

CHAPTER 8: COMMUNITY PLANNING EVALUATION— HAMPSHIRE COUNTY

Introduction

In recent years, the communities along the Byway have actively participated in planning and have been proactive in thinking about development and how they would like to manage and shape growth to support their visions for the future. Since 2000, each town has prepared a community development plan and an open space and recreation plan. In their community development plans, towns designate certain areas that are most desirable for potential future development and also indicate which areas may be unsuitable for new development because of environmental or infrastructure constraints. In open space and recreation plans, communities create strategies to protect developable open space lands and important historic and natural resource areas from development, and make recommendations to support recreational activities and access. Many of the towns have also undertaken zoning bylaw changes to support their vision regarding future land uses and development and the preservation of rural areas and important resources.

The development of the corridor management plan and the associated public participation process are intended to identify efforts that will enhance and protect the area through which the Route 112 Scenic Byway travels. To protect and enhance the Byway experience, it is important to consider the land use and zoning directly abutting the roadway and within the larger Byway corridor. There are key viewsheds and vistas that make traveling the Byway scenic and enjoyable, while historic downtowns give travelers places to stop and explore along the way. The consideration of land uses and zoning within the scenic vistas and town centers will be discussed in this chapter.

The purpose of this chapter is three-fold:

- to characterize land use and land use changes along the Route 112 Scenic Byway;
- to assess the effectiveness of local planning measures in protecting the scenic qualities of the Byway;
- to recommend community planning tools and strategies to help preserve the rural and scenic qualities of the Byway;
- to review economic development planning and identity resources and incentives programs.

This chapter is intended to provide information and guidance for those communities that wish to implement measures to protect the Byway's resources. The chapter includes a description of existing land use patterns, an examination of zoning in the municipalities along the Byway, and an analysis of how the zoning may impact the landscapes within the

Byway study area. This chapter also recommends actions to protect the Byway's natural, scenic, and historic resources.

This study uses a variety of informational sources, including: field observations and personal communications with local residents; discussions at meetings of the Hampshire County Route 112 Scenic Byway Advisory Committee; land use and protected open space data provided through the Commonwealth's Office of Geographic and Environmental Information (MassGIS); zoning data created from municipal zoning maps; information provided in other scenic byway studies, including zoning tools described in the 2007 Mohawk Trail East Scenic Byway Corridor Management Plan; Pioneer Valley Planning Commission Valley Vision 2 Smart Growth Community Checklists; and recent Community Development Plans, Master Plans, and Open Space and Recreation Plans.

Current Land Use within the Byway Corridor Study Area

Resources

The Byway corridor is defined to include the area within a ½ mile on each side of Route 112. The land use figures presented in this chapter and in the 1999 land use map at the end of the chapter are based on data provided by MassGIS. MassGIS classifies land uses based on aerial photography interpretation. Statewide data are available for 1999, 1986, and 1975.¹ MassGIS has 21 land use classifications; these 21 classifications have been grouped into 7 broader categories. The forest category includes all land classified as forest by MassGIS.² The agriculture category includes cropland, pasture, and woody perennials (such as orchards and nurseries). The water and wetlands category contains all areas classified as water or as wetlands by MassGIS. The residential land use category includes single-family homes and multi-unit housing complexes and structures. The commercial land use category contains all land defined as commercial by MassGIS, including shopping areas. The industrial and transportation category includes light and heavy industry, mining, landfills and waste disposal facilities, and transportation infrastructure (such as highways, airports, railroads, and freight storage). The other open space and recreation category includes abandoned agriculture, areas of no vegetation, areas under power lines, parks, cemeteries, public and institutional open space, vacant undeveloped land in urbanized areas, and recreation sites (such as playgrounds, golf courses, tennis courts, beaches, swimming pools, marinas, fairgrounds, race tracks, and stadiums).

It is important to note that the land use classifications do not indicate whether land is permanently protected from development. Forest, agricultural or open space and recreation lands may or may not be protected from future development. A discussion of land that is protected from development appears later in this chapter.

¹ In addition, 2005 data will soon be released. However, while the 1975, 1986, and 1999 data were developed using similar methodologies, the 2005 data are being developed with a new methodology that will improve the data quality but also make comparisons across time more difficult.

² Forested wetlands are included in the forest category, not the water and wetlands category.

Overview

The Route 112 Scenic Byway study area covers Route 112 between Goshen and Huntington, including a half-mile buffer on each side of the road. Land uses within the Byway study area in Hampshire County are varied, ranging from forests and open space to residential, agricultural, commercial, and industrial uses. Across all towns, the Byway's character is rural. As indicated in Table 8-1, 76 percent of the Byway area is forested, and agriculture is the next most common land use, constituting 11 percent of the Byway land area. The next major land uses are residential (6 percent), water and wetlands (3 percent), and other open space and recreation (3 percent). More detailed information on land use for each town within the Byway study area is provided later in this section. Although forest and agricultural uses make up the vast majority (~87 percent) of the Byway's land cover, it is worth noting that a large proportion of each town's commercial and industrial development is concentrated within the Byway corridor. This highlights the importance of influencing the quality and visual appearance of commercial and industrial development within the Byway corridor.

Table 8-1: Land Uses within the Scenic Byway Corridor Study Area, Hampshire County, 1999

Land Use Type	Acreage	Percentage of the Total
Forest	14,414	76%
Agriculture	1,987	11%
Water & Wetlands	555	3%
Residential	1,145	6%
Commercial	82	<1%
Industrial & Transportation	85	<1%
Other Open Space & Recreation	646	3%
Total	18,914	100%

Note: Totals may not add to 100 percent due to rounding.

Source: PVPC compilation of 1999 MassGIS land use data.

In 2000, the regional housing market exploded due to increased demand for housing and a limited available housing stock. High real estate prices in the Pioneer Valley pushed buyers into the surrounding Hilltowns looking for more affordable housing. This trend then caused the real estate values for the Hilltowns to increase as buyer demand became more intense. Since 2000, however, population growth has slowed in the Hilltowns, to nearly zero growth, which should correspond to decreases in new housing development and relatively less development pressure, for the time being, on forests, open space, and farmland. The current economic downturn may be depressing new development even further. In times when growth slows, towns have the opportunity to reflect on how they will manage development when growth increases again. The Hilltowns, therefore, have the opportunity to reconsider how they can manage future growth to protect agricultural and undeveloped lands. If economic trends continue to reveal a shift toward service and information businesses, relocation to rural settings may become more common and increase development pressures.

The sporadic pattern of development in the “Hilltowns” along the southern portion of the Route 112 corridor, including Goshen, Cummington, Worthington, and Huntington, dates back to their original settlement. Unlike the Connecticut River towns to the southeast, which were laid out as linear street villages in the 17th century, the Hilltowns were surveyed, platted and sold by investors and speculators to settlers who bought the acreage that they liked and could afford. The result was that settlement was dispersed throughout the townships along their oldest roadways, not necessarily in the original town centers. Today, the dispersed settlement pattern along Route 112 persists. The land use along the southern portion of the corridor is predominantly forestland punctuated by farms, homes, and small village centers.

Zoning codes are particularly important because they enable communities to promote desirable growth along the Byway corridor. Carefully crafted zoning bylaws can preserve scenic vistas, farmland, and historic and natural resources, as well as direct growth to appropriate areas. In short, zoning is a tool that allows a town to control development and ensure protection of unique resources. Because of the great importance of zoning in growth management and natural resource protection, a detailed examination of local zoning codes is included in this chapter.

Goshen

The town of Goshen, located in Hampshire County, is a rural municipality of 956 residents (U.S. Census Bureau). The population grew by 11 percent between 1990 and 2000, but this growth slowed to 4 percent between 2000 and 2007. According to the Massachusetts Department of Employment and Training (MA DET), the number of businesses in Goshen grew from 15 in 1996 to 18 in 2000. Goshen’s lack of good roads until the 20th century and lack of reliable water power prevented any major industrial development. Industry consisted of small mills and home-based businesses, which continue today. Because of its fairly remote location, it has been able to maintain a quiet, country character. Most development consists of single-family homes; the remainder of land in Goshen is hilly and forested, with some scattered open fields in farming. The town has limited economic resources and is primarily considered a “bedroom community” because most residents travel outside of town boundaries for employment. As reflected in Goshen’s Community Development Plan, residents perceive new home development to be the town’s greatest potential threat to open space.

Goshen’s location within 13 miles of the City of Northampton and within 25 miles of the college town of Amherst, as well as its relatively easy access to Interstate 91, has contributed to its development as a “bedroom community.” In addition to serving as a bedroom community to Northampton and Amherst, Goshen is a short distance to Greenfield, Springfield, Chicopee, and Westfield. Also, Goshen is slowly becoming more and more of a retirement and second-home community, with nearly 30 percent of its housing stock used for this purpose. Homes are generally priced lower than those in surrounding communities,

which contributes to its residential growth. However, new homes being built are generally not affordable to even middle-income households.

Goshen is perceived as a recreational destination within the Pioneer Valley partly because of the D.A.R. State Forest (which has trails, swimming, hiking, picnicking, and camping) as well as the Holy Cross Campgrounds. In addition, Camp Howe, located on the west side of Lower Highland Lake north of East Street, attracts many young people on a seasonal basis with its camping facilities and opportunities for trail and water sports.

Goshen contains a variety of home-based and other small businesses, including bed and breakfasts, renovators, artisans, business service providers, and landscapers. Goshen is also well-known for its quarries of split schist, known regionally as Goshen Stone. Both of the town's quarries are within the Route 112 corridor. All of these business types are consistent with the rural town atmosphere and are common in the Hilltowns of Western Massachusetts. Goshen is an ideal location for cottage industries and small businesses due to its location in the geographic center of Western Massachusetts, its proximity to Northampton, and access from Routes 9 and 112.

Table 8-2: Acreages for Different Land Uses, Goshen, 1999

Land Use Type	Acres in Byway Corridor	Percentage in Byway Corridor*	Acres in Town	Percentage in Town
Forest	2,169	75%	9,307	82%
Agriculture	195	7%	481	4%
Water & Wetlands	260	9%	576	5%
Residential	164	6%	748	7%
Commercial	8	<1%	17	<1%
Industrial & Transportation	20	1%	48	<1%
Other Open Space & Recreation	58	2%	173	2%
Total Acreage	2,875	100%	11,350	100%

Note: Totals may not add to 100 percent due to rounding.

Source: PVPC compilation of 1999 MassGIS land use data.

Of Goshen's total 11,350 acres, 9,307 or 82 percent of all land is forested. Residential use is the second most predominant land use, accounting for more than 7 percent or 748 acres of all land. Water and wetlands account for 5 percent, agriculture accounts for 4 percent, open space and recreation account for 2 percent, and industrial and transportation, and commercial accounts for less than 1 percent of all land in town.

The Byway study area in Goshen accounts for 25 percent (2,875 acres) of Goshen's total land area of 11,350 acres. Within the Byway corridor, 75 percent of the land is forested, 9 percent consists of water and wetlands, 7 percent is in agricultural use, and 6 percent is residential (see Table 8-2). Other land uses in the Byway corridor include open space and recreation (2 percent), industrial and transportation (1 percent), and commercial uses (<1 percent). Almost 50 percent of the town's commercial land is located within the Byway corridor.

Between 1971 and 1999, the Byway corridor in Goshen had some development, including 37 acres of new residential land (23 percent change), as well as 13 acres of new industrial and transportation land (65 percent change) (see Table 8-7). There was also a moderate increase of 8 acres in open space and recreation lands (13 percent change). These increases in residential, industrial and transportation, and open space lands correspond with decreases in forest and agricultural lands. Between 1971 and 1999, 46 acres of forest land were lost (2 percent change), and 14 acres of agricultural land were lost (7 percent change).

Cummington

Because of its fairly remote location, Cummington has been able to maintain a quiet, country character. Covering about 23 square miles, the Town of Cummington is a rural Hilltown community with a population of 974 residents (U.S. Census Bureau). The majority of Cummington's residents commute to work in Northampton or Pittsfield. The town has three villages, including West Cummington, Cummington Center, and Swift River. Developments outside these villages have increased significantly in recent years, and three-quarters of homes are single-family residences. Overall, the town is hilly and heavily wooded, with scattered open fields. In the 19th century, woolen and cotton mills and the making of palm leaf hats were main industries. When the railroad bypassed the town, however, many industries left. Small family farms with dairy, fruit, or maple syrup operations were active and remain so today. The Old Creamery grocery and deli is the town's only such store.

The Town of Cummington's population increased between 1990 and 2000, but since then the town has experienced a decline in population (U.S. Census Bureau). Buyers who are willing to make longer commutes to work in exchange for lower housing prices in the Hilltowns are part of the demographic that is purchasing homes in Cummington. According to interviews with real estate agents familiar with the market in the Cummington area, many of the younger buyers are also choosing to work at home using the Internet. Another buyer's demographic moving to Cummington consists of retirees who sell their homes in affluent urban areas (i.e. Boston, New York City, Connecticut, and Cape Cod) for large sums of money and then purchase homes in Cummington and retain enough savings for their retirement. The retirees moving to Cummington generally are not worried about job security in a declining job market, nor are they concerned about a daily commute to work.

Cummington had 461 housing units in year 2000, an increase of 5.5 percent over the town's 441 housing units in 1990 (U.S. Census Bureau). The town's building permit records are incomplete (see Table 8-8), making it difficult to assess current housing growth rates between 2000 and 2006. Most housing in Cummington was constructed prior to 1990, including significant growth between the 1940s and the 1980s. During the 1990s only 20 houses were constructed, an indication that the housing growth had slowed.

Table 8-3: Acreages for Different Land Uses, Cummington, 1999

Land Use Type	Acres in Byway Corridor	Percentage in Byway Corridor	Acres in Town	Percentage in Town
Forest	3,649	77%	12,071	82%
Agriculture	739	15%	1,651	11%
Water & Wetlands	69	1%	175	1%
Residential	193	4%	553	4%
Commercial	15	<1%	16	<1%
Industrial & Transportation	19	<1%	34	<1%
Other Open Space & Recreation	84	2%	246	2%
Unknown			19	<1%
Total Acreage	4,769	100%	14,764	100%

Note: Totals may not add to 100 percent due to rounding.

Source: PVPC compilation of 1999 MassGIS land use data.

The most significant land use in Cummington, by far, is forest. Nearly 82 percent of the Town's landscape is forested. Agriculture is the second most dominant land use, accounting for more than 1,600 acres, or 11 percent of all land. Residential land use accounts for only 4 percent of total town acreage. Commercial and industrial uses occupy a mere .2 percent of the town lands.

Within the Byway corridor, which accounts for 32 percent (4,769 acres) of Cummington's 14,764 acres, 77 percent of the land is forested, 15 percent is in agricultural use, and 4 percent consists of residential uses (see Table 8-3). Other land uses in the Byway corridor include open space and recreation (2 percent), water and wetlands (1 percent), industrial and transportation (<1 percent), and commercial uses (<1 percent). Over 93 percent of the town's commercial land is located within the corridor, and over 55 percent of industrial and transportation land is located within the corridor.

Between 1971 and 1999 (see Table 8-7), the Byway corridor in Cummington had significant development, including 33 acres of new residential land (17 percent change). There were also small increases in acreage occupied by commercial uses (6 acres), agricultural uses (5 acres), and industrial and transportation uses (4 acres). These increases correspond with a decrease in forest lands by 43 acres (1 percent reduction), as well as a significant reduction in open space and recreation lands by 5 acres (6 percent reduction). However, it is worth noting that although open space and recreation lands were lost within the Byway corridor, overall the town experienced a 9 percent increase, gaining a total of 22 acres of open space and recreation land.

Worthington

Worthington, a community of 1,272 residents (U.S. Census Bureau) is a town with an appealing country character and rich natural resources. The community occupies approximately 32 square miles and lies entirely within the Westfield River watershed. With a population density of less than 40 residents per square mile, the town maintains a quiet,

rural setting characterized by a hilly, forested landscape, historic villages, and scattered fields. Despite the waning influence of agriculture on the landscape, Worthington remains largely undeveloped. Dense forests, several rivers, and abundant farmland and open fields comprise the town landscape. The nationally designated Wild and Scenic Middle Branch of the Westfield River originates in the heavily forested Peru State Wildlife Management Area and flows south, entering Worthington from the northwest.

The town's population has more than doubled since the 1960 census, growing by approximately 160 residents every ten years, and culminating in a population increase of nearly 10 percent from 1990 to 2000. However, the U.S. Census Bureau projected almost no population growth between 2000 and 2007 (2 additional residents predicted).

Land use data for Worthington demonstrates that residential development continues to occur despite limiting soils and steep slopes. The nearly 10 percent increase in population between 1990 and 2000 (U.S. Census Bureau) brought with it an accompanying labor force increase of almost 50 percent. This dramatic increase coincided with a steady decrease in unemployment throughout the 1990s.

The town is home to over one hundred businesses, most of them home-based or sole-proprietorships. According to the Massachusetts Department of Revenue, only ten parcels in town were used for industrial or commercial use in 2000. As of the 2000 U.S. Census, 89 percent of the occupied housing units in Worthington were owner-occupied, with 58 rental units in town. Seasonal or recreational uses accounted for 10 percent of the 582 housing units in town (U.S. Census Bureau).

Worthington's 32 square miles are 84 percent forested, with another 9 percent in agricultural use and 4 percent used for residential land. Worthington has 292 acres of open space and recreation land, comprising 1 percent of the town's land.

Within the Byway corridor, which accounts for 27 percent (5,522 acres) of Worthington, 73 percent of the land is forested, 15 percent is in agricultural use, 7 percent is in residential use, and 3 percent consists of open space and recreation (see Table 8-4). Other land uses in the Byway corridor include water and wetlands (2 percent), industrial and transportation (<1 percent), and commercial uses (<1 percent). Over 78 percent of the town's commercial land is located within the corridor, and over 80 percent of industrial and transportation land is located within the corridor.

Table 8-4: Acreages for Different Land Uses, Worthington, 1999

Land Use Type	Acres in Byway Corridor	Percentage in Byway Corridor	Acres in Town	Percentage in Town
Forest	4,059	73%	17,194	84%
Agriculture	815	15%	1,781	9%
Water & Wetlands	100	2%	360	2%
Residential	377	7%	894	4%
Commercial	26	<1%	33	<1%
Industrial & Transportation	4	<1%	5	<1%
Other Open Space & Recreation	142	3%	292	1%
Total Acreage	5,522	100%	20,560	100%

Note: Totals may not add to 100 percent due to rounding.

Source: PVPC compilation of 1999 MassGIS land use data.

Between 1971 and 1999 (see Table 8-7), development within the Byway corridor in Worthington included 112 acres of new residential land (30 percent change), as well as 37 new acres of open space and recreation land (26 percent change). There were also small increases in acreage occupied by industrial and transportation uses (4 acres), as well as commercial uses (1 acre). These increases correspond with a decrease in forest lands by 101 acres (2 percent reduction), as well as a significant reduction in agricultural lands by 65 acres (8 percent change). All of the town's commercial growth and almost all of the industrial and transportation growth occurred within the Byway corridor.

Huntington

Huntington is a small town with 2,193 residents (U.S. Census Bureau), the largest population of the southern Massachusetts Hilltowns. Between 1990 and 2000, the population grew 9 percent, while population growth between 2000 and 2007 slowed to just 1 percent. Huntington also has the largest commercial downtown of the southern Hilltowns and has become a regional center that includes the Gateway Regional School District and the Huntington Health Center. The Jacob's Ladder Trail Scenic Byway, also known as Route 20, has contributed to Huntington's efforts to promote tourism. The Westfield River Wildwater Races, held the third week of each April, also draws tourists, capitalizing on Huntington's location below the Knightville Dam, and at the confluence of the Westfield River's three branches.

Huntington's industrial development in the 1800s was due largely to the Western (Boston and Albany) Railroad. However, by the 1950s, the town's mills had closed and the train and depot service were gone. Meanwhile, the Massachusetts Turnpike (I-90) bypassed Huntington, and the economy continued to weaken. Today, Huntington is mostly a bedroom community with many cottage industries and artisans. Small industries include gravel operations, maple sugaring, nurseries, and a few farms. A number of businesses are concentrated near the downtown village and include diverse services such as recreational vehicle sales and service, small grocery stores, a local newspaper, a bakery, restaurants,

antique shops, and tourist and gift shops. Despite its small businesses, however, 83 percent of the workforce is employed outside the town.

The factory economy of the early 20th century concentrated residential development around the mills along the river, and the agricultural economy resulted in widely dispersed farms throughout the hills and a few small villages. Today, population density is low, but low density residential growth threatens the town's rural character. About 85 percent of Huntington is forested, but residential growth has increased pressure to build in these areas with desirable views, privacy, and readily available land. Huntington is on the edge of advancing westward development, causing concern about potential sprawl, especially commercial strip development.

Huntington is 84 percent forested, 5 percent of land is in residential use, 4 percent consists of open space and recreational uses, 3 percent of land is in agricultural use, and 3 percent is occupied by water and wetlands. Less than 1 percent of land is in commercial use, and less than 1 percent is used for industrial and transportation purposes.

Within the Byway corridor, which accounts for 30 percent (4,277 acres) of Huntington, 78 percent of land is forested, 7 percent is in residential use, 7 percent consists of recreation and open space, and 4 percent is in agricultural use (see Table 8-5). Other land uses in the Byway corridor include water and wetlands (2 percent), industrial and transportation uses (1 percent), and commercial uses (1 percent). Over 90 percent of the town's commercial land, and over 82 percent of industrial and transportation land is located within the corridor.

Table 8-5: Acreages for Different Land Uses, Huntington, 1999

Land Use Type	Acres in Byway Corridor	Percentage in Byway Corridor	Acres in Town	Percentage in Town
Forest	4,277	78%	14,433	84%
Agriculture	215	4%	568	3%
Water & Wetlands	120	2%	438	3%
Residential	404	7%	938	5%
Commercial	33	1%	35	<1%
Industrial & Transportation	42	1%	51	<1%
Other Open Space & Recreation	359	7%	695	4%
Total Acreage	5,451	100%	17,159	100%

Note: Totals may not add to 100 percent due to rounding.

Source: PVPC compilation of 1999 MassGIS land use data.

Between 1971 and 1999 (see Table 8-7), development within the Byway corridor in Huntington included 114 acres of new residential land (28 percent change), as well as 201 new acres of open space and recreation land (see discussion below). There was also a small increase in acreage occupied by commercial uses (1 acre). These increases correspond with a decrease in forest lands by 58 acres (1 percent reduction), a decrease in agricultural lands by 62 acres (29 percent reduction), a decrease in water and wetlands by 186 acres (see

discussion below), and a decrease in industrial and transportation land by 9 acres (a 22 percent reduction). The apparent decrease in water and wetlands by 186 acres, and the corresponding increase in open space land, is due to changes in the water level of the reservoir above the Knightville Dam. In 1999, the reservoir was low, and the exposed lands were classified as open space. As a result, between 1971 and 1999, the town obtained approximately 15 new acres of open space and recreation land.

Land Use Change

Between 1971 and 1999

Between 1971 and 1999, there were several noteworthy land use change trends within the southern towns of the Byway study area. In all four towns (Goshen, Cummington, Worthington, and Huntington), forest cover decreased, and in all towns but Cummington land in agricultural use decreased as well (see Table 8-7). In turn, these decreases correspond with significant increases in residential land, moderate to large increases in recreational and open space land, small increases in commercial land, and, in all towns except Huntington, increases in industrial land uses.

Within the Byway corridor itself, all four towns lost forest cover, all except Cummington lost agricultural land, all saw significant residential growth, and all experienced a small amount of commercial growth. In all except Huntington, the proportion of residential growth within the Byway corridor was significantly lower than the proportion of residential growth within the town as a whole. In Huntington, the proportion of residential growth within the Byway corridor and the town as a whole were similar. In all except Goshen, the proportion of increased commercial land was slightly higher in the Byway corridor than in the town as a whole.

Overall, as shown in Table 8-6, the towns within the Byway corridor experienced an overall loss of 2 percent forest cover, 7 percent agricultural land, and 31 percent of water and wetlands. In turn, these towns in sum experienced 26 percent growth in residential lands, 12 percent growth in commercial lands, 14 percent growth in industrial and transportation lands, and 37 percent growth in open space and recreation lands.

Table 8-6: Land Use Changes within the Byway Corridor*, Hampshire County, 1971-1999

Land Use Type	Acres Change in Byway Corridor	Percentage Change in Byway Corridor
Forest	-254	-2%
Agriculture	-137	-7%
Water & Wetlands	-173	-31%
Residential	301	26%
Commercial	10	12%
Industrial & Transportation	12	14%
Other Open Space & Recreation	241	37%

Note: Totals may not add to 100 percent due to rounding.

Source: PVPC compilation of 1999 MassGIS land use data.

**Table 8-7: Land Use Changes by Community, within the Byway Corridor & Overall,
Hampshire County 1971-1999**

Community	Land Use Type	Acreage Change in Byway Corridor	Percentage Change in Byway Corridor	Acreage Change in Town	Percentage Change in Town
Goshen	Forest	-46	-2%	-343	-4%
	Agriculture	-14	-7%	-51	-11%
	Water & Wetlands	0	0%	0	0%
	Residential	37	23%	303	41%
	Commercial	1	19%	4	25%
	Industrial & Transportation	13	65%	25	53%
	Other Open Space & Recreation	8	13%	61	36%
Cummington	Forest	-43	-1%	-235	-2%
	Agriculture	5	1%	17	1%
	Water & Wetlands	0	0%	3	2%
	Residential	33	17%	177	32%
	Commercial	6	41%	6	40%
	Industrial & Transportation	4	20%	10	30%
	Other Open Space & Recreation	-5	-6%	22	9%
Worthington	Forest	-101	-2%	-345	-2%
	Agriculture	-65	-8%	-116	-7%
	Water & Wetlands	12	13%	9	3%
	Residential	112	30%	355	40%
	Commercial	1	5%	1	4%
	Industrial & Transportation	4	100%	5	100%
	Other Open Space & Recreation	37	26%	90	31%
Huntington	Forest	-58	-1%	-177	-1%
	Agriculture	-62	-29%	-200	-35%
	Water & Wetlands	-186*	-155%*	-203*	-46%*
	Residential	114	28%	272	29%
	Commercial	1	3%	1	2%
	Industrial & Transportation	-9	-22%	-4	-8%
	Other Open Space & Recreation	201*	56%*	311*	45%*

*These figures are heavily affected by changes in the water level of the Knightville Reservoir. In 1999, the Reservoir was low, and the exposed lands were classified as open space. Therefore, within the Byway corridor, the town actually obtained approximately 15 new acres of open space and recreation land, representing a 4 percent increase.

Since 1999

As of December 2008, limited information was available to help analyze land use changes between 1999 and 2005. Building permit data obtained from the towns and through the U.S. Census Bureau website (shown in Table 8-8) indicate that between 2000 and 2006, new residential development included 135 new housing units in Goshen, Worthington, and Huntington, representing a 5 percent increase. Based on the typical minimum lot size of 2 acres, this corresponds to at least 270 acres of new residential development. Meanwhile, between 2000 and 2007, population growth actually decreased in all the Byway towns.

**Table 8-8: New Residential Construction in Towns along the Byway,
Hampshire County, 2000-2006**

Town	Housing Units (2000 U.S. Census)	Number of Housing Units Authorized through Building Permits 2000-2006	Housing Growth (Percent)
Goshen	560	47	8%
Cummington	461	10 reported, but no data were available for 2000, 2001, 2002 and the second half of 2004.	(incomplete data available)
Worthington	596	32	5%
Huntington	911	56	6%
Total*	2,528	135	5%

Sources: U.S Census Bureau, Goshen Building Inspector, Cummington Building Inspector, Worthington Building Inspector, Huntington Building Inspector

*Because the data for Cummington were incomplete, Cummington was not included in the totals

Protected Open Space

Land use classifications provide no reliable indication as to whether land is protected from development or not. Permanently protected land is known as **Chapter 97 land**, referring to the Massachusetts General Law that contains guidelines for protecting land in perpetuity. Land is considered to be permanently protected if it is either publicly owned conservation land or if it is private land with a permanent conservation restriction (CR). Publicly owned permanently protected land includes lands owned by the Commonwealth of Massachusetts and managed by a state conservation agency, such as the Department of Conservation and Recreation (DCR); lands that are owned by a town and are under the authority of the Conservation Commission; and lands that are owned by public agencies for water supply protection. All Chapter 97 lands in the Byway corridor within Hampshire County are shown at the end of this chapter on the map entitled, "Recreational and Protected Open Space."

For private lands, conservation restrictions (CRs) and agricultural preservation restrictions (APRs) are key permanent preservation tools. A CR is a legally binding agreement between a landowner and the CR holder, usually a public agency or a private land trust, whereby the landowner agrees not to develop the land in order to protect certain conservation values. The CR is recorded at the applicable Registry of Deeds, and the land is considered permanently protected if the CR runs in perpetuity. For actively farmed lands, the

Agricultural Preservation Restriction (APR) Program provides funding to purchase the development rights of prime farmland in order to keep it in permanent agricultural use.

Once a parcel of land is permanently protected, this status can only be removed by a vote of approval by two-thirds of the Massachusetts State Legislature. The State Legislature has, on a number of occasions, voted at the request of local communities to release land from permanent protection status in order to use that land for schools, roads, economic development, or other public projects not related to resource protection. Reforms have been proposed at the State level to make this process more difficult.

Some conservation lands are temporarily rather than permanently protected. Land parcels enrolled in the Massachusetts **Chapter 61** tax abatement programs (Mass General Law, Chapter 61), as well as land with limited term conservation restrictions, is considered to be temporarily protected from development. Chapter 61 offers landowners reduced local property taxes in return for maintaining land in productive forestry, agricultural or recreational use for a certain period of time. Chapter 61 also offer towns the opportunity to protect land permanently. When a parcel that has been enrolled in one of the Chapter 61 programs is being sold and proposed for conversion to a use that would make it ineligible to participate in the Chapter 61 programs, the town where the parcel is located is guaranteed a 120-day waiting period during which it can exercise its “right of first refusal” to purchase the property at fair market value and preserve it permanently.

Table 8-9 shows statistics describing permanently and temporarily protected land within the Byway corridor itself, and Table 8-10 details the acreage of protected land in the Byway towns overall. As indicated in Table 8-9, of the 18,617 acres within the Byway study area, 25 percent, or 4,702 acres, is designated as permanently protected, while another 13 percent of land, or 2,478 acres, has temporary protection under Chapter 61. The towns with the greatest percentage of permanently protected open space within the Byway corridor are Huntington, where 38 percent of Byway corridor land is permanently protected, followed by Cummington, where 33 percent is permanently protected. In Worthington, 14 percent of the corridor is permanently protected, and in Goshen 10 percent is permanently protected.

Although it has the least amount of permanently protected open space, Goshen has the greatest amount of temporarily protected land within the corridor (29 percent). After Goshen, 15 percent of Byway corridor land in Cummington is temporarily protected, and 8 percent is temporarily protected in Worthington and Huntington. For all four towns, there is a larger proportion of temporarily protected land in the town as a whole than there is in the Byway corridor. As previously noted, a large proportion of each town’s commercial and industrial development is concentrated within the Byway corridor. It may be that, due to greater development demand and higher land values within the Byway corridor, there is less incentive for owners to seek the tax benefits of temporary protection for these lands.

In addition to lands within the Byway study area, it is important to note that protection of lands outside the corridor can enhance the Byway by helping to preserve scenic views. This

is especially true where the long-range vistas extend beyond the Byway. For example, in Cummington, past the Four Corners at the Bryant Homestead, long range views to the east can be seen over active farmland and pastures. To protect such views, zoning outside the corridor is as important as zoning within the corridor.

Table 8-9: Protected Open Space Acres within the Byway Corridor* by Town, Hampshire County, 2008

	Goshen	Cummington	Worthington	Huntington	Totals
Total Acreage within the Scenic Byway Corridor Study Area	2,875	4,769	5,522	5,451	18,617
Percent of Developed Land* within the Scenic Byway Corridor Study Area	7%	5%	7%	9%	7%
Level of Protection (acreage)					
Land with Permanent Protection (Chapter 97)	284	1,567	755	2,096	4,702
Land with Temporary Protection (Chapter 61)	835	721	467	455	2,478
Level of Protection (Percentage)					
Percentage of Corridor Acreage that is Permanently Protected	10%	33%	14%	38%	25%
Percentage of Corridor Acreage that is Temporarily Protected	29%	15%	8%	8%	13%

*Developed land includes residential, commercial, and industrial uses.

Source: MassGIS 2008 open space data, Data for Chapter 61 may vary by year collected, All data is approximate and subject to field verification and research

Table 8-10: Protected Open Space Acres in the Towns along the Byway, Hampshire County, 2008

	Goshen	Cummington	Worthington	Huntington	Totals
Total Acreage within Town	11,350	14,764	20,561	17,160	63,834
Percent of Developed Land** in Town	7%	4%	5%	6%	5%
Level of Protection (acreage)					
Land with Permanent Protection (Chapter 97)	2,147	3,413	5,622	6,119	17,302
Land with Temporary Protection (Chapter 61)	3,546	3,572	2,233	3,771	13,123
Level of Protection (Percentage)					
Percentage of Town Acreage that is Permanently Protected	19%	23%	27%	36%	27%
Percentage of Town Acreage that is Temporarily Protected	31%	24%	11%	22%	21%

**Developed land includes residential, commercial, and industrial uses.

Source: MassGIS 2008 open space data, Data for Chapter 61 may vary by year collected, All data is approximate and subject to field verification and research

Existing Open Space Protection Measures

Goshen is the only southern Byway community that has passed the Community Preservation Act (CPA). CPA tax revenues allow Goshen to pursue important open space protection projects. This is based on a property tax surcharge of three percent, with an exemption for property owned and occupied by a person who would qualify for low income housing or low to moderate income senior housing. Goshen's CPA plan details open space, historic preservation, community housing, and recreation priorities for CPA funding. In addition to the CPA, the town has adopted a right to farm bylaw, which encourages the pursuit of agricultural uses and related activities and reassures that farmers can function with minimal conflict with abutters and town agencies.

Cummington's smart growth measures that help protect open space and agricultural lands include an active agricultural commission; a floodplain and Westfield River protection overlay district; a water supply protection overlay district, and a right to farm bylaw.

Worthington's open space protection provisions include a river protection overlay district, a water supply protection overlay district, and a right to farm bylaw. In May 2008, the community voted on the Community Preservation Act, which would have established a three percent property tax surcharge, but the measure failed. Worthington also has a process for site plan review, which can be used to promote open space preservation in new developments.

Huntington has adopted a context sensitive development bylaw (an open space residential development bylaw), a river protection overlay district, a water supply protection district, and a right to farm bylaw. The town has also established an agricultural commission.

Open Space Planning

Since 2001, all of the towns along the Route 112 Scenic Byway in Hampshire County have prepared Open Space and Recreation Plans. These plans include recommendations that prioritize future land protection activities such as the acquisition of Chapter 61 lands, the permanent protection of unprotected but important open space parcels, and the purchase of development rights from willing landowners. One of the benefits of preparing a Corridor Management Plan for the Byway is to become eligible to access Federal Scenic Byway funding for the acquisition of scenic easements (purchase of development rights) from willing landowners.

Goshen

In Goshen, a major objective cited in the 2003 *Open Space and Recreation Plan* was to officially designate local scenic roads according to Massachusetts General Laws Chapter 40, Section 15c. Another major objective was to create an open space committee that would prioritize land for protection, take advantage of the town's right of first refusal for Chapter 61 parcels, and create an open space bylaw that promotes conservation development. This committee has since been created, and its accomplishments include successfully promoting the

adoption of the Community Preservation Act, applying for a grant to improve town trails and create a priority map, and obtaining a conservation restriction for an important piece of land. The committee is presently in the process of helping two land owners on and near Route 112 to obtain conservation restrictions. The committee's activities also include working with landowners and other groups who are protecting land (i.e. helping them find resources), as well as educating the community about conservation issues.

Cummington

In Cummington, action priorities identified by the *2001 Open Space and Recreation Plan* include developing the Westfield River Greenway (which crosses the Byway), addressing erosion by using native plantings, maintaining and planning for continuity of the historic sugar maple trees that line both Route 112 and West Cummington Road near the William Cullen Bryant Homestead, and protecting historic sites and scenic views. Specific action items include: assessing the costs of residential development, identifying ways to work more closely with land trusts, educating property owners about available preservation tools, identifying unprotected parcels at risk for development within the proposed greenway corridors, creating a "Friends of Cummington's Trails" organization to coordinate and maintain the town's trail system, certifying Cummington's vernal pools, evaluating and addressing erosion along the Westfield River, identifying important scenic views, establishing local historic districts, and inventorying abandoned mill sites for possible restoration.

Worthington

Objectives identified by the Worthington 2006 Open Space and Recreation Plan Update include: protect natural community and core habitat areas through conservation measures; protect valuable historic sites; protect farmlands, forested slopes, ridgelines, tree-lined streets, and stone walls; ensure adequate access to open spaces, forests, and waterways; provide active and passive recreational opportunities for all ages; provide access to recreational areas for people with disabilities; develop recreational opportunities at Worthington Town Park, Conwell School Playground, the Peru State Forest, the Worthington State Forest, the Middle Branch of the Westfield River, Bashan Hill, and Knowles Hill; evaluate agricultural soils to determine their health and production capabilities; support owners of prime agricultural soil to help them sustain healthy production; establish bike trails that will allow residents safe access to town centers, reduce the need for automobile use, and provide recreational opportunities; establish a network of trails that provides pedestrian infrastructure for all age groups and access to recreational opportunities and town centers; and provide education programs to inform residents of possible stewardship practices and promote best practices.

Huntington

Specific objectives identified in Huntington's 2002 Open Space Plan include: identifying historic, archeological, and scenic sites that should be restored or preserved; minimizing the impact of new growth and development; identifying land for open space and natural

resources protection; pursuing grants and other funding sources for open space acquisition; maintaining vigilant application of wetlands and river protection regulations; collaborating with regional watershed associations, determining if land acquisition is necessary for protection of local aquifers; developing small parks and playing fields where needed; identifying trails for high, medium, and low impact use; increasing local access to swimming, boating, and fishing; determining handicapped accessibility of all public recreational facilities; developing a long range capital plan for meeting recreation needs; developing educational programs for use with community groups; and encouraging coordination with other town committees.

Local Zoning along the Byway

The future pattern of development along the Route 112 Scenic Byway rests heavily on local zoning, which is different in each town. This section addresses zoning within the Byway corridor and how the current zoning affects the Byway's character. All of the towns along the Route 112 Scenic Byway in Hampshire County have a community development plan that also serves as a town master plan. These plans include zoning-related recommendations that can help preserve and enhance the Byway.

Current Zoning

Tables 8-11, 8-12, and 8-13 summarize current zoning measures along the Byway, including zoning measures that have been enacted to protect important resources and encourage development at appropriate locations and appropriate scales. The map at the end of this chapter, entitled Municipal Zoning, shows this information in graphic form. Note that the map does not distinguish between Huntington's three commercial and industrial districts and three conservation and water supply districts.

Protection measures in common use throughout the region are detailed below, and Table 8-11 summarizes the adoption of these measures by the Byway towns. Additional zoning tools are discussed in the next section, "Community Planning Tools and Strategies to Preserve the Byway."

Village center zoning—Village center zoning typically allows for development at higher densities in traditional village form. This type of zoning is generally designed to encourage future growth and development in village center areas over more rural areas of town. This serves to preserve rural character, farmland, forestland, and natural resource areas. Village center zones typically allow for a mix of residential and commercial uses, and can be established in historic town and village centers or can be created in less developed areas that are considered to have best potential for new growth. In general, village center zoning can be an important tool in helping to create a distinct town edge and to discourage sprawl development.

Open space residential development—Open Space Residential Developments (OSRD), also known as conservation design for subdivisions, are a type of development in which

homes are built on smaller than regular lots in exchange for a significant portion of the remaining area being set aside as protected open space. The overall density of an OSRD project is typically the same as the density in a standard subdivision. However, the clustering of homes helps preserve open space and natural resources and encourages a less sprawling pattern of development. Cluster developments can include features such as visual buffers and common recreational land, and towns can provide guidelines so that these developments are consistent with the town character. The grouping of homes also promotes efficient provision of water and sewer services and the efficient creation of new roads to serve the homes. This often lowers the development costs for the project, which can increase the developer's return on his investment, and can also result in less expensive housing units. The preserved open space in an OSRD is used for passive recreation and/or conservation purposes. Often, the protected open space remains under the ownership of the homeowners with a conservation restriction placed on the land, though sometimes a municipality or land trust will take ownership of the open space.

Back lot development with open space set-aside provision—Back lot development zoning is designed to help preserve quality farmland and forestland and reduce the level of Approval-Not-Required (ANR) development along rural roadways. The main purpose of back lot zoning is to allow the owners of important agricultural land, forestland, or habitat areas to transfer their development rights from important open space parcels that have roadway frontage, to land without frontage or land with less than the required frontage that is not valuable for farming, forestry, or habitat preservation purposes.

Accessory apartments—An accessory apartment zoning provision is another way to promote infill development, and also helps preserve older larger homes, including in historic residential neighborhoods and village centers. Accessory apartments are secondary housing units that are added to an existing home, typically with little or no change to the external building structure. Accessory apartments offer homeowners who have difficulty affording their home and who do not need all their current housing space a financial means to remain in their homes. They also offer an affordable housing option for residents with low or fixed incomes, including relatives of the family residing in the primary house.

Site plan review—Site plan review is a process for reviewing development plans and site conditions for development projects. Site plan review is intended to ensure that significant development projects will be completed in a manner that is compatible with the community character and in keeping with nearby properties. During the site plan review process, the assigned municipal board (typically the planning board) reviews plans based on established guidelines to ensure that the project is compatible with the site and larger community. The reviewing board evaluates development proposals using these established criteria and can request changes to modify a project before granting approval. Site plan review can be a part of a town's review of significant projects that are

allowed by-right under the zoning bylaws, or part of the review of projects that are allowed through the special permit process.

Table 8-11: Zoning Summary for the Communities within the Byway Corridor

Zoning Bylaw Provisions	Goshen	Cummington	Worthington	Huntington
Number of Zoning Districts Total (not including overlay districts)	1	2	1	8
Number of Zoning Districts in the Byway Corridor (not including overlay districts)	1	2	1	7
Village center zoning with higher densities and/or more allowed uses to promote development in the district(s)	No	Yes, fewer by-right uses, but higher density	No	Yes, same uses as Business District, but higher density)
Open Space Residential Development (also known as a conservation design for subdivisions)	No	No	No (under consideration)	Yes
Back Lot allowed	No	No	No	No
Accessory Apartment allowed	No	No	No	Yes, by special permit, allows second unit within a single-family structure
Site Plan Review	No	No	Yes	Yes, for special permits
Types of Overlay Districts in the Byway Corridor	None	Floodplain and Westfield River), Water Supply Protection	Floodplain and Westfield River), Water Supply Protection	Floodplain, Westfield River, Water Supply Protection

Source: PVPC compilation of local ordinances

Overlay districts—Overlay districts are typically created over primary zoning districts to help protect an important resource that appears within the overlay area, such as an aquifer, a floodplain area, sensitive wildlife habitat, farmland, forestland, or scenic

views. Overlay districts can also be used to encourage residential or economic growth. Land uses within the overlay zone must meet the regulations of both the overlay district and the underlying zoning district.

Towns along the Byway vary considerably in the complexity of their zoning regulations, as well as their use of smart growth zoning provisions such as village center zoning, open space residential development (conservation design for subdivisions), and overlay districts.

In general, the southern towns, except Huntington, have very simple zoning schemes consisting of just one or two zoning districts. Goshen and Worthington both have a single zoning district that covers the entire town, while Cummington has two zoning districts, one for its downtown village and another for the rest of the town. Huntington, on the other hand, has eight zoning districts regulating residential, commercial, industrial, and overlay zones, and seven of these districts occur within the Byway corridor. In both Cummington and Huntington, the existing village districts allow higher densities, though they do not allow a greater variety of property uses. Meanwhile, only Huntington has an open space residential bylaw, which allows residential cluster developments for new subdivisions by special permit. In addition, only Huntington has a specific provision allowing for accessory residential apartments. Of the four towns, only Worthington has formal site plan review procedures. With regard to protective overlay districts, Cummington, Worthington, and Huntington all have floodplain, Westfield River, and water supply protection overlay districts, while Goshen does not.

In all of the Byway towns in Hampshire County, the largest zoning districts by area are large lot residential districts (2 acres or greater minimum lot sizes). In Goshen and Worthington, residential uses are allowed by-right within the entire town, and the minimum lot size is 2 acres. In Cummington, the rural residential district, which has a minimum lot size of 2 acres, occupies the vast majority of the town's land, including a large proportion (95 percent) of land within the Byway corridor. In Huntington, over 63 percent of land within the Byway corridor is zoned for residential use, and the lower density districts require minimum lot sizes of 2 to 3 acres for single-family uses.

For the two towns with multiple zoning districts, residential uses in and near the village centers are allowed to be built at higher densities. In Cummington, the minimum lot size in the village district is smaller (.5 acres) than in the rural residential district (2 acres). In Huntington, the higher density residential districts have minimum lot sizes of .5 to 1 acres, versus 2 to 3 acres in the lower density residential district.

Table 8-12: Acreages in Town Zoning Districts, Hampshire County

Community	Zoning Districts (code)	Acreage in Byway Corridor	Acreage in Town
Goshen	Residential Agricultural (RA)	2,871	11,327
Cummington	Rural Residential (RR)	4,553	14,510
	Village (V)	216	254
Worthington	Residential Agricultural (RA)	5,522	20,560
Huntington	Aquifer Protection District (APD)	0	75
	Business (B)	228	315
	Central Business (CB)	11	11
	Industrial (I)	42	42
	Residential (All)	3,473	12,400
	Flood Plain (SPF)	1,696	4,317

Source: PVPC compilation of MassGIS data.

Table 8-13: Basic Dimensional Requirements in Town Zoning Districts, Hampshire County

Community	Zoning Districts (code)	Minimum Lot Size	Frontage (feet)
Goshen	Residential Agricultural (RA)	2 acres	200
Cummington	Rural Residential (RR)	2 acres	200
	Village (V)	.5 acres	150
Worthington	Residential Agricultural (RA)	2 acres	400
Huntington*	Aquifer Protection District (APD)	90,000 sf	300
	Business (B)	15,000 – 45,000 sf	125
	Central Business (CB)	5,000 sf	50
	Industrial (I)	40,000 – 45,000 sf	200
	Residential (All)	25,000 – 305,000 sf	125 - 300
	Flood Plain (SPF)	--	--

* For more detailed information, see chart below: Huntington Zoning District Statistics

Source: Local zoning bylaws, current as of November 2008.

Under Massachusetts General Laws, Chapter 40A, Section 3, there are certain agricultural, religious, and educational uses that must be allowed by-right in all zoning districts. Single-family homes and child care facilities must also be allowed by-right. Aside from these uses,

the other uses allowed in each zoning district are determined by each town. Changes to zoning bylaws require a two-thirds vote of approval by town meeting.

The sections below discuss zoning in each town along the Byway. The discussion focuses on zoning regulations that apply within the Byway corridor and which may impact developed land uses, open space, and forestland in the corridor area.

Goshen

Goshen's zoning bylaw seeks to reinforce its rural character by designating the entire town as a Residential-Agricultural District. The minimum lot size within Goshen's single zoning district is 2 acres, and the minimum required frontage is 200 feet. Within this district, the bylaw lists agricultural, horticultural, and floricultural activities as primary by-right land uses that do not require a special permit. Examples of these uses include farms, orchards, greenhouses, tree nurseries, and wood lots. The second group of primary uses protected by the bylaw includes religious and educational facilities, provided that certain development conditions are met.

By-right development in Goshen includes single-family structures, as well as accessory uses and buildings that are secondary to the single-family use, including a shop, art studio, office, workshop, bed and breakfast, or farm stand (for the sale of farm products raised principally in Goshen). All other uses, including multi-family residential, institutional, utilities, commercial, industrial, retail business, and scientific research require a special permit.

Goshen's community development plan lists some specific zoning strategies it plans to pursue, including: creating a mixed-use village center; providing appropriate zoning regulations to allow for elder assisted living; creating a cluster Development subdivision bylaw; and revising bylaws to encourage home-based businesses.

Cummington

Cummington's zoning bylaw lays out two main zoning districts: a rural-residential district and a village district. Cummington's village district areas are located in the town's two historic centers, Cummington, the upper village, and West Cummington, the lower village. The vast majority (95 percent) of land along the Byway falls within the rural-residential district. Cummington also has two overlay districts: a flood plain district that protects floodplains and the Westfield River; as well as a water supply protection district.

Within the rural-residential district, the zoning bylaw allows residential, agricultural, and small business uses by-right. All other uses require a special permit. In the village district, the zoning bylaw allows "light retail, service establishments" by-right, and "unoffensive business, or other similar retail, service or office uses" by special permit.

Cummington's floodplain overlay district restricts new by-right development in the floodplain to the following activities, as long as they are unlikely to be damaged by

flooding, do not obstruct flood flows, and do not require structures, fill, or storage of materials or equipment: agricultural uses such as farming, grazing, and horticulture; forestry uses; outdoor recreational uses, including fishing, boating, play areas, and paths; conservation of water, plants, and wildlife; wildlife management areas. All other activities, including earth moving and construction or improvement of structures or buildings, require a special permit. Obtaining a special permit requires that the applicant meet a number of strict requirements, including maintaining a vegetated buffer strip next to the Westfield River.

Cummington's water supply protection district protects primary recharge areas of groundwater aquifers which now or may in the future provide public water supply. The Bylaw lists prohibited uses (i.e. industries that handle or produce hazardous materials or wastes as a principle activity), restricted uses (i.e. earth moving), minimum lot sizes, drainage requirements, and additional uses and conditions that require a special permit.

Specific objectives relating to zoning in Cummington's community development plan are to establish bylaws that promote accessory apartments, cluster development, congregate care and assisted living facilities, and cottage industries. Additional zoning strategies presented for consideration include an affordable housing zoning bylaw, a phased growth bylaw, and a ridgeline and hillside protection bylaw. Economic development strategies identified in the plan include a cottage industry/home business bylaw, a planned business development bylaw, and a site plan approval bylaw. A cottage industry/home business bylaw would allow cottage industries to grow to a larger extent than currently allowed in the town's rural-residential district. A planned business development bylaw would attract businesses, minimize environmental impacts, encourage flexible business space (incubator space) for small businesses, encourage cluster development to minimize development impacts, and potentially provide incentives for tourism-based businesses. A site plan approval bylaw would promote attractive, well-designed commercial and industrial developments by setting standards that reduce development impacts.

Worthington

The entire town of Worthington is designated as a residential-agricultural district. The town also has two protective overlay districts: a flood plain and river protection overlay district and a water supply protection overlay district.

Within the residential-agricultural district, the Bylaw allows single-family dwellings, agricultural uses, renting of rooms for up to four people (in a dwelling regularly occupied for residential purposes), and religious, educational, or municipal uses. Accessory business uses are also allowed by-right, as long as only the employees are residents of that property, and modest signs for these home-based businesses are also allowed by-right. All other uses require a special permit, and a number of specific uses and conditions necessitate site plan review.

Worthington's flood plain and river protection overlay district is similar to Cummington's flood plain district. As long as it is unlikely to be damaged by flooding, does not obstruct flood flows, and does not require structures, fill, or storage of materials or equipment, new by-right development in the district may include: agricultural uses such as farming, grazing, and horticulture; forestry uses; outdoor recreational uses, including fishing, boating, play areas, and paths; conservation of water, plants, and wildlife; and wildlife management areas. All other activities, including earth moving and construction or improvement of structures or buildings, require a special permit. Obtaining a special permit requires that the applicant meet a number of requirements, including maintaining a vegetated buffer strip next to the Westfield River.

Worthington's water supply protection district protects primary recharge areas of groundwater aquifers and the watershed area of the Manhan Reservoir which now or may in the future provide public water supply. The bylaw lists prohibited uses (i.e. industries that handle or produce hazardous materials or wastes as a principle activity), restricted uses (i.e. earth moving), minimum lot sizes, drainage requirements, and additional uses and conditions that require a special permit.

Reform of land use regulations is one significant goal of Worthington's community development plan. Recommended measures to adopt include: a sensitive natural areas overlay district, an improved watershed overlay district bylaw, an environmental impact analysis requirement for new development, a performance-based stormwater management bylaw, updated subdivision regulations, an agriculture/forestry district that protects working landscapes and encourages low impact development, a site plan review bylaw, and a bylaw that regulates traffic impacts created new developments.

Huntington

The Huntington zoning bylaw describes four residential districts, a business district, a central business district, an industrial district, a conservation district (state or federal preservation land), an aquifer protection district, and an overlay floodplain district.

The zoning bylaw allows certain uses in all districts, including many agricultural, educational, public, and religious uses; public uses under the authority of the Town of Huntington; non-commercial outdoor recreational uses; and agricultural uses. For all districts, a special permit is required for any structure over 25 feet high, as well as accessory scientific uses. Finally, activities prohibited from all districts include: junk yards, commercial race tracks, radioactive waste disposal, manufactured home parks, and any use that results in the production of noise, odors, or emissions that are inappropriate to the neighborhood.

Table 8-14: Huntington Zoning District Statistics

	Minimum Lot Sizes and Street Frontage							
	1-Family (sq ft)	2-Family (sq ft)	3+ Family (sq ft)	Business (sq ft)	Industrial (sq ft)	Street Frontage (All - ft)	Front Setback (All - ft)	Side and Rear Setback (All - ft)
Residential-25	25,000	35,000	45,000	25,000	--	125	30	20
Residential-45	45,000	60,000	135,000	45,000	--	200	30	20
Residential-90	90,000	90,000	270,000	90,000	--	200	30	20
Residential-135	135,000	270,000	305,000	135,000	--	300	30	20
Business	25,000	35,000	45,000	15,000	--	125	30	20
Central Business	5,000	5,000	5,000	5,000	--	50	5	10
Industrial	40,000	40,000	45,000	40,000	40,000	200	50	50
Aquifer Protection District	90,000	--	--	--	--	300	30	20

Source: Huntington Zoning Bylaw

Single-family homes are permitted in all districts. Duplexes, multifamily homes, manufactured homes, and accessory family dwelling units require a special permit in all districts. A variety of accessory business uses are allowed by-right in residential districts, as long as certain requirements are met (i.e., there are fewer than two non-residents employed). In addition, accessory business uses identified as having a “moderate effect on the residential character” require a special permit. In the event that a business use is the only intended use for a lot that is zoned for residential use, certain types of businesses are allowed by special permit.

In the business, central business, and industrial districts, more than one use on a lot is permitted by special permit, as long as the uses are compatible with each other and the intensity of use is not inappropriate to the neighborhood or the lot. In business districts, a number of business activities are allowed by-right, as long as they do not have more than four full-time (or equivalent part-time) employees. Finally, a number of business activities are prohibited in residential districts and require a special permit elsewhere, including small scale manufacturing and lumberyards. In the central business district, all construction or exterior alteration of buildings requires a special permit, except for alterations to single-family houses. In industrial areas, a number of uses are allowed that require a special permit and that are prohibited in all other districts, including manufacturing activities not covered elsewhere in the Bylaw, sawmills, and hydroelectric power facilities.

Huntington's aquifer protection district safeguards areas of public water supply wells, as well as resources that now or may in the future provide public water supply to town residents. Uses allowed by-right in this district include single-family residences and accessory uses, agricultural uses, forestry and nursery uses, outdoor recreational uses, conservation uses, day care and child care programs, and educational and religious uses. Existing structures may be maintained and repaired within this district as long as there is no increase in impervious surfaces. In addition, the Bylaw allows no more than 15 percent impervious surface area on a lot or a maximum of 2,500 square feet total impervious surface area, whichever is greater. Prohibited uses in this district include earth removal and generation of hazardous waste, with some exceptions. The Bylaw also lists special permit uses, as well as additional requirements for these uses. Finally, all uses in the aquifer protection district must meet certain performance standards, including restrictions on use of sodium chloride for ice control, on use and storage of fertilizers, pesticides, herbicides, lawn care chemicals, animal manure, and hazardous materials. The performance standards also address stormwater runoff and infiltration on site, as well as excavation and removal of earth.

Huntington's flood plain district, defined by the 100-year floodplain or floodway, is a protective district that restricts development. A special permit is required for the construction or improvement of any structure in the flood plain district, as well as earth moving. Prohibited uses in the floodplain include encroachments that would result in an increase in 100-year flood levels; open storage of more than three cubic yards of any materials; and manufactured homes.

The zoning bylaw allows, by special permit, context sensitive developments (formerly known as open space communities) in subdivisions, promoting creative design that preserves and enhances characteristics of the surrounding neighborhood and open spaces. Once an open space area is designated for protection, the lot sizes on the portion of the property to be developed may be reduced to accommodate the additional lots that would have been developed in the open space area. The bylaw requires that the parcel to be subdivided be at least five acres and that the development contain only single-family dwellings, with deed restrictions placed on each lot prohibiting the right to a special permit for a multi-family dwelling (Note: the right to apply for a special permit for an accessory family dwelling unit remains).

Huntington's river protection district is an overlay zone consisting of all land within 150 feet of the riverbank of the main stem, as well as the West, Middle, and East branches of the Westfield River, except for land in the open public land district, land owned by the Town of Huntington, and certain specific lots in Huntington Center. By-right uses include certain public uses, non-commercial outdoor recreation, agriculture other than animal husbandry, and conservation uses. Single-family homes, hydroelectric power facilities, and expansion of the footprint of structures beyond certain thresholds all require a special permit. All other uses and structures are prohibited. Prohibited uses include commercial forest cutting within

50 feet of the riverbank, as well as clearing of more than 50 percent of the existing forest from the remaining area of the property; alteration of terrain or vegetation within 100 feet of the riverbank, as governed by the Massachusetts Wetlands Protection Act; and excavation of land except as incidental to work for which a permit has been granted. Where the river protection district overlaps with the flood plain district, the river protection district use regulations are in force, and requirements and procedures reflect a combination of the provisions of both districts.

Finally, Huntington's accessory family dwelling unit (AFDU) bylaw provides homeowners with the ability to obtain, through residents in AFDUs, companionship, independence, security, and services that allow homeowners to stay more comfortably in homes they might otherwise be forced to leave; to care for elder relatives; and to provide affordable housing. In single-family residential districts, the Bylaw allows, by special permit, the construction of a second dwelling unit within a single-family structure. The legal owners of the home must live in the home year-round, a provision that helps protect the stability, property values, and residential character of the neighborhood. In addition, the accessory unit may not have more than one bedroom, must have the same street address as the home in which it resides, and the entrance must be located on the side or rear of the building.

Some key land use and zoning strategies advocated by Huntington's community development plan include allowing eco-tourism throughout the town by special permit, creating ridgeline protections and ridge-top development standards, addressing the zoning at the intersection of Routes 20 and 112, adopting environmental performance standards, performing a downtown parking study, and downgrading unused roads that are not appropriate for development by restricting vehicle use but maintaining recreational access.

Approval Not Required Development

Approval Not Required (ANR) development should be on the radar of all towns and their planning boards, as ANR developments may result in unregulated, poor quality, sprawling residential development. ANR development is allowed throughout Massachusetts and is regulated under the Massachusetts Subdivision Control Law (Massachusetts General Law, Chapter 41, Section 81-K through 81-GG). Under the Subdivision Control Law, land along a public way can be legally subdivided using an ANR plan without requiring planning board approval for the subdivision, if it meets certain basic requirements. ANR development often leads to spread out development along a town's roads and can fragment the landscape and negatively impact the quality of forestland, farmland, wildlife habitats, watersheds, and recreational opportunities within a community. One of the key components of the proposed Community Planning Act (CPA II) currently being advanced through the Massachusetts Legislature is the removal of the ANR Subdivision Control Law provisions in order to better enable communities to direct their residential growth.

Scenic Views along the Byway

There are a number of scenic vistas along the Byway that were identified as outstanding during the visual assessment. These scenic views are noted in Chapter 2: Scenic Resources. Further, the chapter identifies four “regional viewsheds” that offer unique and impressive natural or cultural features, including spectacular agricultural landscapes or regionally significant landscape elements.

Community Planning Tools and Strategies to Preserve the Byway

This section provides an overview of community planning tools and strategies that can be used by towns and regional organizations to help preserve historic, scenic, and open space resources, as well as enhance tourism along the Route 112 Scenic Byway. The strategies fall into four primary categories: land protection, historic preservation, funding programs, and other local bylaws and zoning options.

Land Protection

Conservation Restrictions (CR)

Scenic, open space, forest, and agricultural resources can be protected through the use of conservation restrictions. A conservation restriction is a legally binding agreement between the landowner and a government agency or qualified conservation organization, such as a land trust, that places constraints on the use of a property in order to protect its scenic or open space value. With a conservation restriction, land uses are typically limited to forestry, farming, and/or passive recreational activities, and development is prohibited except if it is related to those uses (such as a barn for farming purposes). Scenic easements and conservation restrictions can be donated or sold by a landowner. Donation of a scenic easement can yield significant tax benefits. The Federal Scenic Byway program can provide funding for acquisition of scenic easements from willing property owners.

The Agricultural Preservation Restriction (APR) Program protects prime farmland from development. The APR Program is a voluntary program that offers an alternative to farmers and other owners of prime agricultural land or other farmland of statewide importance who are faced with a decision regarding disposition of their farms. The program offers to pay farmers the difference between the "development value" and the "agricultural value" of their farmland in exchange for a permanent deed restriction that precludes any use of the property that will have a negative impact on its agricultural viability. The APR Program is operated by the Massachusetts Department of Agricultural Resources.

Chapter 61 Programs

Parcels enrolled in the property tax abatement programs under Chapter 61 of the Massachusetts General Laws are temporarily protected from development. The Chapter 61 programs offer reduced local property taxes in return for maintaining land in productive forestry, agricultural, or open space or passive recreational use for a certain period of time,

usually at least 10 years. One important feature of the Chapter 61 programs is that they offer towns the opportunity to protect land permanently if land that has been enrolled in these programs is being sold or converted to another use and will leave Chapter 61. The town where the parcel is located can choose to preserve the parcel permanently within a 120-day waiting period during which it can exercise or assign its “right of first refusal” to purchase the property at fair market value or meet the conversion price offer.

Land Acquisition

Land acquisition is included here as a separate tool in order to highlight that this is a potent land protection option that is available to communities. Towns, agencies, land trusts, and other nonprofits can purchase sites with significant conservation or scenic value, and communities can create a list of significant sites to help guide future decision-making on acquisitions. This strategy may include purchase of lands that are being removed from Chapter 61 protection (using a town’s right of first refusal), and may involve land swaps, purchase by land trusts or other nonprofits, or purchase using local and state Community Preservation Act funds.

Greenway Corridors and Greenbelts

A greenway is a recreation path used by pedestrians and cyclists, and a greenbelt is a land designation used to retain areas of largely undeveloped, wild, or agricultural [land](#) surrounding compact settlements. These can be powerful planning and regulatory tools. Greenways can connect natural areas or village centers, and they promote open space preservation, alternative transportation, and economic development. In the Byway communities, greenways could link the villages and outdoor recreational resources through a system of interconnected non-motorized pathways that would be used by both residents and tourists. Greenway corridors can be a critical tool for attracting tourists, and also enticing them to stay.

Greenbelts, areas of land around a village center in which new residential, commercial, and industrial development is limited, offer a potent strategy for preserving and enhancing the Byway. Perhaps most importantly, greenbelts help preserve the distinction between a village and its surrounding rural areas, preventing unsightly sprawl development. Instead, new commercial and residential development can be concentrated within existing village centers, and greenbelt areas can protect and enhance the rural scenic qualities of the Byway. While often difficult to implement, greenbelt plans can help provide an organizing structure that guides town open space acquisitions and inspires individual home owners to preserve the land they own in critical greenbelt areas.

Historic Preservation

Historic Preservation Restrictions

A preservation restriction is a mechanism that can be used to protect historic resources such as historically significant buildings or landscapes. Eligible properties must be

architecturally, historically, or archeologically significant. Preservation and conservation restrictions can be used in concert when an historic resource and the land on which it is located are both worthy of protection. As with scenic easements, preservation restrictions are legally binding agreements. The restriction assures the owner and the community that the property will not be altered or developed in the future and will be preserved for future generations.

Other Local Bylaws and Zoning Options

Several local bylaws and zoning options currently being utilized by Byway towns in Hampshire County have already been described above in the “Current Zoning” section of this chapter. These include village center zoning, open space residential development, accessory apartments, site plan review, and overlay districts. Below is a description of several other local bylaws and zoning options that could be utilized in the management of the Route 112 Scenic Byway corridor. PVPC is able to provide free technical assistance to help implement many of these smart growth strategies in the Hampshire County Byway communities.

Corridor Overlay District

Scenic Byway communities may wish to consider the creation of a zoning district that overlays the Byway corridor. Uses underlying the corridor district would continue to be allowed, but new development would be required to meet additional design standards. These standards could limit the amount of lot clearing, call for maintaining roadside vegetation and trees, favor curved over straight driveways, limit the size and color of large commercial buildings and storage facilities, keep exterior lighting to a minimum, and introduce special regulations for signs within the district. Additional requirements could include the identification of existing scenic vistas from the Byway and proposed measures to avoid impacting those vistas, such as siting buildings, structures, cell towers, and power lines out of view. Performance incentives could be developed to allow an increase in use, density, or other bonuses if a developer meets or exceeds the design standards of the bylaw.

Local Historic Districts

Historic districts are generally zoning overlay districts designed to preserve the unique characteristics of historic structures and their surrounding area, as well as to encourage the builders of new structures to choose architectural designs that complement the unique character of the area. Local historic districts are established under guidelines in Massachusetts General Laws, Chapter 40C. Each community develops design standards that it feels are appropriate, and any proposed changes to the exterior of structures within the historic district as seen from a public way are reviewed by a locally appointed historic district commission. There is no review of interior features. A variety of exterior features are often exempt from review, such as storm doors, paint color and temporary structures, but design standards and exemptions will vary by community. Local historic districts must be

approved by a two-thirds vote at town meeting. Currently, none of the Hampshire County towns along the Route 112 Scenic Byway have local historic districts.

Local historic districts differ significantly from National Historic Districts. National Historic District status is largely an honorary designation, and having a property or an area listed on the National Register of Historic Places generally does not place restrictions or conditions on individual properties.

Neighborhood Conservation Districts

These districts are similar to local historic districts, but are generally easier to implement and have inclusive regulations. Towns can choose to create a neighborhood conservation district as a way to help maintain the scale and character of established, older neighborhoods. Each community creates a review process for development projects within the district, and can decide to limit their review authority to major construction or demolition projects. Neighborhood conservation districts can be administered by a Planning Board, Historical Commission, or special Neighborhood Conservation District Commission.

Sign Regulations

All of the Hampshire County communities along the Route 112 Scenic Byway have sign regulations in place. Sign regulations can be incorporated into a community's zoning bylaws or general bylaws. In some of the towns along the Byway, the sign regulations are quite minimal. The sign regulations in each community could be reviewed to see if they should be strengthened to protect the scenic character of the Byway corridor. One option could be to have more detailed design guidelines for signs visible from the Byway, or within a Byway corridor overlay district. A community could also have more detailed design guidelines for signs in rural zoning districts than in commercial areas.

Lighting Regulations

Communities can establish regulations that help preserve rural and scenic character by reducing external lighting. Regulations can be designed to address the brightness, color, and height of external lighting, and can also call for lighting fixtures to project light downward to limit their impact on neighboring properties and on the night sky. There can also be design guidelines for lighting fixtures in local historic districts or as part of site plan review.

Historic Structure Demolition Delay Bylaw

Demolition delay bylaws can help prevent valuable historic structures from being destroyed. The intent of such a bylaw is to preserve and protect historically significant buildings and structures from demolition, to encourage owners of such buildings to explore alternatives to demolition, and to seek out people or entities who might be willing to purchase, preserve, rehabilitate, or restore such buildings or structures rather than demolish them. To do this, demolition of buildings of a certain age (i.e. 75 years or older) requires an application for a demolition permit from the building inspector. The building inspector forwards the application to the historical commission, board of selectmen and planning

board. If the building is found to be of historic value, a public process is conducted to determine the building’s historic significance. If the historical commission then determines that the building is preferably preserved, it may impose a demolition delay of up to 12 months.

Economic Development Planning and Incentives Programs

Economic Development Planning

Taken together the community development plans for each of the Byway towns in Hampshire County (Goshen, Cummington, Worthington, and Hungtinton) reflect a desire for improved economic development that is in keeping with the scale and rural qualities of each community. Ideas of promoting cottage or home-based businesses, ensuring that development is concentrated in village centers are central to the visions within these plans. Economic development strategies for each town are summarized in Table 8-15.

In **Goshen**, the survey conducted as part of the 2004 community development plan indicates that 44 percent of respondents said that the town should encourage home occupations and cottage industries, as well as preferred types of development, including bed & breakfasts/inns (84 percent), farming (80 percent), restaurants (75 percent) and arts and crafts businesses (71 percent). The plan also identifies several economic

Table 8-15: Summary of Economic Development Strategies from Community Development Plans

	Goshen	Cummington	Worthington	Hungtinton
Create business association	•			•
Promote as tourist destination	•	•		•
Promote as retirement and vacation home destination	•			
Increase guest room space		•		
Pass cottage industry or home based business bylaw	•	•	•	•
Pass planned or clustered business development bylaw		•	•	
Pass site plan review bylaw		•	•	
Pass mixed-use development bylaw			•	
Create village center zoning district	•		•	
Pursue town center development and marketing			•	•
Improve signage		•		•
Publish town services information package	•			
Create or expand town website		•	•	
Make infrastructure improvements critical to local businesses	•	•	•	
Pursue telecommunications infrastructure improvements		•		•
Maintain or improve transportation infrastructure	•			•
Provide incubator space and business startup funding		•		
Develop job training and education programs			•	•
Identify and rezone targeted land parcels for business and industrial development			•	
Create a historic preservation plan				•

development strategies, including: creating a Goshen Business Association, promoting Goshen as a destination for tourist and recreational activities, revising bylaws to encourage home-based businesses, creating a mixed-use village center bylaw, and promoting Goshen as a location for retirement and vacation homes, repairing transportation infrastructure necessary to maintain business linkages, and publishing a “Town Services” information package that provides useful town information to existing and potential businesses.

Cummington’s economic development planning efforts date back to the *1996 Cummington-Plainfield Economic Development Plan*, which was updated by the economic development chapter of the *2004 Community Development Plan*. The survey conducted as part of the 2004 plan reveals the types of developments most favored by residents: working farms (64 percent), home business (49 percent), restaurants (43 percent), solar energy facilities (38 percent), bed and breakfasts (36 percent), small retail stores (29 percent), and recreational businesses (29 percent). The 1996 plan recommends that the town focus on promoting tourism through centralized tourist information and marketing, increasing guest room space, and creating a destination for the area. Economic development zoning strategies, identified in the 2004 plan, include a cottage industry / home business bylaw that would allow home based businesses to grow, as well as a planned business development bylaw that would attract businesses, help diversify the community tax base, minimize environmental impacts of development, and encourage clustered business development that reduces traffic and aesthetic and environmental impacts. Additional economic development strategies include adopting a site plan approval bylaw, developing a community signage program, creating a town website, and making infrastructure improvements such as expanding broadband internet and cell phone services.

Respondents to **Worthington’s** *Vision 20/20 Survey* indicate a strong desire for artisan and craft businesses, restaurants, home-based businesses, outdoor activities, and agricultural or farm-support businesses. In a survey of selected businesses conducted as part of Worthington’s 2004 community development plan, the vast majority were home-based operations employing one or two people.

Key economic development strategies identified in Worthington’s community development plan include revising the home business bylaw, supporting infrastructure development and physical improvements critical to local businesses, developing a site plan review bylaw, expanding and maintaining the town website, and supporting job training programs in the Gateway School District, Smith Vocational High School, and at the Hilltown Community Development Corporation. The plan also discusses the establishment of a planned industrial or business development bylaw (see description above, under Cummington section), as well as the establishment of a mixed use development bylaw.

Worthington’s plan recommends that the Town identify key potential parcels for future economic development and take steps to ensure that appropriate regulations are in place to encourage business activities that are palatable to residents. The Plan also recommends the establishment of zoning regulations to allow for low-impact business development in the

Worthington Corners, as well as the creation of a Village Center Zoning District that formalizes the building characteristics for the Worthington Corners area.

The vision laid out in **Huntington's** 2003 community development plan describes a community in which new development blends in with nature and embraces an expanded role for downtown businesses. The vision embraces economic development that takes advantage of outdoor recreation and natural resources, including restaurants, canoe rentals, and bed and breakfast establishments. Finally, residents envision a town with artistic home occupations and land-based businesses in agriculture and forestry.

The plan promotes economic development that is consistent with Huntington's character, and that natural resources must be an integral part of the town's economic development strategy. As part of the plan, the community developed an *Economic Development/Ecotourism Map* that shows tourism and ecotourism opportunities within Huntington.

Huntington's plan identifies several zoning actions to support economic development goals, including: tweaking home occupation language to encourage uses that are art-based, support tourism and ecotourism, and otherwise fit into residential neighborhoods; tweaking home occupation language to disallow home occupations that create high traffic, noise, runoff or other impacts that are difficult to mitigate; allowing expanded ecotourism uses in all zoning districts by special permit; channeling high traffic retail to the intersection of Routes 112 and 20; and considering business zoning changes that encourage traditional designs for new businesses.

Additional economic development strategies detailed in Huntington's plan include community actions, such as the formation of a Huntington Village Business Association; investment and grant actions, such as obtaining façade improvement grants and working with regional entities to improve broadband internet access; and transportation actions, such as performing a downtown parking study and installing signage to improve the downtown identity.

Incentives Programs – Resources and Funding

There are a variety of federal, regional and state organizations and programs that offer resources and technical assistance to businesses and communities seeking greater economic opportunity. The organizations and programs presented in this section were selected due to their particular relevance to the Route 112 Scenic Byway corridor and the vision of the Corridor Management Plan. These resources are targeted predominantly for use by businesses and/or municipalities. Website information is also provided for additional information about these resources.

Federal Programs

Scenic Byway Funding—Within the U.S. Department of Transportation, the Federal Highway Administration (FHWA) leads The National Scenic Byways Program. The Program is a grassroots, collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. The Secretary of Transportation

recognizes certain roads as America's Byways® – All-American Roads or National Scenic Byways – based on one or more archaeological, cultural, historic, natural, recreational and scenic intrinsic qualities.

The Secretary of Transportation makes grants to states and to Indian tribes to implement projects on scenic byways. Federally designated, state-designated, and tribally designated scenic byways are all equally eligible for these grants, with no order of priority. Up to \$43.5 million was authorized for the 2009 fiscal year. FHWA eligibility criteria favor large-scale, high-cost projects that provide strategic benefits to the byway and the byway traveler. Projects submitted for consideration should benefit the byway traveler's experience, whether to help manage the intrinsic qualities that support the byway's designation, shape the byway's story, interpret the story for visitors, or improve visitor facilities along the byway.

There are eight categories of eligible project activities:

- State and Tribal Programs
- Corridor Management Plan
- Safety Improvements
- Byway Facilities
- Access to Recreation
- Resource Protection
- Interpretive Information
- Marketing Program

Applicants must first consult the State or Indian tribe Byway Coordinator about eligibility questions and steps for submitting an application. State or Tribal byway coordinators establish specific criteria and procedures for making eligibility decisions, prioritizing projects and submitting applications to the FHWA division office. Some State and Indian tribe programs set application due dates that are earlier than those set by FHWA. Some programs also limit the amount of funding for which each applicant can apply.

National Scenic Byways Program funds are provided on a reimbursement basis. The maximum Federal share is 80 percent. Private, Local, Indian tribe and State funds may be used as the match share. Applications are available on the National Scenic Byway website at www.bywaysonline.org. Applicant organizations must also be registered with Grants.gov. The details of this registration process can be found on the Grants.gov website at http://grants.gov/applicants/organization_registration.jsp.

Federal Historic Tax Credits—Federal income tax credits are available for income-producing residential and commercial property owners for qualified historic restoration projects. An owner's personal residence is not eligible. Under the Federal Rehabilitation Tax Incentive Program, owners of a property that is listed on the National Register or is within a National Register Historic District may deduct 20 percent of the cost of a major

restoration project on their taxes. Restoration must be significant, exceeding the greater of the adjusted basis of the buildings or \$5,000, and work can be phased over a five-year period when there are architect's drawings and specifications prepared for the work. Restoration work must follow the Secretary of the Interior's Standards. The program is administered through the Massachusetts Historical Commission (MHC). A 10 percent tax credit is available for buildings that are not listed in the National Register but were built before 1936.

Regional Programs

Business Technical Assistance—The Hilltown Community Development Corporation (CDC) (www.hilltowncdc.org) offers individualized business technical assistance and access to business training and workshops. These services are available to individuals interested in starting a business as well as existing entrepreneurs that have businesses in operation. For more information, contact: Seth Isman, Economic Development Director: (413) 296-4536 x12 sethi@hilltowncdc.org

Brownfields Assistance—The term "brownfields" refers to properties where their reuse or redevelopment is complicated by the presence or perceived presence of hazardous materials or contamination. Brownfield cleanup is regulated in Massachusetts under Massachusetts General Law, Chapter 21E. In 1998, the State Legislature amended Chapter 21E to establish significant liability relief to encourage the redevelopment of brownfield sites, while ensuring that the Commonwealth's environmental standards are met. The Massachusetts Department of Environmental Protection (DEP) administers the State's cleanup laws and regulations. DEP offers technical assistance for the cleanup of brownfields sites.

To promote economic opportunity, revitalize town centers, and protect the health and well being of residents and the environment, the Pioneer Valley Planning Commission (PVPC) encourages the assessment, clean up and redevelopment of these properties. With funding from the Environmental Protection Agency, PVPC provide programs for Hampshire and Hampden County communities. Through the regional Brownfields Site Assessment Program, PVPC uses Environmental Site Assessment grants to hire an environmental engineering firm to conduct assessments of selected properties that potentially have hazardous substances, pollutants or contaminants at no cost to the town or the property owner. In 1999, PVPC established the Pioneer Valley Regional Brownfields Cleanup Revolving Loan Fund (PVRBCRLF) using funding provided by the US EPA to capitalize the fund. Under the current Brownfields guidelines, the PVRBCRLF makes loans and subgrants to eligible applicants to facilitate the remediation of real properties contaminated by hazardous substances.

State Programs

Massachusetts LAND Program—Operated through the Massachusetts Division of Conservation Services (DCS), the Local Acquisitions for Natural Diversity (LAND) Program (formerly the Self-Help Program) provides funding to assist municipalities with the acquisition of land for natural resource and passive outdoor recreation purposes. The

LAND Program helps preserve lands and waters in their natural state, and the program offers funding to preserve areas that contain unique natural, historical or cultural features or extensive water resources. The program encourages compatible passive outdoor recreational uses such as hiking, fishing, hunting, cross-country skiing, and wildlife observation. General public access is required. The LAND Program pays for up to 80 percent of a municipality's costs for the acquisition of land, or a partial interest (such as a conservation restriction), and ancillary land acquisition costs. In order to be eligible for these funds, municipalities are required to have an approved Open Space and Recreation Plan on file with the Division of Conservation services. This plan must be less than five years old; if a new plan is under development, a current draft plan is also acceptable.

Massachusetts PARC Program—The Parkland Acquisitions and Renovations for Communities (PARC) Program (formerly known as the Urban Self-Help Program) is also administered through DCS, and was created to help cities and urban towns acquire land for parks or recreation purposes. Any city or town with a population of 35,000 or more, or any city regardless of size that has a park or recreation commission and a conservation commission, is eligible to participate. Grants can also be issued to smaller communities for projects that have regional or statewide significance. Projects for outdoor recreation purposes, whether active or passive in nature, are considered for funding. Grants are available for the acquisition of land and the construction, restoration, or rehabilitation of land for park and outdoor recreation purposes such as athletic playing fields, playgrounds, game courts, and swimming pools. Access by the general public is required. The grants reimburse a significant portion of total project costs.

Community Development Block Grant Program (CDBG) and Downtown

Revitalization—The Massachusetts Department of Housing and Community Development (DHCD) (www.mass.gov/dhcd) receives Community Development Block Grant money each year from the federal government to be used for grants to cities and towns for a range of community needs including business assistance, infrastructure, community/public facilities, housing rehabilitation or development, and downtown revitalization. Grants are available through the Division of Community Services and must meet one of the following National Objectives as defined by the federal Department of Housing and Urban Development: benefit a majority of low- and moderate-income people; aid in the prevention or elimination of slums and blight; or meet an urgent condition posing a serious threat to the health and welfare of the community where other financial resources are not available to meet such needs. The Hilltown CDC manages CDBG programs on behalf of the Byway towns of Goshen, Cumington and Worthington. The Pioneer Valley Planning Commission manages Huntington's CDBG program on behalf of the town.

The Massachusetts DHCD also coordinates the Massachusetts Downtown Initiative, which offers a range of services and assistance to communities seeking help on how to revitalize their downtowns. Through this program's Technical Assistance Site Visit Program, the

Initiative provides up to \$10,000 in consultant services to address a specific issue that will support a community's downtown revitalization effort.

Community Development Action Grant Program (CDAG)—The CDAG Program offers funding to help revitalize disinvested or deteriorated neighborhoods, stimulate new economic development, and leverage private investment in communities. Any Massachusetts city or town is eligible to apply to the Massachusetts Department of Housing and Community Development for CDAG funds. CDAG funding is available for publicly-owned or publicly-managed projects. CDAG funds can be used in a variety of ways, including the installation, improvements, repairs, rehabilitation or reconstruction of buildings and other structures, facades, sidewalks, streets, and utility distribution systems. CDAG funds can also be used for the demolition of existing structures and relocation assistance. CDAG applications are evaluated based on the following criteria: the number of jobs created; the current degree of economic distress and physical deterioration of the project area; the extent of committed financial participation by other public and private entities; and the extent to which the project is consistent with the applicant's community development plan(s) and with the Commonwealth's Sustainable Development priorities.

Expedited Permitting Process—In 2006, the State Legislature enacted regulations (Massachusetts General Laws, Chapter 43D) to support an expedited and streamlined municipal permit process for targeted economic development projects. An established, predictable local permitting process is considered advantageous by potential developers. For towns that choose to enact Expedited Local Permitting, this program gives them the ability to promote commercial/industrial development on pre-approved parcels, known as "Priority Development Sites" (PDS), by offering an expedited, streamlined local permitting process. Towns that participate are eligible for a one-time technical assistance grant to aid them with the creation of a streamlined permitting process and for site specific pre-development work. The goal is to create a transparent and efficient municipal process, which guarantees local permitting decisions on designated PDS within 180 days. This requires coordination of municipal staff and town boards including the select board and/or town administrator, planning board, zoning board of appeals, conservation commission, fire chief, the historic commission, and board of health. With PDS designation and state grants, there also needs to be a "point of contact" for all questions regarding the site, generally the town planner, town administrator, or a representative from the select board.

Eligible PDS are sites that have been identified and approved by the town with permission from the property owner(s) that are in a commercial, industrial or mixed use zone and can accommodate the development or re-development of a building(s) of at least 50,000 square feet. Communities with PDS will receive priority consideration for economic development grant programs such as CDAG and Brownfields funding, as well as marketing assistance for the sites. Through a State grant, PVPC can provide technical assistance to help towns identify possible PDS and apply for technical assistance grants.

Farm and Agriculture Programs—The Farm Viability Program, through the Massachusetts Department of Agricultural Resources (www.mass.gov/agr), seeks to improve the economic viability and environmental integrity of participating Massachusetts farms through the development and implementation of farm viability plans. This annual grant program offers farmers environmental, technical and business planning assistance to expand, upgrade and modernize their existing operations. Capital for the implementation of the improvements recommended in the viability plan is available in exchange for an agricultural covenant on the farm property. Up to \$25,000 grants are currently available for participating landowners that place a 5-year covenant on their property; up to \$50,000 grants are currently available for participating landowners that place a 10-year covenant on their property, and larger grants may be available for participating landowners with 135 acres or more in active agriculture. Grant money must be spent on measures identified in the business plan completed as part of the program.

The Agricultural Environmental Enhancement Program (AEEP), through the Massachusetts Department of Agricultural Resources (www.mass.gov/agr), provides funding to agricultural operations in Massachusetts for the mitigation and/or prevention of impacts on natural resources that may result from agricultural practices. While primarily a water quality program, AEEP will also fund practices that promote energy efficiency, water conservation, and reduce greenhouse gas emissions. Farmers selected to participate are reimbursed for the approved costs of materials up to \$30,000. A minimum of a 5 percent match is required of applicants. Most awards are in the \$10,000 to \$15,000 range.

The Agricultural Business Training Program (ABTP), through the Massachusetts Department of Agricultural Resources (www.mass.gov/agr), responds to changing needs of Massachusetts Agriculture, by providing training and technical assistance to farmers. Examples of business planning programs offered through ABTP include courses for beginning and pre-venture farmers, such as “Exploring Your Small Farm Dream” as well as courses targeted to existing agricultural enterprises such as “Tilling the Soil of Opportunity”.

The Massachusetts Farm Energy Program is a joint two-year project of the Massachusetts Department of Agricultural Resources, the USDA-Natural Resources Conservation Service, Berkshire-Pioneer Resource Conservation & Development Area and Patriot Resource Conservation & Development Area (www.berkshirepioneerrcd.org/mfep). The program provides technical assistance to farmers and agribusiness to: increase on-farm energy conservation and efficiency; promote alternative and renewable energy strategies for on-farm energy generation; and reduce agricultural greenhouse gas emissions. Technical assistance includes: providing information on existing programs and financing, obtaining energy audits and renewable energy assessments, providing incentives for implementing audit recommendations, and identifying and promoting best management practices for farm energy systems

Transportation Enhancement—The Transportation Enhancement Program, through the Massachusetts Executive Office of Transportation (www.eot.state.ma.us), is a grant program targeted to provide opportunities to “preserve, restore, and enhance components of the surface transportation system.” Eligible projects include bicycle and pedestrian facilities, scenic easement acquisition, and streetscapes, among other less traditional transportation projects. Municipalities are eligible to apply for these funds, and encouraged to work with their regional planning agency (Pioneer Valley Planning Commission for Hampden and Hampshire counties).

Arts and Tourism—The promotion of creative-economy businesses and those targeting visitors are an important part of creating economic opportunity through the scenic byway program. Like any other business, technical assistance provided by community development corporations is a valuable resource. An additional, potential resource is the Massachusetts Cultural Council (www.massculturalcouncil.org). The Council offers different grant programs available to individuals, schools, cultural organizations, and others through direct programs or through local cultural councils.

State Tax Credit Programs—Tax credit programs allow property developers to access capital to fund their redevelopment projects by selling credits to another entity that can offset their own state tax liability by using them. It is important to note that tax credit programs require significant work in advance for a successful application.

The Massachusetts Historic Commission (www.sec.state.ma.us/mhc) manages the Massachusetts Historic Rehabilitation Tax Credit program. The use of this program is targeted for the rehabilitation of historically significant properties. The revitalization of historic properties for economic use can be more expensive than other projects, especially when trying to make the property workable for today’s businesses, while maintaining the historic character and quality of the structure. In some cases, these credits can make the difference between a costly building rehabilitation project being economically feasible or not. As a result, these tax credits help to save endangered properties and preserve the character of a community. According to the Commission, under this program a certified rehabilitation project on an income-producing property is eligible to receive up to 20 percent of the cost of certified rehabilitation expenditures in state tax credits. There is an annual limit on the amount of tax credits available through the Commonwealth’s program, so there are selection criteria that ensure the funds are distributed to the projects that provide the most public benefit.

The State Brownfields Tax Credit allows taxpayers a credit against their tax liability for the costs incurred to rehabilitate contaminated property owned or leased for business purposes and located within an economically distressed area. Recent legislation has extended the State Brownfields Tax to August 2011. More information about this tax credit is available from the Massachusetts Department of Revenue (www.mass.gov/dor).

Other Resources

Community Preservation Act (CPA)—Signed into law in 2000, the Massachusetts Community Preservation Act (M.G.L., Chapter 44B), gives communities a funding source for projects related to historic preservation, open space protection, and affordable housing. Municipalities adopt the Community Preservation Act (CPA) on a local basis, through a ballot referendum. Communities that approve the CPA can impose a property tax surcharge of up to 3 percent. Exemptions can be made for the first \$100,000 of residential property value for homes owned by low-income households or seniors of moderate income or for commercial and industrial properties. The funds collected through this surcharge are set aside in a local Community Preservation Fund along with available State matching funds. Monies accruing in this fund are to be spent on historic preservation, open space (excluding recreation), and affordable housing with at least 10 percent of the annual receipts going toward each category. Spending can be deferred until needed. The community determines how it would like to distribute the remaining 70 percent of funds to any combination of the three categories, including public recreation. Currently, the State match for CPA funds is up to 100 percent. As of January 2009, Goshen is the only Byway town in Hampshire County to have adopted the CPA. Other communities in Hampshire County, outside of the Byway region, that have adopted the CPA include: Amherst, Belchertown, Easthampton, Hadley, Hatfield, Northampton, and Southampton.

Incentives for Energy Renewables and Efficiency—There are many programs now that promote renewable energy and energy efficiency through tax incentives, grants, loans, and rebates. For state funded programs, see the Executive Office of Energy and Environmental Affairs web pages on energy, utilities and clean technologies, which describe many resources. The Database of State Incentives for Renewables & Efficiency (DSIRE) is another resource. It provides a comprehensive list with links to federal and state incentive programs. See: <http://www.dsireusa.org/>. DSIRE is an ongoing project of the North Carolina Solar Center and the Interstate Renewable Energy Council (IREC), funded by the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy.

Findings and Recommendations

Goshen

Through its community Development plan, open space and recreation plan, and specific smart growth strategies, Goshen has made progress towards developing a cohesive town vision and accompanying land use control measures. One of its smart growth strategies, a three percent CPA property tax surcharge, allows Goshen to pursue open space protection projects.

Goshen's planning documents reveal a shared vision for maintaining the town's rural character and environmental assets. To achieve this vision, Goshen's plans and zoning ordinance would benefit from additional details about where residents envision different types of land use and growth, as well as where residents would prioritize land and viewshed protection. Viewshed protection and management of landscape character are particularly important to the long-term health of the Route 112 Scenic Byway. In addition to the Scenic Resources chapter of this study (Chapter 2), Goshen's community development plan contains an analysis of unique features that highlights significant viewsheds that might be considered for special protection, including one view along Route 112 from which historic Cummington may be seen.

Currently, the entire town is zoned to accommodate single-family residential and agricultural development. As reported in the open space and recreation plan, this single district zoning scheme allows for a great deal of residential growth. An analysis conducted in 2000 revealed that Goshen's zoning scheme at full buildout would result in an 8,798 person population increase, including 3,176 additional households, 1,302 additional students, 72 additional miles of roadway, and increases in solid waste production and water demand.

Goshen's zoning bylaw allows for residential properties to accommodate accessory businesses uses. However, it is important to note that accessory apartments are not allowed in Goshen, and the town does not have zoning regulations that would help direct more compact growth to its three historic village centers. *Goshen's Valley Vision 2 Smart Growth Community Checklist* recommends that Goshen establish an agricultural commission and mixed-use village districts, develop bicycle and pedestrian amenities, and consider taking regulatory measures to foster open space (cluster) residential development, accessory apartments, home based businesses, low impact development, stormwater and erosion control, and green building. These measures would help foster desirable development while both protecting and enhancing Goshen's portion of the Byway.

Cummington

Cummington's planning documents reveal a shared vision for maintaining rural character and environmental resources, and the town's open space action plan details a more specific vision for open space protection and enhancement priorities. Meanwhile, Cummington's

zoning bylaw establishes both a rural-residential district and a village district. However, because the by-right and special permit uses for both the rural-residential district and the village district are vaguely defined, the town might consider developing more detailed language that helps set out a clear vision for the type and quality of development the town wants to see in these districts. Cummington's zoning regulations include an open space residential development bylaw that promotes cluster development and preserves open space, and its sign bylaw places restrictions on the types and visual quality of signs that may be put up along roads. Finally, although Cummington has a village zoning district, the town might consider taking additional measure to ensure that the historic village areas are more compact.

In its next community development or master plan, the town might consider developing more details regarding its land use vision (where residents envision different types of land use and growth), as well as its land and viewshed protection priorities. As described in the open space and recreation plan, the goal of Cummington's zoning bylaw is "to discourage scatteration of development beyond the fringes of developing village centers and thereby to reduce the need for uneconomical extension of roads, utilities, and other community facilities and services." However, its rural-residential district, which covers much of the town, allows for the landscape to be divided into many scattered single-family homes on two-acre or larger lots. Cummington's zoning scheme allows for a great deal of this undesirable residential growth, as shown by the *2000 Buildout Analysis*, which reveals that a full buildout of Cummington's zoning scheme would result in an additional 6,425 residential units, an additional 15,933 residents, an additional 2,441 school children, and an additional 133 miles of roadway. The buildout analysis demonstrates that Cummington's extensive use of its rural-residential zoning district allows for the type of development that the zoning bylaw hopes to discourage. The open space plan notes that the southwest area of town has many unused roads and unprotected lands, making it ripe for such scattered development.

Finally, Cummington might consider adopting some of the smart growth recommendations set out in its Community development plan, including a mixed-use village bylaw, an accessory apartments bylaw, and a cottage industry bylaw that allows for greater use of property for small businesses. Other possible actions outlined in Cummington's community development plan include adopting zoning regulations that promote multi-family housing, congregate care and assisted living facilities, affordable housing (inclusionary zoning bylaw), hillside and ridgeline protection, and desirable residential development (site plan and site design approval bylaw for housing). Cummington's *Valley Vision 2 Smart Growth Community Checklist* recommends that the town establish mixed-use village districts, adopt the Community Preservation Act, establish inclusionary zoning and commercial site plan review standards, and take regulatory measures to foster planned unit developments (PUDs), accessory apartments, home based business, low impact development, stormwater and erosion control, and green building.

Worthington

Like Goshen and Cummington, and in light of potential future development that could negatively impact the Byway, Worthington might consider developing a comprehensive master plan that details exactly where the town wants to promote and discourage growth. The recommended smart growth strategies from Worthington's *Valley Vision 2 Smart Growth Community Checklist* might also be considered. These recommendations include: include passing the Community Preservation Act to establish a preservation fund; developing bicycle and pedestrian features; and establishing an open space residential development bylaw, a home based business bylaw, an agricultural commission, a scenic upland overlay district, a stormwater and erosion control bylaw, a commercial Site plan review bylaw and commercial performance standards, an urban growth boundary that limits sewer and water extensions, green building standards, an adaptive use and infill development bylaw, and an accessory apartment bylaw.

Huntington

Huntington has a somewhat more refined zoning district map than other communities along the Byway in Hampshire County. This map shows where the town envisions different types of growth and land protection. However, many residents are concerned that the town remains vulnerable to significant land use changes that can result from ANR, sprawl and speculative development. To help discourage sprawl development, Huntington might consider additional zoning provisions that promote growth in the central businesses district and limit growth in outlying areas. In addition, the town might consider increasing the size of its central business district (and reducing the size of the adjacent business district), as well as perhaps rezoning some areas to a new cluster zoning district that requires open space protection. Another possible strategy the town might pursue is maximum density zoning for new subdivisions, which can help reduce residential densities and preserve rural character. Finally, the town may want to develop guidelines for speculative developments to help ensure that they will be high quality and fit in with the town character.

Additional smart growth strategies the town might consider adopting include an adaptive reuse and infill development bylaw, a home based business bylaw, the community preservation act, a scenic upland overlay district, a stormwater and erosion control bylaw, commercial performance standards, green building standards, a mixed-use village district bylaw, and a commercial site plan review bylaw.

Summary of Recommendations

Viewshed protection and management of landscape character are particularly important to the long-term health of the Route 112 Scenic Byway. To preserve the valued qualities of the Byway and promote desirable forms of economic growth and real estate development, the Route 112 communities should pursue a comprehensive set of Byway protection and smart growth strategies. Many general strategies were discussed in this chapter, including village center zoning, open space residential development, back lot development, conservation

restrictions, and local historic districts. Perhaps of greatest importance, the Byway communities can pursue strategies that would channel new development to existing village centers and require new commercial development along Route 112 to meet design standards that would limit the amount of lot clearing, require maintenance of roadside vegetation and trees, limit the size and color of large commercial buildings and storage facilities, and minimize exterior lighting. In addition, the quality of commercial signs along the Byway should conform to a uniform set of standards across all communities.

Finally, significant regional views should enjoy a very high degree of protection. Extra protections can be established for specific scenic vistas, including requirements that buildings, structures and power lines be buried or otherwise located out of the sight in these areas. In addition, the Byway communities should develop and implement an attractive and uniform signage scheme for presenting Byway information.

Specific recommendations of the study are detailed below:

Findings	Recommendations
<p>Channeling development to existing villages can help prevent sprawl commercial development, promote desirable economic development, and preserve the rural scenic qualities of the Byway. Some of the communities along the Byway do not have zoning that allows for traditional village center development with smaller lots and higher densities, and none of the Byway communities allow a greater variety of uses within their existing villages.</p>	<p>Encourage development in existing villages. Communities can adopt village zoning that promotes traditional village center development through a combination of districts, design standards and identification of desirable village businesses that will meet the needs of tourists and residents, including craft stores, coffee shops, restaurants, bookshops, inns, clothing stores, grocery stores, hardware stores, etc.</p> <p>Design standards can help ensure pedestrian-friendly “Main Street” areas with attractive facades, parking on the street or behind buildings, tree-lined streets, and buildings with offices/apartments above first-floor shops. Mixed-use projects can combine residential, retail, office, and public institutional uses in compact villages.</p> <p>This bylaw can be used in conjunction with site plan approval and commercial performance standards to prevent sprawl commercial developments from blighting traditional village centers.</p>
<p>Many important historic resources have been identified along the Byway. However, there are few protections for these historic resources. At the same time, owners of historic buildings may not have the technical knowledge or funding needed to protect and enhance these assets.</p>	<p>Pursue options to preserve and promote historic resources along the Byway.</p> <p>In order to preserve historic resources along the Byway, communities might consider developing architectural guidelines for historic structures to assist property owners when completing historic renovation or restoration projects. In addition, communities could pursue funding to assist property owners with restoration and rehabilitation projects for historic and architecturally significant buildings.</p> <p>Often, simple acknowledgement such as signs can nurture community pride.</p>

Findings	Recommendations
<p>Incompatible land uses along the Route 112 corridor present a threat to the Byway’s scenic rural landscape. Meanwhile, all of the Byway communities are concerned with protecting their beautiful landscape while at the same time promoting compatible economic development. The town zoning regulations that determine appropriate land uses along the Byway are varied. Some are more detailed than others, and some have been updated more recently than others. None of the towns have specifically identified desirable and undesirable land uses for the Route 112 corridor.</p>	<p>Amend land use regulations tables to reflect desirable and undesirable development types.</p> <p>Zoning bylaws identify the uses that are allowed, allowed by special permit, or prohibited in each zoning district. A town can promote desirable types of development by specifically identifying them in the table of land use regulations. Desirable land uses within a particular zoning district can be allowed by-right. Undesirable land uses can be prohibited. Other uses that may or may not be appropriate, depending on the development proposal, can be allowed by special permit. As Byway communities work to identify desirable and undesirable land uses in byway zones, it is important that these uses are added to the use table. Meanwhile, uses already addressed in the table of use regulations should be examined periodically to reconsider whether they should be allowed, allowed by special permit, or prohibited in each zoning district.</p> <p>Each town’s table of use regulations is an essential part of the ‘cookbook’ that applicants and local permitting boards refer to when deciding what type of review is required for each proposed use. The more specific a community’s table of use regulations, the easier it is for applicants to determine what reviews are needed and what board is charged with performing each review.</p>
<p>While many of the Byway communities desire to promote economic development through better access to wireless and other telecommunications technologies, telecommunications infrastructure can negatively impact the scenic qualities of the Byway.</p>	<p>Promote the adoption of a local telecommunications bylaw in those communities that do not already have one (Goshen, Worthington).</p> <p>A Telecommunications Bylaw can address siting, encourage co-location with existing water towers and similar features, and establish design standards to minimize the impact of cellular and telecommunications infrastructure on the Byway’s scenic character.</p>

Findings	Recommendations
<p>Commercial development along the Byway can help communities meet their economic development goals, but can also detract from the historic and scenic qualities of the Byway. It is important to ensure that new commercial development does not negatively impact the scenic or environmental qualities of the Byway.</p> <p>Uncontrolled commercial development not only detracts from the scenic qualities of the Byway, but it can also create traffic congestion problems on local roads, and traffic safety hazards due to poor access layout or inadequate parking. Community character and adjacent property values can be degraded by poor design, lack of landscaping, or uncontrolled signage or lighting. Environmental degradation, such as water pollution by toxic chemicals, soil erosion and flooding due to uncontrolled stormwater runoff, and light pollution from new lighting fixtures, can also occur without proper regulations.</p>	<p>Incorporate commercial performance standards into zoning bylaws.</p> <p>Performance standards ensure that commercial establishments have signage, external lighting, building characteristics, and landscaping that complement the scenic, historic, and natural qualities of the Byway. Commercial performance standards are essentially “good neighbor” standards because they minimize adverse impacts on surrounding properties and the community.</p> <p>Standards for “access and traffic impacts” are designed to minimize traffic and safety impacts by reducing the number of curb cuts, encouraging shared access, requiring all driveways to have safe sight distances for exiting motorists, and providing sidewalks and safe internal circulation plans. Parking standards can encourage that parking areas be located to the rear or side of buildings. They can also promote shared parking areas between businesses.</p> <p>Landscaping standards require a landscaped buffer strip along all public road frontage, landscaped islands in large parking lots, and screening of storage, machinery, or service areas. Appearance and architectural design standards require that commercial and industrial building designs be compatible with the rural and historic character and scale of existing buildings in the neighborhood and the community. Stormwater runoff and erosion control standards ensure that runoff will not result in erosion, water pollution, or flooding. Lighting standards limit the height of light poles and require shielding of outdoor light fixtures to reduce light pollution. Commercial performance standards can also include sign regulations and design guidelines (alternatively, towns can establish a sign bylaw).</p>

Findings	Recommendations
<p>There is currently no coordination of development standards among the Route 112 Scenic Byway towns. In addition, when development applications are reviewed, no reviewer is specifically responsible for examining plans for their compatibility with (and potential impacts on) the quality of the Scenic Byway. A regional advisory body can help represent the interests of the entire Route 112 Byway.</p>	<p>Adopt a Route 112 Advisory Committee comment process for commercial development along Route 112.</p> <p>For communities that adopt a Route 112 Advisory Committee Comment Process, applications for development in the corridor area would be forwarded to the Route 112 Advisory Committee for review. Suggestions of the Route 112 Advisory Committee would be advisory and not required to be incorporated into a local board’s final decision. Providing an opportunity for a regional body to review and provide comment on proposals can be an extremely useful tool. A group looking at an application from a different point of view can often provide valuable comments that local boards may have overlooked due to their need to concentrate on particular permitting aspects, and can result in an improved project. In this case, the Route 112 Advisory Committee would review all projects through the lens of how to best protect the scenic qualities of the Route 112 Scenic Byway.</p> <p>It is suggested that communities create a procedure in which applicants are directed to provide the Advisory Committee with a copy of plans and applications. This could be included within the administrative rules and regulations of a town’s planning and zoning boards, or could be incorporated directly into the zoning bylaws. This process would be similar to the process in which other local boards such as the selectmen and board of health are provided an opportunity to comment and issue advisory opinions on plans and applications.</p>

Findings	Recommendations
<p>The Byway communities desire to protect open space and historic resources along Route 112. To accomplish this, it is sometimes necessary to acquire property or easements. However, funding is often in very short supply. Through the Community Preservation Act (CPA), the State has provided communities with a powerful tool for raising funds for open space and passive recreation, as well as historic preservation. The CPA has been heralded by the Trust for Public Land and other organizations as one of the most important environmental protection tools in the country. However, many small communities, including almost all of the Route 112 Byway communities, have been reluctant to pass the CPA. To date, Goshen has passed the CPA, and efforts to pass the CPA in Worthington and Huntington have recently failed.</p>	<p>Promote the Community Preservation Act (CPA).</p> <p>In conjunction with the Route 112 Advisory Committee, Byway towns should develop a strategy to help residents understand the value of the Community Preservation Act (CPA), and then work with them to win approval. Because this is a sensitive issue about which many people feel strongly, proper timing of these efforts, and due consideration of the economic climate, will be essential. The CPA enables communities to establish, through a ballot referendum, a local Community Preservation Fund dedicated to open space and passive recreation, historic preservation, and low and moderate income housing. Revenue for the fund is generated through a property tax surcharge of 0.1 to 3 percent. While local adoption of the CPA is optional, the Commonwealth is providing, as an adoption incentive, state matching funds totaling approximately \$26 million annually. This funding incentive can match up to 100 percent of the money raised annually by a community through its surcharge.</p>
<p>Many people are confused by the myriad of local, state and federal laws governing the Westfield River. While some of these laws provide critical protections to the River, it may be necessary to add to, clarify, or strengthen these existing protections.</p>	<p>Help develop a better understanding of the bylaws governing the activities along the Westfield River.</p> <p>To help Byway residents develop a better understanding of the bylaws governing the Westfield River, this study recommends that the Route 112 Advisory Committee partner with the Westfield River Watershed Association to host a series of workshops for Byway towns. These workshops should involve members of planning boards, conservation commissions, code enforcement officers, chief elected officials, highway departments, and boards of health. Follow up to these workshops might include bylaw recommendations that offer clarification and better protections for the Westfield River.</p>

Findings	Recommendations
<p>Farming and agricultural tourism are desirable types of economic development in the Byway communities. This type of economic development preserves the rural working landscape, creates jobs, and builds the local economy. Agricultural tourism provides destinations and activities to visitors, as well as local residents. A strong agricultural economy also helps protect land from incompatible residential and commercial development. Currently, two of the Byway towns, Cummington and Huntington, have active agricultural commissions. In addition, all the Byway towns have right to farm bylaws.</p>	<p>Support the work of town agricultural commissions.</p> <p>An agricultural commission is an appointed town standing committee, usually comprised of farmers, that provides a voice for the agricultural community and improves the visibility of farming in the community. Agricultural commissions can tackle a variety of tasks, depending on the community. Agricultural commissions help enhance the public visibility of agricultural and forestry businesses in the Byway towns and also promote the purchase of local forest and farm products. This supports compatible economic development and helps preserve the rural character of the Byway. In the Pioneer Valley, agricultural commissions have sponsored right-to-farm bylaws, inventoried and identified agricultural properties in the community, created guides and brochures for community farms, researched information and educational resources for farmer, and have hosted community agricultural events. Agricultural commissions can also advocate at the local and state level for zoning and regulatory changes that benefit existing and future farming, and can work with other town boards and committees, such as the planning board, to ensure that the community actively retains agricultural and forest land and agricultural businesses. For the Route 112 Scenic Byway, agricultural commissions can play a critical role in helping to preserve agricultural land uses and promote agricultural tourism.</p>
<p>Some lands comprise critically important scenic and natural areas along the Route 112 Byway. These lands may or may not be permanently protected. In their open space and recreation plans, the Byway communities identify general areas and specific land parcels of importance. The "Landscape Inventory and Natural Resources Chapters of this Study also identify areas of importance.</p>	<p>Pursue open space protections for critical land parcels.</p> <p>To pursue this recommendation, towns must first identify and prioritize areas that are important to protect from development. Then, towns can develop a strategy to seek funding that will enable them to purchase conservation restrictions or land from willing property owners in these areas.</p>

Findings	Recommendations
<p>To protect the scenic qualities of the Byway, it is necessary to prevent incompatible development, especially on the steep slopes visible from the Byway. Efforts to promote more compatible ridgeline and hillside development have met with strong opposition in the Byway communities, with failed efforts occurring in Huntington and Cummington. However, many community leaders acknowledge that ridgeline protection remains a critical issue, and a renewed effort is underway in Cummington.</p>	<p>Promote adoption of a Ridgeline and Hillside Protection Bylaw.</p> <p>The Route 112 Advisory Committee should review the failed history of ridgeline and upland zoning efforts, particularly in Huntington and Cummington, and develop a compelling message and effective strategy for promoting a better understanding of the reasons for protecting views and natural resources on the ridges.</p> <p>If there is willingness, the Byway towns should consider establishing Ridgeline and Hillside Protection Bylaws that establish a Hillside Protection Overlay District to preserve the natural resources and scenic views associated with significant upland areas. A bylaw would minimize removal of native vegetation, especially large timber, and regulate the excavation and alteration of land in order to minimize erosion, flooding, and pollution of the ground or surface water supply (public or private) within the district and adjacent low lying areas.</p> <p>A Ridgeline and Hillside Protection Bylaw also ensures that proposed development activities do not reduce property values within the district or adjacent to the district by unnecessarily detracting from the visual setting or obstructing significant views. Finally, this Bylaw protects existing physical features and helps preserve and enhance linkages from one open space area to another.</p>

Findings	Recommendations
<p>Under standard zoning bylaws and subdivision regulations, residential development must either be in the form of roadside development, also known as Approval-Not-Required (ANR) development, or the standard subdivision grid. Neither alternative protects open space, farmlands, or forestlands from development.</p>	<p>Adopt an open space residential development (OSRD) Bylaw.</p> <p>Open space residential development, known also as conservation design for subdivisions, provides developers with another option for the layout of residential development that is more flexible; promotes efficient use of land; lowers the costs of development, roads and infrastructure; lowers municipal maintenance costs; and preserves open space, community character, and natural resources. OSRD helps preserve rural character and visual appearance by encouraging new subdivisions to be built with smaller lot sizes and dimensional standards than what is required in the underlying zoning district. By reducing these dimensional standards, the development can be more compact, and the remaining land can then be permanently protected as open space. Open space developments can provide benefits to communities, developers, and landowners. For developers, the cost to develop and maintain the roads, utilities, and other infrastructure is less than a standard subdivision. Studies have shown that with the preservation of open space, landowners will have a greater return on their unit than a unit built in a standard subdivision. For communities, this strategy also provides greater flexibility in designing residential subdivisions and helps to maintain the traditional New England rural character and land use pattern.</p> <p>The Pioneer Valley Planning Commission has developed a Model Open Space Residential Development Bylaw, which can be found online in the Valley Vision 2 Regional Land Use Plan Toolbox.</p>