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## **Executive Summary:**

The Market initiated this feasibility study because of two existing problems. The first is that the Market, for 30 years, has operated on three parcels with differing ownership and no long-term lease. One of those parcels has recently been offered for sale and the Market is hesitant to invest in one parcel, when the status of the remaining parcels is insecure and it may not be possible to meet its needs on this site.

The second problem is that the Market's success has resulted in traffic congestion on Route 9 and a lack of sufficient on-site parking. Although there have been some effective approaches to traffic, with officers directing cars and temporary left turns, the traffic has been known to back up all the way to West Brattleboro Village. Any plans for expansion or local approvals for changes are unlikely without a solution to this problem.

Another significant consideration is that the Farmers' Market does not want to own and manage real estate. Although the Market has experienced long-term success, it consists of a loose collection of vendors with annual turnover and volunteer board governance. Most members already own businesses and are reluctant to get involved in the added complications of collectively owning real estate.

After a review of various alternatives and off-site locations, the preferred solution is to continue operation in the current location and expand Living Memorial Park (LMP) into the Market area. In this scenario the town would take ownership of the Malloy Parcel and the three parcels used by the Market. The town already owns the covered bridge, roadside parking and information area.

This study includes: a concept plan, land acquisition feasibility and implementation strategies for all of the properties currently involved.

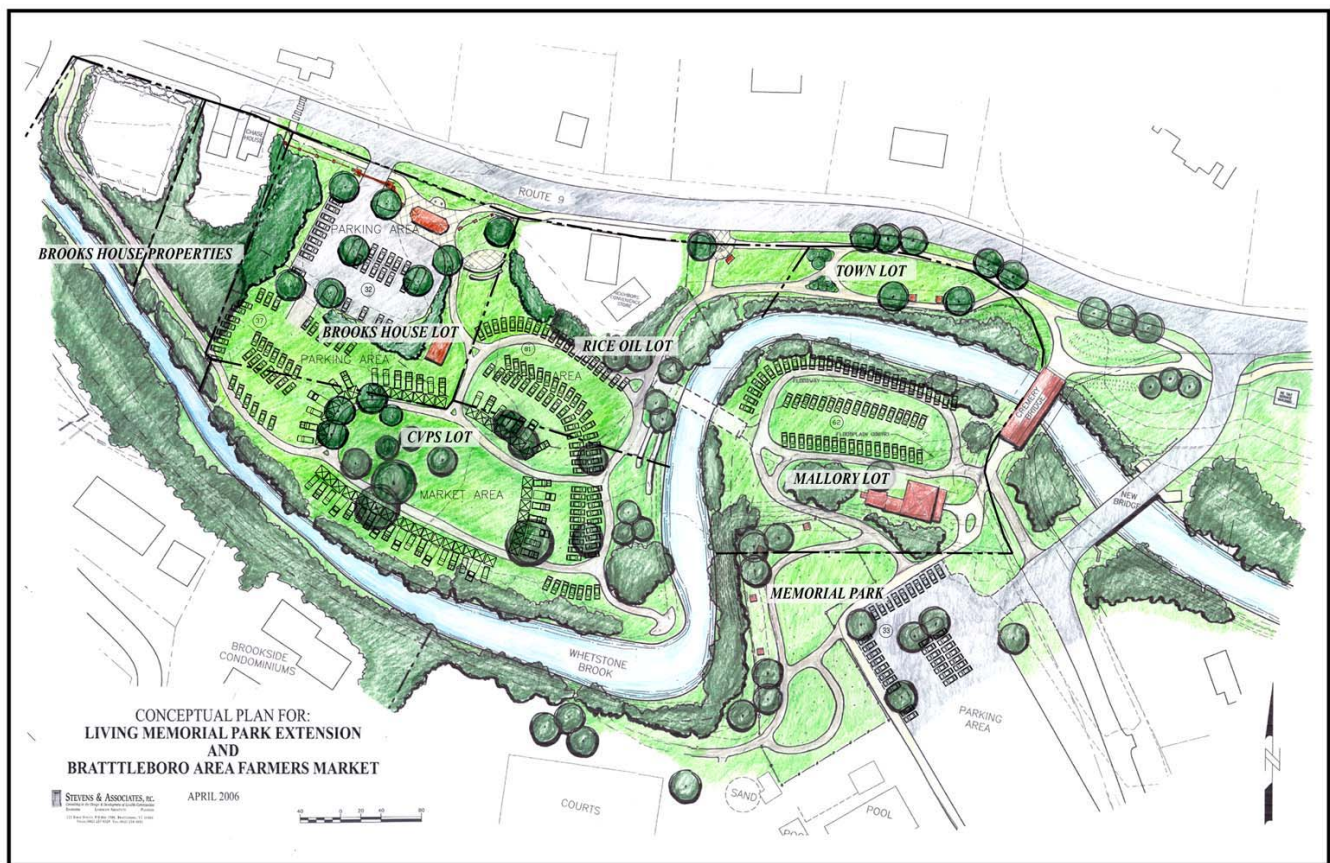
Expanding the current location has the following advantages:

- It will increase parking capacity by sharing LMP parking off of Guilford Street Extension and providing additional parking on the Mallory Parcel.
- It reduces traffic volume by directing traffic onto Guilford Street Ext. and providing improved bicycle and pedestrian access from the Mallory Property, Guilford Street Ext. and downtown Brattleboro.
- The town would own and maintain the property with a long-term lease agreement to the Farmers' Market.
- Permanent bathroom facilities could be combined with an enhanced Chamber of Commerce visitor's information booth located on land outside the floodway.
- The property, most of which is undevelopable floodway, could be used for passive recreation on the days the Farmers' Market is not there.
- The Market would be able to proceed with acquiring parcels in order to address traffic, parking and ownership issues at the site.

## Conceptual Plan

The conceptual plan for the Brattleboro Area Farmers' Market is driven by the need to balance the needs of the Market and the constraints of the site as well as considering the resources of the surrounding area.

The goal of the plan is to create a park-like atmosphere that would embrace the Whetstone Brook, the Creamery Bridge and Living Memorial Park. Establishing a formal parking lot and pavilion on the upper level provides visitors with a clear visual cue to the park entrance, convenient restroom facilities and welcome center. This pavilion and entrance would also serve as a gateway to Brattleboro itself.



The lower level would provide visitors with a park-like experience of meandering paths, open lawn, shaded groves and intermittent access to the banks of the Whetstone Brook. The paths are organized to support the existing Farmers' Market layout and would double as gravel roads connecting the parking areas on Market days. The plan shows how circulation could work once the Creamery Bridge is converted to a pedestrian span. Additional parking on the Mallory lot and Memorial Park would then become available to Market customers. A linear green space would provide access as well as views of the bridge, brook, park and Market. Conversion of the bridge to pedestrian use would also compliment pedestrian/ bike access from downtown Brattleboro.

## Feasibility and Implementation

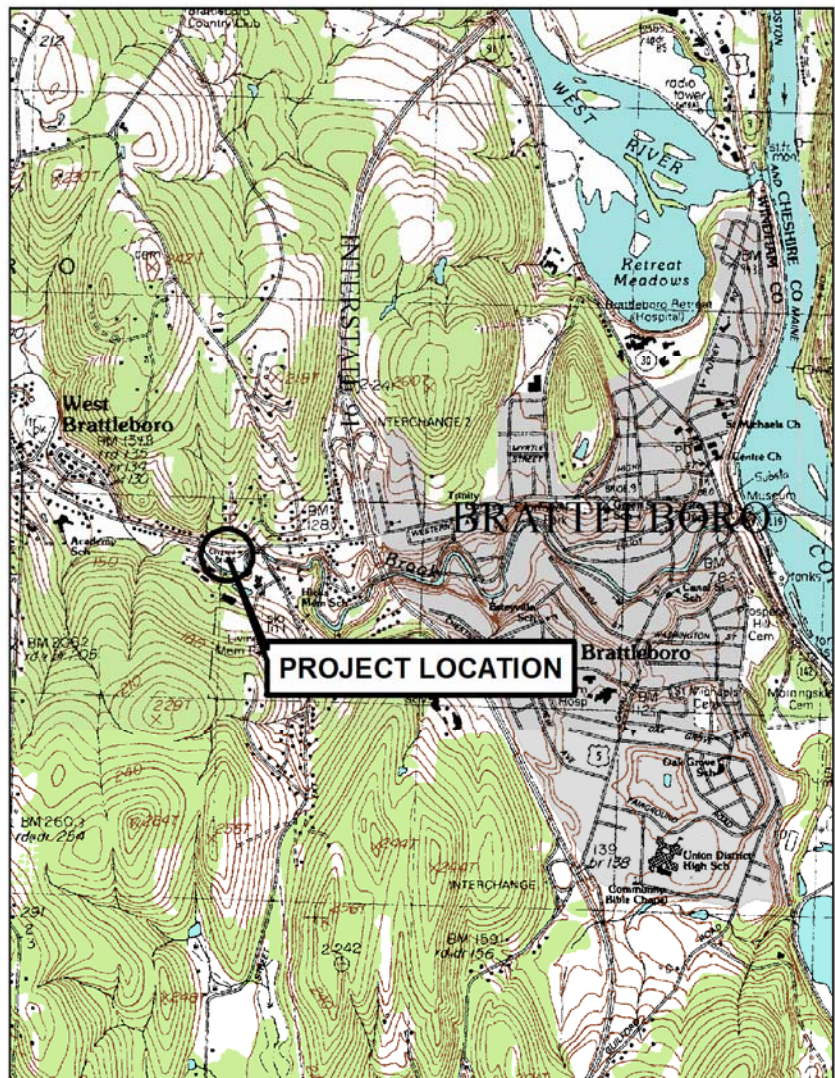
There are a total of five separate landowners with seven different properties that will be included in the scope of this report. After a brief description of the project location, each segment of the concept plan will be addressed individually in terms of its feasibility and implementation strategy.

### Project Location

The Farmers' Market is located in Brattleboro, Vermont on U.S. Route 9/Western Avenue ½ mile west of the Interstate 91 Interchange (Exit 2). The Market benefits from easy access to major local arteries and its proximity to the downtown area. However, the Market's success has also created congested traffic on Route 9 and parking capacity is near its limit at peak times on Saturdays.

The Farmers' Market is situated on the banks of the Whetstone Brook in a relatively undeveloped district between the town of Brattleboro and the village of West Brattleboro.

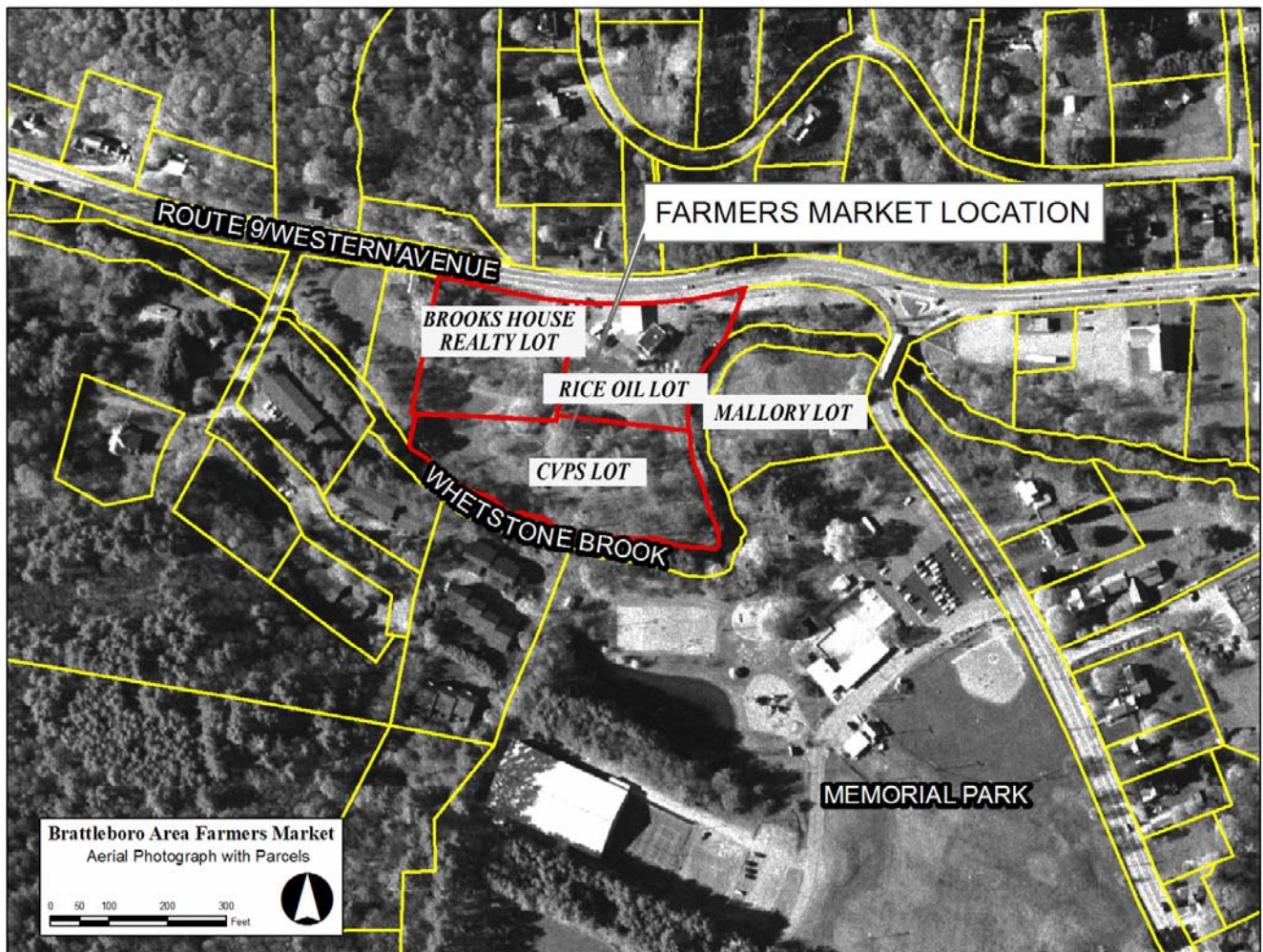
The Market is located just upstream from the historic Creamery Covered Bridge and directly across the Whetstone Brook from Living Memorial Park, a 66-acre multi-purpose town park.



## Parcels

Currently the Farmers' Market occupies and leases land on three parcels. The Market vendor booths are located on almost the entire 1.9-acre parcel currently owned by Central Vermont Public Service (CVPS). Parking and access take place on two separate parcels; a 1.2-acre vacant lot owned by Brooks House Realty and the lower level of a 1.1-acre parcel owned by Friendship, Inc.

Adjacent parcels, beginning on the western side, include another Brooks House Realty parcel with house; across Route 9 are a series of small residential lots; and to the east are two lots belonging to the Town of Brattleboro. Across the Whetstone Brook, to the south, parcels include a 1.65-acre lot and building belonging to Norman Mallory, the 66-acre parcel of Living Memorial Park, and the Brookside Condominium complex, owned by multiple entities.



## Living Memorial Park Segment

### Description:

This segment involves moving the park entrance to the north as part of the new bridge construction and expanding the existing parking to provide for the construction of 33 additional spaces. Also included in this segment is re-configuring the senior /day camp area and providing pedestrian connections to the Whetstone Brook and Farmers' Market.



### Feasibility:

The town administration and recreation board are supportive of this project as a whole, however, the park is often at capacity for parking on Saturday mornings in this lot. Additional parking spaces would need to be provided before the Market could use this lot. There is suitable land just north of the existing parking lot, but to use it would displace the senior picnic and day camp area. This necessitates some fence relocation, additional circulation pathways and closing off an access easement along the top of the bank. Representatives of the senior community have also expressed support for this plan.

Permit requirements for this segment would consist of a Site Plan Approval by the Brattleboro Development Review Board. No issues or concerns with obtaining this permit have been found. If state or federal funds will be used for construction, additional environmental review would be needed.

Implementation:

The Creamery Bridge replacement project, as currently proposed, will involve re-construction of the Memorial Park entrance road and parking lot as shown. The cost for the entrance road and parking is estimated at \$120,000 to \$180,000.

This segment is not necessary for the Market to continue at its current volume. If additional parking can be provided at the Mallory parcel, this would relieve some of the existing parking and traffic demands. Significant parking should not be encouraged on Guilford Street until a safe pedestrian route to the Market is established.

It may also be possible to build a scaled-back version of this plan, where the senior area is relocated for \$20,000 to \$30,000 and overflow parking can occur on the grass for special events. This might be a long-term solution if the parking capacity issue only happens at special events like softball tournaments.

## **Mallory Segment**

Description

This 1.65-acre parcel includes a 3,200 square foot home and 1.2 acres of land at an elevation adjacent to the brook. The conceptual plan shows an accessible pathway connection up to the LMP elevation and a walking path around the perimeter. There is a location for a new pedestrian bridge to connect the LMP and Mallory Lot directly with the Farmers' Market.

After completion of the new Guilford Street Extension Bridge, the existing road will be relocated away from the Creamery Bridge and this segment will be served by a new driveway and pedestrian pathway leading from the pedestrian-only Creamery Bridge.

The conceptual plan anticipates this parcel will be used as additional temporary parking. The grass field, in the flood plain, would provide 50-75 parking spaces. The visual connection and close proximity to the Market site should encourage parking at this location. The pedestrian bridge would provide a direct connection to the Market, with pleasing views of the brook as an added novelty to parking there. Otherwise, the Creamery Bridge will provide a very functional and unique access, although it will be a longer walk.

The house has been gutted and structurally reframed. It is in solid condition, ready to be fixed up for a variety of uses. However, the Farmers' Market has no need for the structure. While the basement is in the flood plain, the first floor is several feet above the base flood elevation so it should qualify for flood proofing certification.

Under the existing zoning, there are several allowable or conditional uses that could be sited in the house and are shown in the Appendix 1. A residential use is not believed to be compatible with overflow parking and public park use. Childcare, or a similar use compatible with park operations, would benefit from being located there.



### Feasibility

There are few issues and concerns associated with permits for the proposed use. Local site plan approval would be needed for the driveway and walkway improvements. Temporary parking is allowed in the floodway and floodplain. No stream buffer regulations apply unless state or federal money is involved, in any case riparian buffer functions and values would be improved in the proposed plan.

The construction of the pedestrian bridge would require a Vermont Stream Alteration permit and US Army Corp of Engineers permit. During pre-application discussions, regulators expressed reservations about a fourth bridge installed across the brook within close proximity to Brookside Terrace bridge, the Creamery Bridge and the new Guilford Street Extension Bridge. Also, having the adjacent Creamery Bridge as a dedicated pedestrian bridge somewhat undermines the necessity for another pedestrian-only bridge, being approximately 400' apart.

In spite of their reservations, we understood that if designed to meet all requirements such a bridge could be approved. Based upon preliminary design work, this would result in a 100' long bridge with abutments outside the floodway and the bottom of the structure about 10 feet above existing grade to allow floodwaters to pass. It might be possible to permit some type of low-tech small temporary bridge that is only installed during Markets. Addition study is needed to determine whether this option would be cost-effective and permissible.

The location of the house, within the 100-year floodplain, also presents some complications for certain uses when federal funds are used. U.S.D.A. Rural Development has indicated that its funding cannot be used for childcare if within a floodplain even if it meets federal flood proof requirements. The house is built into the hillside and based upon a preliminary review we believe the building may only border the floodwaters and all egress is from outside the floodplain. More information is needed to determine if this is something that can be done.

#### Implementation

The Farmers' Market has partnered with the Earth Bridge Community Land Trust and Vermont Land Trust to acquire the land from Norman and Mary Mallory. A purchase and sale agreement has been signed by both parties at the price of \$125,000. An active fundraising campaign is underway and expected to achieve its fundraising goal by the end of 2006.

Once ownership is secured, an appropriate tenant will be sought to occupy the house. Renovations will be required and funded either through a prospective tenant or alternative funding source. Once the house is renovated and occupied, the Town of Brattleboro may agree to take ownership of the property, although nothing is official yet.

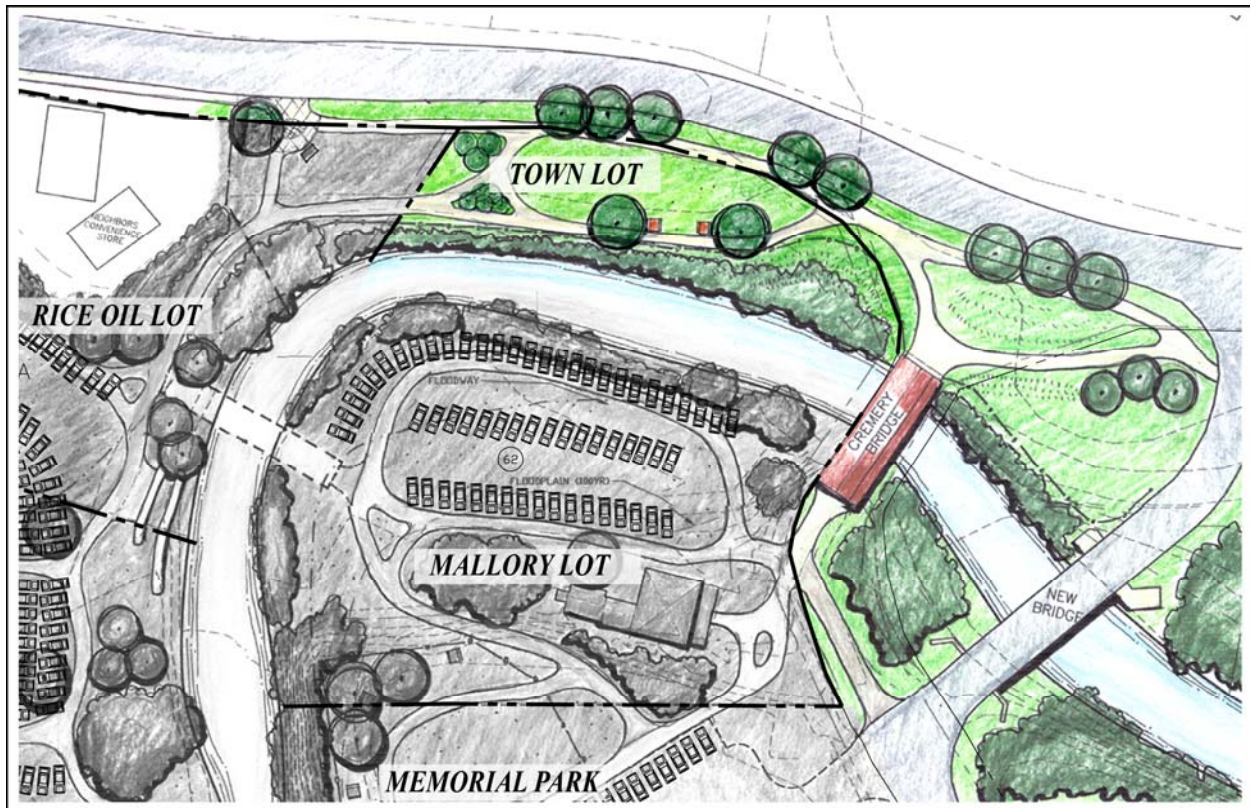
It would be possible to start using the field immediately for parking, although the walking distance to the Market may prevent this option from providing any relief from the current traffic congestion and access limitations. The conversion of the Creamery Bridge and establishment of the pathway network are necessary for full implementation. Approximately \$50,000 is needed for clearing, driveway access and walkways.

Developing the pedestrian bridge requires a long-term strategy of funding and permitting. Costs for installing the bridge are estimated at \$150,000.

## Town Bridge and Street Segment

### Description

This segment includes the covered bridge, new vehicular bridge and 0.38 acre lot and area north of the Creamery Bridge and situated between the new bridge and the Planet gas/ convenience Store (Friendship, Inc.). The proposed, linear park runs along the north bank of the Whetstone Brook. Currently there are 6-10 parking spaces, a small Chamber of Commerce information booth (actually located on the Friendship, Inc. property), and a small, grassed area. The land offers nice potential views of the bridge, brook, Mallory lot, and Market area. In the conceptual plan, the pedestrians would have permanent access across this land to the market.



### Feasibility

This is an important lot to the Market's long-term planning. It provides a critical pedestrian link from the Mallory Lot and Memorial Park. Currently the pedestrian link is obstructed by the intersection of Guilford Street Extension and Western Avenue and the associated guardrail. The plans for this area are incorporated with the new bridge plans, however, provisions for pedestrian access and landscaping are unknown. The construction of the new bridge will determine the timeline of establishing pedestrian access, green space and park amenities. All permitting would be associated with the new bridge and taken care of by the Town of Brattleboro or the State.

### Implementation

The Town of Brattleboro is committed to reconstruction of the Bridge and has recently purchased this land to provide permanent public access. The Farmers' Market and Town of Brattleboro need to maintain contact and updates on progress. The town should also be lobbied to incorporate the Conceptual Plan into the existing planning for the new Bridge. The improvements to this linear park are to be determined by the Town of Brattleboro and if possible would be part of the Bridge project. Work on the new bridge is scheduled for 2007 or 2008. Estimated costs for the linear park improvements depicted in the Conceptual Plan are approximately \$90,000.

### **Rice Oil Segment**

#### Description

The Friendship, Inc. parcel provides the Farmers' Market with two critical elements: access and parking. Currently, vehicular access to the Market crosses the northern portion of the parcel through an easement and parking for about 50 vehicles is situated on the lower level. In the conceptual plan, vehicular access from Western Avenue is no longer necessary, but parking on the lower level still is, and pedestrian access from the east will be required to connect to the town-owned land. Also, the plan calls for a portion of the linear park to extend onto this parcel. This parcel recently changed ownership and new agreements need to be made in order for the plans to succeed.



### Feasibility

Subdivision and ownership are problematic with respect to the current zoning. The gas station is a non-conforming use and subdivision would result in greater non-conformity of lot coverage and size requirements. The Convenience store is not able to expand due to floodplain constraints and non-conforming use. A long-term easement could, potentially, satisfy the needs of both entities. No local permits would be needed and no other feasibility issues were identified.

### Implementation

Negotiating a long-term easement is of critical importance. This agreement will help ensure the possibility for continued current use and the prospect of any future expansion or improvement for the market. A long-term easement would also benefit the current owners by memorializing the current uses. The current assessed value for this property is \$339,000.

There are no physical changes to the property required to continue current operation of the Farmers' Market. However, improvements such as creating paths, overlooks and grass pavers on this site would cost between \$30,000 and \$50,000. Other improvement costs relating to parking and circulation will be addressed in the CVPS segment.

## **Brooks House Realty Segment**

### Description

The Brooks House Realty segment contains some of the more dramatic proposed changes. This site presently contains the Farmers' Market upper parking lot. Under the concept plan, the main entrance would be shifted to the west in order to establish a safer, more obvious entrance to a new Chamber of Commerce information/welcome center. The center would have an outdoor patio space, bathroom facilities and a covered pavilion as well as ample parking and direct access to the Farmers' Market. The proposed layout would provide visibility on Route 9, a park atmosphere, improved driveway access and shared parking. All the facilities would be located out of the floodway.

Currently the Farmers' Market obtains its water through an agreement with Brooks House Realty to get water from the adjacent Caruso House to the west. This house is for sale and the water supply is not guaranteed to transfer with ownership.

### Feasibility

This property is an important piece to the sustainability and success of the Farmers' Market. It provides important parking and access as well as frontage on Route 9. The current owner has expressed support of the Market and would like to sell or swap the land to the Town of Brattleboro as a means to ensure long-term tenure for the Market.



Land acquisition is the primary obstacle at this point. Once ownership or long-term agreements are in place there are a number of permits necessary to implement the conceptual plan. Local site plan approval and a VTrans highway access permit is required. A State Water and Wastewater permit is necessary for the building. No problems in obtaining permits have been identified.

#### Implementation

Property acquisition is currently being negotiated. The owner is currently working with the Town of Brattleboro to exchange this parcel for town-owned land adjacent to LMP.

Estimated construction costs are \$250,000 for the new parking lot, pavilion, pathways, landscaping and site amenities.

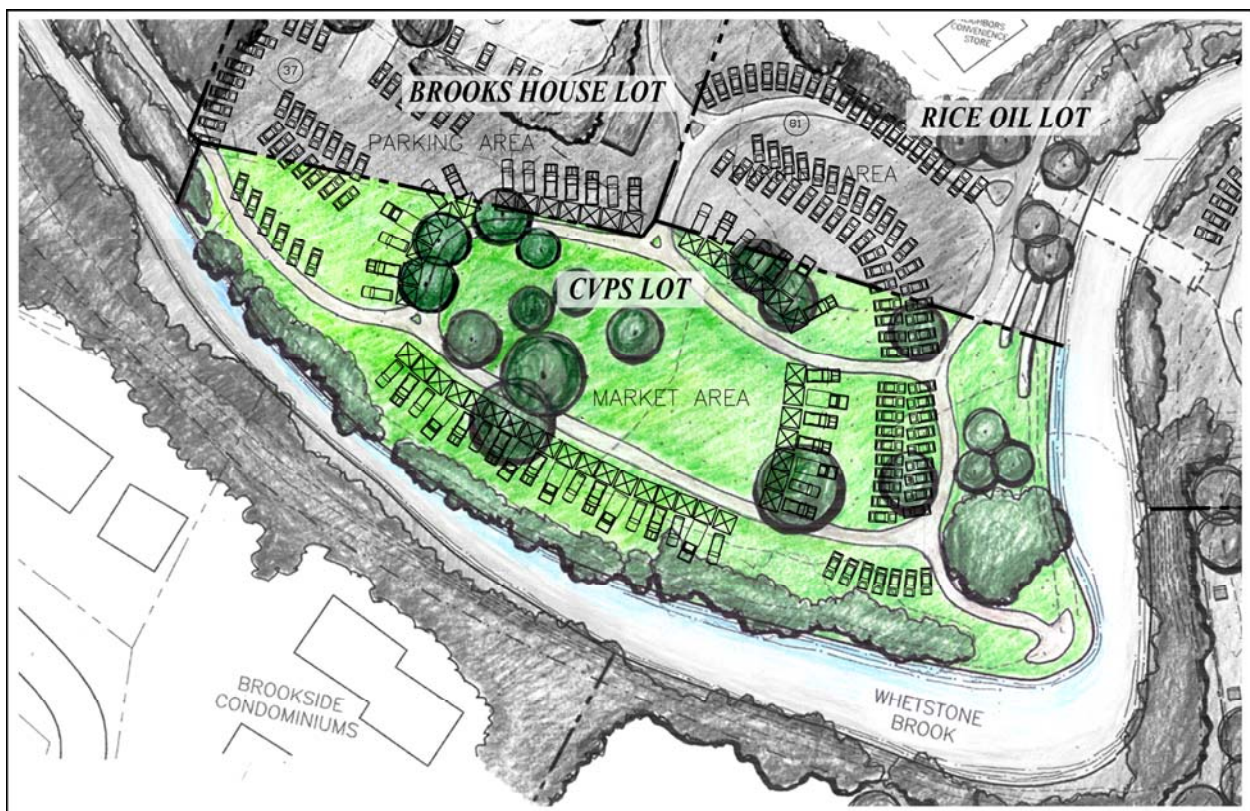
The improvements are not essential to the continuity of the Market. The Market could operate in its current set up as long as access is secured to and across this property.

A source for water needs to be identified and secured. Due to the sensitive nature of some agricultural products, a source of natural untreated water such as a well may be preferred.

## CVPS Segment

### Description

This 1.9-acre lot represents the heart of current Farmers' Market operations. The low, level plain fronts the Whetstone Brook, is covered with a mix of mature trees and stream bank cover. The entire lot is within either the floodway or floodplain. The central Market area is located, almost entirely within this parcel. There is no frontage on any public roads, however there is a deeded right-of-way to the property across the Brooks House lot. CVPS needs to have a site available in case of future expansion of an electric substation. Since this property cannot be built on due to floodplain constraints, CVPS would be willing to convey the property to the Town of Brattleboro or the Farmers' Market if an alternative location for a substation could be secured.



### Feasibility

The feasibility of this site for the Farmers' Market hinges on property acquisition. In essence, the ability to occupy this site for the Farmers' Market requires finding a suitable site for the CVPS substation. Currently, prospective locations are being reviewed in the Route 30 and Upper Dummerston Road area. As long as no permanent structures are needed for Market operation, no constraints have been identified. A local land use permit would be required.

### Implementation

The important step to implementation is locating a site for a CVPS substation, preferably a site on Route 30 with access or right-of-way to Upper Dummerston Road. A ballpark cost estimate

for property acquisition is \$60,000 plus, perhaps, another \$60,000 for a right of way. Possibly, some land could be donated for the effort.

Site improvements, including paths, landscaping and vistas would cost an estimated \$75,000-\$100,000. These features are not critical to Market operation. Grass pavers and pathways would enhance the function and usability of the area both as a Market and park. Establishing permanent storage and providing permanent restrooms are a priority, but not essential to operation. These features are included in the Brooks House Realty Segment.

### **Conclusions and Recommendations**

The Brattleboro Area Farmers' Market is a vibrant and active organization that, after 30 years, needs long term security and room to grow. Securing the future sustainability of the Market is going to require a complex plan of property acquisition and long-term agreements with a variety of landowners including the Town of Brattleboro.

The Town of Brattleboro has voiced its support of the Farmers' Market plans. Formalizing this support through an "act of good faith" or a "Memorandum of Understanding" would add to the momentum for expansion and property acquisition that has been building recently.

The process of securing land and access will require meetings and negotiations with diverse parties. Many of the different development options have common or overlapping issues and need to be prioritized and managed in a coordinated effort. Developing a comprehensive strategy for land acquisition is the next order of business for the Site Futures Committee. The proposed activities, products and costs for the next phases of the project are provided in Table 1, on the following page.

Table 1. Concept Plan Implementation Costs Matrix

<b>SEGMENT</b>	<b>THRESHOLD</b>	<b>MINIMUM AMENITIES</b>	<b>FINAL BUILDOUT</b>
<b>Living Memorial Park</b>	\$0	\$120,000 Site improvements	\$180,000 Site improvements
<b>Mallory Parcel</b>	\$125,000 Land purchase	\$175,000 Cost of land and site improvements	\$325,000 Cost of land, improvements and ped. bridge
<b>Town Bridge &amp; Street</b>	\$0	\$90,000 Site improvements	\$90,000 Site improvements
<b>Friendship, Inc. Parcel</b>	\$30,000 Long-term easement	\$60,000 Land easement and minor improvements	\$80,000 Land easement and site improvements
<b>Brooks House Parcel</b>	Secure long-term access agreement with Brooks House Realty	Town/owner landswap and long-term lease from Town	\$250,000 for site improvements
<b>CVPS Parcel</b>	\$120,000 Purchase of land and easement along Route 30	\$195,000 Minor site improvements and land/ easement costs	\$220,000 Site improvements and land/ easement costs
<b>Total Costs</b>	<b>\$275,000</b>	<b>\$640,000</b>	<b>\$1,145,000</b>

## **Appendix 1**

### **Site Analysis**

#### **Buildings and Facilities**

There are no buildings on the CVPS parcel. The Brooks Realty parcel, where the upper parking lot is located, is also vacant, and, to the west of that is the historic Joseph Caruso house. On the TSR Realty parcel, adjacent to Route 9, north of the Market is a Neighbors Convenience Store and gas station. On the town lot, north east of the Market location is a small visitor's center. About 400' downstream on the Whetstone Brook is the historic Creamery Bridge, a wooden, covered bridge. Across the Whetstone, to the east, is a vacant, two story, residential building of sound quality, but in need of repair. Also across the Whetstone, to the south is Living Memorial Park, a complete recreational facility with a ski tow, hockey rink, ball fields, pools, playground and tennis courts. The Brookside Condominium complex, which has approximately 30 units, is located across the Whetstone to the southwest.

All the vendors' stalls are temporary and consist of wood, metal and plastic frame canopies. There is a semi-permanent shed that was once at the stream edge, but has been moved to the base of the bank that defines the lower level.

The Creamery Bridge is slated for conversion to a pedestrian bridge. Presently it is a single lane bridge with weight and height restrictions and a Y-intersection at Route 9. A new bridge has been designed and is scheduled for construction in 2007 or 2008. The new bridge would be located about 100' downstream from the Creamery Bridge.

#### **Access and Circulation**

The main access to the Farmers' Market is through a 16' wide gravel drive, with paved apron, that quickly splits into 2 10' wide drives. One provides access to the parking on the upper site and the other provides direct access to the lower level where the Market and more parking is located. All vendors and more than half of the parking needs depend on this 10' gravel drive to the lower level. Once on the lower level, the gravel drive becomes more of a series of dirt paths worn into the grass field. A series of loops provide access to parking spaces for visitors as well as access for vendors to their stalls. These paths also provide pedestrian access to the Market. Occasionally, the visitor center/ town lot is used for overflow parking, as is the vacant gravel lot on the town property south of Creamery Bridge.

Pedestrian access to the site is limited to one sidewalk on the north side of Route 9. On site pedestrian access is confined to the dirt paths shared by vehicles entering and leaving the site.

There is an abandoned drive/footpath leading from the lower level, behind the convenience store to the town parcel where the visitor center is located. The path is overgrown and out of service.

### Encumbrances, Restrictions and Boundaries

A full review by a licensed surveyor has not been completed. Presently the parcels appear free of deed restrictions. Agreements are in place to enable the Farmers' Market to utilize these parcels.

Presently, the Brattleboro Area Farmers' Market owns none of the land on which it operates. There is a lease agreement with CVPS. The Farmers' Market rents the Brooks House Realty parcel and water on a yearly basis and there is a written agreement with TSR Realty (Rice Oil) to use the lower level of the parcel

### Zoning Regulations

The following outlines the zoning regulations for the project site:

Zoning District: RD – Residential

Permitted Uses: RESIDENTIAL  
Accessory Dwelling  
Family Child Care Home  
Home Business  
One and Two Family Dwelling  
Three and Four Family Dwelling  
Planned Residential Development  
Residential Child Care Home  
SPECIAL USES  
Institutional Planned Unit Development

Conditional Uses: RESIDENTIAL  
Bed and Breakfast  
Community Care Home  
Five to Eight Family Dwelling  
Licensed Child Care Home  
Shelter Residence  
Tourist Home  
PUBLIC ASSEMBLY/FACILITY  
Child or Day Care Facility  
Religious Institution  
School, Parochial or Private  
Town Facility  
RECREATIONAL  
Indoor, Public or Private  
Outdoor, Public or Private  
OFFICE  
Radio or Television Station Office  
COMMERCIAL

Neighborhood Store  
SPECIAL USES  
Secondary Use

<u>Min. Lot Size:</u>	Residential – 6,000sf/first two units, 2000sf each additional Commercial – 10,000sf
<u>Frontage:</u>	60-100' depending on use and units
<u>Setbacks:</u>	25' Front yard 10' Side/rear yards
<u>Access Road:</u>	Entrance 100' from other intersections 20' minimum width
<u>Max. Coverage:</u>	55% Impervious

#### Utilities

The properties presently occupied by the Farmers' Market are served by municipal sewer and water. Waterlines have not been located, but are assumed to run underground parallel and proximate to Route 9. There is a sink and water spigot in the Market area. The municipal sewer line crosses the Brooks House Realty and TSR Realty parcels on the lower level and parallel to the north boundary of the CVPS property. There are four sewer manholes adjacent to the CVPS parcel. The sewer line crosses the Whetstone Brook on the south edge of the TSR Realty property to the Mallory Property.

Bathroom facilities consist of two portable toilets.

Overhead electric runs parallel to the Market entrance, from Route 9 to the bottom of the bank that defines the lower level. There are underground communication utilities running along Route 9. There is also a storm drain network associated with Route 9.

#### Hazards and Threats

A review of Vermont Center for Geographic Information data revealed that there are no listings for hazardous waste sites or hazardous waste facilities on the site. The data does indicate listings for pollution source inventory (PSI) and underground storage site, both associated with the gas station/convenience store.

#### Terrain and Vegetation

The space where the Market operates is low, level land separated from Route 9 by ten feet of grade change. The upper, gravel parking lot is at the same elevation as Route 9. The lower parking areas are on the same plane as the Market itself. The land appears free of ledge and boulders.

In the central market area there is a stand of mature, native trees including maples, poplars and a notable specimen white pine tree. There is also substantial stand of young poplars and in the southeast portion of the CVPS lot. The parking areas are grass covered with rough gravel drives and generally free of trees. There are shrubs and young trees on the banks separating the upper lot and gas station from the market area and the stream banks have a mix of saplings, young trees and shrubs. It is noteworthy that there is an abundant stand of Japanese knotweed, an exotic invasive plant, along the stream.

### Wetlands

A review of GIS data layers showed no wetlands in the Vermont Significant Wetland Inventory. No delineation or mapping for Class III Wetlands was conducted for this study.

### Soils

The Farmers' Market is located entirely within NRCS soil type 23 – Ondawa fine sandy loam. This is a very deep, nearly level well drained soil on floodplains. Permeability is high and available water capacity is high. Depth to bedrock is more than 60 inches. The soil is well suited for cultivated crops, pasture and woodland production. Flooding and stream bank erosion are hazards on this soil. Frost action is moderate.

### Floodway and Floodplain

Almost the entire CVPS parcel, where the Market is located, is in the floodway of the Whetstone Brook. The 100-year floodplain extends from the fringe of the lower level up to the edge of Route 9 and includes both parking areas. On the south side of the Whetstone Brook the floodway extends half way up the meadow of the Mallory property and the 100-year floodplain extends to the bottom of the bank that leads up to LMP.

