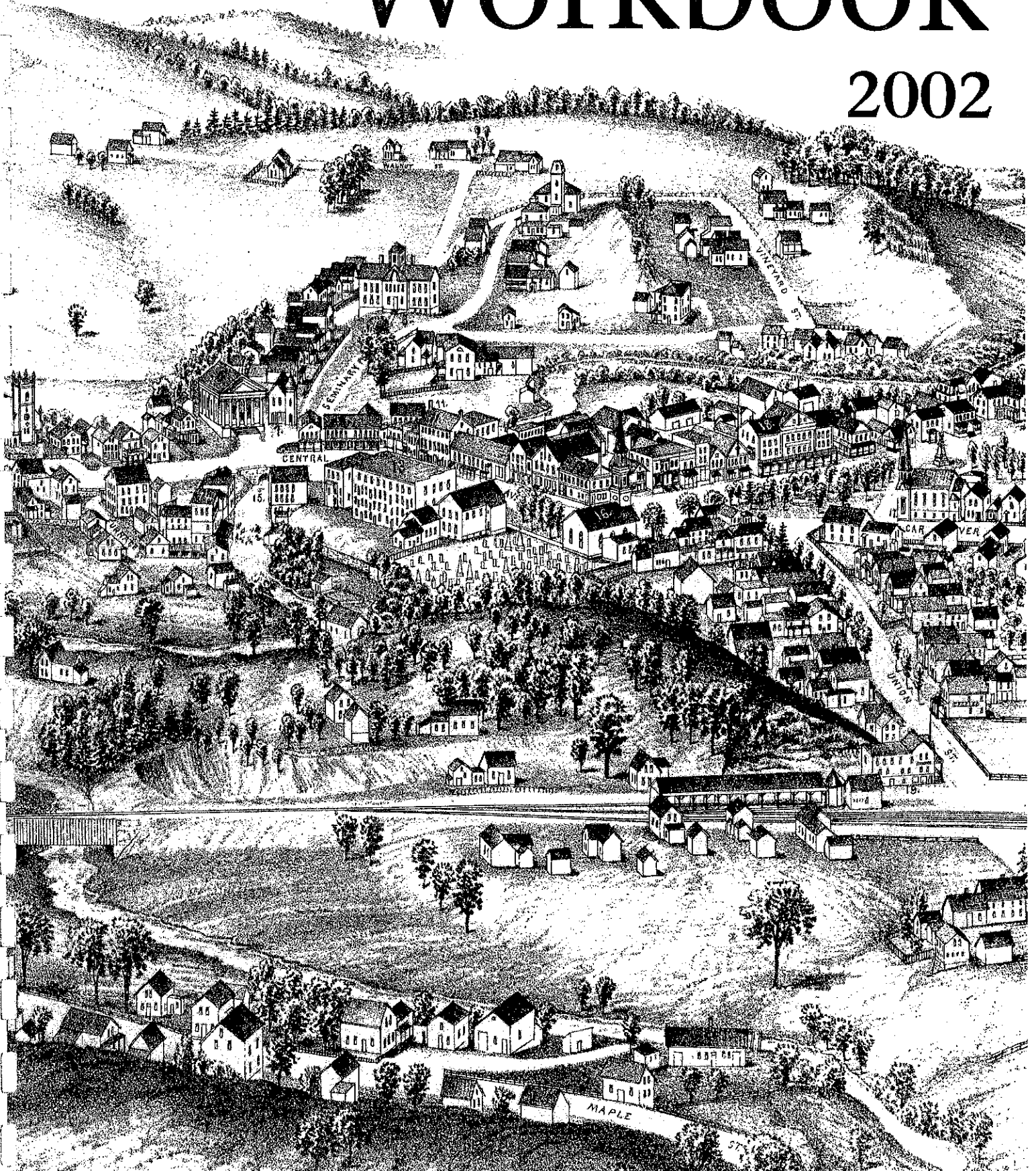


Brandon Workbook

2002





Brandon Workbook

UPDATE 2002

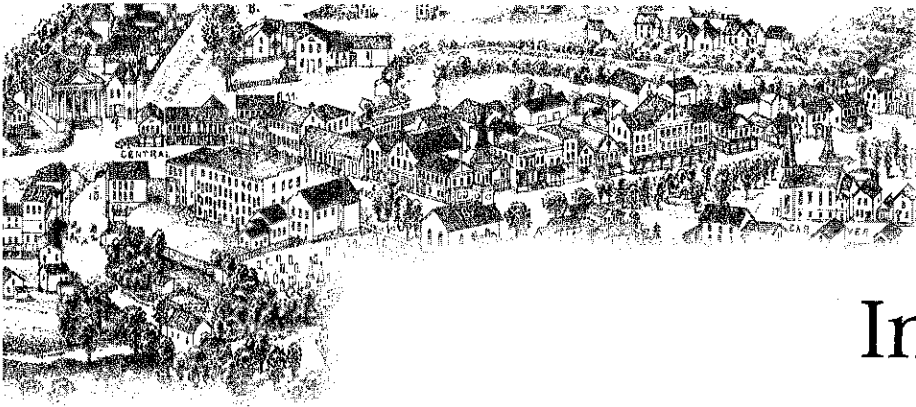
The original Brandon Workbook was produced in 1986 by Courtney Fisher, Urban and Preservation Planning, Burlington, Vermont and Peter Morris, Architect, Vergennes, Vermont, under contract to the Town of Brandon, and in cooperation with the Rutland Regional Planning Commission.

This Update was produced by the Brandon Historic Preservation Commission. The original Workbook and this update were both funded, in part, by the Vermont Division for Historic Preservation with preservation grant monies from the United States Department of the Interior, National Park Service.

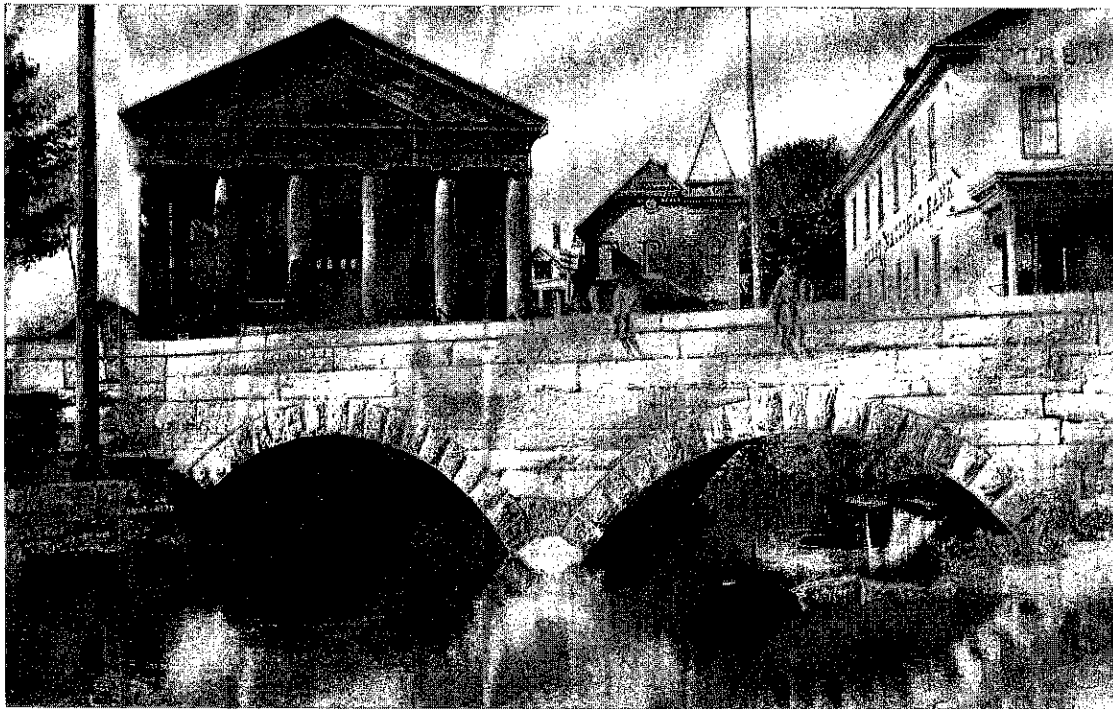
The historic photographs included in this Workbook were provided by the Brandon Historical Society.

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Introduction



1900 The Town Hall and the Bridge Across the Neshobe River Around 1900, the upstream channel beneath the Town Office Building and the Conant Block was changed and the area behind the bridge was covered over.

1. INTRODUCTION

The original Brandon Workbook was the result of a study commissioned by the Board of Selectmen in 1985. The study was paid for by the Town with matching grants from the Vermont Division for Historic Preservation and the Rutland Regional Planning Commission.

By the year 2000 some of the recommendations of the original Workbook had been implemented, some were in progress, and some were affected by interim or planned redevelopment and highway realignment. Some important land uses had changed, and the Town Office and Police Office were no longer adequate. In addition, the supply of copies of the original Workbook was exhausted, while there was increasing demand for this kind of information. Accordingly the Select Board commissioned this Update, to be produced by the Brandon Historic Preservation Commission and with a matching grant from the Vermont Department of Historic Preservation. The Brandon Workbook was revised and updated in 2002 to reflect current changes to structures, and the inclusion of recent plans and proposals.

2. PURPOSE

The Brandon Workbook is a companion volume to Brandon's Town Plan. The goals and objectives of both, relative to the town center, are similar - to enhance the pedestrian character, to strengthen an already strong awareness of the center's importance as an invaluable historic and economic resource, and to preserve the charm and character of the unique architectural environment. In order to more fully understand some of the present recommendations, a review of the Town Plan may be necessary.

The purpose of the Brandon Workbook is to provide present and future Select Boards, Planning Commissions and property owners with recommendations and design guidelines. These recommendations and guidelines are intended to help those who use them to better preserve and maintain the unique character of Brandon, and to provide a framework for the economic revitalization and maintenance of the town center as a viable commercial area.

It is hoped that the Brandon Workbook will rekindle interest in the goals and objectives set forth in the Town Plan and encourage an appreciation of the town's unique cultural legacy.



Center Street from the steeple of the Congregational Church - ca. 1900

3. OVERVIEW

PERSPECTIVE

Pleasant surroundings and shopper convenience are as necessary to good business as adequate parking, personal service and reasonable prices. By improving the existing quality of buildings, signing, sidewalks, parking, landscaping and open spaces, Brandon can be a better place to shop, work, live and vacation. Brandon already possesses most of the ingredients of a successful shopping center. It also possesses three ingredients which most modern shopping centers lack - an architectural legacy, a cultural history, and a unique visual identity.

Preservation studies in other Vermont communities have been concerned with the problems of economic revitalization and the positive benefits preservation can have in promoting commercial growth and economic vitality. Revitalization remains a critical issue facing Brandon. The deterioration of much of the village's infrastructure due to a general lack of on-going maintenance is of great concern.

Unlike many towns in Vermont, the village has not succumbed to the pressure of competition from large scale commercial strip development on its outskirts. Because strip development has been kept to a minimum, the commercial

core remains potentially vital. The survival of this area as the symbolic, economic, political and cultural center of the town is its single most important asset.

The town center retains much of its character from the turn of the twentieth century. Complete with churches, town hall, library and post office, tree lined streets and rows of majestic nineteenth century buildings, the town center retains a blending and mix of both residential and commercial uses. Unfortunately, large portions of the business district were poorly rebuilt after early 20th century fires; economic constraints have delayed appropriate replacements. Businesses and services are all within convenient walking distance of each other and include not only retail stores, markets, inns, restaurants, but also churches, the post office, a bank and the library. A feeling of community pride is evident in the efforts of individuals and organizations to preserve and restore such historic symbols as the Town Hall, the Baptist Church steeple and the Methodist church.



2001 The Brandon Library



1940 Conant Square



2001 Conant Square These two photographs represent about sixty years of slow incremental change. The top photograph (c. 1940) shows the first impacts of the automobile on the 19th century fabric of the village. In the bottom photograph, Rte. 7 has become a major highway, buildings have been torn down, utility poles and wires added, and trees lost and not replaced.

The importance of separating pedestrians from vehicular traffic is discussed in Chapter III. As the top photograph shows, even in 1940, between St. Thomas and the Town Hall, that separation was marginal.

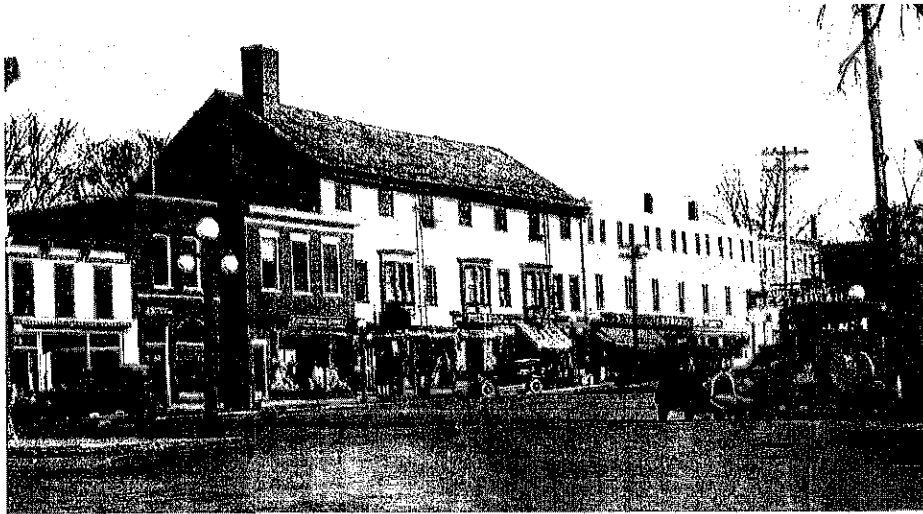
ROUTE 7

U.S. Rte. 7 represents a unique challenge to the community. The principal arterial corridor along the western side of Vermont, Rte. 7 runs through the center of Brandon's commercial district and is an inseparable component of the town center's economic health and vitality.

The commercial and industrial life-blood which Rte. 7 provides, however, is inherently at odds with the economic community it supplies. Much of this "conflict" stems from the very nature of the road itself, the types of service it provides, and the uses to which it is put.

As a link between other towns and communities along its route, Rte. 7 must accommodate both destination and non-destination, or through, traffic. The conflict, then, is between traffic which is local and traffic which is not. Where this conflict is greatest is in the commercial core where Rte. 7 must serve as highway, village street and commercial parking lot.

A realignment of Route 7 through the town center is planned, and includes a redesign of parking. The realignment is discussed in Chapter 3, and does not include any foreseeable damage to historic structures, and in some cases will provide a better view of historic buildings.



Center Street - ca 1930

The black ribbon of asphalt that is Rte. 7 clearly dominates what was a small village center. A major highway connecting points outside of Brandon, Rte. 7 has changed the character of the village from that of local service center to that of a commercial thoroughfare.

THE CHALLENGE

Two goals of this study are to encourage the preservation and revitalization of the town center as Brandon's cultural and economic center. A third important element, the presence of the town's political center may be lost because of economic concerns; it is unlikely that relocation of the town offices out of the town center will improve the town's business climate.

Coupled with increased demands on other municipal services, Brandon is faced with a difficult, but not impossible, task. That task is to accommodate the requirements of progress while not sacrificing the integrity of history. If the town center is to remain vital and alive - a living, working community - a concerted effort is needed to preserve and build upon what already exists, and replace what has been lost.

Brandon's historic buildings and environments are unique and in some cases irreplaceable resources. In an era when quality and attractiveness are increasingly based on the cost of materials and floor space, the preservation of historic buildings provides both the aesthetic and economic anchor for the preservation of a community's integrity and identity. They are both the symbol and the identity that are uniquely Brandon.

Preservation is more than just the saving of old buildings, it is the saving of the whole environment. Landscape "architecture" in the form of shade trees, parks, bandstands, and other street "furniture" must also be considered and protected. These are as much a part of the village "scene" as any building, perhaps even more so.

The Town Plan recognizes this, including among its goals and objectives the protection and preservation of significant historic structures, sites and districts, the adoption of preservation guidelines, and support of public and private preservation and restoration efforts.



2001 Center Street

Preservation does not mean that change cannot, and should not, take place. As future needs arise, the need for change must be met. The challenge will be how to meet that change. Only if it is carried out in a logical and well defined manner, and is based on a set of well thought out and workable criteria, will it be successful.

These criteria should be based on a clear understanding of what the village stands for, and of its assets and liabilities. These assets, and some necessary goals, are outlined below.

1. **VILLAGE INTEGRITY:** The town center's historic mix of housing and commercial services is a significant asset and should be preserved. This mix generates a level of activity which is essential to the center's economic health. In an effort to improve services, existing residential areas should be retained, not sacrificed for commercial expansion.

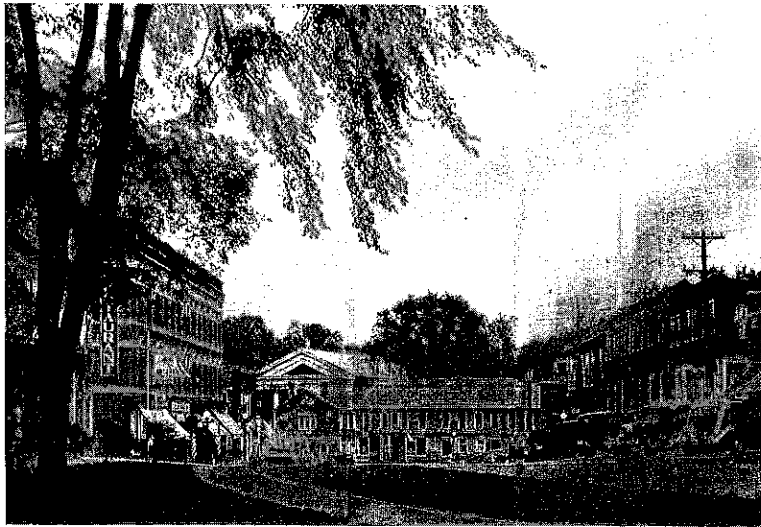
2. **STREET-SCAPE INTEGRITY:** Those features of the street such as tree-belts and grass strips which have been reduced for wider roads and expanded parking should be restored. Curbing is necessary to protect sections of the tree-belt which have been infringed upon. The planned reconstruction of Route 7 includes major improvements in this area.

Unrelieved expanses of asphalt paving, whether on streets, in parking lots or on sidewalks, should be regarded as liabilities rather than assets. Different paving materials for pedestrians should be installed, and parked vehicles should be screened from pedestrian view, wherever and whenever possible.

3. **BUILDING INTEGRITY:** Significant historic buildings within the town center should be preserved and actively used. The rehabilitation and adaptive reuse of historic buildings should be encouraged and promoted over new construction. When new construction does take place, it should complement and respect the buildings around it.
4. **PEDESTRIAN QUALITY:** Pedestrian safety and convenience must be considered equal in priority to vehicular circulation and parking. If the town center is to remain commercially vital and viable, the quality of pedestrian areas must be improved. Sidewalks and sidewalk landscaping must be redone and better maintained to create a pedestrian "zone" which is safe and separate from vehicular traffic.
5. **PARKING:** Parking needs to be thought of as short-term for shoppers and long-term for employees and employers. On-street parking should be reserved for shoppers and off-street for long-term users.
6. **TRAFFIC:** Vehicular movement through the center needs to be improved. Around Central Park, through traffic needs to be separated from that traffic and parking which is village oriented, and a new sense of "town center" established. This will become a reality in the new Route 7 reroute.
7. **MARKETING:** By supporting revitalization and necessary municipal improvements, by improving and maintaining the quality of individual buildings, and by providing those goods and types of service that only a town such as Brandon can provide, Brandon can ensure its vitality for years to come. The historic buildings and historic sites can serve as cornerstones for marketing efforts to attract commerce to the community.



2001 Center Street While the layout of the street remains the same, much of the street's sense of enclosure has been lost with the loss of the two and three story buildings along the east side.



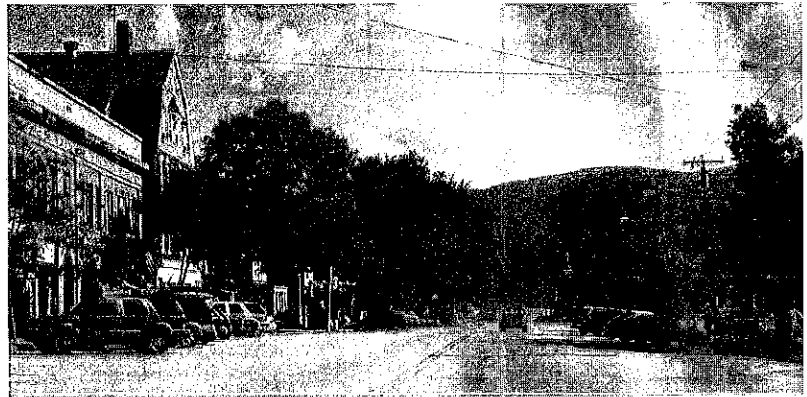
Center Street - 1935



Park Street at Central Park - Late 19th Century

Park Street at Central Park

Rte. 7 bisects the town center, separating the shops on the north side of the street from the park on the south. Route 7 improvement project will relocate Rte. 7 to the south side of the park and reestablish this section of Park Street as a town center.



2001 Park Street at Central Park

WHAT NEEDS TO BE DONE

The first step toward improving Brandon needs to be taken collectively by everyone. The town needs to repair and replace those pieces of the infrastructure which have been allowed to fall into disrepair. Streets, sidewalks, and landscaping within the public right-of-way benefit everyone. They are everyone's responsibility.

Historically appropriate renovation of privately owned buildings is vitally needed. Financial incentives are available, and Vermont's building regulations encourage adaptive reuse of historic buildings. This workbook provides suggestions on how specific structures may be preserved and revitalized.

ZONING

Zoning regulations are a necessary planning tool in any community. They should perform two functions. The first should be maintenance of the quality and character of existing fabric. The second should be to create incentives which encourage the reuse of non-conforming and conditional uses. This is especially true of historic buildings.

Physical constraints frequently make the reuse of historic buildings difficult. In the interest of preserving the best that is Brandon, existing zoning regulations should be reviewed to ensure that they accommodate the reuse of Brandon's historic buildings. Some of these changes will involve restrictions aimed at preserving landscape and right-of-way features when a building's use changes from residential to commercial. Others will involve waiving parking requirements for upper floor reuse when there is no available space for on-site parking. Whatever the changes, the goal should be a set of zoning regulations which anticipates future development needs.



Late 19th Century The Lower Falls of the Neshobe River

The village's 19th century prosperity was based directly on water and the industries it powered. The results of that prosperity were a unique Baroque village plan and impressive examples of 19th century architectural styles.

4. HISTORIC OVERVIEW

Readers wishing an in depth account of the town history are referred to the History of Brandon published by the Brandon Historical Society. Briefer histories can be found in the Town Plan, in the Brandon Village Historic District, National Register of Historic Places Nomination, and the Vermont State Register of Historic Places inventory for Rutland County. This last includes a comprehensive history of the Town of Brandon and its villages, an inventory of all State and National Register properties within the town, and maps of their locations.

5. STUDY AREA

The study area includes that section of Rte. 7 in the town center between Central Park and Crescent Park and the ends of those streets which radiate out from each park. Within this area, special emphasis has been placed on Center Street and the areas of the two major parks.

This study includes recommendations for street-scape improvements throughout the entire study area. Recommendations for building facade improvements are confined to the commercial core.

6. ORGANIZATION

The Brandon Workbook is designed for easy use. The accompanying maps identify those buildings for which there are specific facade recommendations (Chapter Two), specific street, sidewalk and landscaping recommendations (Chapter Three), parking recommendations (Chapter Four), and traffic recommendations (Chapter Five). If your property is located near any of the numbers shown, see the appropriate map and find the corresponding number in the text.

General guidelines and recommendations for signs, landscaping and buildings are provided in Chapters Six, Seven, and Eight, respectively. These guidelines are intended to help individual property owners to improve the appearance and value of their own properties and their neighborhoods.

7. ADDITIONAL INFORMATION

BUILDING PROJECTS

The Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings and a series of Preservation Briefs published by the National Park Service on specific restoration techniques contain more detailed information than is possible to include in this Workbook. Whether a full scale restoration, renovation or adaptive re-use project, the Briefs cover a variety of topics which should be reviewed for the invaluable information they contain. Both the Standards and the Briefs, as well as new Briefs which become available, can be obtained from the Vermont Division for Historic Preservation in Montpelier, and most are available for review in the library of the Brandon Historic Preservation Commission.

Information on the most common architectural styles found in Vermont can be reviewed in another publication available from the Division titled Historic Preservation in Vermont. Other publications useful in identifying architectural styles include:

Marcus Whiffen
"American Architecture: Guide to Styles since 1780"
M.I.T. Press; Cambridge, Massachusetts, 1980

John Poppeliers, et al
"What Style Is It?"
National Trust for Historic Preservation; Washington, D.C., 1982

Virginia and Lee McAlester
"A Field Guide To American Houses"
Alfred A. Knopf, New York, 1985

LANDSCAPE PROJECTS

A number of useful publications are available from the University of Vermont Extension Service in Burlington. Some titles of potential interest are:

- #1211 Plants for Roadside and Public Screening in Vermont
- #1212 Salt Tolerance of Trees and Shrubs
- #1230 Planning a Better Village Green
- #1231 Planting Trees and Shrubs in Paved Areas
- #1232 Maintaining Community Plantings
- #1275 How to Place Trees
- #1279 Recommended Trees for Town Plantings in Vermont

For these publications, contact:

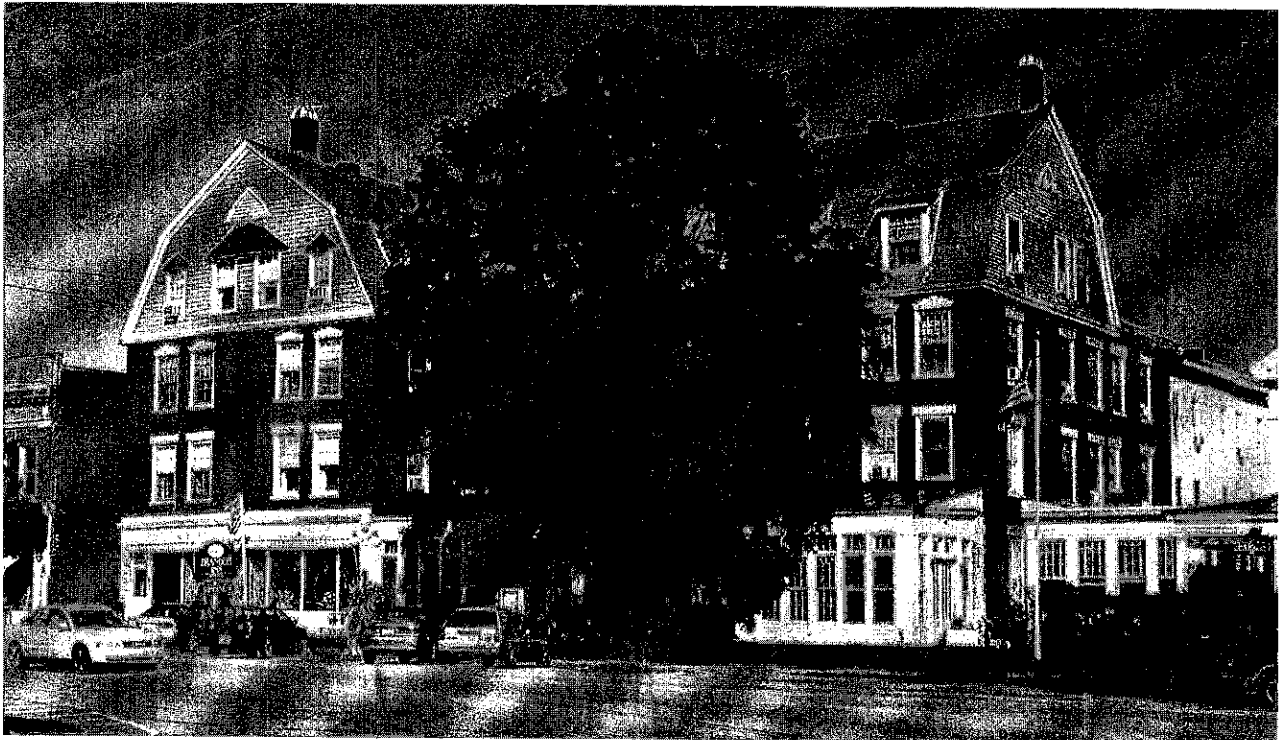
UVM Extension Service
Adams House
601 Main Street
Burlington, VT 05405
(802) 656-2990

Another useful resource is:

Natural Resource Conservation Service
356 Mountain View Drive
Colchester, VT 05446
(802) 951-6795



Facade Improvement Recommendations



2001 THE BRANDON INN *Transition from horse drawn carriage to gasoline powered motor vehicle marked a major turning point in the history of America. No community escaped the impact. As people traveled more and greater distances, and as the speed of travel quickened, buildings changed. Where before life had been oriented to the pedestrian and the slower pace of horse and carriage, with motorized transportation everything became oriented to the passing motorist. Hotels were supplemented by motels, walk-in banks by drive-ins. Fortunately, the center of Brandon still retains much of its 19th century character.*

1. INTRODUCTION

The recommendations outlined in this chapter are intended as general guidelines for improving the overall appearance of buildings within the study area. Most of the buildings are in relatively good condition and suffer only from alterations which are not in keeping with their architectural character. Consequently, the recommendations are aimed at improving the details which, taken individually, may not necessarily seem significant but, taken together, can have a significant visual impact.

Not every building within the study area is included. For the most part, the recommendations have been limited to those buildings which serve a commercial function.

Each building is identified by a photograph and by text which describes its current or planned use, date and type of construction, and architectural style. Where applicable, comments describe those building characteristics which contribute to the overall quality of the street-scape, as well as those features which distinguish the building architecturally.

The Smith Block, the Town Hall, the Fire Station, the present Town Offices and Police Station and the former Brandon High School - Buildings Nos. 7, 18, 19, 22 and 20, respectively - have been selected for special emphasis and study. These five buildings have been dealt with in a more comprehensive manner, with recommendations related to their restoration, continued use, and future rehabilitation.

For the most part the recommendations are limited to written descriptions, and most involve little more than general maintenance. For most merchants and building owners, a logical first step would be a concerted program of scrubbing and painting. Dirty buildings should be cleaned. Wood and metalwork should be periodically repainted.

It is important to keep in mind that the recommendations for each building are based on its existing use. Should that use change before the recommendations are carried out, the suggested improvements might require adjustment for that new use. It should also be kept in mind that many of the recommendations included herein will require professional design assistance if they are to be carried out correctly.

Recommendations for specific paint colors have not been included. Color selection is discussed in Chapter 8. If in doubt about a color scheme, consult with a knowledgeable architect, or architectural historian, before making a final color selection.

2 . SOME BASIC DO'S AND DON'TS

It is important to remember that it may in fact cost just as much to do the job wrong as it does to do it right. Don't be intimidated into the wrong choice by a well meaning contractor who is not familiar with historic buildings.

Some research may be needed; two good places to start are:

Preservation Institute for the Building Crafts
P.O. Box 1777
Windsor, Vermont 05089

Vermont Division for Historic Preservation
Montpelier, Vermont 05602

Nobody can dictate taste. Like color selection, it is highly personal. Ignorance, on the other hand, is no excuse for bad taste. Buying stock component parts from building supply catalogues may be alright for new construction but is usually asking for trouble when trying to remodel or retrofit an older building. This is not to say that stock component parts cannot be used. Rather, it is saying that it is important to take the time to find the right part to do the job correctly.

Whatever the final choice, don't be put off or intimidated by a salesman telling you that what you want is a "special order" item. Nine times out of ten, "special order" just means that he doesn't have it in stock, and that he would rather sell you something that is in stock.

Brandon is extremely fortunate to have a local lumber and millwork business which specializes in custom woodwork at competitive prices. If you cannot find what you need in a catalogue, find out if they can make what you need. Take advantage of local services.

Whatever you do, don't try to make your building look older than it really is. This is easier said than done. The majority of stock building components that are available are "colonial" in style and, as such, are inappropriate to most nineteenth century styles, or the vast majority of Brandon's architectural legacy. When ordered in the appropriate size, without their stock factory trim, and without such "colonial-style" frills as snap-in muntins, stock components can be blended with original fabric. One real secret to success is to make sure that the trim matches the original trim on the building.

If in doubt, find a building which looks like yours and copy what you see. Even if some, or all, of the moldings cannot be found or duplicated, using trim boards which are the same width as the original, even without the moldings around the edges or the brackets at the eaves, will achieve and preserve the right effect.

Reference should also be made to the following chapters in this Workbook: Chapter 7, Standards for New, Replacement or Infill Construction, and Chapter 8, Building Restoration and Maintenance Standards.



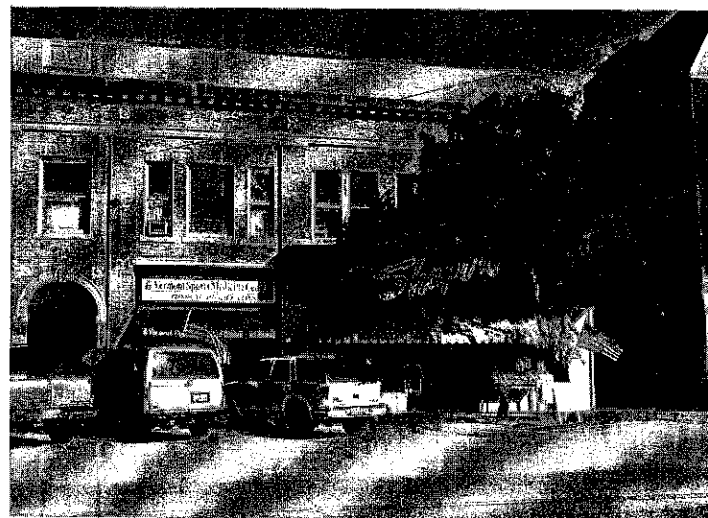
1919 Block, Park Street

When completed, the 1919 Block was in the style of its day, rich with dentils in the cornice, fancy brickwork and decorative wood trim. The storefronts were modern, the awnings were meant to protect the pedestrian from sun and rain, and the signs were appropriately scaled to the size of the storefront.



19?? Brandon Theatre, Park Street

Even when the Brandon Theater's marquee was added to the front of the building a number of years later, it was done in a style in keeping with the original. There was no question of using only quality materials.



2001 Retail Stores, Park Street

Unfortunately, the same cannot be said for the more recent changes shown in the bottom photograph. Constructed of plywood and scaled to the motorist instead of the building, this sign is not an asset. Rather than adding to Brandon's image, it detracts from it.

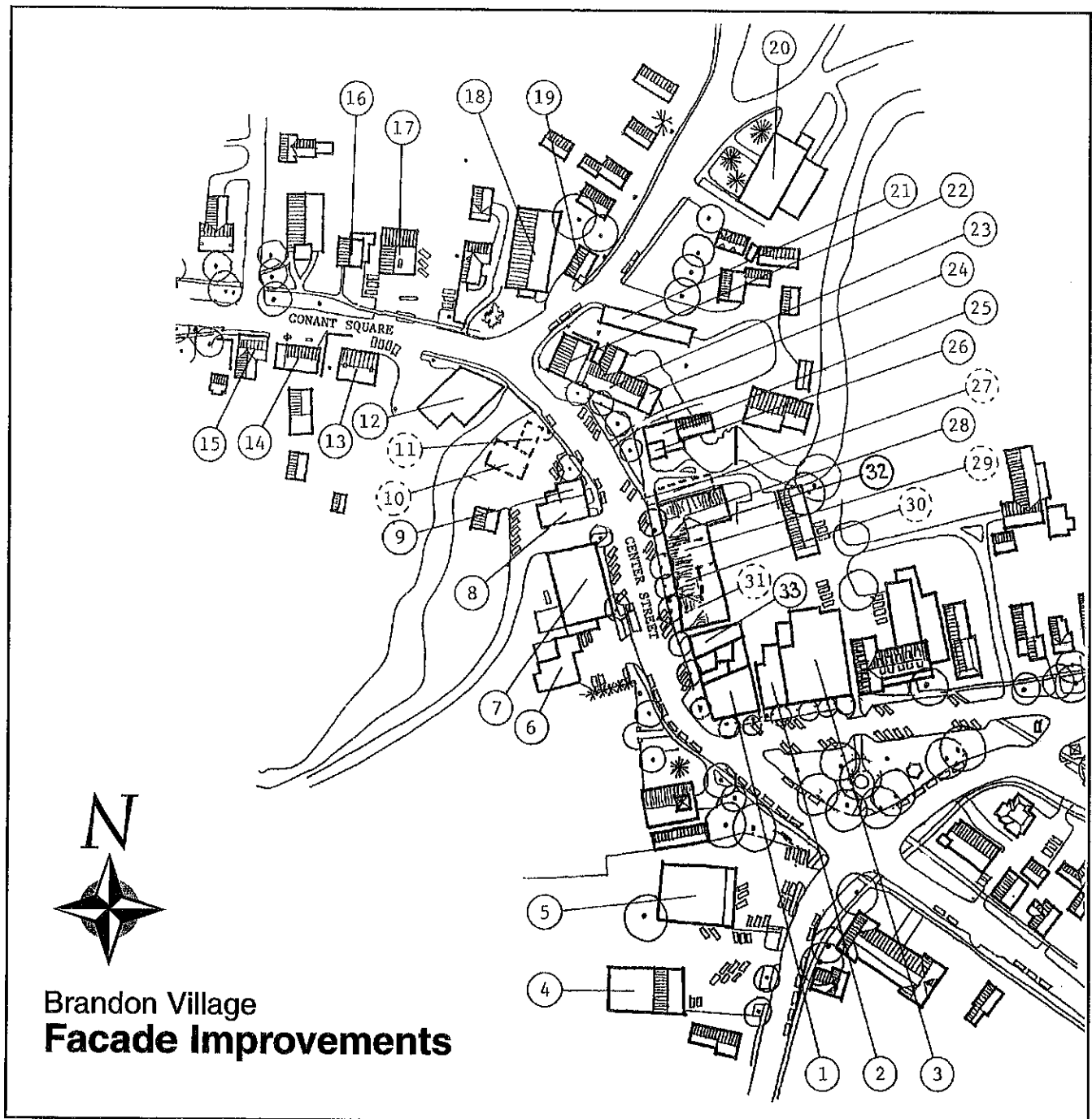
Removing these alterations and restoring the storefronts would greatly improve the look of the village and make it a more attractive place to live and shop.

3. SPECIFIC FACADE RECOMMENDATIONS

The recommendations are listed by number and organized in a clockwise direction, beginning with the First Brandon National Bank, Bldg. No.1, and ending with Brandon Artists Guild, Bldg. No. 33. Included are each building's National Register and State Register identification numbers, and its State Register description.

The National Register number is listed as N.R. and refers to the number found in the National Register of Historic Places, Brandon Village Historic District Nomination. The State Register number is listed as S.R. and refers to the number found in the Vermont State Register of Historic Places publication for Rutland County. Copies of both can be found in the library of the Brandon Historic Preservation Commission, and in public libraries.

At the time of this Update, several buildings listed in the National and Vermont Registers have been demolished or have been approved for demolition. Those buildings are identified by N.R. and S.R. numbers for reference, and are in some cases briefly described; the reasons for their demolition and the intended re-use of their sites are stated.





2001 First Brandon National Bank, Park Street

BLDG. NO. 1 - BRANDON NATIONAL BANK BUILDING (First Brandon National Bank), Park Street

N.R. #156; S.R. #A38. STATE REGISTER DESCRIPTION: Commercial Block, 1918. Neo-Classical Style, flat roof, brick, 2 stories. Features: decorative "stone" work, flat arches, keystones, parapet, wall pilasters supporting full entablature, date inscription, pedimented door hood, double-hung windows with transoms.

COMMENTS: Is in an excellent state of overall maintenance. Is an excellent example of the Neo-Classical style and one of the village's important commercial blocks. Anchors the Park/Center street corner. Sign changes recommended by 1986 Workbook have been made. Should be preserved without major change.

SHORT-TERM: Remove "colonial" grills from display windows.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 4.1.



1918 Brandon National Bank, Park Street

BLDG. NO. 2 - LAWRENCE BLDG., Park Street

N.R. #155; S.R. #A39. STATE REGISTER DESCRIPTION: Commercial Block, c.1918. Flat roof, brick, 2 stories. Features: stone lintels, corner pilasters supporting parapet entablature.

COMMENTS: Is in an excellent state of overall maintenance. Maintains the facade line of the street. Retains paneled skirts below display windows. Should be restored and preserved.

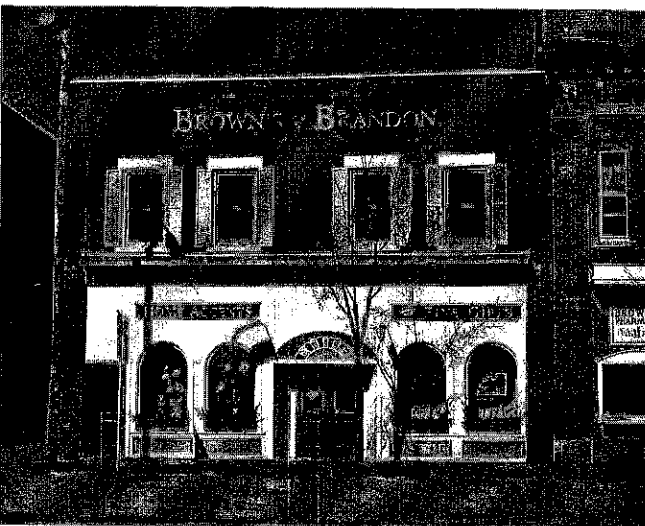
SHORT-TERM:

1. Repaint storefront and second floor trim in more appropriate paint scheme (See historic photo graphs.)
2. Remove second floor shutters.

LONG-TERM: Restore storefront to match original.

RELATED: Refer to Chapter 3, Specific Recommendations, Location No. 4.2.

HISTORIC VIEW: For an historic view of this building, refer to the historic photograph on Page 6. The Lawrence Building is the second one in from the left.



2001 Lawrence Building, Park Street

**BLDG. NO. 3 - The 1919 BLOCK (Retail Stores),
Park Street.**

N.R. #154; S.R. #A40. STATE REGISTER DESCRIPTION: Commercial Block, 1919. Neo-Classical Revival Style, flat roof, brick, 2 stories. Features: enriched dentilated cornice, granite, stone lintels, date inscription, wall pilasters, parapet, original 2nd floor windows, round arch 2nd floor entry, three original storefronts.

COMMENTS: Is in a fair-to-good state of overall maintenance. Is an excellent example of the Neo-Classical style and one of the village's important commercial blocks. Maintains the facade line of the street. Should be restored and preserved.

SHORT-TERM:

1. Remove projecting plywood sign boards from Shapiro's and flush plywood sign boards from adjacent stores.
2. Restore or repair original storefront cornices, as necessary. Install new, uniform storefront signing in new sign bands in transom areas. Back of sign panels should be smooth.
3. Repoint stone arch at center of block, and brickwork where needed.
4. Refinish second story window frames and trim.

LONG-TERM:

1. Remove aluminum skirt below display on Showtime Video, plywood skirt on Vermont Sports Medicine and brick skirt on Shapiro's.
2. Restore original paneled skirts below display windows.
3. Restore other original storefront details, as necessary.
4. Restore Brown's Pharmacy storefront completely.
5. Replace missing stone cap on parapet wall.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 4.4.

BLDG. NO. 4 - GRAND UNION, Union Street

NO N.R. #, NO S.R. #. DESCRIPTION: Store, c. 1993. Contemporary commercial, gable roof, brick, 1 story.

COMMENTS: The building contributes nothing, architecturally, to the historic integrity of the village. Economically, however, is an essential part of the village's health and vitality.

RELATED: Refer to Chapter Four, Off-Street Parking.



2001 The 1919 Block, Park Street



1919 The 1919 Block, Park Street



2001 Grand Union, Union Street



2001 Brooks, Union Street

BLDG. NO. 5 - BROOKS PHARMACY, Union Street

NO N.R. #; NO S.R. #. DESCRIPTION: Store, c.1960. Remodeled mid-1990. Gable roof, wood frame, 1 story.

COMMENTS: Contributes nothing, architecturally, to the historic integrity of the village. Economically is an important part of the village's health and vitality. Should be integrated into the village with on-street landscaping.

SHORT-TERM:

1. Repaint rear loading dock area in a darker color, and plant trees along the north property line, to suppress the loading dock as seen from in front of the cemetery.
2. Repair deteriorated asphalt walk along the south side of the building.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 4.3, and Chapter Four, Off-Street Parking.



2001 Crosby's, Center Street

BLDG. NO. 6 - CROSBY'S, Center Street

NO N.R. #; NO S.R. #. Service Garage, c.1920. Flat roof, wood frame, 1 story. Features: stamped tin siding, parapet with round arch.

COMMENTS: Is in a good state of overall maintenance. Is an excellent example of an early 20th century automobile showroom and garage. Except as noted in long-term recommendations, should be preserved without major change to the exterior and integrated into the village with on-street landscaping.

SHORT-TERM: Carry out basic maintenance and repair.

LONG-TERM:

1. Any new or adaptive reuse should preserve tin siding, round arch in parapet, and arrangement and sizes of window and door openings. Replacement windows and doors should maintain character of existing windows and doors.
2. Re-side shed on north side with clapboards and detail with traditional wood trim.
3. If the viability of the Smith Block requires use of this site for parking, an effort should be made to incorporate significant elements of this facade into the parking facilities.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 3.8.



2001 Smith Block, Center Street

BLDG. NO. 7 - SMITH BLOCK (Aubuchon's, et al), Center Street

N.R. #147; S.R. #A188. STATE REGISTER DESCRIPTION: Commercial Block, 1889. Italianate Revival/Queen Anne style, flat roof, brick, 3 stories. Features: parapet, decorative brickwork, name inscription, date inscription, stone carving, marble, original cast-iron storefronts with dentilated cornice, peaked stone lintels, enriched dentilated cornice, beltcourse, hood moldings.

COMMENTS: An outstanding example of the Queen Anne style and visually one of the village's important commercial blocks. The preservation of this building, and restoration of upper floor occupancies, should be a high priority town goal. It is reported to be at risk because of structural deterioration.

SHORT-TERM:

1. Conduct comprehensive structural survey and evaluation, to determine:
 - a. Repair work necessary to arrest deterioration.
 - b. Limitations or foreseeable improvements needed to attract upper level occupancy
2. Repair as necessary to prevent further deterioration.
3. Initiate study to develop the full-occupancy program needed to ensure long-term preservation.
4. Redo existing signs to be historically accurate to architectural style of storefronts. Signs should have surrounding frames with a decorative molding around inside edges.

LONG-TERM:

1. Construct improvements required for target occupancy.
2. Remove shed along south side and repair brickwork, as necessary.

RELATED: Refer to Chapter Three, Specific Recommendations, Locations No.'s 3.6 and 3.8.

BLDG. NO. 8 - COMMERCIAL BLDG. (Sully's Place, restaurant), Center Street

N.R. #148; S.R. #A189. STATE REGISTER DESCRIPTION: Commercial Block, c.1850. Flat roof, brick and wood frame, 3 stories. Features: wall and corner pilasters.

COMMENTS: Is in an excellent state of overall maintenance. The terrace dining and plantings are excellent features. Maintains the facade line of the street. Originally a High Victorian Italianate Revival style building with an elaborate arched parapet and cornice, should be remodeled to more closely reflect its original architectural prominence.



2001 Commercial Bldg. (Sully's Place), Center Street

Since the building has been remodeled, all other recommendations are stated as "long-term". Item No. 1 would have the greatest visual value, and should not disrupt restaurant business.

LONG-TERM:

1. Replace the existing second floor windows with new, larger double-hung windows which match the size of the original.
2. Remove pent roof above storefront.
3. Restore original storefront cornice.
4. Restore exposed brick corner piers, at terrace level, and paint to match brick piers above.
5. Stucco face of storefront to match sides of building.
6. Remove clapboard infill above second floor windows on north side of building and replace with stucco.
7. Replace existing storefront with traditional storefront containing a recessed center entrance and large, full height display windows on either side.

HISTORIC VIEW: For an historic view of this building, refer to the historic photograph on Page 25.

BLDG. NO. 9 - COMMERCIAL BLDG. (Nutting House Antique Center), Center Street

N.R. #149; S.R. #A190. STATE REGISTER DESCRIPTION: (Commercial Bldg.) Store, c.1920. Flat roof, brick and wood frame, 2 stories. Features: wall and corner pilasters.

COMMENTS: Is in an excellent state of overall maintenance. Terrace displays enhance the streetscape. Maintains the facade line of the street. Since the building has been recently remodeled, and is generally consistent with Bldg. No. 8, most recommendations are stated as "long-term".

SHORT TERM: Repair concrete retaining wall, left side.

LONG-TERM:

1. Restore original front cornice to match that on north side.
2. Restore exposed brick piers now stuccoed.
3. Stucco face of storefront to match north side of building.



2001 Commercial Bldg. (Nutting House Antique Center), Center Street



1986 Former Brandon Iron and Car Wheel Company and Machine Shop Center Street (Deconstructed 2001)

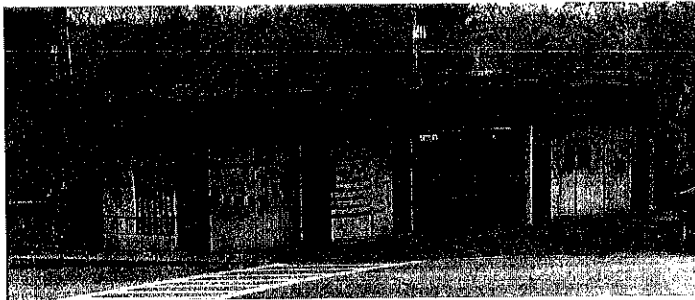
SITE NO. 10 - FORMER BRANDON IRON AND CAR WHEEL COMPANY, Center Street

SITE NO. 11 - FORMER ATTACHED MACHINE SHOP

N.R. #151; S.R. #A192. STATE REGISTER DESCRIPTION: Commercial/ Industrial Bldg./Shop and attached Machine Shop, c.1830 and c.1920. Foundry:Federal /Greek Revival style, brick, gable roof, 2 stories. Machine Shop: Flat roof, wood frame, 1 story Features: flat arches, marble, recessed porch, recessed balcony, balcony railing and stair, distinctive door.

COMMENTS: By 2001 both buildings had badly deteriorated. Awkwardly situated at an angle to the road, the buildings had failed numerous times as business locations and had suffered extensive interior and structural damage from fires. By 2000, both were unoccupied, and the commercial market did not appear to justify the cost of restoration. New owners purchased the site in 2001 with plans to raze the buildings and construct in their place a downtown park open to the falls on the Neshobe that the buildings had previously hidden from view. As of the end of 2001, the buildings had been deconstructed, with hand-made bricks and other significant architectural components preserved for future use.

RELATED: (Planned Park) Refer to Chapter Three, Location No. 3.3.



2001 Former Barker's Garage, 4 Conant Square

BLDG. NO. 12 - FORMER BARKER'S GARAGE (Offices and Studios), 4 Conant Square

N.R. #173; S.R. #A193. STATE REGISTER DESCRIPTION: Service Garage, 1922. Flat roof, brick, (2 story). Features: parapet, decorative brickwork, (decorative ironwork, original "storefront").

COMMENTS: Is in a good state of overall maintenance. Garage and automobile showroom character should be preserved.

SHORT-TERM:

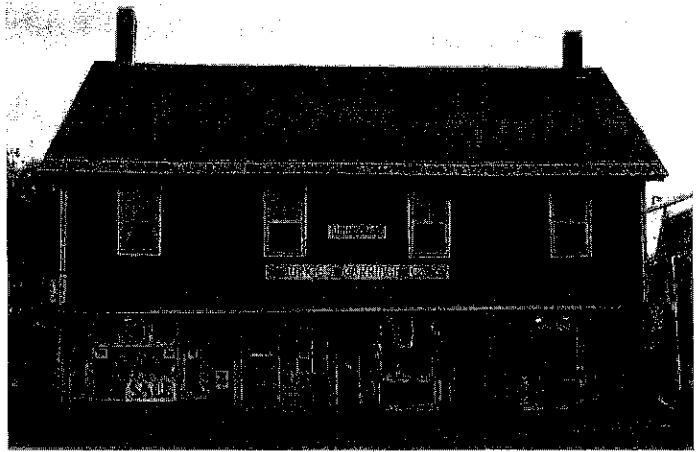
1. Stabilize and repair retaining wall coping at south-east corner of foundation.
2. Repair decorative iron fretwork on top of parapet.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 2.6.

BLDG. NO. 13 - BRIGGS CARRIAGE CO. (Briggs Carriage Bookstore), 8-10 Conant Square

N.R. #174; S.R. IA194. STATE REGISTER DESCRIPTION: Factory/Store, c.1881. Federal style, gable roof, wood frame, 3 1/2 stories. Features: carriage factory door opening on west elevation, original c.1920 storefronts.

COMMENTS: Has been recently upgraded and is in an excellent state of overall maintenance. Is an excellent example of a 19th century commercial/industrial building with original early 20th century storefronts. Is one of the oldest surviving commercial/industrial (carriage factory) buildings in the village. Should be preserved without major change to the exterior. Given the physical constraints of the site, zoning should be interpreted to accommodate continued or adaptive re-use.



2001 Briggs Carriage Bookstore, 8-10 Conant Square

SHORT-TERM:

1. Install proper drainage around building perimeter.
2. Repair foundations, as necessary.
3. Continue basic maintenance and repair.

LONG-TERM: Preserve and maintain the existing architectural detailing and design.

BLDG. NO. 14 - FORMER SUNOCO STATION AND ADJOINING HOUSE, 12 -14 Conant Square

N.R. #180; S.R. #A196. STATE REGISTER DESCRIPTION: House/Service Station, c.1860 and c.1940. Flat and gable roof, wood frame, 2 1/2 stories. Features: original c.1920 storefronts.

COMMENTS: Has recently received preservation-level maintenance and repair. The former Service Station portion is unoccupied. Is an excellent example of a 19th century commercial building with original early 20th century storefronts. Is one of the oldest surviving commercial buildings in this section of the village. Should be preserved without major change to the exterior. Given the physical constraints of the site, zoning should be interpreted to accommodate adaptive re-use.



2001 Former Sunoco Station, 12-14 Conant Square

SHORT-TERM:

1. Install proper drainage around building perimeter.
2. Repair foundations, as necessary.
3. Continue basic maintenance and repair.
4. Properly repair/restore house porch.

LONG-TERM:

1. Reuse of this building should preserve and maintain the existing architectural detailing and design.
2. New infill for the existing garage doors should maintain character of existing doors.

BLDG. NO. 15 - HOUSE, 16-18 Conant Square

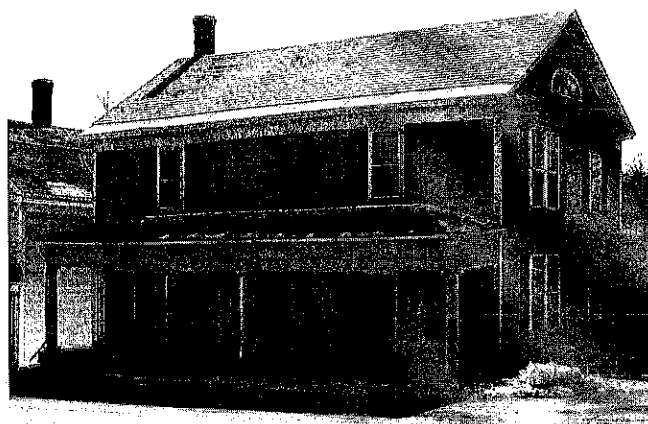
N.R. 182; S.R. A197. STATE REGISTER DESCRIPTION: Duplex, c.1850. Greek Revival style, gable roof, wood frame, 2 1/2 stories. Features: original porch.

COMMENTS: Is in good to excellent state of overall maintenance. Is an excellent example of a Greek Revival style house with its original porch. Marks the transition between the residential and commercial sections of the village. Should be preserved without major change to the exterior. Appropriate for housing or commercial use. Given the constraints of the site, zoning should be interpreted to accommodate continued or adaptive re-use.

SHORT-TERM: Continue basic maintenance and repair.

LONG-TERM: Any reuse of this building should preserve and maintain the existing architectural detailing and design.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 2.4.



2001 House, 16-18 Conant Square



2001 House (Bunting/Kellitz/Davis), 15 Conant Square

BLDG. NO. 16 - WHIPPOORWILL BLDG. (Social service and educational occupancies), 15 Conant Square

N.R. #176; S.R. #A20. STATE REGISTER DESCRIPTION: House, c.1830. Federal style, gable roof, brick, 2 1/2 stories. Features: gable fanlight, Italianate Revival porch (porch has been removed).

COMMENTS: Is in a fair state of overall maintenance. Maintains the facade line of the street. Is one of the oldest surviving buildings within this section of the village. Should be restored and preserved.

SHORT-TERM:

1. Replace reproduction "colonial" style entry doors with new doors appropriate to style of building.
2. Replace missing and deteriorated shutters.
3. Repair brickwork over door.

LONG-TERM: Replace porch.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No 2.7.

HISTORIC VIEW: For an historic view of this building, refer to the 1940 photograph on Page 3. The building is to the right of St. Thomas Episcopal Church.

BLDG. NO. 17 - MOBIL STATION AND STATE LIQUOR STORE, 11-13 Conant Square

NO N.R. #; NO S.R. #. DESCRIPTION: Service Garage/Store, c.1960. Concrete block, 1 story.



2001 Mobil Station and State Liquor Store, 11-13 Conant Square

COMMENTS: Is excellently maintained. Maintains the facade line of the street and should be preserved as an example of mid-20th century commercial architecture, and integrated into the village with on-street landscaping.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 2.7.

BLDG. NO. 18 - TOWN HALL

N.R. #172; S.R. #A22.

STATE REGISTER DESCRIPTION: Town Hall, 1861.

Designer/builder: John A. Conant. Greek Revival style, brick, gable roof, 2 1/2 stories. Features: marble lintels, monumental portico, portico stair, full entablature, wall pilasters, transom, entry pilasters, entry entablature.

COMMENTS: The Town Hall is the symbolic "heart" of both the town and the village. It occupies a position of prominence at the central "hub" of the village, halfway between Crescent Park and Central Park. It has been little used since the 1980's.

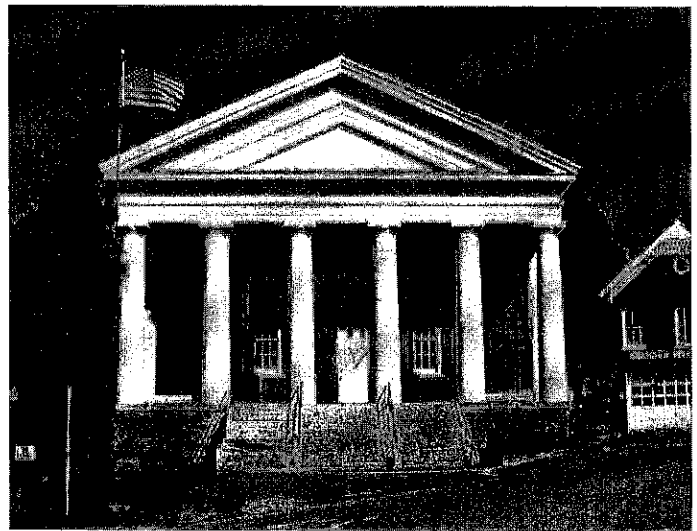
As a work of architecture, it is a rare and unusual example of the Greek Revival style with a monumental portico which wraps around and extends part way down the sides of the building. It is one of the most important examples of this style in the state. Inside is a handsome cast and wrought iron balcony and an elaborate Victorian stage. Overall, the building is in good state of repair, and a preservation program is in progress.

RECOMMENDATIONS: The preservation of the Town Hall should be a priority concern. It should be restored both on the exterior and interior for public use. Possible uses include art/craft/antique shows, musical and theatrical events and meetings of public and private organizations. Rental income generated by such events could be dedicated to ongoing preservation/restoration/improvement.

In 1997, under the sponsorship of a citizens' Town Hall Committee and the Brandon Village Partnership, a diagnostic study was made by Keefe & Wesner, Architects, Middlebury Vermont. The recommendations of that study are summarized below; the complete report, dated December 10, 1997, should be consulted for specific details and priorities.

1. General: All preservation and corrective work and improvements, exterior and interior, should recognize the importance of restoring to the original design and construction. The work should be performed by craftsmen who can demonstrate an understanding of the original construction technologies.
2. Early emphasis should be placed on restoring the integrity of the exterior envelope to prevent further deterioration. This includes improvement of surface drainage at the perimeter.
3. Establish and carry out a continuing maintenance schedule.
4. Interior restoration and improvement will depend on the intended uses, and must comply with current requirements for safety and accessibility

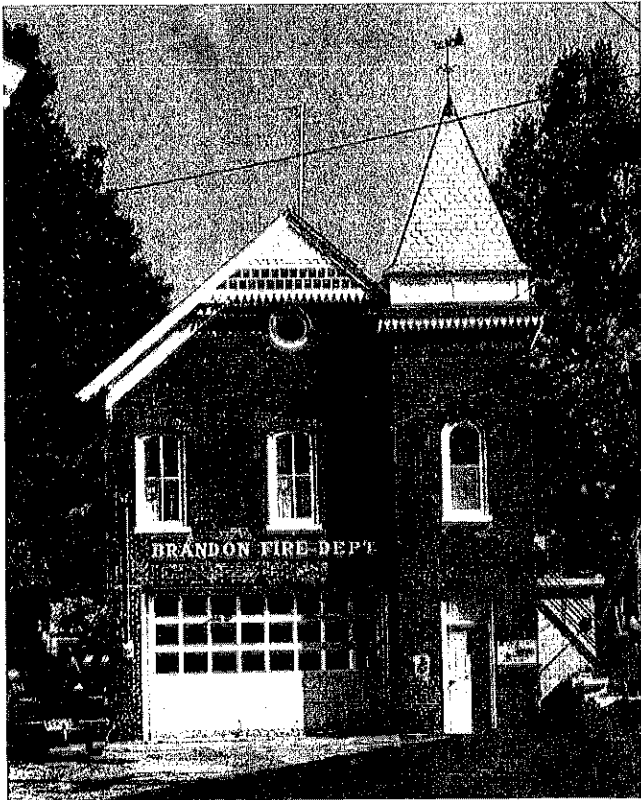
RELATED: Refer to Bldg. No. 19, Fire Station, and Chapter Three, Specific Recommendations, Locations Nos. 2.8 and 3.1.



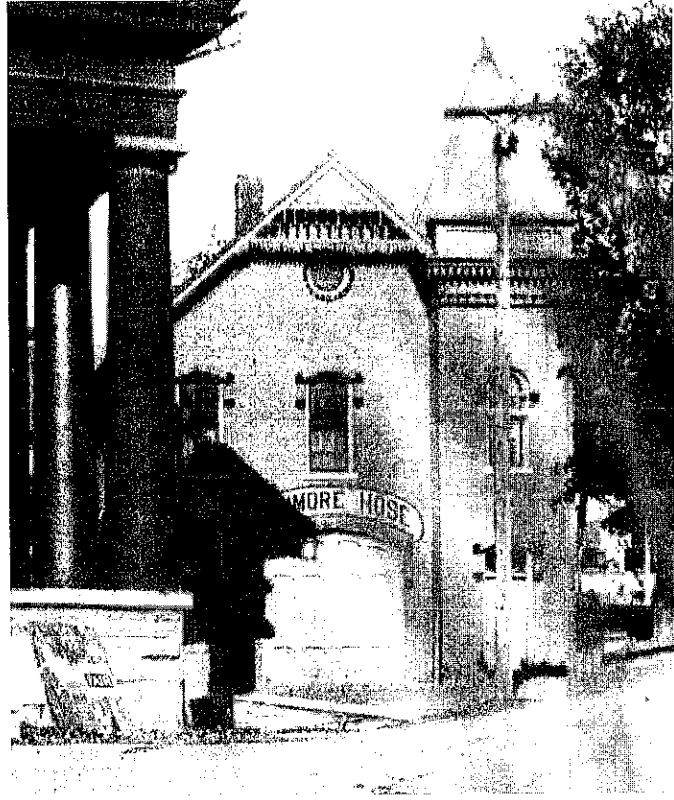
2001 Town Hall



1900 Town Hall Note the brown and beige Victorian color scheme and the front steps. These are the second set of steps. The original steps were slightly wider with piers at each end and in the center which lined up with each of the four center columns. The present steps are the third set.



2001 Dunmore Hose Company



1900 Dunmore Hose Company

Note the original arched garage door with its matching curved sign.

BLDG. NO. 19 - OLD FIRE STATION (Brandon Fire District No. 1, offices and storage)

N.R. #171; S.R. #A23. STATE REGISTER DESCRIPTION: Fire Station, 1888. Queen Anne style, brick, gable roof, 2 1/2 stories. Features: tower, round window and entry, segmental arch windows, decorative brickwork, gable screen, bargeboards.

COMMENTS: The building is in an excellent state of overall maintenance and repair. It is an unusual example of a Queen Anne style fire station and an important Victorian landmark which should be restored and preserved.

The Fire District has relocated its fire-fighting equipment and operating headquarters to a new facility; this building is now used by the Water Department.

RECOMMENDATIONS:

The 1888 Fire Station should be integrated with and connected to the Town Hall to provide circulation and support space for both. Since the fire district is not a part of Town government, either a joint venture or a transfer of ownership could be considered. A transfer agreement could include continued Water Department occupancy; it should include:

1. A Town commitment to use of the Fire Station as a component of a Town Hall restored for public use.
2. A Town commitment to restoration of the exterior of the Fire Station to its original appearance.

LONG-TERM: Restore original segmental-arched garage door entry, including the original sign. Since the architectural features of the Fire Station and the Town Hall are equally important but quite different, a structure connecting the two buildings should respect both, but not appear to be an extension of either.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 3.1.



2001 Old Brandon High School

BLDG. NO. 20 - OLD BRANDON HIGH SCHOOL, West Seminary Street. (Unoccupied. Planned occupancies: Apartments and studios for artists.)

NO N.R. #: S.R. #68: STATE REGISTER DESCRIPTION: School, 1916. Neo-classical Revival style, brick, flat roof, 2 1/2 stories. Features: parapet, name inscription, hood moldings, door hood, wall pilasters .

COMMENTS: The School is an excellent example of a Neo-Classical style public school and is an important landmark which should be restored and preserved.

This is a clear example of what can happen to a significant building which is unused and unoccupied for a period of years. In 1985 it was in good condition. By 1999, when the current owners purchased it, the school was close to ruin. The building was boarded up. Vandals had broken windows, smashed interior doors, and spray-painted graffiti throughout. Someone left a trap door to the roof open for months, and the consequent water damage left a trail of rot through three floors. A sewer pipe had burst. There was evidence of drug use. In less than two decades a substantial and historic building important in the lives of generations of Brandonites had become a dangerous blight on an entire neighborhood.

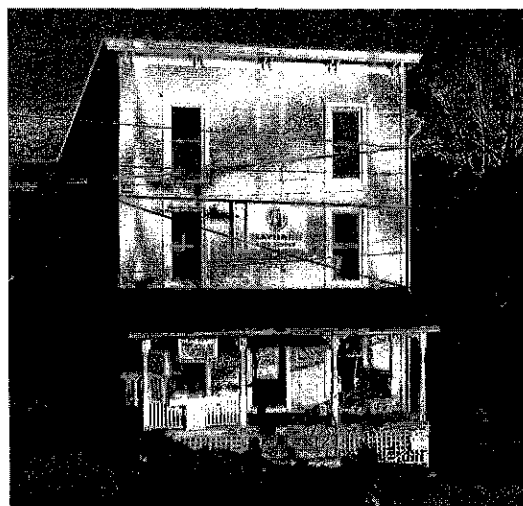
As of 2001 the school is in private ownership, and the building's deterioration has been halted. It is no longer completely boarded up, and no longer a blight on the community. Whatever changes to the interior, no changes should be made to the exterior.

BLDG. NO. 21 - BRANDON LUMBER AND MILLWORK COMPANY, West Seminary Street

N.R. #165; S.R. #A29. STATE REGISTER DESCRIPTION: Office, c.1900. Vernacular-Italianate style, flat roof, 3 stories. Features: cornice brackets, false front, Queen Anne porch, loading doors on north side.

COMMENTS: Is in an excellent state of overall maintenance. Is one of the few remaining, still operating, industrial buildings within the village. Brandon Lumber and Millwork Co. occupies the upper 2 stories; Maynard Auto Supply occupies the street level.

RECOMMENDATIONS: Should be preserved without any change to the exterior except for the addition of tasteful signage.



2001 Brandon Lumber and Millwork Company



2001 Municipal Offices

BLDG. NO. 22 - TOWN OFFICES, Center Street

N.R. #164; S.R. #A30. STATE REGISTER DESCRIPTION: Commercial Bldg./ Bank/Office, c.1828. Federal/Greek Revival style, brick, gable roof, 2 1/2 stories. Features: gable fanlight, keystones, flat arch, cast-iron and stamped tin, distinctive chimneys, Neo-Classical storefront with pilasters.

COMMENTS: The building is an important landmark which maintains the facade line of the street and acts as a focal point at the north end of Center Street. It is an excellent example of a Federal style commercial building and one of the oldest surviving commercial buildings in the village. The exterior is in an excellent state of overall maintenance and repair, and should be restored and preserved with no change other than as set forth in these recommendations.

Because of its prominent location, however, on the village's principal commercial street, the building's current use as Town offices is inappropriate. Further, the building is no longer adequate in space or arrangement to meet the present needs of the Town government staff. Efforts are in progress to relocate Town offices to an adequate facility. This building should be put back on town tax roles, either through sale or rental, and returned to commercial use. Money from a sale could be applied to the acquisition or construction of adequate Town Office facilities.

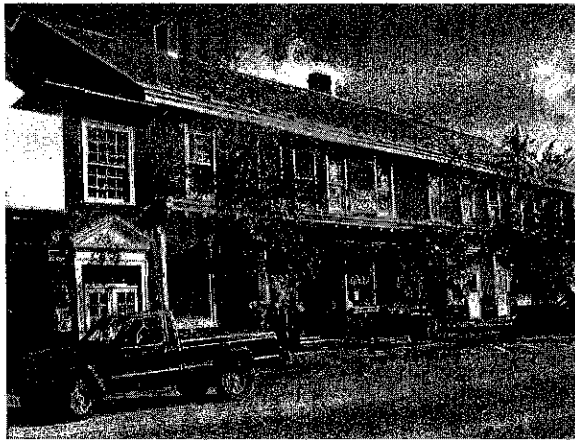
RECOMMENDATIONS - SHORT-TERM:

1. Carry out basic maintenance and repair, as necessary.

LONG-TERM:

1. The building should be returned to commercial use and the town offices should be relocated.
2. If sold, deed covenants should be placed on the exterior of the building to guarantee the preservation of the building's architectural integrity. (This recommendation is based on the principle that the Town has the right to place protective restrictions on any building that it owns to ensure that the building's historic integrity is preserved.)
3. The Town should require a performance bond from the purchaser if the building is sold. (This recommendation is based on the principle that the Town has the right to ensure that conditions attached to the sale of its property are carried out by the purchaser.)

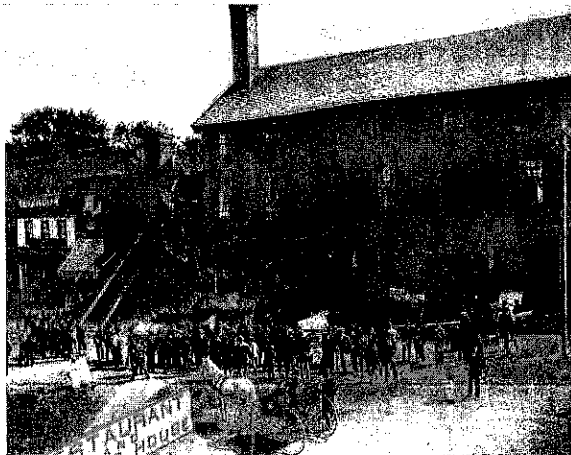
HISTORIC VIEW: For historic views of this building, refer to the historic photographs on pages 25 and 27. Note that this building, as originally built for the First National Bank, had a porch. This was removed and the present storefront added c. 1910.



2001 Conant Block



Center Street The head of Center Street about 1900. Bldg. No. 8, in its original form, is on the left, and the Town Office Building and the Conant Block are in the center. All of the buildings on the right, with the exception of Bldg. No. 26 which is hidden from view, have been replaced following fires.



Major fire damage in the early 20th century

BLDG. NO. 23 - CONANT BLOCK (Brandon Thrift Shop, and commercial occupancies which change frequently), Center Street

N.R. #163; S.R. #A31. STATE REGISTER DESCRIPTION: Commercial Block, c.1850. Federal/Greek Revival style, brick, gable roof, 2 1/2 stories. Features: stone lintels, transom, storefront cornice and brackets, cast-iron, original storefronts.

COMMENTS: Is in poor-to-fair state of overall maintenance. Maintains the facade line of the street and is one of the focal points at the head of Center Street. Is an excellent example of a Federal style commercial building and one of the oldest surviving commercial buildings in the village. Should be restored and preserved.

SHORT-TERM:

1. Carry out basic maintenance and repair; in particular repaint woodwork.
2. Replace sill and threshold and repair common second floor entry, retaining existing transom and doors.
3. Repair and repoint brick, especially along sidewalk.
4. Remove "colonial" grill from display windows.
5. Repair bay window.

LONG-TERM:

1. Remove bay display window from Brandon Thrift Shop and restore original display window.
2. Double-hung windows on second floor are too short and do not fill window openings completely. Replace with new windows - preferably ones with real muntins and not snap-in grills - which are the correct height and width.



2001 Rowe's Barber Shop

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 3.2.

BLDG. NO. 24 - BARBER SHOP, Center Street

PART OF N.R. #163; PART OF S.R. #A31. DESCRIPTION: C.1930. Flat roof, brick, 2 stories.

COMMENTS: Is in a fair state of overall maintenance. Maintains the facade line of the street. Should be preserved without major change to the exterior.

RELATED: 1. Refer to Chapter Three, Specific Recommendations, Location No. 3.2.



2001 Brandon House of Pizza

BLDG. NO. 25 BRANDON HOUSE OF PIZZA, Center Street

N.R. #162; S.R. #A32. STATE REGISTER DESCRIPTION: Store, c.1885 and c.1980. Vernacular-Italianate style, flat roof, wood frame, 1 story. Features: cornice brackets.

COMMENTS: Originally two stories, rebuilt as one story following a fire. Overall maintenance generally good. Maintains the facade line of the street. Provides a service useful to the community.

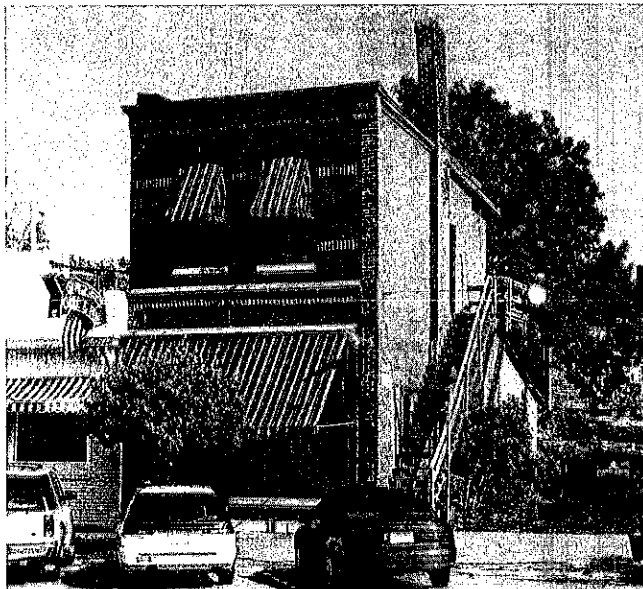
SHORT-TERM:

1. New sign consistent with related buildings.
2. Repaint in darker period color scheme.

LONG-TERM:

1. If the curblin is moved out, the entrance stair and platform should be enlarged.
2. Rebuild upper facade area to a simple rectangle, recalling previous building. See historic photo, page 27.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 3.2.



2001 KD's, formerly Laduke's Restaurant

BLDG. NO. 26 K.D.'S GRILL & PUB, Center Street

N.R. #161; S.R. #A33. STATE REGISTER DESCRIPTION: Commercial Block, c.1885. Queen Anne style, flat roof, brick, 2 stories. Features: marble beltcourse, segmental arch windows, round arch transom, decorative brickwork.

COMMENTS: Is in fair state of overall maintenance. Maintains the facade line of the street. Is an excellent example of a Queen Anne style commercial building and one of the oldest surviving commercial buildings on the street. Should be restored and preserved. For this building, "facades" includes surfaces facing Kennedy Park.

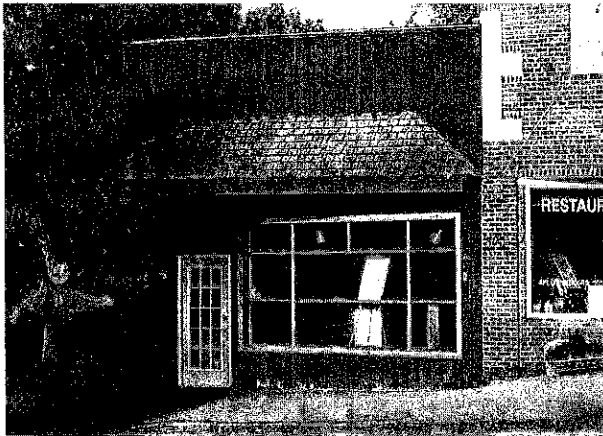
SHORT-TERM:

1. Clean, repair, repoint and repaint brickwork and stucco. Rebuild flashing at chimney to prevent repeat of stucco failure.
2. Repair and paint walls, openings and other details facing Kennedy Park.

LONG-TERM:

1. Revise first floor awning to expose transoms above display window and door.
2. Restore round-arched transom and door transom.
3. Remove air conditioning unit over door; new unit should be rooftop, perhaps on one-story rear wing, screened from park.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 3.2.



2001 Former Bakery

BLDG. NO. 27 - FORMER BAKERY (Unoccupied), Center Street

PART OF N.R. #160; S.R. #A34. STATE REGISTER DESCRIPTION: Store, 1950. Flat roof, concrete block, 1 story.

COMMENTS: This building is seriously deteriorated, and is planned to be removed to provide space for an exit ramp from the planned off-street parking area.

RELATED: Refer to Chapter Three, Specific Recommendations, Location No. 3.5, and to Chapter Four, Off-Street Parking.



2001 Matott Block

BLDG. NO. 28 - MATOTT BLOCK (Restaurant and Carrs Country Florist), Center Street

N.R. #160; PART QF S.R. #A35. STATE REGISTER DESCRIPTION: Commercial Block, 1950. Flat roof, brick, 1 story. Features: name inscription, marble quoins, original storefronts.

COMMENTS: Is in a good state of overall maintenance. Maintains the facade line of the street. Is an excellent example of a 1950's commercial building.

As part of the planned Center Street redevelopment, Building 28 may be integrated into Building No. 32, the Howe Scale Block. If so, Building No. 28's brick, marble and storefront facade elements will be preserved. If it is not so integrated, or if the redevelopment is postponed for an extended time, the following are recommended:

SHORT-TERM:

1. Continue basic maintenance and repair. In particular, repoint brickwork near sidewalk.
2. Uniform paint scheme for both stores.
3. New, uniform signband and signing for both stores.
4. Install canvas awning at Restaurant.
5. Remove imitation "colonial" grillwork in display window.

LONG-TERM:

1. Frieze (panel below cornice): Remove present siding, replace with wood or metal panels, detailed at the ends to match existing marble quoins. Colors should match masonry colors below.
2. Display window frames, doors and door frames should be consistent in material, detail and color.



Historic Center Street Building No. 26 is the fourth building from the left. The building to its right occupies the site of the present Kennedy Park.



1986 Building No. 29



1986 Building No. 30



2001 Building No. 31

BUILDINGS NOS. 29, 30 AND 31: COMMERCIAL BUILDINGS (The McKernon Group, Unoccupied)

COMMENTS: These buildings were originally 2 and 3 stories (see historic photographs). Following major fires in the early 20th century they were minimally rebuilt, and are now too deteriorated to justify restoration. All are scheduled to be removed as part of the Center Street redevelopment. For future reference their National and State Registration Numbers and recent photographs are included.

RECOMMENDATIONS: Significant salvageable materials, such as the native Brandon marble portions of the storefronts, should be removed intact for re-use.

If proposed redevelopment is postponed, buildings should be removed and the site cleared and grassed.

BLDG. NO. 29 - N.R. #159; PART OF S.R. #A35. STATE REGISTER DESCRIPTION: Commercial Block, 1950. Flat roof, marble, 1 story. Features: original marble storefronts.

BLDG. NO. 30 - PART OF N.R. #158; PART OF S.R. #A36. DESCRIPTION: C.1910. Flat roof, wood frame, 1 story.

BLDG. NO. 31 - N.R. #158; S.R. #A36. STATE REGISTER DESCRIPTION: Commercial Bldg./ Store, c.1880. Flat roof, wood frame, 2 stories. Features: transoms, original storefront with recessed entry and stair.



Center Street - ca 1930

BUILDING NO. 32: HOWE SCALE BLOCK (PROPOSED)

DESCRIPTION: Retail and office occupancies, planned for construction in 2002. Federal/Greek Revival. Two-story, brick street facade, synthetic stucco side and parking area facades, wood trim, synthetic slate roof.

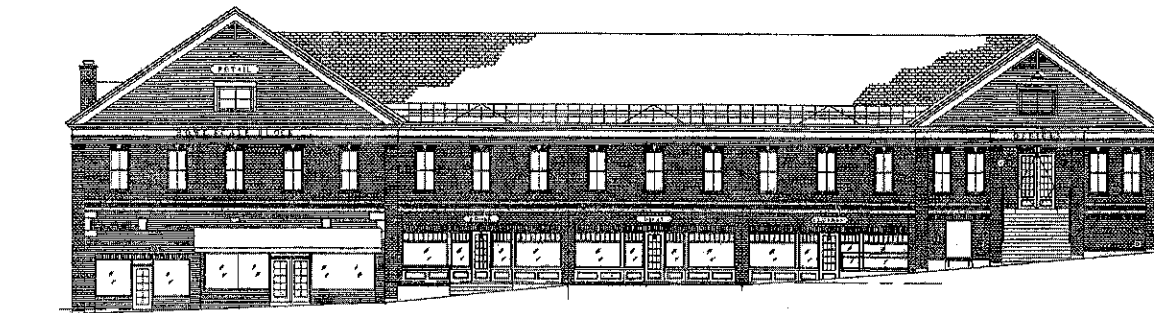
COMMENTS: This is the first new commercial block to be built in the Brandon business district in many years. It will replace, and in one case envelope, five one- and two- story commercial buildings, all of which are the partially rebuilt remainders of two- and three-story commercial buildings destroyed by fires in the early 20th century. In addition, a one-story 1950's building (Building No. 27) abutting Kennedy Park will be removed to provide for an exit from the parking area.

The brickwork of the new building is planned to match that of the building to be enveloped (Building No. 28); that building has been well maintained. The buildings to be removed are in poor condition and retain little of historic significance.

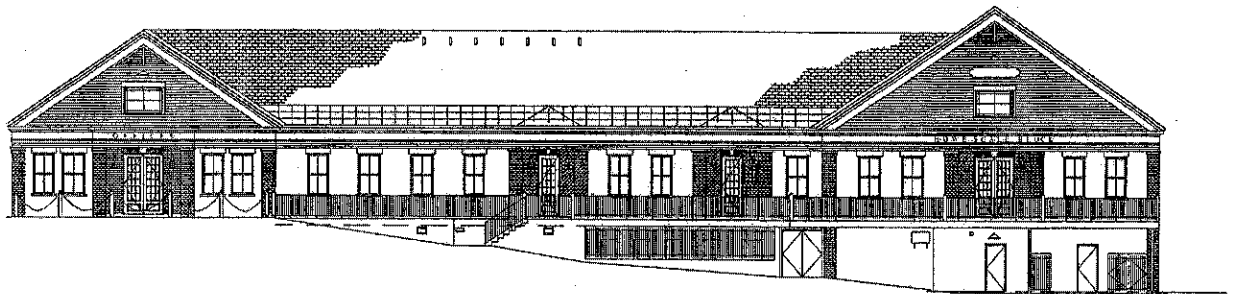
The new building will be noteworthy in several respects. Its height will recall the 19th and early 20th century character of Center Street, then a typical Vermont "Main Street" defined by multi-story buildings (see the historic photographs of Center Street). The design recalls such 19th century Brandon buildings as the present Town Office (Building No. 22). The parking area facade will be similar in design and detail to the street facade, and the building will provide public amenities, accessible from Center Street, including toilets, telephone and a community bulletin board.

RECOMMENDATION: If economic conditions do not immediately encourage 2-story construction, the structure of a 1-story building should be designed to support a future second story. Eventually, if not immediately, the historically correct character of Center Street should be restored.

RELATED: Chapter 3, Street and Landscape Improvements, Location 3.7.
Chapter 4, Off-Street Parking, Area D.



CENTER STREET ELEVATION



PARKING LOT ELEVATION

BLDG. NO. 33 - BRANDON ARTISTS GUILD, Center Street

N.R. #157; S.R. #A37. STATE REGISTER DESCRIPTION: Store, c.1920. Flat roof, brick, 1 story. Features: paneled parapet, original storefront.

COMMENTS: Is in a good state of overall maintenance. Maintains the facade line of the street. Is an excellent example of an early 20th century storefront. Should be restored and preserved.

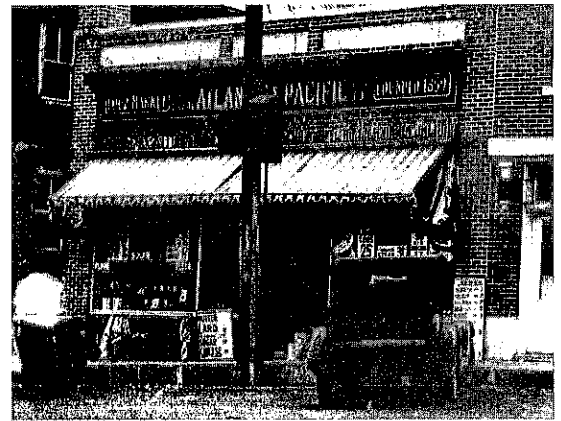
SHORT-TERM: Basic maintenance.

LONG-TERM:

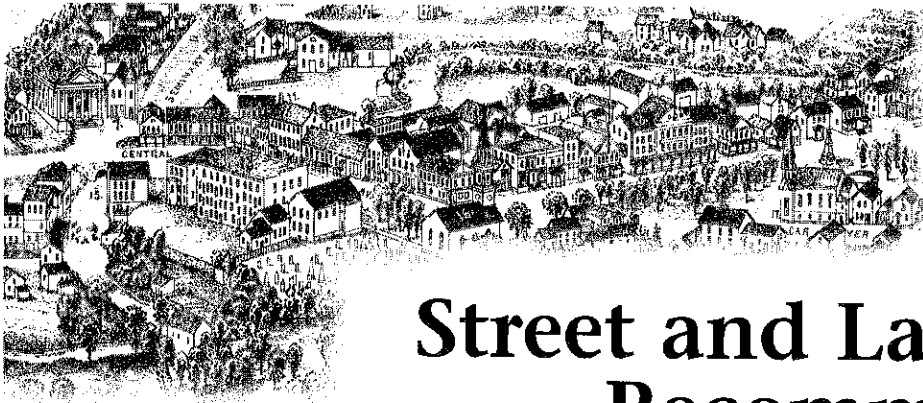
1. Replace existing skirts below display windows with new paneled skirts. Skirts should have plain recessed backs, a wide flat frame around the edge, and a wide decorative molding between the back and frame.
2. Either install panels similar to skirts above existing display windows or restore display windows to original height.



2001 Brandon Artists Guild



1930 Atlantic and Pacific Note how the A&P sign fits into the designated sign band in the building's parapet.



Street and Landscaping Recommendations



1930 Pearl Street With the introduction of the automobile came the need to keep reckless drivers off of the grass. Note the stones along the edge of the tree-belt in the left-hand side of the photograph.

1. INTRODUCTION

The town was laid out with broad, tree-lined avenues and wide commercial thoroughfares. Residential streets were lined with either gracious homes set well back from the street, or less imposing, more closely spaced houses set nearer. In the town center, along Center Street and the north side of Central Park, large commercial blocks were set close to the street, separated from it by high curbs and wide sidewalks of cut marble.



1938 Conant Square Paved roads and gasoline service stations were but two changes introduced along with the automobile. Pedestrians were forced to walk in the street. Only in the commercial center itself were curbed sidewalks generally provided for the pedestrian's protection.

Curbing was generally not used in residential areas. Instead, the marble sidewalks were separated from the street by grass strips of varying, but always substantial, width. Trees were planted in even rows along these strips and occasionally, as on Park and Pearl streets, in double rows on the lawns of the homes behind.

While much of the commercial and some of the residential architecture has changed, the town's street pattern

remains unchanged. From street-level, it is a series of broad open intersections, wide streets, and oddly shaped greens. From the air, or when seen on a map, it is a unique Baroque plan of central focal points and radiating streets. It is the only such town plan in Vermont.

The town plan includes three focal points, each of which is defined by a dominant public building. Of the three, the two which are the most obvious are the two major parks, dominated respectively by the Congregational and Baptist churches. The third, less obvious, is the intersection of Center Street, West Seminary Street and Conant Square, in front of and dominated by the Town Hall.

Radiating from each focal point, as the spokes of wheels from their hubs, are a number of streets. Two of these, Conant Square and Center Street, connect the three "hubs" together. The underlying topography of the landscape limited the number of "spokes" radiating from each "hub", and the angles at which they radiate out.

2. EXISTING CONDITIONS

Building types, and their relationships to streets, may be divided into two distinct categories: commercial and residential. Commercial, in turn, can be subdivided into village commercial and highway commercial.

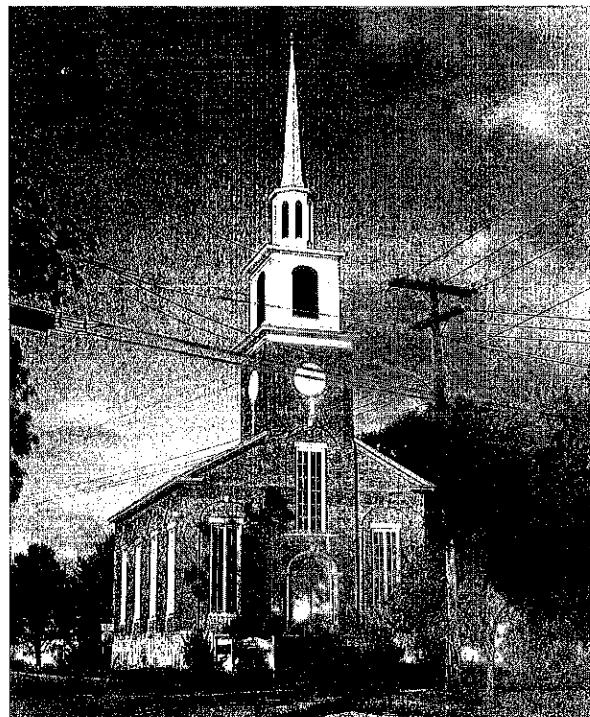
The characteristics which distinguish village commercial from residential are deeply rooted in the village's past. The characteristics which distinguish highway commercial are much more recent and are the result of our dependence on the automobile as our principle means of transportation. An awareness and appreciation of the differences which distinguish one category from another is essential to the preservation of the village's unique character and identity.

With the exception of those buildings which are either public or religious, the distinction between those that are commercial in character and those that are residential is fairly consistent. While that distinction lies, in part, in the physical characteristics of the structures themselves, much is determined by their placement on the landscape and their juxtaposition to each other.

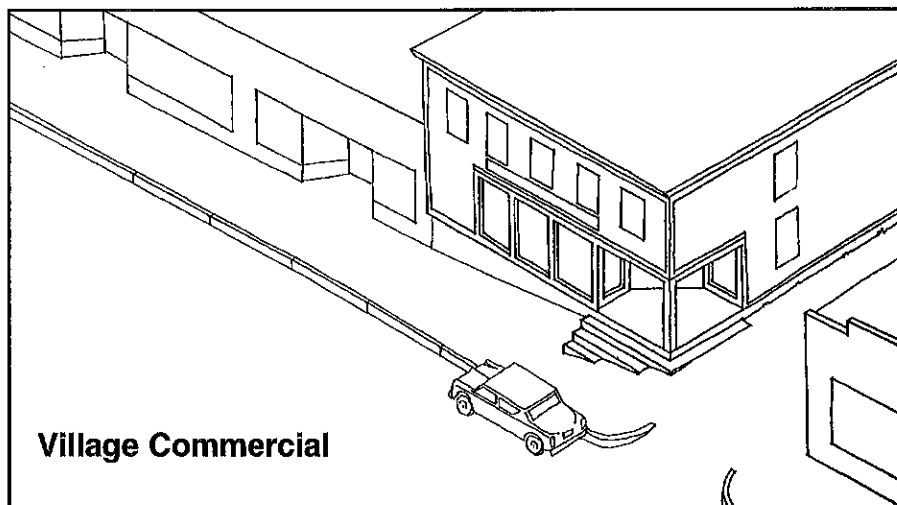
VILLAGE COMMERCIAL

A typical village commercial building is one, two or three stories in height with a flat roof. Upper story windows may be of small scale like those on residential buildings but first floor windows are almost always larger, extending the width and length of the storefront for the convenient display of merchandise to the passing shopper.

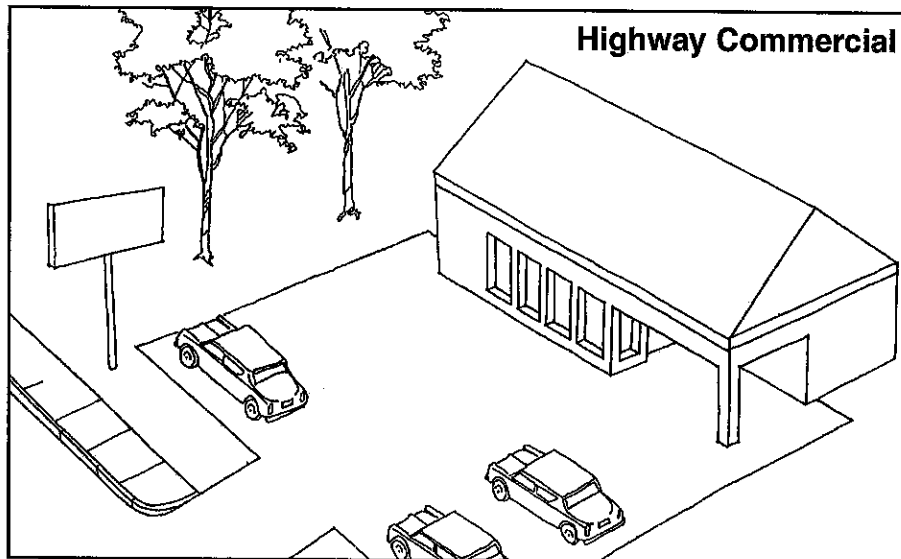
More importantly, village commercial can be easily recognized by its relationship to the sidewalk. Not only does the building front directly on the sidewalk, the sidewalk abuts the street and is separated from it by a curb.



2001 Baptist Church With the Congregational Church and the Town Hall, this defines one of the town's three historic focal points. Much of the Church's visual significance was lost when the steeple was destroyed by the 1950 hurricane. In 2000 a dedicated citizens group replaced the steeple with an exact reproduction of the original, restoring that visual significance.



Village Commercial

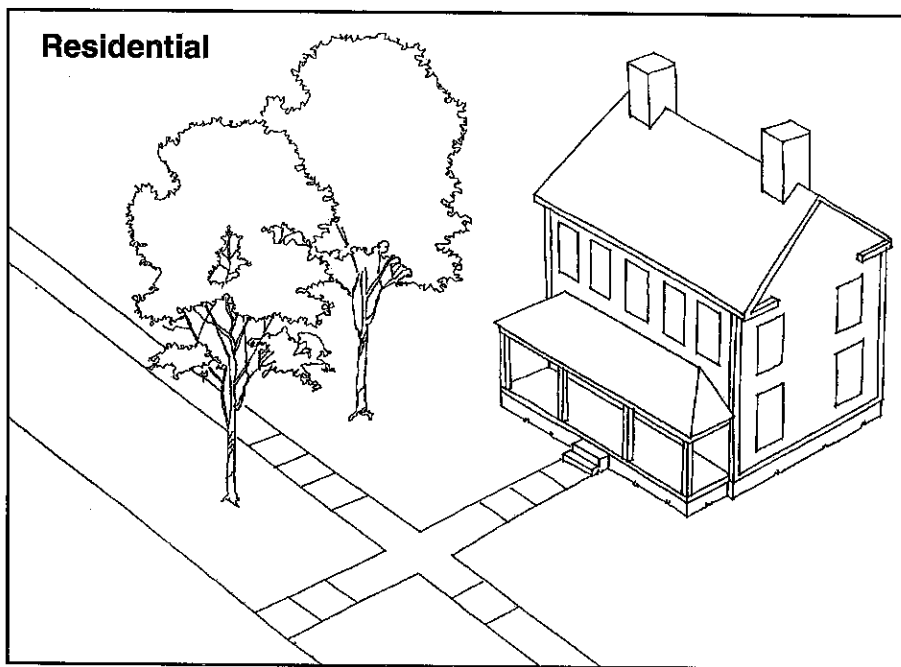


HIGHWAY COMMERCIAL

A typical highway commercial building is separated from the sidewalk by a parking lot. No matter what the depth of the lot or what the style of the building, the presence or absence of a parking lot is what differentiates highway from village commercial.

RESIDENTIAL

A typical residential building has a pitched roof and is usually no more than two and one-half stories in height. Sometimes the building is scaled to the pedestrian character of the street by a front porch. While the front yard may occasionally be defined by either a fence or shrubbery, the building is almost always set back from the sidewalk by a broad expanse of front lawn. The sidewalk, in turn, is separated from the edge of the street by a typically broad tree-belt. Except where the tree-belt is narrow or the sidewalk abuts the street directly, the edge of the street is generally not defined by curbing.



RELATED FEATURES

Along with an awareness of the difference between commercial and residential building types should be an awareness and appreciation of the different types and patterns of paved and landscaped surfaces that exist throughout the town. As with the layout of streets and the placement of buildings along them, these patterns are as old as the town itself.

The abundance of greenery which exists throughout the town center is another asset essential to the definition of Brandon's character. Besides front yards, tree-belts and parks, green-space also includes side and back yards. Because residential buildings are not attached but separated from one another, the visual importance of the space in between is very real. Residential streets contain a high degree of openness and visual identity with the surrounding countryside. The town center is not an isolated environment of manmade features but an integral visual component of the surrounding landscape.

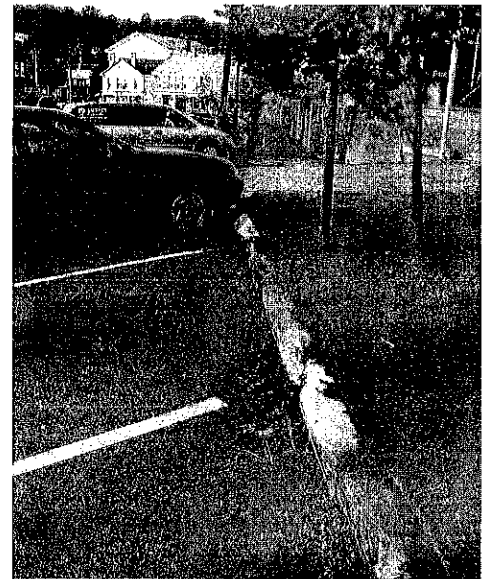
3. CHANGES

Perhaps the most significant physical changes to the town center in the last 100 years, other than the loss or replacement of a number of trees and buildings, have been the installation of overhead power and communication wires and poles, and that the dirt and mud of the once rutted and washboarded streets have been replaced with asphalt paving. So too, unfortunately, have most of the marble sidewalks.

To most people, paving signaled improvement, and rightly so. It eliminated the swirling dust of passing vehicles, and the muddy quagmires of even the lightest rainstorm. Its convenience, however, was a mixed blessing and remains so today.

Asphalt has proven to be an all too convenient solution for the maintenance of almost any surface, no matter how unpleasant the visual effect or how dramatic the loss of historic identity. Over time, numerous repavings widened the streets and elevated them in height. The layers of asphalt eventually overran the sidewalks and those sections of the tree-belt used by parked vehicles. During the long winters, plowing over rather than around became the standard. Asphalt became preferable to grass.

While the pattern of streets and sidewalks remains today much as before, the distinction between paved surfaces for pedestrians and paved surfaces for vehicles has disappeared under a continuous expanse of black asphalt. A change back to a different paving material for the sidewalk, whether the original marble or brick or concrete, will be a significant and much needed improvement to the visual quality of the streets.



2001 Hidden Original Marble Curbs

Hidden beneath layers of asphalt paving are the village's original marble sidewalks and marble curbs. The sidewalks need to be rebuilt, and the curbing needs to be restored or replaced.

Increased density and affluence has led to an increased demand for more on-street parking, which has had a dramatic impact on the landscape abutting the street. Diagonal or head-on parking in the tree-belt in residential areas is at odds with the historic character of those areas and interrupts the visual continuity of the street-scape. Where no curbing exists but where the tree-belt is being increasingly infringed upon by parked vehicles, curbing should be introduced in order to protect it.

Unfortunately, too, commercial development has been allowed to expand and intrude upon some residential neighborhoods near the two parks. While the change may be beneficial from a purely economic point of view, visually, it has been less than desirable. The residential character of these neighborhoods has been compromised and historic appeal lost.

4 . GENERAL RECOMMENDATIONS

If Brandon is to remain vital and alive, a living, working community, a concerted effort will be needed to restore, preserve, and build upon what already exists. It will take cooperation and teamwork. Let local authorities know that you think lost trees along the street and in parks should be replaced. Let them know that you support their efforts to restore those features that make Brandon the special place that it is.

In general, endless expanses of asphalt paving, whether on the street, in the parking lot or on the sidewalk, should be regarded as liabilities rather than assets. The green-belt, the strip of grass between the street and the sidewalk, should be restored and vehicles should be made to park in the street where they belong. Brandon belongs as much to the pedestrian as it does to the motor vehicle. Areas which are safe and separate need to be defined and reestablished for each.

RESTORATION OF TREE-BELT

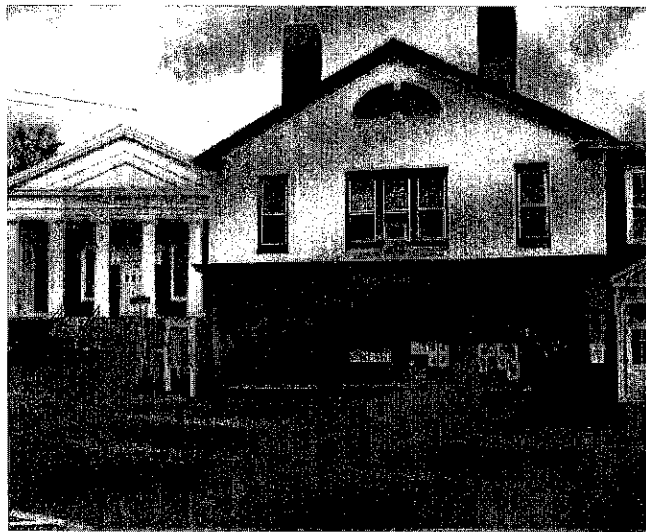
Those sections of the tree-belt in residential areas which have been eliminated for wider roads and expanded parking should be restored. Parking in the tree-belt should not be allowed. In most cases there is plenty of room for parallel parking on the street and no need to park diagonally across the belt.

In commercial areas, lost sections of the tree-belt should also be restored. Most of these have been lost not because of parking but because of laziness. Tree-belts make it harder to plow in the wintertime. No matter what the excuse, the tree-belt is a part of the public right-of-way. It does not belong to individual property owners, but to the community as a whole. It is there for everyone's enjoyment and should not be removed for someone's personal convenience.



2001 Cars Parked On Tree-Belt

Because they cannot find enough places to park on the street, people have taken to parking on the tree-belt where they do not belong.



2001 Town Offices *In front of the Town Offices, the sidewalk has disappeared into the road.*



2001 Looking East on the South Side of Conant Square *One of the village's more inviting pedestrian environments is in front of the Otter Valley Grocery, where a metal guard rail defines the pedestrian zone.*

In general, the green-belt should be restored and maintained, even in commercial areas. Curb cuts should be limited in number and restricted in width. While curbing is not typical in residential areas, it may have to be installed to help redefine and protect those areas which have been overrun. Old habits die hard but new ones will have to be encouraged.

CENTER STREET AND PARK STREET "TREE-BELT"

In the Specific Recommendations which follow, the construction of a grass strip and tree-belt in front of the stores along Center Street and the north side of Central Park has not been included. While there is, in most places, enough room, a grass strip would be heavily trampled by people walking between the sidewalk and parked vehicles. Under such heavy traffic, it would be almost impossible to maintain.

Instead, a "belt" has been designed with paving bricks in the place of grass. The trees are planted in this "belt", much as they are now, but are protected by grates and guards. While, historically, trees tended not to be planted in commercial areas, they do provide much needed greenery and shade. They also help to separate pedestrian areas from vehicular, and break up the expanse of man-made materials.

SIDEWALK RESTORATION

The separation of pedestrian and vehicular traffic is basic to Brandon's appeal. To help reinforce that separation, different paving materials should be used to differentiate pedestrian surfaces from those used by motor vehicles.

Most of the sidewalks in the village are either constructed or topped with asphalt. In commercial areas, the roadway is at the same level and material as the sidewalk. The curbing has been lost and a layer of asphalt extends across the width of the street from building front to building front.

In some residential areas, because of the gradual loss of the tree-belt to increased street widths and illegal parking, the sidewalk is actually a part of the street. In others, excessively wide curb cuts and parking aprons for highway commercial developments have broken the continuity of the sidewalk. The result is a "no-man's-land" where the pedestrian has no apparent right-of-way.

CENTER STREET SIDEWALKS

Historically, this street and others were laid out as broad thoroughfares. Their width was meant to provide a setting for gracious homes and impressive commercial blocks; street width had nothing to do with parking and traffic. Parking problems, and traffic congestion were in of the future.

For Brandon's streets, the future arrived with the arrival of the first motor vehicle. People began to travel. Traffic and traffic congestion became a reality. Brandon, like many towns in Vermont, became but one stop on a system of state highways.

Today, the village's wide streets are a blessing of which few other towns in the state can boast. They provide plenty of room for both travel and parking. The problem is not with the width of the streets but with how much of that width has been claimed for motor vehicles and how little reserved for pedestrians.

Over the years, traffic has taken the path of least resistance, wandering from one side of the right of way to the other. While the sidewalks have remained aligned with the building fronts, the street's travel lanes have not. The result in some cases is a parking area between travel lane and sidewalk much wider than needed.

Better definition of the path of traffic and the lanes of parking could be achieved by bringing the curbed edge of the sidewalk out toward the centerline of the street where possible. See Location 3.5, this Chapter. The result would be an enlarged pedestrian zone. In an attempt to keep sidewalk paving to a minimum, landscaping has been recommended at certain locations. The landscaping will provide visual relief and much needed greenery in the town center.

GENERAL SIDEWALK RECOMMENDATIONS

Refer to the maps at the end of this chapter for specific locations.

In general, the following are recommendations for restoring sidewalk definition and continuity.

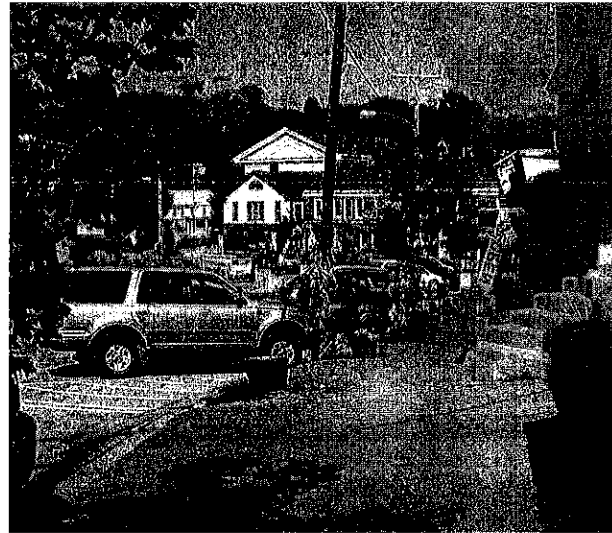
1. Pedestrian areas should be clearly separated from vehicular. This can be accomplished through:
 - A. The restoration of the tree-belt wherever it is missing;
 - B. The installation of curbing wherever the sidewalk directly abuts the street; and,
 - C. The use of paving materials to define pedestrian areas.
2. All curb cuts should be restricted in width and limited in number to reduce vehicular paving and travel in pedestrian areas.
3. Pedestrian crossing points should be well marked.
 - A. Provide adequate and appropriate signing;
 - B. Change paving material wherever the sidewalk crosses a curb cut or driveway; and
 - C. Provide better definition of locations where the pedestrian zone crosses the street. Brick or brick-like paving should be considered. Painted crosswalks must be better maintained (more frequently repainted) than at present.

SIDEWALK STANDARDS

As a practical matter, replacing sidewalks in residential areas should not be considered a priority. Even where sidewalks are paved with asphalt, in most places they are well separated from the asphalt of the street by a wide tree-belt.



2001 Looking South on the East Side of Grove Street, in front of the Laundry and Brandon Lumber



2001 Center Street *Narrowing the width of Center Street would provide more room for wider sidewalks. Wider sidewalks would allow more room for trees and other landscaping.*

Areas where sidewalks need to be replaced, and where rebuilding should be considered a top priority, are the commercial areas along Conant Square and Center Street, and around Crescent and Central Parks. These are the areas where pedestrian safety is of real concern and where visual appeal has been lost.

Many of the sidewalks throughout the village were originally marble. While some of these have probably been lost, much may be salvageable from beneath the layers of overlaying asphalt. While marble is not recommended for the more heavily traveled commercial areas, it could be either restored or reused in residential areas. Those residential areas where marble sidewalks would have the greatest visual impact are along Conant Square, Pearl, Park and Carver streets.

In commercial areas, and those residential areas where there is not enough marble to go around, concrete should be the primary sidewalk material. In general, along Center Street and around Central Park, the concrete should be at least eight (8) feet wide to accommodate winter plowing and should abut the front of the building directly. Between the curb and the concrete of the sidewalk, the paving material should be brick and should be six (6) feet wide if possible. All street trees and furniture should be located within this brick "belt". In most areas the brick can either be laid in well-packed sand or on a sub-base of asphalt. Beneath driveways, the brick should be laid on a sub-base of asphalt or concrete.

In addition, all pedestrian crossing points and all places where a sidewalk is crossed by a driveway should be differentiated by continuing the sidewalk paving across the full width of the driveway.

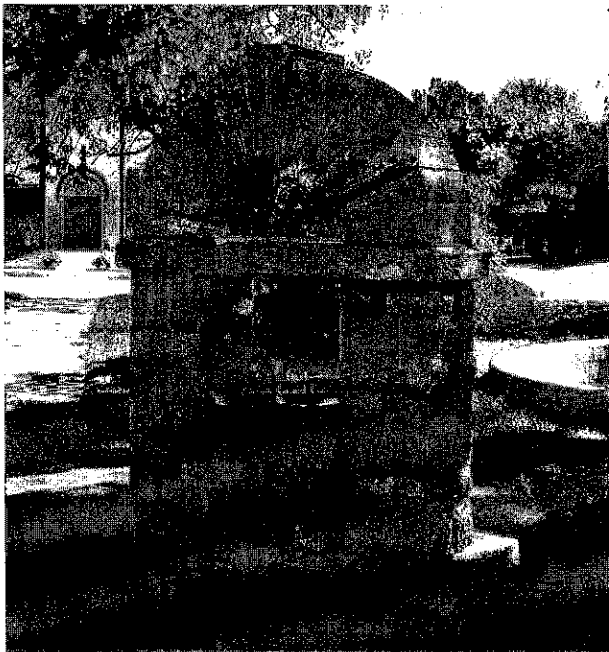
All new curbing should be granite. While the initial cost is higher than concrete, the life expectancy of granite is almost infinite. Wherever original marble curbing survives, it should be either retained or relocated to less heavily traveled residential areas.

Specific areas where safety or visual continuity are at issue have been identified under Specific Recommendations at the end of this chapter.

5. SIDEWALK SCREENING

Wherever possible, parked vehicles should be screened and separated from pedestrian view. Separation, even if only by a low wall, will improve the visual quality of sidewalk areas and reinforce the feeling of a pedestrian zone which is "safe and separate" from vehicular traffic. Screening and separation can be accomplished by:

1. Low masonry walls;
2. Traditional wood fences;
3. Evergreen hedges;
4. Flowering shrubs; or,
5. A combination of 1 or 2 and 3 or 4.



2001 Park Water Fountain *Historic pieces of street furniture are a part of the character and fabric of Brandon and should be maintained.*

In addition, the zoning ordinance should be revised to require all new parking to be separated from the sidewalk by a twenty-five (25) foot green-strip in residential areas and a fifteen (15) foot green-strip in commercial areas.

6. STREET FURNITURE

While there is a wide variety of styles to choose from, those styles which are traditional in design and un-thematic are usually best. The items of street furniture listed below are a mixture of traditional and contemporary designs. Manufacturers and products are current as of 2002, and must be verified by a Landscape Architect or Site Engineer when purchase is planned.

RECOMMENDED STREET FURNITURE

1. **STREET LIGHTING:** To match historic fixtures (example at the Brandon Inn) Vermont Agency of Transportation to create mould from existing light.

2. BOLLARDS: Trowel Trades, Colchester, VT Custom, marble or Bethel white granite, 6" x 6" x 42" tying post
3. TREE GRATES: Ironsmith (800-338-4766) Olympian, M4202, black, 16" diameter opening.
4. TREE GUARDS: Ironsmith (800-338-4766) M-6, Tree Guard, black, 5'-0" high, 16" diameter.
5. BENCHES: DuMor, Inc. www.dumor.com, 57, cast iron bench with 2" x 3" slats.

Benches should be securely anchored so that people cannot move them. They should be located in the parks, along the sidewalk, and at bus stops and other points of public transportation. They should take advantage of views and vistas and provide resting places throughout the village.

6. TRASH RECEPTACLES: Victor Stanley, Inc. (301-855-8300) S-42, Ironsites 36 gallon litter receptacle

Receptacles should be located at regular intervals along the sidewalk, near benches, at intersection crossings, and at the entrances into Crescent and Central parks.

7. PAVERS: Vermont Brick (802-868-5354) Montpelier Red Paver, 3 5/8" x 7 5/8"

STREET LIGHT RECOMMENDATIONS

The street light and luminaire specified above will complement the restoration of the village sidewalks and parks. The light resembles those in Crescent Park but is not an exact match.

Unfortunately, most utility companies require that a fixture which is not one of their stock items be owned and maintained by the town. Because of the expense involved, the town could consider wiring for future installation but postponing purchase of the lights themselves. As money becomes available, lights could be purchased and installed.



2001 Crescent Park *The lights in Crescent Park are appropriate. The lights which are missing on the bridge across the Neshobe River in front of the Town Hall should be replaced.*

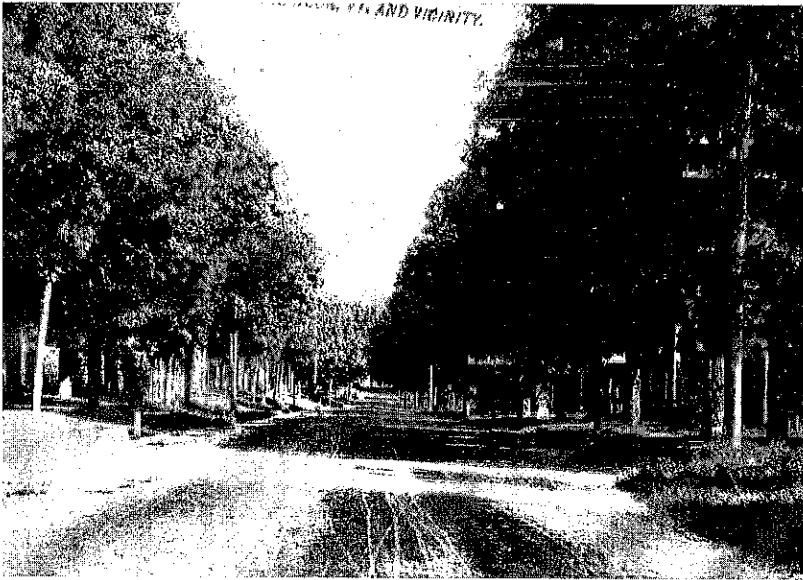
7. TREE INVENTORY AND PLANTING PROGRAM

Brandon has an excellent historic investment in existing street trees. Garrett Eckbo in his *Landscape for Living* states that "trees, rather than buildings, are the best measure of a civilized landscape. A community in which many mature trees survive and more are planted regularly demonstrates a sense of time, history and continuity on the land." Unfortunately, however, we tend to take trees for granted. Because the life span of most trees is much longer than our own, we fail to recognize or understand our custodial responsibilities.

Trees should be replaced when they die. The benefits they provide should be apparent to everyone. Trees are responsible for the production of that ingredient without which life could not exist - oxygen. More obviously, they provide shade in summer, reduce traffic noise, and mark the change of seasons.

Their architectural importance is less easily understood. Like the layout of village streets and the placement of buildings along them, trees were consciously and conscientiously planted for drama and effect.

Trees define and contain space. They provide pleasant transitions and connections between buildings, open spaces and streets. They are the visual "glue" that binds the man-made environment together.



Circa 1907 Carver Street *The characteristic New England canopy of mature deciduous trees down either side of the street was not an accident of nature. It was the result of careful planning and planting.*



2001 Park Street *As with any maintenance item, money must be budgeted for care, removal and replanting. In "urban" areas, trees do not replant themselves! Maintaining the character of Park Street is the community's responsibility. It represents the heritage that is Brandon, and helps to make Brandon uniquely what it is.*



2001 Tree Belt *The tree-belt is that section of the public right-of-way between the edge of the sidewalk and the edge of the street. The mature trees in the belt help to give Brandon its unique character.*

Unless they are very young and encouraged to do so, people usually do not plant trees expecting to see them grow to full maturity. Trees are planted not so much for the generation that plants them, but for the next. As such, each generation becomes the custodian of what was planted in the past and is responsible for maintaining that trusteeship for future generations.

The first step in any successful tree restoration program is a comprehensive inventory of the existing street tree population. The inventory would probably best be carried out by a local group under the guidance of a local forest management specialist or the University of Vermont Extension Service. The inventory should include notes on what species and how many of each there are, the approximate age of each, which are healthy, sick or dying, and what maintenance is required to keep those that are in good health healthy.

The following recommendations should be carefully considered before undertaking a tree replanting project.

1. The tree population along any street should be well balanced. Any particular species or variety should be limited to no more than 2 to 3% of the total population. At the time of planting, this limit can increase to 4 - 5% if the variety is well suited and a recommended street tree. Limiting any particular type of tree will reduce the likelihood of high maintenance costs or loss should a disease or insect strike a species.
2. Trees should be selected which are salt tolerant and will survive exhaust fumes and winter site conditions.
3. Do not plant trees where the root systems are likely to be paved over. Where this cannot be avoided, separate the paving from the soil by a layer of crushed stone to allow for horizontal air and water movement.
4. When placing trees along a street, especially in the treebelt, the following should be taken into consideration.
 - A. In addition to salt tolerance and other site conditions, select trees for their appearance at maturity. No trees should be planted which are less than two and one-half inches in diameter, no matter what the species.

- B. Avoid planting trees beneath, over, or in the way of overhead utility wires, street lights, water and sewer lines, and other underground utilities.
- C. Plant trees in the middle of the tree-belt, or at least six feet from edge of the street.
- D. Where there is no tree-belt and trees have to be planted in the sidewalk, trees should be protected with both grates and guards. The expense of grates and guards is easily justified. The average cost of one two to three inch diameter tree with grate and guard is about the same as the cost of four unprotected trees, and the first year survival rate for unprotected trees is about one out of four. Therefore the grates and guards usually pay for themselves in the first year. Once a tree is large enough, the guards can be removed and used elsewhere.
- E. Place trees from 20 to 35 feet apart, but vary the distances.
- F. Properly compact the soil and mulch to protect the roots.
- G. Install feeding tubes for trees planted in sidewalk.

Additional information and advice is available from the University of Vermont Extension Service and the ISDA Natural Resource Conservation Service. For address and telephone numbers see page 8.

8. OFF-STREET PLANTING

Planting between sidewalks and buildings in residential areas is desirable for a number of reasons. This secondary tree belt reinforces the street trees and is a characteristic of Brandon's broad residential streets. Better aeration and watering can be assured in this location. These trees are less likely to interfere with utilities, and the costs of maintenance are shifted to the property owner.

As a part of its tree planting program within the public right-of-way, the town should consider sponsoring a tree planting program for private property owners. Such a program could easily be handled on a reimbursement basis. Discounts usually apply to quantity purchases. Each spring, property owners could sign up for trees when the town is figuring the number of trees needed for replanting. The town would be reimbursed by the property owner for each tree planted and a nominal fee charged for planting. Reducing the price by increasing the quantity benefits everyone, and an important village amenity would be preserved.

A town tree farm could be considered, perhaps in "Old Brandon" or on suitable Town land.

9. MAINTENANCE

Maintenance is essential to the appearance of the village and the creation of a positive, "I care about Brandon" image. If the village looks run down, people will assume the businesses, property owners and town officials don't care. A positive image will have a positive influence on retail sales, restaurants and inns.

Maintenance is not a one-time effort, it is an ongoing responsibility which is best carried out on a year-by-year, cyclical basis. Spending less now only means that more will have to be spent in the future.

Budgets should be adjusted to include monies for proper maintenance and replanting. As with any maintenance item, the village should be divided into sections and a new section should be upgraded each year. When all sections are completed the cycle should be repeated.

Sidewalk trees in the town center should be fed and watered on an established schedule. This is part of a Tree Warden's responsibilities, per the VLCT Handbook, Chapter 30.

10. SPECIFIC RECOMMENDATIONS

The specific recommendations for improvements are based on conditions as they exist at the publication date of this workbook. However, the Vermont Agency of Transportation is developing plans for the reconstruction of Route 7 through Brandon, and in some areas, particularly at the two major parks, the reconstruction includes significant realignment of Route 7 and the intersecting streets. The improvement project includes not only the cartways, or "traveled ways", but also sidewalks, driveways and planted areas adjacent to the affected roadways. The improvement plans available at this time, variously dated February through December 2001, reflect the input of the Brandon Route 7 Upgrade Steering Committee, and include many of the recommendations of the 1986 Workbook. Those plans are not considered final, and are subject to further recommendations of that Steering Committee.

The schedule for the improvement project is not fixed at this time, but although the work is not likely to begin before 2005 it would not be reasonable for the Town to perform any major work in the reconstruction area in the interim. Accordingly, these recommendations are identified in three categories:

1. **Project-Included:** The recommended improvements are included in the 2001 AOT plans.
2. **Project-Modified:** It is recommended that the Town negotiate revisions to the current plans, or that the work be performed in conjunction with the improvement project work.
3. **Town or Private :** The recommended improvements are independent of the Route 7 project, and can be initiated as soon as practical.

The improvement "locations" are organized from north to south along Route 7 in four groups: Crescent Park, Conant Square, Center Street and Central Park. Each "location" is discussed within the group which includes its principal access.

Each of the four groups is introduced by small scale group maps showing existing and recommended conditions. The "Existing" maps show current (early 2002) conditions. The "Recommended" maps are based on the reconstruction/realignment as shown on the AOT plans dated February through December 2001. Within each group the recommended improvements are described by text and larger scale maps.

While detailed coordination of public utility systems (power, communications, water, sewers and storm drainage) is beyond the scope of this Workbook a few specific recommendations are considered sufficiently important to include in general terms.

Off street parking is discussed in Chapter 4.

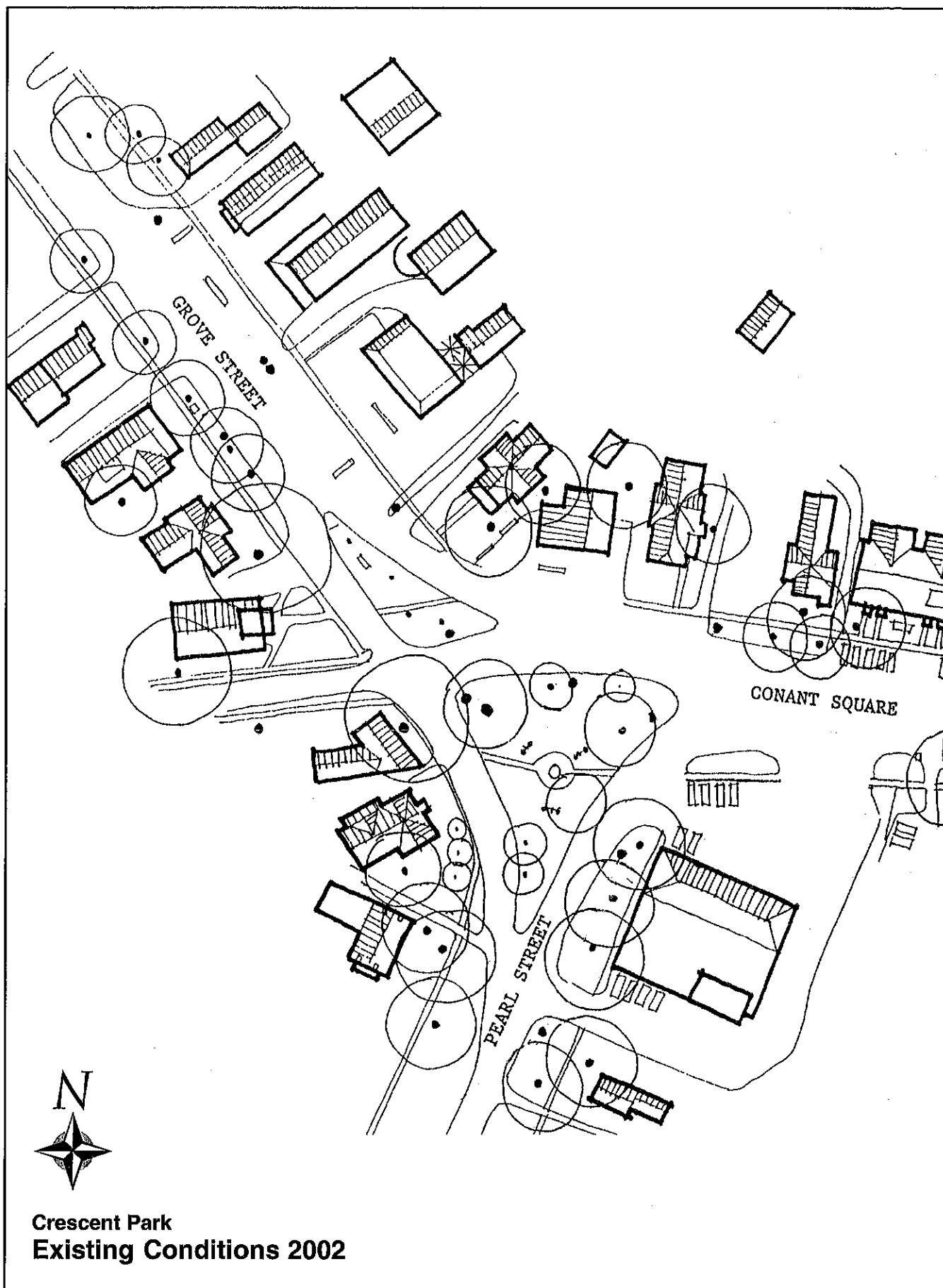
HOW TO USE THE MAPS

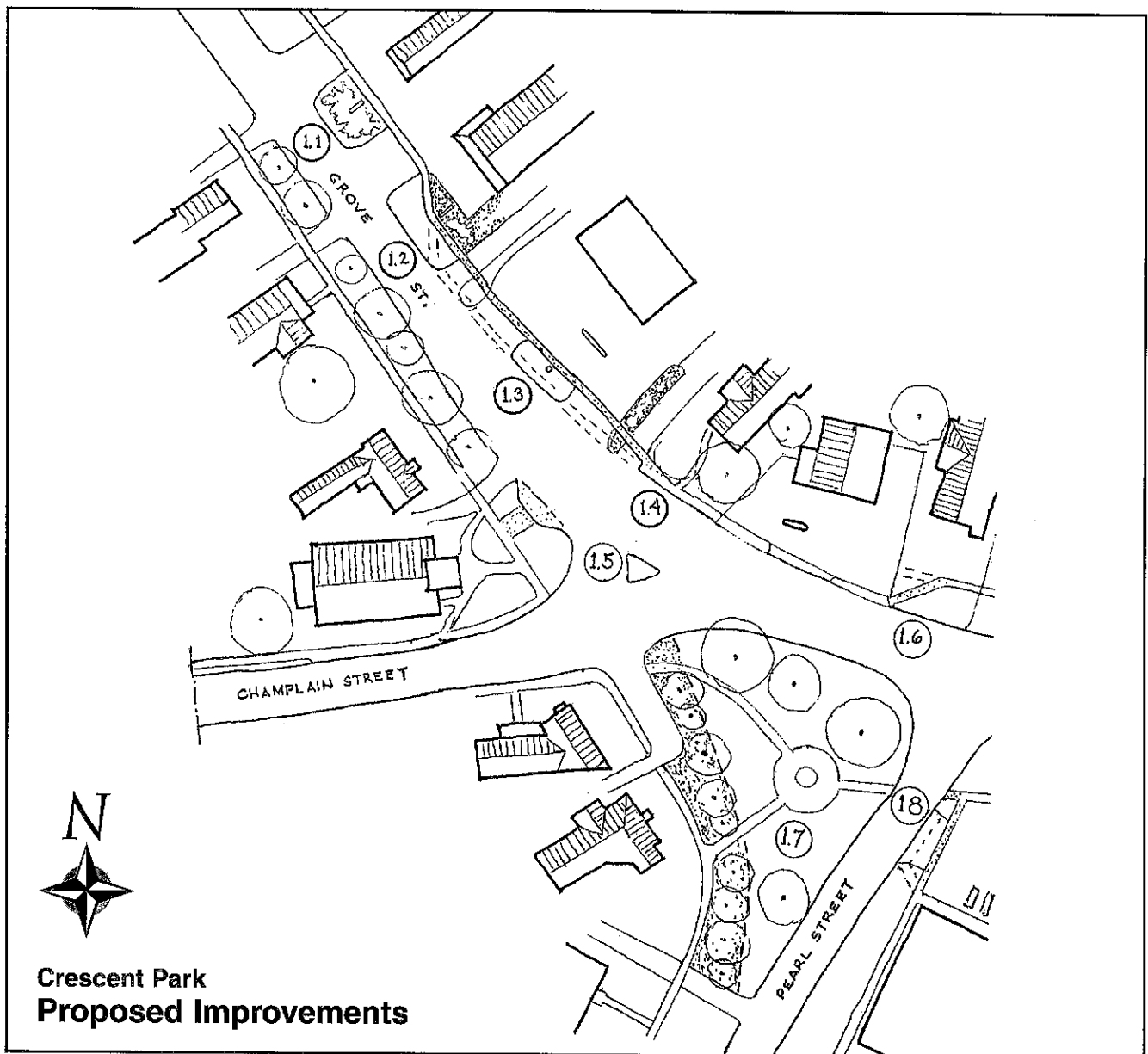
On the maps that follow, a circled number indicates a specific location described in the accompanying text.

Dashed lines indicate removal of paving shown on Route 7 Improvement Project Plans.

Lightly shaded areas indicate new paving recommended.

Darker shaded areas indicate new green areas recommended.





The Route 7 Improvement Project includes a major realignment of the street plan in this area, including elimination of the "cutoff" street between the Baptist Church and Pearl Street.

LOCATION 1.1 Sidewalk, curb cuts and breakdown lane should be defined and separated.

RECOMMENDATIONS

PROJECT – INCLUDED: Enlarge the grass island around the commercial sign. Reduce curb cuts, reconstruct sidewalk in concrete.

PRIVATE: Relocate sign from public right of way to private property.



LOCATION 1.2 Sidewalk, curb cuts and breakdown lane should be defined and separated .

RECOMMENDATIONS

PROJECT-INCLUDED: Construct concrete sidewalk. Create grass island between sidewalk and breakdown lane, extending from north (Brandon Lumber) curb cut to adjacent residential curb cut.

PROJECT-MODIFIED: Relocate sidewalk away from street, and enlarge green area.

2001 LOCATIONS 1.1, 1.2, 1-3: In the commercial area on the east side of Grove Street, the original tree belt has been paved over, and the parking areas are continuous with the street.

LOCATION 1.3 Sidewalk, curb cuts and breakdown lane should be defined and separated.

RECOMMENDATIONS

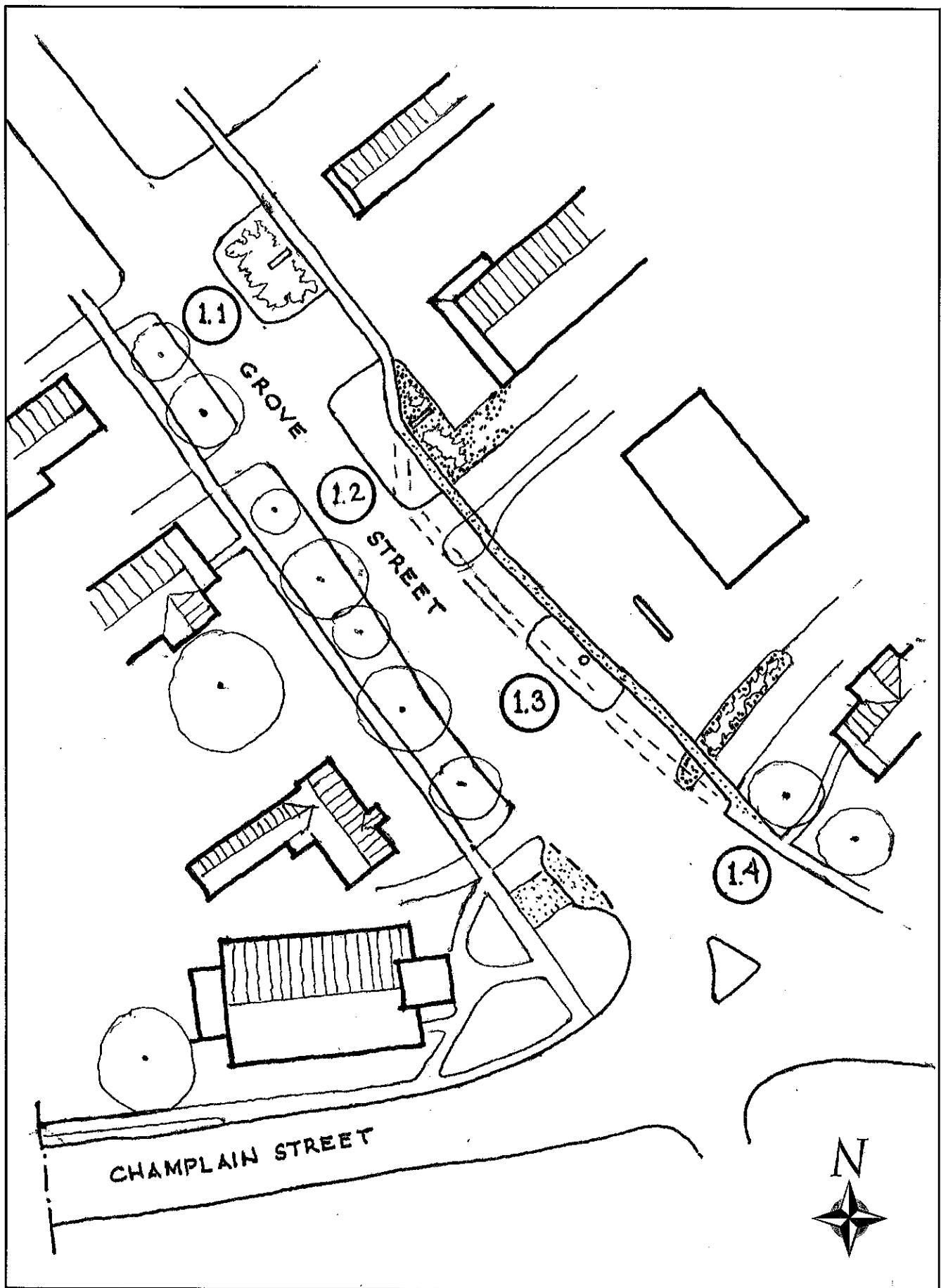
PROJECT-INCLUDED: Construct concrete sidewalk.

PROJECT-MODIFIED: Relocate sidewalk away from breakdown lane; create a curbed grass island bounded by the sidewalk and the curb cuts.

LOCATION 1.4 The sidewalk should be separated from the traveled way.

RECOMMENDATIONS

PROJECT-INCLUDED: Construct concrete sidewalk and curb.



LOCATION 1.5 The grass area in front of the church is not protected from traffic, and is deteriorated.

RECOMMENDATIONS

PROJECT-INCLUDED : Construct curbing to protect the grass strip in front of the church; restore grass strip.

PROJECT-MODIFIED : Determine if a drop-off area convenient to the church entrance is important. If so, construct such an area as shown.

TOWN : If a drop-off area is not important, plant a street tree in the expanded green area.

LOCATION 1.6 Sidewalk, curb cuts and breakdown lane should be defined and separated.

PROJECT-INCLUDED: Construct a curbed grass strip between the residential and gas station curb cuts.

TOWN: Plant a tree to continue the Conant Square tree belt.



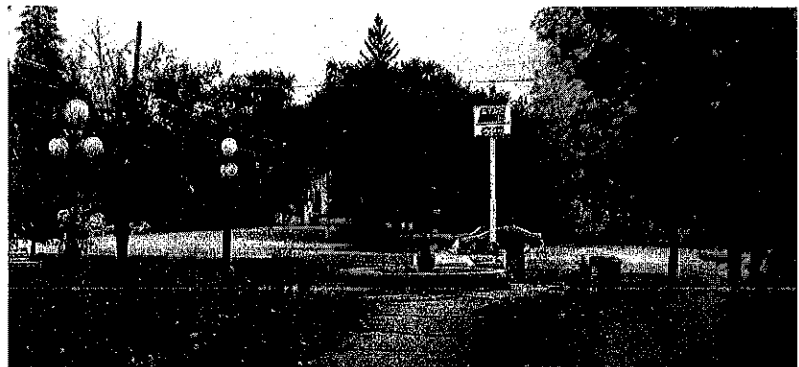
LOCATION 1.6 Looking east along the north side of Rte. 7 in front of the service station. On the left, the sidewalk has disappeared beneath the asphalt of the street. In the center, the tree-belt has been paved over for extra on-street parking.

LOCATION 1.7 Crescent Park was significantly upgraded by the Town during the 1990's. It is in excellent condition and well-maintained. As part of the improvement project, the park will be expanded to the west, to include the area where the connecting street is to be removed.

RECOMMENDATIONS

PROJECT-MODIFIED: Eliminate the large paved area shown on the current AOT plans at the west side of the park; instead, extend the grass area and walks to the present sidewalk. Replace the bituminous walks with brick or brick-pattern paving.

TOWN : Straighten one lamp post.

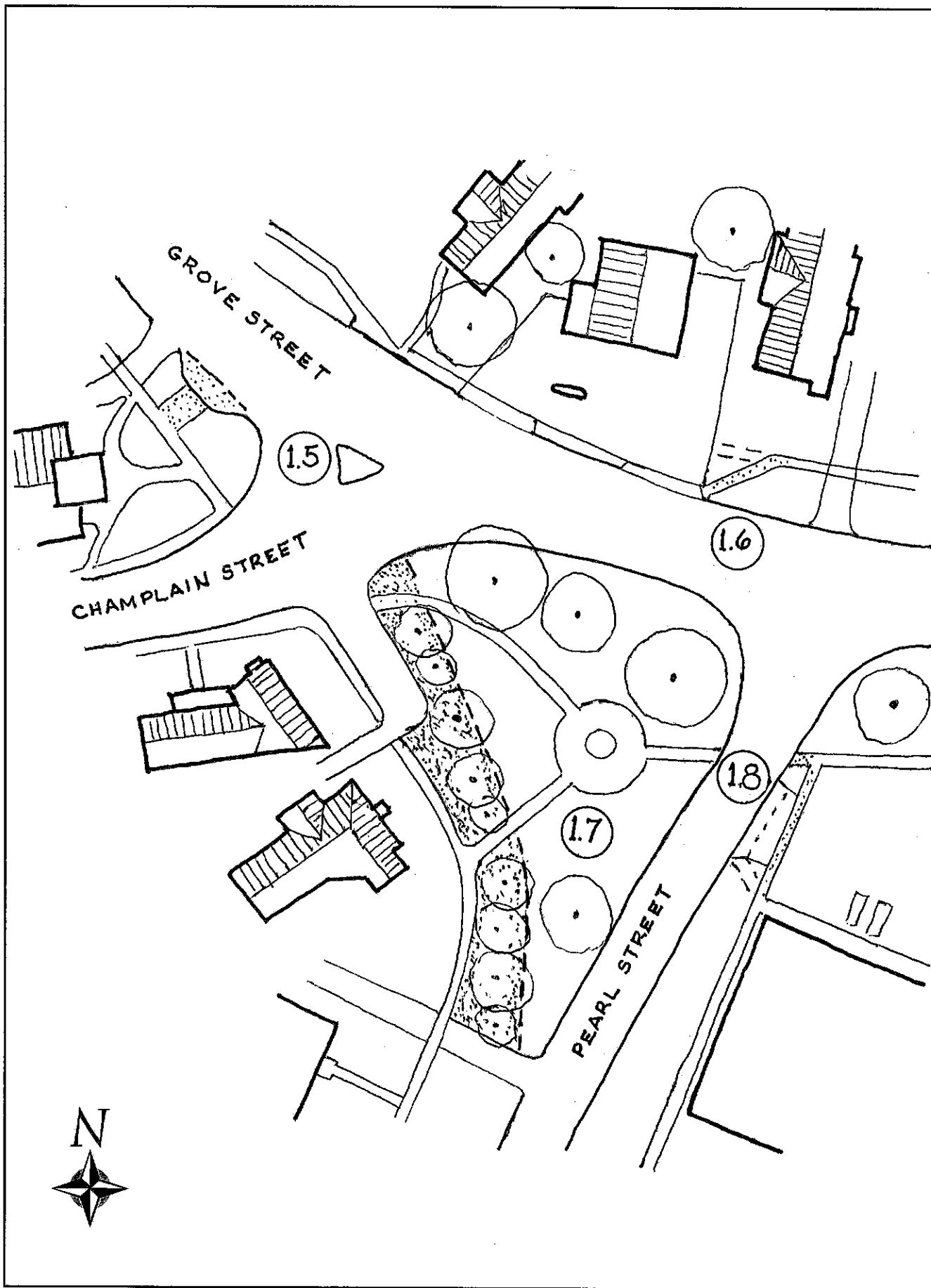


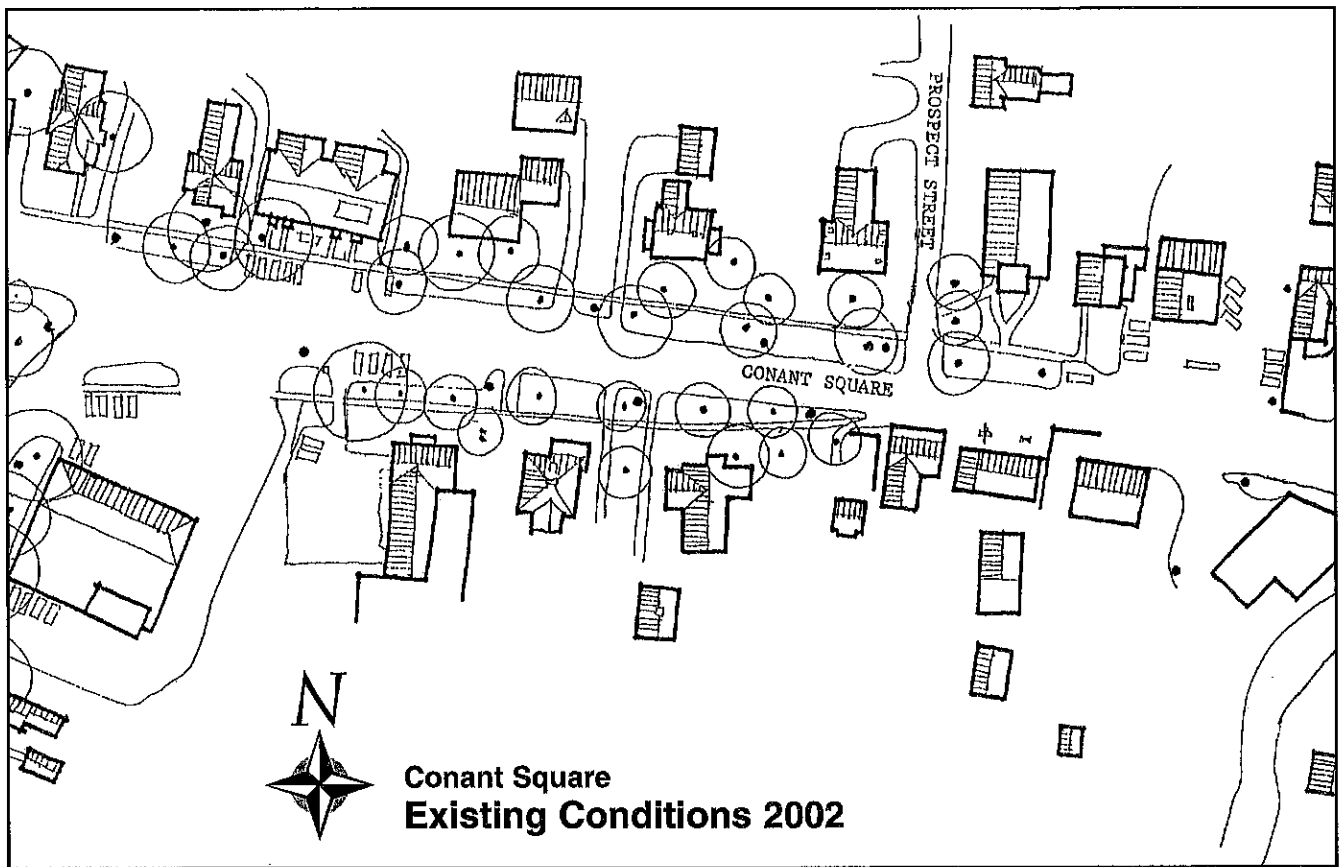
2001 LOCATION 1.7 Looking east across Crescent Park

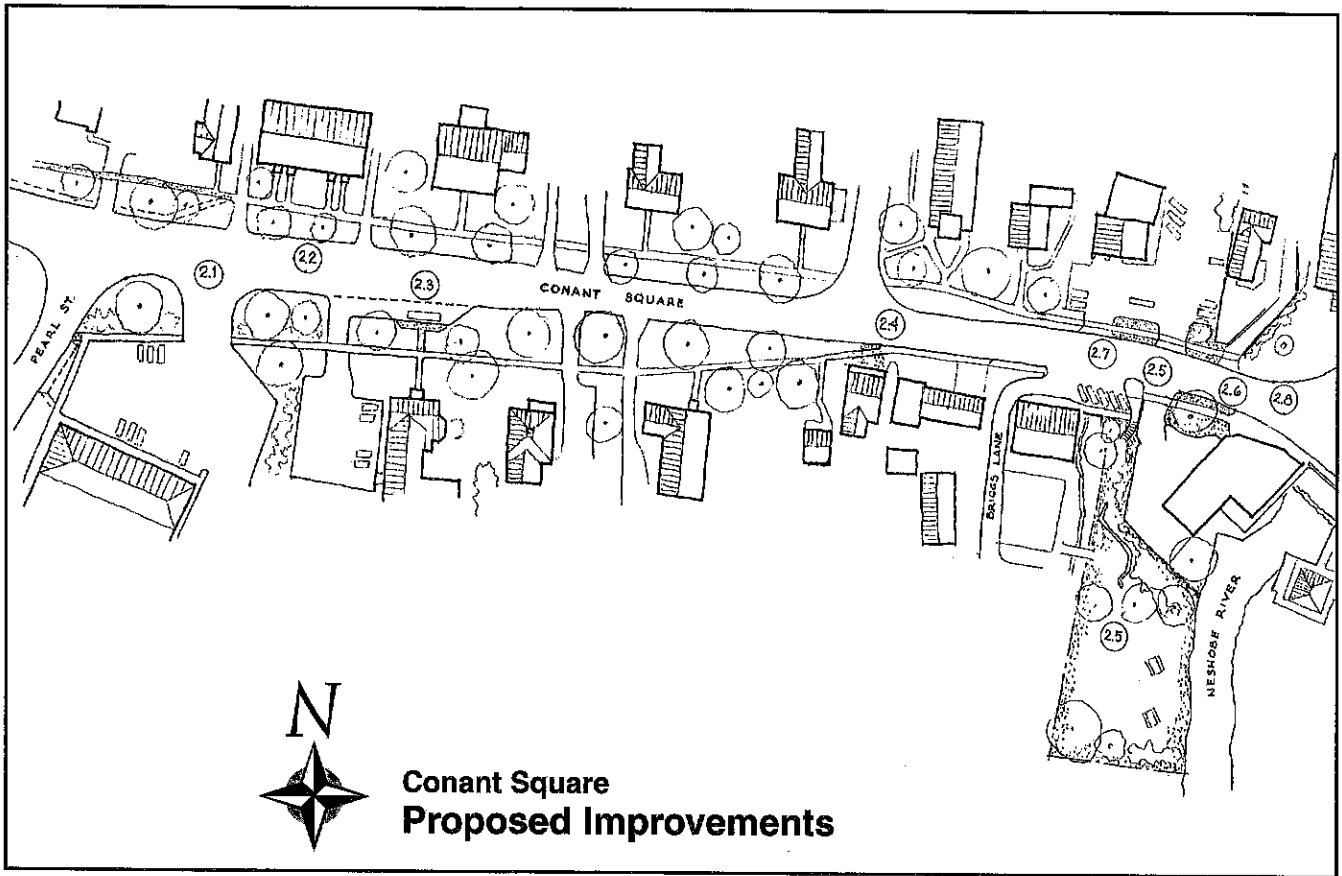
LOCATION 1.8 The current AOT plans show the Pearl Street sidewalk jogging out to the street at the curb cut.

RECOMMENDATIONS

PROJECT-MODIFIED: Relocate the sidewalk to extend the present sidewalk line to the Conant Square walk.







LOCATION 2.4 In this area the sidewalk merges with the street, an unsafe condition.

RECOMMENDATIONS

PROJECT-INCLUDED: Construct a concrete side walk, curbed at the travel lane to establish and define the pedestrian corridor. Continue the sidewalk east on Conant Square to meet the Center Street walk.



LOCATION 2.4 Toward the eastern end of Conant Square the sidewalk turns to align with the Town Hall. The view is excellent, but the walk soon disappears into the street.

LOCATION 2.5 The Town's land parcel on the west bank of the Neshobe River, downstream of the parking area of 4 Conant Square, offers an opportunity for public access to that part of the river, for recreational activities such as fishing and picnicking. The parcel includes access from Conant Square, between Buildings 12 and 13.

RECOMMENDATIONS

TOWN: Negotiate for vehicle access and parking rights at the south end of Building 13's lower level parking area, which is accessible from Briggs Lane. Clear the Town parcel of brush, leaving selected trees and shrubs; grade and grass the lower parcel, and build wood-chip paths. Build a stepped pedestrian access from Conant Square, signed to note access for the physically handicapped at the lower level. Start the steps far enough from the street line to allow not less than the present parking area to remain.



LOCATION 2.6 The pedestrian area should be clearly defined, and the small street-level area west of Building 12 should be improved.

LOCATION 2.6 Looking east along the south side of Rte. 7. The area just to the west of Building No. 12 has become a convenient parking spot. This side of the street needs a sidewalk and curbing.

RECOMMENDATIONS

PROJECT-INCLUDED: Continue the concrete sidewalk and curb past the building.

PROJECT-MODIFIED: Extend Project work area to include grading and grass between the sidewalk and the shrubs at the retaining wall.

LOCATION 2.7 The pedestrian corridor should be clearly defined across the service station frontage.

RECOMMENDATIONS

PROJECT – MODIFIED:

The sidewalk should be extended across the service station frontage from its present alignment west of the station, rather than moved out to abut the curb. The walk should continue on the revised alignment to the stone wall, where it must jog out to curbside; move the east curb cut to accommodate the jog. (If the recommendations of Location 2.8 are implemented, that jog will not be required.) Create a small central grass island, bounded by the curb cuts, the walk and the curb.

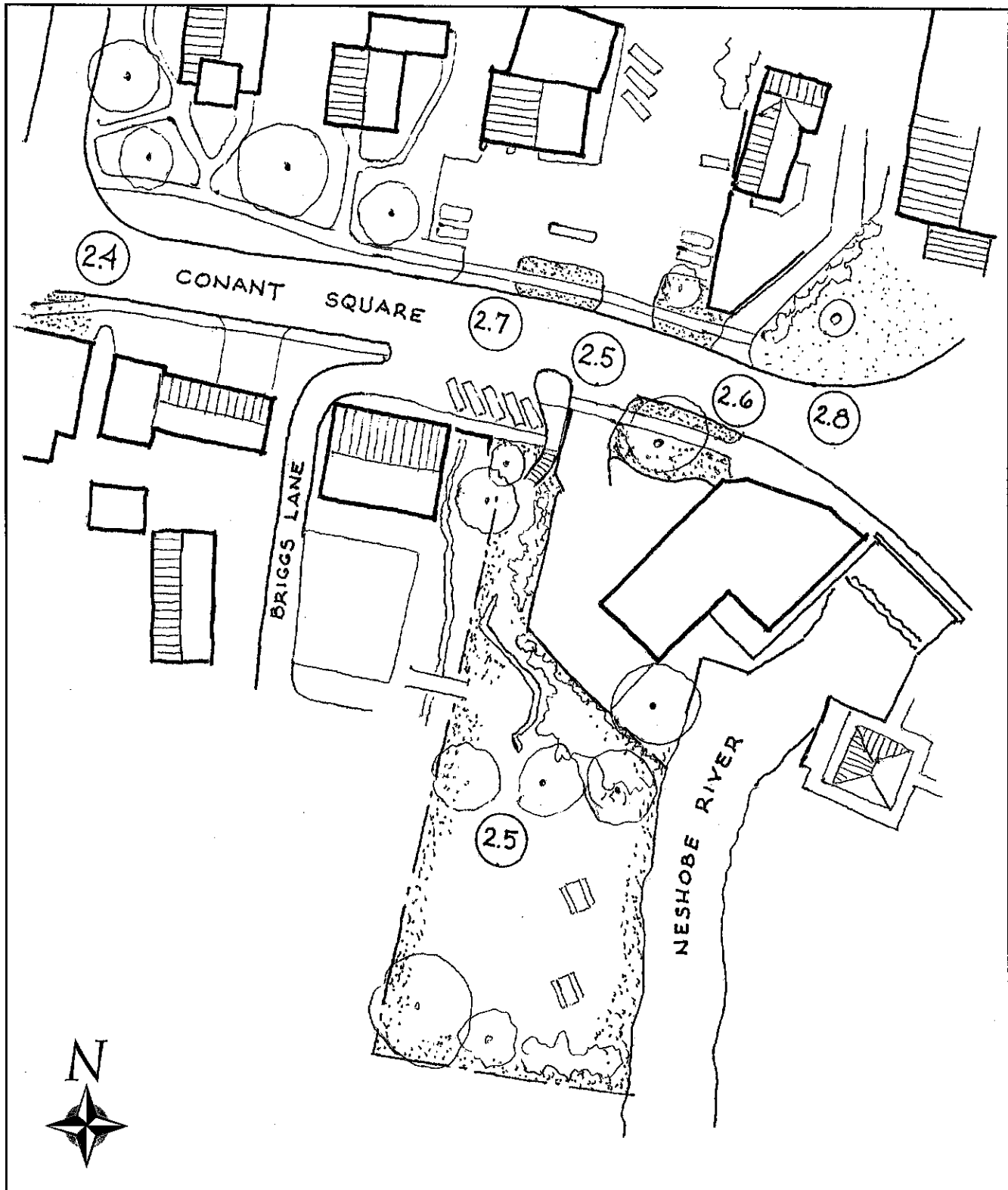


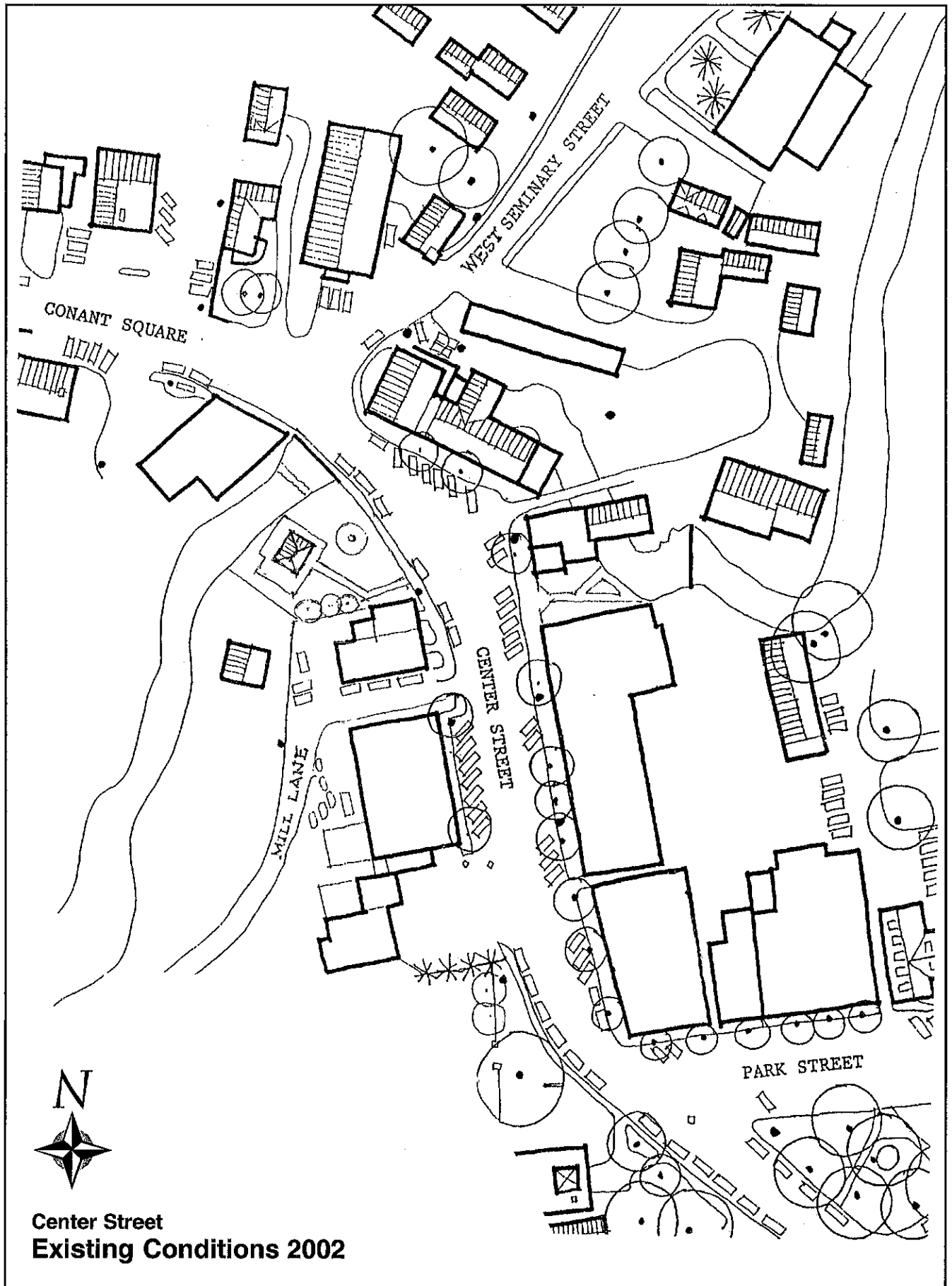
LOCATIONS 2.7 Looking east along the north side of Conant Square from St. Thomas Church. From the Whipporwill Building (Building No. 22) to the Town Offices there is no sidewalk or pedestrian zone.

LOCATION 2.8 Brandon's tax map No. 22 shows an unusual condition in front of the Town Hall, and extending west to the eastern boundary of the service station: the defined land parcels of the Town Hall and the adjacent residence extend only to a line approximately 40 feet from the planned curb line, affording an opportunity to improve both pedestrian safety and the foreground of the Town Hall.

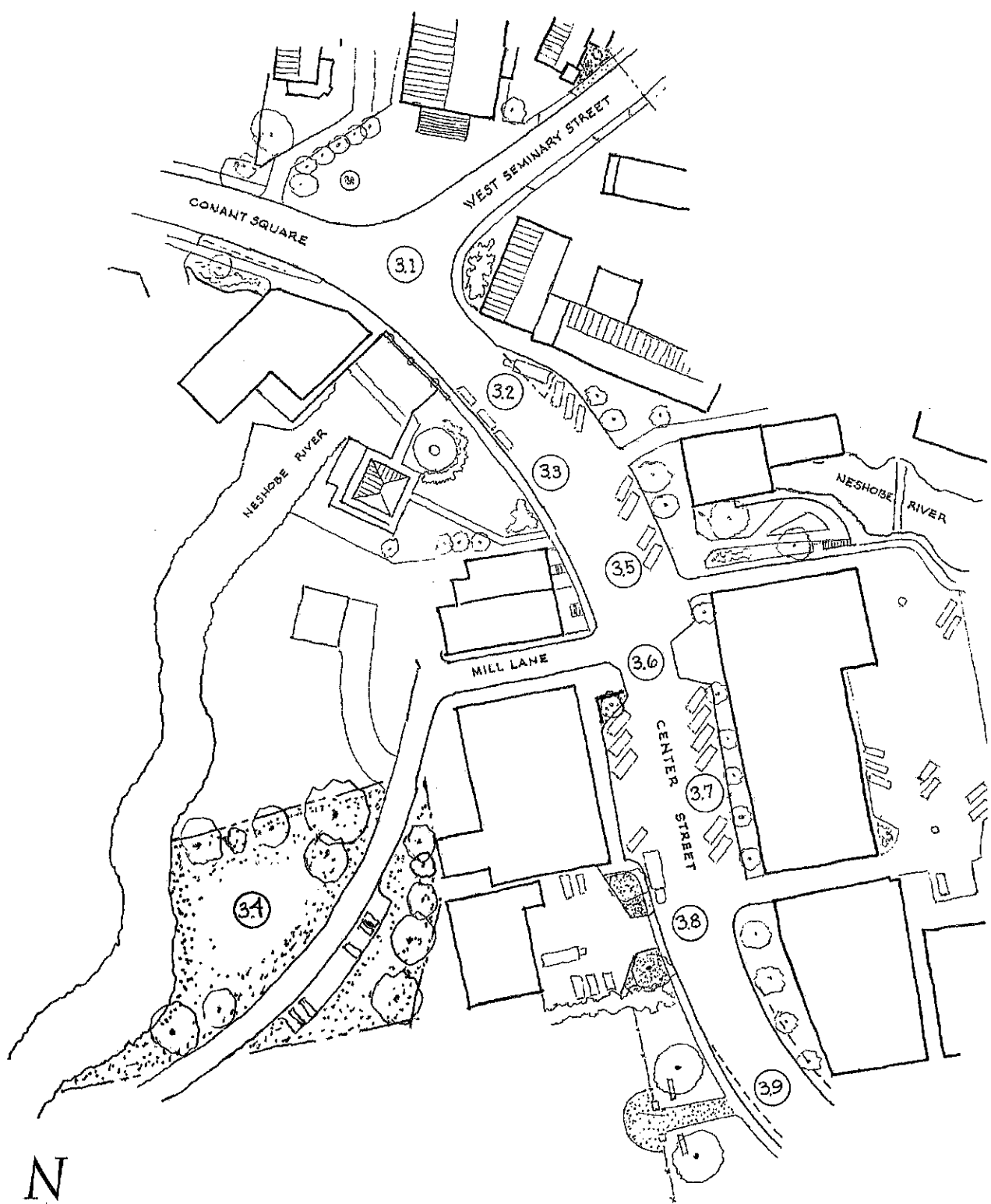
RECOMMENDATIONS

TOWN : In front of the residence west of the Town Hall, relocate the retaining wall northward, and expand the Town Hall plaza westward. See Location 3.1





Center Street
Existing Conditions 2002



**Center Street
Proposed Improvements**



LOCATION 3.1 *The area in front of the Town Hall should be a pedestrian plaza, not a parking area.*

LOCATION 3.1

The intersection of Conant Square, Center street and West Seminary Street, in which we include the bridge across the Neshobe River, is one of Brandon's most important "hubs". The Town Hall and old Fire Station create a strong visual focus, and merit a more appropriate foreground than the present parking area. In addition, the intersection serves two important traffic functions : it is the point at which large trailer trucks serving the Mount Pleasant area leave and enter Route 7, and it serves as a turnaround location for traffic from the south. The intersection is not "pedestrian-friendly"; pedestrian areas should be clearly defined.

RECOMMENDATIONS

PROJECT-INCLUDED: Extend the concrete sidewalk and curb on the north side of Conant Square around the corner to a curb cut near the old Fire Station.
Rebuild or repair the bridge wall on the downstream side of the highway.

PROJECT-MODIFIED: Continue the sidewalk and curb up West Seminary Street to meet the existing sidewalk at the project limit-of-work line. Extend the sidewalk paving to the Fire Station wall, waterproof that wall below grade, and relocate the present "pay water bill" slot to the front wall of the Fire Station.

Create a well-defined pedestrian crossing of West Seminary Street, located to serve pedestrians walking between Conant Square and Center Street.

Install power conduits and anchor devices for pole-mounted lights, similar to those that were once on the bridge.

TOWN : Create an inviting plaza in front of the Town Hall, using brick or other decorative paving, appropriate plantings, an informational sign and perhaps sculptural elements.

LOCATION 3.2

The broad paved area is not necessary for vehicle use, except as an occasional load/unload area for trucks serving adjacent buildings; it could be a pleasant pedestrian space.

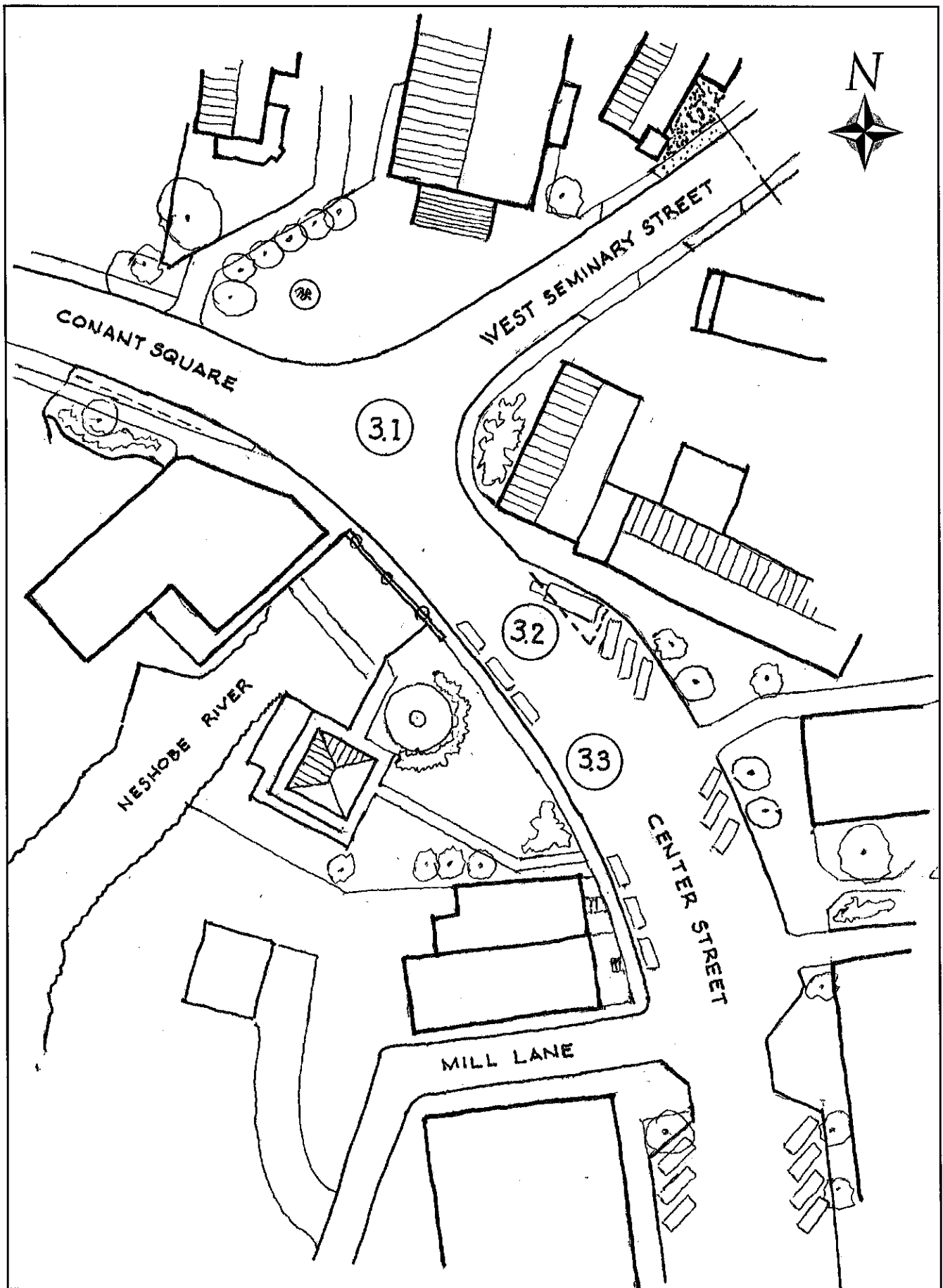
RECOMMENDATIONS

PROJECT-INCLUDED: Relocate the curb line to increase pedestrian space and reduce vehicle space.

PROJECT-MODIFIED: Improve the pedestrian area with decorative paving and a street tree. Revise the curbing to provide a load/unload area for medium-size trucks.

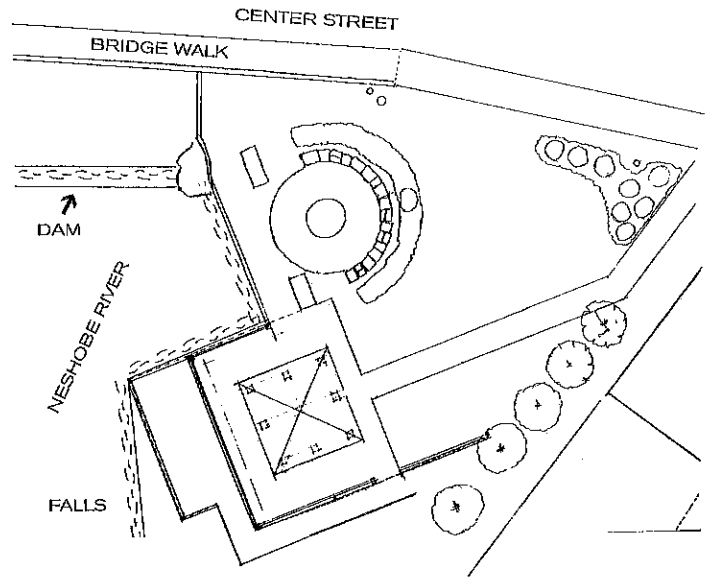


LOCATION 3.2 *Looking south along Center Street. The street is wider than necessary. A green space could be added in front of Buildings Nos. 25 and 26.*



LOCATION 3.3 GREEN BLOCK PARK

Built on the site of the former Brandon Iron and Wheel Co. buildings, this park reinforces the historic connection between the village and the river. The park, privately built as a gift to the Town, opens a view of the lower falls and adds a welcome green area at an important location. The design utilizes parts of the old foundations to create a nicely landscaped area at street level and a lower level fishing deck. Features include walkways paved with bricks from the original 1830 foundry building, and a riverview pavilion on the upper level.



LOCATION 3.4

A parcel of land on the south bank of the Neshobe River, downstream from the Village center, is presently unused and could be developed for recreational uses. The parcel is identified on the tax map as 22-51-30, owner unknown (it is generating no tax revenue). Town road Mill Lane passes through this parcel.

RECOMMENDATIONS

TOWN: Initiate procedures to take Town title to this parcel. (Specific legal procedures are beyond the scope of this Workbook). Consider relocation of Mill Lane toward the eastern boundary of the parcel, to maximize the space between the road and the riverbank. After obtaining title and verifying the extent of floodplain, clear the parcel, build a gravel parking area, plant the remainder with fieldgrass.

LOCATION 3.5

Kennedy Park, with its fine view of the falls, provides a visual link between the river and the center of the village. The falls, created by a 19th century mill-dam, serve as a reminder of Brandon's early dependence on water power for industrial growth. In 1996-1997 the Town, with the support of the Chamber of Commerce, created the park by stabilizing the riverbank, expanding, re-grading and grassing the area, fencing the river edge and building paved walks. The dam is in need of major repair.

RECOMMENDATIONS :

PROJECT-MODIFIED : Extend the park paving to the curb. Add a curb cut for the planned parking area exit drive.

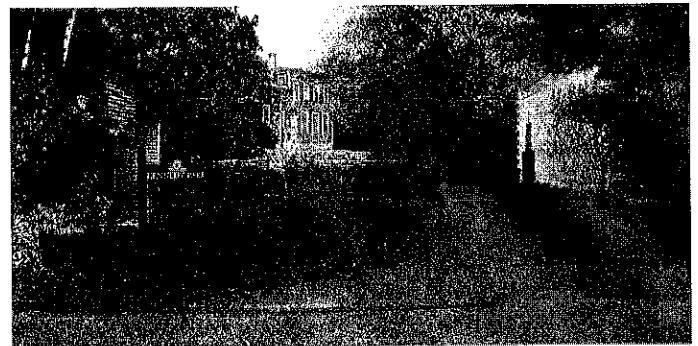
TOWN: Enhance the park landscaping with perennials, trees and flowering shrubs, so arranged that the falls remain clearly visible from the street.

In conjunction with the construction of the planned exit drive abutting the park to the south, build a stair at the southeast corner of the park, for access to the parking lot and upper riverbank.

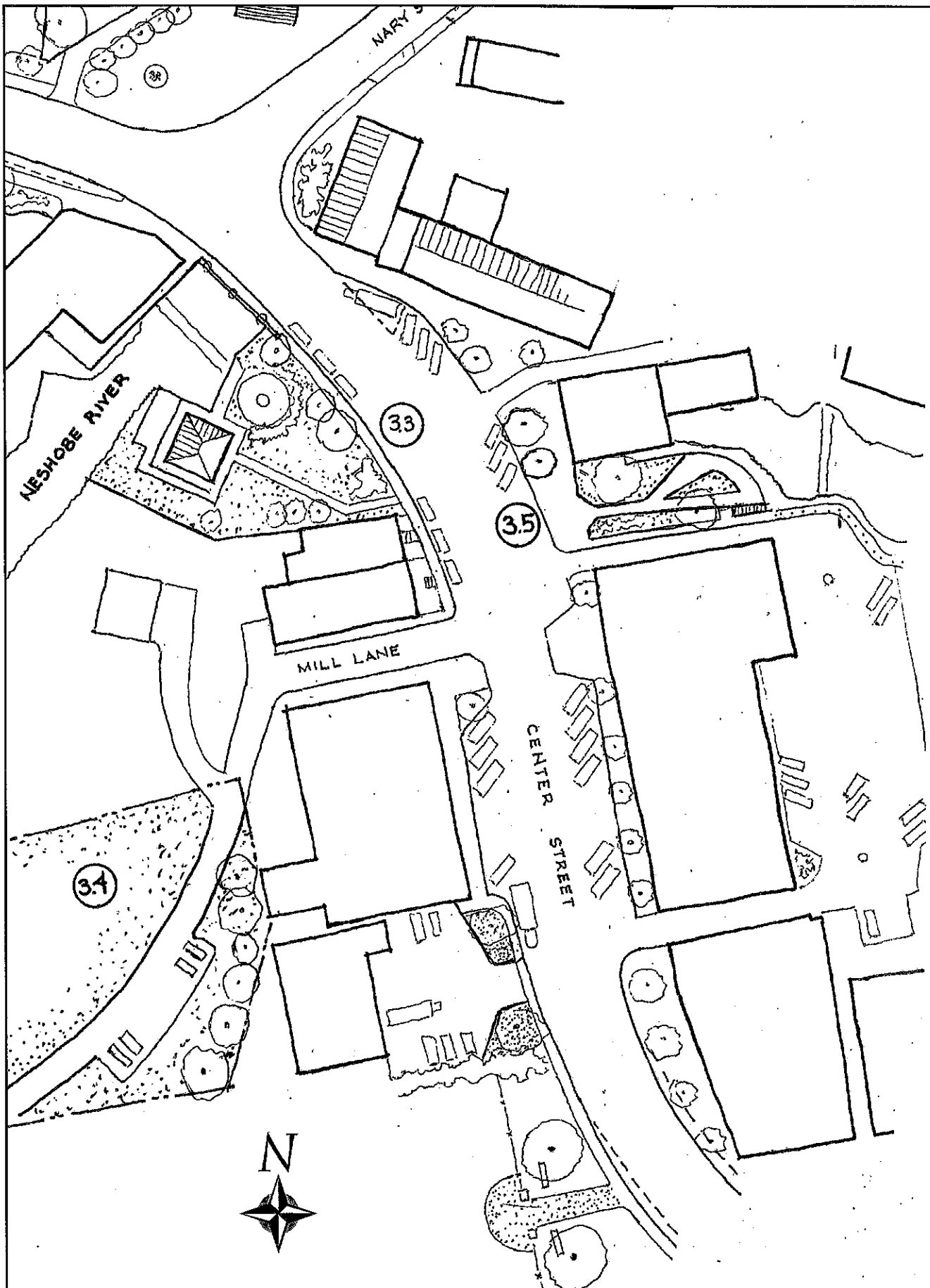
Extend the park to the upper level, between the planned Town parking area and the riverbank.

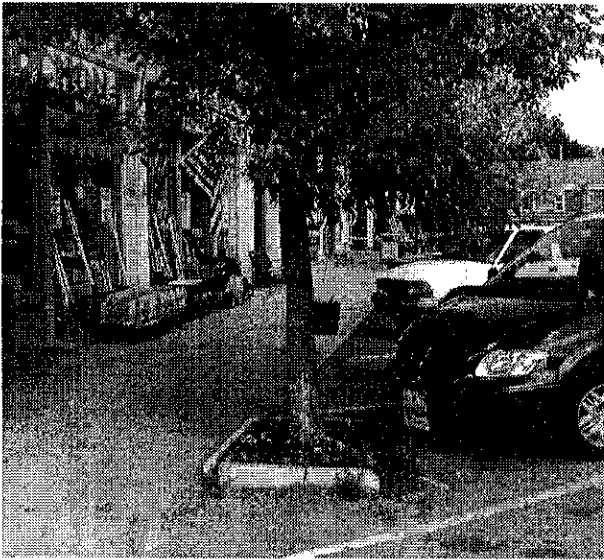
Relocate the overhead wires away from the park.

Expedite repair of deteriorated dam.

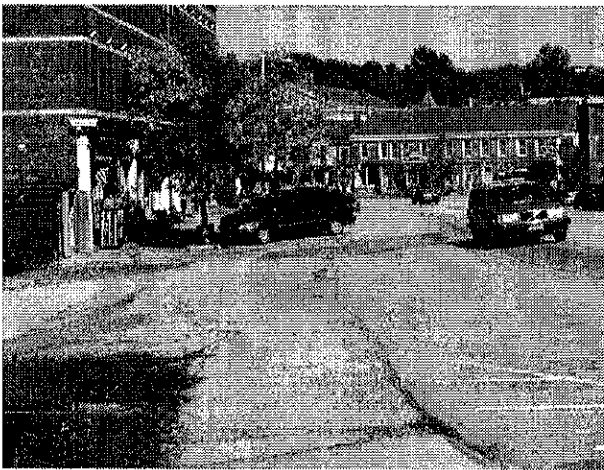


LOCATION 3.5 Kennedy Park. The Neshobe River and its falls are important parts of Brandon's history. The park is used by both residents and visitors for picnics and viewing the falls, and is occasionally used for public events.





LOCATION 3.8 *This may be the most hardy tree in Brandon; it deserves a safer location.*



LOCATION 3.8 *In front of Crosby's the pedestrian zone should be defined by a sidewalk, curbing and planting.*



LOCATION 3.9 *Looking east through the cemetery gate toward Park Street. This gate lines up with the sidewalk along the north side of Park Street and creates a pleasant visual terminus. The gate should be enhanced with a walk and appropriate landscaping installed on either side.*

LOCATION 3.6 North end of Smith Block

RECOMMENDATIONS

PROJECT-INCLUDED: Reconstruct the sidewalk and curb to provide an adequate island for a street tree.

LOCATION 3.7

Frontage of planned Howe Scales Block. As designed, the new building will greatly increase the stormwater runoff from roofs to Center Street. The present drive at the south end of the block now creates a runoff problem, particularly in winter, and the new drive at the north end of the block will generate similar runoff. There is now no storm sewer serving this block. The current Route 7 Improvement Project plans suggest that perpendicular, rather than diagonal, parking is intended for this area.

RECOMMENDATIONS

PROJECT-MODIFIED: Verify the intended parking design; evaluate for safety.

TOWN: Construct a storm sewer; coordinate with the building developer to ensure that runoff from drives and roof areas does not cross the sidewalk.

LOCATION 3.8

In front of Crosby's the pedestrian corridor is not defined; at the southeast corner of the Smith Block a tree struggles to survive in the street.

RECOMMENDATIONS

PROJECT-INCLUDED: Continue sidewalk from the Smith Block, build a central curb cut.

PROJECT-MODIFIED: The curb cut, shown as approximately 30 feet, should be reduced to about 24 feet, and moved south to enlarge the Smith Block truck load/unload area. Both islands adjacent to the curb cut should be in grass.

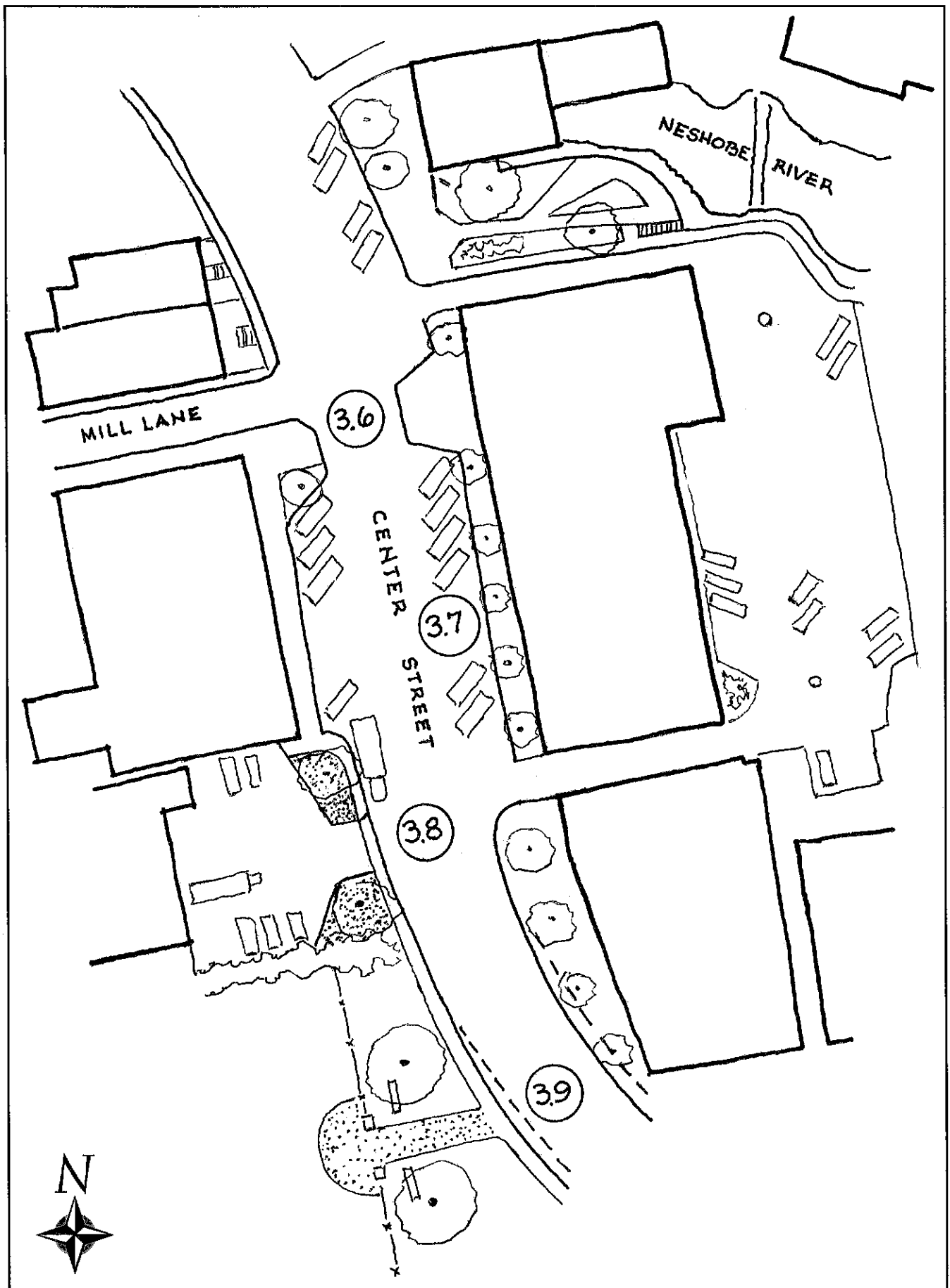
TOWN: At completion of Project work in this area, plant street trees in both islands.

LOCATION 3.9

The area in front of the Town Cemetery, adjacent to the Congregational Church, provides a pleasant public open space on the west side of Center Street. The area has recently been enhanced by the installation of a decorative iron fence.

RECOMMENDATIONS

TOWN: Construct a brick walk from the sidewalk to the cemetery gate, and a brick apron on the cemetery side of the gate. Plant a significant tree on each side of the gate.



LOCATION 4.1 : The present corner of Park and Center Streets, defined by the First Brandon National Bank, is both important and dangerous. Travelers northbound on Route 7 are immediately aware of the Park Street business block, but after parking are not visually led to turn the corner and browse along Center Street. This is due to both the clutter of traffic signs and the narrow sidewalk at the corner. Unfortunately, the Improvement Project plans narrow the sidewalk at this corner by about 40%; it becomes less inviting and potentially dangerous.

The sharp turn of Route 7, and the intersection of Carver Street, limit visibility for both vehicles and pedestrians; the pedestrian crosswalk often goes unnoticed by drivers, and turning traffic quickly obliterates the painted lines.

RECOMMENDATIONS :

PROJECT-INCLUDED : Realign Route 7 to the south side of Central Park; through traffic will have better visibility and a more easily understood intersection, and the sharp turn will be eliminated.

PROJECT-MODIFIED : Revise the curb line to restore not less than the present sidewalk width, and design the pedestrian area to invite movement between Park and Center Streets.

LOCATION 4.2 Alley between Buildings Nos. 1 and 2.

RECOMMENDATIONS :

TOWN : Re-grade and re-pave for pedestrian access to the off-street parking lot. Install safety/security lighting.

LOCATION 4.3 Street frontage at the Brooks store : The pedestrian zone is not well-defined.

RECOMMENDATIONS :

PROJECT-MODIFIED : The parking lot should be set back from the sidewalk to provide a green belt, similar to that at the adjacent Grand Union.

PRIVATE : Construct a curbed and planted island at the base of a single sign.

LOCATION 4.4 Park Street, between Central Park and the business block, is both an important parking area and a major highway; pedestrian crossings are hazardous.

RECOMMENDATIONS;

PROJECT-INCLUDED : Relocate Route 7 to the south side of the park. On the present Park Street, construct two distinct parking areas, separated by a well-defined crosswalk. Free of through traffic, this area could then be closed off for public events without disrupting Route 7 traffic.
Widen the sidewalk in front of the stores.

PROJECT-MODIFIED : Align the two parking areas to make the central drive straight. This can be accomplished by a slight realignment of the curb lines, as shown.

Align the crosswalk with the alley east of Building No. 3.

Ensure that the final plan accommodates delivery trucks serving the Park street businesses; such deliveries may have to be made via the new parking area at the rear of those business blocks.

TOWN/PRIVATE : Restrict the alley, the southern access to the proposed "Backyard" path, to pedestrian and bicycle traffic. Install safety/security lighting.

RELATED : See Location 4.10, The Brandon Backyard.

LOCATION 4.5 Central Park is the site for most of Brandon's outdoor public gatherings, including the seasonal Farmers' Market and other events requiring booths. With its bandstand, fountain, trees and benches, the park is inviting for both town activities and private relaxation. The Route 7 Improvement Project will lengthen the park, but narrow it significantly; apparently because of the radius and paved width required at the adjacent curve.

RECOMMENDATIONS :

PROJECT-MODIFIED : Verify the highway requirements at this 25 m.p.h. curve; remove less of the park if possible.

TOWN : Relocate the park walks, and repave those walks with brick. Plant new trees, bearing in mind the intended uses of the park. The park should be a foreground for the business block, should not conceal it.

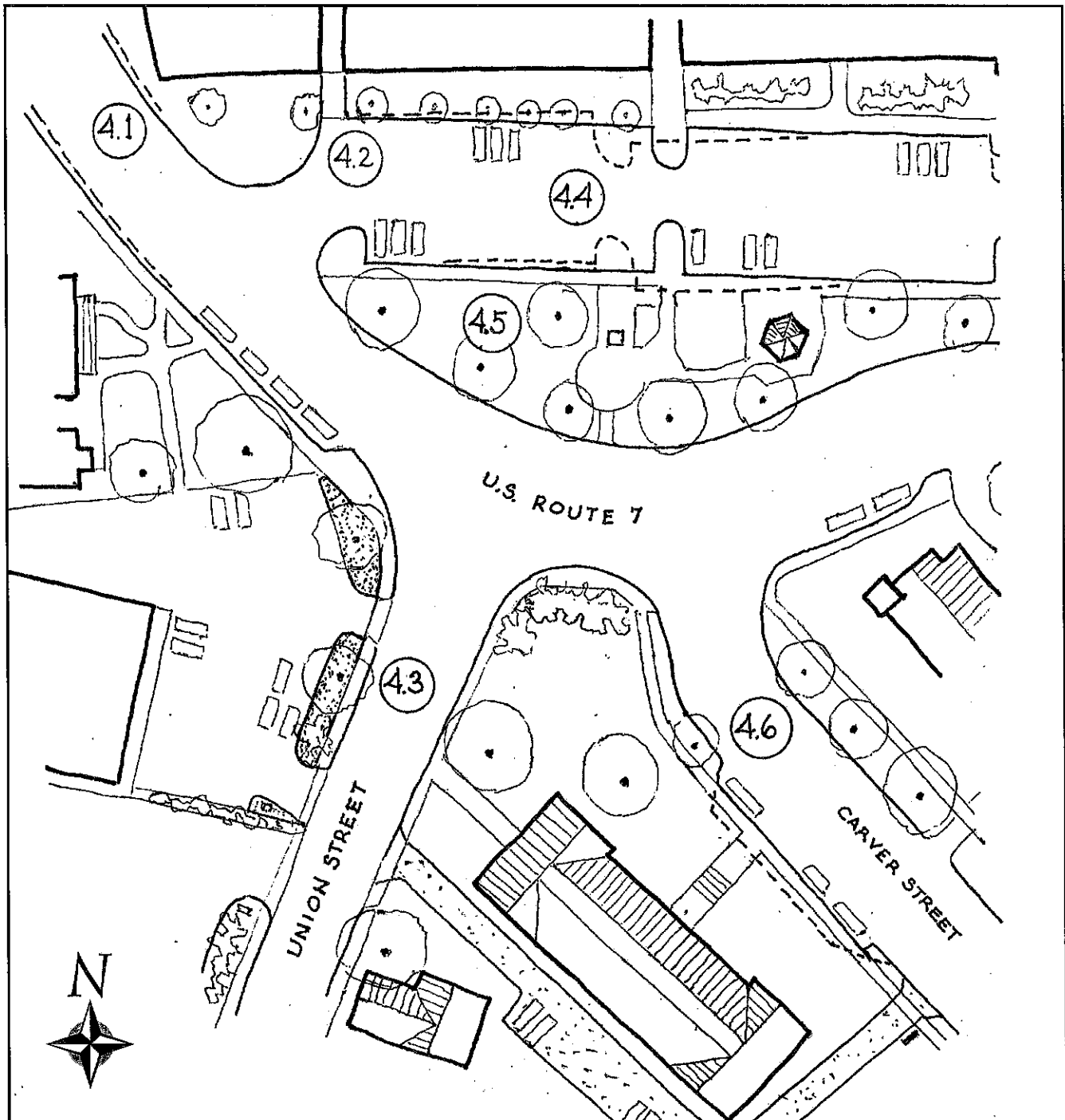
LOCATION 4.6 At the Ayrshire Building, the area that should be the green belt is used for perpendicular parking. Parked vehicles sometimes impinge on the sidewalk, and must park at an uncomfortably steep angle.

RECOMMENDATIONS :

PROJECT-INCLUDED : The sidewalk is relocated to accommodate diagonal parking for about 7 cars. The realigned intersection extends the "front yard" of the building to the north.

PROJECT-MODIFIED : Replace the diagonal parking with parallel parking for 4 cars, and allow the tree belt to continue.

PRIVATE: Improve rear parking area and access drives. Install sign to encourage use of rear lot.



LOCATION 4.7 The Brandon Inn frequently hosts bus tours. At present, the wide street permits buses to park briefly to load and unload without disrupting traffic. The narrow roadway shown on the current Improvement Project plan would not accept such temporary bus parking.

RECOMMENDATIONS

PROJECT-MODIFIED : Build a pull-off area large enough to accommodate a tour bus. See also Location 4.9.

LOCATION 4.8 The Civil War monument is separated from the major park area by Route 7.

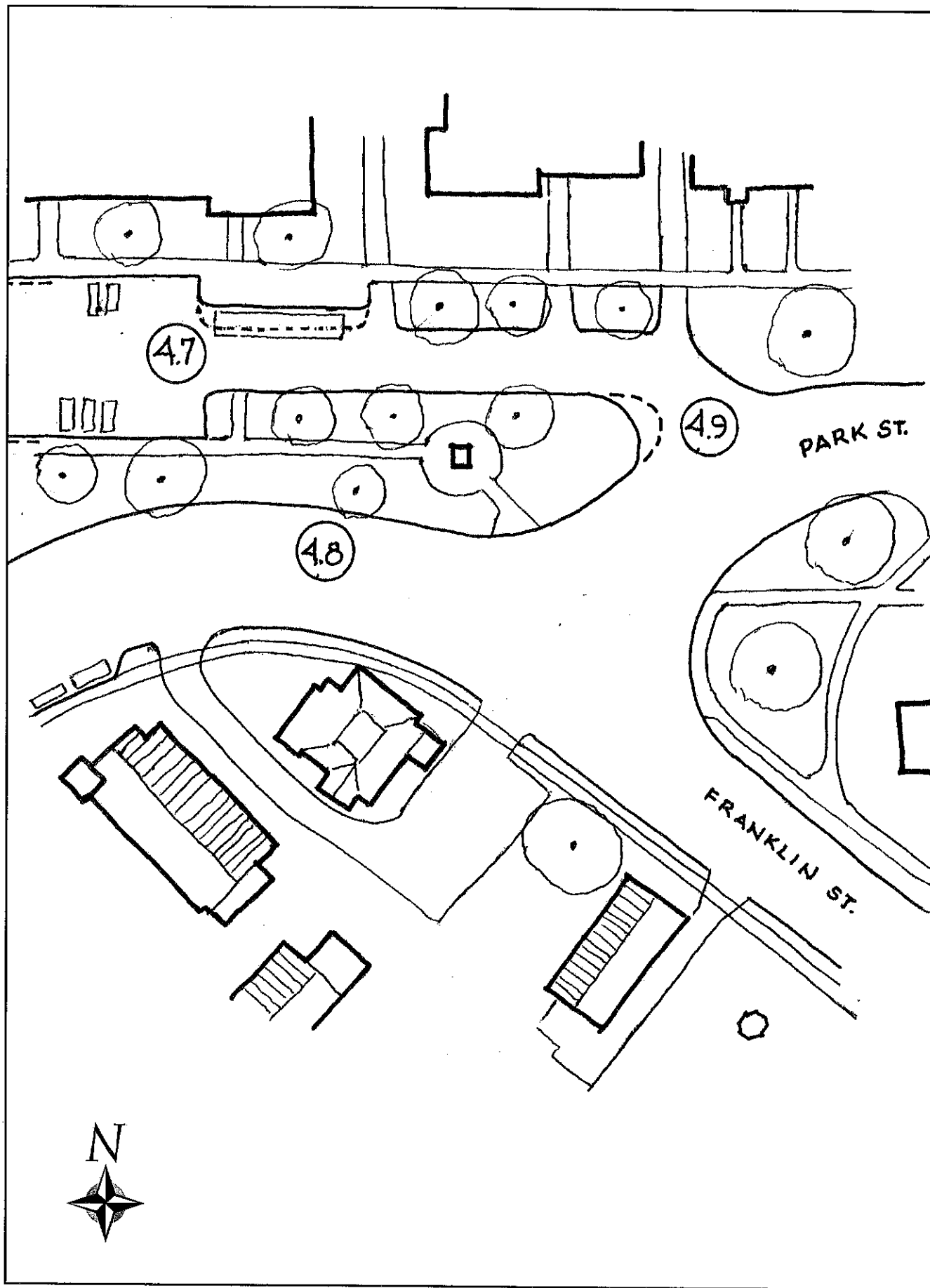
RECOMMENDATIONS :

PROJECT-INCLUDED : Extend the major park area to include the monument.

LOCATION 4.9 The proposed intersection of the parking area drive with Park Street, as realigned, must accommodate buses arriving from Route 7.

RECOMMENDATIONS :

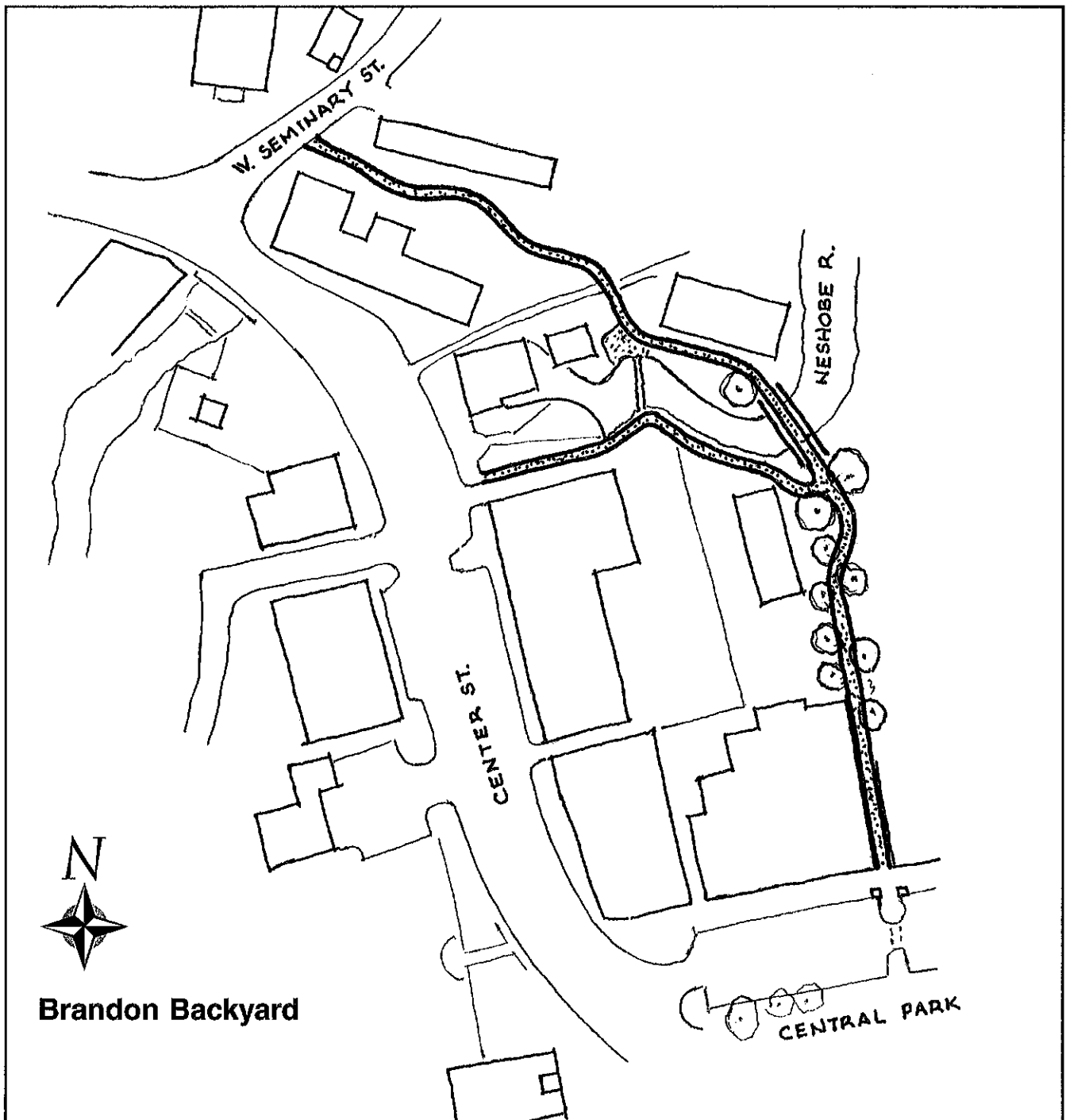
PROJECT-MODIFIED : Widen the drive at the intersection as required for bus traffic.

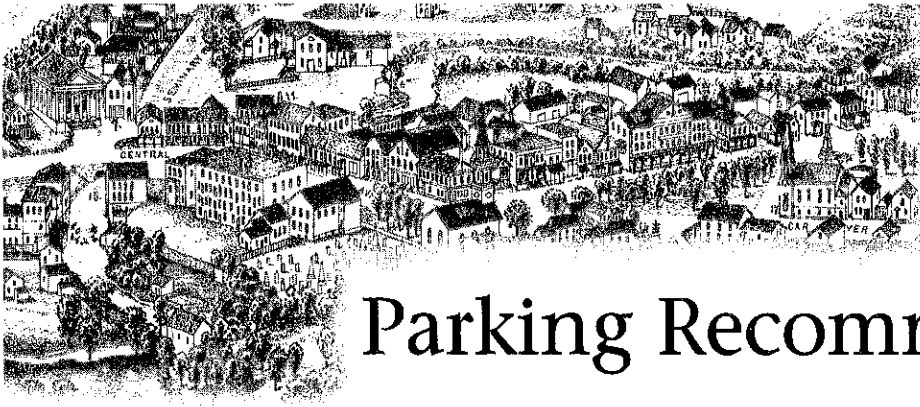


LOCATION 4.10 The "Brandon Backyard". This project, as originally proposed in the late 1990's, consisted of a pedestrian/bicycle path between the Central Park area and the Town Hall area, bypassing most of the congested Center Street business district. The path would start on Park Street between the 1919 Block and the Brandon Inn, at a crosswalk to Central Park, and continue north on the Inn's land to the Neshobe River. Near the riverbank, the path would fork; one branch connecting with Kennedy Park, the other crossing the river on a new or historic bridge, then connecting with either Center Street or West Seminary Street. A design study is available for review at the Town Office. Because of projected costs and regulatory requirements, primarily related to work near the river, the project has been postponed indefinitely.

RECOMMENDATIONS, TOWN : The "Backyard" path should continue to be viewed as a desirable improvement, and should be periodically reviewed for feasibility.

RELATED : See This Chapter, Locations 3.5 and 4.





Parking Recommendations



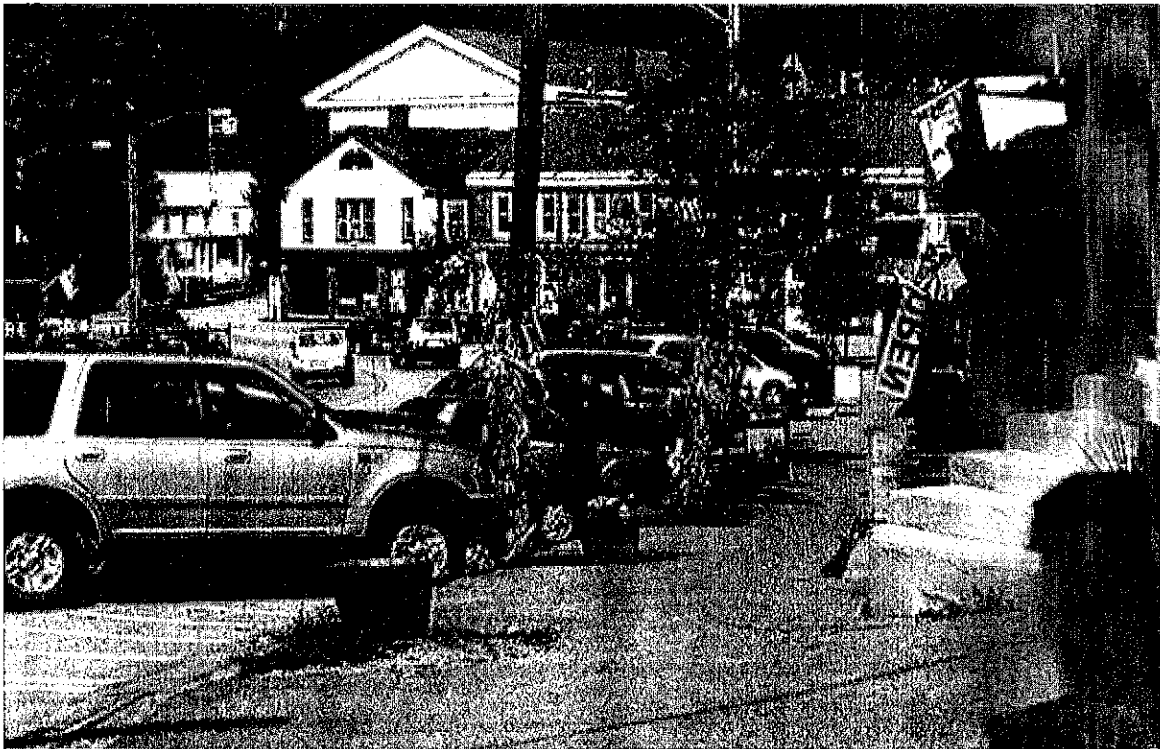
ca 1886 Park Street *Even during the horse drawn era, wagons lined up in front of stores just as cars do today. Merchants, employees and shop keepers, however, lived in the village and walked to work. Along with traffic congestion, parking problems were a thing of the future.*

1. DEFINING THE CHALLENGE

Parking in Brandon's town center has long been an issue, and is perceived as a problem. Before any workable solutions to the parking problem can be adopted and put into effect, the exact nature of the problem has to be defined and understood.

Brandon really doesn't have a parking problem in the typical sense. There are enough spaces for existing needs, but more will be needed if the town center is to grow. The current problem is not the number of spaces, but how existing spaces are used, who should use them, and who should park where.

Comparisons with the typical modern shopping center are usually misleading but can offer some insight. Shopping centers work on the principle of uniform store hours, integrated storefront image, cooperative advertising, and plenty of parking. The first three are marketing tools which are as important to the success of the traditional village as they are to the success of the modern shopping center, but try as it might, the traditional village will never have the kind of parking found in a shopping center. It may have as much, but it is different. It is this difference which Brandon has to learn to accept, and use as best it can.



2001 On-Street Parking *Even though it looks as if there is no place to park, there is enough on-street parking, but too much of it is taken up by employers and employees.*

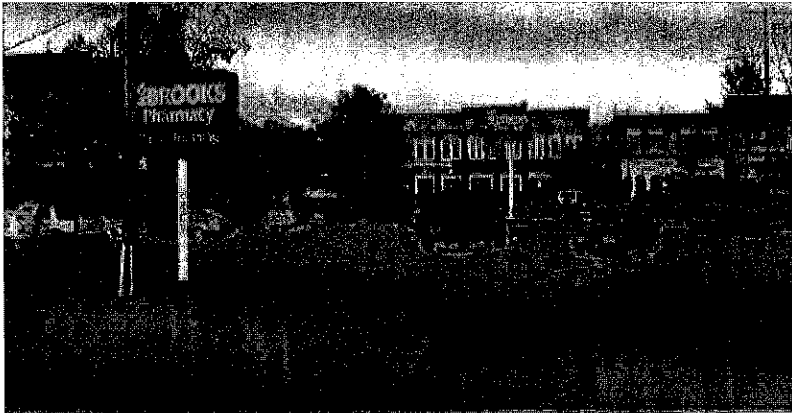
Shopping center parking is successful not because of numbers but because of orientation. Shopping center parking is always out in front, and within a direct line of view of the stores being served. Whether the stores are within easy walking distance, however, is another matter. Across those endless acres of shopping center asphalt, the distance from car to store is greater than it is from village curb to village store.

The fact remains that shoppers in Brandon often have difficulty finding convenient parking during business hours. To some extent, this results from a lack of adequate off-street parking for business owners and their employees.

As in many towns, curb-side, or on-street, parking spaces which should be for the exclusive use of shoppers are also used by employees and employers. Business owners should realize that they are contributors to the "parking problem". By parking on the street, they are taking spaces away from their customers.

Employees and employers should park off-street in lots which are avoided by shoppers because they are hard to find and inconvenient to use. This is the basic principle behind successful shopping center parking: customers park in front; employees and employers behind.

Merchants and their employees have regular working schedules which can be adjusted to allow for the extra time needed to walk from and to less convenient off-street lots. Because they park and work in the same place every day, they become more familiar with available off-street parking than the unscheduled, in-a-hurry shopper. If anyone is to be inconvenienced, it should be the merchant, not the shopper.



2001 Parking in Front of Large Stores The few existing off-street lots are conveniently located and provide shopper parking very near the street. Their biggest drawback is that they are unattractive, and like the lot in front of Brooks, need to be landscaped. While convenience is important, the appearance of the village should not suffer because of it.

2. PARKING NEEDS

Except for very high peak shopping periods, Brandon currently has enough on-street parking for shoppers but needs more off-street parking for employees and employers. If the town center is to grow, and if upper story space which is currently vacant is to be reused, additional off-street parking will be needed.

Off-street lots must be within easy walking distance, easily reached by users, and clearly marked with adequate signing. Visibility and lighting must convey a feeling of security.

Fortunately, there are locations within the town center where existing off-street parking could be improved and where new off-street parking could be provided. These could serve business employees and employers by day and residential parking at night.

Long-term lease agreements should be made between the affected property owners and town officials. Most of the locations considered would require major improvement. Since the benefits will be community wide, improvements should be publicly funded, with private contributions where appropriate.

Maintenance, especially during the winter, will be critical. Utilization will depend on how well the lots are kept plowed and accessible.

3. COMPLIANCE

While the issue of who should park where is very important to the revitalization of the town center, police enforcement would be impractical, and voluntary compliance is essential. If the importance of the problem can be driven home to those whom it affects most, the business community should be responsible enough to handle the problem in-house.

Self-enforcement is the most effective method to maintain good relations between the business community and town officials. It will only be possible, however, if the town and business community can work together.

4. OFF-STREET PARKING

No off-street parking count was conducted, since all of the existing off-street parking areas, with the exception of the paved lots in front of the Grand Union and Brooks, are dirt and unmarked. Since the capacity of those unmarked areas cannot be stated, any count would be inaccurate and misleading.

Within the area of this study there are seven identifiable off-street parking areas, shown on the accompanying map as Areas A through G. All are on privately-owned land, except as noted in the following descriptions.

Area A, in front of the Grand Union: A paved, marked lot, capacity approximately 81 vehicles. The store requires approximately 1/3 of this area for customer and employee parking; the remaining area, nearest to Union Street and relatively remote from the store, is usually available for public use.

Area B, in front of the Brooks Pharmacy: A paved, marked lot, capacity approximately 25 cars. During non-business hours the 9 spaces adjacent to the Congregational Church are usually available for public use.

Area C, behind the Brooks Pharmacy: An unpaved area, partially wooded, used primarily by delivery trucks. If this area were cleared, graded and paved, the portions not needed for trucking operations could be used for public parking. However, drainage might be a problem, and the narrow access suggests a safety problem. Vehicle access from the adjacent Grand Union lot would be desirable if not essential.

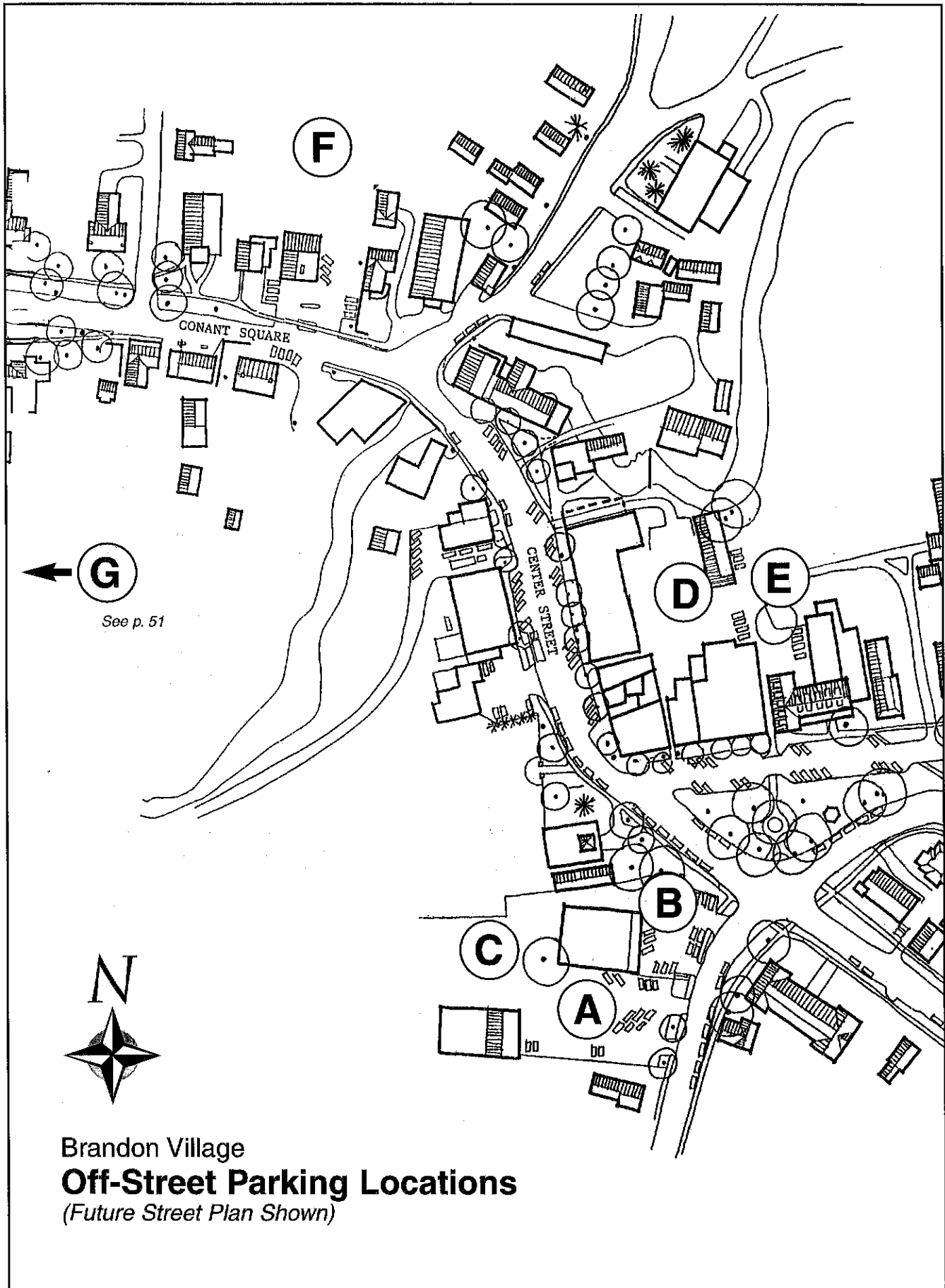
Area D, interior lot east of Center Street: Until mid- 2001 this area was privately owned except for a small section of Town land at the northern end. In spite of incidental structures, some brush, poor lighting and irregular grading, this area has been used for parking, to some extent.

In conjunction with the planned Center Street redevelopment (Howe Scale Block), the area which was privately owned has been conveyed to the Town; the entire area is now owned by the Town. Under the redevelopment plan the area will be cleared, regraded, paved and well-lighted, providing approximately 28 parking spaces. Some spaces will be signed for short-term (visitor/customer) parking; the majority will be attractive to local business owners and employees, freeing on-street spaces for needed customer parking. The development plans include improvements to the existing access at the south end of the Howe Scale Block, and a northern exit to Center Street adjacent to Kennedy Park. The northern exit will include a walkway connecting Center Street with the parking area and the proposed "Backyard" path.

Area E, behind the Brandon Inn: This area is normally adequate for the Inn's guests, but is sometimes inadequate for special functions. A connection with the adjacent Area D would permit public use of part of the Inn's lot when not required by the Inn, and the Inn's use of part of Area D for special functions. A connection would require gate control and mutual agreements covering liability and clean-up. There is now a significant difference in grade between the two areas; the final grading of Area D may determine the practicality of further study of such a connection.

Area F, behind the Mobil Station and Vermont Liquor Store: This large unpaved area is occasionally used, by arrangement with the owners, for public parking. Its size makes it desirable for large trucks requiring short-term parking in the village. While the size and proximity to the village center are attractive, increased use of the present access during business hours would conflict with gas station traffic; access at a different location would be required.

Area G, Post Office and Otter Valley Grocery: This area provides ample parking for customers and employees, and is sometimes used by others during non-business hours. It offers no potential for increased use.



5. ON-STREET PARKING

There are approximately 120 marked on-street spaces located along Center Street and around Central Park. Not included were the spaces in front of the Town Hall, the diagonal spaces in front of the Ayrshire Building on Carver St. which cut across the tree-belt, and other parallel spaces along Park, Franklin, Carver and Conant Square. These are unmarked and, consequently, an accurate count is not possible.

Of these, there are 40 diagonal and 1 parallel along the east side of Center Street and 8 diagonal and 10 parallel along the west side. Around Central Park, there are 37 diagonal and 4 parallel spaces along the north side, 7 parallel spaces along the south side and 10 parallel spaces along the west. *(All counts are approximate.)*

6. ON-STREET PARKING IMPROVEMENTS

On-street parking improvements are limited primarily to Center Street and the north side of Central Park and are noted in Chapter Three. The anticipated adjustments to existing numbers and locations are listed below. All are subject to the final plans for the Route 7 Improvement Project.

CENTER STREET

Four to five spaces will probably be lost along the east side of the street because of the proposed street narrowing and sidewalk realignment near Buildings Nos. 23-26. If Crosby's present curb-cut is reduced, at least three more can be relocated to the west side of the street near Crosby's.

CENTRAL PARK

Along the north side of the park, a new town center lot is proposed as a part of the proposal to relocate Rte. 7 to the park's south and west sides. The 41 existing spaces would be increased by as many as 10. All spaces in the new lot would be perpendicular.

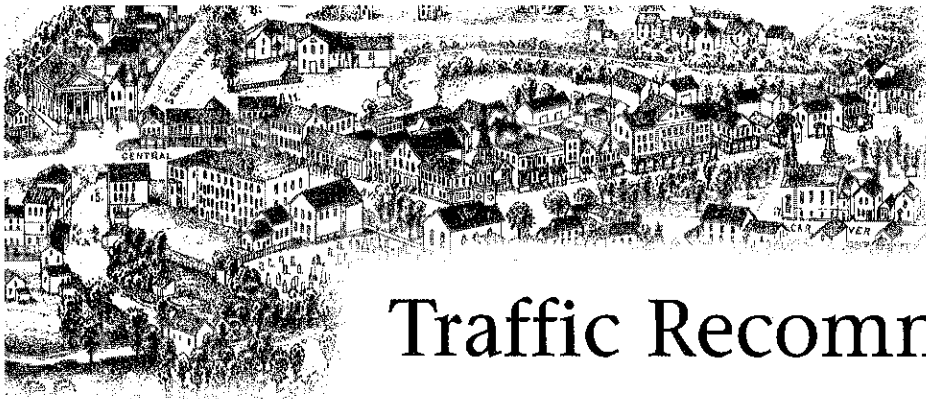
Along the park's south and west sides, the number of spaces would remain the same. 4 or 5 parallel spaces might be added along the south side in front of the Methodist Church if a parking lane is included.



ca 1920 Parking spaces Marked by Hitching Post *Before the introduction of motor vehicles, "parking spaces" were marked by hitching posts. Everyone tied up their horse and wagon head in.*



ca 1930 Historical Diagonal Parking in Brandon *This tradition of parking head in was carried over when automobiles arrived and remains so today. While parallel parking, for a variety of reasons, may be safer, diagonal parking has a long history in Brandon. As opposed to parallel, it allows for almost twice as many vehicles to park onstreet.*



Traffic Recommendations



ca. 1886 The Fountain in front of the Brandon Inn, looking south down Franklin Street.

Before the days of motor vehicles, the village displayed an almost rural atmosphere, bathed in the shade of densely planted street trees. The sense of village center was strong. It was a place predominantly where people lived and worked, not one that people just drove through to someplace else.

1. INTRODUCTION

The 1986 Workbook identified 5 "areas of traffic conflict," with recommendations for elimination or reduction of those conflicts. By 2002, some of those conflicts had been resolved, and most of the others are affected by the Route 7 Improvement Project; that project is now in late planning. The design has received recommendations from the Brandon Route 7 Steering Committee, and this Workbook includes further recommendations for refinement in some areas. The previously-identified areas of conflict, their present status, and references in this Workbook are summarized as follows:

1. The Crescent Park area; Route 7 and intersecting streets

PRESENT STATUS: Unchanged since 1986. The Improvement Project includes a major realignment, and incorporates some of the 1986 recommendations.

REFERENCES: Chapter Three, Locations 1.5, 1.7, 1.8 and 2.1

2. The intersection of Conant Square and Prospect Street Present

STATUS: The Town has rebuilt the intersection as recommended.

REFERENCE: This chapter includes brief comments under Traffic Control.

3. Turnaround at the Town Hall

PRESENT STATUS: Unchanged since 1986. The Improvement Project eliminates the proposed rotary; the traffic problems remain.

REFERENCES: Chapter Three, Location 3.1.

4. Center Street

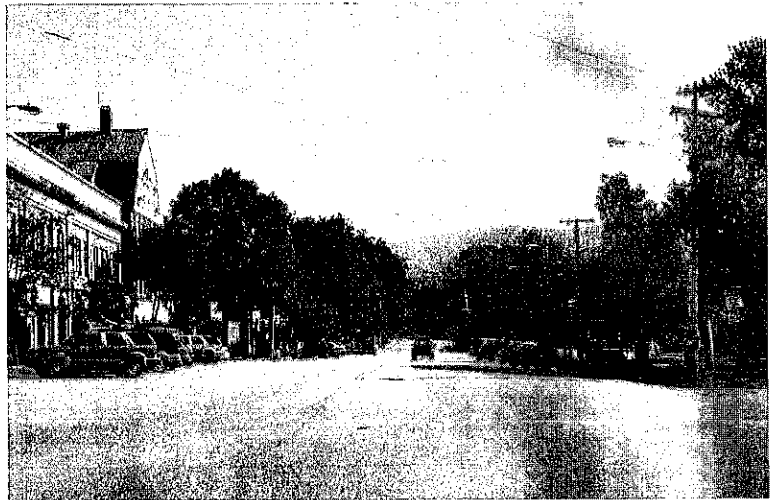
PRESENT STATUS: Unchanged since 1986. The Improvement Project incorporates some of the 1986 recommendations related to parking and pedestrian areas, but will not affect vehicle traffic except at the intersection with Park Street.

REFERENCES: Chapter Three, Locations 3.2 through 3.8.

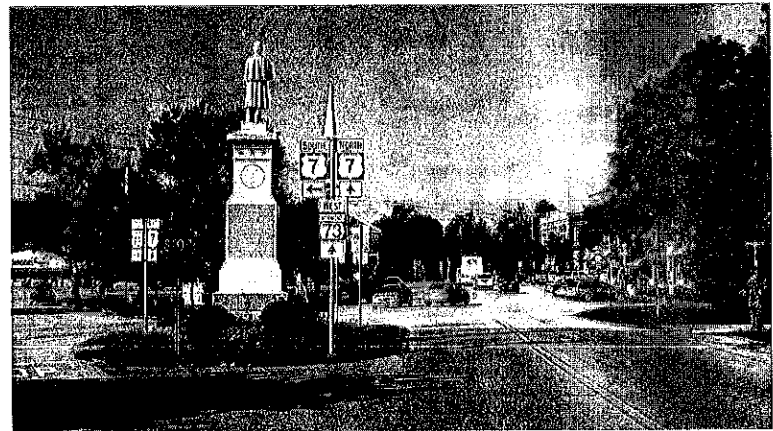
5. The Central Park area; Route 7 and intersecting streets.

PRESENT STATUS: The Town has rebuilt the intersection of Union and Carver Streets as recommended: the 1986. The Improvement Project relocates Route 7 to the south and west sides of the park, and separates the major parking area from through traffic, as recommended by previous studies.

REFERENCES: Chapter Three, Section "Central Park."



2001 Rte. 7 Rte. 7 is a major intrusion on the historic fabric of the town center. Physically, it bisects the that center, separating the shops on the north side of Central Park from the park itself. Aesthetically, it is an excessively wide no-man's-land of uninviting asphalt.



2001 Park Street Rte. 7's path directly in front of the shops along the north side of Central Park creates problems for shoppers and travelers alike. The street must serve double duty as both highway and village parking lot. Most of that conflict will be eliminated by relocating the highway to the park's south side.

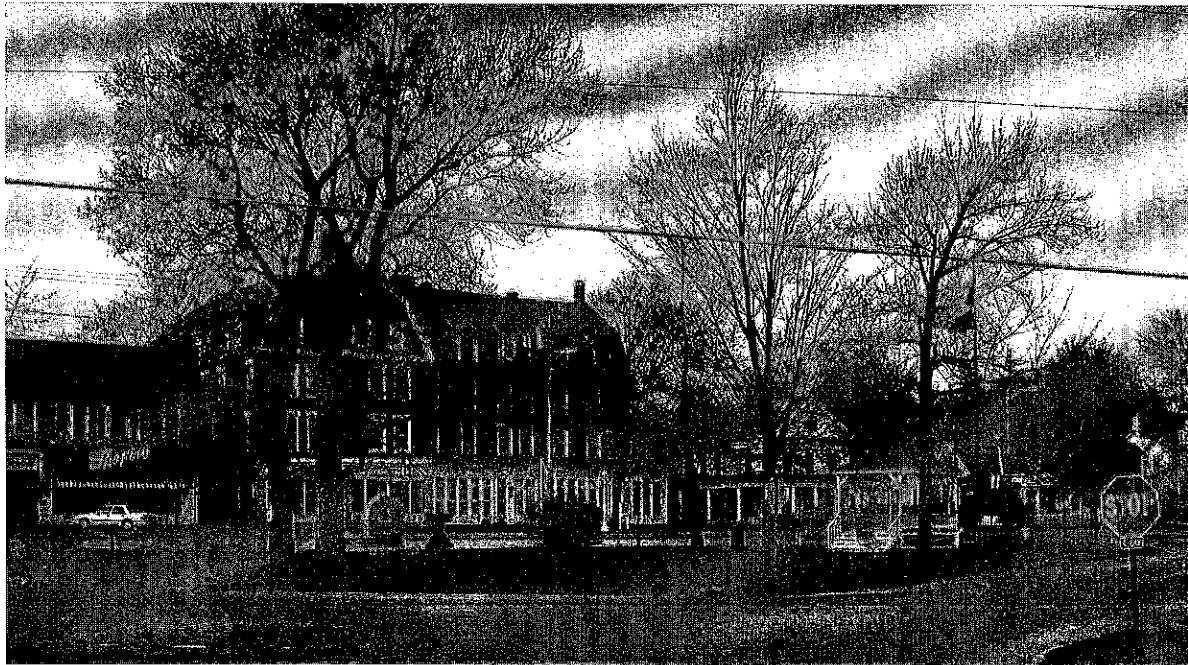
2. VEHICULAR TRAFFIC

In recent years Brandon has suffered from a significant increase in through traffic, particularly heavy truck traffic. The primary reason is the lack of an alternative, more freely-moving, north-south road in this area. A secondary but related cause is the short-distance shipping of mineral product from Middlebury quarries to a processing plant in Florence. Bulk minerals are best shipped by rail, but at present there is no direct rail service to the quarries. The Agency of Transportation, Rail Division, is currently planning such rail service.

Construction of a through highway bypassing Brandon appears very remote. Unlike Salisbury, which was bypassed shortly after World War II for the same reasons, Brandon's developed area extends from the Otter Creek wetlands to the foothills of the Green Mountains; such a bypass will involve lengthy permit procedures and high construction costs. Transfer of some of the long-distance freight traffic from highway to rail should be achievable, since the north-south rail line is currently being upgraded.

RECOMMENDATIONS

1. Continue efforts to develop a north-south "truck route" bypassing the village center, including zoning provisions that would prevent large-scale or strip commercial development on that route.
2. Encourage and support the construction of a rail spur to serve the Middlebury quarries. The Vermont Agency of Transportation must be reminded that "transportation" is not limited to highways.



2001 Central Park

The ingredients for a restored village center already exist. What is missing is the separation of through traffic from village parking.

3. PEDESTRIAN TRAFFIC

At present there are two areas of concern: the condition of sidewalks and the crossings of streets. Sidewalks in many locations are not clearly separated from vehicle traffic; irregular paving and inadequate drainage make walking difficult, particularly for people with some physical difficulties. Recommended street crossing locations are marked only with painted crosswalks, which rapidly deteriorate, and occasionally with signs. Motorists usually respect crosswalks if those crosswalks are clearly visible. Chapter Three identifies concerns at specific locations.

The Improvement Project includes, within its limits of work, new sidewalks, curbs and curb cuts; Chapter Three recommends refinements in some locations. The current Improvement Project plans do not completely address crosswalk locations.

RECOMMENDATIONS

1. Identify necessary crosswalk locations as soon as possible, for inclusion in the Improvement Project plans.
2. Construct crosswalks with distinctive paving materials, for greater permanence and reduced maintenance. Integrally colored concrete and bituminous materials should be evaluated; examples can be found in several Vermont towns.

4. TRAFFIC CONTROLS

Brandon's traffic control devices now include only "stop" and "yield" signs; police control is added during special events. Traffic usually flows freely, except for short "end of shift" backups at such locations as the intersection of Prospect Street with Conant Square. The planned realignment will concentrate traffic at some intersections, and those intersections may in the future require signalization.

RECOMMENDATIONS

Evaluate future traffic movements and volumes. Where future traffic signals are predictable, and where overhead wiring can be avoided, install necessary underground raceways for that wiring before new paving.



Signing Guidelines



ca. 1920's Park Street

From left to right, the Brandon National Bank Building, the Lawrence Block, and the 1919 Block shortly after the completion of the latter.

1. INTRODUCTION

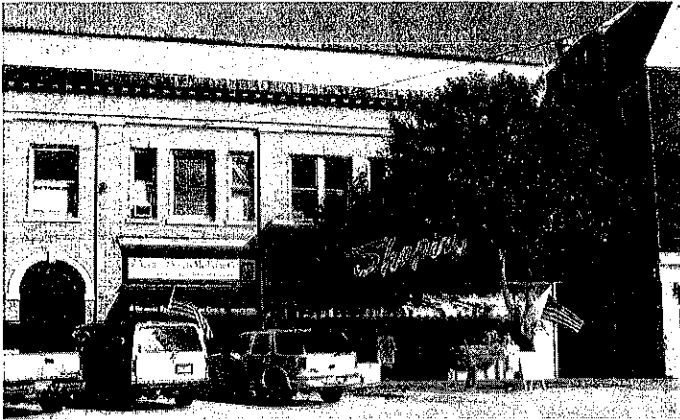
Brandon's success as a commercial center ultimately depends on the types and quality of services it provides. Brandon's image, in turn, is influenced as much by the quality of its signs as by the character of its architecture.

Signs tell a visual story about the economics and attitudes of a business community. The visual impact is a composite of each individual sign. Overall quality is determined by each individual signing choice. Good signing adds variety and visual interest to a street, and often provides a much needed splash of color on what otherwise might remain a dull facade. Conversely, bad signing detracts from and can even ruin the best efforts of everyone else. Obviously, the business community as a whole should be concerned about displaying the best signs possible.

As is the case in any traditional small community, residents know where their services are. Large, unattractive signs which might be appropriate to a highway commercial development are inappropriate and unnecessary. Appropriate signs are those which complement the architecture and invite the potential shopper.

2. COMMUNITY RESPONSIBILITY

The intent of any signing regulations and guidelines should be to stimulate fresh expressions of visual identity which are consistent with the contemporary spirit of Brandon yet which respect Brandon's unique heritage. Traditional materials and design styles should be used to complement current concepts of quality retail marketing. Traditional materials will help reinforce a sense of care and permanence and will enhance the attractiveness of Brandon's shops and merchandise.



2001 Park Street

A comparison of this photograph with the one on the preceding page clearly shows the impact that signing can have on the architectural quality of a building. Scaled to the passing motorist rather than the pedestrian, the sign is out of scale with the building it signs.

Good signing is both a community and individual responsibility. At the community level, zoning ordinances regulate such things as where a sign may be located, what types of signs may be put up, and how large a sign may be. At the individual level, signs are the expression of each business owner's personal likes and dislikes. While zoning regulations may provide the framework for good signing, it is the business owner who provides the sign, good or bad.

Zoning regulations should ideally provide latitude for creativity and incentive for personal expression.

Guidelines are essential. Rather than being intimidated by them, they should be appreciated for what they are, the key to better signing. Sign guidelines should encourage creativity, but provide a framework to ensure that personal expression does not compromise the existing character of either the village or individual buildings.

SIGNING OBJECTIVES

Signing in Brandon has improved a great deal since the 1986 Workbook was published, but more specific recommendations and enforcement would be helpful.

First, Brandon should review current sign guidelines to be sure they address Brandon's particular needs, site and building conditions. Second, the ordinances should be more clearly organized. They should be divided into guidelines for village commercial signs, highway commercial signs, and signs for commercial activities in residential areas.

Within each category, the guidelines should be more specific as to allowable types, sizes, heights and locations. For all three, the emphasis should be on uniformity. In a small town like Brandon a more uniform signing image would tie the community together and display to the potential shopper a spirit of pride and cooperation.

Uniformity does not mean that every sign should look the same. Thematic signing, no matter how well intentioned, is just as bad as signing which is uncontrolled, out of scale, or out of character. Uniformity does mean that a sign's size and shape should be determined by the architecture of the building on which it is placed, not on some arbitrary mathematical formula. It means that if there are two or more storefronts in one building, the signs for each should be the same size and shape. This does not mean that they must be of the same design or use the same type face.

The objective of good signing is not to "out-sign" your neighbor. Just as with cooperative advertising and uniform store hours, the spirit of the community should be one of working together so that everyone benefits.

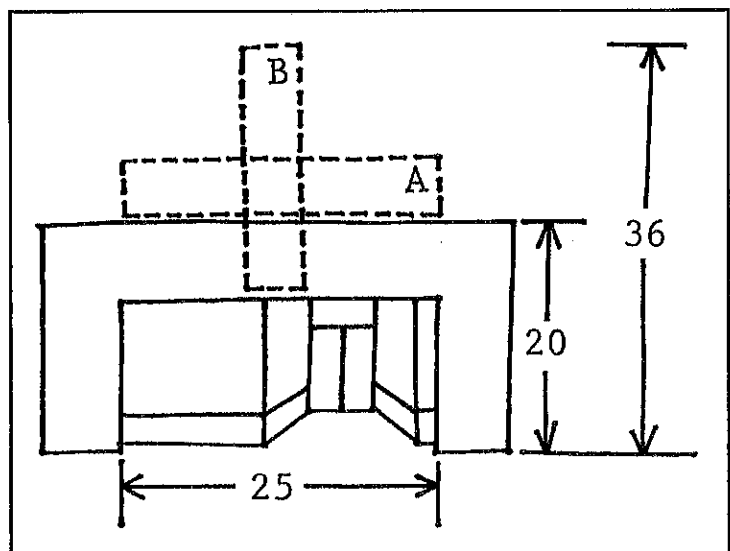


FIGURE 1

EXISTING REGULATIONS

Let's take an imaginary building and use Section 509.A1 of the Zoning Ordinances to sign the building's storefront. As can be seen in Figure 1, the storefront is 25 feet wide. Because the store is located in a "high density multi-use" zone, the building owner can use a factor of 2 to find the signs maximum allowable square footage.

By multiplying the storefront's 25 foot length by 2, the store can have a 50 square foot sign. What the regulations do not specify, however, is where that sign can be located or how high it can project in relation to the building's roofline. Clearly, the sign should be mounted on the wall above the storefront. However, as Figure 1 shows, the sign could be mounted on the roof (outline A), or it could be mounted vertically on the face of the building and project above the roof (outline B). If the height of the building were only 20 feet, the sign could project into the air (as specified in Section 420) 16 feet above the roofline. Neither choice is appropriate but both are permitted.

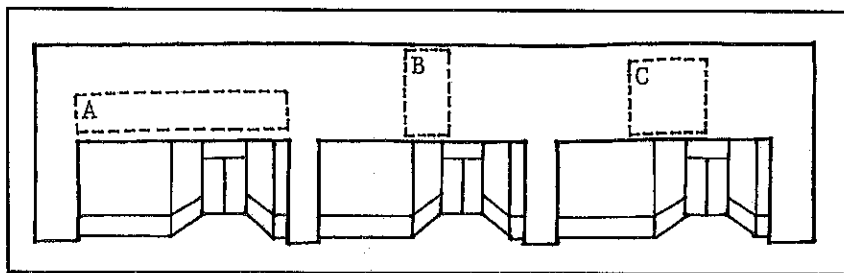


FIGURE 2

The two signs shown in Figure 1 are 2 feet by 25, but any number of combinations is possible. As can be seen in Figure 2, the shape of the sign could be anything from long and horizontal to tall and narrow, or square (outlines A, B and C, respectively). Since the storefront is long and horizontal, the sign which best fits the storefront is Outline A. Since all three storefronts are identical, all three signs should be the same shape.

The same logic could be applied to a free standing sign in a highway commercial zone. A building with 100 feet of frontage would be allowed a maximum of 300 square feet of sign. That would be a much larger sign than needed, no matter how important the product being sold.

NEEDED CHANGES

Section 509 of the Zoning Ordinances provides no restrictions for signs located on the roof of a building or for signs which project above the roofline. It also places no restrictions on overall size or height, no matter what the building's frontage or roofline, or what "zone" the building is located in, as we have discussed above.

The difference between buildings which are village commercial, highway commercial and residential is clearly outlined in Section 2, Existing Conditions, of Chapter Three in this Workbook and need not be repeated here. These differences should be reviewed, however, because the recommendations made below are based on them.

Section 509B should be changed to include these recommendations:

- For village commercial: one principal wall mounted sign per storefront.
- For highway commercial: one principal wall mounted sign per storefront and one principal free standing sign per building.
- For residential: one principal free standing sign per building.

In addition, maximum sign areas should be limited:

- Wall mounted signs: 50 square feet.
- Free standing signs for highway commercial within the village: 25 square feet.
- Business signs in residential areas: 10 square feet.

These square footage restrictions would apply no matter what the overall building frontage or calculation factor. No signs should be permitted to project above a roofline or be permitted on a roof. The height above grade of a free standing sign for highway commercial could be restricted to 18 feet, and for residential to 6 feet.

In general, the best rule of thumb for a wall mounted sign is one which is horizontal in shape. Free standing signs should use shapes which are symmetrical and geometric, such as a circle, oval, square or nearly square rectangle. Within the village, all signs should be externally, not internally lighted.

It is all well and good to say that it is the business or building owner's responsibility to see to it that the appearance of his or her building is an asset to the community. Without the proper guidelines, the results are too easily and too often the product of chance, no matter how good the intentions of the owner.

COMPLIANCE

Signs which do not meet these criteria should be taken down and replaced. In order to give each property owner enough time to meet new standards, a five year time limit for compliance should be established. The sale or change of ownership of any building or business, however, should require automatic compliance.

Compliance should also be required for those free standing signs which are located within the public-right-of-way. Those which are located within the study area are listed in Section 10, Specific Recommendations, of Chapter Three in this Workbook.

3. INDIVIDUAL GUIDELINES

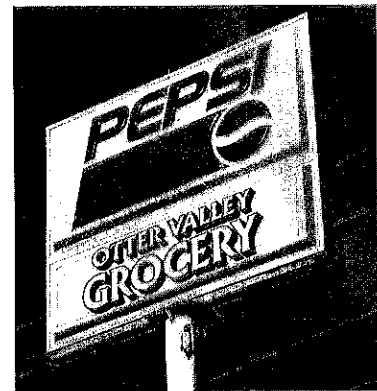
Signs should be designed and installed so as to complement the architecture of the building they represent. Signs which are in poor taste or out of keeping with the character of the village should be taken down and replaced. The recommendations below are intended to encourage good signing - signing which is in keeping with the image of Brandon and the architectural quality of her buildings.

GENERAL

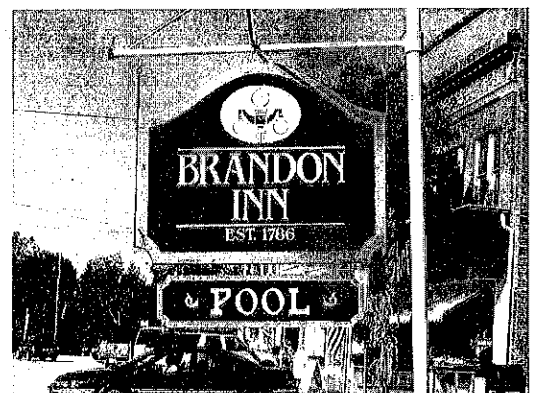
1. Signs should be the work of a skilled sign maker and should be made of high quality materials. Inferior work is not a bargain. It looks like what it is and detracts from the villages overall image.
2. Stock signs such as those supplied by beverage companies and national chains are not appropriate to the character of Brandon and should not be used.
3. The overall size of a sign should be determined as much by its location on the building or storefront as by its design. No sign should cover or obscure the architectural details of the building facade or the storefront on which it is located.
4. The overall configuration and specific type-face of the sign should be in keeping with the architectural character of the building on which it is located. Appropriate and compatible signing can be found from almost any period, including contemporary designs and styles.
5. Signs which are "colonial" in design are not appropriate to the architectural character of the village and should be avoided.
6. Signs should be formal in design and should be characterized by dignified type-face, restrained ornament, compatible colors, and simplicity of shape.
7. Symbols representing the service being offered or the general type of merchandise being sold, i.e.: a barber pole for a barber shop, a mortar and pestle for a drug store, or a pair of eye glasses for an optometrist, are an appropriate alternative to lettering and can add visual variety to the street-scape.
8. On buildings with more than one storefront, the size and location of their principal storefront signs should be uniform for each storefront.
9. Whenever possible, signs which are historically significant in some way should be preserved and restored.



2001 Sign Signs should be designed for a specific location. This sign should have been longer, to cover the wall patch.



2001 Sign Stock signs almost always do more advertising for the company that sold the sign than the business that bought it. Pepsi is a lot easier to read than Otter Valley Grocery.



2001 Brandon Inn Signage The Brandon Inn sign displays both quality of design and materials. In contrast many signs in Brandon which use black letters on a white background, this sign uses a combination of colors to create an eye-catching effect.



2001 Signs The signs on the 1919 Block would benefit from uniformity. "Showtime," probably a "stock" sign, does not complement the architecture.

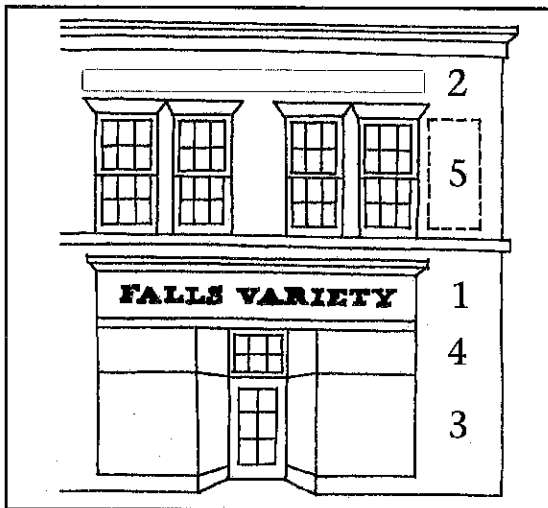
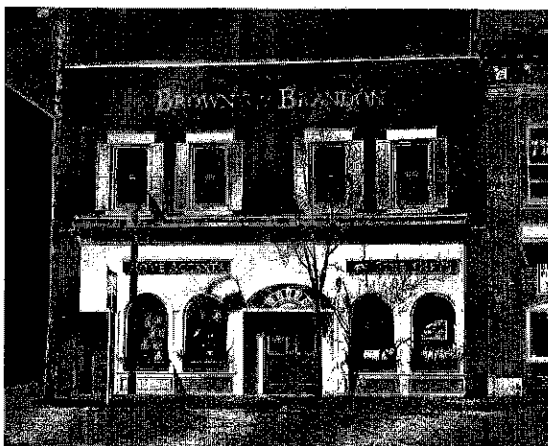


FIGURE 3.

Principal storefront signing should be located in a sign-band (1) or (2), on the transom (4), or the display window (3). Second floor signing should be located next to the window in which the business is located (5).



2001 Browns of Brandon Sign This business has successfully used the space under the cornice and the sign band for descriptive merchandising.

STOREFRONT SIGNING

Figure 3 identifies appropriate sign locations for buildings and storefronts located in Brandon village. Based on the examples given, an appropriate sign location can be selected for almost any situation.

1. Principal storefront signing should be contained within the existing sign band (figure 3, #1). The sign band is usually an integral part of the overall architectural design, and is located on the building's facade immediately above the storefront. Where the sign band is not clearly defined by either the architecture of the building or the design of the storefront, the length of the sign should be no longer than the overall length of the storefront.

Where no sign band exists, a separate sign panel should be located on the building's facade immediately above the storefront. The sign panel should not cover any architectural details or require that any details be removed. The length of the panel should be no longer than the overall length of the storefront.

2. Where no sign band exists, or where there is no space available for a separate sign panel, principal storefront signing should be either located under the building's cornice (figure 3, #2), or painted directly on the inside face of the display windows (figure 3, #3). If the storefront has transom windows across the top of the display windows, the signing should be painted there (figure 3, #4). The choice will depend on the space available and the particular design of the storefront. In some cases, the glass in the transom windows could be replaced with a sign panel.
3. In general, no wall mounted sign should be longer than the storefront or more than 2 1/2 feet in overall height.
4. Additional signing may be located on the skirt of an awning.

SECOND STORY SIGNING

The name of a second floor business should be either painted directly on the glass of the appropriate entrance, or identified by a street-level information directory located next to the entrance.

Second floor businesses can also be identified either by a sign painted directly on the glass of the appropriate window, or by a wall mounted sign located next to the window (figure 3, #5). There should be sufficient space available for the sign to float on the wall without covering either the window or any architectural details around the window. The height and width of the sign should not be more than the overall height and width of the window, and the sign should be positioned so that it does not extend below the window sill or up above the window lintel.

PEDESTRIAN SIGNING

Traditional storefront signs conveniently identify businesses along a village's main street. But these signs, mounted high and flat against the building's facade, are not easily read from the sidewalk below. A pedestrian across the street can see the storefront sign better than the shopper standing directly in front of the store.

An effective alternative is a small sign in the store window which displays the name of the store. The sign should be either painted or applied directly on the glass of the display window, facing the sidewalk and near the store's entrance. Located about 5 ft. off the sidewalk, the sign will be easily spotted by the shopper walking along the sidewalk and gazing in the window. The sign needs to be only large enough to be easily read by pedestrians and should be painted a color which will stand out through the reflection of the glass.

It is recommended that the Brandon Chamber of Commerce promote the pedestrian storefront sign as a much needed shopper's convenience. Each merchant within the central business district should be encouraged to participate. If every merchant displayed such a sign with business name and hours, the potential shopper would know what to look for when shopping in the village.

FREE STANDING SIGNS

Many buildings in the village sit back from the sidewalk. For these buildings and the businesses they contain, free standing signs are the only real alternative for effective, eye-catching identification. The problem with free standing signs, however, is that they are usually too large in proportion to the size of the building they are signing. This is because, like most signing, they are not designed for the pedestrian but to catch the eye of the passing motorist.

As with wall mounted signs, the size of a free standing sign should be kept to a minimum, no matter how long the building frontage. Free standing signs which contain a number of individual sign boards should be enclosed by a surrounding enframement and each sign board should be of a uniform shape and size. This will keep visual clutter to a minimum. If properly designed, a small sign can be just as effective in identifying a business as a sign twice its size.

The important point is that all signing should be in keeping with the building it is intended to sign. In particular, free standing signs should be thought of as a part of the building's landscaping. They should be complementary in their overall design, shape and size, adding to the visual harmony of the street-scape by not overly detracting from it.

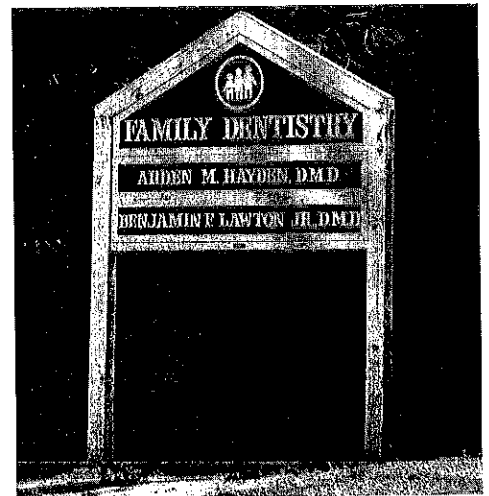
4. REVIEW COMMITTEE

Merchants and business owners should be encouraged to discuss specific design ideas and marketing concepts with design professionals prior to beginning work.

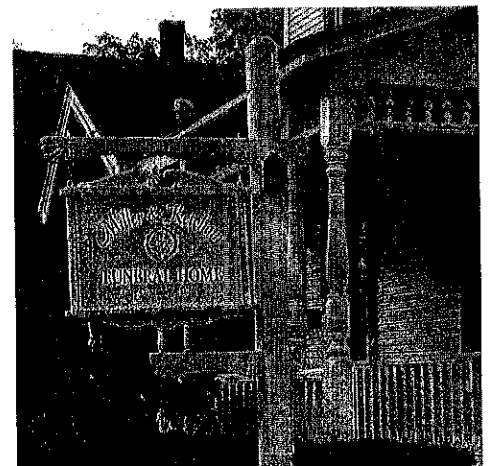
One possible solution to better signing might be the establishment of a sign review committee. Made up of business owners and a design professional, its recommendations could be non-binding but might provide that essential bit of guidance needed to ensure better, more uniform signing. The image of the business district would be improved and everyone in the community, merchants and residents alike, would be the beneficiaries.



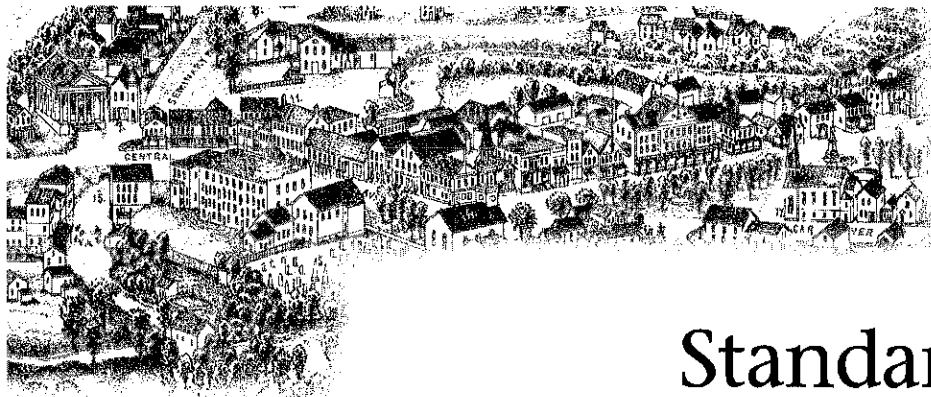
Brandon House of Pizza This sign represents a poor choice of materials. Its plastic and metal frame construction would be more appropriate on a highway commercial, rather than village commercial, business. A single horizontal panel would be better.



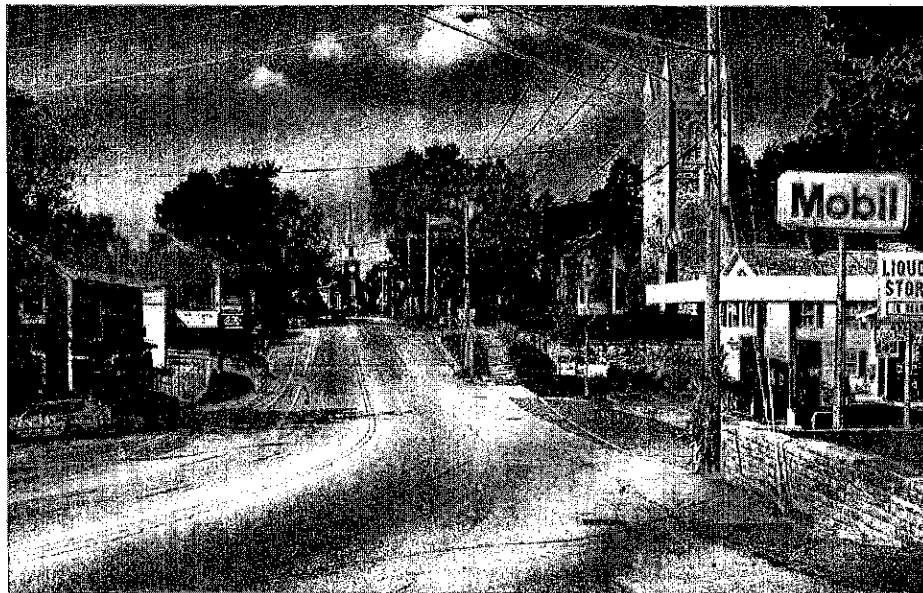
2001 Good Sign Example This is a good example of a well done free standing sign with multiple sign boards.



Miller & Ketcham Sign
This sign complements the building it signs.



Standards for New Replacement and Infill Construction



2001 Conant Square The Mobil Service Station, although well set back from the curb and well-spaced relative to its neighbors, is not appropriate to the village street. Its highway commercial character is out of place in a village commercial area, flanked on either side by residential buildings. The front yard, which should be grass, has been covered with asphalt for a service apron.

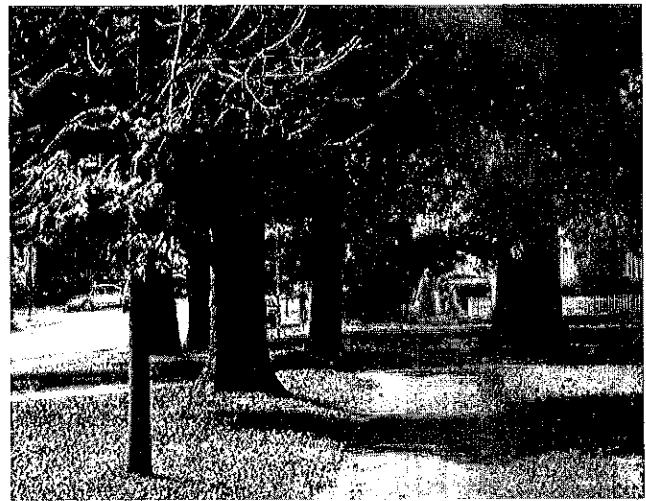
1. INTRODUCTION

An awareness of the surrounding environment is an indispensable first step toward a successful and appropriate new design solution. An attractive village is made up of a well integrated assembly of features - buildings, streets, curbs, sidewalks, fences, lawns, trees, shrubs, benches, and street lamps. While the buildings are the most prominent and obvious, the other features are no less important. New or replacement construction, whether an entire building or an addition, should respect the village's historic character. At the same time, new construction should represent the best that is both available and possible at the time it is built. This chapter is general in nature. Specific guidelines for important building components are included in Chapter Eight.

Streets provide a circulation grid along which the buildings are arranged in orderly rows. Landscaped areas provide visual relief to what would otherwise be an endless expanse of man-made materials. Trees provide cooling shade in summer, and shield against winds; they play an important role in marking the change of the seasons, and provide "organic" shapes to balance the more formal shapes of the buildings. Features such as fences help to define and separate public from private areas, while curbs provide separation between vehicles and pedestrians. By respecting both the building features and landscaping features which give each street its special character, new and replacement construction can have a positive and beneficial impact.

When faced with the choice between preserving an existing building or tearing it down and building new, preservation is often the better choice. This is particularly true if the building was originally well-built and remains structurally sound, and if its exterior features are attractive and cannot be duplicated at an acceptable cost. In such a case, the best value is usually to be obtained by restoring and preserving its exterior, while rebuilding the interior to meet current needs and performance standards. In an established Historic District, this approach may result in tax credits or other financial benefits, and it certainly reduces the constantly increasing cost of disposal of demolition debris!

New construction in an historic neighborhood can make a positive contribution to that neighborhood, but few people are willing to pay for the quality of design and craftsmanship required to make the new building an asset. New buildings should relate to their neighbors in form, massing and proportion, in setback and separation, in materials and coloring, and in the rhythm of common features. Specific details do not have to be copied from the building next door; a good design can incorporate contemporary details using appropriate traditional forms and materials.



2001 Village Trees Trees are as important to the character of a street as the width of the treebelt, building scale, and setback. Whenever possible, healthy trees should be preserved.

2. RECOMMENDATIONS

The following guidelines have been developed to help anyone contemplating new or replacement construction, or important alteration, to find the best solution possible. It is always advisable to get qualified professional help.

1. Those features which provide visual continuity to the street-scape should be identified and incorporated into the design. These will be both man-made and natural features such as building scale, setback, configuration, materials, and landscaping. Landscaping should include paving, walls, fences and other built features, as well as trees, shrubs and other plantings.

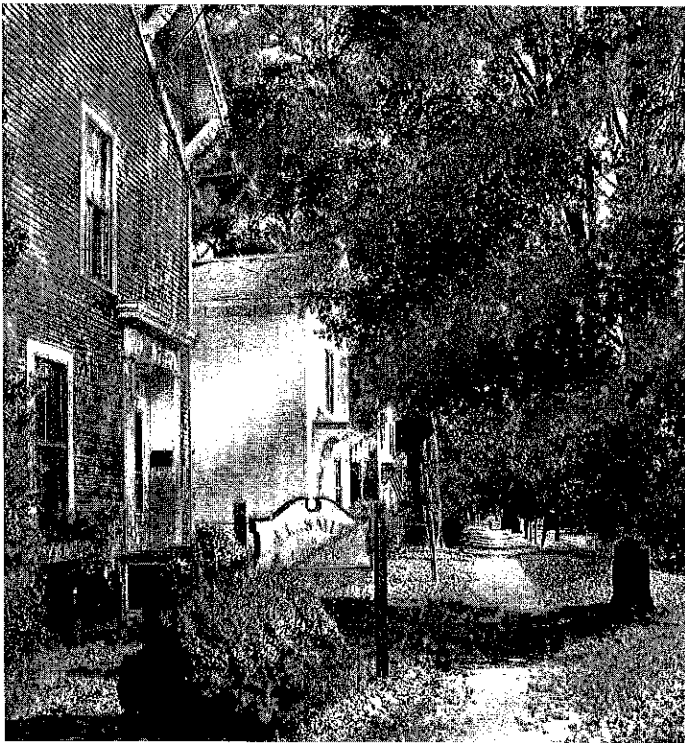
Landscaping, because it visually holds a neighborhood together, is essential to the preservation of the village's historic integrity. It should be clearly included in any project budget. To ensure that landscaping is not dropped from a project budget. A performance bond should be a requirement for site plan approval, particularly for commercial projects. Three percent of the total project cost is the commonly accepted minimum requirement for site improvement.

2. New construction should be the product of its own time and not a copy of an older architectural style. Avoid applied details which are no longer meaningful or appropriate. Supposedly "colonial" designs are particularly inappropriate in Brandon, in light of the fact that Vermont was never a "colony." Good contemporary design, respecting and perhaps reflecting nearby original buildings, is often the best choice.
3. New construction, whether infill on an open lot or the replacement of an existing building, should preserve the existing tree belt. Except for very large parcels, each lot should be restricted to a single curb cut. In residential and village commercial areas, a new building should usually maintain the facade line of its neighbors, but a small setback from that line is often effective.





2001 House behind Champlain Farms *Commercial development should not be allowed in residential neighborhoods. The historic character of this house has been completely destroyed by the service station in its front yard.*



2001 House Converted for Commercial use *Except for the sign in the front yard, you would never know that this house had been converted for commercial use. This type of conversion preserves neighborhood integrity while accommodating change.*

4. In residential and village commercial areas, all parking should be located behind the building. Where located in front, in highway commercial areas, parking should be separated from the sidewalk by a 15 foot wide buffer of trees and landscaping. No matter where the parking, it should be screened from the view of abutting neighbors by landscaping.

The commercial occupancies on Rte. 7 north of Crescent Park illustrate this point. Built in the "front yards" in an essentially residential neighborhood, the gas stations and other highway commercial type uses have destroyed the residential quality and character of the street. They have not enhanced the village's overall character, but rather have detracted from it.

5. Before undertaking any new construction project or major alteration, consult with a qualified design professional, preferably a Registered Architect with experience in buildings similar to yours. Don't just pick anybody who claims expertise; ask for a list of references to call and examples to see. It is your money; spend it wisely!

3. CHANGE OF USE

Within the town center, it is quite reasonable to convert buildings from residential to commercial use. This is particularly true along heavily-traveled Route 7. Because Brandon's character is based, in large part, on the mixture of public, commercial and residential buildings, this mixture of different uses does not violate the integrity of the Historic District. Even though a building's use may change, and its interior be completely rebuilt, if its exterior appearance is essentially unchanged it continues to contribute to the historic character of the town. Such conversions should in fact be encouraged by public policy and by ordinances; the alternative to conversion is all too often an abandoned and deteriorating eyesore.

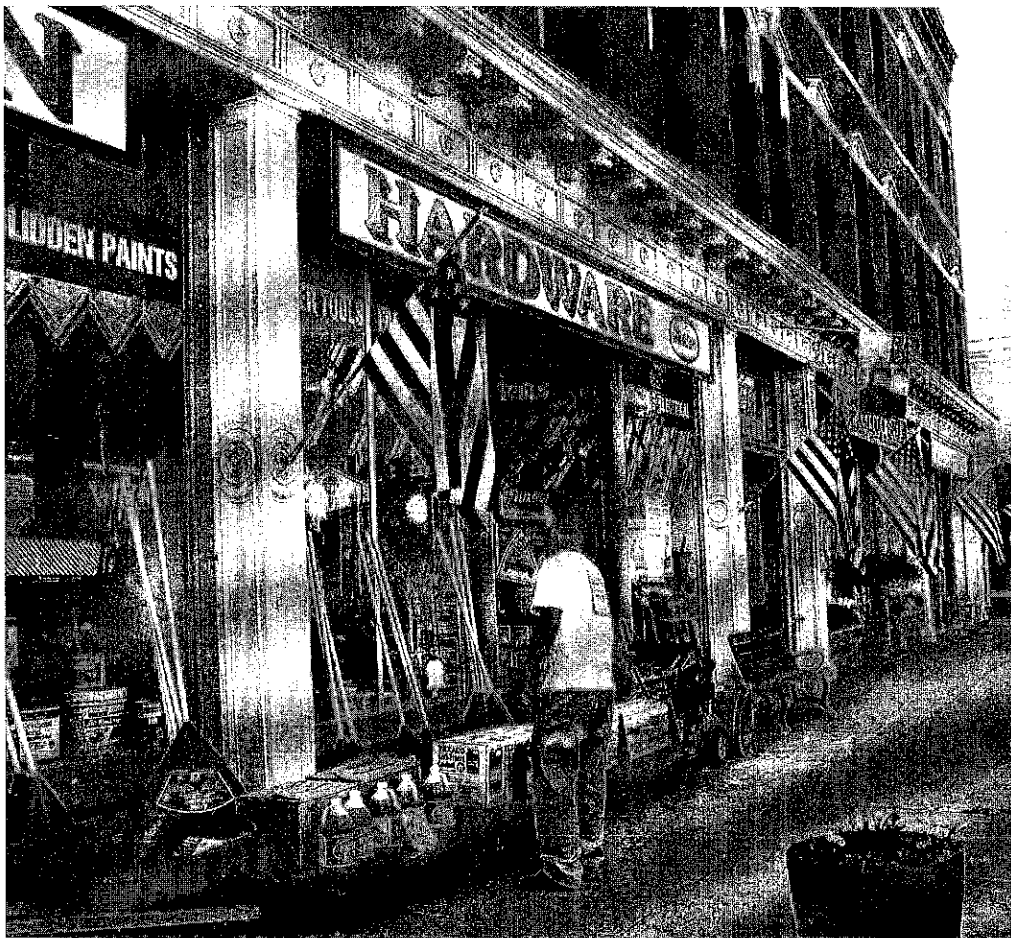
Changes which are necessary for the new use, including signing, must of course be architecturally appropriate to the building's original design. Excellent examples can be found in Brandon and in other Vermont towns, demonstrating that neither the character of the street nor of the building must be sacrificed to accommodate a conversion to commercial use.

Outside of the town center, the conversion of existing residential building stock to commercial use should be strongly discouraged. Since housing in Brandon is at a premium, conversion of housing to commercial uses should be limited to space which is vacant and likely to remain so. Such an approach is thoroughly in line with a previous recommendation in the Town Plan: "Architectural recycling of vacant or unused buildings shall be encouraged, especially in the (village) core."

Similarly, conversions should not be allowed just because the parking requirements for an intended commercial use can be more easily handled on a residential lot than on an existing commercial lot. Parking in residential neighborhoods should be kept either on-street or out of public view behind the building and appropriate landscaping. Under no circumstances should parking be allowed in an existing front yard where it can be seen from the street and where it will visually interrupt the residential quality of the street-scape.



Building Restoration and Maintenance Guidelines



2001 Smith Block Store Fronts

The economic health and vitality of Brandon depends not only on the types and quality of goods and services sold but also on the attractiveness of the setting in which they are sold. Historic buildings provide a unique backdrop for the sale of goods and services, and provide a character that cannot be economically duplicated today. They are an asset that Brandon should preserve and protect. They are the calling card that is Brandon, and one of the keys to its future.

1. INTRODUCTION

Brandon is fortunate in that much of its nineteenth and early twentieth century architecture survives intact and relatively unaltered. Virtually every style and building type is represented, from the most commonplace, or vernacular, to the most high-style. These buildings, displaying materials and architectural details ranging from the ordinary to the unique, give Brandon its special character. In a period of rapid social change, the retention of a town's historic resources provides a sense of identity and a sense of place, a sense of orientation and continuity. The preservation of such resources is essential to the preservation of community identity and pride.

This section includes recommendations on five specific topics : siding, windows, doors, storefronts, and paint colors. It must be emphasized that it can cost just as much to do a remodeling job which is out of character as it does to do one that is in character. When a building's historic integrity is respected, the whole community benefits, others are inspired to do likewise, and the best of the past is preserved and renewed for the future. Because windows, doors and siding materials represent three of the biggest challenges, they have been selected for special emphasis.

Preservation has come to be recognized as a sound economic investment. Rehabilitation has often proven to be less expensive than new construction. A substantial rehabilitation of an income-producing building more than thirty years old can also result in significant tax benefits. Buildings within the Brandon Village National Register Historic District, as well as other properties listed in the National Register of Historic Places, may be eligible for a tax credit under the Economic Recovery Tax Act of 1981, as amended. The building must be considered "contributing," the project must be a commercial rehabilitation, and the rehabilitation work must conform to the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

A "preservation project" can be anything from simple maintenance to a major restoration, rehabilitation, or conversion to a new use. While some buildings will require major renovation to meet current and future needs, many of the buildings in Brandon need little more than basic maintenance and repair.

2. GENERAL GUIDELINES

Before undertaking any project, whether simple maintenance or a more complex renovation, the following guidelines should be kept in mind.

1. Begin by taking a good look at the building. Try to determine its style and which features are important to that style. (See references in this Workbook). Look at the details, the size and shape of the windows and doors, the size of glass panes, the types of materials used, the size and shape of the woodwork trim, the shape of the roof and the proportions of the facade.

Then try to locate an old photograph of your building or one very much like it. These can provide important clues as to the building's original appearance as well as any changes which have been made. The photographs in this Workbook may be useful, especially the older "historic photos." Inquire at the Brandon Historical Society.

Architectural styles are most easily recognized by their details, or by certain distinct features such as brackets and mansard roofs. Many buildings, however, are without ornament and represent no particular style, while others to represent several styles. It's important to remember that in 19th century New England, most buildings were "designed" using books of plans and details, and blends of styles were not uncommon.

Just as buildings are changed today to accommodate present and future needs, buildings were also changed in the past to meet their contemporary needs, and the changes were not always carried out in the building's original style. Typically, the change was in the style then currently in fashion. Because a building may contain features from a later period, it is important to keep in mind that such later additions or alterations may be as significant and as worthy of preservation as the original. Their presence reflects the building's growth and evolution over a period of time. To needlessly remove them would be to deny their contribution to the building's history and functional evolution.

Finally, learn from the mistakes and the successes of others. Take a look at what has been done to other buildings and notice what effect the alterations and additions have had on their overall appearance. This is an excellent way to get a clear indication of how a similar change will affect your building.

2. Don't be afraid of change! When remodeling for future needs, change should not be regarded as some sort of taboo. Change is a fact of life. Buildings must function to meet today's needs just as they met the needs of the time when they were built. Like people, a building must adapt and be adapted if it is to remain a viable resource within the community and play a contributing role in the community's growth and development.

Do avoid change which is in poor taste, either in the choice of materials or in the appropriateness and quality of the design. While a past alteration may have been carried out in a style which is not currently in fashion, the design and the materials used were the best then available. The same should be true today.

It is important to clearly distinguish the good changes from those which are inappropriate. Alterations which have resulted in the loss of important architectural features or the loss of historic integrity should be undone. Changes necessary to meet new demands should not compromise the building's integrity.

3. Good rules of thumb: Repair rather than replace! If you have to replace, replace in kind! Record before removing!

Make every effort to preserve as much of the building's original design, architectural detailing and building materials as possible. Original features and materials provide the highest level of integrity and authenticity; true duplication of some features requires specialized craftsmanship which may be difficult to find and relatively expensive.

If important and unique original parts of the building, such as an entrance, must be removed and replaced because they are too deteriorated to repair, take good photographs and make measured drawings before starting demolition. Always include a legible ruler, yardstick or other measure in the photographs.

On a wood frame building the original siding, woodwork and architectural detailing should be repaired with new materials which match the original both in overall dimension and specific profile. The same is true for the wood trim and details on a masonry building. Masonry repairs should match original material in shape, color, texture, and profile. Repointing should match the original mortar in composition, joint profile and color. The hardness of replacement mortar is particularly important; repairing an 18th or 19th century brick wall with a harder mortar than originally used is quite likely to do more harm than good.

4. If it is necessary to introduce modern features and components on the exterior, every effort should be made to preserve the building's overall character and architectural integrity. Additions, alterations and renovations should be carried out either in the style of the original or in a simplified version which is compatible in scale, proportion and basic dimensions. New windows, for example, should be the same type as the original, as well as the same size, and should be trimmed to match. A new porch, on the other hand, could be a simplified version of the original style, with turned posts and balustered railings, or a more contemporary version using the same overall scale and proportions. Either would be in keeping if appropriately detailed.

Unfortunately, stock components are not always appropriate in the restoration of an historic building. Standard window and door sizes may not fill existing openings. Stock wood moldings may not blend well with those popular throughout most of the nineteenth century. Custom-made replacement parts may have to be used if the goal is a true restoration, or if remodeling is to closely follow the original construction. Look for suppliers who specialize in custom moldings, in building parts matching yesterday's standard sizes. Look carefully at total project costs; the extra cost for a special window may well be less than the cost to rebuild an opening to fit a modern stock size window.

New additions can require a skilled and serious effort if they are to blend successfully with an existing building, but many buildings which we greatly admire today are the results of major alterations and additions. The overall scale of an addition, and the proportion of window and door openings to wall area, should carefully follow the original. Roofs should be of the same type, definitely of the same pitch, and should be similarly detailed at the eaves. On clapboard buildings the width of board exposed to weather must match the original. Window types, window trim, fascias, and corner boards should also match. If the extra effort, and some extra cost, seem to be obstacles, it is safer to place an addition on the off-street side, out of public view.

5. If there is any doubt as to what should be done to accurately preserve or restore the character of your building, whether you plan a simple maintenance project or a major rehabilitation, seek the advice of a knowledgeable contractor and a professional architect, both with records of successful work on historic buildings. Get references; verify qualifications and experience.

To ensure the best job possible, it is essential that the actual work be done only by contractors and tradesmen who are interested in and sympathetic to the needs of historic preservation, and who have had previous experience in this type of work. Just as the mistakes and success of others can help in determining what type of work should be done, a contractor's previous work should be a telling indication of his abilities and qualifications.

A good source for recommendations is the Preservation Institute for the Building Crafts, in Windsor Vermont. The Institute is compiling a list of qualified professionals in a number of building and preservation fields. Other good resources are the Vermont Division for Historic Preservation and the Preservation Trust of Vermont.

3. A WORD OF CAUTION

Tightening up an old building in one area may lead to problems in another area. Buildings trap moisture and need to be ventilated. One common error is installing insulation without an interior vapor barrier; interior moisture flows toward the cold side, condenses within the insulation, and eventually the insulation ceases to insulate. If the exterior siding is wood, such an installation also leads to blistering and peeling paint. Similarly, insulating an attic does save energy, but the attic must be ventilated to avoid moisture damage to the roof structure.

4. SPECIFIC RECOMMENDATIONS

The recommendations outlined in the following pages should be used as general guidelines. Further information can be found in the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings and a series of Preservation Briefs on specific restoration techniques published by the National Park Service. In addition, a description of the architectural styles most common to Vermont can be found in *Historic Preservation in Vermont*, a publication available from the Vermont Division for Historic Preservation. Many of these publications are locally available from the Brandon Historic Preservation Commission.

In general, maintenance and repair should be carried out on any building on a regular, yearly, basis. Avoiding routine maintenance will only result in expensive repairs later on. Don't be misled; no building, building material or building component is truly maintenance free!

VINYL AND ALUMINUM SIDING

The installation of aluminum and vinyl siding on historic buildings is a controversial issue. Promotional advertising typically claims benefits and cost savings in a number of areas, some of which may seem valid but on closer investigation usually are not. Sidings are frequently sold on the basis of energy savings. Contrary to popular belief, however, aluminum and vinyl sidings, even with a thin insulation backing, are not good insulators. While they may reduce some air infiltration through the walls, the real problem areas for heat loss are windows, doors and roofs, areas which the sidings do not cover.

Aluminum and vinyl sidings are also advertised as being maintenance free and a sound investment against the annoyance and cost of repainting. While these materials do not need repainting as often as wood, their colors do fade and will eventually need to be repainted for appearance. Aluminum siding dents easily, a consideration where the walls are exposed to public traffic or to children playing. Vinyl becomes brittle in cold weather and can crack.

A critical issue is that aluminum and vinyl siding trap moisture and cause rot. Moisture generated on the inside of a building migrates to the outside toward dryer air. While the uninsulated walls of most older buildings "breathe" and allow that moisture to escape, an impervious membrane on the outside traps that moisture where it does not belong, within the wall. The end result is rot and structural decay.

Another unfortunate feature of aluminum and vinyl sidings is that they are not easily installed at locations where they meet existing building trim and such historic features as moldings, cornices and brackets. Unless the work is carefully specified and controlled, these valuable historic features are removed during the siding installation. The result, obviously, is a loss of character and historic integrity.



To simplify the installation of vinyl or aluminum siding, original wood details are often removed. As in this example, a building's character may be significantly changed.



When vinyl or aluminum siding is properly installed, important trim details remain or are rebuilt.

Narrow "clapboard widths" are available in vinyl, but the corner channels are never as wide as the original corner boards. Even when some of the original detailing has been left as a token gesture, the siding's narrow "corner boards" are an obvious give-away that the siding is not as originally built.

While the recommendation is that aluminum and vinyl siding should not be used on an historic building, if and when it is, it should cover only those areas of the building originally covered with wood clapboard siding. It should never be installed over vertical wood siding or over brick.

For additional information regarding the pros and cons of aluminum and vinyl siding, Preservation Brief No. 8 should be thoroughly reviewed.

WINDOWS

Windows give character to a building in much the same way that eyes give character to a face. More than any other feature, the preservation of windows goes a long way toward preserving a building's overall appearance and historic character. The ingredients which determine a window's character are its size and shape, the trim which frames it, the shadow lines created by the setback of the sash, the size and pattern of the muntins (the bars which separate and hold the panes of glass), and the size of those panes. The loss of any of these will result in the loss of historic character.

If a window is deteriorated, first investigate repair rather than replacement. Individual wood parts can be replaced, and epoxy impregnation has in many cases proven to be the least costly solution.



This building certainly looked better with its original windows.

If original windows cannot be saved or repaired, and it becomes necessary to replace them, the replacement windows should be the same size and type as the originals, and should have the same sash layout. It is very important that a replacement window fills the existing window opening as if it were the original. Existing window openings should not be enlarged or reduced in size, should not be changed in shape, and should not be blocked in, up or down to accommodate a window which otherwise would not fit. When just replacing the sash, the new sash should match the original as closely as possible, whether the top of the sash is curved or flat.

In many cases standard sized windows can be ordered from a catalog which will fit the window openings. Odd-sized windows and odd-shaped windows with curved or pointed tops will probably have to be custom-made. Custom-made windows will undoubtedly cost more than standard windows.

However, when the added cost is weighed against the irreplaceable contribution a window makes to a building's character, the long-term enjoyment of that character should far outweigh the short-term benefit of cost savings.

When ordering a replacement window, complete with casing, instructions should be given not to include the standard "brick-mold" trim regularly supplied by most manufacturers. If the existing trim on the building is relatively plain and can be made up out of stock lumber and moldings, most manufacturers, lumber yards and building suppliers will custom trim a window according to the buyer's instructions. When ordered with custom trim, be sure to specify window sills with "ears" or "horns" sized to accommodate the width of the trim. The existing trim should match the original as closely as possible, but under no circumstances should "brick-mold" trim be used.

The practice of blocking down the head of an existing window opening, in order to accommodate a smaller window or a lower ceiling height, is wrong and should not be done. Instead, the original size of the window opening should

be preserved and the ceiling should be raised behind the window as shown in the diagram. Be sure to provide space for attaching drapes, blinds or other window treatments.

Choosing the right window type should not be confusing. Double-hung windows are almost always the right choice, to replace older double-hung or single-hung windows, but casement windows are found with some architectural styles. Sliding, jalousie, and awning windows are not appropriate for a building built before the mid-20th century. Wood windows which are vinyl or metal clad should not be used; the cladding adds bulk and reduces the crispness of the details. Most metal windows are not correctly detailed for 19th and early 20th century buildings.

Windows with snap-in muntin grills should not be used. They do not have either the appearance or the durability of real muntins.

When choosing a replacement window, make sure that the sash pattern either matches the original or is appropriate to the style of the building. If no original windows remain, and if you cannot find a photograph of your building as originally built, see the diagrams on the facing page which illustrate appropriate sash patterns for the dates and styles indicated. Although appropriate on buildings built before the 1850's, six-over-six and smaller paned sash are not typical of styles appearing in the second half of the 19th century. However, many late 19th century buildings were built to earlier styles, and used the six-over-six pattern. If in doubt, the two-over-two can safely be used on almost any style without serious loss of character.

When selecting the window construction type, it's important to achieve a proper balance between energy efficiency and historic integrity. This is particularly important in a public or commercial restoration or preservation project, since eligibility for financial assistance or tax credits may require that the work be acceptable according to the Secretary of the Interior's Standards.

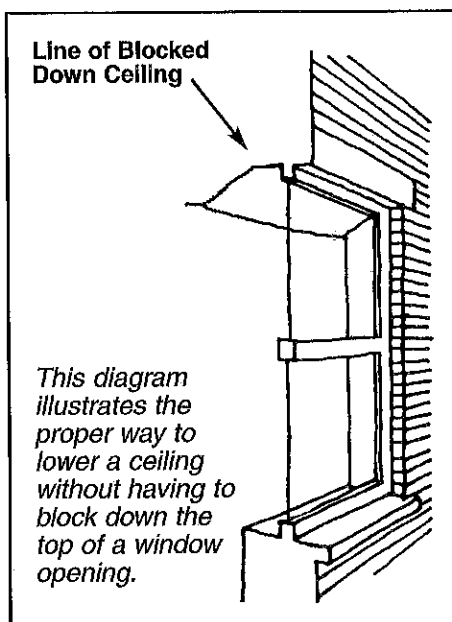
The use of two glass "layers", with a more or less dead air space between, is now standard practice. Briefly, the construction type options include :

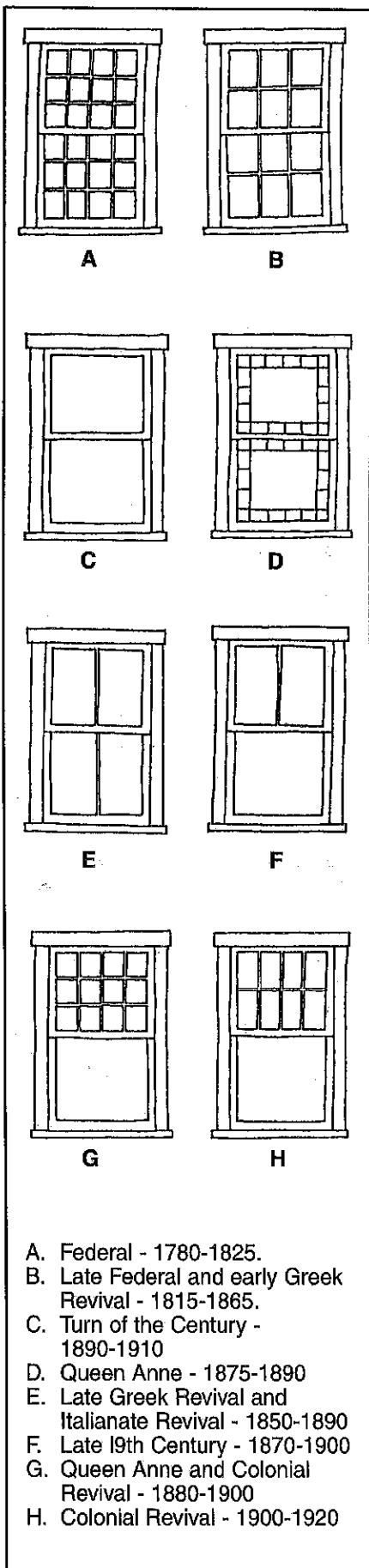
1. True divided light windows, (small panes of glass in real muntins) single glazed with exterior or interior storm and screen windows. These are the least expensive and are acceptable.
2. True divided light windows, same as Option 1, but with interior "energy lights" (removable glass panes attached to the sash). These cost essentially the same as Option 1, and are acceptable, but lack the very useful screen feature.
3. Insulating glass with snap-in muntins. The cost is essentially the same as Option 1, but this system is not acceptable, and the muntins are easily damaged.
4. True divided light, with small panes of insulating glass. The fat muntins required do not look well, and this construction is not acceptable.
5. Simulated Divided Light; a single pane of insulating glass, with adhered interior and exterior muntins, and a metal strip between the glass panels at the muntin locations. The narrowest available muntin size (3/4") is reasonable for relatively large windows, and the system has been accepted by some restrictive jurisdictions; the cost is about twice that of Option 1.

STORM WINDOWS

Combination storm and screen windows have long been popular as a means of reducing heating bills and have generally proven to be sound investments. The permanently affixed aluminum type is the most popular; it does not have to be put up in the fall and taken down in the spring.

Storm windows are typically installed on the outside, where they protect the original wood sash, but obscure from view some of the features which are important to a window's character - the setback of the sash and the layout of the window panes. If new preservative-treated wood windows are installed, interior storm sash could be considered.





Most brands of aluminum storm windows are available with a baked enamel finish in a variety of colors, and a color can usually be found which will either match or be compatible with the building's trim color. If in doubt, white or a medium tone brown will generally go with almost any trim color. Avoid bright anodized aluminum on an historic building.

An excellent aluminum exterior-mounted storm sash is the "Invisible Storm Historic One-Light," manufactured by Allied Windows. This is available with curved tops and special shapes, and is approved for historic buildings by the National Park Service.

EXTERIOR DOORS

The main entrance of a building, no matter what the architectural style, is generally the focal point of the facade, if not the whole building. For the most part, those recommendations made regarding the preservation and replacement of windows are applicable to the entrance as well.

The entrance - which includes the door and the surround trim, as well as the sidelights and transom, if any - should be preserved and restored whenever possible. Entrances are commonly replaced because they are not weathertight, a condition which, in most instances, is easily corrected either with weatherstripping, minor repairs to the sill and jambs, or replacement of a warped door.

When restoring or repairing an entrance, cost really should not be the primary consideration. In the long run, weighed against the entrance's importance as the architectural focal point of the building's facade, the added cost of a custom-made replacement which duplicates the original will be more than compensated for by the aesthetics preserved.

If doors must be replaced, standard sized doors will fit the vast majority of nineteenth and early twentieth century door openings. Replacements for double or paired doors, doors which are odd-sized or have an elaborate "light" in their upper half, or doors with round, pointed or partially curved tops will usually have to be custom made.

Whether stock or custom, the design and layout of the panels and "lights" should match the original as closely as possible. Every effort should be made to install the door within the existing opening. In no instance should the overall arrangement of the door, sidelights, transom, and trim be changed. Symmetry should be maintained; do not set a new door to one side because it does not fill a larger opening.

"Colonial style" doors with multiple pane "lights" in their upper half are not historically correct and should not be used on historic buildings.

In general, doors should be of wood, panel construction. Metal doors, flush wood doors and commercial type glass doors should be avoided.

STORM DOORS

Storm doors, if used, should also be of simple design and should allow the primary door to show through as much as possible. For this reason, the traditional "patio style" storm and screen door, with the area of the glass and screen extending the full length of the door, is recommended. Supposedly "colonial" designs, with geometric panels across the bottom half and a scalloped-edge opening on the top, are inappropriate and should not be used. Wood storm doors are recommended over aluminum as aesthetically more appropriate.

STOREFRONTS

A number of storefronts in the town center are good examples of nineteenth and early twentieth century design, and add significantly to the town character. Unfortunately, in an effort to either modernize or to project a particular company image, several storefronts have been remodeled with results which are not in keeping with the image of Brandon.

Existing storefronts and storefront materials, where original, should be preserved and maintained, and changed only where absolutely necessary. They are an important part of Brandon's image. Future remodelings should recapture each building's original character.

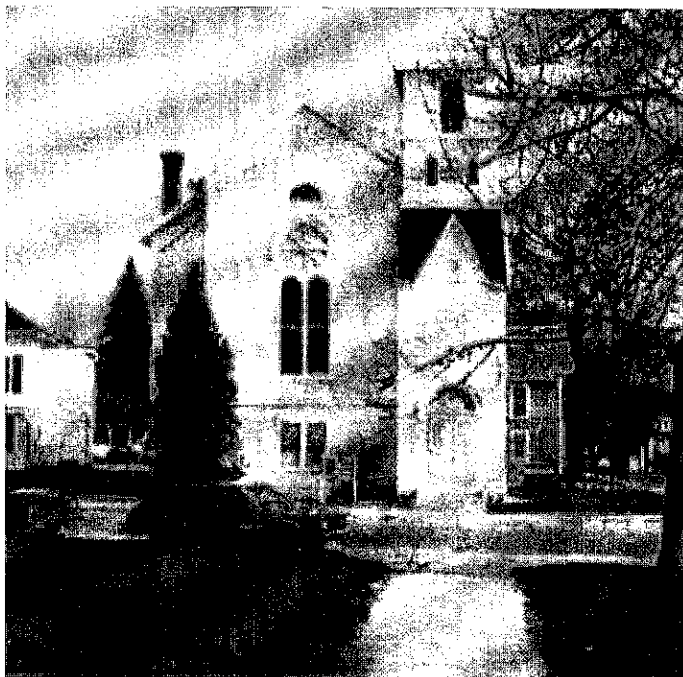
STOREFRONT REPLACEMENT STANDARDS

A concern which is undoubtedly on the minds of many business and building owners is heat loss through single thickness plate glass display windows. With wood frame windows, this is not really a problem; the window frames can be modified to accommodate the added thickness of insulating glass panels without changing the original storefront design.

Where original storefront sash, whether wood or metal, cannot be easily adapted, the entire framing system need not be replaced with modern aluminum. Retrofit, or "add-a-pane," glazing systems are available from a number of manufacturers; with this system an extra layer of glass is added to the inside of an existing window. The extra layer is mounted so as to create a dead air space which results in an R-value approximately equal to that of insulating glass. Retrofit glazing is effective, and should be considered as a viable option where the preservation of an original storefront is an issue.

If a storefront must be replaced because the existing storefront is beyond repair, the guidelines outlined below should be followed as closely as possible. This will ensure that the new storefront will be in keeping with the architecture of the building and with the character of the village.

1. The original storefront layout and design should be duplicated as closely as possible. In no instance should the storefront be made to look older than it actually is; "colonial" style details should not be used. If modern materials are introduced, they must be used with extreme care so as not to violate the original design of the building's facade.
2. The glass area of the display windows should not be cut down either in width or in height. 19th century storefronts were designed with high ceilings and tall windows for two very good reasons - to be in scale with the rest of the building, and to let in lots of natural light. Cutting them down almost always results in a design which is not in character.
3. New door and window frames should be made of wood. If aluminum is necessary because of weather exposure, use color-coated or color-anodized aluminum, not bright anodized.
4. If a new skirt is needed in the area between the display windows and sidewalk, install traditional wood panels on a wood frame building, or a veneer of slate, marble or granite on a masonry building. Brick, unless shown in an historic photograph of that building, is inappropriate. Under no circumstances use imitation masonry materials.



ca. 1980 Methodist Church



2001 Methodist Church

A comparison of these two views of the Methodist Church clearly illustrates the importance of choosing the right color or combination of colors to bring out and enhance the architectural character and quality of your building. This late 19th century church was originally painted in a number of contrasting yet complementary colors. In the early 20th century it was repainted a uniform white, effectively suppressing most of the details. When repainted in the mid-1990's the original color scheme was carefully researched and replicated, and the beauty of the design can once again be seen and appreciated.

PAINT COLORS

Color selection is perhaps the most important decision a property owner can make. This is especially true on a wood frame building, where the combination of body and trim colors can dramatically affect the building's overall character. Even on a masonry building, where the basic color of the walls has been determined by the color of the masonry, the choice of colors for the windows, doors and trim can have a decided impact.

Color selection is a matter of personal choice, but should be guided by a study of color schemes used when the building was built. A color scheme should be neighborly as well as aesthetically appropriate if both the building and the neighborhood are to benefit. If in doubt, a knowledgeable architect should be consulted before making a final selection. As a final precaution, a test patch should be painted on the building, using all of the colors selected in the appropriate locations. A good test area might be a corner of a window, where body color, trim and sash colors can be seen together.

People in the nineteenth century, particularly architects, were conscious of using appropriate colors and color schemes. Much of their knowledge came from one of the century's foremost architectural theorists, Andrew Jackson Downing. First published in Downing's *The Architecture of Country Houses*, his concepts of appropriate color schemes subsequently appeared in other publications and were available to almost everyone. While Downing's theories were written for the styles then in vogue, they are equally applicable to both earlier and later styles.

Downing's basic premise was to "avoid all those colors which nature avoids" and to use only the colors of the "soils, rocks, wood and the barks of trees". The color white was to be avoided because it was "too glaring and conspicuous" and was not in harmony with the other colors of nature. Contrary to popular myth, white was not the color of the Greek Revival. Its use, which is now thought to be an old New England tradition, really started with the 1893 Chicago World Exposition, where the "white city" attracted so much attention. The relatively low cost of white paint certainly did not hurt its popularity.

Downing and others emphasized that a building should be more than one color. Two, three and even four colors were recommended to bring out and highlight the building's architectural character. Whether the building should be painted a light color or dark depended on the building's exposure. It was recommended that a building out in the open be painted a dark color while buildings grouped together or concealed by foliage be painted light. Architectural detailing was to be painted a contrasting color, either lighter or darker depending on the body color. The contrast could be a different shade of the same color, or a different but complementary color. A third color was recommended for the window sash, and a fourth for the shutters.

Downing's recommendation to use only earth colors, and to paint the body of the buildings one color and the architectural trim contrasting but complementary colors, is a relatively safe and thoroughly reasonable course to follow. When deciding which color to paint where, it should be remembered that on a wood frame building the body color should be used only on the siding, and nowhere else. Similarly, the trim color should be used only on the trim. A third color for the window sash and doors can be used on any building style, but a fourth color for shutters is appropriate only for those styles which originally had them, chiefly the Federal, Greek Revival, Italianate and the Colonial Revival. For those buildings without shutters - the French Second Empire and the Queen Anne, a fourth color should be avoided. On some French Second Empire and Queen Anne style buildings with very elaborate woodwork, especially in such areas as the porch and roof cornice, a fourth color may be appropriate if used discreetly to highlight building trim.

When making a specific color selection, the following guidelines may prove helpful.

1. Reds and blues were commonly used in the Federal period; blues were also quite common in the Queen Anne and Victorian eras. Lighter colors, in general, are more appropriate to the Federal, Greek Revival and Italianate Revival than to the French Second Empire and the Queen Anne. On Federal and Greek Revival buildings the body color should be slightly darker, or deeper, than the trim, while on the French Second Empire and Queen Anne buildings the reverse is generally true.
2. On brick buildings of the Federal, Greek Revival and Colonial revival styles, the trim should usually be painted white; on other styles trim should never be painted white.
3. Window sash should be painted either the same color as the trim or a dark contrasting color, but shutters and blinds should always be darker; black or a very dark green are good choices.
4. Bright colors and colors with a predominantly blue cast or tint should be avoided.
5. If no other color can be decided on, white is probably the safest but least interesting choice.

Note that paint is considered a "reversible" finish; it is generally not regulated by historic preservation standards, and is rarely funded in preservation grants.

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