









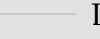


● Farmers' Market Locations (2014)

**Farmland Soils**

- All areas are prime farmland
- Farmland of statewide importance
- Farmland of local importance

*RPC Standard Legend*

- |   |   |   |
|---|---|---|
|  Town Boundaries |  Shoreline; Stream           |  Interstate  |
|  Water Feature   |  Apparent Wetland Limit      |  US Route    |
|  Tidal Feature   |  Intermittent Stream         |  State Route |
|   |  Other Surface Water Feature |  Local       |

**Prime Farmland**  
In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt content, and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time, and they either do not flood frequently or are protected from flooding.

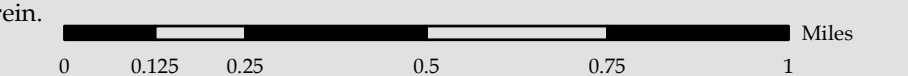
**Farmland of Statewide Importance**  
This is land, in addition to prime and unique farmlands, that is of statewide importance for the production of food, feed, fiber, forage and oilseed crops. Criteria for defining and delineating this land are to be determined by the appropriate State agency or agencies. Generally, additional farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable.

**Farmland of Local Importance**  
In some local areas there is concern for certain additional farmlands for the production of food, feed, fiber, forage, and oilseed crops, even though these lands are not identified as having national or statewide importance.

*RPC extends every effort to ensure map data is current and complete, however, errors do happen. Please let us know if you spot errors or omissions.*

**Base Features** (transportation, political and hydrographic) were automated from the USGS Digital Line Graph data, 1:24,000, as archived in the GRANIT database at Complex Systems Research Center, Institute for the Study of Earth, Oceans and Space, University of New Hampshire, Durham, NH; 1992-2012. The roads within the Rockingham Planning Region have been updated by NH Department of Transportation through local input by the RPC where available.

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