

Chris Rembold

Subject: 546 Main St, public safety review

7/18/2025

Selectboard – this will confirm that the plans for the 546 Main Street proposal have been reviewed with Police, Fire and DPW and they see no public safety or service issues.

Subsequently the Fire Chief has been asked to review the applicant's plan and memo regarding fire truck access and fire safety, which was received on 7/17/25.

Staff does recommend that if a special permit is granted, the applicant should be required to provide construction staging plans to be approved by staff prior to a building permit being issued. That submittal should include a description and/or illustration of where contractors will be parking, staging, and operating during the various stages of site preparation and building construction.

Staff also noted that an on-street parking restriction should be implemented for one side of Mahaiwe Street, for the entire length, whether or not the project moves ahead.

Chris



Christopher Rembold, AICP
Interim Town Manager

Assistant Town Manager /
Director of Planning and
Community Development
413-528-1619, x. 2401
crembold@townofgbma.gov

Town of Great Barrington
334 Main Street
Great Barrington MA 01230

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

July 3, 2025

Ms. Brandee Nelson, Chairperson
 Great Barrington Planning Board
 Town Hall – 334 Main Street
 Great Barrington, MA 01230

Re: Site Plan Review – 546 South Main Street, Great Barrington
 (Response to additional Planning Board Comments)

Dear Planning Board Members,

On behalf of the applicant, AM Management 2, LLC, we hereby present further revised site plans and architectural plans in response to your last hearing on the project.

Architecture


- The roof pitch has been corrected to a 6:12;
- Additional windows have been added to the south side of the building

Site Plan Revisions

- The straw wattles have been revised to protect the large tree along Mahaiwe St. (as requested).
- The building and parking lot have been shifted approximately 3 ft. toward S. Main St. in order to provide greater setback between the new driveway and the neighbor's driveway.

We trust this information is satisfactory at this time. If you have any questions, feel free to contact us.

Sincerely,
 SK Design Group Inc.

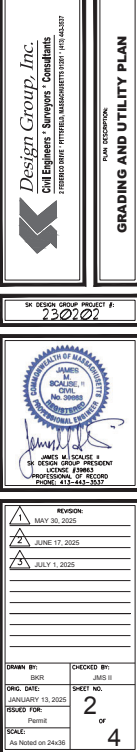


Cc Selectboard

Jim Scalise

Civil Engineer





DETAIL: TYPICAL CATCH BASIN
SCALE: N.T.S.

DETAIL: TYPICAL GROUNDWATER
INFILTRATION SYSTEM
SCALE: N.T.S.

NOTE: THIS DETAIL MAY NOT SHOW ALL ELEMENTS OF THE COMPLETE SEWAGE GRINDER SYSTEM. REFER TO SPECIFICATIONS WRITTEN IN BID DOCUMENTS.

12" CRUSHED

"MUFFIN MONSTER" MANHOLE DETAIL

SCALE: N.T.S.

TYPICAL PARKING LOT DETAIL
SCALE: N.T.S.

DETAIL: TYPICAL SIDEWALK
SCALE: N.T.S.

DETAIL - STRAW WATTLE EROSION BARRIER

DETAIL: TREE PLANTING & STAKING
SCALE: N.T.S.

DETAIL: SHRUB PLANTING
SCALE: N.T.S.

DETAIL: CONTECH CS-4
CASCADE SEPARATOR
SCALE: N.T.S.

DETAIL - MOUNTABLE CURB
SCALE: N.T.S.

AM MGMT 2 LLC
LOCATED AT:

546 MAIN STREET
GREAT BARRINGTON, MASSACHUSETTS

Design Group, Inc.
Civil Engineers * Surveyors * Consultants
2 FEDERICO DRIVE * PITTSFIELD, MASSACHUSETTS 01201 * (413) 442-1111

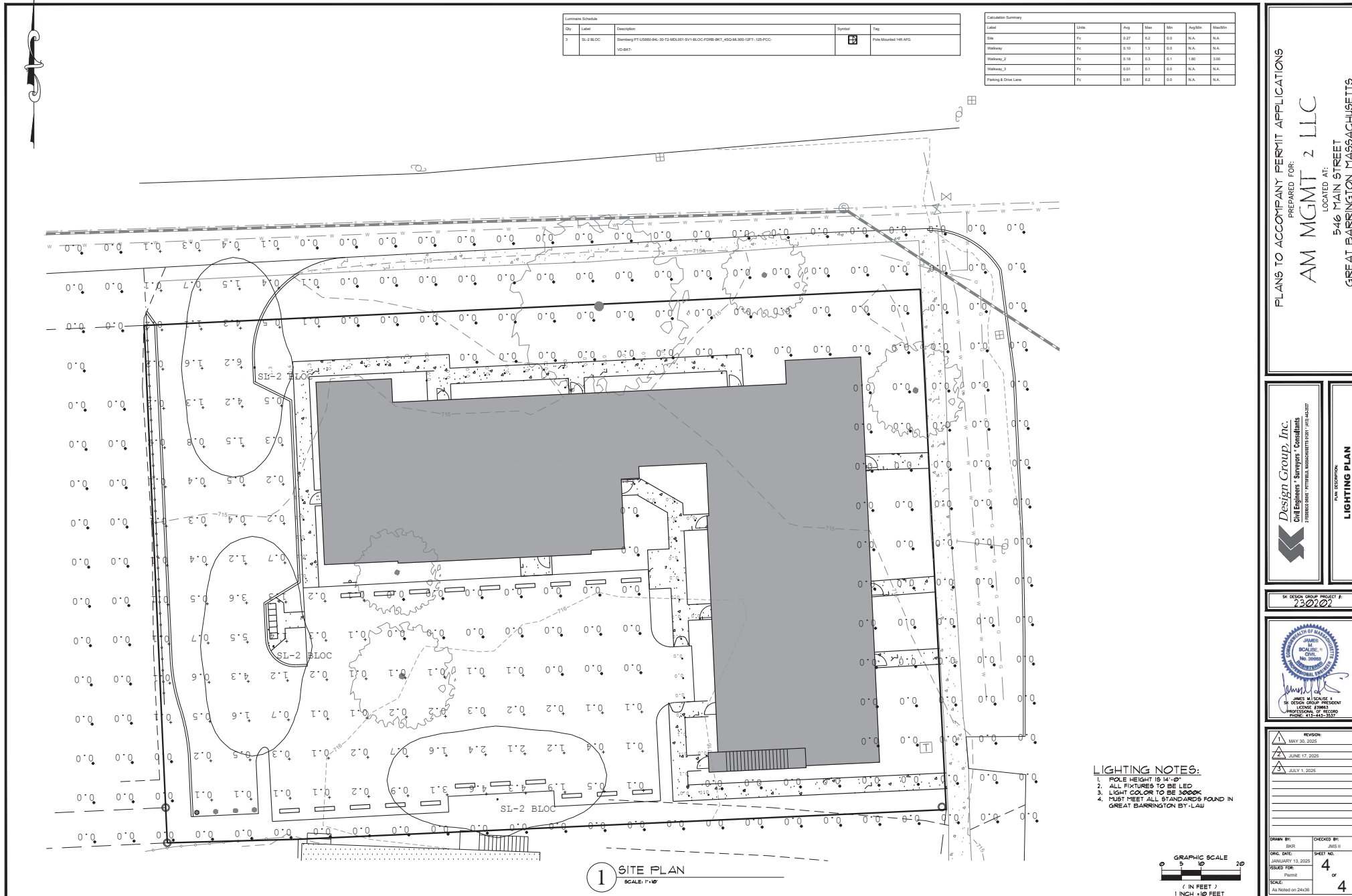
DETAILS

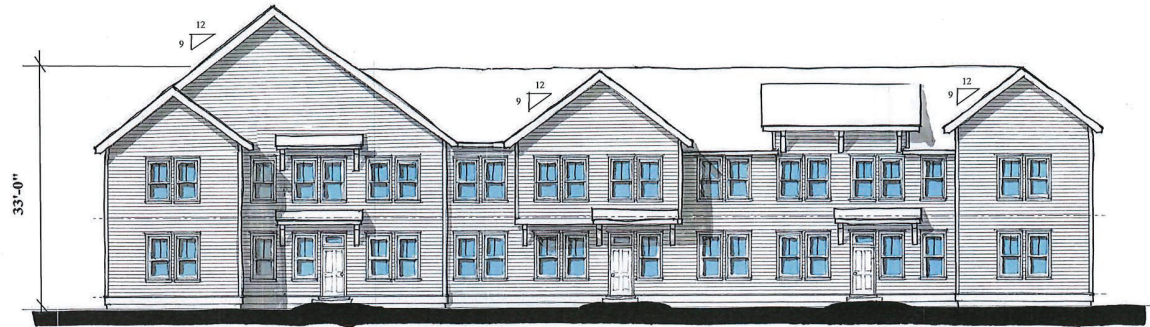
SK DESIGN GROUP PROJECT #:
230202



1	REVISION: MAY 30, 2025
2	JUNE 17, 2025
3	JULY 1, 2025

DRAWN BY: BKR	CHECKED BY: JMS III
ORIG. DATE: JANUARY 13, 2025	SHEET NO. 3
ISSUED FOR: PERMIT	of
SCALE: AS NOTED	4





① Mahaiwe Street Elevation
SCALE: 1/8" = 1'-0"



② S Main Street Elevation
SCALE: 1/8" = 1'-0"

ARCHITECTS INC.

BRADLEY
Est. 1896

8 BANK ROW
PITTSFIELD, MA 01201
413 448 0203

REVISIONS:

SCHEMATIC
DESIGN

PROJECT:

MULTI-FAMILY

546 SOUTH MAIN STREET
GREAT BARRINGTON, MA

DRAW TITLE:

PROPOSED
EXTERIOR ELEVATIONS

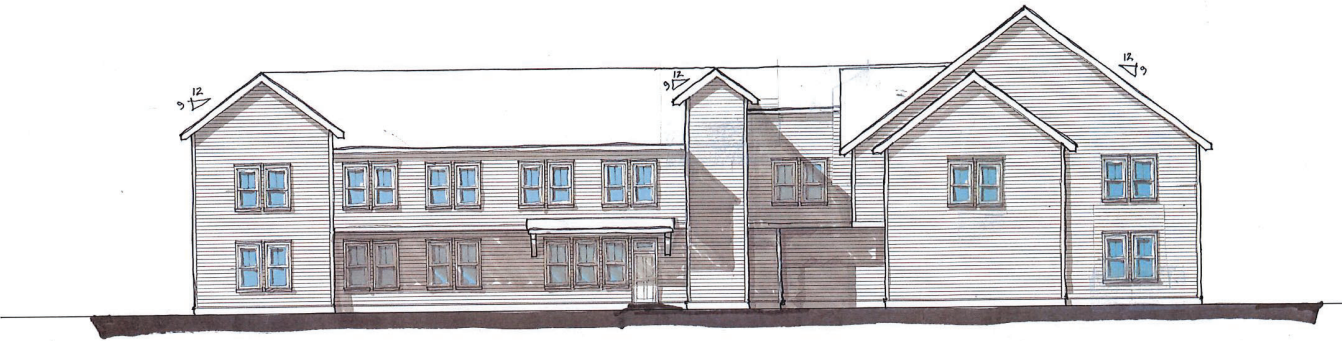
DATE: 4-3-2025

DRAWN BY: REH

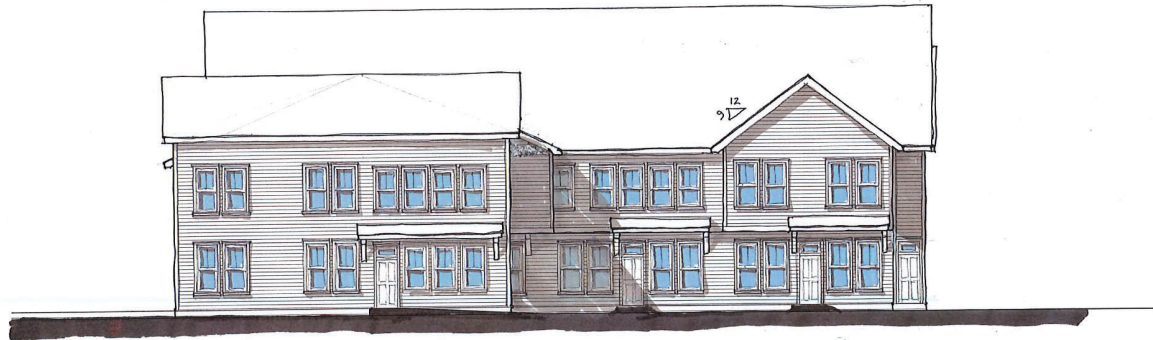
CHECK BY:

DATE:

Sk-4



① South Elevation
SCALE: 1/8" = 1'-0"



② West Elevation
SCALE: 1/8" = 1'-0"

BRADLEY
EST. 1996
8 BANK ROW
PITTSFIELD, MA 01201
413.448.8253
REVISIONS:

SCHEMATIC
DESIGN

PROJECT:
MULTI-FAMILY

546 SOUTH MAIN STREET
GREAT BARRINGTON, MA

DWG. TITLE:
PROPOSED
EXTERIOR ELEVATIONS

DATE: 7-2-2025
DRAWN BY: REH

CHK. BY:
DWG. NO.:

Sk-4R

546 Main .

7/21 .

Chris Rembold

From: Jim Scalise <jscalise@sk-dg.com>
Sent: Thursday, June 26, 2025 2:18 PM
To: Chris Rembold
Cc: F.Z. - AM Management; Kathleen McCormick (kmccormick@mccormicklegal.com)
Subject: Letter of Intent and Parking Summary for 546 S Main Street
Attachments: LOI Parking Merged .pdf; ULI.pdf

****CAUTION:****

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

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

Hi Chris,

The applicant has obtained two Letters of Intent for parking spaces in support of the proposed mixed-use development at 546 S. Main Street.

The attached Letters of Intent from neighboring property owners provide a total of 14 additional overflow parking spaces.

Combined with the 22 on-site spaces, this brings the total parking count to 36 spaces, equating to approximately 1.64 spaces per unit, which exceeds the zoning bylaw requirement.

For further context, I've attached a copy of the parking demand table from the Urban Land Institute's parking manual.

The demand listed for rental apartments is 1.65 spaces per unit, without factoring in the impact of smaller unit sizes or the site's walkability.

We hope this information helps address any concerns related to parking for the proposal.

I'll be presenting this information tonight, but I wanted to ensure you have copies for your records.

Thanks,

Jim

Jim Scalise

Professional Engineer at SK Design Group, Inc.

A 2 Federico Drive, Pittsfield, MA 01201

P 413.443.3537

W <https://www.sk-dg.com/>

U.L.I. 5th ed.

FIGURE 4-1: Recommended Parking Ratios

Use	Parking Ratio	Source
RESIDENCES AND COMMERCIAL ACCOMMODATIONS		
Single-family dwelling unit (DU)	<ul style="list-style-type: none"> ■ <2,000 square feet (186 square meters): 1/DU ■ 2,000-3,000 square feet (186-279 square meters): 2/DU ■ >3,000 square feet (279 square meters): 3/DU 	1
Multifamily DU		
Rented	1.65/DU	2
Owned	1.85/DU	2
Accessory	Add 1/accessory DU	4
Sleeping rooms	1/unit or room, plus 2 for owners/managers	4
Commercial lodgings*	1.25/room plus 10/1,000 square feet (10.8/100 square meters) of gross floor area (GFA) for lounge and/or restaurant, plus conference/banquet facilities at the following rates: <ul style="list-style-type: none"> ■ <20 square feet (1.86 square meters)/room: 0 ■ 20 square feet (1.86 square meters)/room: 30/1,000 square feet (32.3/100 square meters) of GFA ■ 20-50 square feet (1.86-4.65 square meters)/room: scaled proportionally between 20 and 50 square feet/room (1.86 to 4.65 square meters) ■ >50 square feet (4.65 square meters)/room: 20/1,000 square feet (21.5/100 square meters) of GFA 	2, 4
Housing for seniors	0.5/DU	
Congregate care or assisted living	0.35/DU	1
Group homes, convalescent homes, and nursing homes	0.5/bed	1
RETAIL SALES AND SERVICES		
General and convenience retail*	2.75/1,000 square feet (2.96/100 square meters) of GFA	1
Grocery stores*	6.75/1,000 square feet (7.26/100 square meters) of GFA	1
Heavy/hard goods*	2.5/1,000 square feet (2.69/100 square meters) of GFA, including outdoor sales areas	1, 4
Discount superstores*	5.5/1,000 square feet (5.92/100 square meters) of GFA, including outdoor sales areas	1
Specialty superstores*	4.5/1,000 square feet (4.84/100 square meters) of GFA, including outdoor sales areas	1
Shopping centers with not more than 10% of gross leasable area (GLA) in nonretail sales and service uses, as defined in Chapter 2, "Definitions of Square Footage," page 9.	<ul style="list-style-type: none"> ■ <400,000 square feet (37,160 square meters) of GLA: 4.0/1,000 square feet (4.3/100 square meters) of GLA ■ 400,000-600,000 square feet (37,160-55,740 square meters) of GLA: scaled proportionally between 4.0 and 4.5/1,000 square feet (4.3 and 4.84/100 square meters) of GLA ■ >600,000 square feet (>55,740 square meters) of GLA: 4.5/1,000 square feet (4.84/100 square meters) of GLA 	3

Smit & Neel, LLC d/b/a Quality Inn
372 Main Street Great Barrington, MA 01230

Letter of Intent to Offer Overflow Parking Spaces

To: Fahd Zia, Manager
AM Management 2, LLC
235 East Street, Suite A Pittsfield, MA 01201

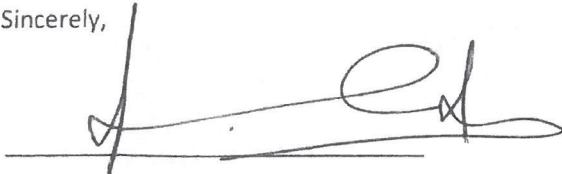
Dear Mr. Zia,

This Letter of Intent ("LOI") confirms our interest in offering a portion of my property for use as overflow parking in support of your proposed mixed-use development at 546 Main Street, Great Barrington, MA. Subject to the execution of a formal agreement, we are open to licensing up to ten (10) parking spaces under the following general terms:

1. Use: The spaces will be designated for non-commercial overflow parking by residential tenants of 546 Main Street only.
2. Usage Structure: Spaces may be activated on an as-needed basis, contingent upon tenant requests. I understand that AM Management 2, LLC will notify me in writing at least thirty (30) days in advance of activating any space(s), indicating the number of spaces required and their intended duration.
3. Term: The arrangement is intended to commence upon issuance of a certificate of occupancy for the building at 546 Main Street and continue on an annual renewal basis.
4. Rental Rate: I am open to discussing fair market compensation and look forward to reaching mutually agreeable terms.
5. Non-Binding Nature: This Letter of Intent is non-binding and provided solely for the purpose of outlining general terms under consideration. A formal agreement will be required to finalize the arrangement.

I appreciate the professional approach you've taken and look forward to working together to support the success of your development.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pravinsinh N. Mahida', written over a horizontal line.

PRAVINSINH N. MAHIDA, Manager

Date: 6/24/2025

James J. Mercer

80 Maple Avenue, Suite 1 Great Barrington, Massachusetts 01230
tel: 413.528.1780 fax: 413.528.3024 mobile: 413.446.1801
email:housatonicwater@gmail.com



June 20, 2025

Subject: Overflow Parking – 506 Main Street

Fahd Zia
AM Management
235 East Street, Ste A
Pittsfield, MA 01201

Dear Mr. Zia,

Thank you for your recent call regarding overflow parking for your new mixed-use project at 546 Main Street.

In the spirit of community collaboration, I am open to discussing a potential lease arrangement that would provide up to four parking spaces for the use of project residents or their guests at my property at 506 Main Street. I believe that cooperation between neighboring properties can create mutual benefits and enhance the overall community.

Please do not hesitate to contact me at your convenience to discuss this matter further.

Best regards,



Jim Mercer

MEMORANDUM

To: Chris Rembold

From: Jim Scalise

Date: July 16, 2025

Re: Special Permit – 546 Main Street – Fire Protection Summary

Introduction

As requested, SK Design Group, Inc. has prepared the following summary and sketch plan to document compliance with fire protection requirements for the proposed mixed-use development at 546 Main Street.

Fire Truck Access Overview

The proposed project is located on a corner lot with frontage on two public streets. Fire apparatus access can be effectively provided directly from these adjacent roads, eliminating the need for a continuous internal driveway connecting the streets. This layout simplifies site circulation, maximizes buildable area, and remains compliant with the applicable fire access codes from the International Fire Code (IFC) and NFPA 1 and 13. The entrance driveway has sufficient width to allow fire truck access to the site.

Access Road Standards and Public Street Use

Rather than relying on a looped or internal fire lane, the design utilizes existing public rights-of-way to meet fire apparatus access requirements:

- Both public streets serve as designated fire apparatus access roads.
- These streets meet the following criteria:
 - Minimum clear paved width of 20 feet
 - Unobstructed vertical clearance of 13 feet 6 inches
 - Pavement strength rated for fire truck loading (typically 75,000 lbs)

- Adequate turning radii for fire department vehicles at intersections and driveways

There is no through drive or internal fire lane on-site; however, fire trucks can stage and operate from either or both street frontages, depending on the building's orientation and hydrant placement.

This requirement is met.

Building Access and Hose Reach

To comply with IFC Section 503:

- All portions of the building exterior must be within 150 feet of a fire apparatus access road, measured along an approved path for hose lay.
- With dual street frontages, the building can be oriented so that two adjacent facades are directly accessible, reducing the need for internal fire lanes.
- Since some portions of the structure exceed the 150-foot hose reach, a NFPA 13-compliant fire sprinkler system will be installed, qualifying the project for hose distance exceptions.
- Pedestrian walkways and hard surfaces have been laid out to ensure safe, direct access for firefighters carrying equipment to remote building areas.

This requirement is met.

Clearance for Aerial Operations

As the proposed building height exceeds 30 feet (planned height: 33 feet):

- At least one accessible side must allow for aerial ladder operations. In this case, the building is accessible on all four sides.
- The streets used for fire truck staging provide 15–30 feet of lateral clearance perpendicular to the building, necessary for ladder deployment.

July 17, 2025

Fire Protection Summary
546 Main Street, Great Barrington

- There are no-parking zones at the intersection of Mahaiwe Street and South Main Street, creating a 40–50-foot fire lane that meets clearance requirements on two sides.
- Landscaping, signage, and other potential obstructions are designed to maintain maximum practical clearance.
- South Main Street is designated as the primary staging and approach side for aerial operations.

These requirements are met.

Fire Hydrant and FDC Placement

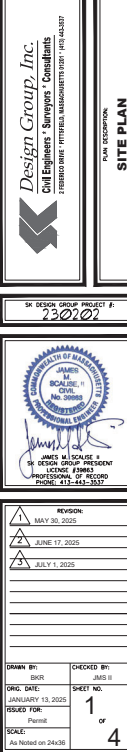
Public hydrants and the Fire Department Connection (FDC) are integrated into the site's fire protection strategy as follows:

- A hydrant is located approximately 110 feet from the property along South Main Street near the Mahaiwe Street intersection.
- A second hydrant is located approximately 375 feet west along the south side of Mahaiwe Street from the project entrance.
- Hydrants are within 400 feet of all exterior portions of the building, or within 600 feet in this case, due to the building being fully sprinklered.
- The FDC will be placed on a street-facing elevation that is visible and accessible from the roadway. Its final location will be coordinated with the Building Inspector and Fire Chief as the building design progresses.

This requirement is met.

Conclusion

This fire protection and access plan provides a streamlined, code-compliant design that leverages the advantages of a corner lot, ensuring comprehensive fire protection coverage and emergency access for the development at 546 Main Street.



Natalie Amendola

To: Estelle; Town Manager
Subject: RE: 546 Main St project

From: Estelle <estbog18@gmail.com>
Sent: Thursday, July 17, 2025 2:56 PM
To: Town Manager <TownManager@townofgbma.gov>
Subject: 546 Main St project

Dear Selectboard and Town Manager,

I am writing concerning the proposed project at 546 Main Street. I would like to address issues brought up at previous Selectboard meetings.

That Great Barrington has a housing shortage is indisputable — both affordable and market rate housing. I think that every person on Mahaiwe St is in agreement. I would even go so far as to say that we are not opposed to some of that housing being situated on our street. I am concerned about the wholesale selling of our community to developers without input from us.

Issue 1: The Selectboard has said that the voters of Great Barrington have given them a mandate to build housing as voters approved changes in the zoning bylaws

340 voters attended the 2025 Town Meeting. 5,238 people are registered to vote in Great Barrington, according to the Commonwealth. That means that 6.5% of the eligible voting population (and less if you take into account all the people who left before the zoning items came up and those who voted no) passed the new zoning bylaws. Even fewer people attended in 2024. I understand that it is an imperfect, but democratic, form of government in that we rely on who attends the town meetings, but this is not a mandate to push through all housing projects.

Issue 2: The Selectboard has suggested changing the parking on Mahaiwe St. to one sided and/or no overnight parking in order to mitigate overflow parking on Mahaiwe St.

There are several problems with this suggestion. First, it does not resolve the issue that the new tenants will have every right to park on the street as will their guests. Second, it does little to resolve the narrowness of Mahaiwe St which would make access difficult for emergency vehicles. Third, it affects those neighbors who currently live on the street without any benefits. Additionally, it will impact Pope St and Manville St as new residents will park there.

Issue 3: The Selectboard has suggested that the building is on Main St., in the MXD zone, so it will be less impactful than in other areas of Great Barrington.

If it is on Main St (as the address states) then the driveway should be on Main St as repeatedly stated by Mahaiwe residents. Having the driveway on Mahaiwe St impacts current and future residents and is a real safety concern. We are a school bus stop, we have children who ride on scooters, bikes and tricycles up and down the street, children play in their front yard, we are often a cross over street from Maple to Main St. Let it truly be a Main St project and move the driveway.

The Selectboard said that “Change is hard and painful.” I find that patronizing because I do not see other parts of Great Barrington bearing that pain. My neighbors are generous, kind, caring people. The neighborhood is not against change. We are forthoughtful change that takes into account the community, both the macro and the micro. Our concerns are not “Not in My Neighborhood”, it is more “Work with the Neighborhood.” This developer never came to us to solicit input and apparently the Selectboard has chosen not to address the issues raised by the Mahaiwe St community.

We can succeed in meeting our housing needs if done from the ground up, in collaboration and with respect.

Respectfully,

Estelle Bogdonoff

12 Mahaiwe St, Apt

Natalie Amendola

To: The Pilates Space Team; Town Manager; Steve Bannon; Eric Gabriel; bellio@towngbma.gov; Philip Orenstein
Subject: RE: Request for Traffic Study and Driveway Reconsideration – 546 Main Street Development

From: The Pilates Space Team <thepilatespacegb@gmail.com>
Sent: Thursday, July 17, 2025 12:17 PM
To: Town Manager; Steve Bannon; Eric Gabriel; Ben Elliot; Philip Orenstein
Subject: Request for Traffic Study and Driveway Reconsideration – 546 Main Street Development

Dear Members of the Select Board and Town Manager,

I am writing to express serious concern about the proposed development at 546 Main Street, which includes 21 residential units and an office space. While this project raises several issues, the most immediate concern is the proposed location of the driveway.

The current plan places the driveway on Mahaiwe Street, despite a permitted curb cut already existing on Main Street. This shift raises significant safety and traffic concerns for both residents and small businesses along Mahaiwe Street, which is narrower and already congested.

The small difference in speed limits between Main Street (35 mph) and Mahaiwe Street (25 mph) does not justify burdening Mahaiwe with increased traffic from such a large development. Overflow parking is already anticipated, and adding a major driveway access point on Mahaiwe will further impact safety, walkability, and the neighborhood's character.

As a small business owner who relocated from downtown Great Barrington to Mahaiwe Street to escape parking challenges and congestion, I am deeply concerned as is our entire community. This plan threatens to recreate the very issues we sought to avoid by investing in a quieter, more accessible neighborhood.

At a minimum, this proposal requires a **comprehensive and current traffic study**. There has been no recent evaluation of how much Mahaiwe Street has changed, and approving a development of this size without that data is a clear risk to public safety.

There is no compelling reason the project cannot use the existing Main Street curb cut. Allowing a new driveway on Mahaiwe instead would be irresponsible and shortsighted.

I urge the Board to:

1. **Require the development to use the Main Street curb cut**, and
2. **Commission a formal traffic study** before moving forward with any approvals.

Please address these particular concerns at the July 21st meeting within the agenda. Please confirm receipt of this letter at your earliest convenience.

Thank you for your attention.

Sincerely,
Shannon Vorce and Ryoko Kudo

The Pilates Space

15 Mahaiwe St Great Barrington