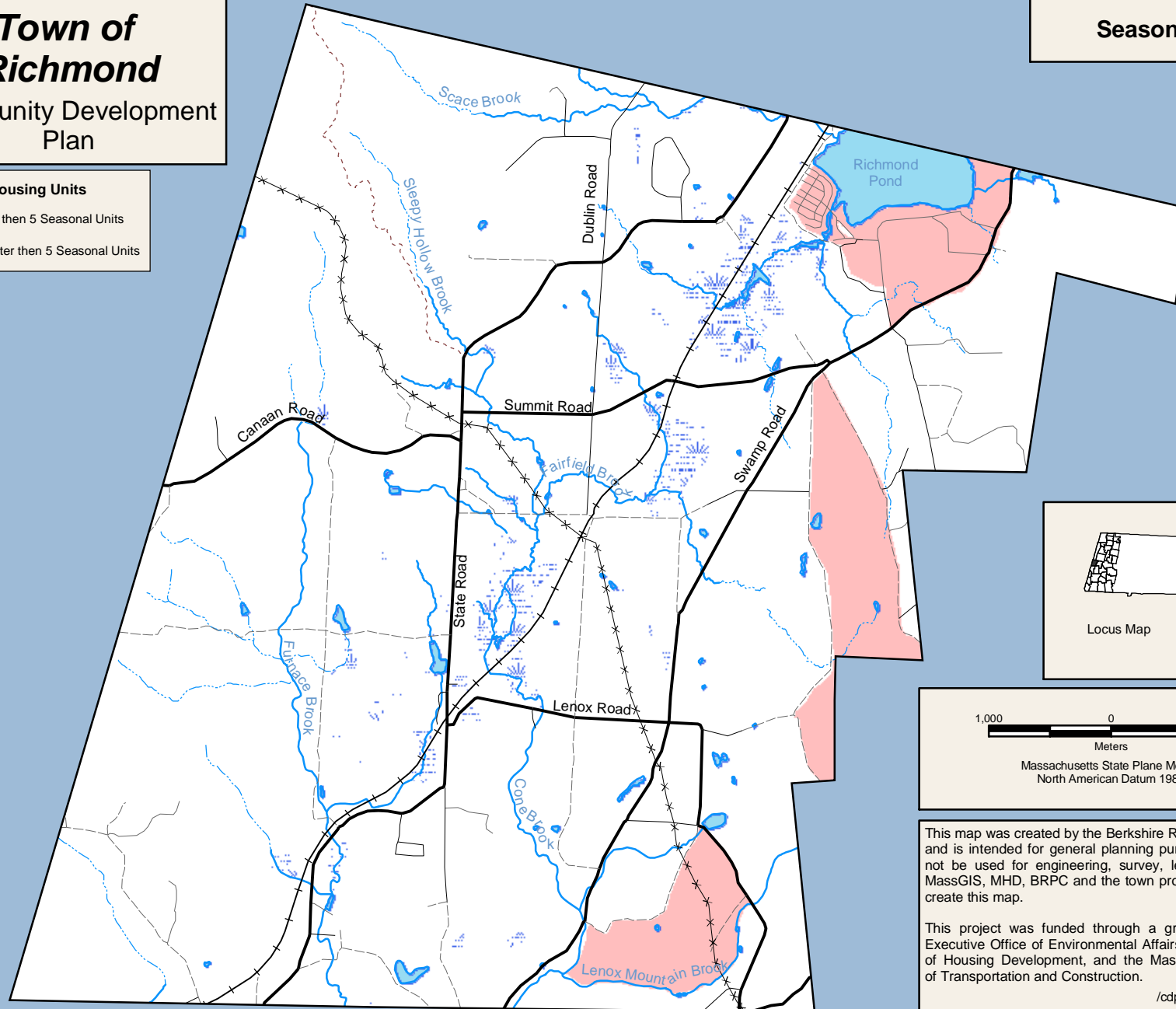
# Town of Richmond

## Community Development Plan

### Seasonal Housing Units

- Less than 5 Seasonal Units
- Greater than 5 Seasonal Units

### Seasonal Housing



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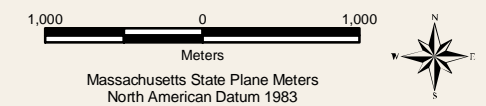
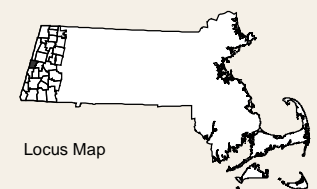
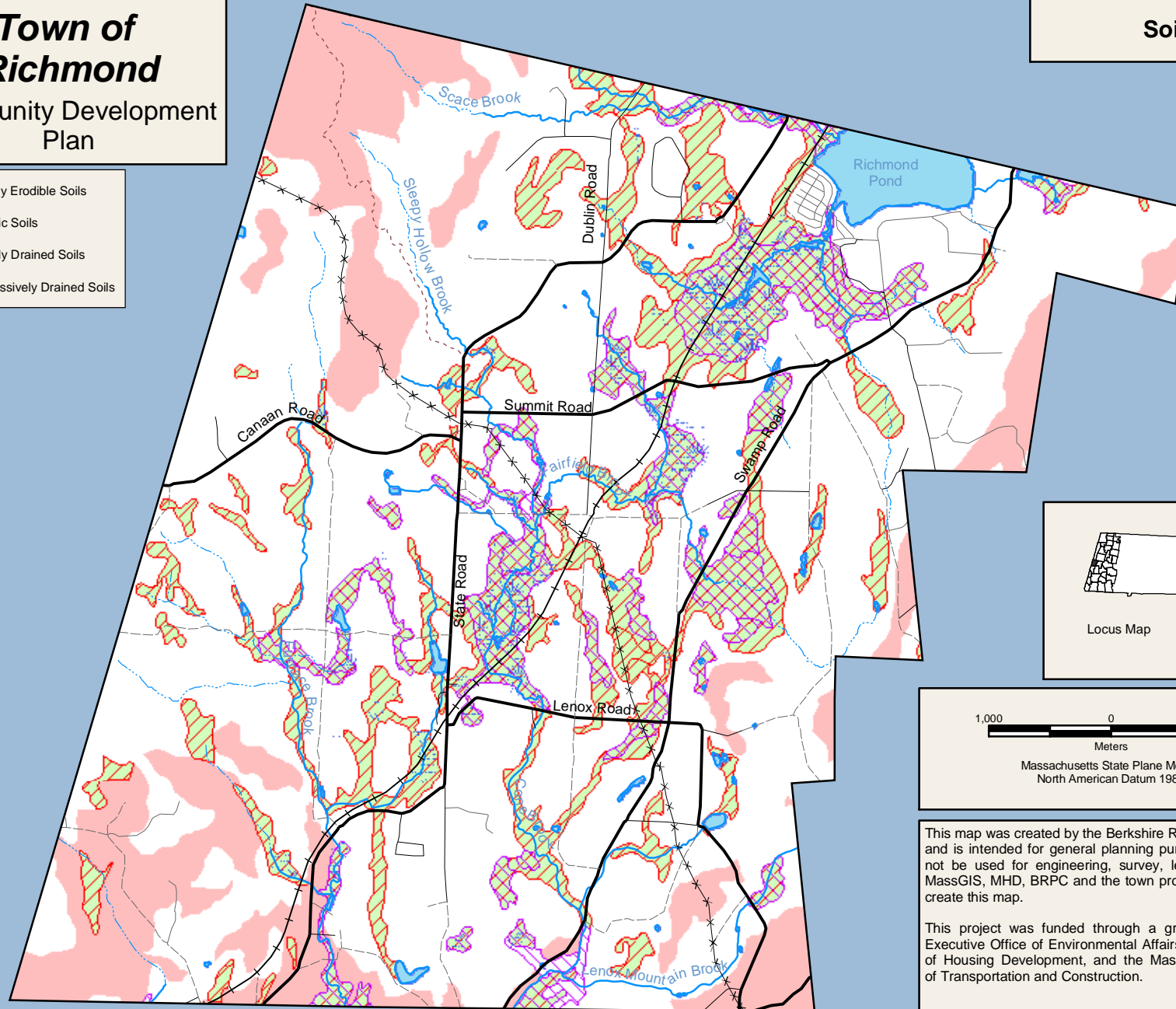
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September 4, 2002

# Town of Richmond

## Community Development Plan

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

## Soils Map



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/cdp/rch/projects/soils.mxd  
September 4, 2002

# Town of Richmond

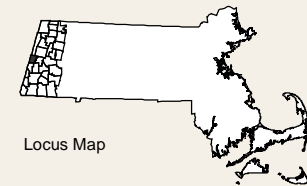
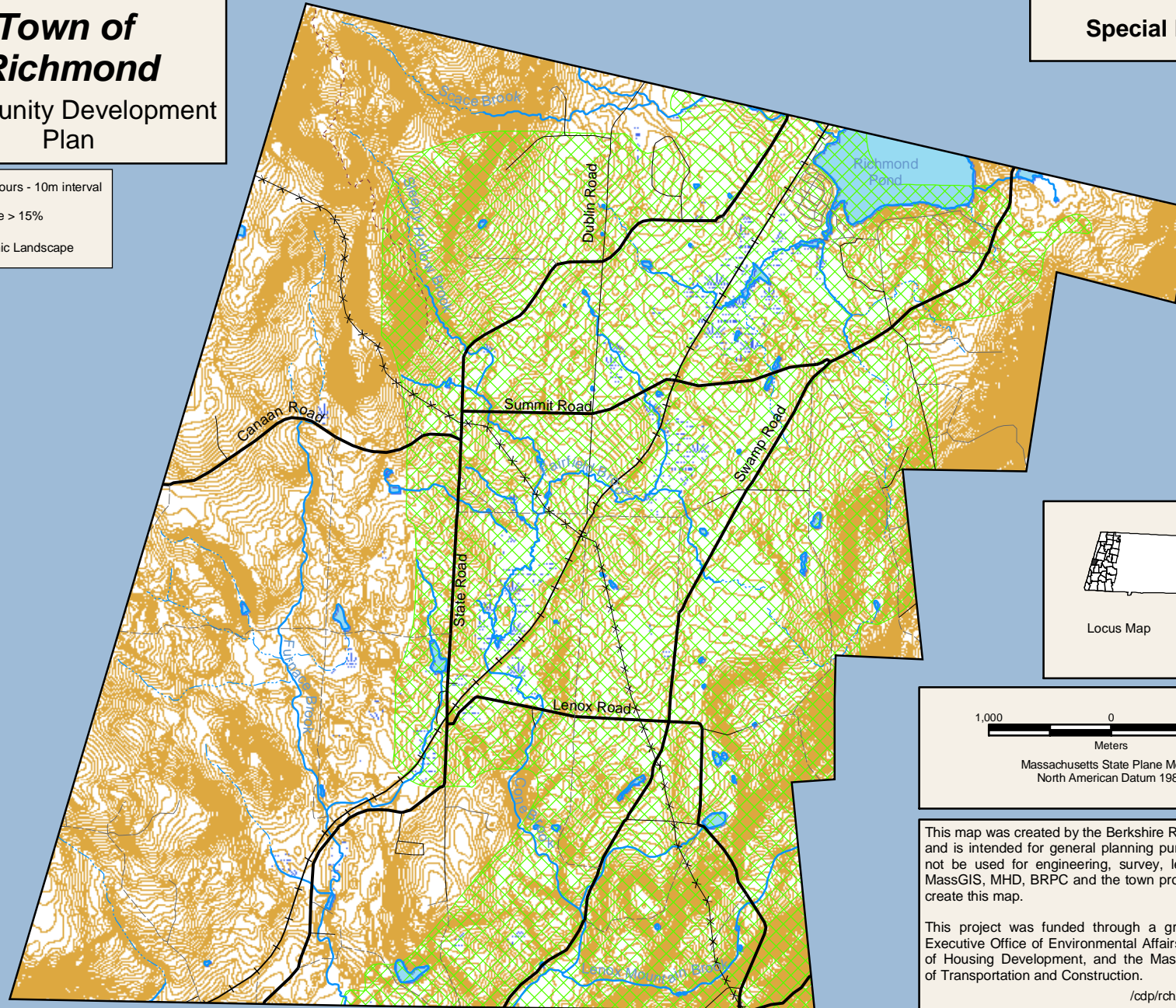
## Community Development Plan

Contours - 10m interval

Slope > 15%

Scenic Landscape

## Special Landscapes



1,000 0 1,000  
Meters

Massachusetts State Plane Meters  
North American Datum 1983



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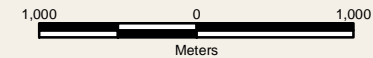
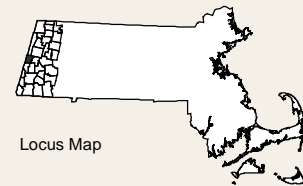
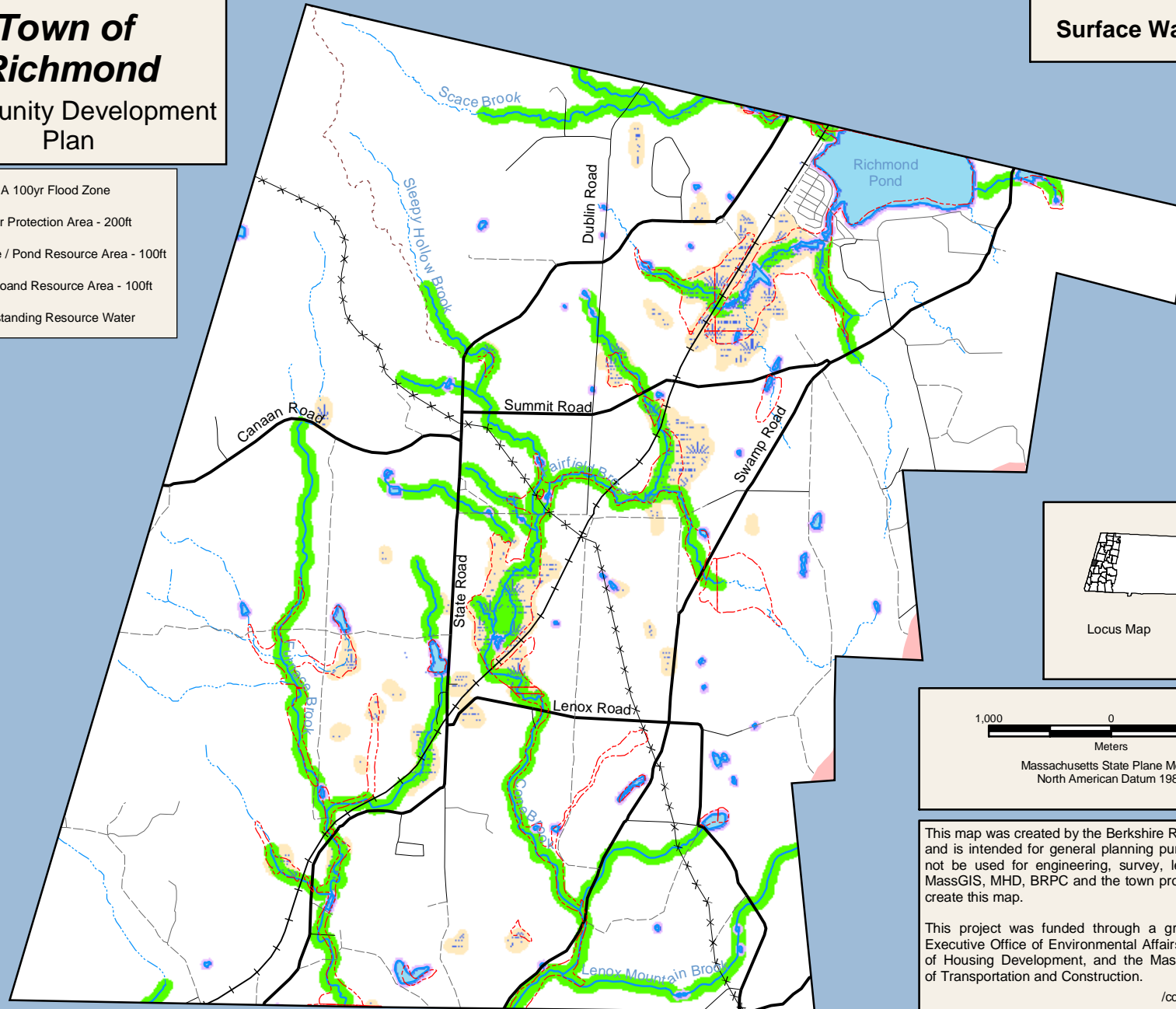
/cdp/rch/projects/speciallandscapes.mxd  
September 4, 2002

# Town of Richmond

## Community Development Plan

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

## Surface Water Resources



Massachusetts State Plane Meters  
North American Datum 1983



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/cdp/rch/projects/surfacewater.mxd  
September 4, 2002

**Community Development Plan  
Town of Richmond**



# Appendix



## **Town of Richmond – Housing Profile 2003**

### **I. INTRODUCTION**

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

### **II. Housing Profile - Supply**

#### **A. Current Housing Stock Statistics**

#### **Current Housing Stock**

**Table H-1: Current Housing Stock:**

Single Family Homes	862
Condominium Units	12
Multi-Family Units	8
Mobile Home Units (In Parks)	0
Mobile Home Units (On Lots)	0
Single Room Occupancy Units	0
Other Units	0

**Total Housing Stock: 882**

Source: Town Assessor Data

#### **Housing Tenure**

**Table H-2: Occupancy in 2000 vs. 1990**

<b>Housing Occupancy:</b>	<b>Number in 2000</b>	<b>% of total, 2000</b>	<b>Number in 1990</b>	<b>% change 1990-2000</b>
Seasonal	115	14%	133	-14%
Owner-Occupied	580	70%	537	+ 8%
Rental	63	8%	81	- 22%
Vacant Units	75	9%	34	+ 120%
<b>Total Housing Stock:</b>	<b>833</b>		<b>785</b>	<b>+ 6%</b>

Source: US Census Bureau, 2000 Census

### **Chapter 40B Subsidized Housing Inventory**

**Source:** Massachusetts Department of Housing and Community Development

According to the Massachusetts DHCD Inventory of CH40B Subsidized Housing Inventory through April 27, 2002, none of Richmond's 718 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 uneconomic, the developer may appeal to the state Housing Appeals Committee for review of the local action.

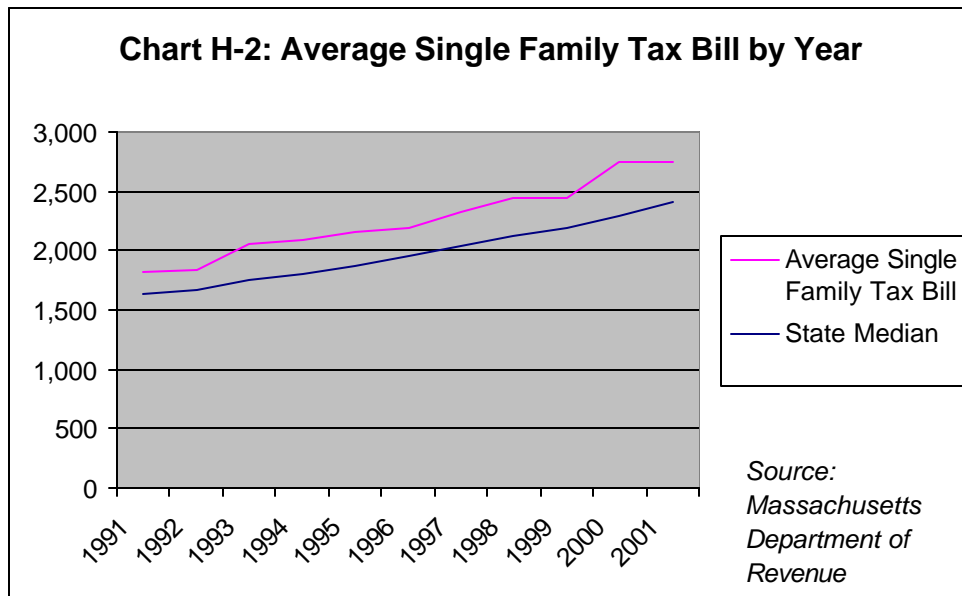
## Property Values

Sources: [\*MA DOR 2002 Single Family Tax Bill\*](#)

And [\*MA DOR 1988-2001 AVG Single Family Tax Bill\*](#)

- The Massachusetts Department of Revenue lists 731 taxable single-family parcels in Richmond for Fiscal Year 2002.
- The total assessed value of these 731 parcels was \$188,343,800, with an average value of \$257,652.
- The tax rate for all residential property in Richmond was \$10.94 in 2002. The rate was less than the average rate of \$12.67 for Berkshire County Towns.
- The average single-family tax bill in 2002 was \$2,819, ranking the town 137 out of the 334 towns reporting data. In comparison, the statewide median average single-family tax bill for 2002 was \$2,583.

**Chart H-1: Property Tax Rates**



### **Richmond Average Family Tax Bill**

<b>Average Single Family Tax</b>	
<b>Year</b>	<b>Bill</b>
1991	\$1,820
1992	\$1,843
1993	\$2,059
1994	\$2,096
1995	\$2,164
1996	\$2,192
1997	\$2,322
1998	\$2,449
1999	\$2,447
2000	\$2,739
2001	\$2,755

Source: MASS Department of Revenue

### **Property Value vs. Market Value**

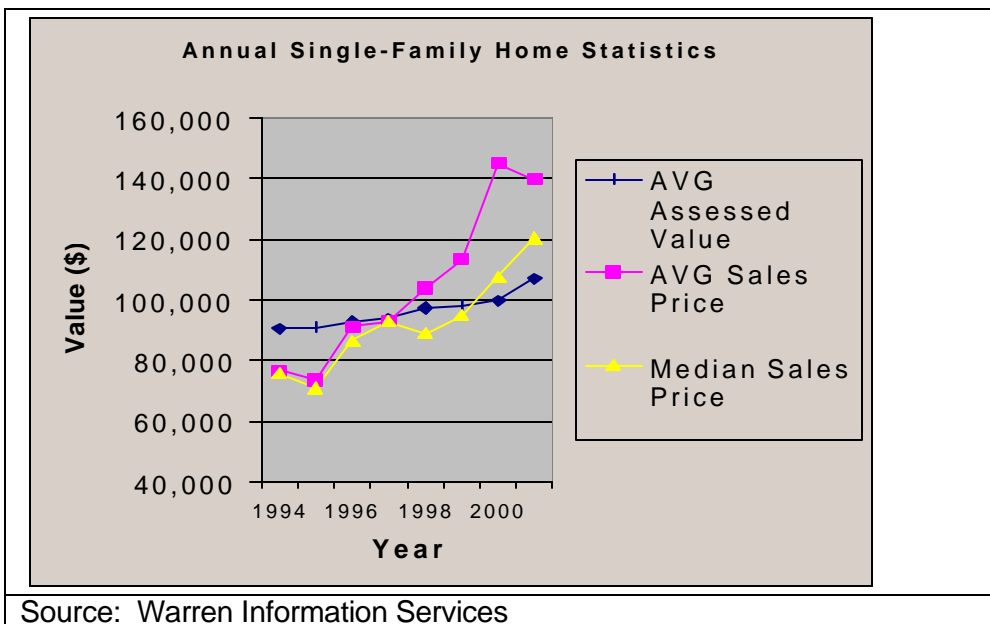
**Table H-3: Annual Single Family Home Statistics**

<b>Year</b>	<b>Average Assessed Value</b>	<b>Average Sales Price</b>	<b>Median Sales Price</b>	<b>Total Number of Sales</b>
1994	\$161,127	\$185,281	\$127,500	12
1995	\$160,875	\$180,638	\$160,000	15
1996	\$161,161	\$205,560	\$232,500	16
1997	\$163,325	\$197,223	\$165,000	22
1998	\$164,595	\$173,130	\$162,000	25
1999	\$188,805	\$197,508	\$183,500	12
2000	\$190,472	\$265,940	\$280,000	20
2001	\$190,015	\$275,789	\$244,750	19

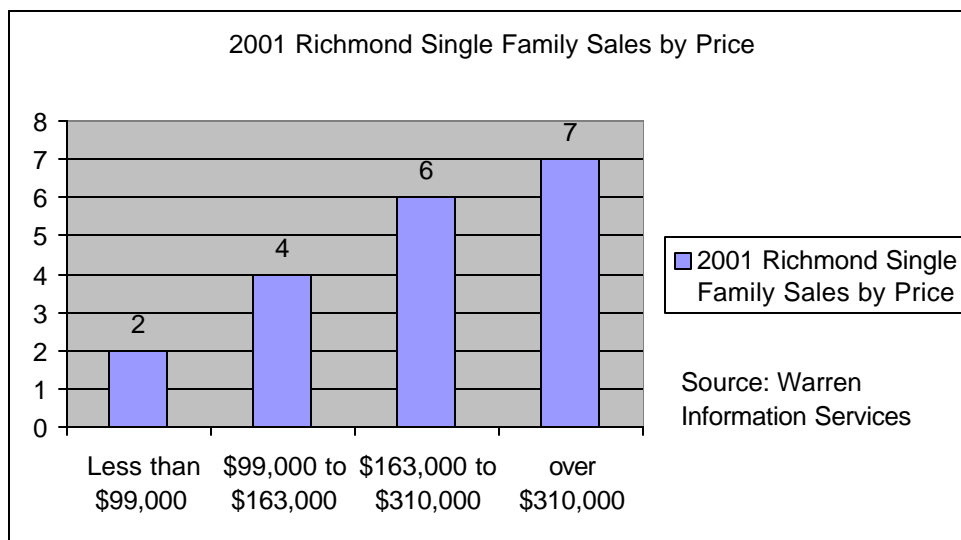
Sources: Sales Data: <http://rers.thewarrengroup.com/townstats/search.asp>

Assessed Property Values Data: [\*\*\*MA DOR 1988-2001 AVG Single Family Tax Bill\*\*\*](#)

**Chart H-3: Single Family Home Statistics 1994-2001**



**Chart H-4: 2001 Single Family Home Sales by Price**



## **Local Educational Expenditures**

Sources: [MADOR 86-99 Educational Spending](#)  
[MADOR 00 Educational Spending](#)

Each year, the Department of Education reports community educational expenditures. The Net Average Membership Pupils is the number of students residing in Town, averaged over the entire year. The number includes pupils from the Town 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 the Town 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.

<b>Table H-4: Educational Expenditures 1995-2000</b>			
Year	Net Avg. Membership Pupils	Education spending as % of all Town expenditures	Cost Per Pupil
1995	303	65.21	5,298
1996	292	63.51	5,901
1997	275	60.77	6,348
1998	276	59.64	6,859
1999	272	63.18	7,094
2000	259	68.47%	8,211

The number of pupils in Richmond has declined by over 14% from 1995 to 2000, while total educational spending increased by 68% in this time. In 2000, the educational spending per pupil was \$8,211, which was only slightly higher than the Berkshire County average of \$7,831. In 2000, 68.47% of town expenditures were for educational purposes, which was higher than the countywide average of 54% educational spending. The DOR lists the Town's 2000 per-capita spending on education to be \$1,422.

## B. Current Development Practices and Available Land

*Construction Trends & New Construction 1996-2001*

Table H-5: New Construction 96-01				
Year	Total Single-Family Units Built	Avg New Home Value		
1996	8			
1997	2			
1998	6			
1999	6			
2000	8			
2001	9			
2002	12			

**\*Data from Town Building Inspector**

### Development Patterns and Constraints

The Town of Richmond has a history as a rural area. Development in town has been primarily residential with a few small retail establishments, two commercial orchards, and a few small farms. Approximately 970 acres, or 8% of the town is permanently protected open space. The BRPC 2000 Buildout Analysis concluded that Richmond has 5,693 acres of potentially developable land, which is 47% of the town. Current development trends in town have been for larger, expensive homes on relatively large parcels along rural roads. Also, much of the undeveloped land identified is without buildable frontage and would need to be subdivided, with new roads put in place in order for residential development to occur. Subdivisions have not been a major factor of development for Richmond, but the Town has regulated subdivisions in the past and has extensive Subdivision Control Regulations within Town Land Use Ordinances.

*Source: BRPC 2000 Buildout Analysis*

### Utilities

Town has no municipal water and sewer system, and 100% of Town residences have on-site waste disposal systems. Western Massachusetts Electric Company provides electricity service for the Town. Richmond Telephone Company provides the town with telephone service. Trash pickup is provided as a town service.

*Source: BRPC Data Book 2001*

### Local Zoning Provisions

Richmond has four types of zoning districts and two types of overlay areas. The main districts are Residential Agricultural A (RA-A), Residential/Agricultural C (RA-C), Shore / Residence (SR), and Commercial (Comm) and the overlay areas are FWL (Flood-prone areas and wetlands) and WTOD (wireless telecommunications overlay district) Most of the town lies under RA-C, which covers 11,969 acres, Shore/Residence is the next largest zone which covers 285 acres, Comm has 45 acres, and 30 acres lies under RA-A. Development requirements and allowed uses are outlined in the chart below.

Richmond town bylaws allow for common driveways serving up to a maximum of three lots.

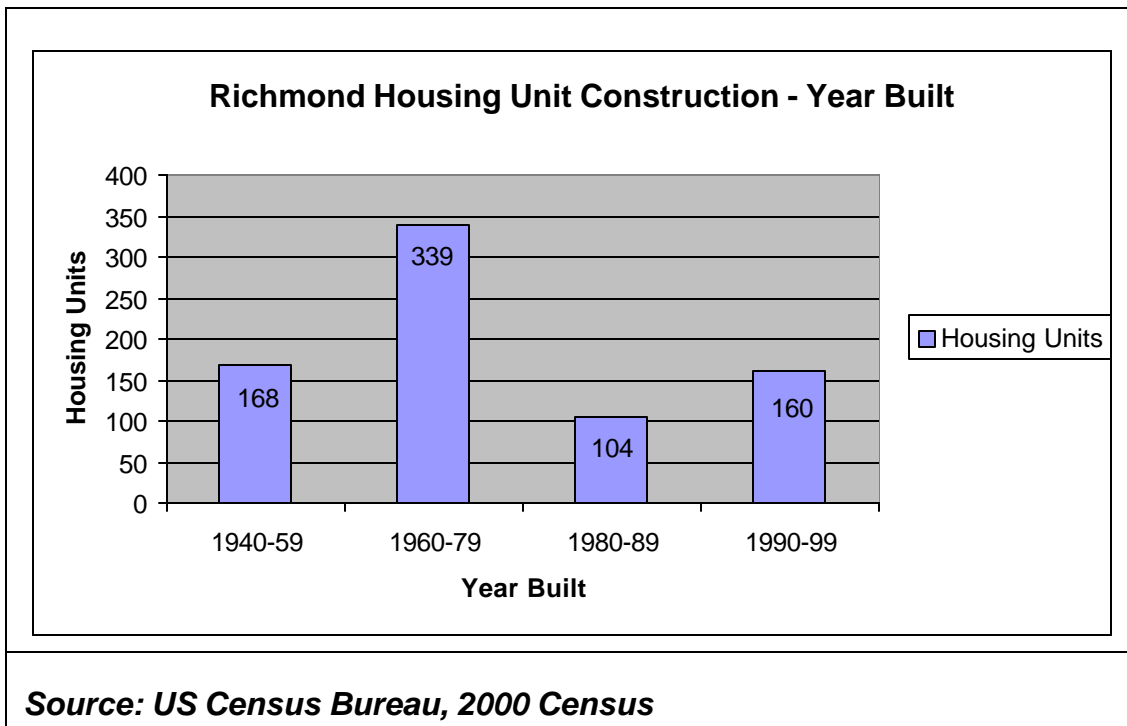
<b>Table H-6: Summary of Richmond Zoning By-Laws</b>					
District	Minimum Lot Size (sq.ft.)*	Minimum Frontage	Maximum Building Height	Residential Uses By-Right	Residential Uses by Special Permit
<b>RA-A</b> (Residential/ Agricultural A)	10,890	100	40'	Single-Family Dwellings	<ul style="list-style-type: none"> <li>• Two Family Dwellings</li> <li>• Assisted Living Facilities</li> <li>• Accessory Apartments</li> </ul>
<b>RA-C</b> (Residential/ Agricultural C)	108,900	250	40'	Single-family dwellings	<ul style="list-style-type: none"> <li>• Two Family Dwellings</li> <li>• Assisted Living Facilities</li> <li>• Accessory Apartments</li> </ul>
<b>SR</b> (Shore/ Residence)	108,900	250	40'	Single-family dwellings	<ul style="list-style-type: none"> <li>• Assisted Living Facilities</li> <li>• Accessory Apartments</li> </ul>
<b>Comm</b> (Commercial)	10,890	100	40'		

*Source: Richmond Town Land Use Ordinances, 2002*

## C. Current Housing Conditions

### Age of Housing Stock

Chart H-5: Housing Unit Construction – Year Built



## Assessment of the Housing Stock

### *Structural Violations*

Source: Town Building Inspector or Building Inspector's Annual Report

#### Questions:

Violations per year

Common types of violations

Recent Trends

Percent of housing stock with some type of violation.

## **Health Violations**

Source: Town Health Inspector or Health Inspector's Annual Report

#### Questions:

Violations per year

Common types of violations

Recent Trends

Percent of housing stock with some type of violation

### III. Housing Profile – Demand

#### A. Population Statistics

**Table H-7: Household Growth**

Total Households, 2000	643
Total Households, 1990	618
Total Household Growth 1990-2000	+ 4%

Source: US Census Bureau

#### Historical Population Counts

**Table H-8: Historical Population Counts**

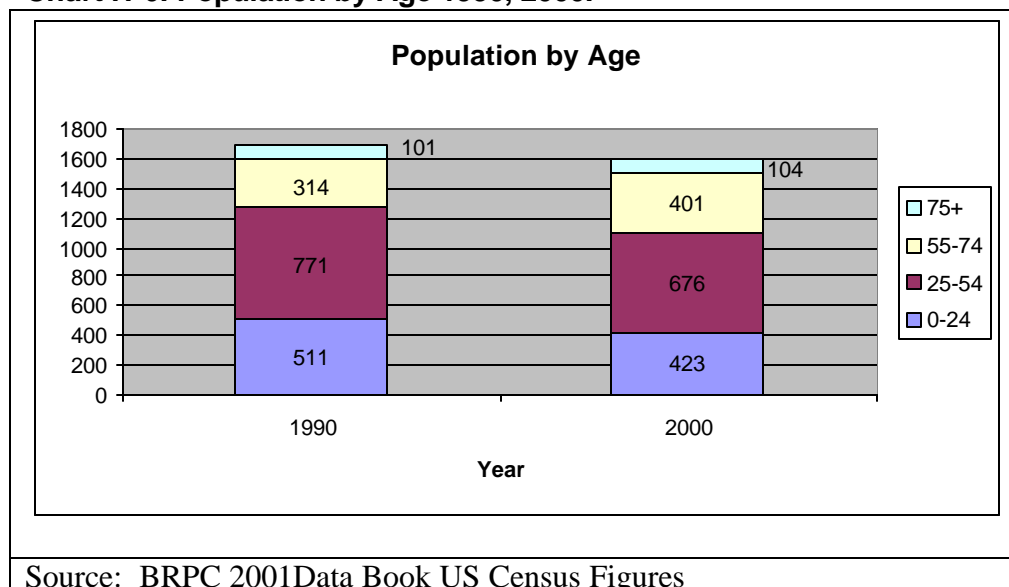
	Town	Berkshire County
1970	1,461	149,402
1980	1,659	145,110
1990	1,677	139,352
2000	1,604	134,953

Source: BRPC 2001 Data Book US Census Figures

#### Population by Age

Census data shows that the demographics of Richmond are changing and the Town is becoming an older community. The population aged 0-24 dropped by 20% from 1990 to 2000, while the population aged 55 and older increased by over 22%. This change resulted in a dramatic increase in the Town's median age, which was raised by over 6 years, going from 39.1 in 1990 to 45.3 in 2000.

**Chart H-6: Population by Age 1990, 2000.**



## Local Employment

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

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

Table H-7: Employment and Wages in Richmond												
Year	Total Annual Payroll	Avg Annual Wage	Establishments	Total	Agriculture Forestry Fishing	Government	Construction	Manufacturing	TCPU	Trade	FIRE	Services
1985	\$1,338,200	\$9,424	20	142	conf	74	35	0	conf	conf	0	conf
1986	\$1,562,000	\$11,482	21	136	conf	62	33	0	17	0	0	conf
1987	\$1,980,600	\$12,302	29	161	0	72	45	0	18	4	0	23
1988	\$2,336,900	\$13,055	31	179	conf	83	49	0	18	7	conf	22
1989	\$2,400,393	\$14,817	31	162	conf	conf	48	conf	conf	conf	0	22
1990	\$2,128,143	\$14,882	33	143	conf	conf	38	conf	conf	conf	0	18
1991	\$2,204,081	\$18,838	32	117	conf	60	33	0	conf	conf	0	13
1992	\$2,155,760	\$16,583	29	130	conf	71	25	0	conf	0	conf	18
1993	\$2,545,812	\$17,557	33	145	conf	72	27	0	conf	0	conf	25
1994	\$2,662,975	\$17,180	34	155	conf	77	26	0	conf	conf	conf	31
1995	\$3,046,682	\$17,311	34	176	conf	85	28	conf	conf	conf	0	31
1996	\$3,619,350	\$18,188	40	199	19	93	31	conf	conf	conf	0	34
1997	\$3,855,318	\$19,181	42	201	19	86	34	conf	conf	2	0	37
1998	\$3,776,217	\$19,072	36	198	24	91	36	conf	conf	2	0	34
1999	\$4,202,617	\$21,442	38	196	25	85	36	conf	conf	2	0	34
2000	\$4,407,829	\$23,078	35	191	24	93	32	0	Conf	Conf	0	26

## B. Market Trends for Housing

In recent interviews with the Berkshire Eagle, (*Housing Demand Up, Supply Down* June 11, 2002), real estate agents have seen an increase in demand and a reduction of supply throughout Berkshire County. (See appendix) Realtors from Great Barrington, West Stockbridge, Lenox and Pittsfield commented that prices are higher than last year and “the top end of the market is very strong.” In the short term, there appears a combination of factors increasing real estate investment, such as a low interest rate and a lack of confidence in investing in the stock market. Longer-term factors influencing the Richmond real estate market is a marked trend for high demand and higher real estate prices for higher-end homes - most notably high-end second homes - currently being experienced in South County. Realtors noted a strong desire of their clients to live in areas close to Lenox, Tanglewood, and Great Barrington for their cultural attractions and restaurants. The national association of Realtors currently (August 2, 2002) lists 26 houses for sale in Richmond with an average sales price of \$665,000. The lowest priced property was listed at \$189,000, the highest priced was \$2 million, and the median listed price was \$610,000.

### Waiting Lists for affordable units in Town from BHDC

According to Berkshire Housing, there are 2 families in line to receive section 8 housing vouchers for Town. Currently, no families are leased under section 8 within the Town.

Fair Market Value Rents for Richmond				
0 Bedroom	1 Bedroom	2 Bedroom	3 bedroom	4 bedroom
338	480	591	742	919

### Rental Housing – Supply Down, Rents Up

Census 2000 shows a 22% decrease in year round rental units from 1990-2000. Census 2000 also shows a dramatic, 68% increase in median contract rent within Richmond from 1990 to 2000 increasing \$458 in 1990 to \$775 per month in 2000. This combination has limited the ability of Richmond to offer rental housing as an affordable option for residing in Richmond. Richmond has recently passes an accessory apartment by-law, which could help to alleviate the lack of rental units in town, however there have not yet been any applications for adding an accessory apartment to any house in Town.

## IV. Gap Analysis

**Table H-8: 2001 Affordability Matrix**

Income Level	2001 Household Income Limits	28% of monthly Income	Calculated Maximum Affordable Sales Price	<a href="#">Number of 2001 Sales in affordability range</a>	<a href="#">Number of Households in 2000</a>	% of total households in 2000	% 2001 Sales affordable by these households	Affordability Gap
Low income up to 50% of Median	\$30,459	\$711	\$99,000	2	125	20%	11%	9%
Moderate income – up to 80% of Median	\$48,734	\$1,137	\$163,000	4	129	20%	21%	-1%
Middle Income – up to 150% of Median	\$91,376	\$2,132	\$310,000	6	165	26%	32%	-6%
High Income- up to/over 150% of median +	\$91,376	\$2,132	over \$310,000	7	216	34%	37%	-3%

Median	<a href="#">\$60,917</a>	\$1,421	\$205,000	7	317	50%	37%	13%
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### Sources:

Median Income: US Census Bureau, 2000 Census

Median Sales Price of 2001 Single Family Residence Sales: \$244,750 as reported by Warren Information Services

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

Mortgage Rate: LegacyBanks, LeeBank, & Berkshire Bank Websites

2001 Sales within Affordability Range: WIS:

[http://rers.thewarrengroup.com/sor/start\\_search.asp](http://rers.thewarrengroup.com/sor/start_search.asp)

[2000 Household Income level Numbers](#) : Census 2000

## **Housing Affordability Methodology**

The housing affordability study was conducted to determine whether or not the “typical” family in Town could actually afford to buy a home in Town 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 the Town. The Town’s median housing price was presented as determined from sales data provided by Warren Information Services, while an estimate of the Town’s median income for 2000 was given by the US Bureau of Census, 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 6.75 %, compiled as an average of current rates offered by local lending institutions at the time of the report. A current localized basic homeowners insurance quote for the Town 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

## **Affordability Findings**

The affordability analysis demonstrates a substantial affordability gap in housing available for households in Richmond earning less than \$61,000 a year. The affordability analysis shows that half (50%) of Richmond’s households earn up to \$61,000 a year. Affordability calculators show that these households could afford to pay up to \$205,000 for a house. However, only 7 of the 19 houses, or 37% of houses sold in 2001 were sold for \$205,000 or less. Since only 37% of the houses sold were considered affordable to 50% of the population, there is an affordability gap of 13% [50% - 37%] for median income residents of Richmond. The gap was similar for low-income households in Richmond. Twenty percent (20%) of Richmond’s households earned up to \$30,459. It is estimated these households may afford to buy a house priced \$99,000 or less. However, only 2 houses, or 11% of the houses sold in 2001 were sold for less than \$99,000. It should be noted that a sale price affordable to low-income residents does not guarantee that a house was sold to a lower-income resident.

The lack of inexpensive homes being sold in town, the decrease in rental units and rise in rents demonstrate a lack of options for affordable residences in Richmond. It is possible that these factors are changing the demographics of the town, and Census 2000 figures show that thirty-seven percent (37%), or over one third of all homeowners in Richmond moved into their homes sometime after 1990. The recent survey conducted in Richmond, the majority of residents with children did not expect their children to live in Richmond, and increased housing costs was mentioned by 29 of the 101 residents that answered no on this question. (56 mentioned lack of job opportunities).

## **VI. Existing Publicly and Privately Financed Housing**

### **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 – 1<sup>st</sup> 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.

In the 5 fiscal years from 1997-2001, Town residents have received loans totaling \$386,400.

Source: [MassHousing Stats](#)

As of March 6, 2002, eligibility requirements for MassHousing programs in Richmond are:  
Source: [http://mhfadata.com/limits\\_results.asp](http://mhfadata.com/limits_results.asp)

<b>Table H-9: Income Limits For MassHousing Programs In New Ashford</b>			
<b>Income Limits</b>		<b>Acquisition Cost Limits</b>	
1 - 2 Persons	\$ 66,000	<b>New Construction</b>	<b>Existing Housing</b>
3 or More	\$	Single Family	Single Family
75,900			
		2 Family	2 Family
		n/a	\$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.

No residents of Richmond have applied for Septic Repair Loan Funds in the past five fiscal years.

**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

Source: *MassHousing Use Figures for FY96-01*

### 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. No residents of Richmond have applied for Home Improvement Loan Funds has been given to qualified homeowners in Town.

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

### **MassHousing Get the Lead Out Loan Program**

MassHousing's Get The Lead Out Program provides low cost financing to owners of 1-4 family properties to remove lead paint and reduce the possibilities of lead poisoning among children/

In the past five fiscal years, one Get the Lead out loan has been given to a Richmond resident for over \$10,000 in funding. Owner-occupants who meet the income requirements (see Chart H-9) are eligible for a 0% deferred payment loan not due until the sale or refinancing of the property. Non-profit organizations are eligible for 0% fully amortizing loans on properties that are being rented to income eligible households. Investor owners are eligible for 3% fully amortizing loans on properties that are being rented to income eligible households.

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

### **DHCD Community Development Funds for Housing Rehabilitation**

If Applicable, contact Berkshire Housing Development Corporation (BHDC) for figures.

# COMMUNITY DEVELOPMENT PLANS



## **Town of Richmond Survey Results Report** **November, 2001**

### **Background/Methodology**

The Berkshire Regional Planning Commission (BRPC) has conducted the following survey as a means of determining community need and interest in developing plans for a Comprehensive Plan in the Town of Richmond.

The survey consisted of 32 questions and was mailed to a target audience of 833 households. The survey response was very strong. Thirty-four percent (281) of the surveys were completed and returned and input into a database. BRPC staff has tabulated and analyzed the survey data, and a discussion of the results is the subject of this report. Attachment "A" of this Report provides a comparison between this survey and the results of an earlier Town Survey conducted in 1992.

This report will be presented to the Town of Richmond Planning Board and will also be included in the Town of Richmond's Scope of Services for the Community Development Plan.

### **Survey Results**

#### **1. Are you?**

Ninety-eight percent of the respondents indicated that they were property owners. Two percent indicated they were renters.

	<b>Number of Respondents</b>	<b>Percent</b>
A Property Owner	274	98%
A Renter	6	2%

#### **2. Do you reside in Richmond?**

Seventy-three percent of the respondents live in Richmond full time. Twenty-six percent of Richmond consists of part time residents (see table below).

	<b>Number of Respondents</b>	<b>Percent</b>
Full time	206	73%
Part time	73	26%

***Percentage of year***

***In Richmond (part time residents):***

0 – 25%	32	11%
26 – 50%	17	6%
51 – 75%	1	0%
76 – 100%	1	0%

**3. How long have you resided in Richmond?**

The largest percentage of respondents have resided in Richmond for over 26 years.

	<b>Number of Respondents</b>	<b>Percent</b>
0 – 1 year	15	5%
2 – 5 years	40	14%
6 – 10 years	30	14%
11 – 25 years	87	31%
26+ years	99	35%

**4. If you own, how long have you owned property in Richmond?**

A similar percentage of respondents who have resided in Richmond for over 10 years have also owned property for over 10 years.

	<b>Number of Respondents</b>	<b>Percent</b>
0 – 1 year	15	4%
2 – 5 years	43	15%
6 – 10 years	30	11%
11 – 25 years	94	33%
26+ years	93	33%

**5. Which of the following best describes your current living situation?**

Senior family, family with children, and couples, with no children are the largest respondent groups.

	<b>Number of Respondents</b>	<b>Percent</b>
Single adult, living alone	26	9%
Senior family	69	25%
Family with children	72	26%
Single adult with children	8	3%
Couple, no children	73	26%
Senior living alone	24	9%

**6. If you own land in Richmond, how much?**

The majority of residents in Richmond own between 1.5 and 5 acres of land. The remainder of land is evenly dispersed among the parcel sizes.

	<b>Number of Respondents</b>	<b>Percent</b>
Less than 1.5 acres	35	12%
1.5 – 5 acres	130	46%
6 – 10 acres	41	15%
11- 25 acres	36	13%
26+ acres	28	10%

**7. As a landowner, how do you use your property and indicate how many acres are used for the following?**

The largest percentage of acreage is used for residences, with the remaining acreage equally divided among the different categories.

<b>Acres used for:</b>	<b>Number of Respondents</b>	<b>Percent</b>
Residence	259	92%
Farming	27	10%
Business	6	2%
Forestry	31	11%
Other	29	10%

<b>Acres used for:</b>	<b>Acres</b>	<b>Percent</b>
Residence	211	75%
Farming	25	9%
Business	4	1%
Forestry	29	10%
Other	20	7%

**8. What do you see as the advantages or disadvantages of living in Richmond?<sup>1</sup>**

The top items in each category are:

<u>Advantages</u>		<u>Disadvantages</u>	
Rural Nature	55%	High Taxes	9%
Schools	20%	Lack of Public Transportation	3%
Privacy, Peace & Quiet	17%	Lack of Affordable Land/Housing	3%
Convenience/ Location	17%	Inconvenient/ Remote Location	2%
Proximity to Cultural & Recreational Resources	11%		

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<sup>1</sup> The figures are based on a sample group of 150 surveys, time did not allow for all responses to be tabulated.

**9. Over the past 10 years the number of houses in Richmond has increased (on average) by almost 5 houses per year. Do you feel this level of growth is:**

The majority of residents, by almost two to one, believe that the level of home building in the Town of Richmond is Appropriate.

	<b>Number of Respondents</b>	<b>Percent</b>
Appropriate	159	57%
Too much	92	33%
Not Enough	7	2%
Other	15	5%

**10. Richmond is a small “country” town, with a rural atmosphere. Which statement best describes your feelings about the town?**

The Majority of residents, by more than two to one, want to protect the rural atmosphere of Richmond.

	<b>Number of Respondents</b>	<b>Percent</b>
Would oppose Richmond losing this rural atmosphere.	200	71%
Like things the way they are now, but would not oppose some additional development.	86	31%
Would prefer more development.	4	1%

**11. The town recently passed a home based business bylaw, which allows for small business enterprises to be pursued as an accessory use in residential areas. Please choose the statement that best expresses your views about the town’s home based business bylaw:**

Forty-four percent of residents are not familiar with the home based business bylaw. An equal number of residents are familiar and satisfied or interested in learning more about the bylaw.

	<b>Number of Respondents</b>	<b>Percent</b>
I am not interested in the Home based business bylaw.	28	10%
I am interested in learning more about the home based business bylaw.	67	24%
I am familiar with the bylaw and I am satisfied with it in its present Form.	55	20%
I am familiar with the bylaw and feel that it needs to be amended To better reflect local needs.	11	4%

I am not familiar with the home based business bylaw.

124

44%

**12. In June, 1998, the town passed an accessory use bylaw (allows for homes with apartments, apartments above garages, etc.), do you feel that this bylaw has had a positive effect on the town?**

A large percentage (60%) of residents is unsure of whether the bylaw has had a positive effect on the Town.

	<b>Number of Respondents</b>	<b>Percent</b>
Yes	77	27%
No	27	10%
Not sure	168	60%

**13. If you have children, do you think it is likely that they will decide to live here in the future?**

The majority of residents, thirty-six percent, do not think it is likely that their children will live in Richmond in the future. The two main reasons for this are due to the increase in housing costs and lack of job opportunities.

	<b>Number of Respondents</b>	<b>Percent</b>
Yes	21	7%
No	101	36%
Not sure	72	26%

***If no, which reason describes the reason why?***

	<b>Number of Respondents</b>	<b>Percent</b>
Increase in housing costs.	29	10%
Lack of job opportunities.	56	20%
Quality of life.	4	1%
Other	21	7%

**14. Do you believe that seniors living on a fixed income will be able to remain in Richmond in years to come?**

A larger percentage of residents (47%) are unsure if seniors living on a fixed income will be able to afford to live in Richmond in the years to come.

	<b>Number of Respondents</b>	<b>Percent</b>
Yes	63	22%
No	79	28%
Not sure	132	47%

**15. Do you have any suggestions on how we can keep housing affordable for future generations and seniors?<sup>2</sup>**

It should be noted that the largest percentage of sample group (55%) did not respond to this question. The other responses with the significant percentages are as follows:

Property Tax Abatement Or Subsidy for Seniors	15%
Lower or Freeze Property Taxes	14%

**16. Do you think the town should have more areas designated for commercial or non-residential use?**

A slightly higher percentage of residents are not in favor of designating more areas for commercial or non-residential uses. The two most popular facilities residents chose who are in favor were a town common and restaurant.

	<b>Number of Respondents</b>	<b>Percent</b>
Yes	126	45%
No	150	53%

***If yes, would you like to see any of the following:***

	<b>Number of Respondents</b>	<b>Percent</b>
Town common	69	25%
Retail facilities	43	15%
Cultural facilities	57	20%
Industrial facilities	21	7%
Restaurant	72	26%
Community center	63	22%

**17. Do you think the town should have more areas designated for open space and, if so, please check any of the following you would do to accomplish this:**

The majority of residents would like to see a town-supported land acquisition fund created to purchase and protect more open spaces.

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<sup>2</sup> The figures are based on a sample group of 150 surveys, time did not allow for all responses to be tabulated.

	<b>Number of Respondents</b>	<b>Percent</b>
Contribute some land to the town.	13	5%
Sell some land to the town at marketprice.	14	5%
Sell or contribute a “conservation restriction” to protect your land from future development.	46	16%
Sell land to the town at bargain prices.	5	2%
Vote for a town-supported land acquisition fund.	124	44%
Donate money to buy land.	53	19%
None of the above.	49	17%
May we contact you to discuss this.	4	4%

**18. If you own building lots, do you expect them to be developed:**

There are a close percentage of residents who plan to never develop their lots or are unsure whether they will develop their lots.

	<b>Number of Respondents</b>	<b>Percent</b>
Within one year	1	0%
1 – 5 years	3	1%
6 – 10 years	3	1%
Never	37	13%
Not sure	30	11%

**19. If you own building lots, what zoning classification is it in?**

The majority of zoning among those surveyed is residential/agriculture.

	<b>Number of Respondents</b>	<b>Percent</b>
Residential/Agriculture	51	18%
Shore residential	2	1%
Commercial District	5	2%
Not sure	13	5%

**20. Please check any of the following that you believe Richmond should make more of an effort to protect:**

A large majority of residents feel strongly about protecting all the categories listed. The item receiving the least amount of votes were wetlands (48%), while outstanding views and scenic areas received the most votes (69%).

	<b>Number of Respondents</b>	<b>Percent</b>
Ponds	184	65%
Wetlands	136	48%
Outstanding views & scenic areas	195	69%
Historical and/or archeological sites	141	50%
Mountain sides and ridges	180	64%
Streams	168	60%
Drinking water sources	189	67%
Woodland habitat	170	60%
Agriculture	157	56%
Other	12	4%

**21. Please check those recreational activities that you enjoy doing in Richmond.**

Hiking, walking, and jogging received a significantly higher percentage of votes over all the activities listed with an 82% response. Off-road vehicles, snowmobiling, and camping are the least favorable activities among the respondents.

	<b>Number of Respondents</b>	<b>Percent</b>
Fishing	56	20%
Off-road vehicles	9	3%
Horse back riding	30	11%
Camping	11	4%
Boating	69	25%
Nature Activities	130	46%
XC skiing	105	37%
Hunting	25	9%
Snowmobiling	10	4%
Swimming	141	52%
Hiking, walking, jogging	231	82%
Snowshoeing	88	31%
Bird watching	130	46%
Other	39	14%

**22. What types of cultural events would you like to see more of in Richmond?**

The two most popular responses the residents of Richmond would like to see more of are concerts, with thirty-five percent of the respondents voting for this.

	<b>Number of Respondents</b>	<b>Percent</b>
Performing arts	83	30%
Concerts	99	35%
Dances	29	10%
Plays	79	28%
Art exhibits	80	28%
Other	35	12%

**23. Please check those recreational facilities you would like to see developed or improved:**

The two most popular recreational facilities the residents would like to see developed or improved are swimming/picnic area and ice skating, with thirty-three and twenty-seven percent of the respondents voting for these two facilities respectively.

	<b>Number of Respondents</b>	<b>Percent</b>
Tennis courts	46	16%
Bocce ball courts	14	5%
Ice skating	75	27%
Volleyball	6	2%

	<b>Number of Respondents</b>	<b>Percent</b>
Soccer/football field	22	8%
Swimming/picnic area	92	33%
Shuffleboard	3	1%
Playground	24	9%
Baseball field	22	8%
Basketball court	17	6%
Golf course	46	16%
Other	24	9%

**24. Do you support the construction of a new town library?**

Most respondents would support construction of a new library, with forty-four percent supporting.

	<b>Number of Respondents</b>	<b>Percent</b>
Yes	124	44%
No	69	25%
Not sure	82	29%

**25. Do you support the construction of a new town hall?**

Most respondents would favor construction of a new town hall, with forty-one percent supporting.

	<b>Number of Respondents</b>	<b>Percent</b>
Yes	114	41%
No	76	27%
Not sure	85	30%

**26. Do you or your family use any of the following facilities or services?**

The majority of residents who responded use the Richmond Pond Town Beach; fifty-seven percent of the respondents use the beach.

	<b>Number of Respondents</b>	<b>Percent</b>
Richmond Pond Town Beach	159	57%
Tennis court	57	20%
Community Health Program	54	19%
Richmond pond boat ramp	64	23%
Library	99	35%
Recreation Committee Programs	16	6%
Other	6	2%

**27. If you live on a dirt road, would you favor having it paved in the future?**

A significantly higher percentage of residents who responded to this question are not in favor of having dirt roads paved; forty-three percent of respondents do not favor this.

	<b>Number of Respondents</b>	<b>Percent</b>
Yes	38	14%
No	111	43%
Not sure	9	3%

**28. Do you feel that truck traffic is a problem in Richmond?**

Forty-three percent of the respondents believe truck traffic is not a problem, while thirty-three percent believe truck traffic is a problem.

	<b>Number of Respondents</b>	<b>Percent</b>
Yes	92	33%
No	122	43%
Not sure	50	18%

**29. Do you feel that traffic congestion is a problem in Richmond?**

A large majority of respondents (83%) believe that traffic congestion is not a problem in Richmond.

	<b>Number of Respondents</b>	<b>Percent</b>
Yes	22	8%
No	232	83%
Not sure	11	4%

**30. Are you aware of any of the following programs designed to protect and enhance agriculture, forestry, and recreation? (Check where appropriate)**

	<b>Number of Respondents</b>	<b>Percent</b>
Agricultural Preservation Restriction Program	45	16%
Mass. General Law, Chapter 61 (forest tax classification)	57	20%
Mass. General Law Chapter 61A (agricultural tax classification)	56	20%
Mass. General Law Chapter 61B (recreational tax classification)	37	13%
Mass. Community Preservation Act (up to a 3% local property tax surcharge to fund open space, historic preservation and moderate income housing)	38	14%

**31. Do you think the Town of Richmond provides adequate services in the following areas?**

Overall, the residents of Richmond seem to be satisfied with the services that the Town provides. All Town services received good approval ratings.

	<b>Number of Respondents</b>		<b>Percent</b>	
	<b><i>Adequate</i></b>	<b><i>Inadequate</i></b>	<b><i>Adequate</i></b>	<b><i>Inadequate</i></b>
Police	155	43	55%	15%
Fire	188	11	67%	4%
Ambulance	184	6	65%	2%
Emergency Preparedness	142	17	51%	6%

	Number of Respondents		Percent	
	<i>Adequate</i>	<i>Inadequate</i>	<i>Adequate</i>	<i>Inadequate</i>
Road Maintenance	171	31	61%	11%
Recreation	155	13	55%	13%
Elder services	127	9	45%	9%
Transportation	101	23	39%	8%
Handicapped Services	111	11	40%	4%
Education	171	3	63%	1%

	Number of Respondents		Percent	
	<i>Adequate</i>	<i>Inadequate</i>	<i>Adequate</i>	<i>Inadequate</i>
Zoning/code enforcement	142	23	51%	8%
Environmental protection/ Enforcement	141	14	50%	5%
Health services	147	2	52%	1%
Trash pickup	197	6	70%	2%
Cemetery	154	3	55%	1%

**32. Are there any other important areas or issues that the Town should be planning for?<sup>3</sup>**

It should be noted that the largest percentage of sample group (71%) did not respond to this question. There were several issues mentioned by the sample group but no single issue had a significant response. The largest single issue was concerned with a public sewer system for the Richmond Shores area. However, only 3% of the sample group mentioned this item.

<sup>3</sup> The figures are based on a sample group of 150 surveys, time did not allow for all responses to be tabulated.

## **Summary of the Town of Richmond's 1992 Survey Responses Compared to the 2001 Survey Responses**

### **Background/Methodology**

The following summary compares the survey that was completed for the Town of Richmond in May of 1992 to the Survey that was completed in October of 2001. Sixteen questions from the 1992 survey were used again in the 2001 survey to compare any significant percentage difference in the respondent's answers. Any percentage difference, in the 1992 and the 2001 survey, greater than five percent (5%) are summarized in this report.

### **1992/2001 Survey Comparisons**

#### **Do you reside in Richmond?**

Of the respondents, the number of full-time residents has risen from sixty-four percent (64%) in 1992 to seventy-three percent (73%) in 2001.

#### **How long have you resided in Richmond?**

The number of respondents living in Richmond for over 26 years has risen in comparison with the earlier survey. In 1992, twenty-seven percent (27%) resided in Richmond for over 26 years. In 2001, thirty-five percent (35%) of the respondents have resided in Richmond for over 26 years.

#### **If you own, how long have you owned property in Richmond?**

A larger number of respondents have owned property in Richmond for over 25 years. In 1992, twenty-six percent (26%) of the respondents owned property in Richmond for over 26 years. In 2001, thirty-three percent (33%) have owned property in Richmond for over 26 years. The number of respondents owning property in Richmond for 6 – 10 years has decreased. In 1992, nineteen percent (19%) of respondents owned property

in Richmond for 6 – 10 years. In 2001, eleven percent (11%) has owned property in Richmond for 6 – 10 years.

**Which of the following best describes your current living situation?**

The number of families with children has decreased from 1992 to 2001. In 1992, thirty-three percent (33%) of the respondents were families with children. In 2001, twenty-six percent (26%) of the respondents were families with children.

**If you own land in Richmond, how much?**

The number of respondents owning fewer than 1.5 acres has decreased. In 1992, eighteen percent (18%) of the respondents owned less than 1.5 acres. In 2001, twelve percent (12%) of the respondents owned less than 1.5 acres.

*Richmond is a small “country” town, with a rural atmosphere. Which statement best describes your feelings about the town?*

An increased number of respondents would oppose Richmond losing its rural atmosphere. In 1992, fifty-seven percent (57%) of the respondents would oppose losing the rural atmosphere. In 2001, seventy-one percent (71%) would oppose losing the rural atmosphere. A decreased number of respondents would not oppose some additional development. In 1992, forty percent (40%) of the respondents would not oppose some additional development. In 2001, thirty-one percent (31%) of the respondents would not oppose some additional development.

*Do you think the town should have more areas designated for commercial or non-residential uses?*

The number of respondents answering “yes” to this question increased from 1992 to 2001, from thirty-four percent (34%) in 1992, to forty-five percent (45%) in 2001. The facilities the respondents would like to see most did not change from 1992 to 2001. The respondents would like to see a town common, retail facilities, restaurant, and a community center developed.

**Do you think the town should have more areas designated for open space and, if so, please check any of the following you would do to accomplish this:**

In 1992, forty-two percent (42%) of the respondents would sell or contribute a "conservation restriction" to protect land from future development. In 2001, this number decreased to sixteen percent (16%) of the respondents willing to do this. In 1992, thirty-five percent (35%) of the respondents would vote for a town-supported land acquisition fund. In 2001, this increased to forty-four percent (44%) of the respondents willing to vote for this fund. In 1992, sixty-five percent (65%) of the respondents would be willing to donate money to buy land. In 2001, the number decreased to only nineteen percent (19%) of the respondents willing to donate money to buy land.

**Please check any of the following that you believe Richmond should make more of an effort to protect:**

In 1992, sixty-two percent (62%) of the respondents believe outstanding views and scenic areas should be protected. In 2001, this increased to sixty-nine percent (69%) believing the outstanding views and scenic areas should be protected.

**Please check those recreational activities that you enjoy doing in Richmond.**

In 1992, thirty-one percent (31%) of the respondents enjoyed fishing, while, in 2001, twenty percent (20%) enjoyed fishing. In 1992, sixty percent (60%) of the respondents enjoyed nature activities while, in 2001, forty-six percent (46%) enjoyed nature activities. In 1992, sixteen percent (16%) enjoyed snowshoeing while, in 2001, thirty-one percent (31%) enjoy snowshoeing.

**Please check those recreational facilities you would like to see developed or improved:**

In 1992, twenty-three percent (23%) of the respondents would like to see tennis courts while, in 2001, sixteen percent (16%) want tennis courts. In 1992, eight percent (8%) of the

respondents would like to see volleyball while, in 2001, two percent (2%) would like to see volleyball. In 1992, sixteen percent (16%) of the respondents would like to see a playground while, in 2001, nine percent (9%) would like to see a playground. In 1992, twelve percent (12%) of the respondents would like to see a basketball court while, in 2001, six percent (6%) would like to see a basketball court.

**Do you or your family use any of the following facilities or services?**

In 1992, fifty percent (50%) of the respondents used the Richmond Pond Town Beach while, in 2001, fifty-seven percent (57%) used the beach. In 1992, thirty percent (30%) of the respondents used the Community Health Program while, in 2001, nineteen percent (19%) used this program.

**If you live on a dirt road, would you favor having it paved in the future?**

Fewer respondents are not in favor of having their roads paved. In 1992, sixty-two percent (62%) of the respondents would not favor having their road paved while, in 2001; forty-three percent (43%) would not favor having their road paved. In 1992, nineteen percent (19%) of the respondents were unsure whether they wanted their road paved while, in 2001 three percent (3%) were unsure.

**Are you aware of any of the following programs designed to protect and enhance agriculture, forestry, and recreation?**

Those responding to the survey are more aware of the programs designed to protect agriculture, forestry, and recreation. In 1992, thirteen percent (13%) of the respondents were aware of Mass. General Law, Chapter 61 (forest tax classification) while, in 2001 twenty percent (20%) were aware of Chapter 61. In 1992, twelve percent (12%) of the respondents were aware of Mass. General Law, Chapter 61A (agricultural tax classification) while, in 2001, twenty percent were aware of Chapter 61A.

**Do you think the Town of Richmond provides adequate services in the following areas?**

Overall, in 2001, the majority of respondents feel the Town of Richmond provides adequate services, with an overall fifty-four percent (54%) approval rating. This percentage is up from the 1992 survey, in which the respondents gave the Town of Richmond a forty-eight percent (48%) approval rating. In 1992, "Recreation" received a forty-eight percent (48%) approval rating while, in 2001, it received fifty-five percent (55%) approval. In 1992, "Elder Services" received a thirty percent (30%) approval rating while, in 2001, it received a rating of forty-five percent (45%) approval. In 1992, "Transportation" received an approval rating of eighteen percent (18%) while, in 2001, it received an approval rating of thirty-nine percent (39%) approval. In 1992, "Handicapped Services" received an approval rating of twenty-two percent (22%) while, in 2001, it received an approval rating of forty percent (40%) approval. In 1992, "Education" received an approval rating of fifty-five percent (55%) while, in 2001 it received a rating of sixty-three percent (63%) approval. In 1992, the "Cemetery" received an approval rating of forty-six percent (46%) while, in 2001, it received a rating of fifty-five percent (55%) approval.

# Notes From Community Development Meetings

**July 16, 2002**

## **Richmond Sewer Extension Planning Project Meeting**

- I. Discussion of Clean Water State Revolving Fund (SRF) Loan
  - SRF loan can be used to fund advanced planning and system design and construction. This initial application would be submitted for advanced planning and system design.
  - Interest rate for SRF loan is 2%. The anticipated funding availability is approximately \$200 million for the entire Commonwealth.
  - Town can borrow up to 9% of total estimated building cost for advanced planning and design. For example if the total project is \$2.3 million, the town can request a loan of up to approximately \$207,000 for planning and design.
- II. Application Process
  - Town must submit a Project Evaluation Form (PEF) for review by the Dept. of Environmental Protection (DEP) – Division of Municipal Services.
  - DEP will then prioritize projects for inclusion on the *DEP Intended Use Plan Project Listing*. Only projects that are on this list are eligible to submit a SRF Loan Application.
  - Once a project is on the Intended Use Plan, the Town can prepare and submit the CWSRF Loan Application package to request funding.
- III. Rating Criteria
  - In general, DEP reviews the PEF to determine a community's motivation for undertaking a project. The primary criterion is that a project is motivated by the intent to mitigate existing pollution and water quality problems. **DEP is opposed to projects that create extra capacity that will encourage sprawl.**
  - In addition to the general criteria, DEP also carefully considers the following: Public Health Criteria, Environmental Criteria, Project Effectiveness and Program and Implementation Criteria
  - The Rating is most heavily weighted toward the last two criteria (i.e. effectiveness and implementation). Projects that are most likely to solve a community's water quality problems and are consistent with existing plans and priorities are given the highest ratings.
- IV. Application Timeline
  - The following list provides critical deadlines in the application process:
    - Project Evaluation Form (PEF) due to DEP : August 15, 2002
    - Local Appropriation of Project Cost : June 30, 2003
    - Final Plans and Specifications  
and Submit Completed Loan Application: October 15, 2003

## **July 22, 2002**

### **Richmond Pond Association**

Attending: Katherine Levitan, President; Carl Foote, VP; Mark Watkins, Secretary; Linda Kay, Treasurer; Ed Sawyer; James Mooney; Holly Stover; Alex Nardacci; Leonard Levitan; Lenore Lapin; Ron Lapin; Matt Melillo; Teesie Melillo; Heloine Strauss

Sewer Update: The Tighe and Bond study showed that the Richmond Pond area would tie into the pumping station being built by Pittsfield. The pipe would extend into Richmond Shores, Branch Farm, and Whitewood. 150 dwelling units will be handled. 65 will be handled by a gravity system. The remaining 85 will be on low-pressure sewer, with each home on an individual pump. Estimated cost - \$3 million. Low pressure grinder pumps are \$5,000 each, plus an additional \$1,000 to tie in. Funding through BRPC. The town must submit project evaluation form for review to the DEP. When approve, the town can borrow 9% of cost at 2% interest. Initial project submitted by BRPC next month. Final funding app due by 06/30/2003.

## **March 5, 2003**

### **Board of Selectmen**

Attending: Alan Hanson, Chairman; Marguerite Rawson; Roger Manzolini; Bruce Garlow, Town Administrator

Others: Rick Baehr and Diane Pero, Board of Health; John Olander, Health Agent; Ted Potter, Richmond Shores; Craig Swinson, Dublin Rd.; Helen Kingsley, Finance Committee

Mr. Garlow gave an update on the sewer proposal. He explained that the town did not get on the funding list for a low interest state loan for this calendar year, but that the town could apply again for the next round in August. He said he had checked with the Federal Rural Development Office and that loans with an interest rate of 4.875% are available for the Richmond project. He said that the best way to go would be to form a committee to organize the new application and to look at various options.

Mr. Manzolini said that the sewer committee needed a "champion," someone who had a direct interest in the sewer and who could push the proposal along. Mr. Baehr asked if a member of the BOH could be the champion and Mr. Manzolini replied that a member of the BOH could perform that role. Mr. Manzolini said the Selectmen should give a charge to the new committee and said that the charges for the Town Hall/ Library Study committee and Retired Municipal Employee Health Insurance Committee should be made available to Mr. Baehr, who Mr. Manzolini suggested should write the charge. Mr. Garlow said that he would help write the charge.

Mr. Baehr said that his “assistant,” AJ Cole, lives at Richmond Shores and has said she would gladly pay the estimated annual fee of \$1,500, in order to operate a dishwasher and washing machine, and Mrs. Rawson said that more Richmond Shores people should be involved and that word would go out to encourage volunteers for the committee.

Mr. Baehr noted there was mixed opinion among people he has spoken with about the funding mechanism, with some saying it should be entirely up to the pond-side residents to pay for the system and others who say there should be some contribution from the town. Mr. Garlow explained the situation in West Stockbridge, where from the first year the town meeting has annually voted to pay the capital costs of its sewer system, while requiring the users to pay only for operating costs. He said he has heard discussion on both sides of this issue and that it will be up to the committee and town meeting to decide the issue.

In response to a question from Mr. Potter, Mr. Manzolini described the types of proposed sewer lines and discussed the possibility of extending the sewer lines across Swamp Rd. to serve the properties above Bartlett’s Orchard. Mr. Garlow added that this proposal was not part of the options formally studied. Mr. Garlow discussed whether or not there should be an article on this year’s town meeting warrant to authorize pursuing the sewer loan and Mrs. Rawson suggested and everyone agreed that two non-binding articles should be offered, one calling for the users to repay the loan entirely and one where the town participates in paying off the loan.

## **March 19, 2003**

### **Board of Selectmen**

Attending: Alan Hanson, Chairman; Marguerite Rawson; Roger Manzolini; Bruce Garlow, Town Administrator

Mr. Hanson reviewed the proposed charge to the new Richmond Pond Sewer Study Committee. He discussed the annual town meeting warrant in May will have two non-binding questions- one asking voters if they approve of the town borrowing money to design and build the system using only fees from the sewer users to pay the debt, and the second will ask if the town favors paying part of the capital costs, with a recommended annual contribution of \$50,000. A binding question would probably not appear on the warrant until the 2004 annual town meeting.

Mr. Garlow said that nothing can be done now to help residents with septic system failures that are not located in the proposed sewer area.

The portion of the sewer loan, which the town would cover, would be for 20 years.

All homeowners within the proposed area would likely be made to hook up.

# Richmond, Massachusetts



## Open Space

### Areas of Concern:

- Water pollution and public health concerns related to Richmond Pond.

### Vision for Future Open Space and Resource Protection:

*Thoughtfully guide and manage growth to ensure Richmond preserves its present combination of exceptional natural assets, traditional rural atmosphere, and small town character that makes it a desirable place to live and work.*

### Recommended Actions:

- To restore and protect the recreational uses and habitat values of Richmond Pond
- Implement watershed and in-lake Best Management Practices to mitigate existing sources of non-point source pollution
- Implement the recommendations from the 1997 DEP Water Quality Assessment Report to eliminate invasive aquatics
- Implement recommendations to address sources of stormwater and erosion around the lake
- Preserve and protect drinking water sources
- Preserve and protect the town's rural atmosphere and the use of land for agriculture
- Resolve on-site sewage disposal problems by developing a sanitary sewer system in the Richmond Pond area



## Economic Development

### Areas of Concern:

- Few Jobs available locally

### Vision for Future Economic Development:

*Maintain and improve Richmond's economic infrastructure by proactively identifying and cultivating appropriate commercial opportunities that are consistent with the character of the community.*

### Recommended Actions:

- Promote home-based businesses through the creation and distribution of outreach information
- Develop Economic Profile

## Transportation

### Areas of Concern:

- Areas of Safety
- Excessive heavy truck traffic in residential areas.
- Need to develop an Official Map

### Vision for Future Transportation:

*Maintain and improve the safety and utility of Richmond's transportation networks capital infrastructure by reasonable development and investment.*

### Recommended Actions:

- Work to improve road conditions, signage, and other traffic safety devices to reduce number of accidents in identified areas.
- Adopt Official Map to clarify ownership, location, and maintenance responsibilities of local public and private ways.
- Reduce traffic, especially truck traffic on Route 295, State Road (Route 41), Swamp and Summit Roads.



## Housing

### Areas of Concern:

- Lack of affordable housing for median income earners and seniors
- Lack of year-round rental housing



### Vision for Future Housing:

*Maintain and improve Richmond's social and economic infrastructure by providing quality affordable housing opportunities*

### Recommended Actions:

- Support ongoing market-driven efforts to produce affordable homes each year.
- Provide additional housing opportunities for seniors.
- Continued involvement in developing affordable homeownership options and publicizing current programs available from MassHousing and Lee Bank.
- Promote Accessory Use Apartments through the creation and distribution of outreach information.
- Secure Executive Order 418 Housing Certification
- Develop Housing Data Profile



-  Proposed Sanitary Sewer Upgrade
-  (1) Home Based Business Target Area
-  (2) Accessory Use Apartment Area

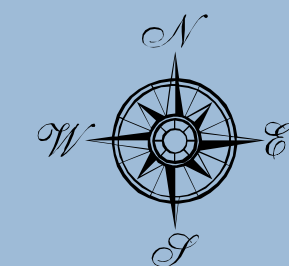
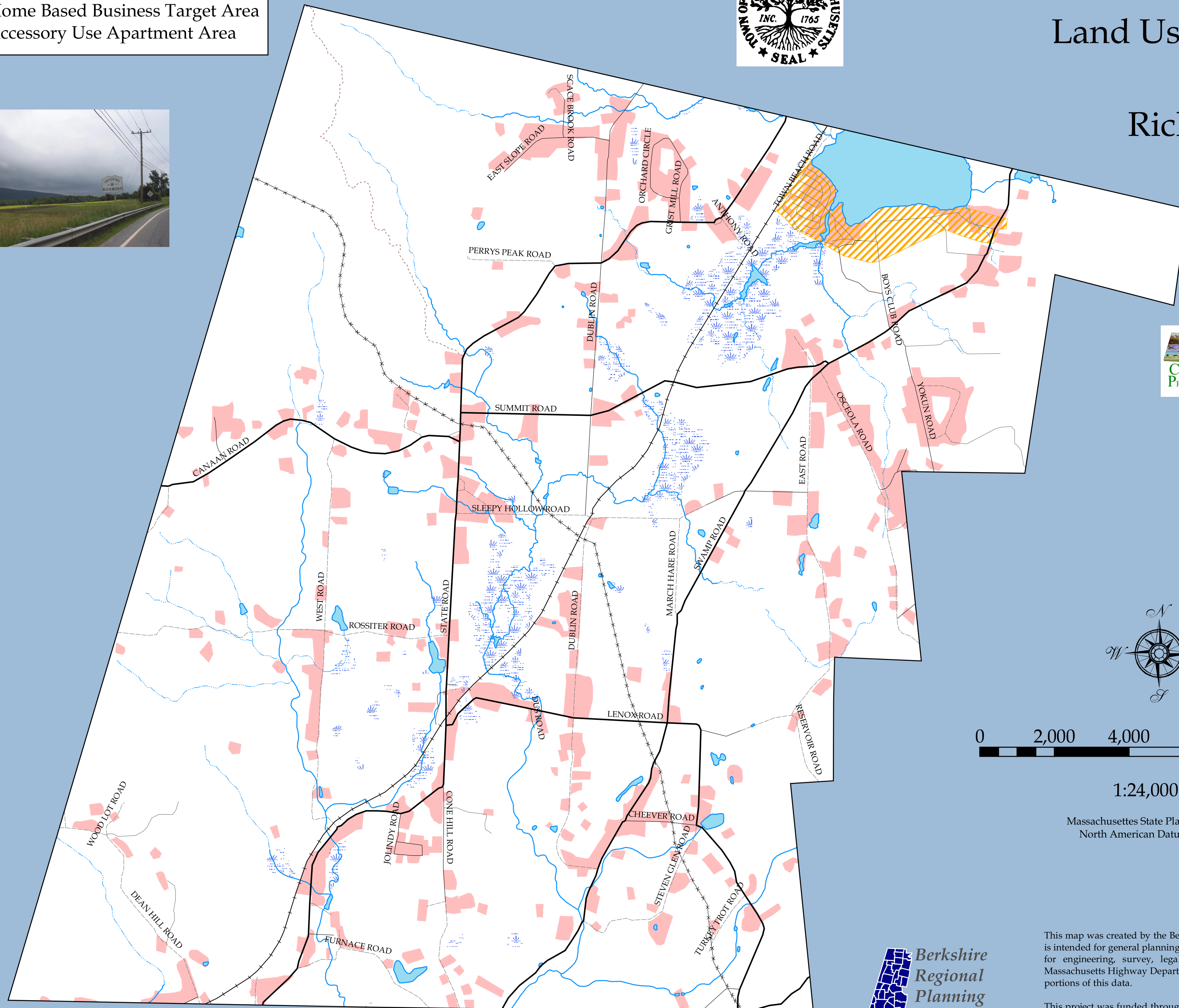


# Community Development Plan

## Land Use Suitability

### Action Map

#### Richmond, MA



0 2,000 4,000 6,000 8,000 Feet

1:24,000

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.



# Official Map

## Town of Richmond, Massachusetts

Prepared Under the Direction of  
the Richmond Planning Board  
(G.L. Chapter 41, Section 81 E)  
May 28, 2003

**Legend**

- Railroad
- Underground pipeline
- Parks

**Public Ways**

- State accepted, paved, rural, minor arterial
- State accepted paved, rural, major collector
- Town accepted paved, local road
- Town accepted unpaved, local road
- Town accepted paved, rural, major collector
- Town accepted paved, rural, minor collector

**Private Ways**

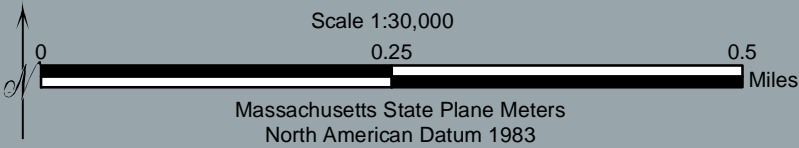
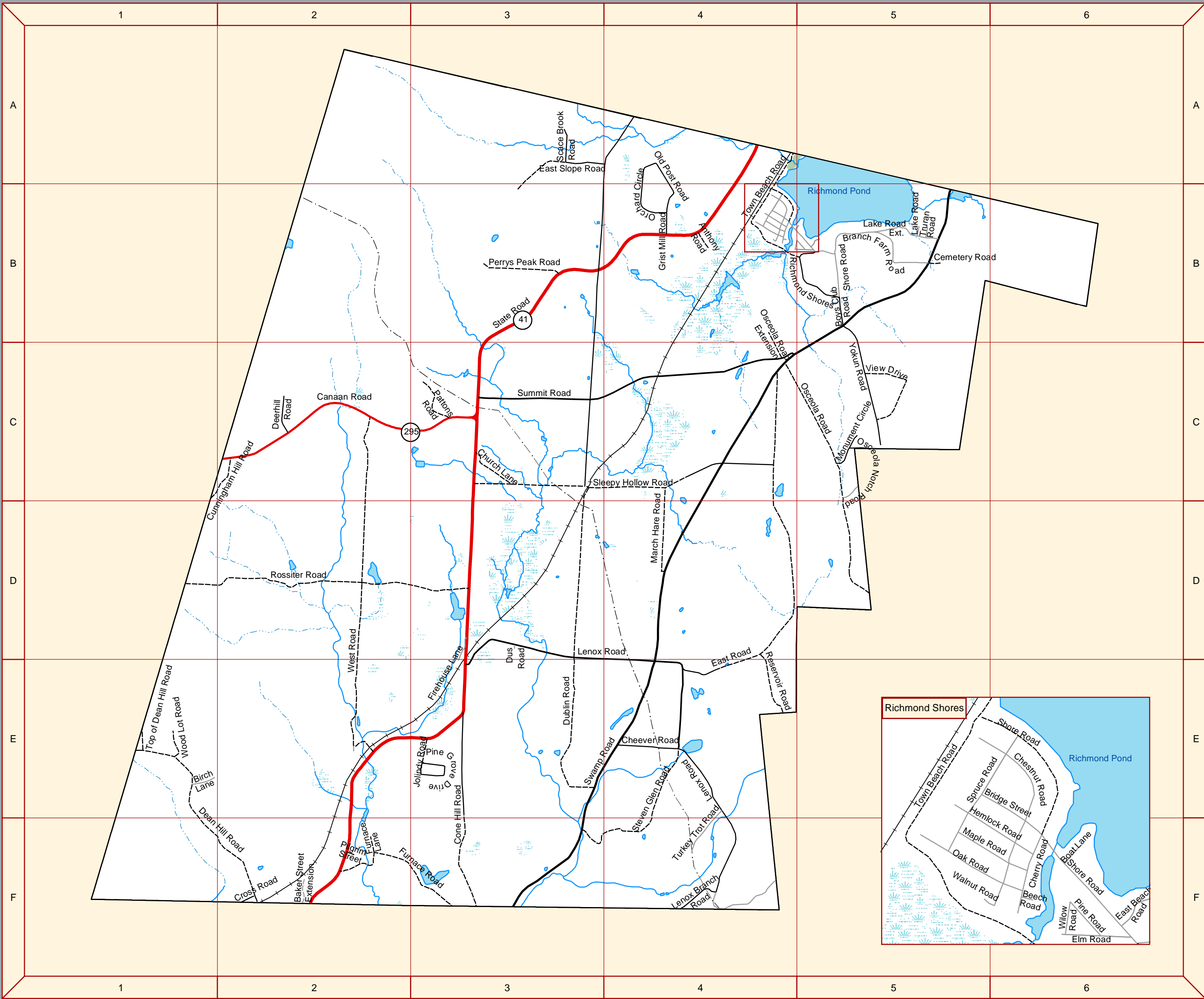
- Private paved, local road
- Private unpaved, local road

**Hydrology**

- Perennial stream
- Intermittent stream
- Wetland
- Lake, pond or reservoir

Street Name	Grid Code	Street Name	Grid Code
Anthony Road	B4	March Hare Road	D4
Baker Street Extension	F2	Monument Circle	C5
Beech Road	Richmond Shores	Oak Road	Richmond Shores
Birch Lane	E1	Old Post Road	A4
Boat Lane	Richmond Shores	Orchard Circle	B4
Boys Club Road	B5	Osceola Notch Road	C5
Branch Farm Road	B5	Osceola Road	C5
Bridge Street	Richmond Shores	Osceola Road Extension	B4
Canaan Road	C2	Pattons Road	C3
Cemetery Road	B5	Perrys Peak Road	B3
Cheever Road	E4	Pilgrim Street	F2
Cherry Road	Richmond Shores	Pine Grove Drive	E3
Chestnut Road	Richmond Shores	Pine Road	Richmond Shores
Church Lane	C3	Reservoir Road	E4
Cone Hill Road	F3	Richmond Shores Road	B4
Cross Road	F2	Rossiter Road	D2
Cunningham Hill Road	C1	Scace Brook Road	A3
Dean Hill Road	E1	Shore Road	Richmond Shores
Deerhill Road	C2	Sleepy Hollow Road	C4
Dublin Road	E3	Spruce Road	Richmond Shores
East Beach Road	Richmond Shores	State Road*	B3
East Road	E4	Steven Glen Road	E4
East Slope Road	A3	Summit Road	C3
Elm Road	Richmond Shores	Swamp Road	E3
Firehouse Lane	D3	Top Of Dean Hill Road	E1
Furnace Lane	F2	Town Beach Road	Richmond Shores
Furnace Road	F2	Truran Road	B5
Grist Mill Road	B4	Turkey Trot Road	F4
Hemlock Road	Richmond Shores	View Drive	C5
Jolindy Road	E3	Walnut Road	Richmond Shores
Lake Road	B5	West Road	E2
Lake Road Extension	B5	Willow Road	Richmond Shores
Lenox Branch Road	F4	Wood Lot Road	E1
Lenox Road	E4	Yokun Road	C5
Maple Road	Richmond Shores		

\*includes roads formerly known as Richmond Road and West Stockbridge Road



Public Hearing April 14, 2003  
Adopted May 28, 2003  
Approved May 28, 2003

Planning Board

_____	Chair
_____	
_____	
_____	
_____	

This map was adopted by the Town under Article 19 of the Warrant for the Annual Town Meeting May 28, 2003.

Town Clerk: \_\_\_\_\_

Date: \_\_\_\_\_



Street	Acceptance	Feet		Street	Acceptance	Feet
Anthony Road	Town	602		Maple Road	Private	692
Baker Street Extension	Private	793		March Hare Road	Town	2737
Beech Road	Private	106		Monument Circle	Town	482
Birch Lane	Private	756		Oak Road	Private	1018
Birch Road	Private	404		Old Post Road	Town	988
Boat Lane	Private	183		Orchard Circle	Town	2484
Boys Club Road	Town	925		Osceola Notch Road	Town	1929
Branch Farm Road	Private	3107		Osceola Road	Town	8014
Bridge Street	Private	1818		Osceola Road Extension	Town	923
Canaan Road	State	9558		Pattons Road	Town	1633
Cemetery Road	Town	375		Perrys Peak Road	Town	2455
Cheever Road	Town	1923		Pilgrim Street	Town	253
Cherry Road	Private	713		Pine Grove Drive	Town	1728
Chestnut Road	Private	1753		Pine Road	Private	683
Church Lane	Town	1591		Reservoir Road	Town	2074
Cone Hill Road	Town	6694		Richmond Shores Road	Town	2619
Cross Road	Town	436		Rossiter Road	Town	9184
Cunningham Hill Road	Town	1481		Scace Brook Road	Town	1066
Dean Hill Road	Town	6917		Shore Road	Private	5117
Deerhill Road	Town	1222		Sleepy Hollow Road	Town	9618
Dublin Road	Town	22318		Spruce Road	Private	1781
East Beach Road	Private	408		State Road	State	33920
East Road	Town	12005		Steven Glen Road	Town	5235
East Slope Road	Town	3090		Summit Road	Town	10219
Elm Road	Private	611		Swamp Road	Town	27658
Firehouse Lane	Private	799		Top Of Dean Hill Road	Town	696
Furnace Lane	Town	513		Town Beach Road	Town	4513
Furnace Road	Town	5136		Truran Road	Private	333
Grist Mill Road	Town	1457		Turkey Trot Road	Town	1618
Hemlock Road	Private	806		View Drive	Town	3009
Jolindy Road	Town	1144		Walnut Road	Private	109
Lake Road	Private	302		West Road	Town	11318
Lake Road Extension	Private	2229		Willow Road	Private	683
Lenox Branch Road	Town	1375		Wood Lot Road	Town	921
Lenox Road	Town	17928		Yokun Road	Town	4038