SCENIC RESOURCES

CHAPTER 2
Connecticut River Scenic Byway

Introduction
Travelers on the Connecticut River Scenic Byway will experience views of farmland, village centers, picturesque buildings and bridges, rivers, forests, open meadows, and distant mountains. An inventory and evaluation of the scenic resources is critical to understanding the many values that need to be protected along the Byway. This chapter describes the inventory and assessment methodology and then reviews each of the segments on the 24-mile byway in Franklin County, the 15-mile Byway in Hampshire County, and the 6-mile proposed Byway extension in Hatfield. The corridor study area is defined as Route 63 in Northfield, Erving and Montague and Route 47 in Montague, Sunderland, Hadley and South Hadley. The proposed extension of the byway to the west side of the Connecticut River includes Elm, Maple, and Main Streets in Hatfield, plus a half-mile wide strip on each side.

Scenic Resources Inventory Procedure
To assess the scenic resources of the Byway, staff from the Franklin Council of Governments (FRCOG) and Pioneer Valley Planning Commission (PVPC) traveled the road and systematically rated the landscape along the Byway corridor and the long range views. FRCOG reviewed the northern 24 miles of the Byway, while PVPC reviewed the southern 21 miles of the Byway. The scoring system is based upon a very similar landscape assessment procedure used by FRCOG and PVPC to assess the scenic resources along the Mohawk Trail Scenic Byway (East and West sections), Route 112, Route 116, and Route 122 Scenic Byway. The assessment procedure is described below, and a sample of the Segment Evaluation Form is included in Appendix B.

Step One
FRCOG and PVPC staff evaluated each 0.5-mile segment within the corridor twice, once driving south and once driving north, using the Segment Evaluation Form. The evaluation included all features, both scenic and detracting, along each side of the 0.5-mile road segment. Scenic features that were present with any 0.5-mile section of a segment received a score of +1, and detracting features received a score of -1. In addition, staff noted all topography that could be seen from the byway, not just topography within the 0.5-mile study.
area, which accounts for many long range views that can be seen from the Byway. Staff calculated positive and detracting features for either a north or south directional total. The two directional totals were added together and divided by two (2) to give a “segment” score.

**Step Two**

Staff then divided the entire corridor into “visual segments” based on common visual characteristics as determined while driving the length of the Byway. The following five categories were used to divide the Byway into “visual segments”: Farmland/Open Land (defined as crop fields, orchards, hayfields, pasture land, and non-forested open land including recreational areas); Forest (defined as forest land including both mature and successional); Village/Town Center; Developed (including residential subdivisions, concentrated approval-not-required residential development, commercial development and industrial areas); and Farmland/Developed (defined as sparse residential development).

In instances where the visual segments that have two different characteristics (for example, residential development along one side of the road, and agricultural land with a historic farm house on the other side), the evaluator made a judgment about which is the dominant visual feature. Staff evaluated each “visual segment” every 0.5-mile according to the procedure detailed in Step One, and completed a separate Scenic Assessment Evaluation Form for each of these 0.5-mile sections. A new 0.5-mile section was begun at the start of each visual segment, so that the final section in some segments might be less than 0.5-mile long. For the purpose of this evaluation, staff windshield surveyed each section at least once in each direction, north and south, before moving onto the next section.

**Step Three**

FRGOC and PVPC staff calculated the “visual segment” score by adding the total score from each of the Scenic Assessment Evaluation Forms completed within that “visual segment.” Staff then calculated an average score for the “visual segment” by dividing the total score by the number of 0.5-mile sections within the particular “visual segment.” The “visual segment” then received a ranking based on the following categories:

- Other (score of 4.9 or less)
- Noteworthy (score between 5 and 6.9)
- Distinctive (score between 7 and 9.9)
- Outstanding (score of 10 or greater)
Scenic Assessment of Franklin County Area

The Franklin County section of the Connecticut River Scenic Byway is 23.75 miles long and is divided into 19 visual segments. The segments are described sequentially from north to south beginning at the New Hampshire border in Northfield and ending at the Sunderland/Hadley town line.

The majority of the landscape in the Franklin County segment of the byway is comprised of active farmland mixed with forests and scattered residential development. Over 13 acres are categorized as either Farmland/Open Land or Farmland/Developed Land. Roughly 5 acres of the byway is densely forested. Villages and town centers make up approximately 4 acres of the byway, with developed land comprising only 1.5 acres of the Byway landscape. Table 2-1 and 2-2 summarize the evaluation of the segments, and the following narrative provides more detail on each segment.

Table 2-1: Visual Segment Categorization – Franklin County

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Length (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farmland/Open Land</td>
<td>2.5</td>
</tr>
<tr>
<td>Forest Land</td>
<td>5</td>
</tr>
<tr>
<td>Village/Town Center</td>
<td>4</td>
</tr>
<tr>
<td>Developed Land</td>
<td>1.5</td>
</tr>
<tr>
<td>Farmland/Developed Land</td>
<td>10.75</td>
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<tr>
<td>Total</td>
<td>23.75</td>
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</tbody>
</table>

Table 2-2: Visual Segment Evaluation – Franklin County

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Length (miles)</th>
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<tbody>
<tr>
<td>Outstanding</td>
<td>13.25</td>
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<tr>
<td>Distinctive</td>
<td>6.5</td>
</tr>
<tr>
<td>Noteworthy</td>
<td>3</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>23.75</td>
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</table>
### Table 2-3: Segment Category and Evaluation – Franklin County Area

<table>
<thead>
<tr>
<th>Segment No.</th>
<th>Starting / Ending Points</th>
<th>Town</th>
<th>Approx. Length (miles)</th>
<th>Segment Category</th>
<th>Segment Evaluation</th>
<th>Most Distinctive Character</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NH/MA State line / Pauchaug sign just north of Route 10</td>
<td>Northfield</td>
<td>0.5</td>
<td>Farmland / Open Land</td>
<td>Distinctive</td>
<td>Northfield Drive-In; farm field and forest</td>
</tr>
<tr>
<td>2</td>
<td>Just north of Route 10 / Northfield Mount Hermon driveway</td>
<td>Northfield</td>
<td>0.5</td>
<td>Forest Land</td>
<td>Outstanding</td>
<td>Long view of fields and forest; historic buildings on former Northfield Mount Hermon campus</td>
</tr>
<tr>
<td>3</td>
<td>Northfield Mount Hermon Driveway / Route 10 Intersection</td>
<td>Northfield</td>
<td>2.0</td>
<td>Village / Town Center</td>
<td>Outstanding</td>
<td>Historic linear common streetscape and village center; panoramic views of farm fields and forested mountains</td>
</tr>
<tr>
<td>4</td>
<td>Route 10 intersection / Whitney Fence</td>
<td>Northfield</td>
<td>0.5</td>
<td>Forest Land</td>
<td>Other</td>
<td>Mature forests with scattered residential development</td>
</tr>
<tr>
<td>5</td>
<td>Whitney Fence / Homer Road</td>
<td>Northfield</td>
<td>1.0</td>
<td>Farmland / Open Land</td>
<td>Distinctive</td>
<td>Gently sloping farmland and forest; historic monument; antique shop</td>
</tr>
<tr>
<td>6</td>
<td>Homer Road / Northfield Mountain Recreation Center entrance</td>
<td>Northfield</td>
<td>3.5</td>
<td>Farmland / Developed Land</td>
<td>Outstanding</td>
<td>Panoramic views of the Connecticut River; farmsteads and pastures; historic library and schoolhouse</td>
</tr>
<tr>
<td>7</td>
<td>Northfield Mountain Recreation Center entrance / House #108 (Erving)</td>
<td>Northfield / Erving</td>
<td>1.0</td>
<td>Farmland / Open Land</td>
<td>Distinctive</td>
<td>Panoramic views of fields and forests; historic cemetery; large solar array; utility corridor</td>
</tr>
<tr>
<td>8</td>
<td>House #108 / Semb Drive</td>
<td>Erving</td>
<td>1.0</td>
<td>Developed Land</td>
<td>Noteworthy</td>
<td>Fields and forests with scattered residential development; Erving Senior Center and Elementary School</td>
</tr>
<tr>
<td>9</td>
<td>Semb Drive / Pioneer Tavern</td>
<td>Erving / Montague</td>
<td>1.0</td>
<td>Village / Town Center</td>
<td>Noteworthy</td>
<td>Village residential setting; park; historic commercial blocks; dilapidated buildings</td>
</tr>
<tr>
<td>10</td>
<td>Pioneer Tavern / House #111</td>
<td>Montague</td>
<td>0.5</td>
<td>Developed Land</td>
<td>Other</td>
<td>Mature forests and rows of trees; roadside residential; auto repair shop; dilapidated buildings</td>
</tr>
<tr>
<td>11</td>
<td>House #111 / House #244</td>
<td>Montague</td>
<td>1.0</td>
<td>Forest Land</td>
<td>Noteworthy</td>
<td>Dense forest with scattered residential development; historic cemetery; railroad bridge and power line corridor</td>
</tr>
<tr>
<td>12</td>
<td>House #244 / Lang's Lane</td>
<td>Montague</td>
<td>1.0</td>
<td>Farmland / Developed Land</td>
<td>Distinctive</td>
<td>Panoramic views of farms and pastures; long view of Mt. Toby; roadside residential development; powerline corridor</td>
</tr>
<tr>
<td>Segment No.</td>
<td>Starting / Ending Points</td>
<td>Town</td>
<td>Approx. Length (miles)</td>
<td>Segment Category</td>
<td>Segment Evaluation</td>
<td>Most Distinctive Character</td>
</tr>
<tr>
<td>-------------</td>
<td>--------------------------</td>
<td>------</td>
<td>------------------------</td>
<td>------------------</td>
<td>--------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>13</td>
<td>Lang's Lane / Center Street</td>
<td>Montague</td>
<td>0.5</td>
<td>Forest Land</td>
<td>Distinctive</td>
<td>Forest with scattered residential development; maple syrup farm stand; historic brick houses; auto repair shop</td>
</tr>
<tr>
<td>14</td>
<td>Center Street / Fosters Road</td>
<td>Montague / Sunderland</td>
<td>2.5</td>
<td>Farmland / Developed Land</td>
<td>Outstanding</td>
<td>Farm fields and forest with scattered residential development; Sawmill River; boulder outcrops</td>
</tr>
<tr>
<td>15</td>
<td>Fosters Road / House #330</td>
<td>Sunderland</td>
<td>1.0</td>
<td>Forest Land</td>
<td>Distinctive</td>
<td>Mix of farm fields, pasture and forest; scattered residential development; mature forest creates a tunnel effect; boulder outcrops</td>
</tr>
<tr>
<td>16</td>
<td>House #330 / Dragon Hill</td>
<td>Sunderland</td>
<td>1.0</td>
<td>Farmland / Developed Land</td>
<td>Outstanding</td>
<td>Panoramic views of farms, fields, and Mt. Toby; scattered residential development</td>
</tr>
<tr>
<td>17</td>
<td>Dragon Hill / House #250</td>
<td>Sunderland</td>
<td>1.5</td>
<td>Forest Land</td>
<td>Distinctive</td>
<td>Scenic turnout area; dense forests create a tunnel effect; views of the Connecticut River and Mt. Sugarloaf; boulder outcrops</td>
</tr>
<tr>
<td>18</td>
<td>House #250 / Millstone Market</td>
<td>Sunderland</td>
<td>1.0</td>
<td>Village / Town Center</td>
<td>Outstanding</td>
<td>Historic tree-lined village center; panoramic views of farm fields and mountains; farm stands; small commercial strip</td>
</tr>
<tr>
<td>19</td>
<td>Millstone Market / Hadley town line</td>
<td>Sunderland</td>
<td>2.75</td>
<td>Farmland / Developed Land</td>
<td>Outstanding</td>
<td>Views of farm fields and tobacco barns with mountains in the background; residential development</td>
</tr>
</tbody>
</table>
**Narrative**

**Segment 1** – Northfield, from the New Hampshire and Massachusetts state line to the Pauchaug Brook Boat Launch sign just north of the intersection of Route 63 and Route 10

**Farmland/Open Land, .5 mile**

**Characteristics:** The northern terminus of the Massachusetts section of the byway is at the New Hampshire border. Traveling south, the landmark Northfield Drive-In Theatre is located to the east of the byway. The Northfield Drive-in Theatre opened in August 1948 and has operated continually since. It is family owned and believed to be the only drive-in theatre that straddles two states (NH and MA). There is a garden center with a field for growing flowers on the right. Just north of the intersection of Route 63 and Route 10 the landscape near the byway is densely forested. A sign for the Pauchaug Brook Boat Launch is visible at the end of this segment.

**Distinctive Features:** Northfield Drive-In Movie Theatre, farm field, and forest

**Issues:** None

**Scenic Value Rating:** Distinctive

**Segment 2** – Northfield, from the Pauchaug Brook Boat Launch sign just north of the Route 63/10 intersection to the former Northfield Mount Hermon School campus driveway

**Forest Land, .5 mile**

**Characteristics:** The area of dense forest continues as the byway joins with Route 10. South of the intersection the forest opens up to long views of fields and forests on the right. The picturesque former Northfield Mount Hermon School campus is to the east of the byway. The view to the east is of the hilly former campus and a number of the historic buildings.

**Distinctive Features:** Long views of fields and forests and the long view up the hill of the former Northfield Mount Hermon School campus.
Issues: None

Scenic Value Rating: Outstanding

**Segment 3** – Northfield, from the former Northfield Mount Hermon School campus driveway to the southern intersection of Route 63 and 10

Village / Town Center, 2.0 miles

Characteristics: This section of the byway travels through historic Northfield village center, which has a linear town common with wide grass strips on both sides of Main Street (Route 63/10), a sidewalk that is set back from the road and mature shade trees. The road is lined with a mix of civic buildings, small commercial establishments, and stately historic homes. Northfield village center is part of the Main Street National Register Historic District (from Moody Street to Route 10). Travelers can catch glimpses of farm fields and farm activity to the west of the byway, while forested mountains are visible to the east.

Distinctive Features: The historic village streetscape, and the panoramic view of fields and mountains as a backdrop to the historic village

Issues: A vacant lot where a gas station was previously located detracts from the scenic quality of the village.

Scenic Value Rating: Outstanding

**Segment 4** – Northfield, from the Route 63/10 intersection to Whitney Fence

Forest Land, .5 mile

Characteristics: To the south of the intersection of Route 63 and Route 10, the landscape along the byway is forested with scattered residential development.

Distinctive Features: Mature forests

Issues: None

Scenic Value Rating: Other

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Segment 5 – Northfield, from Whitney Fence to Homer Road

Farmland / Open Land, 1.0 mile

Characteristics: The landscape in this segment is characterized by active farmland on both sides of the byway. There is a historical marker in this section of the byway that marks the Indian Council Fires that occurred 250 years ago.

Distinctive Feature: Gently sloping farmland and forest.

Issues: None

Scenic Value Rating: Distinctive

Segment 6 – Northfield, from Homer Road to the Northfield Mountain Recreation Center entrance

Farmland / Developed Land, 3.5 miles

Characteristics: The landscape in this segment of the byway is characterized by active farmland mixed with forest and scattered residential development. There is a scenic turnout that has panoramic views of the Connecticut River across farm fields. When traveling north in this segment, there are distant views of mountains and the Northfield Mount Hermon School campus that is located in Gill. There are historic homes, a historic library building and schoolhouse within this segment.

Distinctive Features: Panoramic views of the Connecticut River and views of farmsteads and pastures

Issues: Auto repair garage

Scenic Value Rating: Outstanding
Segment 7 – Northfield, from the entrance of the Northfield Mountain Recreation Center to house number 108 in Erving

Farmland / Open Land, 1.0 mile

Characteristics: This segment begins with open views of fields on both sides of the Byway. There is an historic cemetery located on the east side of Route 63 to the north of the entrance to the Northfield Mountain Recreation Center. There is also a historic marker for the grave of Captain Richard Beers who was killed by Indians on September 4, 1675 near this site. There is a large scale ground-mounted solar array on the west side of the byway which is surrounded by chain link fencing. There is scattered residential development and forest close to the byway as it enters Erving. The byway also passes a wide powerline corridor cut through the trees.

Distinctive Features: Panoramic views of fields and forests and historic cemetery

Issues: The large solar array could be better screened from the Byway; utility corridor

Scenic Value Rating: Distinctive

Segment 8 – Erving, from House Number 108 to Semb Drive

Developed Land, 1.0 mile

Characteristics: The landscape is mostly forested with scattered residential development in the northern section of this segment. The Erving Senior Center is on the west side of the byway. To the south of the Senior Center the byway landscape opens up into a clearing where the Erving Elementary School. To the south of the Elementary School there is newer residential development, and a commercial self storage facility.

Distinctive Features: Forested landscape

Issues: The commercial self-storage facility could be screened more from the Byway.

Scenic Value Rating: Noteworthy

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Segment 9 – Erving/Montague from Semb Drive to the Pioneer Tavern

Village / Town Center, 1.0 mile

Characteristics: This segment of the byway travels through Millers Falls Village in Erving and Montague. The byway passes under Route 2 in Erving, and enters the village residential setting of Ervingside (the Erving section of Millers Falls). There is a public park on the west side of Route 63. The Erving Public Library is to east. This area has historic homes lining the streets in the village. The byway crosses over railroad tracks and through a small area if commercial establishments including a convenience store, auto sales business, and a café. The byway crosses a bridge over the Millers River and into the Montague section of the village of Millers Falls. Bridge Street (Route 63) is lined with primarily historic residential buildings and some commercial establishments near the center of the village. Bridge Street, and East and West Main Street intersect in the center of Millers Falls. The village has retained much of its late 19th Century historic character. Many of the historic houses and village commercial buildings are intact. Although the village has suffered from some neglect of its commercial buildings, there is recent interest and private investment going towards redevelopment and restoration efforts.

Distinctive Features: View of the Millers River and the intact historic commercial buildings in Millers Falls

Issues: Some homes and commercial buildings are vacant and/or in disrepair. Commercial buildings in Ervingside lack historic characteristics.

Scenic Value Rating: Noteworthy

Segment 10 – Montague, from the Pioneer Tavern to house number 111

Developed Land, 0.5 mile

Characteristics: This segment of the byway has a mix of scattered residential development, commercial buildings and forest along the roadway. There are some buildings that are in need of repair.

Distinctive Features: The areas of forest.

Issues: Some buildings that are in need of repair
Scenic Value Rating: Other

Segment 11 – Montague, from House Number 111 to House Number 244

Forest Land, 1.0 mile

Characteristics: This segment of the byway is more densely forested. The roadway is narrow with little shoulder, and the dense forest creates a “tunnel” effect along some stretches. A powerline corridor bisects the byway to the north of a railroad bridge which crosses the road. Guardrails are present along numerous sections of the roadway.

Distinctive Features: Dense forest with scattered residential development and the historic cemetery

Issues: Powerline corridor, guardrails

Scenic Value Rating: Noteworthy

Segment 12 – Montague, from House Number 244 to Lang’s Lane

Farmland / Developed Land, 1.0 mile

Characteristics: In this section the dense forest begins to give way to increasing residential development, before opening up onto a panoramic view of a farm field and mountains beyond. A large powerline corridor traverses the farm field and crosses the byway. A tractor supply store displays farm and yard tractors on both sides of the road.

Distinctive Features: Panoramic views of farms and pastures and a long view of Mt. Toby

Issues: Powerlines. The tractor store fits with the rural and agricultural theme of the Byway but may be considered to detract from the scenic quality of the corridor.

Scenic Value Rating: Distinctive
Segment 13 – Montague, from Lang’s Lane to Center Street

Forest Land, .5 mile

**Characteristics:** The roadway is narrow with narrow shoulders. The landscape has forest scattered with residential development. There are small openings in the forest that provide glimpses of yards and fields. There is a farm stand selling maple syrup, an auto repair shop, and several historic brick homes along the byway. A stone wall lines the east side of the road in front of one of the brick farmhouses.

**Distinctive Features:** Forest with scattered residential development; maple syrup farm stand; historic brick houses; auto repair shop

**Issues:** Auto repair shop

**Scenic Value Rating:** Distinctive

Segment 14 – Montague, from Center Street to Fosters Road in Sunderland

Farmland / Developed Land, 2.5 miles

**Characteristics:** The Sawmill River winds through the woods adjacent to the road where the byway turns onto State Route 47. Heading south on Route 47, there is a panoramic view of rolling farmland and pasture dotted with farmsteads and residential development. The roadway is narrow and winding, and there is little to no shoulder.

**Most Distinctive Features:** Farm fields and forest with scattered residential development; Sawmill River; boulder outcrops

**Issues:** Guardrails, auto sales and repair, some dilapidated buildings

**Scenic Value Rating:** Outstanding

Segment 15 – Sunderland, from Fosters Road to House Number 330

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**Forest Land, 1.0 mile**

*Characteristics:* In this segment, the landscape is forest. The roadway is narrow with little to no shoulders. Dense forest encloses the byway on both sides with very little residential development.

*Most Distinctive Features:* Mature forest creates a tunnel effect; large boulder outcrops

*Issues:* Guardrails

*Scenic Value Rating:* Distinctive

**Segment 16 – Sunderland, from House Number 330 to Dragon Hill**

*Farmland / Developed Land, 1.0 miles*

*Characteristics:* In this segment the byway landscape is a mix of newer roadside residential development and older farmhouses. In several areas there are panoramic views of farm fields and Mt. Toby to the east.

*Distinctive Features:* Panoramic views of farms, fields, and Mt. Toby; scattered residential development

*Issues:* None.

*Scenic Value Rating:* Outstanding

**Segment 17 – Sunderland, from Dragon Hill to House Number 250**

*Forest Land, 1.5 mile*
Characteristics: The roadway winds through forests with occasional residential development. The scenic turnout area just south of Falls Road provides long views of the Connecticut River and the Pocumtuck Ridge including Mt. Sugarloaf.

Distinctive Features: Scenic turnout area; dense forests create a tunnel effect; views of the Connecticut River and Mt. Sugarloaf; boulder outcrops

Issues: None.

Scenic Value Rating: Distinctive

**Segment 18** – Sunderland, from House Number 250 to the Millstone Market

Village / Town Center, 1.0 mile

Characteristics: In this segment the roadway becomes straight and the landscape is flat as the byway parallels the Connecticut River towards Sunderland Center. Views of the Connecticut River and Mt. Sugarloaf are visible to the west. As the byway enters the Sunderland Historic District, it is flanked on either side by wide grass strips, street trees, and a mix of historic and newer homes. The center of Sunderland has a Connecticut River linear town common. Views of farmland, the Connecticut River, and mountains can be seen behind the rows of historic homes. The byway intersects with Route 116 at the main intersection in Sunderland Center. The intersection is busy and there are small-scale commercial buildings. To the south of the intersection there is the same historic linear town common pattern along South Main Street (Route 47). There are several farm stands in this section.

Distinctive Features: Historic tree-lined village center; panoramic views of farm fields and mountains; farm stands; small commercial strip at Route 116 intersection

Issues: Some of the commercial development at the intersection with Route 116 is auto-oriented and out of character with surrounding historic structures.

Scenic Value Rating: Outstanding

**Segment 19** – Sunderland, Millstone Market to the Hadley town line

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Farmland / Developed Land, 2.75 miles

**Characteristics:** The landscape in this segment of the byway is flat, open farm fields, barns, and scattered residential development. There are wide panoramic views of cultivated fields with mountains in the background on both sides of the roadway. Many of the homes along the road are newer construction, including an apartment complex. As the Byway approaches the Hadley town line, active agricultural fields and tobacco barns are the dominant feature of the landscape.

**Distinctive Features:** Views of farm fields and tobacco barns with mountains in the background; newer residential development

**Issues:** Some of the newer residential development may detract from the otherwise agricultural character of this segment

**Scenic Value Rating:** Outstanding
Scenic Assessment of Hampshire County Area

The Hampshire County section of the Connecticut River Scenic Byway is 21.4 miles long, and is divided into 29 visual segments (including the proposed byway in Hatfield). The segments are described sequentially from north to south, beginning at the Hadley/Sunderland town line, and ending in South Hadley at the junction with Route 116, and starting at the Hatfield/Whately town line at Main Street, and ending at the I-91 overpass on Elm Street.

The landscape of the Hampshire County portion of Connecticut River Byway is mostly a rural, agricultural landscape, with stretches of classic New England village and residential development. Much of the route is Village/Town Center (7.2 miles), with the largest contiguous segment in Hatfield (3.2 miles). The rest of the route has active agricultural activity, interspersed with stretches dominated by low-density residential development and patches of forest land. Tables 2-3 through 2-4 below summarize the evaluation of these segments, while the following narrative provides more detail.

Table 2-4: Visual Segment Categorization – Hampshire County

<table>
<thead>
<tr>
<th>Segment</th>
<th>Total Length (miles) (including Hatfield)</th>
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<tbody>
<tr>
<td>Farmland / Open Land</td>
<td>6.3</td>
</tr>
<tr>
<td>Forest Land</td>
<td>3</td>
</tr>
<tr>
<td>Village / Town Center</td>
<td>7.2</td>
</tr>
<tr>
<td>Developed Land</td>
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<tr>
<td>Farmland / Developed Land</td>
<td>3.8</td>
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<tr>
<td>Total</td>
<td>21.4</td>
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Table 2-5: Visual Segment Evaluation – Hampshire County

<table>
<thead>
<tr>
<th>Segment</th>
<th>Total Length (miles)</th>
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</thead>
<tbody>
<tr>
<td>Outstanding</td>
<td>8.9</td>
</tr>
<tr>
<td>Distinctive</td>
<td>6</td>
</tr>
<tr>
<td>Noteworthy</td>
<td>2.7</td>
</tr>
<tr>
<td>Other</td>
<td>1.2</td>
</tr>
<tr>
<td>Total</td>
<td>18.8</td>
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## Table 2-6: Segment Category and Evaluation – Hampshire County Area

<table>
<thead>
<tr>
<th>Segment No.</th>
<th>Starting / Ending Points</th>
<th>Town</th>
<th>Approx. Length (miles)</th>
<th>Segment Category</th>
<th>Segment Evaluation</th>
<th>Most Distinctive Character</th>
</tr>
</thead>
<tbody>
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Narrative

Segment 1 – Hadley, from Sunderland town line to the Russellville Cemetery

**Farmland/Open Land, .2 miles**

**Characteristics:** Traveling south from the Sunderland town line, this initial visual segment in Hadley is flat and agricultural in character. There are farm barns and active equipment relatively close to the road on the east, with farm houses on the west. Trees are close to the road before giving way to farm fields on both sides. Traveling from the south, the fields bring the eye towards long red barns and Mt. Toby State Forest in the background before entering the cluster of farming activity at the border with Sunderland. The Russellville Cemetery also adds a sense of history and permanence to the surrounding landscape of working farms.

**Most Distinctive Feature:** Red barns, fields, cemetery

**Issues:** Some of the farming equipment over the border in Sunderland is not as picturesque (truck storage, cars, etc.) and is visible from this segment.

**Scenic Value Rating:** Outstanding

Segment 2 – Hadley, from Russellville Cemetery to Cold Spring Road Area

**Developed Land, 0.3 mile**

**Characteristics:** This short segment features mostly residential characteristics, with well-maintained but newer homes on either side. The homes are set relatively far back from the road. Traveling from the north, there is a distant long view over the farm fields to the south on the west side of the road (which comprise the next segment). Traveling from the south, expansive fields give way to the residential area, with the newer but well-maintained subdivision along Cold Spring Road marking the change in landscape.

**Most Distinctive Scenic Feature:** Newer, well-maintained homes with attractive yards
Issues: The subdivision development pattern on Cold Spring Road is somewhat at odds with the stunning surrounding agricultural landscape to the south. The homes along River Road are attractive but clearly newer, though the yards are well-maintained and vegetated.

Scenic Value Rating: Other

Segment 3 – Hadley, from Cold Spring Road area to 405 River Drive

Farmland / Open Land, .5 mile

Characteristics: There is a large expanse of intact fields on the east side of the Byway that creates a sweeping view from the edge of the road to the distant river. On the west side of the Byway the fields stretch to the forest edge with mountains in the background. Long barns dot the distance. The southernmost part of the segment is dotted with some traditional farmhouses.

Most Distinctive Scenic Feature: Large amount of in-tact farmland

Issues: There are two abandoned farmhouses with barns, but they are not yet excessively dilapidated and could be viewed by some as adding to the segment’s historic character.

Scenic Value Rating: Outstanding

Segment 4 – Hadley, from 405 River Drive to 379 River Drive

Forest, .1 miles

Characteristics: This short segment gently slopes and curves over Russellville Brook, under a mature canopy of trees. Large, historic homes are tucked far back among the trees on the west side. Forest dominates the east side of the street.

Most Distinctive Scenic Feature: Large historic homes enshrouded in trees

Issues: Excessive guardrails
Scenic Value Rating: Noteworthy

*Segment 5* – Hadley, from 379 River Drive (at intersection of Comins Road) to Shattuck Road

**Farmland / Developed Land, 0.3 mile**

Characteristics: This segment is flat and curving, with newer housing the western side of the road. There are large fields extending far into the eastern view at the northern end of the segment, with several barns in the distance. Houses and some barns tend to block continued views of these fields on the east, though the farmland dominates the background in glimpses. The houses are newer on the west side of the road, and overall the residential density is on the higher side in this segment.

Most Distinctive Scenic Feature: Long views of farm fields with barns and some distinctive trees in the distance

Issues: Housing blocks views in some cases. The approval-not-required development pattern and ranch-style houses on the western side of the road are somewhat out of character with the surroundings. The intersection with Comins Road is fairly barren and has an auto-repair shop with no buffer to the road.

Scenic Value Rating: Distinctive

*Segment 6* – Hadley, from Shattuck Road to Karl’s Excavating

**Farmland / Development, .2 miles**

Characteristics: This segment is mainly residential, though there are agricultural fields on the eastern portion of the southern end that extend from the roadway to the river. On the northern end of the segment, there is some new housing on old fields with manicured lawns, which re-characterizes the landscape with a more suburban than rural/agricultural feel.
Traveling from the south, there are long views of fields at the bend in the road (intersection with Shattuck Road). An abandoned farmhouse at the intersection of Shattuck Road features a beautiful barn with a stone foundation, which contrasts with the newer, suburban-style housing in the next lots. Further south down the segment, the excavating business serves to indicate the road’s role in today’s current economic activity.

**Most Distinctive Scenic Feature:** Abandoned farmhouse at Shattuck Road, long views east towards Amherst over fields

**Issues:** The abandoned farmhouse may deteriorate into an eyesore over time. The excavating business, while clearly busy and successful, is not buffered from the roadway with landscaping, and is located close to the road.

**Scenic Value Rating:** Other

**Segment 7 – Hadley, from Karl’s Excavating to 263 River Drive**

**Farmland / Open Land, 1.1 mile**

*Characteristics:* The traveler from the south enters this segment after exiting the village of North Hadley, and the longer stretches between residences and farm field visible at the first bend in the road indicate this transition. Lake Warner, crops such as cabbage and corn, and farmhouses characterize the agricultural landscape the east. A traveler entering this segment from the north passes the excavating business on the left to large fields with long views towards the hills of Amherst. UMass is visible in the distance. This area also includes large-scale industrial-style greenhouses set back from the road.

**Most Distinctive Scenic Feature:** Fields with UMass in the distance, flashes of Lake Warner beyond farm fields

**Issues:** The greenhouses are slightly out of context of the surrounding area as they have an industrial quality, including tall smoke-stack like exhaust structures. There is an abandoned house that is somewhat shielded from view but may deteriorate further. Lake Warner is less visible in the landscape in this area due to green algae (see picture above).

**Scenic Value Rating:** Distinctive
Segment 8 – Hadley, from 263 River Drive to Stockwell Road
Village / Town Center, 9 miles

Characteristics: The traveler enters from the north along a curving road and into more closely-spaced houses. Lake Warner is visible to the east of the road, and the houses are of classic New England character and become closer to the road. A white church steeple is visible in the background. The center of North Hadley village is marked by this church and the North Hadley Village Hall, as well as an old but rehabilitated gas station building. The mill and dam at Lake Warner are close by but not immediately visible to travelers that do not know to look for these scenic features. As the traveler moves further south, the setbacks are still close to the road, but the houses are sparser. The road winds over the Mill River in a short forested tunnel, into an area of active agricultural fields, and eventually passes the North Hadley Sugar Shack, which is a point of scenic and cultural interest.

Most Distinctive Scenic Feature: North Hadley center, Lake Warner mill and dam, North Hadley Sugar Shack

Issues: The Lake Warner mill and dam are beautiful scenic features, and travelers could benefit from better signage to them. There are some houses around the Mill River that have fallen into disrepair. Lake Warner is coated in green in large areas due to excessive algae growth and invasive plants, causing the water to blend in with the surrounding vegetation at vantage points from the road.

Scenic Value Rating: Outstanding

Segment 9 – Hadley, from Stockwell Road to Rocky Hill Road
Farmland / Open Land, 1.8 miles

Characteristics: The traveler enters this segment after passing the North Hadley Sugar Shack. On the western side of the road are newer houses with vegetated and well-maintained lawns. On the east side, through
a planted, evenly spaced line of mature trees, is a panoramic view over open farm fields and barns to the edge of the Connecticut River. Further south the views on both sides become more agricultural, with fields behind tree vegetation along the road. The Porter Phelps Huntington House Museum and a falconry facility are nestled amid this landscape, both set back from the road but clearly marked with signage for the traveler, adding to the historic and agricultural value of this area. Towards the southern portion of this segment, the Holyoke Range is visible in the distance over farm fields. Coming from the south, travelers would see solar panels in the distance over one farm field at the southern portion of this segment.

**Most Distinctive Scenic Features**: Panoramic views, Porter Phelps Huntington House Museum, view of Holyoke Range

**Issues**: There are large, newer houses in riparian buffer areas where the river is close to the road, obstructing potential views of the river. A few buildings also close to the road along this segment are industrial and commercial in nature (an automotive repair shop and large warehouse-style building), and appear out of context. In addition, some larger homes have been built in former farm fields that disrupt long views. The solar panels may also be viewed by some as detractions from the distant views.

**Scenic Value Rating**: Distinctive

**Segment 10** – Hadley, from Rocky Hill Road to just north of East Street

**Village / Town Center, 1.7 miles**

**Characteristics**: This segment includes Hadley town center and crosses Route 9. Well-maintained historic homes and barns add high scenic quality to this segment. There are numerous indicators of village activity, such as town buildings (senior center, historical society), as well as sidewalks, farm stands, and the Norwottuck Rail Trail. Coming from the north, the intersection with Route 9 is marked by a church steeple and town hall, though coming from the south the scenic quality at the intersection is more commercial in nature. South of Route 9, the segment is predominantly residential with less civic uses, though the homes are predominantly old and historic. Glimpses of farm fields and barns are visible beyond the houses and mature trees lining the street. At the intersection with Bay Road, there is a historic stone marker noting the mileage to Boston and Albany.

**Most Distinctive Scenic Feature**: Historic homes, fields
**Issues:** In some small areas there is newer, larger housing in farm fields behind the established housing on the street, which clutters and obstructs the scenic quality. The northeast corner of the intersection with Route 9 features a low-slung modern building with little landscaping and negatively contrasts with the more traditional structures on the other corners. Some of the historic homes along the segment have been updated with modern materials such as vinyl that detract from their historic quality.

**Scenic Value Rating:** Outstanding

**Segment 11** – Hadley, from just north of East Street to just north of Bay Road

**Forest, .2 miles**

**Characteristics:** Tree vegetation is thicker in this segment, creating a canopy in places. Houses are present but more obscured by the trees than in the previous segment. Coming from the south, the road takes a dip and a turn as it enters the low-lying and canopied land form created by the Fort River. The river is visible from the bridge, offering a framed view of natural scenery amid the stretches of man-made agricultural fields and residences.

**Most Distinctive Scenic Features:** Fort River

**Issues:** There is a pumping station along the Fort River that comes into view after crossing the bridge. The guard rails are clearly old but have newer, ill-fitting metal plating tacked over them. There are no signs other than on the pumping station to mark the presence/name of the Fort River.

**Scenic Value Rating:** Noteworthy
Segment 12 – Hadley, from just north of Bay Road to Laurel Drive
Farmland / Developed Land, 1.3 miles

**Characteristics:** This segment features residential units (many that are newer) strung along the road with farmland predominantly located behind. The setbacks and housing styles and sizes are more varied, with a small amount of minor commercial and industrial uses mixed in with farm stands and an organic vegetable farm. The farm’s barn is old but has solar panels on its southern route. Travelers coming from the south see signs directing to various cultural and institutional destinations as they approach Bay Road, creating a sense of crossroads before entering the town center area. Travelers from the north can view the Holyoke Range in the distance over long red barns and fields, with some newer subdivision-style houses in that horizon.

**Most Distinctive Scenic Value:** Working organic vegetable farm, long red barns, Holyoke Range

**Issues:** The newer housing in this segment is large and appears to be more haphazardly placed. There is also an un-built subdivision, with an empty road stretching perpendicular from the Byway. Some may view the solar panels on the old barn as detracting from the historic quality of the structure.

**Scenic Value Rating:** Noteworthy

Segment 13 – Hadley, from Laurel Drive to just north of Mitch’s Marina
Forest, 1.2 miles

**Characteristics:** This segment features dense forest that creates a tunnel or canopy effect over the road in many areas. Brooks are visible from the roadside, as are trails leading into Skinner State Park. The forest is mature and without significant underbrush, drawing the eye into the stands of tall trees. There are some tidy houses, but most are on the east side of the road on the slope down to the river and obscured by trees, making them interesting focal points amid the forest.
Most Distinctive Scenic Feature: Forested slopes up into Skinner State Park

Issues: Excessive and unattractive guardrails line this segment. There is also no prominent signage alerting travelers to the trailheads and parking areas for Skinner State Park.

Scenic Value Rating: Distinctive

Segment 14 – Hadley, from just north of Mitch’s Marina to 193 River Road
Farmland / Open Land, 1.2 miles

Characteristics: Travelers from the north can see the Connecticut River over the top of Mitch’s Marina as they emerge from the previous forested segment. Continuing down hill the tree canopy opens up to a panoramic expanse of field on the east and the forested river buffer on the west. The Holyoke Range serves as a steep and close backdrop to the fields, creating the sense of being in an enclosed valley. In this space farmhouses with barns are located near an interesting sign marking historic flood levels of the Connecticut River, creating a unique sense of place. Further south the fields open up again on either side, providing high-quality long and panoramic views. Housing is sparse and mostly set back far from the road. Traveling south, the Holyoke Range tapers down to meet the road in the distance. Traveling north, the Summit House can be glimpsed on the ridge from the road. A historic one-room schoolhouse and the bustling and historic-yet-modern Barstow’s Farm store are both of high scenic quality and also lend a sense of permanence and continuity in this area.

Most Distinctive Scenic Feature: Ridge-to-river valley land form, historic and cultural landmarks, panoramic field views

Issues: Trailers and docks stored at Mitch’s Marina are prominently visible for travelers from the south; these items are somewhat shielded by the slope for travelers from the north. The smoke stack from the former coal power plant in Holyoke is visible in some areas, which some may view as a detraction to the scenic quality of the landscape (though others may view it as an interesting contrast that tells the story of the area).

Scenic Value Rating: Outstanding
Segment 15 – Hadley, from 193 River Road to South Hadley town line  
Forest Land, 0.1 mile segment

Characteristics: The eastern side of this segment is a wall of trees, with some houses scattered within. The western side features open fields down to the forest line along the river, which provides some long views of high scenic quality. The stone wall around the Hockanum Cemetery lines the last portion of this segment. The cemetery provides a picturesque historic focal point.

Most Distinctive Scenic Features: Long views towards river, Hockanum Cemetery

Issues: A utility corridor of high-tension lines detracts from some of the long views towards the river and Holyoke.

Scenic Value Rating: Distinctive

Segment 16 – South Hadley, from Hadley town line to the top of the hill after Sullivan Lane  
Forest Land, 0.5 mile segment

Characteristics: Both sides of this segment are dense forest, with houses tucked away amid the trees. The road is narrow and windy and the mature trees create a forest tunnel effect. There are numerous hemlock trees, making the tunnel dense and dark. Travelers from the north exit the forested area and start down a long hill with hay fields to the east. Travelers from the south exit the forested area to see Hockanum Cemetery in Hadley.

Most Distinctive Scenic Features: Forest tunnel of dense trees

Issues: None.

Scenic Value Rating: Distinctive

Segment 17 – South Hadley, from the top of the hill after Sullivan Lane to 325 Hadley Road
Farmland / Developed Land, 0.5 mile segment

Characteristics: This windy segment of the road features a view of Mt. Tom for travelers from the south. The smoke stack from the former coal plant in Holyoke is also visible from this direction. The roadside features a mix of short forested or tree-lined segments with hay fields stretching up long hills. Houses dot the top of these hills on the west side and are also numerous and newer/larger on the east side of the segment.

Most Distinctive Scenic Features: Long hills of hay fields

Issues: The smoke stack may be viewed by some as detraction from the landscape, but could be viewed by others as a local landmark. There is a long and beautiful hill and hay field on the middle-western portion of this segment that is obscured by a thin but dense line of tree vegetation. Thinning that line could offer the traveler more scenic views of this field.

Scenic Value Rating: Noteworthy

Segment 18 – South Hadley, from 316 Hadley Street to 143 Hadley Street

Developed Land, 0.5 mile segment

Characteristics: This segment features dense forest on the western side with some forest and then residential development on the eastern side. The forest portions are interrupted by driveways that lead to houses hidden by trees or the upslope of the hill. The houses on the east side tend to be newer one-story ranches, though there are some older homes with shorter setbacks interspersed.

Most Distinctive Scenic Features: Thick forested areas that line road

Issues: Development and driveways interrupt the wall of forest frequently. The residential development on the east side generally dominates the landscape.
Scenic Value Rating: Noteworthy

Segment 19 – South Hadley, from 143 Hadley Street to 101 Hadley Street

Forest Land, 0.4 mile segment

Characteristics: This segment features thinner forest through wetland areas and over Bachelor Brook. Either side of the road is forested. The view from the bridge of Bachelor Brook is framed by a canopy of trees that draws the eye in and creates curiosity. There is an unmarked parking area by the bridge.

Most Distinctive Scenic Features: View of Bachelor Brook

Issues: None.

Scenic Value Rating: Distinctive

Segment 20 – South Hadley, from 101 Hadley Street to community playing fields

Farmland / Open Land, 0.1 mile segment

Characteristics: The traveler from the south experiences a transition from the village/town center area to open space in this segment. The community fields and gardens on the western side mark village activity, but it is juxtaposed with corn fields on the eastern side.

Most Distinctive Scenic Features: Community gardens

Issues: The community garden sign in angled in such a way that travelers from the north may miss it.

Scenic Value Rating: Distinctive

Segment 21 – South Hadley, from community playing fields to village center
Village / Town Center, 0.7 mile segment

Characteristics: The traveler from the south enters from the Village Common area in South Hadley, adjacent to numerous shops and restaurants. Heading north, the experience is that of an extension of this village area, with regularly spaced and diverse-looking houses and a sidewalk. As the traveler progresses further north, there is a cemetery set back from the road and a crop field can be seen in the distance. Coming from the north, the houses become more closely spaced, giving the experience of approaching and eventually coming into the center of a village area.

Distinctive Scenic Features: Established homes with consistent setbacks and attractive landscaping, the Village Common area at the Route 116 intersection

Issues: The entrance to the Byway at the Route 116 intersection has a few modern buildings that are prominent but do not add to the area’s character, and do not have attractive landscaping in front of them.

Scenic Value Rating: Distinctive

Segment 22 – Hatfield, from Whately town line to 501 Main Street

Farmland / Open Land, 0.2 mile segment

Characteristics: The traveler from the south experiences panoramic views of farm fields with Mt. Toby in the distance. From the north, the traveler can see the Holyoke Range in the distance. Fields extend far to the east and west of the narrow road, which has no shoulder and resembles an old farm road.

Distinctive Scenic Features: Large expanses of farm fields, with mountain ranges in the distance

Issues: There is a structure with some amount of junk and debris in the yard just before the Whatley line.
Scenic Value Rating: Distinctive [upgrade to outstanding?]

Segment 23 – Hatfield, from 501 Main Street to field just south of Third Hand Farm

![Segment 23 - Hatfield, from 501 Main Street to field just south of Third Hand Farm](image)

Village / Town Center, 0.7 mile segment

**Characteristics:** This segment, which traverses the Brad Street Historic District, features a narrow road and closer setbacks. There is active farm activity in this area, including trucks hauling crops, which is somewhat screened with landscaping. Village features include a cemetery (more visible while traveling north) and some historic housing that was once utilized for farm workers. Barns and farm fields are interspersed throughout the village housing. The eastern side of the road includes a significant amount of 1970s-era ranch housing.

**Distinctive Scenic Features:** Farm fields interspersed with historic housing

**Issues:** Some of the houses are in disrepair. On the east side of the road, newer housing blocks views over farm fields to distant mountain ranges and tree lines.

Scenic Value Rating: Distinctive

Segment 24 – Hatfield, from field just south of Third Hand Farm to northern edge of large farm fields

![Segment 24 - Hatfield, from field just south of Third Hand Farm to northern edge of large farm fields](image)

Forest Land, 0.1 mile segment

**Characteristics:** This short segment offers a slight forest tunnel effect from the trees on either side. Glimpses of wetland areas are visible through the trees when traveling at a slower pace. The wetlands feature stark trees with intricate trunk and limb patterns, and with a planting arrangement that somewhat resembles an old orchard. A bald eagle was also observed in this area during the scenic assessment.
Distinctive Scenic Features: Wildlife and wetlands

Issues: The trees on either side of the road block scenic views of the wetlands beyond. The water in the wetland area is covered with green algae, reducing the color contrast of the water and the surrounding landscape.

Scenic Value Rating: Noteworthy

Segment 25 – Hatfield, from northern edge of large farm fields to area between two entrances to Kellogg Hill Road loop

![Image](image_url)

Farmland / Open Land, 1.2 mile segment

Characteristics: This segment traverses wide open expanses of intact farm fields with panoramic views to the river and old oxbow’s edge and mountain ranges. Long weathered barns are visible both in the distance and close to the road. Irrigation equipment is also visible. The road is somewhat windy, and towards the southern end of the segment, it curves into a small forest tunnel with wetland areas visible on the west and hidden corn fields on the east. Dirt farm roads wander away from the Byway at various points along this segment, creating focal points of curiosity for the traveler.

Distinctive Scenic Features: Expansive farm fields extending to the river, long barns

Issues: Graffiti on the sides of some of the barns detracts from their scenic quality in some instances, though a mural does add some beautification. The large fields are shaped by and located in an interesting geological area between the Connecticut River and an old ancient oxbow, but travelers would be unaware of this without interpretive signage or additional information on the Byway website.

Lines of thick trees and understory block views of smaller corn fields at the southern end of the segment. The water treatment plant in this area is also out of scenic context.

Scenic Value Rating: Outstanding
**Segment 26** – Hatfield, from area between two entrances to Kellogg Hill Road loop to just north of 177 Main Street

**Forest Land, .2 mile segment**

**Characteristics:** The traveler experiences a short segment of forest land that offers a slight tunnel effect. The guardrails here are the old cement and cable type that are less visually intrusive than the newer aluminum types.

**Distinctive Scenic Features:** Wetlands visible through trees

**Issues:** It is somewhat difficult to see the wetlands unless traveling at a slow speed.

**Scenic Value Rating:** Other

**Segment 27** – Hatfield, from forested area just north of 177 Main Street to 143 Main Street

**Developed Land, .3 mile segment**

**Characteristics:** After exiting the forested area from the north, the traveler enters a more open area with a farm field immediately on the east and new, large houses and lawns on the west. The eastern side of the road gives way to more of these houses after the initial farm field. Setbacks on the western side of the road are very large, with large expanses of lawn in front. Glimpses of the Holyoke Range are visible traveling south, and distant farm fields are visible behind the houses.

**Distinctive Scenic Features:** Farm field at northern end of segment

**Issues:** The large houses and expansive lawns are somewhat out of character with the historic and agricultural quality of the adjacent segments, and obstruct some distant views.

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Yard vegetation in this area seems to include a higher amount of non-native ornamental plants and uniform lawns.

**Scenic Value Rating:** Other

**Segment 28 – Hatfield, from 143 Main Street to Dwight Street**

**Village / Town Center, 3.2 mile segment**  

**Characteristics:** This segment is the longest continuous segment in the Hampshire County Byway area. It traverses several historic districts, and is notable due to the large number of historic homes and buildings with outstanding architecture. Setbacks along the Main Street portion of this segment are mostly uniform, with a fairly large tree canopy. Newer homes within the Main Street portion of this segment tend to conform to the architectural context. Travelers can glimpse fields behind the old homes, and farm stands dot the segment. The Center School, town hall, and churches provide a clustered example of fine architecture.

The Maple and Elm Street portions of this segment are also attractive, and feature smaller homes with smaller setbacks. There is also a less intact tree canopy over these portions; significant trees are more likely to be found alone or in brief stands. Farm fields are more frequent and meet the road along Maple and Elm Streets, but the close spacing of the homes continues to indicate a village.

**Distinctive Scenic Features:** Outstanding historic architecture on Main Street, farm stands, and farm fields interspersed with village housing on Elm and Maple Streets

**Issues:** Some trees along the Main Street portion of the segment need re-planting, as they are very cut-away and old. The senior housing complex on Main Street is tidy and attractive but out of context. The senior subdivision on Elm Street is generally out of character with its surroundings and lacks significant vegetation. There are a few non-contextual uses such as an automotive repair shop but for the most part these are not imposing enough to detract from the overall scenic quality. The road is somewhat excessively wide on the Main Street portion.

**Scenic Value Rating:** Outstanding
Segment 29 – Hatfield, from Dwight Street to Interstate 91 Bridge

Forest Land, .2 mile segment

Characteristics: The roadway is the dominant and somewhat the only feature of this segment. Small trees and brush line either side of a steady slope. There is not much to indicate that this portion of Elm Street leads to a scenic village area.

Distinctive Scenic Features: Vegetation on either side of road

Issues: The road is excessively wide here. An old historic marker sign is too rusted to read. There is not much else to look at.

Scenic Value Rating: Other
Regional View sheds

Regional viewsheds are views that show unique and impressive natural or cultural features. These include spectacular agricultural landscapes or regionally significant landscape elements. The predominant landscape features on Connecticut River Scenic Byway and proposed Byway extension are:

- Connecticut, Millers Mill, and Fort Rivers;
- Mount Toby and Mount Sugarloaf;
- The Holyoke Range;
- Farmland or pasture land; and
- Cultural resources including historic buildings, scenic farmsteads, villages and town centers.

In this analysis, a viewshed had to contain at least three of these four features to be considered a regional viewshed. In addition, other criteria were considered to evaluate regional viewsheds. The considerations included:

- The field of view;
- The width of the scene visible from the observer;
- The depth of view;
- The perception of distance to the farthest element on the horizon;
- The variety and contrast of the landscape; and
- The degree to which the view was compromised (with detractions to predominant landscape elements by features – for example, a new subdivision in a predominately agricultural area would be considered a detraction).

To be considered a regional view, the field of vision had to be wide, generally greater than 120 degrees; the depth of view had to be moderate to long; there have to be a sense of variety and contrast; and visual compromises and contradictions had to be minimal.
Franklin County Area
The following section summarizes regional views identified in the Franklin County section of the Byway. The locations of these views are shown on the Scenic Resources Map.

Northfield near Pauchaug Brook

A byway traveler can see a long view of farm fields and the Connecticut River to the south near the northern juncture of Routes 63 and Route 10 in Northfield. Forested hills are seen in the background.

Northfield near the former Northfield Mount Hermon Campus

At a high elevation, the Byway opens up on either side to reveal panoramic views of fields and mountains to the north and west. To the east, the landscaped former campus of the Northfield Mount Hermon School offers views of the historic campus buildings.

Northfield south of the Village Center
Views of the Connecticut River, farm fields, the buildings of the Gill campus of the Northfield Mount Hermon School, and wooded hills can be seen to the west of the Byway.

Erving/Montague in Millers Falls

The Millers River is viewed when crossing from Erving to Montague.

Montague near Lake Pleasant

Dense forests open onto a farm field and views of hills beyond.
Montague near the Sunderland Town Line

The Byway emerges from forests into open farmland on both sides of the road. Farm fields extend from the road towards the hills in the background.

Sunderland near the Montague Town Line

A picturesque farmstead and farm fields can be seen in this segment on the west side of the Byway.

Sunderland near Mount Toby

A long view of Mount Toby is seen on the east side of the Byway, with open fields in the foreground.

Sunderland near the scenic turnout
View of Mount Sugarloaf and the Pocumtuck Ridge are seen to the west of the Byway as the terrain flattens out heading toward Sunderland Center.
Sunderland south of Sunderland Center

The area just south of Sunderland Center to the Hadley Town line contains some of the best farmland in the country. Views are panoramic and vast, as the land in this section of the Byway is extremely flat. The Connecticut River is just beyond the fields to the west, while views of Mount Sugarloaf can be seen to the north.

Sunderland near the Hadley Town Line

Tobacco barns are a dominant feature in the cultivated fields just before the Byway enters Hadley. Distant views of hills can be seen to the east and north.
Hampshire County Area

The following section summarizes seven regional views identified in the Hampshire County Area. Locations of these views are also shown on the Scenic Resources Map.

Hadley near Russellville

This area is just south of Cold Spring Road in Hadley. The intact-nature of this large piece of farmland on the west side of the Byway (particularly traveling from the north) creates both a visually striking and historic quality to this view. The Connecticut River lining the background of the tilled fields conveys how the area’s history was shaped by this important natural feature, and relies on it today. The view on the east side of the Byway at this point (particularly traveling from the south) is equally long and visually striking.

Hadley near Hockanum

The sweeping farmland on either side of the road near Barstow’s farm and the old one-room schoolhouse provides views of the Holyoke Range, the Connecticut River, and the hills beyond.
Hadley, at base of Holyoke Range

This view provides a unique perspective of the area’s defining mountain range. The fields that extend up the hill draw the eye into a long view, and careful observers will see the Summit House at the top.

Hadley, approaching Holyoke Range

This area is in segment 4. Heading south along the Byway at this point provides an expansive view of the entire Holyoke Range. However, this viewshed is threatened by residential development already visible from this vantage point on the Byway.

Hadley, near Porter Phelps Huntington House Museum
While the fields north of the Porter Phelps Huntington House Museum are large, they also convey an intimate feel due to the lining of the trees along the river and their association with the historic property.

Hatfield, near old oxbow area

This area (north of the wastewater treatment plant) provides panoramic views of large expanses of farm fields that draws the eye far off into the horizon. The traveler enters and exits this scenic area through small segments of forest with forest-tunnel effects at either end, which enhances the sense of openness. Weathered barns are additional focal points on the horizon.

Hatfield, near Whately town line
This view provides more working-farm activity, with barns, tractors often visible, as well as Mt. Toby in the background. The Holyoke Range is visible looking south.
Findings and Recommendations

The scenic resources inventory finds that the Connecticut River Scenic Byway corridor is highly scenic due to active farms and fields, forested segments and long views, and for the numerous historic structures and buildings found along the corridor. There are segments where views and scenic qualities are interrupted by over-scaled structures, standardized development, or out-of-context development, but these areas are more the exception than the rule. Development is dense in some areas, but often is of a historic or contextual quality that helps tell the story of the Byway’s agricultural and rural surroundings. To preserve and maintain the scenic qualities of this corridor, a number of findings and recommendations are made here.

Issues

- Approval-not-required residential and out-of-context commercial development, if not controlled, could eventually line the majority of Byway corridor with homes and businesses, and make open space and views less visible from the corridor. Residential and commercial development should maintain the scale and materials that characterize the most scenic and historic segments along the corridor.

- The scenic quality of the Byway in many areas is dependent on the intact nature of large expanses of land, particularly working farmland.

- In several locations of the Byway, guardrails are excessive and aesthetically incompatible with the scenic nature of the road.

- On-ground solar installations may detract from the scenic quality of the Byway for some travelers.

- Some locations lack signage that would point Byway travelers to important landmarks or destinations. Some areas may be at risk of over-signage in the future.

- Vegetation is integral to the scenic value of the Byway, but is also the most dynamic. Large expanses of manicured grass on former farm fields can visually detract from the rural, historic, and agricultural nature of the surroundings, and also pollute local waterways. Conversely, wild vegetation also often limits visibility of the Connecticut River, the defining natural feature of the Byway.

- Though not a widespread problem, historic homes, farmhouses, and other structures in some areas are falling into poor repair, potentially detracting from the traveler’s experience. Barns and some farm structures are also an integral part of the Byway experience, but may be at risk for deterioration in future years. Maintaining the integrity of historic structures is particularly important along this Byway, as the Village / Town Center roadway environment type is the most predominant.
Water quality can affect scenic qualities, particularly if water is discolored by pollution or runoff. Specifically, Lake Warner is often coated with bright green algae, likely due to nutrient runoff that causes it to blend in with surrounding vegetation when viewed from points on the Byway.

Signage alerting travelers of upcoming trails, boat ramps, and scenic places was missing along the route. Signage could alert travelers to these resources, which offer high-quality scenic views of the Byway area from different vantage points and modes. Specifically, these include trailheads for Skinner State Park, the Lake Warner mill and dam and boat launch, and Bachelor Brook/Stony Brook Area.

There are no clear or designated areas for travelers to enjoy the “marquee” or regional viewsheds of the Byway. (See Regional Viewsheds section of this chapter.)

Some of the “gateway” intersections to the Byway – where a large amount of potential travelers may be coming from – could use improvements to better mark the start of the Byway journey and draw travelers in. Specifically, these areas include the Byway’s intersection with Route 9 in Hadley; where Elm Street in Hatfield meets Interstate 91; and the intersection with Route 116 in South Hadley (only one corner). These intersections all have some measure of modern buildings or infrastructure with little or no attractive vegetation associated with them.

Recommendations

Emphasize and encourage that development concentrates in village centers rather than spread all along the Byway. Communities should adopt Mixed Use Village Center zoning districts to allow a mix of residential, commercial and civic uses within a single structure or planned development, at an increased density. Hatfield has adopted a district that provides a good model.

Hadley has adopted commercial development performance standards that include architectural design standards, and landscape standards, particularly for limited commercial areas outside of village centers. South Hadley and Hatfield should consider adopting similar standards. The byway communities should consider adopting Green Development Performance Standards to encourage retention of on-site trees and shrubs and might require buffering of unattractive uses such as parking, storage areas, loading docks, and dumpsters to retain, and where possible, improve the scenic values of the roadway.

Community officials should encourage their state legislators to advocate for zoning reform at the state level to enable communities to choose to limit approval-not-required development.
• Communities should adopt other “smart growth” tools, including: Open Space Residential Development (cluster) zoning and Transfer of Development Rights (which Hadley has adopted and used successfully).

• Towns along the Byway should pursue funding for purchase of scenic easements and conservation restrictions from willing landowners to permanently protect important scenic vistas along the Byway. Towns should also pursue purchase of Agricultural Preservation Restrictions on large agricultural properties whenever possible. Funding sources for such work include Transfer of Development Rights, and Massachusetts Division of Conservation Services PARC grants.

• As roadway improvement projects are completed, request that MassDOT use of new guard rails constructed of more aesthetically appropriate design and materials, such as wooden rails or weatherized (Cor Ten) steel, rather than galvanized steel. Communicate with MassDOT about standards for guardrail installation to determine whether excessive lengths of guardrails can be removed.

• Review or adopt standards for solar installations that buffer from the Byway and within scenic views, and protect high-quality agricultural land from installations.

• Encourage towns to assess existing sign bylaws to discourage the installation of oversized and inappropriate signs, particularly in village areas. Consider enhancing or adding subtle but readable signs to identify landmarks such as rivers, parks, or important historic or scenic landmarks that would enhance visitor experience.

• Sunderland has created very scenic flowering planting beds and lighting fixtures in the town center on the Byway, and these should be replicated in Hadley, Hatfield and South Hadley town centers.

• Develop a vegetation management plan the Byway committee can use to guide conservation and enhancement of Connecticut River for public highway personnel, and neighboring public and private landowners. A similar plan was developed for the Jacob’s Ladder Trail Scenic Byway. This plan should include immediate action recommendations to protect some of the most important vegetative features, and also ways to encourage landowners and public entities (such as MassDOT) to choose and plant native vegetation that adds to the scenic nature of the Byway and requires less water, fertilizer, and pesticides.

• Work with town conservation commissions and state agencies to educate residents about the spread of invasive species, their impact on the native species that define the Byway, and ways to prevent and eradicate them.

• Improve roadside attractiveness along the Byway through pruning and planting, and, where appropriate, thoughtful selective thinning or clearing. This could be coordinated with state road projects or town roadside projects as opportunities arise,
or incorporated into grant applications should Scenic Byway funding be reinstated in the future.

- Identify abandoned and deteriorating properties along the Byway to secure them from vandalism and rapid deterioration. Work to identify landowners to address code violations or encourage sale and renovation.

- Coordinate with town historical commissions to work with owners of historic properties—residential, municipal, and income-producing—to prepare nominations and obtain listing on National Historic Register.

- Once properties are nationally listed, work with owners of income producing properties (including rentals and farm buildings) to enroll in the National Park Service’s Investment Tax Credit Certification Program. Municipally-owned buildings and not for profit historic properties are eligible for historic preservation grants through the Massachusetts Historic Commission.

- Coordinate with historical commissions to educate homeowners about the use of modern materials on historic properties and how their used may contribute to the loss of historic details such as door and window surrounds, porch supports, and eave brackets.

- Inventory key barns and farm structures along the Byway that contribute to scenic values. When possible, integrate agricultural preservation restrictions for land with preservation restrictions for barns and farm structures.

- Work with local organizations and institutions to identify sources of harmful runoff for the Byway’s tributaries, specifically the Mill and Fort Rivers. Conduct outreach and identify strategies and best management practices to remediate runoff and pollution problems.

- Potential sources of funding for these efforts include MassDEP 604(b) and 319 grants; NRCS EQUIP grants; and EPA Small Urban Waters grants. Potential partners include USDA, the Friends of Lake Warner, and the Silvio O. Conte Wildlife Refuge System.

- Work with MassDOT to identify desired signs for recreational or scenic areas and their design and scale. Design and scale should complement existing Byway signage.

- Explore the potential to add scenic outlook turnouts in areas with the highest-quality scenery and pursue Scenic Byway funds for their construction.

- Consider adding interpretive signage at these turnoffs to help travelers understand the various elements working to create these scenic views.
• Give special attention to these “gateway” areas in the Byway vegetative management plan to identify plantings or landscaping that gives travelers a scenic start to their Byway experience.

• Work with MassDOT to add pedestrian improvements or other context-sensitive design features at the Elm Street/I-91 area in Hatfield to visually narrow that segment if adding attractive landscaping is not feasible.