Town of Milton
Vermont

2013 Comprehensive Plan

Prepared by the Milton Planning Commission
and the Milton Selectboard
Adopted February 18, 2013

Resolution

TOWN OF MILTON

2013 Comprehensive Plan Adoption

WHEREAS, it is the duty of the Milton Selectboard to adopt a Comprehensive Plan for the Town of Milton; and

WHEREAS, the Town's current Comprehensive Plan (2008) will expire on April 21, 2013; and

WHEREAS, the Planning Commission reviewed and updated the information, upon which the current Comprehensive Plan is based, and held a public hearing on December 4, 2012; and

WHEREAS, after comments were received revisions were made to the proposed 2008 Comprehensive Plan, and approved by the Planning Commission; and

WHEREAS, the Planning Commission submitted the proposed Draft 2013 Comprehensive Plan to the Selectbaoard on December 18, 2012; and

WHEREAS, the Selectboard held two public hearings on the Draft Comprehensive Plan, one on January 21st and February 18th 2013.

NOW THEREFORE BE IT RESOLVED, the Selectboard, after receiving public input at the two public hearing noted herein, adopts and approves the proposed 2013 Comprehensive Plan for the Town of Milton.

Dated: 2/18, 2013

Milton Selectboard:

Dated at Milton, Vermont this 18 day of FEB, 2013

MILTON SELECTBOARD

Louis H. Mossey III

Louis H. Mossey III, Chairperson

Darren Adams, Vice-Chairperson

John R. Gifford

John Gifford, Clerk

John Bartlett

Pam McKenna

Filed with the Milton Town Clerk's Office this 19 day of FEB, 2013

Attest: Paulette M. La Fond

Milton Assistant Town Clerk

CHITTENDEN COUNTY RPC
Communities Planning Together

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February 22, 2013

Wendy Tudor
Dept. of Economic, Housing & Community Development
National Life Building, 6th Floor
One National Life Drive
Montpelier, VT 05620

Dear Ms. Tudor:

I am writing to confirm that on February 20, 2013 the Chittenden County Regional Planning Commission approved The Town of Milton's Comprehensive Plan and confirmed their planning process.

The approval procedure started with the CCRPC staff review of the plan and a public hearing which was duly warned and heard on February 4, 2013. At the hearing the Town Plan was reviewed for consistency with the planning goals of 24 V.S.A. Section 4302, compliance with 24 V.S.A 4382, and for compatibility with other approved municipal plans and with the *2006 Chittenden County Regional Plan*. At the closure of the public hearing, the review committee recommended approval of the Plan and planning process to the full Commission. Subsequently, the CCRPC approved the Town of Milton's Comprehensive Plan and confirmed their planning process. The Town Plan was adopted by Milton's legislative body on February 18, 2013.

Please let me know if you are in need of any other information or have any questions.

Sincerely,

Regina Mahony

Regina Mahony
Senior Planner

Cc (via email): Katherine Sonnick, Planning Director
John Cushing, Town Clerk

Chittenden County Regional Planning Commission (CCRPC)
Resolution

Milton Comprehensive Plan & Planning Process

WHEREAS, Title 24, V.S.A.§ 4350 in part requires that CCRPC shall review the municipal planning process of our member municipalities including review of plans; that each review shall include a public hearing which is noticed as provided in 24 V.S.A.§ 4350(b); and that before approving a plan the Commission shall find that it:

1. is consistent with the goals established in Section 4302 of this title;
2. is compatible with its Regional Plan;
3. is compatible with approved plans of other municipalities in the region;
4. contains all the elements included in § 4382(a)(1)(10) of this Title.

WHEREAS, the CCRPC at its November 28, 2005 meeting approved the *Guidelines and Standards for Confirmation of Municipal Planning Processes and Approval of Municipal Plans* dealing with local plans and CCRPC action; and

WHEREAS, The Town of Milton, Vermont is a member municipality of this Commission; and

WHEREAS, The Town of Milton's public hearing for adoption of the 2013 *Milton Comprehensive Plan* will be held on February 18, 2013; and

WHEREAS, The Town of Milton formally requested CCRPC to approve the *Milton Comprehensive Plan and* confirm its planning process; and

WHEREAS, The Planning Advisory Committee reviewed the *Milton Comprehensive Plan* and planning process; and

WHEREAS, the Planning Advisory Committee held a warned public hearing at the CCRPC, located at 101 W. Canal Street, Suite 202, Winooski, Vermont on February 4, 2012 at 3:30 PM, reviewed the records and recommends that the Commission approve the Milton Comprehensive Plan as meeting the requirements of 24 V.S.A.§ 4350, the *Guidelines and Standards for Confirmation of Municipal Planning Processes and Approval of Municipal Plans*, conditional upon the Town of Milton adopting the Plan without any substantial changes and confirms the community's planning process as consistent with Title 24, Chapter 117.

NOW, THEREFORE, BE IT RESOLVED BY THE CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION, that, in compliance with 24 V.S.A.§ 4350 and the *Guidelines and Standards for Confirmation of Municipal Planning Processes and Approval of Municipal Plans,* CCRPC approves the *2013 Milton Comprehensive Plan* conditional upon the Town of Milton adopting the Plan without any substantial changes and the Commission finds that said Plan:

1. is consistent with the goals established in Section 4302 of Title 24;
2. is compatible with the *2006 Chittenden County Regional Plan*, adopted August 28, 2006;
3. is compatible with the approved plans from other Chittenden County municipalities; and
4. contains all the elements included in § 4382(a)(1)-(11) and/or is making substantial progress toward attainment of the elements of this subsection;

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION, that, in compliance with 24 V.S.A.§ 4350 and the *Guidelines and Standards for Confirmation of Municipal Planning Processes and Approval of Municipal Plans,* CCRPC confirms the Town of Milton's municipal planning process.

Dated at Winooski, this 20th day of February, 2013.

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION

Louis H. Mossey III

Lou Mossey, Chair

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CHAPTER 1
INTRODUCTION TO THE PLAN

PURPOSE AND SCOPE OF THE COMPREHENSIVE PLAN

The Town of Milton Comprehensive Plan is the residents' vision for the future. Comprehensive planning is essential for determining the direction of the community's growth. The Comprehensive Plan was developed by reviewing and understanding the Town's historical context, where it is today, and what it would like to be in the future. There are several plans, maps, studies and reports referenced and utilized to develop this document, including the 2007 Economic Development Strategy[1], 2007 Town Core Streetscape and Accessibility Design Study[2] (referred to as the 2007 Streetscape Study throughout this document), 2007 Route 7 Land Use and Transportation Study[3] (referred to as the 2007 Route 7 Land Use Study throughout this document), Milton 20-Year Recreation Master Plan 2007-2027–referred to as the 2007-2027 Recreation Plan[4] throughout this document (October 2007), Milton in the New Millennium Community Visioning Workshop (May 1999), Town Core Master Plan (December 2000), Long Range Access and Mobility Committee Final Report (January 2001), Growth Management Study (March 2002), and Alternative Transportation Master Plan (May 2002). An implementation program has also been developed for seeking solutions and providing for future needs of the community.

This Plan is a guide or master plan for the Town of Milton to use in shaping the community over a period of many years. It is general in scope, visionary in content, and flexible in design to allow for filling in of desired or needed details as they arise over time.

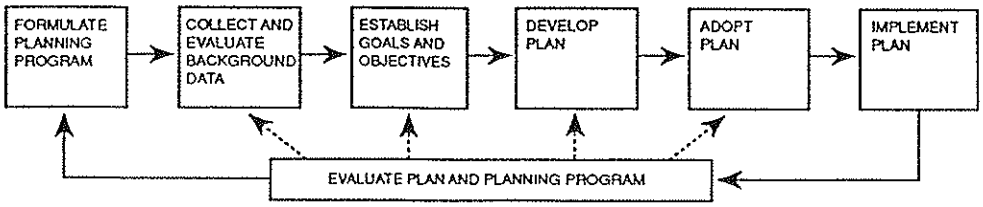
The Comprehensive Plan begins with an introduction to the Town's past planning efforts and the vision and goals for this plan. Chapter 2 describes the setting of the Town of Milton by briefly describing its history, state and regional context, and population profile. Chapters 3 through 8 include discussion on the functional elements of the plan: economic development, public facilities and services, a new chapter devoted to energy as it relates to land use planning, housing trends and projections, transportation, and resource use and protection. Each of these chapters includes existing conditions and goals of the plan. Chapter 9: Land Use and Development Patterns, divides the Town into a series of planning areas in order to address the characteristics of the different regions of the community. Chapter 10 presents an outline and plan for implementing the Comprehensive Plan.

[1] Prepared by River Street Planning & Development
[2] Prepared by Elabd Architectural Illustration and Kathleen Ryan-Landscape Architect in association with River Street Planning & Development.
[3] Prepared by River Street Planning & Development with Transportation Concepts and Elabd Architectural Illustration.
[4] Prepared by Recreation and Leisure Services Consultants.

PLANNING PROCESS

The chart below illustrates the process to be used for preparing, updating and implementing a town plan. This process has been followed by Town officials for the preparation of this plan.

Figure 1.1 Planning Process Chart[5]



Another emphasis of this plan was public input. In addition to public workshops that were conducted during the development of the 2007 Economic Development Strategy, 2007 Streetscape Study, 2007 Route 7 Land Use Study, Town Core Master Plan, the Growth Management Study, and other studies. A public forum and survey was conducted to kick-off the Comprehensive Plan update on Enhancing Route 7 and the surrounding town core area and a Comprehensive and Recreation Master Plan public input meeting and survey was also conducted to gather input. The results of these public workshops and surveys are reflected in this document.

PLANNING AREAS

The preparation of this plan is based on the division of the Town into planning areas. These planning areas reflect the ability of different parts of Town to support higher-intensity development based on the availability of public services, the existing land use distribution, and the physical composition of the land. The planning areas are as follows:

Town Core Area
Catamount Area
Cobble Hill Area
North Road Area
Arrowhead Lake Area
Lamoille Area
West Milton Area
East Milton Area

The physical characteristics of the land in the Town Core, Catamount, and North Road Areas will support the majority of Milton's development. Public services and facilities demanded by development are available in these areas, or can be made available, and the existing land uses are compatible with the proposed medium-to-high intensity

[5] Taken from the Planning Manual for Vermont Municipalities, published by the VDHCA, 2000

development in these areas. Three neighborhood planning areas, the Cobble Hill, Arrowhead Lake, and Lamoille Areas, are defined by existing land uses and their relationship to the Town Core planning area. The West Milton and East Milton Areas have natural resource bases that can be utilized, but which cannot accommodate high-intensity development. Agriculture, forestry, mineral extraction, clustered residential development, and outdoor recreation are encouraged in these planning areas. Significant natural features including mountains, lakes, rivers, floodplains, wetlands, conservation areas, and critical natural habitats are abundant in these planning areas.

VISION STATEMENT AND GOALS

In 1998, the following Vision Statement was first established for the Town of Milton Comprehensive Plan:

> *"Enhance the quality of life in Milton by developing a greater sense of community and promoting greater citizen participation in the affairs of the town. New growth must recognize, integrate and enhance traditional settlement patterns. Milton's sense of community must include protecting the quality of the environment, promoting the vitality of the local economy, and improving education."*

In order to execute this vision statement, eight more specific goals were established. These address community involvement, land use and development patterns, economic growth, energy, housing, transportation, public facilities and services, and resource use and protection. With a few adjustments, these goals remain the foundation of this Plan. One adjustment of note is the addition of a chapter focusing on energy, specifically, reducing energy consumption.

Community Involvement

Enhance a sense of community and project a positive image by:

1. Encouraging active individual and organizational participation in all levels of local government, and
2. Coordinating efforts among town, and school representatives.

Land Use and Development Patterns

Direct the most intensive development to the downtown area where services, utilities, transportation, and other supporting facilities are most readily available. Furthermore, enable a more diverse mix of uses emphasizing less-intensive development in the transitional areas. The transitional areas are defined as the areas between the downtown area and the rural areas. Agriculture, forestry, mineral extraction, clustered residential development, and outdoor recreation are encouraged in the rural areas.

Economic Growth

Develop a diverse economic base emphasizing high-quality job creation. The economic base shall focus on providing high-value and rewarding job opportunities commensurate with available and planned infrastructure and services, while minimizing impacts on the environment.

Energy

Support energy efficiency. Reduction of energy consumption and costs are important economic and environmental considerations for the Town. The Town should focus its efforts toward energy efficiency, energy conservation, land use planning, and renewable energy resources, with a particular focus on transportation. This is the sector that is the largest consumer of energy within the state, and most commuters in Milton are driving to work alone.

Housing

Provide for a variety of quality housing to meet the needs of the community for all income levels, including housing options for elderly and disabled residents in the downtown area.

Transportation

Provide connected transportation facilities for the movement of goods and people and linking developments throughout the community. Additionally, alternative transportation, such as public transit, sidewalks and bike paths should be made available.

Public Facilities and Services

Continue to develop public facilities and services that complement existing and future development patterns and that keep pace with population growth. Educational and recreational programs should be provided to enhance opportunities for Milton residents.

Resource Use and Protection

Protect, preserve, maintain, and enhance Milton's natural, historical and cultural resources for the enjoyment and use of existing and future generations. Natural resource based operations, including traditional and non-traditional agriculture, forestry, and mineral extraction, will be located outside the Town Core Area of Milton. In addition, provide for the wise and efficient use of Milton's natural resources and facilitate the appropriate extraction of earth resources and the proper restoration and preservation of the aesthetic qualities of the area. Emphasis is placed on preservation of Milton's scenic ridgelines and water resources including the Lamoille River and Lake Champlain watershed and wetlands.

CHAPTER 2
THE SETTING

BRIEF TOWN HISTORY[6]

Early History

The Town of Milton is situated on the eastern shore of Lake Champlain, with the Lamoille River traversing from the Georgia to Colchester borders. It is located in the northwestern corner of Chittenden County.

Milton was a popular Native American camping ground. Because the western boundary was on Lake Champlain and the Lamoille River ran throughout the town and emptied into the lake just south of the Sand Bar, Native Americans, especially the Mohicans, came for the good fishing. This, perhaps, accounts for the number of arrowheads found near the water and near the sandy plains. Milton was also in the region claimed by many Indian tribes as their hunting ground.

Samuel de Champlain explored the Lake in 1609, and while there is no record that he spent time in Milton, he did name the Lamoille River. After his explorations this area was considered part of the French territories in Canada. Between 1733 and 1737 a number of grants, called seigniories, were issued by the French monarchy on both sides of the lake. The area where Milton is located was part of the seigniory of La Mannadure, a very large French grant with some twelve miles of lakefront encompassing the Lamoille River and extending about 15 miles inland.

Few of the seigniors in France could find anyone to settle in these wild parts, so Milton remained, as far as we can tell, unmarked by any French traces. All of the properties along the lake reverted to England at the end of the French and Indian War. These lands were English lands when Governor Benning Wentworth of New Hampshire granted the charter of the Town of Milton on June 8, 1763. This grant of land was made to sixty-two grantees. At the time, the Town was comprised of 23,040 acres in approximately six square miles. On November 10, 1868, Milton acquired the Colchester land that lay north and west of the Lamoille River.

The Town was not settled until the worst of the Revolutionary War was over, although settlements were encouraged in order to increase the value of the land. The records of the proceedings of the proprietors previous to the war were lost.

[6] Adapted from the publication “Milton’s Story 1763 - 1976”, published by the Milton Bicentennial Committee

Early Settlers

William Irish, Leonard Owen, Amos Mansfield, Absalom Taylor, and Thomas Dewey first settled Milton in February of 1782. Mr. Mansfield was one of the most enterprising of the early settlers. He saw the advantage of lumbering in the middle section of Milton where giant pine forests lined both sides of the Lamoille River. The first gristmill and sawmill were erected on the river by Mr. Mansfield for which he received four plots of land totaling approximately 400 acres.

Other early settlers were John Mears, John Jackson, Joseph Clark, John Sanderson and N. M. Manley. Mr. Mears came to this town from Fair Haven, Vermont prior to 1800. His grandson, Rodney Mears, later owned his farm. Paul Mears, a fifth generation family member, now owns the farm. John Sanderson also came to Milton with his family at an early age. His son Levi bought his farm in 1804 and was the father of Charles P. Sanderson, who lived with his wife and two sons Floyd and Orlow, at the original homestead.

West Milton

According to records, West Milton was the first part of town to be settled. West Milton and Milton were abundant in old growth pine and timber that the English wanted for their Naval vessels. In the early 1800's, Joseph Clark and H. P. Boardman bought land and rights from John Jackson, who then owned all the land in West Milton. Clark and Boardman hired crews of men to cut lumber and large timbers that were used in the British Navy. The logs were hauled from Milton Village to West Milton Valley and stored on the Lamoille riverbanks. When the water was high enough in the spring, the logs were sent down the river to Lake Champlain and to their destination in Montreal, Canada and foreign markets.

The church at West Milton was built in 1831 at the top of the hill, now known as "Meeting House Hill," near the Paul Morgan home. As late as 1862 and 1863, people from Checkerberry Village attended services at West Milton. The original church had two rows of windows with side galleries and pews with doors that fastened with a button. Services lasted all day, with a sermon both morning and afternoon. People brought their lunch or dinner and ate it, weather permitting, in the pine grove behind the church. Harley Perry, a local carpenter, tore down the church in 1943, but its bell is on display in the right alter area of the Milton Historical Museum on School Street.

A school located on the Clark farm, now owned by John Rowley, was rebuilt in 1869 from a one-story to a two-story building. The upper part of the building was used for a Grange Hall and for entertainment. Over forty years ago this building was converted to a home now owned by the Morgan family.

A 325 foot long covered bridge built in 1835 was the third bridge built to cross the Lamoille River in West Milton, having been preceded by one above and one below this site. This covered bridge was destroyed March 2, 1902, by high water and ice. A steel

truss bridge was erected across the river in its place, and was in use until 1994 when the current bridge was built just to its south. In 2009 the West Milton truss bridge structure was reconstructed in Swanton as part of a recreation pathway crossing the Missisquoi River.

Checkerberry

Checkerberry became the second thickly settled section of Milton. The first Town Hall, known as the Town House, was built on land known as Checkerberry Green and first used when voters met on March 26, 1806. Previous Town Meetings had been held in private homes. In 1849, Dr. Daniel Onion deeded one-half acre of land to the town for the purpose of erecting a building for use on funeral occasions and religious meetings. However, at the same time Joseph Clark along with Lyman Burgess and George Ayers, were instrumental in the building of a Town House located near Milton Falls on River Street. After balloting at least three different Town meetings, it was finally decided to hold all Town and Freeman's meetings at Milton Falls.

Checkerberry Green, with its lovely flower gardens is said to have been enclosed by a fine green fence. On the corner south of the Green was a large hotel called "The Rest," believed to have been built before 1800. It was a place for social functions such as dances and the so-called "trainings" of the war days, which were held every few months. All the young men were expected to take part in the activities.

Milton Falls

There were originally seven waterfalls on the Lamoille River within the Town of Milton. The falls supplied the needed power for the saw, grist and other mills that grew up along the river. The part of town known as Milton Falls grew up around Clarks' Falls and Great Falls. Today this is known as the village.

The early settlers of Milton deemed it one of their first duties to establish schools in town. There were twelve districts where schools were later erected. In 1806, a school was built near the Earl Bevins home. There was also a "Young Ladies Select School" on River Street, which was later destroyed by fire. The old Town Hall at Checkerberry was also used for school purposes for many years.

The home of Joseph Clark, known as the Clark Memorial Building, which served as the Milton Town Offices for many years, was extensive and grand. The lawn was decorated with flowers, shrubs, and a fountain. The residence is said to have been surrounded with a heavy brick wall, massive piers and iron gates. Joseph Clark died in 1879 at the age of 84. On January 7, 1916, his granddaughter Kate R. Clark deeded the Clark Memorial building to the Town of Milton with the stipulation that the building is kept in repair and that certain groups be allowed to use it. It was returned to Clark's heirs and sold after the current Town municipal building was built in the 1990s and is now a private residence.

Milton in the 1800's

Milton was a lively place at that period. The hotels were the center of entertainment. In 1874, a drama club was formed which presented dramas, farces, and recitations. When circuses came to town, the elephants had to swim the Lamoille River, as the authorities were afraid they would wreck the old covered bridge. Whenever entertainments were given in the churches, care had to be taken that no dancing was allowed.

In 1788, soon after the Town was organized, roads were officially laid out which took the place of the old trails. The road known as East or Stage Road was built from the southeastern part of the Town, to the north line of Milton. For over fifty years, it was the main thoroughfare through Milton. Another early road went from Checkerberry across the Lamoille by the so-called "Poor Farm," then west of Arrowhead Mountain and on to the Town of Georgia.

The sand bar between the island of South Hero and Milton made it possible to ford the lake in the early years. In 1850, a toll road was built across the sand bar at a cost of $25,000. The bar was filled with rocks hauled by wheelbarrows and by two wheeled dump carts. Trees were then placed on the rocks and covered by fill. A tollhouse was completed on the island side of the bridge. Toll rates were: single or double horse team 25 cents, 4 horse team 38 cents, cattle 10 cents, hogs 4 cents, sheep 2 cents and walkers 5 cents. A family's yearly passage was $3.00.

Between 1870 and 1880 was the busiest period in Milton Falls' history. There were three meeting houses, nine stores, a paper mill, two gristmills, three fulling mills, three tanneries, a weekly newspaper, numerous shops, three hotels and an iron bridge across the Lamoille River.

Over 200 Milton men served their country during the Civil War and 74 are buried in Milton cemeteries. On September 6, 1909, there was a celebration in Milton marking the dedication of the Soldiers' Monument honoring the "Boys in Blue" who marched from this town to the battlefields of the Civil War from 1861 to 1865.

Milton in the 1900's

By the turn of the century, many changes had occurred in Milton. Around 1898, the International Paper Company built a pulp mill at the Great Falls on the Lamoille River, one mile below the village. When the pulp mill was being built, as many as 250 men were employed. This started a new period of prosperity for Milton. All houses were occupied, and lodging places were hard to find. In full operation, the mill employed as many as 100 men during its winter rush season.

Around 1920, the Milton Water Corporation was formed to supply the village with water. The source of the water was a pond east of the village, known as Milton Pond. Water was stored in the McGrath Reservoir at the top of the hill on Westford Road.

A volunteer fire department was formed in 1937. The fire department was said to have come into existence because of the efforts of the Ladies of Milton Improvement Society. A fire station was built on upper Main Street on land donated by Mrs. Ellen Miller.

By 1935, only a small amount of land was not used for farming. Most of this was in urban and recreation areas. Farming had increased by 11% since 1870, however, this was not reflected in population. In 1935, there had been a 17% drop in the population of Milton. As machinery and new methods became better known, the output per farm worker increased, and many people went to the industrial centers to work and live.

In the 1950's, Milton's population was approximately 2,000 and it remained fairly stable. Then the 1960's saw rapid population growth with the addition of several new housing developments. As a result of the growth, there ware several notable additions to town. A Grand Union supermarket was constructed in the mid 1960s, forcing the closure of local grocery stores. The Police Department was created in 1968 and Milton High School was built in 1969.

The Milton Cooperative closed in 1971 due to the decline in farming. The Flander's development, the first major housing development in Town, was constructed in the early 1970s. The Franklin Lamoille Bank, the first major bank in town, also opened during this decade. By January 1976, the population had grown to well over 6,000 residents.

The 1980s and 1990s saw the expansion of the Town's industrial base with the addition of the Catamount Industrial Park and the Husky Corporation. The Municipal building moved from Main Street to a new municipal complex, which included new municipal offices, police department, and recreational facility. The population continued to grow to nearly 10,000 by the time of the 2000 Census.

In the early 2000s, the fire/rescue building was constructed alongside the new municipal complex. The Village and the Town merged in 2003. Although the Town continues to primarily be a residential community, further commercial development occurred during this decade with the addition of Charlebois Trucking and Gardner's Supply Distribution Center.

STATE AND REGIONAL CONTEXT

A municipal plan must look beyond its own borders in order to be truly effective. Local planning and zoning must consider state planning goals. It must also consider land use trends and proposals in adjacent municipalities in order to avoid duplication of services and to determine the Town's unique characteristics and contributions to its wider regional community. In addition, a consideration of the plans and trends of adjacent municipalities is required for local plans pursuant to State-enabling legislation.

State Context

Specifically, the municipal comprehensive plan must be consistent with state planning goals. The State Planning Goals are found in 24 VSA §4302 and can be summarized as follows:

1. To plan development so as to maintain the historic settlement pattern of compact village and urban centers separated by rural countryside.
2. To provide a strong and diverse economy that provides satisfying and rewarding job opportunities and that maintains high environmental standards, and to expand economic opportunities in areas with high unemployment or low per capita incomes.
3. To broaden access to educational and vocational training opportunities sufficient to ensure the full realization of the abilities of all Vermonters.
4. To provide for safe, convenient, economic and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers.
5. To identify, protect and preserve important natural and historic features of the Vermont landscape.
6. To maintain and improve the quality of air, water, wildlife and land resources.
7. To encourage the efficient use of energy and the development of renewable energy resources.
8. To maintain and enhance recreational opportunities for Vermont residents and visitors.
9. To encourage and strengthen agricultural and forest industries.
10. To provide for the wise and efficient use of Vermont's natural resources and to facilitate the appropriate extraction of earth resources and the proper restoration and preservation of the aesthetic qualities of the area.
11. To ensure the availability of safe and affordable housing for all Vermonters
12. To plan for, finance and provide an efficient system of public facilities and services to meet future needs.
13. To ensure the availability of safe and affordable child care and to integrate child care issues into the planning process, including child care financing, infrastructure, business assistance for child care providers, and child care work force development.

Regional Context

Milton is approximately fourteen miles north of Burlington, is the northernmost Town in scenic Chittenden County, and has a current population of 10,352 residents according to the 2010 U.S. census (U.S. Census Bureau). The 2010 population figure of 10,352 residents means Milton is now the eighth largest town in the State of Vermont. Milton is bordered by seven municipalities within three counties: to the north, Georgia shares a seven mile border; to the northeast, Fairfax touches Milton at one point; to the east approximately five miles are shared with Westford; to the southeast Essex shares a point; and to the south Colchester shares over seven miles. In addition, west across

Lake Champlain, the Towns of Grand Isle, South Hero and St. Albans (at one point) share boundaries with Milton. Milton is within the Burlington – South Burlington Metropolitan Statistical Area (MSA) as defined by the U.S. Office of Management and Budget (OMB) for the purposes of collecting, tabulating and publishing federal data (2006 Chittenden County Regional Plan).

Within its larger regional context, Milton is a transitional community that combines elements from many of its neighboring municipalities. While Milton contains a vast supply of housing typical of some of the suburbs of Burlington, it also still contains several working farms. Residents of Milton generally commute to other parts of Chittenden County for work; however, the Husky Plant, Catamount Industrial Park, and many small businesses have provided a growing job base for local residents. Milton's vast shoreline bears similarities to its adjacent neighbors of South Hero and Grand Isle across Lake Champlain.

Future land uses proposed in adjacent Towns were analyzed. It was found that while some of the specifics varied, the proposed uses at municipal borders were compatible. This plan, as implemented, will not adversely affect the implementation of the Plans of the Towns which border Milton including Colchester, Essex and Westford in Chittenden County; South Hero and Grand Isle in Grand Isle County; and Georgia and Fairfax in Franklin County. In addition, this Comprehensive Plan is consistent with the Regional Plan adopted by the Chittenden County Regional Planning Commission in August of 2006. It is also consistent with the State's planning goals.

It is recommended to continue to work with surrounding communities to develop mutually acceptable visions and plans for the borders of each Town.

POPULATION PROFILE

Existing Conditions

Milton and the nearby Towns of Colchester, Essex, and Georgia have experienced a substantial degree of growth since 1980, although the pace of growth appears to be slowing over this time period. As shown in Table 2.1, assembled from U.S. Census data, the population of this four-town area grew from 36,668 in 1980 to 51,521 in 2010. This represents a 1.4% annual growth rate for the four-town area over the 30-year period from 1980-2010. Figure 2.1 illustrates the annual percentage growth rate declining over each decade within the 1980-2010 time period for Milton, surrounding towns, Chittenden County, and the State. Figure 2.2 shows the annual percentage growth rate for Milton, surrounding towns, Chittenden County, and the State over the 30-year period from 1980-2010. Figure 2.3 shows the annual percentage growth rate for Milton, surrounding towns, Chittenden County, and the State over the 10-year period from 2000-2010. For all the areas examined, the decade 1980-1990 showed the highest annual percentage growth rate, and the annual percentage growth rate has declined in each decade since. During the 30-year time period from 1980-2010, Milton experienced a higher annual percentage growth rate than all of the surrounding towns

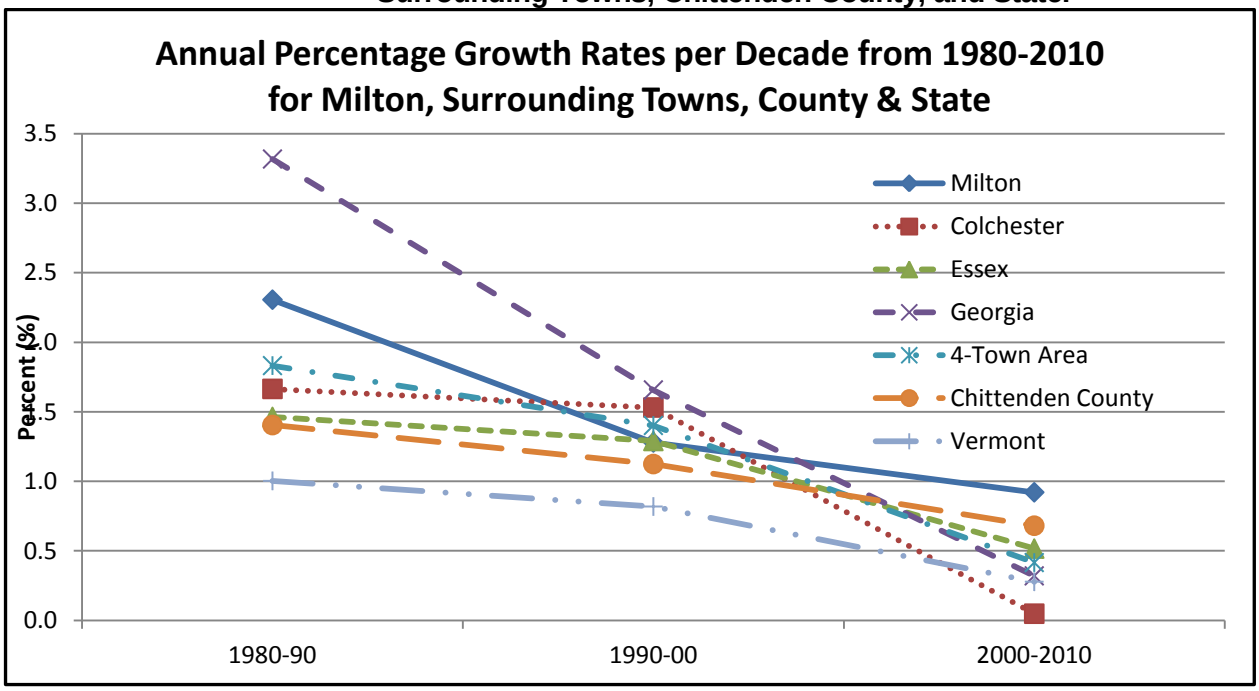
with the exception of Georgia in Franklin County. Milton's annual percentage growth rate during the 30-year time period from 1980-2010 was higher than that experienced by Chittenden County and the State of Vermont. As shown in Figure 2.3, Milton experienced a higher annual percentage growth rate over the most recent decade, from 2000-2010, than did the surrounding towns, the county, or the state. Milton represents 6.6% of the total population in Chittenden County.

Table 2.1: Population Increase and Historic Rates of Growth

	Population				Annual Percentage Growth Rate			
	1980	1990	2000	2010	1980-90	1990-00	2000-10	1980-2010
Milton	6,829	8,404	9,479	10,352	2.3	1.3	0.9	1.7
Colchester	12,629	14,731	16,986	17,067	1.7	1.5	0.0	1.2
Essex	14,392	16,498	18,626	19,587	1.5	1.3	0.5	1.2
Georgia	2,818	3,753	4,375	4,515	3.3	1.7	0.3	2.0
4-Town Area	36,668	43,386	49,466	51,521	1.8	1.4	0.4	1.4
Chittenden County	115,534	131,761	146,571	156,545	1.4	1.1	0.7	1.2
Vermont	511,456	562,758	608,827	625,741	1.0	0.8	0.3	0.7

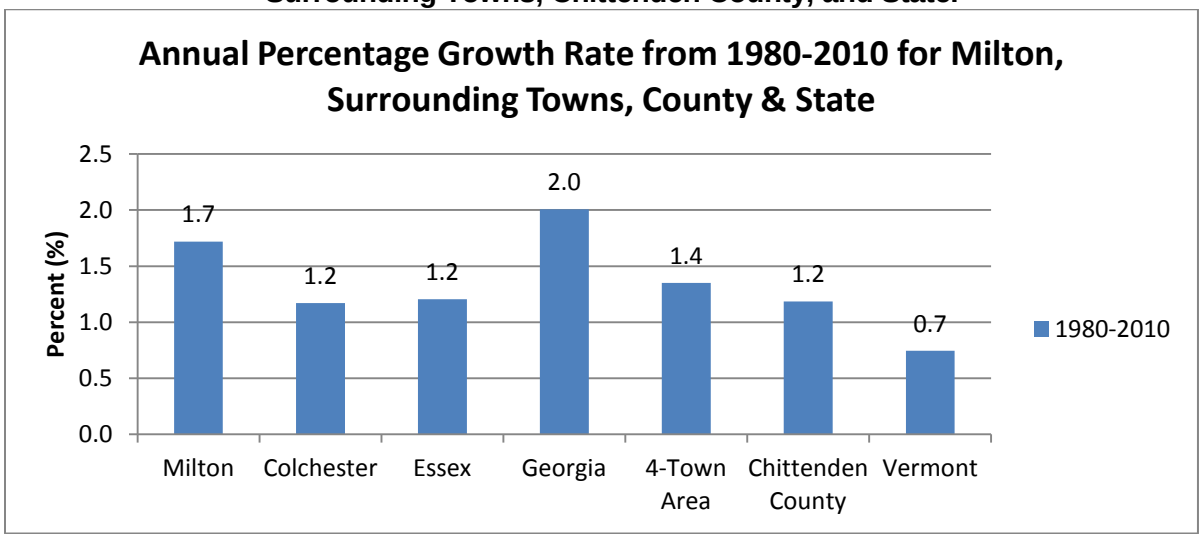
Source: U.S. Census Data 1980, 1990, 2000, 2010 Tables DP-1 for noted towns, Chittenden County, State of Vermont

Figure 2.1: Annual Percentage Growth Rates per Decade from 1980-2010 for Milton, Surrounding Towns, Chittenden County, and State.



Source: U.S. Census Data 1980, 1990, 2000, 2010 Tables DP-1 for noted towns, Chittenden County, State of Vermont

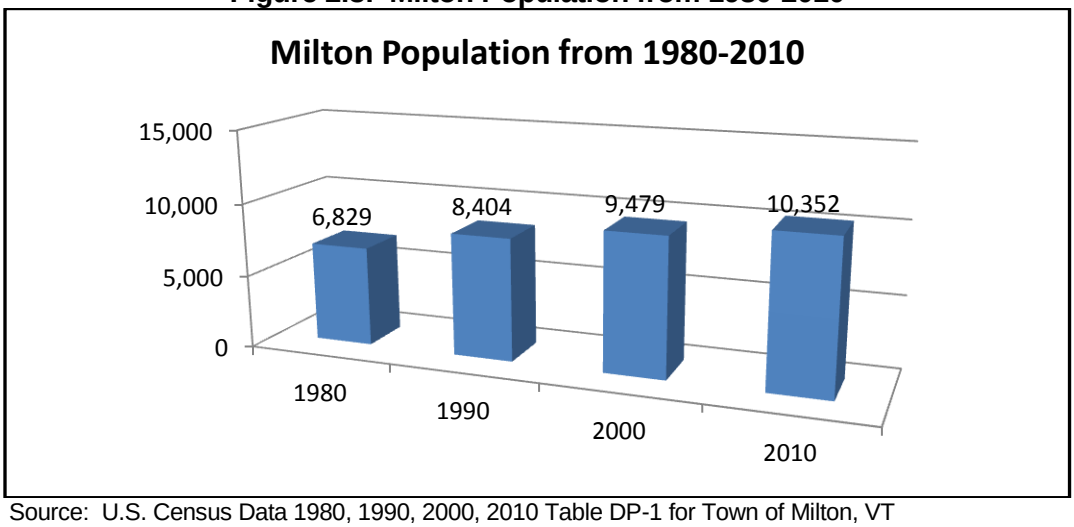
Figure 2.2: Annual Percentage Growth Rate from 1980-2010 for Milton, Surrounding Towns, Chittenden County, and State.



Source: U.S. Census Data 1980, 1990, 2000, 2010 Tables DP-1 for noted towns, Chittenden County, State of Vermont

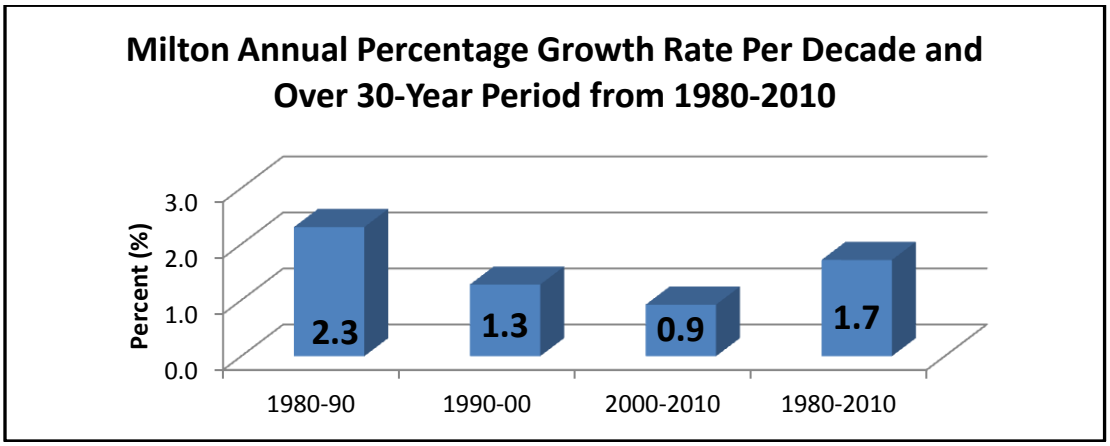
Over this same 30-year period, Milton's population grew from 6,829 to 10,352 (see Figure 2.3). This represents a 1.7% annual growth rate over the 30-year period from 1980-2010. The pace of population growth has slowed in Milton over this 30-year period, from a 2.3% annual growth rate during the 1980s to a 1.3% annual growth rate in the 1990s, to a 0.9% annual growth rate during the first decade of the 2000s (see Figure 2.4). This trend is similar within the four town area examined, as well as within Chittenden County and the State of Vermont. Milton's overall population growth percentage between 1980-2010 was 52%; from 1980-1990 it was 23%, 1990-2000 it was 13%, and 2000-2010 it was 9% (see Figure 2.5). Milton's overall population growth percentage was higher than the surrounding area, with the exception of Georgia in Franklin County, and higher than that of Chittenden County and the State of Vermont (see Figure 2.6). Milton is now the eighth largest town within the State of Vermont based on the 2010 population.

Figure 2.3: Milton Population from 1980-2010



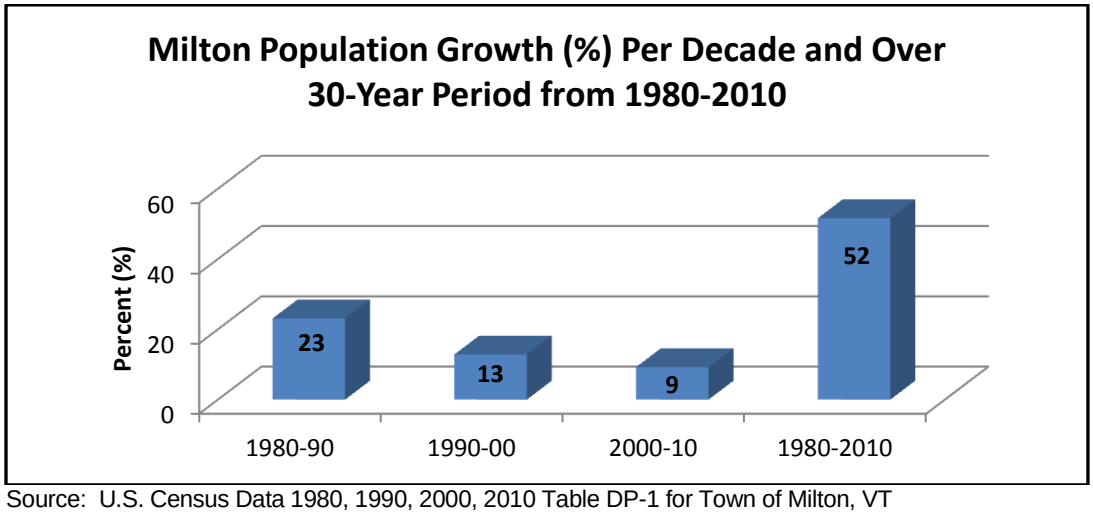
Source: U.S. Census Data 1980, 1990, 2000, 2010 Table DP-1 for Town of Milton, VT

Figure 2.4: Milton Annual Percentage Growth Rate Per Decade and Over 30-Year Period from 1980-2010



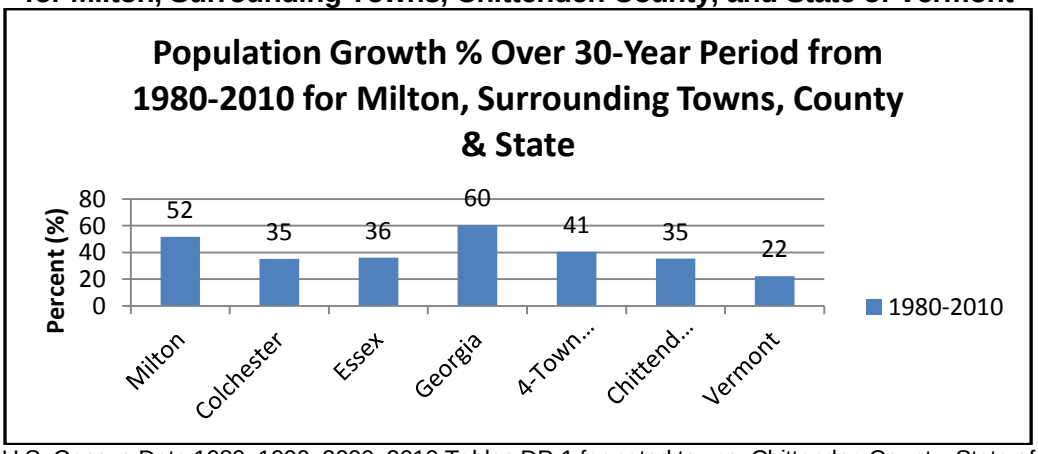
Source: U.S. Census Data 1980, 1990, 2000, 2010 Table DP-1 for Town of Milton, VT

Figure 2.5: Milton Population Growth Percentage Per Decade and Over 30-Year Period from 1980-2010



Source: U.S. Census Data 1980, 1990, 2000, 2010 Table DP-1 for Town of Milton, VT

Figure 2.6: Population Growth Percentage Over 30-Years from 1980-2010 for Milton, Surrounding Towns, Chittenden County, and State of Vermont



Source: U.S. Census Data 1980, 1990, 2000, 2010 Tables DP-1 for noted towns, Chittenden County, State of Vermont

The following demographics are taken from the 2010 Census. Additional Milton, Chittenden County and state of Vermont population cohort data can be found in Appendix A.

Table 2.2: 2010 Milton Demographics Compared to the County and State

	Milton		Chittenden County	Vermont
	Number	Percent		
Total Population	10,352			
Median AGE	38.9			
Under 5 years old	652	6.3%	5.0%	5.1%
5 to 9 years	710	6.9%	5.4%	5.5%
10 to 14 years	744	7.2%	5.7%	6.0%
15 to 19 years	724	7%	8.8%	7.4%
20 to 24 years	481	4.6%	10.5%	7.0%
25 to 29 years	610	5.9%	7.1%	5.7%
30 to 34 years	699	6.8%	6.1%	5.5%
35 to 39 years	748	7.2%	5.9%	5.8%
40 to 44 years	871	8.4%	6.8%	6.7%
45 to 49 years	966	9.3%	7.6%	8.0%
50 to 54 years	900	8.7%	7.9%	8.4%
55 to 59 years	733	7.1%	6.6%	7.8%
60 to 64 years	607	5.9%	5.3%	6.6%
65 to 69 years	354	3.4%	3.6%	4.7%
70 to 74 years	241	2.3%	2.4%	3.2%
75 to 79 years	135	1.3%	2.0%	2.6%
80 to 84 years	100	1.0%	1.6%	2.0%
85 years and older	77	0.7%	1.7%	2.0%
Male	5,132	49.6%	48.7%	49.3%
Female	5,220	50.4%	51.3%	50.7%
Average household size	2.66		N/A	N/A
Households w/ individuals <18 yrs.	1446	37.2%	28.8%	28.3%
Total Occupied Housing Units	3,889	93.8%	94.1%	79.5%
Owner-occupied housing units	3,237	83.2%	65.2%	70.7%
Renter-occupied housing units	652	16.8%	34.8%	29.3%
Median Household Income**	$65,191	-	$59,878	$51,841

* U.S. Census Data from 2010 - Table DP-1for Milton, Chittenden County and Vermont
** 2006-2010 American Community Survey 5-Year Estimates, Table DP-3

In comparison to the State and County 2010 U.S. Census data:

- The percentage of residents aged 45 to 64 is 3.6 times greater than the 65 and older population. This trend is similar to that at the County and State level; however the percentage difference in Milton is greater.
- Milton has more children under the age of 15 and more adults ages 25-54.
- Milton has fewer young adults ages 20-24 and fewer older adults ages 65 and over.
- More Milton households have children under the age of 18 living in them.
- The percentage of homeowners to renters is higher in Milton.
- The median household income in Milton is higher than the County or State.

Population Projections

The population projections in this plan are taken from the Economic and Demographic Forecast done by Economic & Policy Resources, Inc in 2001 (report completed for Chittenden County) and Milton's 2002 Growth Management Study.

Table 2.2: Milton Population Projections

	Actual Census Populations				***Projected Population Forecasts***						
Data Source	**1980**	**1990**	**2000**	**2010**	**2005**	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**
Economic and Demographic Forecast - Update for Chittenden County - June 2001*	6,829	8,404	9,479	10,352	10,975	12,378	14,012	15,991	18,268	20,832	23,647
Milton's 2002 Growth Study - "Mean Projection"					10,161	10,839	11,562	12,273	*13,027*		
Milton's 2002 Growth Study - "High Projection"					10,882	12,372	14,066	15,837	*17,831*		

* = comes from Economic & Policy Resources, Inc.
Italic 2025 estimates are from Riverstreet Consultants - they utilized Growth Study projection methods to continue projection until 2025 for the proposed 2007 Economic Development Strategy.

The annual rates of growth used in the Milton Growth Study Projections are provided in the following table. An annual rate of 1% is used as the projection of Chittenden County population growth. Two projections are provided for Milton over the 20 year period - a "mean" projection of 1.3% per year and a "high" projection of 2.6% per year. For both "mean" and "high" projections, growth rates are slightly higher in the initial 5-year period and decline over time. The Economic and Demographic Forecast is similar to the "High Projection" growth rate from the Milton Growth Study. The population projections for 2010 are higher than the actual growth rate and population from the 2010 U.S. Census.

Table 2.3: Milton and Chittenden County Population Projections

Year	Town of Milton				Chittenden County	
	"Mean" Projection		"High" Projection			
	Annual % Increase	Total Population	Annual % Increase	Total Population	Annual % Increase	Total Population
2000	--	9,479	--	9,479	--	146,571
2005	1.4	10,161	2.8	10,882	1.2	155,579
2010	1.3	10,839	2.6	12,372	1.1	164,326
2015	1.3	11,562	2.6	14,066	1.1	173,565
2020	1.2	12,273	2.4	15,837	1.0	182,419

Using the "mean" projection, Milton's share of total county population increases from 6.5% in 2000 to 6.7% in the year 2020. It increases to 8.7% using the "high" projection. The "high" projection was based on an assumption that the Husky Injection Molding plant would grow to the level originally expected (about 4 to 5 times its current size). While it is not likely that Husky itself will grow to that level, the campus has Act 250 permits for additional growth and it is possible that other industries will take advantage of the space available.

The Census Bureau produces projections based on age group for the State. Unfortunately this data is not available for Milton; however, it is still useful to note the trends that are likely to take in Milton as well.

Table 2.4: Age Group Population Projections for Vermont*

	Actual	Projections			Percent Change		
Age	**2000**	**2010**	**2020**	**2030**	**2000-2010**	**2010-2020**	**2020-2030**
< 5 yrs	33,989	34,303	36,982	34,667	+0.9%	+8.8%	+2.0%
5-13 yrs	77,428	63,339	68,904	69,659	-18.2%	-11.0%	-10.0%
14-17 yrs	36,106	34,730	29,953	34,633	-3.8%	-17.0%	-4.1%
18-24 yrs	56,586	65,961	53,495	54,981	+16.6%	-5.5%	-2.8%
25-44 yrs	176,456	165,793	184,482	172,734	-6.0%	+4.5%	-2.1%
45-64 yrs	150,752	194,944	180,421	171,253	+29.3%	+19.7%	+13.6%
65+ yrs	77,510	93,442	136,449	173,940	+20.6%	+76%	+124.4%
Total	608,827	652,512	690,686	711,867	+7.2%	+13.4%	+16.9%

* Table taken from the 2007-2027 Recreation Plan; Original data source: Census Bureau 2005

Considering the percentage of residents aged 45 to 64 is 3.6 times greater than the 65 and older population in Milton, it is likely that Milton will experience a substantial growth in the 65 and older age cohort over the next 10 to 20 years, just as the 2005 Census projections suggest for the State as a whole. Preparing for this increase is something that the Town will need to continue to plan for. In 2006, the Town added an Elderly Housing Complex as a permitted use within the Zoning Regulations in an attempt to provide for housing more accommodating to this age group. This will be discussed in more detail in the Housing chapter.

The statistics also indicate a State-wide decline in school-aged children. This trend will likely occur in Milton as well.

Regardless of the exact rate of growth, it is very likely that Milton will continue to grow along with the County and the State. The purpose of this Comprehensive Plan is to lay out a vision for how the Town would like to see this growth occur and to present implementation goals for how to carry out this vision. Through this plan, the Town will take an active role in planning for this future growth by choice, rather than by chance.

CHAPTER 3
ECONOMIC DEVELOPMENT

VISION

The Town of Milton's vision for economic development grows from a foundation of assets including a clean environment, good schools, a wide array of housing, emerging vibrant Town Core, recreation and open space. Milton will use these attributes to attract talented workers and excellent companies offering well-paying jobs in industry clusters that are growing in the region and the state. The town's strategy will be professionally managed, effective, efficient and creative and result in increased personal wealth, tax base and sense of community opportunity, pride and vitality, which, in turn, ensure that residents, workers and visitors act as stewards of critical community assets. [7]

The Town should define two broad economic development strategies. The first should be a focus on creating a quality of life and a defining a sense of place within the Town Core. Sense of place is subjective and difficult to define, but it can be considered the characteristics and features that make a community unique, special, and different from other places. In some cases, these things are geographical in nature, and in others, they may be a cohesive theme or design that is applied to a certain area, such as a downtown. Although the Town has made efforts over the past twelve years to define a Town Core, through both zoning changes and the establishment of a Town Core Tax Increment Financing (TIF) District, additional efforts should be made to define this area. Some methods that have been discussed by the Planning Commission through a community public input session in February 2012 are establishing stronger landscaping standards, establishing clearer sign regulations, and implementing signature street lights, crosswalks, and/or wayfinding signage. In 2007, "A Town Core Streetscape and Accessibility Design Study" was completed for the Town and this document includes suggestions on how to establish a sense of place within Milton's Town Core.

The second strategy should focus on promoting industrial growth and attracting value-added businesses that provide employment with decent wages to locate at Catamount Industrial Park, the Husky campus, and the other industrial and commercial areas in Town. The goals included at the end of this chapter will help the Town implement these two strategies.

ECONOMIC DEVELOPMENT STRATEGY

In 2005, the Town began a comprehensive planning process to develop three separate but related studies: an Economic Development Strategy, a Route 7 Transportation and Land Use Study, and A Town Core Streetscape and Accessibility Design Study. The Economic Development Strategy was finalized in 2007 and will continue to be an

[7] River Street Planning & Development, Town of Milton, Vermont, Economic Development Strategy, Assessment and Recommendations, January 2007, page 42.

important document to help guide the Town's economic development efforts. As such, many of the Goals and Objectives in this chapter have been adapted from the EDS.

ECONOMIC DEVELOPMENT COMMISSION (EDC)

In August 2006, the Selectboard restructured the former Economic Development Commission into the Economic Development Business and Community Advisory Commission (EDBCAC). In June 2011, the EDBCAC was renamed the Economic Development Commission again, due to difficulties encountered with the length of the EDBCAC name. However, the structure of the Commission remains unchanged from that adopted in 2006. The EDC shall consist of not less than five nor more than fifteen voting members, the composition of which shall be as follows: three community representatives appointed by the Milton Selectboard, the Superintendent of Schools, the Town Manager, and not less than four nor more than nine shall be the highest ranking representatives of businesses within the Town of Milton. One of the business members shall be recommended by the Milton Business Association or its successor organization, if any. The initial business member appointments shall be by the Selectboard, and thereafter by the EDC. The EDC should continue to recruit new EDC Members to fill the available spaces. Due to difficulties that are sometimes encountered with the highest-ranking representatives of businesses being able to attend EDC meetings, it would be beneficial to revise the EDC Resolution to allow these individuals to appoint alternate, high-ranking representatives of their businesses to attend EDC meetings when they are unable to do so.

The EDC has the following responsibilities: work towards infrastructure improvements that benefit businesses, develop promotional materials regarding Town economic development goals and objectives, help implement the Economic Development Strategy, evaluate existing taxation policies and methods, evaluate proposed changes to the Zoning and Subdivision Regulations, promote the Town regionally, evaluate land use policies as they relate to strengthening the Town's tax base, advocate for business interests, educate the public regarding economic issues facing the Town, and monitor economic trends in the Town, region, and state.

TOWN CORE DEVELOPMENT

The Town of Milton has a strong commitment to economic development and, as a result, has taken several steps over the past few years to further the economic development of the Town. In 2000, through the public process that led to the development of the Town Core Master Plan, it became apparent that the Town's residents desired a downtown with higher densities and mixed-uses that would be supportive of and attractive to businesses and residents. As a result of this study, the Town made major changes to its Zoning Regulations in 2001 to begin implementing the vision contained in the Town Core Master Plan: densities were increased, height-limitations were relaxed, and a mix-of-uses were encouraged within the Town Core. In 2005, the Town solidified its commitment to economic growth by establishing the

"Downtown Business District" (DB1 District) to limit residential growth from outpacing commercial growth in the heart of the new downtown. The DB1 District has been designed to promote commercial growth and is the area of Town where the densest development is encouraged, although the Town expects some development to also occur in the immediately adjacent areas (for example, the Checkerberry area). In order to encourage the development of a dense downtown, infrastructure upgrades and expansion, such as municipal water and wastewater services and transportation improvements, will be necessary. More attention will also need to be placed upon defining and creating a sense of place within the Town Core by implementing strategies such as more extensive landscaping of properties, identifying/wayfinding signage, signature street lighting, and a cohesive streetscape strategy. The input from both the study and the public outreach efforts should be further evaluated, prioritized, and specific improvement methods should then be incorporated into the Zoning Regulations. The higher-density housing that has been built as a result of changes to the Zoning Regulations has pointed to a need for more usable open space and recreational amenities for the residents who live there. The Zoning Regulations should be amended to require more usable open space and recreational amenities in high-density housing developments. To facilitate the development of the necessary infrastructure, the Town has established a TIF for this area.

Retail Space

The Town's retail development is concentrated in the Town Core, especially along Route 7 in the DB1, Checkerberry, MCMP Center, and Old Towne Residential/Commercial Zoning Districts. The Town will continue to encourage the development of the DB1 Zoning District into its primary retail center, although the availability of land and location along Route 7 will likely result in substantial retail development also occurring in the Checkerberry Zoning District. According to the Vermont Department of Labor, Economic & Labor Market Information, Milton had 21 establishments engaged in retail trade in the third quarter 2011, a loss of 12.5% over a five-year time period from the third quarter 2006. Total retail employment decreased 5.5% during the same time period. Table 3.1 below illustrates a comparison of Milton's retail trade to that of surrounding towns. Most of the other Chittenden County towns in Table 3.1 also experienced a decrease in the number of retail establishments over the 5-year period; however, some of them experienced an increase in retail employment over that same time period. The Town of Colchester is the only municipality in the chart that showed an increase in both the number of retail establishments and the number of retail employment.

Table 3.1: Number of Establishments & Employment in Retail Trade Milton & Surrounding Communities

Town	Establishments		Employment	
	3rd Quarter 2011 (p)	% Change from 3rd Quarter 2006	3rd Quarter 2011 (p)	% Change from 3rd Quarter 2006
Milton	21	-12.5	292	-5.5
Colchester	58	7.4	1,060	9.2
Essex	96	-3.0	1,422	17.2
Burlington	209	-11.8	2,849	-3.4
S. Burlington	178	-4.3	3,478	-0.2
Williston	100	-6.5	2,536	7.8
Georgia	7	0.0	72	24.1
Fairfax	9	0.0	74	-12.9
South Hero	10	11.1	75	(s)
Westford	4	0.0	(c)	(c)

Source:"Covered Employment and Wages," Vermont Department of Labor, Economic & Labor Market Information, http://www.vtlmi.info/indareanaics.cfm. Note: Classifications are according to the North American Industrial Classification System (NAICS). (c) = data is confidential. (s) = data is suppressed to protect confidential information. (p) = data in each quarter undergo one or more revisions.

Milton's Economic Development Strategy identifies that a large portion of local residents' spending on retail, eating, and drinking establishments is being lost to other towns. The EDS notes that successful retail development in the Town Core depends on both resident spending and the ability to draw outside dollars into the Town. The EDS emphasizes that design, infrastructure, and traffic improvements will be key factors in determining the success of the Town Core as a retail destination. Another important consideration for the Town Core will be diversity; in order to attract more retail businesses, the Town will also need to distinguish itself by encouraging a mix of uses, including more professional offices, small commercial, residential, and recreation, community, and entertainment facilities. The EDS states that the restaurant industry is positioned to expand in the region in the next five years, and the need for restaurants in Town is one of the most frequently heard comments from residents. The Town should investigate incentives to attract a sit-down restaurant to Town, which may include pursuing grant money for rehabbing an existing building into a restaurant or for start-up costs, discussing opportunities with someone from the hospitality industry, advertising in an industry journal, or whatever other incentives or programs are identified.

Professional and Other Services (Non-retail)

As noted above, the EDS identifies that diversity will be an important factor in the successful development of the Town Core. The EDS points out that the service sector has grown in the Town and the region over the previous five years. This includes smaller professional facilities and offices, which can be accommodated in a downtown environment and prefer highway exposure and accessibility. The Town's planned infrastructure and transportation improvements will help to attract these types of businesses to the Town Core. The professional services sector is a targeted cluster in

the regional Comprehensive Economic Development Strategy (CEDS), which makes it an important sector.

Table 3.2 below illustrates a comparison of Milton's service-providing sectors to that of surrounding towns. Although Table 3.2's numbers are for overall service-providing sectors, and therefore include retail, Table 3.3 follows with an illustration of the current make-up of Milton's various service sectors excluding retail, which was discussed previously. Milton's service-providing sectors decreased in both number of establishments and number of employment over the 5-year time period, while the other Chittenden County towns in Table 3.2 increased in both categories. These numbers include retail, which was previously shown to decline in several towns. This indicates that non-retail-service sectors are increasing in number of establishments and employment in surrounding Chittenden County communities while Milton has experienced a decline. Table 3.3 shows that Milton has experienced an increase in the "information" and "financial activities" sectors.

Table 3.2: Number of Service Providing Establishments & Employment Milton & Surrounding Communities (Includes Retail)

Town	Establishments		Employment	
	3rd Quarter 2011 (p)	% Change from 3rd Quarter 2006	3rd Quarter 2011 (p)	% Change from 3rd Quarter 2006
Milton	140	-3.4	1,178	-5.7
Colchester	448	9.5	6,713	4.6
Essex	562	5.2	4,654	(s)
Burlington	1,326	5.0	23,371	3.8
S. Burlington	987	5.7	14,826	3.6
Williston	595	2.1	8,564	2.6
Georgia	32	-27.3	254	-16.2
Fairfax	50	19.0	331	3.1
South Hero	45	4.7	272	14.3
Westford	22	29.4	72	-29.4

Source:"Covered Employment and Wages," Vermont Department of Labor, Economic & Labor Market Information, http://www.vtlmi.info/indareanaics.cfm. Note: Classifications are according to the North American Industrial Classification System (NAICS). (c) = data is confidential. (s) = data is suppressed to protect confidential information. (p) = data in each quarter undergo one or more revisions.

Table 3.3: Number of Establishments & Employment of Various Service Providing Sectors in Milton (Non-retail)

NAICS Code	NAICS Industry	Establishments		Employment	
		3rd Quarter 2011 (p)	% Change from 3rd Quarter 2006	3rd Quarter 2011 (p)	% Change from 3rd Quarter 2006
42-49, 22	Trade, Transportation, & Utilities	48	-11.1	615	4.9
48-49	Transportation & Warehousing	8	0.0	82	20.6
51	Information	5	25.0	(c)	(s)
52-53	Financial Activities	13	18.2	(s)	(s)
54-56	Professional & Business Services	31	-3.1	106	-23.2
61-62	Education & Health Services	13	0.0	136	-6.8
71-72	Leisure & Hospitality	12	-7.7	152	-13.6
81	Other Services, Except Public Administration	18	0.0	52	6.1

Source:"Covered Employment and Wages," Vermont Department of Labor, Economic & Labor Market Information, http://www.vtlmi.info/indareanaics.cfm. Note: Classifications are according to the North American Industrial Classification System (NAICS). (c) = data is confidential. (s) = data is suppressed to protect confidential information. (p) = data in each quarter undergo one or more revisions.

Brownfields Development

The Town is aware of at least one underutilized brownfields site located within the Town Core. This site used to be the site of a junkyard and is currently subject to litigation with the State of Vermont. This parcel is over 5 acres in size, which is large for its central location within the Town Core (located within the Downtown Business District), and makes it suitable for a wide variety of redevelopment opportunities. The Town should stay aware of any future development potential for this site and be prepared to partner as grant applicants for any potential Brownfields funds and cleanup efforts to assist in its redevelopment potential.

Industrial Development

In addition to the developing commercial and residential core, the Town is also home to several industrial areas. The Greater Burlington Industrial Corporation (GBIC) manages the 26-lot, 174-acre Catamount Industrial Park off of Route 7 South at the southern border of Milton. Catamount is home to numerous successful manufacturing and industrial businesses, and with approximately 7 undeveloped lots, it has limited room for expansion. The wastewater collection system expansion to Catamount Industrial Park has been completed and will facilitate the build-out of the park to its full potential.

Catamount Park is also serviced by municipal water, is located within an existing Tax Increment Financing (TIF) District, and is within a couple minutes drive of I-89, making it an attractive and valuable industrial site for high value-added businesses to locate.

Located at the northern end of Milton, the Husky Injection Molding Systems campus consists of approximately 700 acres zoned for industrial use and is home to Husky's hot-runner facility. Husky is the largest private employer in the Town. The Husky campus is located within the Town's Northern TIF District and is serviced by municipal water and sewer. Although it was previously permitted for up to four industrial buildings, only one of these buildings has been built, and the property's Act 250 Land Use Permit for expansion of up to three additional buildings expired in July 2011. Due to the size of the property, its industrial zoning district, and the availability of water and sewer, the Town should continue discussions with Husky management about the potential for expansion of the Husky campus and the possible location of other compatible businesses at the site.

There is also an industrial area located along Route 7 and West Milton Road to the north of the Catamount Industrial Park; however, this area is not currently developed with industrial uses. A parcel to the west of the interstate contains a limestone quarry, and a concrete and asphalt plant has been approved to locate here as well. The lots to the west of the interstate are not currently approved for municipal sewer or water, and the Town may want to pursue getting the restriction on connections to municipal sewer from this area lifted from the Town's Act 250 permit to make this area more attractive for industrial development. An approximately 100+ acre parcel is located adjacent to Route 7. This lot is part of the Town Core TIF District, and water and sewer is available for extension to service the parcel. This parcel contains development potential that the Town may wish to target in its business recruitment efforts.

An area zoned for light industrial uses exists off of Main Street and North Road, south of the Husky Campus along the railroad tracks, and is home to the L.D. Oliver Seed Company.

Table 3.4 below illustrates a comparison of Milton's manufacturing industry to that of surrounding towns. The table shows that the number of establishments and employment in manufacturing have both increased in Milton over the five-year time period. This is likely due to the continued development of the lots within the Catamount Industrial Park, which has seen several high-quality companies locate here within the past several years. It is difficult to obtain a comparison to surrounding communities, as much of the data in surrounding communities has been suppressed to protect confidential information.

Table 3.4: Number of Establishments & Employment in Manufacturing Milton & Surrounding Communities

Town	Establishments		Employment	
	3rd Quarter 2011 (p)	% Change from 3rd Quarter 2006	3rd Quarter 2011 (p)	% Change from 3rd Quarter 2006
Milton	17	30.8	660	5.9
Colchester	17	0.0	612	17.0
Essex	31	29.2	(c)	(c)
Burlington	37	-7.5	868	-51.7
S. Burlington	27	-20.6	(s)	(s)
Williston	31	-3.1	953	20.3
Georgia	5	25.0	(c)	(s)
Fairfax	8	0.0	180	51.3
South Hero	5	25.0	(s)	(s)
Westford	1	-50.0	(c)	(c)

Source:"Covered Employment and Wages," Vermont Department of Labor, Economic & Labor Market Information, http://www.vtlmi.info/indareanaics.cfm. Note: Classifications are according to the North American Industrial Classification System (NAICS). (c) = data is confidential. (s) = data is suppressed to protect confidential information. (p) = data in each quarter undergo one or more revisions.

The Milton EDS notes that high value-added manufacturing, which feature high wages, low environmental impacts, and extended career and skill ladders, is a targeted cluster in all of the regional studies. The EDS advises Milton to not attempt to create its own market for industrial development but to work proactively to compete for a larger market share of the region's growing sectors. Some of the growing sectors that the EDS points out are small printing firms, and larger food, electronics, and plastic products. These tend to be capital-intensive and lighter industries than traditional manufacturing sectors, so they could co-exist with larger commercial back-office operations and processing centers. The EDS also suggests the Town work to attract creative-economy companies that feature innovative products, designs, and marketing.

In addition to noting the development potential that remains in the Catamount Industrial Park, the EDS notes that the GBIC has encouraged the Town to recommend co-location of compatible enterprises on the Husky campus, and Husky has indicated it is amenable to further discussions with the Town about how to realize this potential. This approach would advance the growth and retention of quality, high value-added enterprise in the region and assist the Town of Milton in growing the Husky Campus. The EDS action plan recommends that the Town and Husky work together to encourage the integration of strategically-and-compatibly aligned businesses to be located on the campus, enabling GBIC and the Town of Milton to market the campus as a regional industrial economic cluster. This would add incredibly valuable infrastructured land to advance economic development. The Town should also consider partnering with other communities in developing a regional industrial park to expand industrial capacity and for future growth.

Tourism

Although tourism has not been a focus for the Town in the past, the EDS points out the importance of the tourism industry to the economy of the region. In fact, tourism is an industry cluster recommended for growth by the regional CEDS. Since tourism is marketed and funded at the state and regional levels, it does not require a substantial local investment. The EDS recommends that the Town focus on development of tourist-related amenities and destinations, such as hotels, niche retail, and recreation outfitters, and then advocate for inclusion in regional and statewide marketing efforts. The Town should also focus on increasing its recreational opportunities and creating connections between recreational areas.

Milton's location in between Burlington and St. Albans, 30 miles south of the Canadian border, with the Route 7 corridor as the major thoroughfare and in proximity to I-89, positions the Town within reach of several tourism markets. The Town possesses many beautiful natural resources, including Lake Champlain shoreline, Arrowhead Mountain Lake, the Lamoille River, Arrowhead Mountain, Eagle Mountain, Georgia Mountain, Cobble Hill, and several Town-owned parcels open to public access, including recreational facilities at our municipal complex. The historic village, including Main Street, contains many historic homes and other properties that help showcase Milton's history. The Town should utilize its geographic location and natural resources to effectively market the Town to attract visitors, especially by promoting its lakefront, such as Sandbar State Park and the Town's boat accesses. The Town may be able to focus on the recreational and sports-fishing industries as a niche, especially if the proposed hotel is built at the Southerberry development. Lake Champlain hosts several large fishing tournaments a year and is known for its sports fishery. The Town should promote the addition of more bed and breakfast establishments to entice visitors to the rural and historic parts of Town to highlight the Town's natural beauty and history. The Town should also work to attract more creative-economy individuals and businesses, as the unique products they produce will help draw visitors to the Town.

Agribusiness

The Town should focus efforts on promoting all facets of sustainable agriculture in Town, including, but not limited to, supporting local farms, local foods, value-added agricultural products, community gardens, and farmers markets. This includes developing a marketing plan to promote Milton agriculture, consumer-supported agriculture, and a buy-local campaign. When appropriate, the Town should assist grant applicants and offer economic development support to new or growing agricultural operations.

ECONOMIC DEVELOPMENT TOOLS

Tax Increment Financing Districts (TIF Districts)

Tax Increment Financing Districts (TIF Districts) are one of the primary economic development tools available to municipalities in the State. A TIF District is a financing tool used to help pay for infrastructure improvements that will stimulate economic development within an area defined by the municipality. A TIF District must be approved by the legislative body and by the Vermont Economic Progress Council (VEPC). The Town's voters must authorize any bonding that will be used to pay for the infrastructure improvements. A TIF District works by "freezing" the tax base within the defined area; the taxes on the frozen baseline continue to go to the taxing authorities (the Town and the State Education Fund), and the increment, the taxes generated through additional development, is used by the municipality to help pay for the infrastructure improvements within, or that serve, the TIF District. Act 184 of 2006 extended the use of education funds from 10 to 20 years, with 25% of the increment retained by the education fund.

Milton currently has three TIF Districts: the Northern TIF District contains approximately 681 acres and encompasses the Husky Injection Molding Systems Campus; the Southern TIF District contains approximately 384 acres and encompasses the Catamount Industrial Park, Sanderson property, and surrounding industrial area; and the Town Core TIF District encompasses approximately 903 acres along the Route 7 corridor and adjacent areas within the Town Core. The Northern and Southern TIF districts received VEPC approval on November 19, 1998, with the education increment retention period beginning on April 1, 1999 and running for 10 years from that date. In March 2009, the Town received a 10-year extension of these TIF Districts to March 31, 2019. The Town Core TIF District received conditional VEPC approval on April 30, 2009. The Town Core TIF District Financing Plan was approved by VEPC on May 25, 2011. The Town incurred its first debt (for the Village Core Sewer Expansion project) in March 2011 and elected to begin the 20-year retention period at that time. Therefore, the Town Core TIF District retention period for incremental tax revenues runs from April 1, 2011 to March 31, 2031.

The Town's original two TIF Districts have worked well as an economic development tool for the Town by helping to fund infrastructure improvements that serve the Husky campus and the Catamount Industrial Park. These improvements include the expansion of the wastewater treatment facility, the extension of the wastewater collection system to and within Catamount Industrial Park, the upgrade of the wastewater collection system along Railroad Street, and a new 650,000-gallon water tank.

The Town Core TIF District was established to help fund infrastructure improvements that will serve the Town Core and attract additional commercial and residential growth to this area that would not occur but for these improvements. Proposed public

infrastructure improvements include expansion of the municipal wastewater collection system, a water line loop, transportation improvements such as new roads and intersection improvements, sidewalks, a multimodal facility, and lighting.

Partnership Fund

The Partnership Fund provides loans to small businesses starting, expanding, or relocating to the member communities of Milton, Colchester, Essex, and Winooski. In 2007, the administration of the Partnership Fund was transferred from the Colchester Community Development Corporation to Community Capital of Vermont (CCV). It was hoped that CCV would be able to provide more comprehensive administration and marketing of the Partnership Fund. CCV also has other capital sources available for small businesses. However, there has not been consistent communication from CCV to the member towns about the status of the Partnership Fund. The Town should be more proactive in obtaining an annual accounting of the Partnership Fund from CCV to ensure that this financing option remains available to people wishing to start, expand, or relocate a small business in Milton.

Milton Interchange

The Town has been keenly interested in the development of an I-89 interchange to be located off of West Milton Road. In preparation for the development of an interchange in this location, the land in this area has been zoned "Interstate Commercial" to reserve this area for the provision of services to users of the proposed interstate access. Without an interchange, the Town feels that it may lose out on commercial development to the towns of Colchester and Georgia, both of which have interstate accesses. The EDS identifies the potential positive and negative economic development impacts of an interchange. An interchange would provide more convenient access to the interstate for residents and would attract additional commercial growth to Town, which would help improve the tax base and provide more in-town jobs for residents. However, the Town will need to ensure that the Town Core is developed sufficiently and diversely, such as focused upon local services and niche retail, in order to maintain itself in the face of the large-scale commercial development that will be attracted to the interchange.[8] The Town should work to ensure that the interchange area and the Town Core complement each other, not compete with each other. If an interchange is developed, the Town will need to ensure that the area surrounding the interchange is zoned appropriately to allow growth that is compatible with the community's needs. Additional work, such as additional technical and feasibility studies, must be done for an interchange to be possible in Milton, which will require the Town to secure additional funding sources to complete. The Town will also need to address the restriction on connections to municipal sewer placed on Sewer Service Area No. 6 west of Interstate I-89 by the Settlement Agreement with the Conservation Law Foundation. This restriction was incorporated into the Town's Act 250 Land Use Permit in 2003 for the municipal wastewater plant and collection system expansion.

[8] River Street, page 39.

ECONOMIC DEVELOPMENT GOALS

3.1.: Economic Development - Outreach/Communication

Goal 3.1.1. Identify the incentives offered by other towns/agencies/private developers to industrial and commercial prospects and design local incentives, which confer a competitive advantage to Milton for both retention and attraction. Interview existing merchants regarding new amenities, which would improve the business climate and attract more shoppers and new retailers. Involve businesses in ongoing streetscape planning.

Goal 3.1.2. Continue to meet with new businesses and periodically maintain contact. Continue business visits; follow-up with existing expansion prospects and top-ten stakeholders. Develop an outreach strategy to be used by Staff and the EDC to recruit and retain businesses.

Goal 3.1.3. Develop a catalog of all local firms that fit the CEDS cluster industry framework. Catalog and survey existing businesses to identify the attributes that they find most and least attractive about doing business in the Town of Milton.

Goal 3.1.4. Work with other agencies that have the resources to attract complementary professional uses to the Town Core. The DB1 Zone provides the Town with the opportunity to attract some of the high value-added services that are part of the professional/technical service cluster identified in the CEDS (in addition to some health services), which have been growing in Milton and the County. While they are relatively small businesses, they create needed diversity.

Goal 3.1.5. The Town should investigate incentives to attract a sit-down restaurant to Town, which may include pursuing grant money for rehabbing an existing building into a restaurant or for start-up costs, discussing opportunities with someone from the hospitality industry, advertising in an industry journal, or whatever other incentives or programs are identified.

Goal 3.1.6. The Town should consider supporting its community partners in appropriate opportunities to promote all facets of sustainable agriculture in Town, including, but not limited to, supporting local farms, local foods, value-added agricultural products, community gardens, and farmers markets. This includes developing a marketing plan to promote Milton agriculture, consumer-supported agriculture, and a buy-local campaign. When appropriate, the Town should assist grant applicants and offer economic development support to new or growing agricultural operations.

Goal 3.1.7. The Town should identify and work with a partner on developing a business incubator for one or more industry sectors to locate in Milton and assist start-up ventures and entrepreneurs to develop and grow new businesses.

Goal 3.1.8. The Town should be more proactive in obtaining an annual accounting of the Partnership Fund from Community Capital of Vermont to ensure that this financing option remains available to people wishing to start, expand, or relocate a small business in Milton.

Goal 3.1.9. The Town and Husky should work together to encourage the integration of strategically and compatibly aligned businesses to be located on the campus, enabling the GBIC and the Town of Milton to market the campus as a regional, industrial economic cluster.

3.2: Economic Development - Infrastructure

Goal 3.2.1. Continue to pursue expansion of public infrastructure including water, wastewater, sidewalks, and an expanded road network throughout the Town Core and into immediately-adjacent areas.

Goal 3.2.2. Enhance transportation opportunities, including the additions of a park-and-ride facility and multimodal facility, developing a parking strategy that may include municipal parking lots, and possibly exploring rail service.

Goal 3.2.3. Plan for the development of community, entertainment, and recreation facilities, whether publicly or privately owned, which create destinations and a sense of community.

Goal 3.2.4. Create a land bank for future development and as a measure to mitigate development impacts on other properties. The 134-acre former 'Bove' property, now a part of the Town Forest, will contribute to this land bank.

Goal 3.2.5. Continue to pursue the expansion of broadband and wireless broadband internet access throughout Town to ensure that these are available to the maximum number of residents and businesses.

Goal 3.2.6. Support development of an arts and cultural community in Milton, including development of gathering spaces, galleries or artists' cooperatives. In addition, target creative-economy industries to the Town Core as retailers and professional offices.

Goal 3.2.7. Propose new initiatives as longer-term initiatives such as the possible interstate interchange begin to influence development in Milton.

Goal 3.2.8. Ensure improvements to the Railroad Street/Middle Road/Route 7 intersection project are emphasized as integral to overall Town Core improvements and economic development.

Goal 3.2.9. The Town should stay aware of any future development potential for the 5+-acre Town Core brownfields site and be prepared to partner as grant applicants for any potential Brownfields funds and cleanup efforts to assist in its redevelopment potential.

Goal 3.2.10. Continue to work to increase the availability of quality housing that is affordable to the majority of Milton residents and is within close proximity to jobs and essential services. Expand housing choices and opportunities for all income levels and ages, with an emphasis on the goal of home ownership. Continually identify and project housing needs for Milton and remain engaged with the Chittenden County Regional Planning Commission on housing issues.

Goal 3.2.11. An effort should be made to better define the Town Core and to create a sense of place unique to this area. Some methods that have been discussed by the Planning Commission through a community input session in February 2012 are establishing stronger landscaping standards, establishing clearer sign regulations, and implementing signature street lights, crosswalks, and/or wayfinding signage. These strategies may require amendments to the Zoning Regulations to better define the requirements for development within the Town Core. In 2007, "A Town Core Streetscape and Accessibility Design Study" was completed for the Town, and this document includes suggestions on how to establish a sense of place within Milton's Town Core.

Goal 3.2.12. Additional work must be done for an interchange to be possible in Milton, such as additional technical and feasibility studies, which will require the Town to secure additional funding sources to complete.

Goal 3.2.13. The Town should pursue getting the restriction on connections to municipal sewer from the industrial area located to the west of I-89 lifted from the Town's Act 250 permit, to make this area more attractive for industrial development.

3.3.: Economic Development - Marketing

Goal 3.3.1. Fund a consistent business retention and attraction marketing effort. This effort should be focused on the core strategies outlined in the Economic Development Strategy, even if it doesn't initially command significant financial resources. A dedicated source of funding should be identified,

including perhaps allocation of a fixed percentage of net new tax revenues. Develop an outreach strategy to be used by Staff and the EDC to recruit and retain businesses.

Goal 3.3.2. Work with regional marketing entities such as the GBIC and the Lake Champlain Regional Chamber of Commerce to promote and market Milton's improved industrial sites to firms making regional inquiries. Pursue opportunities to create a niche cluster of strategically and compatibly aligned high-value-added businesses on the Husky campus.

Goal 3.3.3. Develop marketing materials which clearly describe the Town's assets, sites, amenities, and long-term vision, and distribute these materials, working with regional and state agencies or organizations, to promote Milton. Work with regional marketing entities to educate the public and merchants about retail sales leakage and encourage a "buy-local" mentality to capture more local dollars.

Goal 3.3.4. Expand partnerships and open dialogue with a tourism industry representative involved in Town planning activities. Participate in ongoing evaluation of the tourism industry in the region and continually evaluate Milton's ability to play a role in fulfilling those needs.

Goal 3.3.5. The Town should utilize its geographic location and natural resources to effectively market the Town to attract visitors, especially by promoting its lakefront, such as Sandbar State Park and the Town's boat accesses. The Town may be able to focus on the recreational and sports-fishing industries as a niche, especially if the proposed hotel is built at the Southerberry development. Lake Champlain hosts several large fishing tournaments a year and is known for its sports fishery.

Goal 3.3.6. Develop an economic development web-based outlet using social media and the Town's website.

Goal 3.3.7. Develop an inventory of available commercial space and building lots (this is known informally, but should be formalized).

Goal 3.3.8. Investigate better signage at the entrances to Milton along Route 7 (from the north and the south).

Goal 3.3.9. Work with the GBIC on rebranding an additional sign at the Catamount Industrial Park.

3.4.: Economic Development – Policy/Legislative Issues

Goal 3.4.1. Continue to advocate on the Town's behalf to the State regarding economic development policies and initiatives.

Goal 3.4.2. Continue to work with the legislature and TIF stakeholders on revisions to TIF statute.

Goal 3.4.3. Continue to recruit new EDC Members to fill the available spaces. Due to difficulties that are sometimes encountered with the highest-ranking representatives of businesses being able to attend EDC meetings, it would be beneficial to revise the EDC Resolution to allow these individuals to appoint alternate, high-ranking representatives of their businesses to attend EDC meetings when they are unable to do so.

Goal 3.4.4. Continue to prepare an annual summary of economic issues and opportunities available to the Town and present it to the Selectboard and key stakeholders for their consideration.

Goal 3.4.5. Continually work to ensure that municipal leaders, staff, the business and non-profit communities, educators and others are presenting a positive image of Milton and are prepared and educated to act as ambassadors and strong advocates for Milton, in order to create positive public perception of the Town.

3.5.: Economic Development – Planning/Zoning/Permitting Issues

Goal 3.5.1. Enhance pedestrian-friendly environments incorporating streetlights, street trees, signage, and public spaces and develop guidelines for these streetscape elements.

Goal 3.5.2. Maintain flexibility of uses in the Town Core and simplify the permitting process for new development both within and outside of the Town Core.

Goal 3.5.3. Implement alternatives for the transition zones identified in the Route 7 Land Use Study to encourage development of businesses that are important to the economy but do not fit in downtown or in an industrial park. Investigate incentives to encourage the relocation of existing businesses into transition areas designed to mitigate the problems caused by the current pattern of automobile-oriented sprawl on Route 7.

Goal 3.5.4. Encourage mixed-use in the core and mixed uses within structures such as multifamily and single-family residential, affordable rentals and townhomes, bed and breakfasts, commercial, professional offices and

institutional establishments, as well as community facilities, entertainment and recreation uses, using Planned Unit Developments as appropriate.

Goal 3.5.5. Encourage industrial parks to expand amenities attractive to both light industrial and non-industrial operations such as childcare, small food stores, small restaurants and walking paths.

Goal 3.5.6. Review current zoning and business regulations to determine their impact on the tourism industry, and modify them as appropriate to allow small inns and bed & breakfast hotels in residential zones.

Goal 3.5.7. Create incentives to attract green business, and use local land use planning to influence development and site design in an energy efficient manner.

Goal 3.5.8. The Zoning Regulations should be amended to require more usable open space and recreational amenities in high-density housing developments.

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CHAPTER 4
PUBLIC FACILITIES AND SERVICES

INTRODUCTION

The Milton Comprehensive Plan looks beyond future land use patterns by anticipating the impacts of development upon the community. The plan attempts to balance future development pressures with other goals of the community, including the preservation of the natural environment and the provision of services.

This chapter of the Comprehensive Plan considers the services and facilities needed to support anticipated growth and development in the Town of Milton. Existing facilities are listed and future service demands are analyzed.

EDUCATION/SCHOOL FACILITIES

Existing Conditions

There are two schools in the Milton School District: Milton Elementary/Middle, located on Herrick Avenue, and Milton High School, located off Route 7 on Rebecca Lander Drive. Both schools are located in the Town Core Area.

Milton Elementary/Middle School

In 1998, the Milton School District closed the School Street School and expanded Milton Elementary School, and in July 2012, the Elementary and Middle Schools were reconfigured into one school. Milton Elementary/Middle School currently serves grades Pre-K through 8. The school is connected to the municipal water and wastewater system and is surrounded by a relatively continuous sidewalk network. The State Department of Education reports that during the 2011-2012 school year, a total of 832 students were enrolled at Milton Elementary School (K-6) and 257 students were enrolled in grades 7-8, a combined 1,089 students. This is 117 fewer students than the combined enrollment of the Milton Elementary School and middle school portion of the Jr./Sr. High School in 2002-2003.

High School

This school presently serves grades 9 through 12. Municipal water and wastewater systems currently serve the site. The State Department of Education reports that during the 2011-2012 school year, 543 students were enrolled at the High School portion of the Jr./Sr. High School. This is only 23 more students than in 2002-2003.

Table 4.1: School Enrollment

	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Senior High School Grades 9-12	554	559	581	549	545	543
Middle School Grades 6-8	400	428	422	412	394	380
Elementary School Grades PK - 5	806	800	794	758	726	709
TOTAL:	1,760	1,787	1,797	1,719	1,665	1,632

Source: State of Vermont Department of Education, Average Daily Membership Reports

Enrollment Projections

The following table, from Milton's 2002 Growth Management Study, forecasts school enrollment for the Milton School District through the year 2020.

Table 4.2: K-12 School Enrollment Projections

Year	"Mean" Projection			"High" Projection		
	Overall Population	School Population		Overall Population	School Population	
	Annual % Increase	Annual % Increase	Total Enrollment	Annual % Increase	Annual % Increase	Total Enrollment
2000			1936			1936
2005	1.4	-0.1	1926	2.8	0.5	1985
2010	1.3	-0.1	1916	2.6	0.5	2035
2015	1.3	1.0	2013	2.6	1.5	2192
2020	1.2	1.0	2116	2.4	1.5	2361

Source: State of Vermont Department of Education, Average Daily Membership Reports

The Growth Management Study projected a modest decline to modest increase in school enrollments through year 2010. However, actual 2010 enrollments as shown in Table 4.1 indicate a greater decline in enrollment than projected (1,719 compared to 1,926).

This decrease in school enrollment is similar to statewide school enrollment trends. Enrollment trends among Vermont's school districts from 2001-2010 is decreasing by 1.24% (Vermont Department of Education, Vermont School Report). The Vermont Housing Finance Agency (VHFA) reported in their Housing and Vermont's School Enrollment issue paper that "the number of school-aged children in a community is more dependent on the demographics of households already living there than on whether new homes have been built recently. Decreasing numbers of Vermonters in their child-bearing years and increasing numbers of single-person households have had a substantial influence on the state's school enrollments." VHFA finds that a decrease in school enrollments is expected to continue until 2014.

4.1. School Goals

In 2012, the Milton School District adopted a new three-year Strategic Action Plan with the following mission statement:

Milton Town School District, a student-centered, equitable learning community, will strive to maximize available resources through *unified, collaborative leadership, and focus on continuous improvement in the area of student achievement, while promoting a safe and respectful learning environment for all.*

- *Student-centered learning community* involves a focus and commitment to all Pre-K through grade 12 students characterized and supported by the following attributes: an articulated learner-centered curriculum, leadership for student achievement, focused creativity and innovation in responsive student programming, sharing common goals and vision, and a commitment to best practices in teaching and learning.
- *Equitable opportunity* means ensuring access to the benefits of an education, including supported opportunity to meet established expectations for academic achievement.
- *Unified and collaborative leadership* includes a team of leaders connected to the same mission, vision, and beliefs and engaged beyond site-based interest, who inspire and motivate the school community to embrace the pre K-12 continuum of learning.
- *Continuous improvement of staff and student achievement* is a result of a process characterized by inquiry, data driven decision making, engagement, and assessment within the learning organization utilizing local, state, and federal assessments and/or quality indicators to ensure continuous improvement of staff and students.
- *Safe and respectful learning environment* is one in which students and staff can achieve their potential because their physical, social, and emotional safety has been ensured and their differences are respected.

The Plan also states that the school district will complete an annual comprehensive needs assessment and planning cycle to ensure that the school district is responding to clearly-identified needs in a way that leverages and influences improvement and reform (i.e., Action Planning) that is purpose-driven rather than event-driven and keeps them collaboratively focused on the needs of the students and commitment to improving student learning. A planning team will be established to complete this process and will be charged with:

- Clarifying the vision/goals of the school district
- Identifying Data Sources
- Analyzing the Data
- Identifying Needs
- Writing, Implementing and Evaluating the results of the plan

The following are the seven main goals of the *Strategic Action Plan:*

Goal 4.1.1. Literacy – Improve student performance in Literacy and improve student performance on the Reading and Writing NECAP (New England Common Assessment Program) Assessments. The number of students who reach proficient and/or proficient with distinction on the Reading and Writing Assessments (both state and local) will increase by 10%.

Goal 4.1.2. Mathematics – Improve student performance in Mathematics and improve student performance on the Mathematics NECAP Assessments. The number of students who reach proficient and/or proficient with distinction on the Mathematics (both state and local) assessments will increase by 10%.

Goal 4.1.3. Science – Improve student performance in Science and improve student performance on the Science NECAP Assessments. The number of students who reach proficient and/or proficient with distinction on the Science NECAP assessment will increase by 10%.

Goal 4.1.4. Technology – Implementation and support of a comprehensive system that effectively uses technology in elementary and secondary schools to improve student academic achievement.

Goal 4.1.5. School Climate, School Community/Relations and Communications – The Vermont Department of Health's division of Alcohol and Drug Abuse Programs, the Vermont Department of Education's Comprehensive School Heath Program, the Town of Milton, the Milton Community Youth Coalition and the Milton Town School District are working in partnership to reduce high risk behaviors among our students and to promote healthy behaviors. Therefore, our goal is to reduce the number of students engaged in risky behaviors, as reported on the Vermont Youth Risk Behavior Survey, by 10% in each of the categories.

Goal 4.1.6. Preparing, Training and Recruiting High-Quality Educators and Administrators – Increase student academic achievement through strategies such as improving educator and administrator quality and increasing the number of highly qualified educators in classrooms and highly qualified administrators.

Goal 4.1.7. Wellness – Effective systems have a comprehensive and highly functioning support system in place to address students' academic, emotional, behavioral, and social needs.

PARKS, RECREATION, AND CULTURAL SERVICES

Recreation Department

Existing Conditions – Recreation Department

The Town of Milton Recreation Department organizes and provides recreation programs, activities and events for community members of all ages, provides recreation fields and facilities at the Bombardier Park Recreation Area on Bombardier Road and Middle Road, and continues to collaborate with and support many Milton organizations and businesses in order to better enrich the lives of Milton community members. The Town of Milton Recreation Department is currently comprised of a part-time (25/hour/week – begins FY13) Recreation Coordinator, a part-time (20/hour/week) Assistant Recreation Coordinator and a five (5) member volunteer Recreation Commission (advisory board). During the summer months, one (1) full-time, temporary seasonal Senior Program Assistant and two (2) full-time, temporary seasonal Program Assistants are hired to run a full-day summer camp program. Note: The Recreation Coordinator position's hours were previously 20/hours/week through FY11 and then 23/hours/week through FY12.

Existing Conditions - Recreation Facilities

The Milton recreation area, known as Bombardier Park, is located between Bombardier Road and Middle Road, in the Town Core Area identified in this plan. This formerly 150-acre site was expanded to approximately 193 acres as part of the Tracy Estates Planned Residential Development in 2000. The park is and should continue to be devoted primarily to meeting major recreational needs of the community. Present facilities include: restroom building, tennis courts, horseshoe pits, baseball and softball fields, soccer and multipurpose fields, walking trails, playground equipment, picnic shelters, BBQ grill, volleyball court and an outdoor skating rink/basketball court. The entrance and majority of the parking lot of the Park was paved in 2009. An outdoor-performance band shell was constructed in 2007-08 and a new, extensive playground was erected in 2011. New "Park Rules Signs" were installed in 2010. The Milton Rescue Building, Fire Station, and Police/Municipal Building including a newly expanded Public Library are located in front of the Park on Bombardier Road. The Park is also a CCTA (Chittenden County Transportation Authority) Park & Ride site, offering public transportation to Burlington and surrounding communities.

The Town of Milton owns a 353-acre parcel of land (the Town Forest) adjacent to the Town of Westford. The Town Forest contains Milton Pond and has been designated by the Selectboard as a municipal forest. The land is available to Milton residents as a natural recreation area. There are some trails available, although poorly marked and not readily maintained. In 2006, the Town purchased a 134.8-acre (83.1 acres of the property is in Westford) piece of property adjacent to the Town Forest, formerly known as the 'Bove' property. This additional piece of property provides public access from

Westford Road, which did not exist previously. Access to this property was improved with the construction of a parking facility in 2012 (See Map # 10). The Town of Milton also owns a 226-acre parcel of land adjacent to the shore of Lake Champlain, which is known as the Eagle Mountain Natural Area. This land, with access from Henry Road, contains a network of hiking trails and breathtaking views of Lake Champlain. In spring of 2008, the Milton Conservation Commission worked with the Vermont Youth Conservation Corps in finalizing the establishment of the Lamoille River Walk. These trails may be accessed at the Checkerberry trailhead or the CVPS trailhead. The Lamoille River Walk was made possible with easements from CVPS, the Hurkes Corporation and common land properties donated to the Town from residential developments in the Checkerberry area. Sandbar State Park is located entirely within the Town of Milton. It is one of the most heavily-utilized state parks in Vermont, as it provides public access to the shores of Lake Champlain. The park also provides public boat access to Lake Champlain and the Lamoille River. There is a Vermont Department of Fish and Wildlife fishing access on Lake Champlain located off Lake Road in Milton, and there is also a handicapped-accessible fishing access located at the end of Gravelle Road, near the location where Route 2 crosses the Lamoille River. Otherwise, most of Milton's waterfront is in private ownership.

On August 19, 2002, the Milton Selectboard approved a Recreation Long-Range Plan prepared by the Milton Recreation Commission, the Recreation Department, and the Buildings and Grounds Department. To improve upon these efforts, a consultant was hired by the Town to develop a 'Town of Milton, VT 20-Year Recreation Master Plan 2007-2027'. This plan was adopted by the Selectboard on October 1, 2007 and is incorporated into the Comprehensive Plan by reference.

The Town held a Comprehensive and Recreation Master Plan Public Input meeting on June 14, 2012 to refresh the public regarding the Recreation Master Plan completed in 2007, to identify accomplishments, to identify areas still needing work, and to obtain public input to assist the Planning Commission on updating the Comprehensive Plan and the Recreation Department in its goals. The meeting was poorly attended by the public, however, a follow-up Public Input Survey was conducted by the Recreation Department, and 188 responses were received. When asked, "What type of improvements do you prefer the Town of Milton spend more funds on?", the majority (46%) of responders choose trails and bicycle paths to increase connectivity, and 56% said the Town should raise taxes to fund this. The next highest-ranked improvement (23%) was "sports amenities". Also, as a result of this survey, 77% would rather the Town spend funds maintaining existing Parks and Recreation improvements rather than raise taxes for new improvements. In addition, if and when the Town pursues an indoor facility project, 65% of responders believe the facility should address "multi-generational needs" rather than a specific demographic.

Existing Conditions - Recreation Programming

In the past five years, the Milton Recreation Department has steadily increased its program offerings and participant numbers. In 2007, Milton Recreation offered 62 programs with 543 participants. In 2011, the department offered 126 programs with 798 participants. This does not include program and participant numbers for events and collaborations with other Milton and regional organizations. Recreation events also continue to be added, and traditional events are sustained. Some event examples are: Winter Festival (began in 2008), Pet Event (2012), Annual Egg Hunt, Music in the Park Series, Letters to Santa, etc. Summer Camp offerings have also increased. Since its inception in 2008, the Outdoor Opportunities full-day summer camp has grown to full capacity each week plus three Program Assistants up from two. In February 2009, the Town of Milton received a CHAMPPS Grant from the VT Department of Health. The result of this initiative was a 'Town of Milton, VT Health and Wellness Needs Assessment and Plan', which is referred to when creating programs, events and collaborating with others. In summer 2012, the Town of Milton will collaborate with the Milton Town School District and Hunger Free Vermont in a Summer Food Service Program to provide free, summer lunches to campers through summer of 2016. The department also offers an increased variety and number of half-day Specialty Camps throughout the summer. In 2011, RecTrac recreation software was purchased which enables the department to streamline program registration data entry, to maintain a "household" database and to create and run reports such as rosters, attendance sheets and more. The Recreation Department has increased its advertising and public relations in many ways. Currently, the department utilizes many avenues of advertising such as: social media (Facebook "likes" plus many Twitter "followers"), monthly Recreation e-Newsletter (700+ subscribers), Recreation page of Town website, which is updated often, Milton Recreation Brochure, published three times per year (revamped fall 2010), plus many other forms of print, web and word-of-mouth advertising. Staff makes an effort to be aware of and to support meetings, programs, events and P.R. offered by other Milton organizations, always looking for ways to collaborate and engage in the community.

Existing Conditions – Ad Hoc Recreation Pathways Committee

In 2007, the Milton Planning Commission hosted a public input meeting on various topics and proposals of public concern. There were about 60 people in attendance, and a majority of the people were interested in a bike path. In addition, the number one new facility requested through a Town-wide survey, conducted for the Milton Recreation 20-year Recreation Master Plan 2007-2027, was pedestrian and bicycle paths. As a result of this, the Selectboard created the Ad Hoc Recreation Pathways Committee to advise the Selectboard regarding potential recreational pathway locations and possible funding opportunities. In preparation of multi-use path development within the Town of Milton, the Town amended its Zoning Regulations and Public Works Specifications to allow for 8 or 10-foot wide multi-use paths as an alternative to 5-foot wide sidewalks.

In 2009, the Ad Hoc Recreation Pathways Committee provided the Selectboard with an Evaluation Report prioritizing a list of 19 possible future pathways. The Evaluation Report (available on the Town website) contains the list, map and a description of the criteria used to rank the pathway alternatives. The Committee is currently investigating the top three to five prioritized pathways noted in the Evaluation Report. The Committee's primary focus is on constructing the highest ranked pathways as shown on Map 11, "Pathways", located in Appendix E. The Committee's the highest ranked pathway, which would link the High School to Bombardier Park, is called Safe Across 7.

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4.2. Goals – Parks, Recreation and Culture Facilities

The Town of Milton Recreation Department and Recreation Commission will continue to review the 'Town of Milton, VT 20-Year Recreation Master Plan 2007-2027' and update goals accordingly. Recreation Staff and commission members will continue to work with other Town departments to research and, if feasible, attain facility goals. The Recreation Department looks to increase its grant searches and submissions to help attain these goals. Top goals identified in the Master Plan and the 2012 Public Input effort which the Department and Commission plan to research and address are:

Goal 4.2.1. Run electricity to the Milton Outdoor Performance Center, routine maintenance to the structure (some grant funds available).

Goal 4.2.2. Tennis Court Improvements (funds available approved in 2011 CIP).

Goal 4.2.3. Continued Park site amenity maintenance and improvements (some funds still available approved in 2011 CIP).

Goal 4.2.4. Addition of restrooms on the Middle Road side of Bombardier Park.

Goal 4.2.5. Improve overall Park signage throughout Town (consistent, professional, and inviting).

Goal 4.2.6. Create a community dog park.

Goal 4.2.7. Study the feasibility of creating an indoor multi-purpose, multi-generational recreation facility.

Goal 4.2.8. Develop a community garden.

Goal 4.2.9. Install a sprayground.

Goal 4.2.10. Create designated neighborhood parks.

4.3. Goals —Parks, Recreation and Culture Staffing and Programming

The Town of Milton Recreation Department and Recreation Commission will continue to review the 'Town of Milton, VT 20-Year Recreation Master Plan 2007-2027 and update goals accordingly. The top goals identified in the Master Plan which the Department and Commission plan to work to attain, maintain and/or sustain are:

Goal 4.3.1. Continue to increase department head hours with a goal of 40/hours/week.

Goal 4.3.2. Increase permanent recreation staff to include two (2) part-time (20/hour/week) assistants. (Up from one (1) part-time, 20/hour/week assistant).

Goal 4.3.3. Continue to add new programs and events.

Goal 4.3.4. Continue to offer, improve and expand current popular programs and events.

Goal 4.3.5. Continue to collaborate with Milton organizations and businesses for the greater good of the community.

Goal 4.3.6. Continue to listen to the community's requests and needs and try the department's best to accommodate.

Goal 4.3.7. Increase grant-opportunity searches and submissions to help attain these goals.

4.4. Goals – Ad Hoc Recreation Pathways Committee

Goal 4.4.1. Construct the "*Safe Across 7*" pathway that connects the High School and Bombardier Park.

Goal 4.4.2. Promote public awareness of the benefits of multi-use pathways.

Goal 4.4.3. Define the policies that will establish allowable uses for future pathways.

Goal 4.4.4. Encourage multi-modal pathways connections that complement existing and planned sidewalk locations.

Goal 4.4.5. Encourage the connection of local pathways to regional pathway networks.

Goal 4.4.6. Seek outside funding sources to help pay for feasibility studies, scoping studies and construction of prioritized pathways.

Goal 4.4.7. Work with the Milton Town School District to identify grant-funding opportunities tied to the Safe Routes to School program.

Goal 4.4.8. Maintain and expand Town GIS data associated with multi-use pathways and sidewalks within the Town of Milton.

Goal 4.4.9. Seek to include the highest prioritized pathways within the Capital Improvement Plan.

Milton Public Library

To meet the ever-growing needs of the population of Milton, the Milton Public Library now has a staff of two full-time librarians and six part-time employees. The library is open 53 hours a week. Its collection and the circulation desk are automated with 14 computers, including seven public access terminals and four catalog terminals. Its collection is also on the internet.

The Library is operated as a public lending facility with a book collection oriented to all ages and interests. In addition to classics and popular reading, the Library provides periodicals and newspapers, DVD's, audio compact discs, large print books, municipal information, tax forms, word processing, and computers with internet access. It also offers interlibrary loan service and sponsors informational and cultural programs, basic computer classes, and reading incentive activities for both children and adults. The library offers free WiFi to the public.

The Library is a municipal department. It is under the management of the Milton Library Board, which consists of five library trustees who are elected by the residents of Milton.

Library Mission

The Milton Public Library, a community hub, promotes literacy, knowledge, and a love of reading for all ages, by providing activities and relevant collections for lifelong learners.

To support the library's mission, the following service responses were chosen by the Long-Range Planning Committee to meet the needs of the residents of Milton:

- Current topics and titles: helps to fulfill community residents' appetite for information about popular cultural and social trends and their desire for satisfying, recreational experiences.
- Lifelong learning: helps address the desire for self-directed personal growth and development opportunities.

- Formal learning support: helps students of all ages who are enrolled in a formal program of education or who are pursuing their education through a program of homeschooling to attain their educational goals.

4.5. Library Goals

Goal 4.5.1. Adults and children will have access to award-winning literature and the latest fiction and non-fiction in various media formats to meet their educational and recreational interests.

Goal 4.5.2. Community members and visitors will have access to current technologies (Internet, databases, and computer services) for free-choice learning and recreation.

Goal 4.5.3. Adults and children will take part in a variety of learning opportunities through planned programs and events.

Goal 4.5.4. Adults and children who cannot come to the library will use library services through off-site programs and bookmobile visits.

Goal 4.5.5. Adults and children will have access to a wide range of updated materials both within and beyond the library's collection through Interlibrary Loan.

Goal 4.5.6. Preschoolers to young adults will have access to a variety of electronic resources to support school assignments.

Goal 4.5.7. Homeschooling families will have access to programs and events that support and supplement their curricula.

Milton Historical Society and Museum

The Milton Historical Society was organized in April 1978 for the purpose of bringing together people interested in history, especially that of Milton, Vermont. The Milton Historical Museum opened in 2001, and its operation is the main focus of the Society, which in 2010, updated it mission to preserve and tell the story of the town and people of Milton from its incorporation to the present day. Monthly public meetings on various historical topics take place in the Museum, which is owned and maintained by the Town of Milton and located in the former Trinity Episcopal Church on School Street. The museum is open the first and third weekend of each month from April through October, and year round by appointment.

Mission and Activities

The mission of the Milton Historical Society is to help its members, friends, and people of all ages to learn about Milton's history and its people. Major functions include acquiring, preserving, and displaying historical artifacts, records, and data relating to persons, places, and events significant to Milton and the Milton Historical Museum. The Historical Society conducts many special public events, such as the annual Holiday Open House, cemetery restoration projects, an annual Sugar-on Snow Party, and support of Milton High School students with their National History Day presentations. The Historical Society assists with genealogical research projects, produces an annual-themed calendar featuring historic photographs, and it is also an active member of the Vermont Historical Society.

PUBLIC WORKS

Existing Conditions

The Milton Highway Division, Water and Wastewater Division, and Buildings and Grounds Division provide public works services to the community. The Milton Highway Division and Buildings and Grounds Division operates within the Town's General Fund, while the Water and Wastewater Division is operated with Enterprise Funds, which are accounts set aside for these departments. No tax dollars are used to operate the water and wastewater systems. In addition, the wastewater treatment plant expansion is paid for with enterprise funds, grant funds, and impact fees.

Highway Division

The most important goal of the Highway Division is to keep the traveling public safe. Some of the services provided to ensure safe roads include winter plowing, right-of-way and drainage maintenance, sign replacement, guardrail installation, and road paving.

Continued growth in the Town will spur additional demand for Highway Division services. New streets within subdivisions need to be plowed, drainage facilities will need to be maintained periodically, and sidewalks will require repairs. Additional personnel and new equipment will need to be provided to meet the demand for these increased services.

Buildings and Grounds Division

The Buildings and Grounds Division has increasing demands of maintenance at the Municipal Complex, Recreation Park, hiking trails at Eagle Mountain Natural Area, the Town Forest, and the Museum. In addition, five cemeteries are maintained by the Buildings and Grounds Division. The former 'Bove' property that was purchased in

2009, for the purpose of providing parking and access to the Town Forest, was built in the fall of 2012.

The 2007-2027 Recreation Plan includes a number of goals established for improvements to the buildings and grounds that this Division will be responsible for maintaining.

Water Division

In 1991, the Town of Milton and the Champlain Water District (CWD) completed a water transmission main to connect their two systems, eliminating the need for Milton to operate its own Water Treatment Facility. The Water Department operates and maintains a Water System consisting of 32 miles of water mains, 450 valves, 275 fire hydrants, pumping stations, and reservoirs. The system serves approximately 2,100 connections, or about 6,400 people. A continuous supply of the highest-quality water available is purchased from the Champlain Water District (CWD). Consumer Confidence Reports are published each year and are available at the Milton Town Offices or from Champlain Water District.

In 2006 the installation of a new 650,000 gallon, 40 foot tall, water storage tank was completed. The tanks have been transferred to the Champlain Water District and are now maintained as a part of their tank-management program. With these improvements, storage capacity is expected to be adequate for the coming years.

Additionally, water system improvements will be needed, as indicated in a Water System Master Plan prepared for the Town in 2002, to meet the demands of new development and existing users. The Water System Master Plan is scheduled to be updated in FY 2014. The replacement of old and undersized water mains is ongoing as funding allows. Additional personnel and new equipment will be needed to meet additional demands spurred by user-base growth.

Wastewater Division

The Town of Milton operates a Wastewater Treatment Facility located on the Lamoille River at the end of Lamoille Terrace. This facility was upgraded and became operational in 2006. The facility has the capacity of 1 million gallons/day (MGD). In addition to the treatment facility, the Wastewater Department operates and maintains 16 +/- miles of collection mains and pump stations. The system serves approximately 1,000 connections, or about 3,200 people.

The collection system currently serves part of the Town Core Area plus the North Road Area. The service area is bounded roughly by Barnum Street to the south, North Road to the east, Husky Drive to the north, and the Lamoille River to the west. Sewage collection lines also extend south into Katherine's Woods and Haydenberry Park on Route 7. In 2003, a collection line was extended westerly on Route 7 to West Milton

Road, connecting Birchwood Manor Mobile Home Park to the municipal sewer system. In 2007 a collection line was extended southerly on Route 7 to the Catamount Industrial Park. With this expansion a connection was put in place for the Woodbriar Mobile Home Park, providing them with the opportunity to connect. In addition, the Ledges subdivision connected to the system in 2008. The current Village Core Sewer Expansion project is scheduled to be completed in the fall of 2012. This will provide access to the sewer system for existing users and expected growth within the downtown core planning area.

Future sewer system expansion plans include the Beaver Brook (Milton Meadows) residential area and portions of the old "Milton Village" which are not currently serviced by the Municipal Sewer System.

An evaluation of the existing sewage collection system discovered several areas in need of rehabilitation. A small-scale rehabilitation project is tentatively scheduled for 2013. As the original system ages more emphasis will be placed on rehabilitation and maintenance efforts. Additional personnel and new equipment will be needed to meet additional maintenance requirements.

4.6. Public Works Goals

Now that the wastewater treatment and water storage facilities have been upgraded, the Town has the capacity needed for many years to come. The Wastewater System Expansion Study, by Forcier Aldrich, was completed in 2008 and should be updated by 2016 or sooner to reflect any changes in the comprehensive plan. This study helps to prioritize wastewater collection expansion areas. The expansion into the Downtown Business District should promote growth and develop a downtown in this area. See the 2007-2027 Recreation Plan and the Milton Sidewalk Plan, also known as The Milton Long Range Access and Mobility Plan from 2001, which identifies several opportunities to create a more walk-able community. A Public Works Facility study was completed in 2004 that discussed alternative sites for a new public works facility. The study concluded that the best location for a new facility would be at the Town's Bombardier property. This study is outdated and a new study should be conducted to determine a suitable location for the facility.

Goal 4.6.1. Update the wastewater facilities study based on current conditions in order to prioritize wastewater collection expansion areas.

Goal 4.6.2. Continue to develop more sidewalks in order to promote growth and a more walkable community.

Goal 4.6.3. Determine the best possible location for a new public works facility that meets the needs of the Public Works Department.

PUBLIC SAFETY

Existing Conditions

The Milton Police Department provides full-time police patrol service to the entire community. With the anticipated future growth in Milton, there will be additional demands placed on the Police Department. Additional officers will be needed as well as the equipment and supplies to support them.

The Milton Fire and Rescue Departments provide coverage to the entire community. With the anticipated future growth in Milton, there will be additional demands placed on both the Fire and Rescue Departments. The Town appropriates funds annually for each department as part of the annual operating budget.

Both the Fire Department and the Rescue Department (Emergency Medical Services-EMS) are volunteer organizations. Maintaining adequate volunteer staffing levels has become much more difficult for both departments in the last decade. As the community grows, call volumes increase and the number of volunteers decreases, it is likely that the departments will have to transition to a different staffing model in the not-too-distant future. Equipment costs are generally covered by Town funds, including the Town's Capital Improvement Program, grants or other fundraising activities.

4.7. Public Safety Goals

The continued growth of the Town will increase demands for fire, EMS and Police departments. Representatives of the Fire and EMS departments continue to recruit volunteers to provide service to our community. However, as the demand for services increases, the fire and rescue (EMS) departments will need to continually evaluate how and what type of services to provide. Additional Police Officers will be needed as well as the equipment and supplies to support them.

Goal 4.7.1. Continually evaluate capacity of Police, Fire and EMS as the demand for services increases.

Goal 4.7.2. Establish a Public Safety Ordinance.

ADMINISTRATIVE SERVICES

Continuing growth will also place additional pressure on Town administrative services. The Town Manager, Town Clerk, Listers, and Planning and Economic Development Offices will all need to keep pace with future development. These offices are located in the Municipal Building on Bombardier Road. Long term planning for municipal services needs to be done.

SOCIAL SERVICES

Milton Family Community Center

The Milton Family Community Center (MFCC), located on 23 Villemaire Lane, is one of Milton's most important non-profit social-service organizations. The MFCC provides a wide variety of programs and services for children and families, including childcare, preschool, and after school activities, a food shelf, a community garden, parent/child playgroups, parent education, emergency assistance, adult learning programs, teen parent education, home visits, job-readiness support, and information and referrals. MFCC is a member of the Vermont Parent Child Center Network, KidSafe, Building Bright Futures, NAEYC, and Children's Integrated Services. MFCC administers the local match for the Milton Elderly and Disabled transportation program provided by SSTA. Established in 1985, MFCC continues to be a primary "hub" of services for children and families living in Milton and the surrounding communities, serving over 600 families annually. More information on MFCC and its programs can be found at www.miltonfamilycenter.org.

Mission

MFCC's mission statement is, "We build strong communities by empowering individuals and families through innovative, quality services".

MFCC's goals are to strengthen families, to create easier access to services, to promote a sense of community belonging, and to promote positive parent and child interactions.

Milton Community Youth Coalition

The Milton Community Youth Coalition (MCYC) is a is a 501c3, non-profit organization located near the schools in Milton, committed to the young people here in our community, helping guide them in making empowering, healthy choices in their lives and providing them with countless opportunities to show the world who they are and who they can become.

The MCYC began as a small community-based organization in 1997, under the fiscal agency of the Milton Family Community center, with initial funding from the Vermont Department of Health, through the original New Directions program. This group of concerned citizens came together to support a teen-based program that provided alternative activities and supported substance-free choices. The MCYC went through a number of transitions over the next eight years, and then in 2008 the MCYC became its own formal non-profit organization. The MCYC is served by a Board of Directors who represent several sectors of the MCYC community. Each board member serves in a one-year capacity and meets regularly to aid and assist in coalition growth and development. More information can be found at http://miltonyouth.org.

Mission

The mission of the MCYC is to foster a community that values youth by reaching out to, educating, and supporting families in making positive, healthy, and substance-free choices. In this changing world, it is more important than ever to carry out that mission.

Childcare Facilities

The following table describes the number of childcare facilities that exist within Milton as reported by Vermont Childcare Development Division in July 2012. The need for childcare in Milton is quite significant, as the 2010 population numbers for children in need of childcare is quite significant: Under 5 years old = 652; 5 to 9 years old = 710; and 10 to 14 years old = 744; for a total of 2,106 children. Unfortunately the number of children served by non-licensed facilities and/or out-of-Town facilities used by Milton residents (perhaps closer to where they may work) is not known. Therefore it is difficult to determine whether there is adequate childcare coverage in Milton or not. However, the projected demographic trend is that school enrollment rates will level off along with the population numbers of the age groups in need of childcare, and therefore an increased need for childcare is not likely to occur within the next five years.

Table 4.3: Milton Child Care Facilities

Type Of Care	Number of Facilities in Milton
Registered Family Child Care	25
Child Care Center	3
School Age Program	2
Preschool Program	4
Total:	**34**

Registered Family Child Care Homes are in-home child care businesses regulated by the State.
Licensed Child Care Programs include full-day centers, part-day preschools, private kindergartens and school-age programs.
Non-Regulated Care: There are many programs that offer after-school activities, care for school vacations and/or summers or temporary care for parents while they exercise. Recreational programs that run for less than 10 consecutive weeks do not have to be licensed by the state; this includes many town summer recreational programs that run during the summer only. Programs that take care of children on a non-recurring basis, such as fitness centers or after-school enrichment programs that operate for only a few afternoons do not have to be licensed.
Source:www.brightfutures.dcf.state.vt.us

4.8. Social Services Goals

Goal 4.8.1. The Town, through a department such as Recreation, should establish regular communication with the Milton Family Community Center and the Milton Community Youth Coalition to ensure needs are met and to collaborate on projects, if the Town can be of assistance.

TELECOMMUNICATIONS

Telecommunication is the transmission of messages, over significant distances, for the purpose of communication. The telecommunications industry is divided into four main sectors: wired, wireless, satellite, and other telecommunications establishments (source: Bureau of Labor Statistics, http://www.bls.gov/oco/cg/cgs020.htm):

- Wired: This is the largest sector of the telecommunications industry and wired (landline) telephone, digital subscriber line (DSL) Internet, and cable TV and Internet services are provided over a network of wires and cables.
- Wireless telecommunications carriers provide telephone, Internet, data, and other services to customers through the transmission of signals over networks of radio towers. The signals are transmitted through an antenna directly to customers, who use devices such as cell phones and mobile computers, to receive, interpret, and send information.
- Satellite telecommunications establishments are made up mostly of government and private organizations that transmit a variety of data through satellites, including photos of the earth, messages to and from public safety officials, and a variety of other information.
- Other sectors in the telecommunications industry include telecommunications resellers, as well as operators of other communication services, ranging from radar stations to radio networks used by taxicab companies.

As the telecommunications industry rapidly grows and evolves, it is important that the Town support efforts to upgrade and improve telecommunications throughout the Town for safety and economic-development purposes. Most importantly, the facilities that use a structure to provide the service must be properly planned to ensure that environmental and visual impacts are limited.

Wireless Communication Facilities

In particular, wireless communication facilities provided through communication towers should be planned to ensure that environmental and visual impacts are limited. In 1996, the U.S. Congress passed the Federal Telecommunication Act. Although the Act prevents local government from an outright ban on the construction of wireless communication facilities, local government does have the right to place reasonable requirements and restrictions on such facilities. While these facilities often prefer hilltops, ridgelines and open fields to achieve maximum service, that often results in significant visual impacts. In addition, development of the infrastructure to support the towers can have considerable environmental impacts. Therefore, it is in the best interest of the Town to establish regulations to provide specific standards for placement and construction of wireless communication facilities while mitigating adverse impacts.
From September 2008 to May 2012 there were 7 communication tower applications (through local or Public Service Board review); 1 application for antennas on an existing silo; and 3 applications for additional antennas on the Georgia Mountain tower. There

are likely to be more towers, even though some companies are choosing to use technologies that do not require a communication tower (fiber optic is one example). As of May 2012, there are 4 communication towers in Milton: Georgia Mountain, Precast Road, Lake Champlain Transportation Company (next to Birchwood Mobile Home Park), and Murray Avenue.

4.9. Telecommunications/Wireless Communications Facility Goals

Goal 4.9.1. Facilitate the ability of the providers of telecommunications services to provide such services to Town residents and businesses in a manner consistent with the community values and goals contained in the Comprehensive Plan.

REGIONAL FACILITIES

The Town of Milton is serviced by a variety of regional facilities. There are several colleges and universities within driving access to Milton:

- St. Michael's College is a liberal arts college in neighboring Colchester;
- The University of Vermont, a state supported institution in Burlington, provides a variety of graduate and undergraduate degree programs, as well as a medical school. The University also offers continuing education courses that are conducted throughout the region;
- Champlain College is a business college located in Burlington;
- Burlington College is a business college that is oriented to part-time students;
- Community College of Vermont, which is supported by the State of Vermont, offers courses throughout the Chittenden County region.

Fletcher Allen Health Care offers a network of medical facilities, including a clinic in Milton. The Fletcher Allen Hospital is located in Burlington.

Air transportation facilities for persons residing in Milton occur at the Burlington International Airport in South Burlington. Amtrak service to Boston and New York can be accessed at the terminal in Essex Junction. Bus service to other parts of New England also exists at Burlington. The Vermont Agency of Transportation (VTrans) operates a park-and-ride service in Colchester, close to its border with Milton. The Chittenden County Transportation Authority (CCTA) provides a commuter bus route to Milton.

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CHAPTER 5
ENERGY

EXISTING CONDITIONS

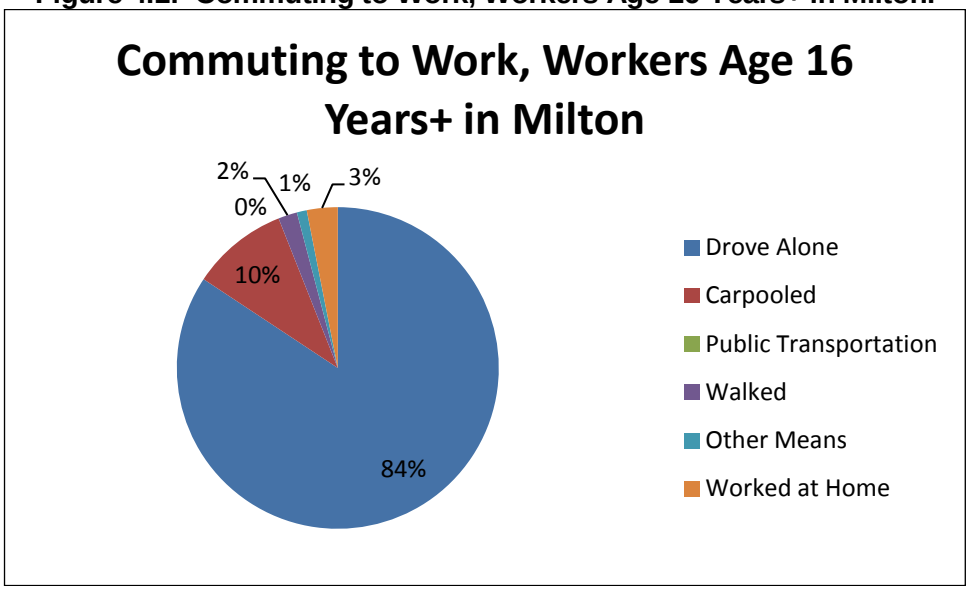
The Chittenden County Energy Strategy Report 2009 states that Vermont's primary energy sources are petroleum fuel and oil, natural gas, electricity from Hydro-Quebec and Vermont Yankee Nuclear Power Plant, and coal.[9] Residents and businesses in Milton use a variety of energy resources including electricity, oil, wood, propane, natural gas, and solar. Central Vermont Public Service and Vermont Electrical Cooperative are Milton's electrical suppliers. Vermont Gas Systems supplies Milton with natural gas.

According to the Chittenden County Energy Strategy Report, the transportation sector dominates energy consumption within the state due to the state's rural nature, which forces residents to rely on the automobile for travel. The residential sector is the next highest energy consumer. Energy consumption in general has been increasing over time, although the transportation sector appears to be reaching a plateau. Petroleum is the main energy source for the transportation sector, although there is some potential for renewable energy sources.[10]

To help illustrate how transportation might be one of the primary energy consumers for Milton residents as well, the U.S. Census Bureau "American Fact Finder Survey 5-year Estimates for 2006-2010" estimates there were 5,464 workers age 16 years and over commuting to work (+/-345) in Milton. Of those commuting to work, an estimated 4,607 (+/-354), or 84.3% (+/-3.1), drove alone, while only 528 (+/- 132), or 9.7% (+/- 2.4), carpooled. According to the census data, no one is estimated as using public transportation to commute to work, and only 103 (+/-83) or 1.9% (+/- 1.5), are estimated to have walked to work (however, it should be noted that this data was compiled before the CCTA commuter bus route was added in 2010). The mean travel time to work is estimated as 25.1 minutes (+/-1.7).[11] These figures illustrate that most commuters in Milton are driving to work, and most of these commuters are driving alone (see Figure 4.1 below)

[9] Chittenden County Metropolitan Planning Organization, Chittenden County Regional Planning Commission, Champlain Initiative, "Chittenden County Energy Strategy Report," 2009, p.3.
[10] *Ibid.*
[11] "Selected Economic Characteristics," Table DP03, 2006-2010 American Community Survey 5-year Estimates, U.S. Census Bureau American Fact Finder, 20 March 2012,http://factfinder2.census.gov.

Figure 4.1: Commuting to Work, Workers Age 16 Years+ in Milton.



Source: U.S. Census Bureau, American Fact Finder, Table DP03, Selected Economic Characteristics, 2006-2010 American Community Survey 5-Year Estimates.

ENERGY CONSIDERATIONS

Reducing energy consumption and cost are important economic and environmental considerations for the Town. The Town should focus its efforts toward energy efficiency, energy conservation, land use planning, and renewable energy resources, with a particular focus on transportation considering this is the sector that is that largest consumer of energy within the state and most commuters in Milton are driving to work alone. Energy efficiency occurs when a new or improved technology is used to decrease energy demand. Often this refers to the purchase of new, more "efficient" equipment, or the use of alternative techniques to accomplish the same desired end. Energy conservation, which is similar to energy efficiency, attempts to minimize energy loss through existing systems by taking steps to reduce the amount of energy used. Such conservation measures include insulating hot water heaters, installing weatherstripping, turning down the thermostat, and turning off lights when not in use. Reuse and recycling are two other forms of energy conservation.

5.1. Land Use Planning

Land use planning can have the greatest effects in reducing energy costs, but such planning is often the most difficult because it requires a long-term outlook. The greatest energy conservation could come from directing development patterns. For example, by concentrating development near the most densely settled portions of the town that are located close to services, such as the Town Core, Milton can establish a more efficient transportation pattern and thereby reduce energy use. Such development can reduce automobile travel by providing walking access to a variety of mixed uses, resulting in decreased transportation energy use and cost. The use of clustering, which is

encouraged even in the more rural parts of Town, helps reduce the energy costs associated with building roads and utilities. As another example, consideration of the natural surroundings is important in site layout. The use of natural buffers can assist to reduce winter heating and summer cooling costs.

Goal 5.1.1. Through its Zoning Regulations and other Town policies, the Town shall continue to encourage development in the Town Core, which is close to Town services and where higher-density, mixed-uses are allowed, as a first step in reducing transportation-related energy consumption in Town.

Goal 5.1.2. The Town shall also continue to encourage the use of clustering, which is encouraged even in the more rural parts of Town, to help reduce the energy costs associated with building roads and utilities.

5.2. Transportation

Petroleum remains the largest transportation energy source even with the development of alternative and hybrid vehicles in recent years. Carpooling and ridesharing can help reduce the volume of traffic, thus saving energy through more efficient travel. Promoting the use of park-and-ride lots, mass transit, carpooling, telecommuting, and other alternative modes of transportation, such as cycling and walking, all help to conserve energy. However, in order for telecommuting to be a viable option, the Town needs more high-speed internet providers; rural parts of Town may still require the expansion of high-speed internet service to serve them, and more bandwidth may be necessary. In 2010, the Chittenden County Transportation Authority (CCTA) began operating a commuter bus route connecting Burlington and Milton with additional stops in Winooski and Chimney Corners in Colchester, which is an important step in helping Milton residents reduce their transportation-related energy consumption and cost. The Ad Hoc Recreation Pathways Committee has established a “pathways” map, Map 11, which has been incorporated into this Comprehensive Plan, to help promote the development of multi-use pathways in Town.

Goal 5.2.1. The Town should seek opportunities to expand high-speed internet service to rural parts of Town that may not yet have service, recruit additional high-speed internet providers to Town, and encourage high-speed internet providers to provide greater bandwidth within Town.

Goal 5.2.2. The Town should seek and pursue funding opportunities for implementing a network of multi-use pathways in Town and continue to add to its sidewalk network, which would encourage residents to use alternative modes of transportation.

Goal 5.2.3. In conjunction with the Town’s land use policies, the Town shall continue to support the development of sidewalks and multi-use pathways in Town, by

both constructing them as part of the Town's Capital Improvement Plan and by requiring developers to construct them in association with new development projects.

Goal 5.2.4. The Town should implement the multimodal facility project, as described in the Town Core TIF District Financing Plan, to provide a municipal parking facility, park and ride facility, and bus station/waiting area behind the municipal building.

5.3. Renewable Energy Resources

Renewable energy resources such as wood, solar energy, cogeneration, wind generation, biomass, biogas, biofuels, geothermal, and hydroelectricity are other sources of energy that may also help Milton reduce its dependence upon petroleum and other non-renewable resources. There are both financial and environmental benefits to including renewable energy resources as part of a community's overall energy strategy.

The Milton Zoning Regulations allow residential renewable energy structures and/or facilities to be considered accessory structures and include special provisions for consideration of a Variance for renewable energy structures when one is needed. The regulations to address residential renewable energy structures were adopted to incentivize the installation of residential renewable energy structures, by making the permitting process less cumbersome for these types of projects. If utility projects are considered public or will be net-metered to the grid, then they fall under the authority of the Vermont Public Service Board and are therefore exempt from local regulations and review.

Recently, there have been both small and large-scale wind generation proposals in Milton. On June 11, 2010, Georgia Mountain Community Wind LLC was issued a Certificate of Public Good by the State of Vermont Public Service Board for the installation of up to five wind turbines on Georgia Mountain in the towns of Milton and Georgia. The turbines are expected to produce 12 megawatts of wind-generated electricity. Construction of the turbines commenced in spring 2012. There have also been other proposals for wind towers that would service individual homes and provide un-used energy back to the grid.

CVPS operates three hydroelectric dams along the Lamoille River in Milton: Peterson Station, Milton Station, and Clark Falls. These three dams are part of the 21-megawatt Lamoille Hydroelectric Project consisting of four dams along the Lamoille River (the fourth dam being Fairfax Falls located in the Town of Fairfax). In 2005, the Federal Energy Regulatory Commission issued a 30-year license for continued operation of the hydroelectric project, ensuring that this renewable energy resource will remain in operation through at least 2035.

Goal 5.3.1. The Town shall continue to support renewable energy projects of an appropriate scale for the community, and when feasible, assist with grant opportunities or provide other Town resources in support of such projects.

Goal 5.3.2. Due to ongoing changes in technology, the Town will continue to review and revise the Zoning Regulations as necessary to encourage the use of renewable energy resources while carefully weighing the benefits of such projects against their potential impacts on other resources, including cultural, historical, environmental/natural, and aesthetic resources.

5.4. Future Utilities Siting

Towns may regulate telecommunications facilities, although local control is limited by federal law and as with renewable energy projects, major utility projects of any type fall under the jurisdiction of the State of Vermont Public Service Board. Appendix B of the Milton Zoning Regulations was adopted to regulate wireless telecommunications facilities. One of the purposes of Appendix B is to minimize the total number of wireless telecommunications towers in Town by encouraging the co-location of these facilities and the use of existing towers and structures. Other purposes of the bylaw are to create a clear review process for wireless communications facilities, to ensure they are designed to minimize adverse aesthetic impacts, and to facilitate the ability of telecommunications service providers to provide such services in a manner that is consistent with the community values and goals contained in the Comprehensive Plan.

Goal 5.4.1. The Town will continue to encourage the co-location of telecommunication facilities and the appropriate siting and screening of these facilities.

Goal 5.4.2. The Town of Milton should encourage the Public Service Board to require that new regional transmission lines, substations, and similar facilities are located within existing utility corridors to minimize their impact on the community and its natural, scenic, and historic resources.

Goal 5.4.3. In general, the placement of utility poles, transmission lines, substations, and other facilities should minimize disturbance to natural resources (including wetlands, streams, and wildlife habitat), scenic ridgelines and viewsheds (such as Georgia Mountain, Cobble Hill, Arrowhead Mountain, the Forestry/Conservation/Scenic Ridgeline Zoning District, and Lake Champlain shoreline), and other natural and historical resources. In cases where it is feasible to do so, they should be placed underground.

Goal 5.4.4. The Town will encourage and support the extension of natural gas service to areas not currently served.

Goal 5.4.5. The Town of Milton Zoning Regulations state that the placement of electrical service lines to outdoor-lighting fixtures should be placed underground. The Zoning Regulations should be revised to require, where appropriate, that all new and relocated local utility lines be placed underground, including, but not limited to, electric, cable, telephone, and natural gas lines. Above-ground utility placement for new development should only be allowed in cases where environmental constraints would make it cost-prohibitive or impossible to place underground.

Goal 5.4.6. Siting and screening requirements should be adopted for regulating above-ground utility lines.

5.5. Sustainable Foods Systems

There are several reasons to support local, sustainable foods systems as a way of reducing energy cost and consumption, in addition to the health and community benefits local food systems provide. Large-scale agriculture requires enormous amounts of energy inputs in the form of on-farm fuel; transportation fuel; fertilizer, pesticide, and herbicide production and application; and storage. Organic and local food production reduces energy requirements across the board, provides a safer and more nutritious food supply, and provides economic benefits to the community. The Town should support more agricultural endeavors in Town as a means of reducing agricultural-related energy costs and to encourage the health, community, and economic benefits that local and sustainable food systems provide. However, in recognition of the inevitable conflicts that can arise between different land uses, the Town should consider amendments to the Zoning Regulations and/or the adoption of an ordinance to better define and regulate the types of agricultural uses to be allowed in various parts of Town. Although certain agricultural operations are exempt from local review, the rise of smaller, backyard agricultural operations means that the potential for neighborhood conflicts do exist.

While it may not be necessary to regulate backyard-type agricultural uses in the more rural areas of Town, it may be appropriate to do so in the more densely-developed parts of Town. Doing so would allow more Milton residents to engage in sustainable agricultural endeavors while minimizing the potential for neighborhood conflicts. The Zoning Regulations should be amended to better define and differentiate between various types of agricultural operations and to define parameters for these uses. Some examples of regulations that could be considered that are specific to backyard-type agricultural uses in the more densely developed parts of Town include the following: requiring permits (type of permit and process needs to be identified), requiring neighbor consent forms, permitted as an accessory use, restrictions on scale of operation or number of animals allowed, minimum lot size and setback requirements, maintenance requirements, etc. A couple documents that could assist the Planning Commission in developing these types of regulations are 1) “Facilitating Innovative Agricultural Enterprises – Considerations and Examples for Vermont Municipalities,” produced by

the Vermont Law School Land Use Clinic for Vermont Planners Association and Composting Association of Vermont, Spring 2012, and 2) "Feeding Localvores, One Chicken at a Time: Regulating Backyard Chickens," by Patricia E. Salkin, Albany School of Law, March 2011."

Goal 5.5.1. The Town should consider adding small-scale, backyard-type agriculture as a permitted use in residential and mixed-use zoning districts where it is not currently allowed (e.g. so people can keep a few chickens in the backyard).

Goal 5.5.2. The Town should support the development of community gardens, possibly to be located on municipal land, so residents without the space necessary for a garden can grow their own vegetables.

Goal 5.5.3. The Town should support local agriculture, including for-profit farms, value-added agriculture, and small, backyard operations for personal use. For example, the Town should support and promote the buy local campaign, support agricultural grant applicants when appropriate, and provide economic development support to new and growing agricultural operations, among other initiatives that may be identified.

Goal 5.5.4. In recognition of the inevitable conflicts that can arise between different land uses, the Town should consider amendments to the Zoning Regulations and/or the adoption of an ordinance to better define and regulate the types of agricultural uses to be allowed in various parts of Town; specifically, backyard-type agricultural uses that are not exempt from local regulations and are located in the more densely developed parts of Town. The Zoning Regulations should be amended to better define and differentiate among various types of agricultural operations and to define parameters for these uses. Some examples of regulations that could be considered that are specific to backyard-type agricultural uses in the more densely-developed parts of Town include the following: requiring permits (type of permit and process needs to be identified), requiring neighbor consent forms, permitted as an accessory use, restrictions on scale of operation or number of animals allowed, minimum lot size and setback requirements, maintenance requirements, etc.

5.6. Waste Reduction, Including Recycling and Composting

Another way to reduce energy consumption is through waste reduction, including recycling and composting. Reusing and recycling of materials reduces the energy requirements needed for manufacturing goods, packaging, transporting materials, and extracting materials (although there is still an energy requirement associated with recycling). Diverting solid waste from landfills reduces long-distance transportation costs. Diverting organic waste from landfills through composting has the added benefit

of reducing greenhouse gas production and creates a useful product for gardening that also cuts down on the use of synthetic fertilizers and their associated energy costs.

Goal 5.6.1. The Town should encourage recycling by municipal employees in municipal operations. This could include, but is not limited to, mandatory recycling of paper and other waste products (e.g. soup cans, juice bottles, etc.), implementing a composting program for employee lunch waste and public works organic matter waste products, and mandatory recycling of public works waste products from construction projects.

Goal 5.6.2. The Town should support the development of community and regional programs aimed at increasing the rate of recycling, composting, and other waste reduction strategies.

5.7. Municipal Energy Efficiency and Conservation

In 2009, the Milton Town School District installed a wood chip boiler heating systems at the Herrick Avenue Elementary School and Milton High School.

Goal 5.7.1. The Town of Milton should investigate and implement renewable energy projects into municipal buildings and operations whenever possible to take a leadership role in establishing renewable energy projects in the community.

Goal 5.7.2. The Town should implement energy efficiency and energy conservation measures into existing and future municipal facilities and operations. This should begin with conducting energy audits of municipal buildings and operations to establish a baseline of existing energy consumption and to identify areas where improvements can be made.

Goal 5.7.3. Annual energy audits should continue to be performed, and annual energy reports should be prepared to illustrate where savings have been made and to continue to identify areas where additional improvements can be made.

Goal 5.7.4. The Town should include information in the municipal building and on the Town website directing residents to information on energy use and programs offering incentives for energy efficiency and conservation (e.g. Efficiency Vermont and other programs).

Goal 5.7.5. The Town should consider establishing an energy committee to help provide guidance to the town related to the energy strategies identified in this chapter and to help identify specific locations in Town where large scale renewable may be appropriate, and other locations where they may not be appropriate. An staff energy coordinator should be appointed to lead the efforts in adopting an energy strategy for the Town that defines

what could and should be done to implement energy efficiency initiatives in all applicable areas and to define more specifically how to achieve the goals articulated in this chapter.

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CHAPTER 6
HOUSING

VISION

Milton should continue to expand a variety of housing choices and opportunities for all income levels and ages. Housing growth should occur in conformance with this plan in order to encourage growth around municipal utilities and services, while advancing a downtown and maintaining rural and historic character, as well as natural resources. The Town of Milton is dedicated to maintaining a variety of housing, meeting the Chittenden County Regional Planning Commission's (CCRPC's) affordable and moderate housing targets and to keep the existing affordable units affordable.

EXISTING CONDITIONS AND TRENDS

It is generally accepted that Chittenden County and Northwestern Vermont in general are experiencing a housing crisis in which the supply of housing has not kept pace with the demand for housing.[12] In October 2001, the CCRPC established the Housing Task Force to identify the nature of the problem and recommend potential solutions. In November 2004, the CCRPC adopted the Housing Targets Task Force's Recommended Housing Targets, which apportioned the county's housing needs among communities and encourages each municipality to ensure that its portion of the County's housing needs is developed.[13] As of the time of this plan update, the CCRPC has indicated that although their housing targets are outdated, they have no plans to update them in the near future. The 2004 housing targets are addressed later in this chapter. However, the housing shortage, which has more to do with impediments to residential development than with the proportion of housing among communities in the region, means that apportioning housing among municipalities will not solve the shortage on its own.

A shortage of housing results in rapidly increasing housing costs, which creates several challenges for Milton and other communities in Chittenden County and Northwestern Vermont in general. In particular, low and moderate income citizens, people with disabilities, and the elderly will find it more and more difficult to make ends meet within these communities. To help Milton residents recognize and react to challenges of the regional housing crisis identified in Chittenden County, the Town will continue its efforts to understand the nature of the County's housing problem, and to implement policies in Milton to help address the issue. The first step in this process is to understand existing conditions and historical trends in context with neighboring municipalities and the region as a whole.

[12] Allen and Cable, June 2001, *Housing in Northwest Vermont: A Review of Demand and Supply of Housing in the Six County Region.*
[13] Chittenden County Housing Targets Task Force, November 22, 2004, *Recommended Housing Targets.* Chittenden County Regional Planning Commission.

Determining Milton's housing needs will involve careful analysis of municipal services and infrastructure, natural resources, population trends, existing housing supply, and job growth within the Town, among other factors. In January 2000, Milton conducted two important planning studies - a Growth Management Study and a Town Core Master Plan. The Growth Management Study was designed to develop a plan for managing future growth throughout the Town. The Town Core Master Plan was designed to guide growth in Milton's core. Most of the zoning changes recommended in the Town Core Master Plan have been implemented. The 2008 Economic Development Strategy Assessment and Recommendations, the 2007 Streetscape Study and the 2007 Route 7 Land Use and Transportation Study have been used to further aid the Town in addressing housing needs. The findings of these studies are incorporated in this chapter.

While population increases have been significant in the Milton area, housing units have also increased substantially (see Table 6.1). Milton has averaged 71 new residential units per fiscal year from 2006 to 2011 (see Table 6.2.). Milton is the fifth largest community in Chittenden County in regards to housing and population. Milton comprises about 6.6% of the population of Chittenden County and about 6.31% of the County's housing stock (see Figure 6.2).

Table 6.1: Total Housing Units

Town	***1990***	***2000***	***2010***	***% Change (1990-2000)***	***% Change (2000-2010)***
Colchester	5,922	6,727	7,104	13.59	5.60
Essex	6,310	7,170	8,146	13.63	13.61
Fairfax	906	1,249	1,683	37.86	34.75
Georgia	1,397	1,654	1,846	18.40	11.61
Grand Isle	977	1,057	1,198	8.19	14.42
Milton	3,009	3,505	4,147	16.48	18.32
South Hero	958	1,036	1,060	8.14	2.32
Westford	635	750	787	18.11	4.93

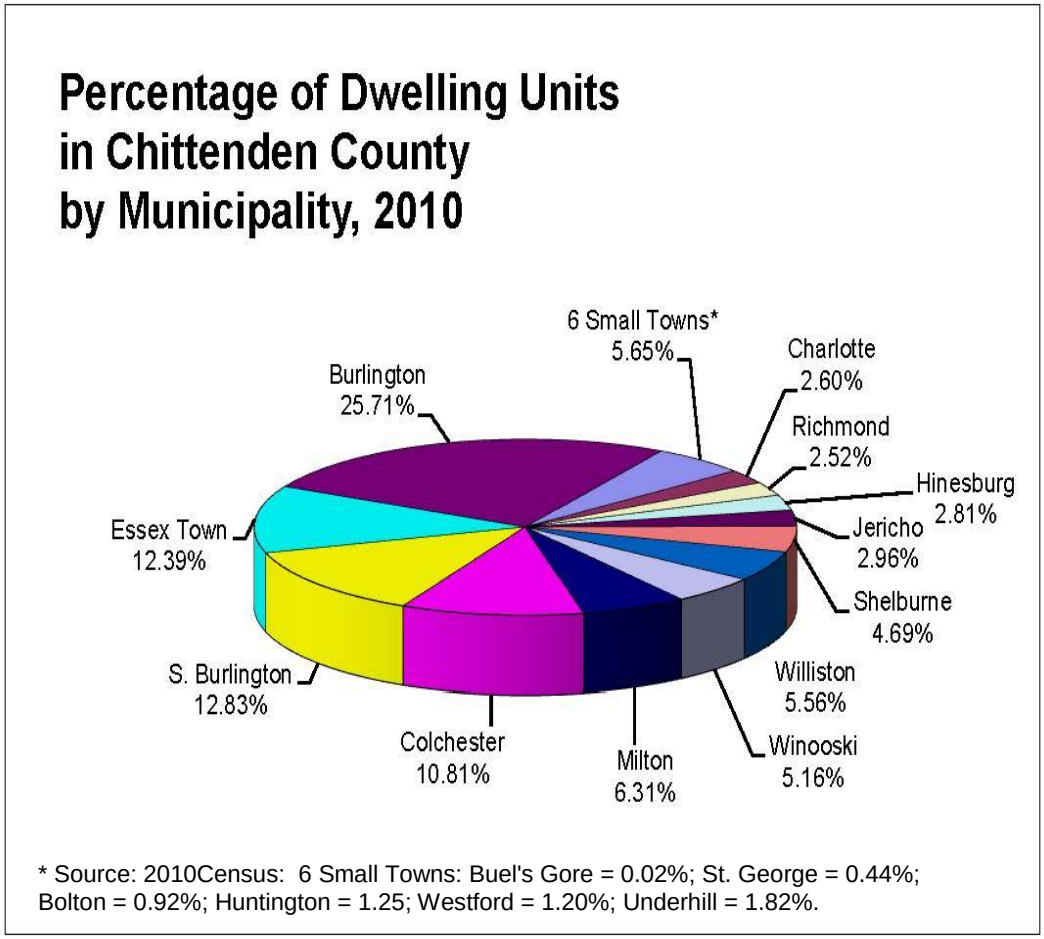
Source: U.S. Bureau of the Census

Table 6.2: Milton Residential Zoning Permits and Subdivided Lots

	Fiscal Years					
	2006	**2007**	**2008**	**2009**	**2010**	**2011**
Zoning Permits	338	332	244	226	198	173
Residential Units	82	144	54	41	40	62
DRB Applications	50	60	68	58	47	36
New Residential Lots	65	40	60	45	19	32

Source: Town of Milton Annual Reports

Figure 6.2



Milton comprises a higher percentage of new housing stock in Chittenden County than ever before (see Table 6.3). Even though Milton added more units (976 between 2000 and 2010), and prices have increased the Town is experiencing a low vacancy rate. Based on 2010 Census data the homeownership vacancy rate in 2010 was 1.1% and the rental vacancy rate was 0.7%. A healthy real estate market is considered to have a vacancy rate of 5% for rentals and the national rate for 2010 was 9.4%. The average national vacancy rate for owner-occupied units was 2.7% in 2010. Milton's vacancy rates as reported by the 2010 Census are considerably lower. With lower vacancy rates, housing costs will continue to rise as the supply decreases in relation to the demand. With greater vacancy rates, home prices and rental rates are forced downward as supply increases in relation to the demand. The Town should make every effort to maintain the healthy vacancy rate and therefore should work to increase the housing supply, even if there is no population increase.

Table 6.3: Age of Milton Housing Stock, 2000

Year Structure was Built	Milton	Chittenden County	Milton as a percentage of Chittenden County
2005-2009	125	2,011	6.22%
2000-2004	397	4,185	9.49%
1990 to 1999	816	8,797	9.28%
1980 to 1989	910	11,486	7.92%
1970 to 1979	909	10,532	8.63%
1960 to 1969	341	6,987	4.88%
1940 to 1959	159	8,269	1.92%
1939 or earlier	310	12,589	2.46%

Source: U.S. Bureau of the Census, 2006-2010 American Community Survey, Table DP-04.

Table 6.4: Milton Housing Supply, 1970-2010

	1980	1990	2000	2010
Year Round Housing*	2,166	2,856	3,382	4,001
Occupied Units	2,080	2,777	3,333	3,889
Owner-Occupied Units	1,708	2,373	2,897	3,237
Renter-Occupied Units	372	404	436	652

* Source: VT Housing Data, VT Housing data profiles. Does not include seasonal, recreational or occasional use units (Milton = 145)

ESTIMATES AND PROJECTIONS OF FUTURE GROWTH

The CCRPC has established forecasts for housing and employment in five-year intervals from 2000 to 2030. The forecasts will be used by the Chittenden County Regional Planning Commission to update the 2030 Metropolitan Transportation Plan. The forecasts were established based off of the average annual rate of change from 1990 to 2000.

Table 6.5: Milton Household and Employment Forecast - Derived by CCRPC

	Historical Data		Growth Trends	Forecast					
	2000	2010	Average Annual Rate of 1990-2000 Change	2005	2010	2015	2020	2025	2030
Households	3,333	3,889	1.67%	3,483	4,115	4,861	5,743	6,014	6,014
Employment	2,366	2,398	1.35%	2,828	3,891	5,352	7,363	10,129	13,935

Sources for 1990 and 2000 data: Households = US Decennial Census; Employment = VT Dept. of Labor "Annual Average Covered Employment, All Ownerships."Employment is defined as the total number of persons living in Milton who are employed and covered by unemployment insurance.

Milton has averaged 62 new residential units per fiscal year from 2000 to 2010. The CCRPC forecast equates to less than 90 units/year. While the Town has experienced this level of growth in some years the Town has not averaged that many units over a

10-year period. In fiscal years 2010 and 2011 the Zoning Administrator approved 40 and 62 dwelling units per year respectively. The recent average of 49 new residential units 2008-2011; the average from 2002 to 2007 was 83; and the average from 1990 to 2000 was 56.

It is also interesting to note that the 2025 and 2030 forecast is the same because CCRPC found that the Town will build-out based on current zoning by 2025. The 2007 Land Use Study also found, in both its market analysis and land use projections, that it is unlikely that the Town will build-out within the next 20 years along the Route 7 corridor from the Colchester border to Main Street. Therefore this was not a full-town build-out analysis, however the parcels that are unlikely to build-out within the next 20 years were not included in the Study. Finally a land use projection was done to incorporate the market analysis projections, to establish a more realistic build-out over the next 20 years. The Study projections are broken out by zoning district and type of use (established in square feet) in the table below.

Table 6.6: Build-out of Developable Parcels only[14]

Zoning	GIS Acres	GSF	Footprint	Retail	Commercial	Prof. Office	Residential	Industrial	Traveler Services
Downtown	40.7	1,771,150	247,961	82,654	82,654	82,654	991,884	0	0
MCMP Center	6.1	265,280	37,139	12,380	12,380	12,380	111,418	37,139	0
MCMP West	9.9	431,244	43,124	14,375	14,375	14,375	86,249	43124.4	0
MCMP Municipal	0.0	0	0	0	0	0	0	0	0
Checkerberry	285.1	12,417,649	1,241,765	413,922	413,922	413,922	3,104,412	620,882	0
Old Towne	14.0	608,533	60,853	20,284	20,284	20,284	121,707	0	0
Main Street	0.0	0	0	0	0	0	0	0	0
Low Density Residential	657.4	21,477,911	1,073,896	0	0	0	1,073,896	0	0
Interstate Commercial	45.8	1,992,870	298,931	0	0	0	0	0	298931
General Industrial	327.6	14,269,820	4,709,041	0	4,709,041	0	0	9,418,081	0
Build-out projection	**1,386.5**	**53,234,458**	**7,712,710**	**543,614**	**5,252,655**	**543,614**	**5,489,525**	**10,119,228**	**298,931**
Land use projection	1,151.6	37,682,014	5,230,005	539,252	2,379,619	663,233	2,843,266	4,303,467	298,931

This land use projection relates to 898 new single-family residential units and 1,397 new multi-family residential units[15], for a total of 2,295 by 2025. Meanwhile the CCRPC's 2025 projections (see Table 6.5) include a total of 6,014 residential units, which equates to 2,531 more units than the 2005 projection. Therefore, the CCRPC projection is 236 units higher than the 2007 Land Use Study and considering the CCRPC study is an analysis of the entire Town the two studies are pretty similar in their projections.

[14]Riverstreet, Appendix II, Page 123.
[15] Riverstreet, Appendix II, Page 123.

The following chart includes factors that affect housing growth.

Table 6.7: Growth in Factors Affecting Housing Demand

	2000	2010	Average Annual Rate of Growth
Population	9,479	10,352	.92%
Households	3,333	3,889	1.67%
Employment	2,366	2,398	.14%
Per Capita Income*	$20,048	$24,827	2.38%

* Data is from 1989 and 1999. Source U.S. Bureau of the Census, 2006 Chittenden County Regional Plan and Vermont Indicators Online, UVM

While these are the factors that influence housing growth, there are municipal services that can either influence or impede growth:

- Sewer – With the recent wastewater treatment plant upgrade and sewer line extension in the core, the Town has the sewer capacity to meet the needs of future growth.
- Water – Additional water system improvements will be needed, as indicated in the 2002 Water System Master Plan to meet the demands of new development and existing users, however the Town has the water capacity needed to accommodate future growth for many years to come.
- School – Although the general population is increasing, the school age population is decreasing. The Milton Schools should have adequate space for the coming years.
- Recreation Facilities – The 2007-2027 Recreation Plan calls for a need for more staff, programs, and maintenance. These services will need to expand and improve as growth continues.
- Emergency Services – Milton Fire, Rescue and Police have been able to handle the service calls to date; however new growth may require additional equipment, supplies and staff.
- Developable Land – According to the CCRPC, Milton will max out at 6,014 housing units by 2025 based on current zoning. As stated earlier this forecast equates to 90 new units/year, which is higher than the average had been from 2007 to 2010. However, the Town should continue to promote infill development within the appropriate locations within the Town Core in order to meet the demand for housing and establish a downtown. As noted above, according to the 2010 Census, there are currently 4,001 housing units in Milton. Based on the 6,014 units projected for 2025, the Town would need to average 134.2 units per year to reach build out. Although possible, reaching this build-out number seems unlikely considering the current increase of 62 units per year over the last ten years.

6.1. Future Housing Growth Goals

Goal 6.1.1. The Town is working on prioritizing the sewer service areas now that the expansion has been completed. The sewer service areas will be based on zoning districts. Once this study is complete; as well as the school space study the Planning Commission may want to look to these studies to determine a sustainable number of new housing units.

Goal 6.1.2. The Town should continue to promote infill development within the appropriate locations within the Town Core in order to meet the demand for housing, establish a downtown and make use of the municipal services that are available.

Goal 6.1.3. The Town should continuously compare the housing stock to the CCRPC's housing targets to determine how close the Town is to their projected build-out based on current zoning.

LOCATION AND DENSITY OF HOUSING

Most of Milton's housing growth in the 1980s and 1990s has occurred in owner-occupied, single-family housing developed in densities of approximately one unit per acre. However, from 2000 to the first half of 2012, 483 new residential units created through subdivisions, PUDs and Site Plans approved by the DRB. Only 30% were for the development of single family, condo or duplex units, while 70% of the units were multi-family.

Furthermore, higher-density zoning in the Town Core has begun to encourage new residential subdivision and development in this area. Already the town has seen the majority of the new multi-family development occur within this area. These new housing units are close to schools, health services, and commercial activities. In addition, new zoning in the Town Core prioritizes pedestrian-oriented development. However, within the Town Core there are some areas where historic character should be preserved and methods to do so should be evaluated in order to balance infill development with historic preservation.

The most eastern part of Milton contains a lack of soils suitable for development and is extensively encompassed by the Forestry/Conservation/Scenic Ridgeline Zoning District. Consequently, few new homes have been built in this area with the exception of some high priced homes, which take advantage of the area's panoramic views. Because the West Milton Area generally contains poor soils, limited road access and a lack of services, it is not well-suited for large-scale residential development. Clustered development combined with appropriate zoning densities can allow residential development of these areas while at the same time protecting valuable natural resources.

Much of the Lake Champlain shoreline in Milton contains soils with severe limitations for septic systems. Consequently, as many seasonal lakeshore homes are converted to year-round use, serious septic problems arise. Milton must ensure that seasonal home conversions not be permitted unless adequate septic systems are in place to protect surface and groundwater quality. It is important to note that as of July 1, 2007 the Town of Milton is no longer involved in onsite septic permitting. In order to help streamline the permitting process, the State Department of Environmental Conservation has taken sole responsibility of onsite septic regulation and permitting. However, the Town should keep track of the permitting review time. If it becomes exceedingly long and burdensome, the Town may want to consider administering the permitting system. As of July 1, 2007, Colchester is the only Town in the State that has decided to administer the permitting process themselves. It would require a professional engineer or site tech on staff, or on contract.

Another area of concern for increased housing development are the floodplain and fluvial hazard areas. In 2010 the Zoning Regulations were amended to provide for greater protection in the floodplains. Residents however are not always aware of the restrictions and requirements, so there should be an effort to better educate the public about the development restrictions.

The Town has undergone some difficulties in implementing the owner-occupied triplex use that was originally established to help preserve the older homes on Main Street and surrounding areas, by allowing those land owners to break the homes into three units to share the expense of maintaining these larger, older homes. The Zoning Regulations were amended in March 2007 and imposed further restrictions on this use in some of the zoning districts, in order to prevent new triplexes from being built in the historic areas of Town. This change should be monitored, and the use should be evaluated in other zoning districts as well.

6.2. Location and Density of Housing Goals

Goal 6.2.1. Use developed land more efficiently to increase the housing stock in Milton.

Goal 6.2.2. Continue to allow for further development where municipal water and sewer are available or are planned for the future since onsite limitations exist in East and West Milton.

Goal 6.2.3. Evaluate historic areas within the Town Core and determine appropriate methods for balancing infill development with historic preservation.

Goal 6.2.4. Planned Residential Developments shall be encouraged to conserve appropriate open space (for example neighborhood parks).

Goal 6.2.5. Provide density bonuses for Planned Residential Developments outside the Town Core that provide exemplary protection of rural characteristics.

Goal 6.2.6. Keep up with annual tax map updates in order to keep track of the level of

growth and where the growth is occurring.

Goal 6.2.7. Review feasibility of owner-occupied triplexes.

COORDINATION OF PUBLIC UTILITY SERVICES AND HOUSING

From 2007 to 2012 the new units approved by the DRB will be serviced as follows: 77% on municipal sewer and 86% on municipal water. With the wastewater treatment plant expansion more allocation is available for developments. Most of the residential development projects that have been approved for on-site sewage disposal have been or will be constructed in areas with slight to moderate soil limitations for buildings and septic systems.

Milton's wastewater treatment plant has been upgraded to 1-million gallons/day capacity. Now that this is available, Milton should plan to meet the majority of its housing needs where this utility is available.

Municipal water service became more widely available with connection to the Champlain Water District in 1990, and the utility has been expanded to many high-density residential neighborhoods and serves approximately 6,400 people. However, the groundwater supplies of a significant number of housing units are threatened by radon and alpha radiation generated by the Clarendon Springs bedrock formation running generally north to south through Milton. Establishment of municipal water services in such areas should be considered.

The Milton Fire District was created with the purpose of extending municipal water service to the Oglewood development, off of Bear Trap Road, that experienced a water shortage. This line was extended in 2006.

6.3. Coordination of Public Utility Services and Housing Goals

Goal 6.3.1. Encourage the connection of Bert's mobile home park to the municipal sewer system. If hook-up costs are a burden, consider applying for a Community Development Block Grant to provide financial assistance.

Goal 6.3.2. Continue to make use of phasing when necessary and impact fees for residential development to help ensure that the pace of housing development does not overburden municipal services, including schools, recreational facilities and transportation infrastructure.

HOUSING NEEDS

All municipal plans must contain a housing element that includes a recommended program for addressing certain housing needs as identified by the regional planning commission. The CCRPC established a Housing Targets Task Force to determine the

county's housing needs. The Task Force determined that there is a countywide housing need of 9,983 more housing units in 2010 than in 2000. These units were divided into three categories: total housing; moderate-income housing (housing units that may be afforded by households earning 80% to 120% of the Burlington MSA's median household income); and affordable-housing (housing units that may be afforded by households earning less than 80% of the Burlington MSA's median household income). Also more recently identified is the need for senior-housing, as the town is most likely to experience an aging trend. Countywide, the 65 years and older population is the only segment of the population that is expected to grow between the years of 2010 to 2015.

In 2010, the Town entered into a Tax Increment Financing District (TIF) in the Town Core. One of the requirements in exchange for this tax funding is the creation of affordable housing in the Town's core. As seen in the sections below, the Town should be mindful of the need for affordable housing in town, particularly in the downtown core.

WHAT AFFORDABLE AND MODERATE HOUSING COSTS ARE IN MILTON

Housing is affordable when households at or below the county median income pay no more than 30% of their gross income on housing costs.[16] For renters, housing cost includes rent and utilities costs and for homeowners, this includes, mortgage, taxes, and insurance. While, CCRPC's targets are based on Burlington MSA's median household income, it would benefit the Town of Milton to provide moderate-housing to residents earning 80% to 120% of Milton's median household income and to provide affordable-housing to residents earning less than 80% of Milton's median household income. Milton's median household income in 2009 was $70,777. Therefore those households making between $56,622 and $84,932 could, in theory, afford a moderate-income house, while those households making less than $56,622 could, in theory, afford a low-income house.

Milton's median household income was $70,777 in 2009 (with 49.4% of the households earning from $35,000 to $74,999). The median value of a home in Milton was $229,800 in 2011 (30% of the homes ranged from $100,000 to $149,999). This level of housing can be afforded (meaning they spend 30% or less of their income on housing costs) by those earning a median household income of approximately $68,752.[17] However, the median price of primary residences sold in 2010 was $229,800. This may be a more accurate figure to use, and this house can be afforded by those earning a household income of approximately $62,484.[18]

[16] Dextraduer, March 2002, *Affordable Housing in Chittenden County: the Necessity of Regional Housing Coordination,* University of Vermont, HUD COPC-VT-99-125, Burlington, Vermont.
[17] Based on a formula used by the Vermont Housing and Conservation Board, that incorporates a 7.96% interest rate (effective interest rate was used for 2000 as reported by the Federal Housing Finance Board), $300 for taxes and insurance per month, a 30 year lease, and no other debt.
[18] Same formula as referenced in footnote 13, however a 6% interest rate was used for 2006.

Table 6.8: Household Income Needed to Afford Average Price of a Home in Milton, 2011

	Milton*	Household Income Needed to Afford these Home Prices**
Median price of primary residences sold, 2011	**$229,800**	**$62,484**
single family homes	$239,900	$64,961
condominiums	$164,000	$44,718
mobile homes without land	$29,000	$8,450

* Source: Vermont Housing Data

** Based on a formula used by the Vermont Housing Finance Agency, that incorporates a 3.95% interest rate, taxes and insurance per month, a 30 year lease, 5% due at closing and no other debt

Table 6.9: Milton Household Income, 2009

Less than $34,999	22.50%
$35,000 to $49,999	19.4%
$50,000 to $74,999	30.00%
more than $75,000	28.1%

Source: U.S. Census Estimates, 2009

Since the Census data does not break the categories into smaller increments, it is difficult to determine the exact percentage of households that can afford either an affordable or moderate level house.

In addition, Vermont Housing Data from 2009 indicates that 32.3% of homeowners and about 58.6% of renters in Chittenden County paid 30% or more of their income toward housing costs in 2009. The 2009 Vermont Housing data for Milton indicates that 33.7% of homeowners and 67.9% of renters paid 30% or more of their income toward housing costs in 2009.

Planned Residential Developments and Planned Unit Developments were introduced in the 1990's with the intent of making housing more affordable. The economic downturn also occurred in post-2008. In the early 2000's, Milton had a Growth Study done and a Town Core Master Plan written, which called for downtown development, including allowing for a diversity of housing types, and an increase in density in the center of Town. These actions will hopefully result in a further decrease in housing costs, which will show up in the coming years once the economy stabilizes.

Elderly Housing Needs

County wide, currently 10.7% of population is over 65 years of age. In 2015, that will have increased to 12.3%. The state's rank in number of seniors is expected to rise to 24.4% by 2030. The State's 2007-2027 Recreation Plan tells us that for Vermont, based on 2005 census numbers, the population over 65 will have increased by 76%

from 2010-2020 and 124.4% from 2020-2030. As shown in Table 6.10, within the past 10 years the population of Milton aged 55 to 64 has increased 7.6% to 12.9% and the 65 and older population has increased 5.8% to 8.8%.

Table 6.10: Milton Population Aging Trend

	Milton Population 2000		Milton Population 2010	
	Number	Percent	Number	Percent
Total Population	9,479		10,352	
Median Age	34.5		38.9	
Under 5	703	7.4%	652	6.3%
5 to 14	1,563	16.5%	710	6.9%
15 to 19	677	7.1%	744	7.2%
20 to 24	452	4.8%	724	7.0%
25-44	3,394	35.8%	2,928	28.3%
45 to 54	1,419	15.0%	1,866	18.0%
55to 64	720	7.6%	1,340	12.9%
65 +	551	5.8%	907	8.8%

Source: 2010 U.S. Census

The trend statewide is to provide home-based or community-based housing options. Independent or community-based housing (outside of a public nursing home) is a priority of the state, due to lower public cost and the growing number of elderly in need of housing. A 2010 VT AARP survey found that 65% of survey respondents want to receive their long-term care services in their homes. For seniors with lower incomes, affordable housing will be a growing need.

Since 2007, the DRB has granted final plan approval for four elderly housing projects, for a total of 71 elderly-housing units. Although not specified, these units are likely to be subsidized. Currently, the Town does not have any authority to require that elderly-housing be affordable.

CCRPC's Housing Targets For Milton

The 2006 Chittenden County Regional Plan did not include an updated Housing Needs Forecast, and the targets are now outdated, as they were established for 2010. Although the Town is no longer responsible for declaring whether the targets are met, the CCRPC continues to encourage municipalities to address housing needs for all residents.

Milton's housing targets as established by the CCRPC are as follows: 633 total housing (incorporates both moderate income housing and affordable housing); 63 moderate income housing (10% or total); and 63 affordable income housing (10% of total). As stated in the 2006 Chittenden County Regional Plan "These targets are not quotas that require a community to meet a minimum number of housing units. These targets are not ceilings that prohibit a community from exceeding a number of units. Each municipality's housing targets are goals to be used as starting points to guide the

community's consideration of housing needs when it develops the State-mandated housing section of its municipal plan."

These targets equate to an average of 63 total units per year for 10 years; with approximately 6.3 moderate income units per year for 10 years and 6.3 affordable income units per year for 10 years.

Each municipality is responsible for declaring in its local plan:

1) whether or not the community expects to achieve each of its 2010 housing targets;
2) for each housing target that is not expected to be achieved, the factors that likely cause this; and
3) a program of local actions designed to address each of the identified housing factors that the community agrees should be addressed and that the community is capable of addressing.

Considering there was an affordable housing stock already in place in 2000, and the Town has since 2006:

- approved the application of 15 affordable single-family houses within the Cameron's Run Development;
- granted final plan approval to a proposed development for 28 affordable single-family houses (Blackberry);
- approved a 5-unit Habitat for Humanity proposal ;and
- approved 71 elderly-housing units;

for a total of 100 affordable units and 71 elderly units (that are likely to meet the affordable criteria as well). It doesn't appear that Milton will have any difficulty meeting the total CCRPC target. Even if all of these developments are not built, it appears that Milton will meet the affordable-housing target.

In order to ensure that these targets are met, the downtown development goals and subsequent changes to the Zoning Regulations in the early 2000's will remain in place. There may be some minor decreases in density and changes within the older historic parts of Town. However, the early 2000 changes made way for a diversity of housing types, including multi-family. In addition, the density increases in the Town Core allow developers to produce smaller, single-family homes, as proven by the Blackberry (in final permitting stages) and Cameron's Run developments. Also, in order to aid in the development of affordable units, the Town has partnered with developers for VHFA and VHCB funding (specifically on the Cameron's Run and Meadowlane projects).

Part of Milton's affordable housing stock is in the form of mobile homes. While these homes depreciate in value, they still provide for affordable housing. 20.8% of the renter occupied housing units in Town, are mobile homes. There are three mobile home parks in Milton, including Bert's, Birchwood Manor, and Woodbriar. These parks contain a

total of approximately 320 mobile home units. In addition, there are approximately 80 additional mobile homes throughout the Town. The combined total of all the mobile homes constitutes about 10% of the total housing stock in Milton.

In 2009 there were approximately 316 multi-family housing buildings with 3 or more units in Milton, which constituted about 8.8% of the Milton housing stock. Considering 45.4% of the new housing units added in Milton from 2007- 2011 are multi-family units, the stock of affordable and moderate-level housing is likely to continue. Also, without the previous restrictions on accessory apartments, additional affordable-housing units are likely to add to the affordable-housing stock.

The moderate-level housing is a little more difficult to judge. There have been numerous townhouse/condo-style developments approved in the recent past as well; these units would likely qualify under the moderate-income housing. However, the Town should work to maintain a diversity of housing types within this price range. There is a big need for 'starter', single-family homes. It is possible that some of the units, approved but not built, mentioned above may meet this requirement rather than the affordable category.

Beyond The CCRPC Targets

The Town of Milton is dedicated to: maintaining a variety of housing in order to make housing available to all income levels, meeting the CCRPC's affordable and moderate-housing targets, and to keeping the existing affordable units affordable. While continuing to implement a new downtown, the Town will continue to allow for a variety of housing types, high-density in the appropriate Town Core areas, and will promote viable affordable and moderate housing in perpetuity. There is some concern in regards to what level of affordable housing is sustainable. There is no lack of demand for this level of housing, but the Town will need to monitor its tax base and figure out what level of affordable housing is sustainable.

Currently there are no Town-level regulations that require affordable units to be maintained perpetually affordable, nor do the regulations contain a clear definition of affordable and moderate-income housing. While the Town has a good level of affordable units currently, it doesn't benefit the Town in the long run if these units become too expensive and there are no longer a variety of housing units for a variety of income levels. Along with determining a sustainable level of affordable and moderate housing, the Town will work to establish mechanisms for maintaining an affordable and moderate-housing stock in perpetuity.

The Town should consider conducting a housing assessment that would examine the needs for rental and homeownership housing for families, seniors and those with special needs. This study could guide the town polices as well as other public and private actions addressing unmet housing needs.

6.4. Affordable, Moderate, and Elderly Housing Target Goals

Goal 6.4.1. Maintain economically mixed neighborhoods in Milton that provide for a variety of housing types that are affordable to a variety of income levels.

Goal 6.4.2. The Town will need to monitor its tax base and figure out what level of affordable housing is sustainable, beyond the recommended CCRPC targets.

Goal 6.4.3. Encourage the development of moderate income housing units, through such means as, but not limited to, introducing density bonuses for affordable and senior housing.

Goal 6.4.4. Study the long-term ability of affordable units to remain affordable and the mechanisms in which to ensure the affordability in perpetuity.

Goal 6.4.5. Establish a definition of affordable and moderate-income housing within the Zoning Regulations and ensure that developers who propose to build these units, indeed sell them at affordable and moderate levels.

Goal 6.4.6. Rehabilitate existing vacant and underutilized structures with a variety of housing units.

Goal 6.4.7. The Town will support efforts to provide affordable housing for the elderly. Such housing could be provided through regional, non-profit housing developers, such as the Lake Champlain Housing Development Corporation, or others of a similar nature, with the assistance of state and federal grants and loans. The Town will provide incentives for this type of housing through its land-use regulations.

Goal 6.4.8. Participate in regional discussions through the Chittenden County Regional Planning Commission and other regional entities to address methods of improving affordable housing availability and its proximity to work and transportation opportunities.

Goal 6.4.9. Ensure that Town permitting requirements, such as the Public Works Specifications, strike the proper balance between development costs and maintaining adequate public health and safety standards.

Goal 6.4.10. Review the zoning standards to determine if any requirements for lot size and layout could be modified to keep development costs down.

Goal 6.4.11. Adoption of municipal codes or standards for multi-family and rental units.

Goal 6.4.12. Consider conducting a housing assessment to evaluate the Town's housing needs.

CHAPTER 7
TRANSPORTATION

EXISTING CONDITIONS

Milton is served by several major roadways. While a 6.6 mile segment of Interstate 89 bisects the Town, there are no exits within the municipal boundaries of Milton. Route 7, a state highway, runs parallel to Interstate 89. This roadway is the commercial focus of the Town. There currently is adequate capacity for traffic on this road, but future build out scenarios may require highway access management techniques to minimize impacts. The Town is also bisected by a railroad line, but trains do not currently stop in Milton. The Chittenden County Transit Authority (CCTA) began offering public bus service in 2010 within the Town. Parking has been provided for transit riders in Bombardier Park. A parking lot for a park-and-ride service is also available to the residents of Milton just over the border in Colchester. The Town of Milton currently maintains nearly 40 miles of Class 2 Town Highways and 92 miles of Class 3 Town Highways.

COMPLETED STUDIES

A number of transportation studies have been conducted over the last 15 years. Many of these studies have identified the same problems throughout Milton's transportation network, and many of them recommended the same solutions. A summary of each of

Table 7.1: Milton's Transportation Studies from 1997 to the Present

Transportation Tasks	Husky Traffic Impact	L. Range Access & MCR	US 7 Georgia to Winooski	Alternative MC	US 7 Rebecca Lander	US 7 Middle/Rail Road St.	2025 MTP	Town Core Transp	Streetscape	US 7 Land Use
Route 7 Intersections	X	X	X	X	X	X	X	X	X	X
Sidewalk Improvements		X	X	X	X		X		X	X
Complete Streets				X	X	X		X	X	X
Multi-Use Paths		X	X	X			X		X	X
Bus and Rail		X		X			X		X	X
Downtown Area		X	X			X			X	X
Interstate in Milton		X	X				X		X	X
East-West Connectors		X							X	X
Main Street	X	X	X							
Road Across the Lamoille		X							X	

the studies can be found in Appendix B. Table 7.7 identifies what concepts are addressed in each study:

TRANSPORTATION TASKS

The following 10 tasks have been pulled from the various transportation studies conducted over the last 15 years as well as new priorities. They provide a comprehensive framework from which to describe the existing conditions and future goals for transportation in the Town. The tasks are ordered according to their frequency of occurrence in Table 7.1 above.

Task 1: Route 7 Intersections

The 2007 Route 7 Land Use Study recommends a strategy to increase operational efficiency along the Route 7 corridor. The actions within this strategy include providing greater access management, increasing parallel road systems, encouragement of alternative modes of transportation, providing traffic controls, establishing new necessary rights-of-way, and implementing transportation improvements into the zoning regulations. The Town should continue to work toward increased operational efficiency of Route 7, and consider incorporating these action items.

Previous editions of the Comprehensive Plan and many of the studies mentioned above also identified several of these intersections as “problem” intersections.

In February of 2012 as a part of the update of the 2012 Comprehensive Plan, the Planning Commission held a public input meeting and sent out surveys to gather public input as it relates to the appearance, accessibility, and safety of Route 7 and the surrounding Town Core, specifically, the discussion topics were landscaping, signage, lighting, and other streetscape elements (e.g. crosswalks). The provision and enhancement of crosswalks surfaced as one of the important elements for the Town Core. Specifically, the number of crosswalks, including lighting and/or signage, should be increased across Route 7 in locations identified by heavy pedestrian traffic or dangerous pedestrian conditions. The input from both the study and the public outreach efforts should to be further evaluated, prioritized, and specific intersection improvement methods should then be incorporated into the Zoning Regulations

Main Street

Changes were made to the intersection of Main Street and Route 7 when the bridge across the Lamoille River was reconstructed several years ago, but some problems still remain. The gradient for eastbound traffic entering Main Street is still dangerously steep, and left turns onto Main Street from Route 7 southbound traffic still creates clogging on and near the bridge.

Cherry Street

In the long term, a solution must be found for the chronic winter and spring flooding that compromises this intersection due to very high water flows on the Lamoille River.

Ritchie Avenue

In the short term, the sightlines to the north are poor because of overgrown shrubbery. In the long term, this intersection may need considerable redesign if Ritchie Avenue ever becomes the north end of a road and bridge across the Lamoille River.

Village Drive

Sightlines north along Route 7 are poor here too, because the gradient of Gimlet Hill hides oncoming traffic. The fix for this problem involves reshaping the slope of the hill at its crest near Village Drive and Rene's Short Stop. The vexing problem of storm drainage for this entire area, back to and including Arrowhead Avenue, is tied in with any potential solution to this problem.

Mackey Street

There is a chronic icing problem at the corner of Route 7 and Mackey Street. It too is caused by poor drainage.

Barnum Street/Lamoille Terrace

This offset intersection should be squared off. It is possible that Lamoille Terrace could become the outlet for a cross-river road/bridge combination someday in the future and would then need additional attention. Realignment of this intersection is proposed as part of the Rebecca Lander scoping study final alternative.

Rebecca Lander Drive/Villemaire Lane

Building upon earlier recommendations of the Long Range Access and Mobility Committee, in 2002 the Select Board and the School Board met and developed a consensus regarding several necessary road improvements at and near the Milton High School, including realignment of Rebecca Lander Drive. These improvements are intended to maximize pedestrian safety along Route 7 and on school grounds, reduce traffic congestion through the center of Milton during peak school operation times, and relieve the failure at key intersections serving vehicles entering or exiting the schools twice a day. The Town's preferred alternative was not approved by VTrans and it will need to be redesigned.

In January 2006 the School began to incorporate Brandy Lane and Lamoille Terrace into its bus circulation and this appears to have successfully alleviated part of the traffic congestion at Rebecca Lander.

Hannaford Supermarket/Middle Road/Railroad Street/Centre Drive

These intersections must be treated as a unit, because anything done to one of them will affect all of the others. The Long Range Access and Mobility Committee agreed that Centre Drive should be extended north of Route 7 to form a four-way intersection. The proposed Milton Square project is to provide a light and a cross-walk at this intersection. In its current state, a four-way intersection is not yet provided from the north; access to the north would be to the New Milton Square Shopping Center (new Hannaford). However, the Town obtained a right-of-way in case it becomes apparent in the future that this road should connect through to facilitate traffic from Haydenberry Drive to access the traffic light and Route 7.

An hourglass concept was proposed at the design charette for the 2007 Route 7 Land Use Study and Streetscape Study. This intersection continues to be studied in a collaborative effort between the Town, VT Agency of Transportation, CCRPC and private developers, which will likely result in a public/private partnership for reconstruction of these intersections. In the spring of 2012 a public meeting was held to present the alternatives for this project as found in the study, followed by a presentation to the Selectboard in the fall of 2012. The following were the five alternatives presented:

1. No build: no proposed changes to the intersection
2. Signalized intersection: a traffic signal at the intersection of Route 7, Railroad Street and Middle Road
3. Hybrid Roundabout
4. Full Hourglass
5. Northern Hourglass

Later in the Fall, the Selectboard chose Alternative 4, the “full hourglass,” as their preferred alternative. At the time of the writing of this Plan, the study was nearing completion and discussions for implementing the preferred changes to this intersection continue based on the preferred alternative. Town Core TIF funds are intended to be used for this project. A crosswalk and pedestrian crossing signal is proposed to be added to the existing traffic light at the existing Hannaford shopping center as part of the Milton Square (Hannaford) shopping center expansion plans. Also, as a part of that project, Centre Drive will be a signalized crossing and a controlled pedestrian crossing. This is also a part of the Safe Across 7 campaign initiated by the Pathways Committee.

Bombardier Road

There is a gully on the north side of Route 7 at this location. The current prohibition against left hand turns from Route 7 onto Bombardier Road should be continued. The

Committee also recommended remote-activated red flashing lights to make it easier for emergency vehicles to enter Route 7 at this location; however VTrans determined these lights were not warranted.

Bartlett Road/Legion Road/West Milton Road

The problems at these three intersections are similar to those at the Route 7/Middle Road/Route 7 intersection but less complex. The Long Range Access and Mobility Committee proposed an imaginative solution to the difficult entry from West Milton Road to Route 7 northbound. The Committee proposed to block it, and made that point one-way southbound only, toward West Milton. Traffic coming out of West Milton Road to go north on Route 7 would need to turn right onto Legion Road, and left onto Route 7 from a squared-off corner. Based on the Committee's recommendation, traffic on Bartlett Road should be one-way southbound. There would be no entry onto Bartlett Road from traffic northbound on Route 7. Instead, those vehicles would turn left onto Legion Road, and left again onto West Milton Road. There should be a left turn lane on Route 7 to permit the passage of through traffic northbound. VTrans squared up the intersection of West Milton Road and US7 as part of the 2007 paving project to help alleviate the problem. There may need to be additional changes if the intersection continues to be problematic.

Task 2: Sidewalk Improvements

The Long Range Access and Mobility Committee recommended to the Select Board in 2001 that an extensive system of sidewalks be built over a 20 year period. The Select-board has since adopted a "Sidewalk Construction and Maintenance Program" which provides guidance to the Town and developers on the priority sidewalks, construction and fund source, including money in the capital budget, for development of the sidewalks. The plan includes priority rankings for the most safety-sensitive sidewalk sections and to work toward creating a more walkable community.

The following are several sidewalk projects have been proposed/completed in the last few years:

- As a part of the development of the Milton Square Shopping Center, the extension of the sidewalk south along Route 7 from the Old Hannaford's grocery store to Checkerberry is proposed for construction by the summer of 2013.
- A sidewalk on Middle Road from Railroad Street to Russell Circle has mostly been completed.
- A sidewalk along the south side of Route 7 from Kinney Drug store to the cemetery in Checkerberry.
- The completion of the sidewalk along Hobbs Road began construction in the summer of 2012.

The following is a list of high priority sidewalks that the Town wishes to complete on both sides of the road:

- Along Bombardier Road to fill the remaining gap on the south side from the Rescue Station to Middle Road.
- Route 7 from Bombardier Road to Middle Road.
- On Railroad Street between Route 7 to Villemaire Lane

The next level of priority is the following projects along one side of the road:

- McMullen Road between Railroad Street to Winter Lane
- Route 7 on the southbound side between Gimlet Hill to CV park
- Route 7 between Main Street to Lake Road

The Town should continue to work with private developers to build sidewalks in the locations identified In the Sidewalk Construction and Maintenance Program, in the 2007 Streetscape Study, and Route 7 Land Use Study. However, sidewalks may be unnecessary in low density rural locations with little pedestrian or vehicular traffic. The use of impact fees to fund construction of new sidewalks should be continued, and the Town should also aggressively pursue all state and federal funding sources for sidewalks, starting with the Chittenden County Regional Planning Commission.

Task 3: Complete Streets

Title 19 of the state's highway statue was amended in 2011 to include the provision entitled "Compete Streets." The purpose of this bill is to ensure that the needs of all users of Vermont's transportation systems – including motorists, bicyclists, public transportation users, and pedestrians of all ages, and abilities – are considered in all state and municipally managed transportation projects. The law amends current transportation statutes and covers state and municipal roads, with a few exemptions (dirt and gravel roads, for example). The policy applies when new roads are being constructed and in the reconstruction, rehabilitation, and maintenance of paved roads. It is not a mandate to retrofit existing roads.

Examples of design changes to improve safety would include:

- Re-timing crossing signals to allow for slower walking speeds.
- Adding/maintaining sidewalks that are connected to services.
- Installing curb ramps, sidewalk seating and bus shelters with seating.
- Improving lighting, signage with larger fonts, and reflective signs and pavement markings.
- Protecting left turn lanes with green traffic arrows have been shown to significantly reduce left turn crashes.

As new construction, rehabilitation and maintenance of roads are ongoing; Milton should be proactive in considering implementing a local policy for complete streets, as required by the state that could include the following, where appropriate:

- A vision for how and why the Milton community wants complete streets;
- Make clear the meaning of "all users" – pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and cars;
- Set a clear procedure for implementation;
- Complement the context of each individual neighborhood/community;
- Establish performance standards with measurable outcomes; and
- Include specific next steps.

Task 4: Multi-Use Paths

There is a recognized need for multi-use paths in Milton. A survey conducted as part of the public input process for the 20 year Recreation Master Plan 2007-2027, indicated that 55 pecent of respondents would most like to see a bicycle/pedestrian path as a new recreation facility. The Long Range Access and Mobility Committee recognized this need and the subsequent Alternative Transportation Master Plan and more recent 2007 Streetscape Study provided recommendations for bike paths. In 2009, the Ad Hoc Recreation Pathways Committee provided the Selectboard with an Evaluation Report prioritizing a list of possible future pathways. This report is further discussed in the Public Facilities chapter, and the pathways are shown on the map located in Appendix E.

Milton should continue to develop its plan for bike and multi-use paths.

Task 5: Bus and Rail

Bus Service

As of February of 2010, the Town of Milton began participating in the CCTA public bus transit system. As of 2012, the route includes two morning and evening commuter trips and a midday and late evening run. The schedule can be found at http://www.cctaride.org/bus-information/routes-schedules.html. Major stops in Milton are the Chimney Corners Park and Ride, Catamount Industrial Park, Milton Town Offices/Park and Ride, River Street-Villemaire Avenue, and Husky. A Park and Ride has been created using Bombardier Park spaces. There are conflicts from time to time with the Park and Ride users spilling over into the municipal lot. Additionally, Park and Ride users have requested more lighting. A project for an expanded and dedicated Park and Ride is in included in the Town Core TIF Financing Plan. Additional sites for Park and Ride lots should also be evaluated and encouraged.

Railroad Access

The Town of Milton has a rail line which runs from the Colchester border, crosses Main Street, and continues into Georgia east of Route 7. Historically, there was a rail station on Main Street and passenger service did exist. However, today the rail line is used mainly for freight and Amtrak. If the possibility arises in the future to make use of this rail for passenger and/or commuter service, the Town may work to identify and develop station locations within easy walking distance of the highest concentrations of potential passengers.

Task 6: The New Downtown Area

In 2000, the Planning Commission developed a Town Core Master Plan, which defined a vision for Milton's downtown based on extensive public input. The vision for downtown included a central area that would draw people in for shopping, dining, entertainment, and municipal services. This area is now referred to as the New Downtown within the Town Core Planning area (see the Land Use chapter for more details). Because Route 7 is the dominant access to the downtown area, its intersections will need significant attention in anticipation of the development that has been targeted for this area. Several key intersections are addressed in Task 1, above.

In order to have a destination point that people are encouraged to visit, it must be practical to get there. Therefore, the Town needs to encourage steps that facilitate the movement of people and goods into the downtown area and discourage steps that would make such movement more difficult. One possibility identified in the transportation studies is the creation of a new road from the old drag strip in Checkerberry through to Middle Road via the Bombardier Recreation Park or adjacent lands. More recently this concept has been given more attention as development has begun in the Checkerberry portion. This will also function as an east-west connector as described in Task 8, below.

Improved access to the downtown by road and alternative transportation is a vital part of enabling the New Downtown to become the centerpiece of the Town Core of Milton. Potential locations for a multi-modal transit facility in the downtown area should be investigated to include bus, taxi, automobile, bicycle and pedestrian facilities. The 2007 Route 7 Land Use study recommends shared parking and allowing parking structures to help advance the traffic flow and circulation within the New Downtown as well. The Zoning Regulations were revised to include shared parking as recommended by the study.

The 2007 Streetscape Study has also identified roadway improvements that would increase all modes of transportation within the New Downtown area and recommended landscaping, signage and lighting details that will help provide a sense of place to this area. The Milton Square project, proposed for completion in the summer of 2013, includes the construction of sidewalks, a multi-use path, and an "urban park" along a

new sidewalk on Route 7. The hope for this park is to create a landscaped area with public seating. The Town also desires to provide street lighting in this area.

Highway Access Management

It should also be noted that there is poor access management along Route 7 from the hardware store near Bartlett Road northward through the Town Core. Highway access management strategies include such provisions as occasional turning lanes, shared driveways, and frontage roads. All of these strategies aim to have the desired effect of providing for increased traffic movement without adding more lanes. In 2001, Milton's regulations were amended to include stronger access management provisions. It is crucial for the Development Review Board to make full use of these provisions to protect the traffic carrying capacity of Route 7 through the site plan and subdivision review process. Access management is needed to allow Route 7 to fulfill its two functions: access to development within the area, and a route for through-traffic to reach to and from the Town Core of Milton and points north. With appropriate highway access management, Route 7 need not be expanded to a four or five lane road and the access needs of this area can be met while providing for improved north-south traffic movement in Milton.

Task 7: An Interstate Exit in Milton

In 2001, the Long Range Access and Mobility Committee first considered whether a new Interstate exit (Exit 17A) between Exit 17 in Colchester and Exit 18 in Georgia would be beneficial to the Town of Milton, and if so, where such an exit would be most beneficial. The Committee examined three potential locations for a new Interstate exit: West Milton Road, Lake Road, and a site near the spot where Interstate 89 crosses the Lamoille River. The Committee determined that an exit in the area of West Milton Road would be an asset in several ways. It would bring traffic into the new downtown area from a distance of just over a mile. If accompanied by an access spur connecting to the end of Poor Farm Road it would draw commuter traffic away from the Route 7 corridor, thereby reducing rush hour traffic in the Village, especially southbound morning traffic. It would also relieve pressure on the intersection at Lake Road and Route 7. The Committee determined that an Interstate exit at Lake Road would do too little to stimulate the growth of a central business area, would stimulate detrimental growth along Lake Road, would have a smaller beneficial effect on Route 7 through-traffic, and would increase congestion at the intersection of Lake Road and Route 7. An Interstate exit near the spot where the Interstate crosses the Lamoille River could serve both sides of the river, but it would result in limited traffic reduction on Route 7, would lack good connections to existing roads, and would have extra costs due to disadvantageous terrain.

The Route 7 Corridor Study, which was completed by the Chittenden County Regional Planning Commission (CCRPC) in September 2001, supports a new Interstate exit at West Milton Road. The MPO's 2025 Metropolitan Transportation Plan, adopted in January 2005, also includes a new West Milton Road interchange on Interstate 89 as

one of the proposed solutions to increased congestion in the County over the next 20 years.

The 2007 Transportation and Land Use Plan for Route 7 included an examination of the impact of this exit on existing traffic and existing land use. The Study found that "[i]n general, information about traffic characteristics suggests that its impact on existing traffic is not likely to be significant from West Milton Road through the Town of Milton. It is likely to reduce traffic on Route 7 between the southern Town line (Catamount Industrial Park) to West Milton Road." However, the Study warned that: "[s]hould this major infrastructure investment take place, the Town must be prepared to manage land in the area to ensure controlled and efficient growth, balancing the potential for increased tax base with impacts on the Town Core and Route 7 corridor." The Plan recommends the following five action items to properly plan for this interchange:

1. Closely monitor the demand for potential planning and recommendations for development of the 17A interchange.
2. Continue dialogue with residents about the desirability of large scale development surrounding any future interchange.
3. Carefully define the appropriate scale and character of land use around a future interchange and update zoning and building standards to ensure suitability of development.
4. Advocate for the reservation of a right-of-way along Route 7 to accommodate an increase in volume a new interchange may generate.
5. Should the interchange be funded, the Town should participate actively in the design process.

Task 8: East-West Connectors to the North-South Road Pattern

A casual look at a road map of Milton reveals that there are relatively few east-west connectors, and the existing ones are not especially well placed to move traffic from one side of town to the other. This is due in part to physical features in the Town's geography such as Arrowhead Lake, the Lamoille River, the railroad tracks, and the wetlands associated with Malletts Creek. If the Town is to develop a "magnet" area in its downtown, it must provide efficient ways to get there. Expanding the ability to move east and west should be a conscious part of all planning processes.

The Town Core Master Plan from 2000 and the Town Core 2007 Streetscape Study both recommend an east-west grid street from Middle Road to Center Drive to Bombardier. In addition the 2007 Streetscape Study recommends a parallel road south of Route 7 from Bombardier to the Landfill Road intersection. This study area did not include all of Checkerberry, however it is also logical to extend this concept out to Racine Road. However, there is a large wetland complex within this area and the Town should take every effort to protect this resource by requiring wetlands delineations of developers who come forward, or consider conducting an orthophoto wetlands delineation. In recent years large-scale development projects have been proposed in this area and this is likely to continue.

The Transportation and Land Use Plan for Route 7 also calls for an expanded road network in the Town Core because it found that "[t]here is also significant commercial development market demand if design and traffic improvements are accomplished." As a part of the approved 2011 Milton Square project (the new Hannaford), pedestrian crossings and a traffic light have been proposed for the Centre Road/Route 7/Milton Square intersections. Strategy 8 of this Study includes action items to improve traffic circulation in the Town Core and east-west corridors play a role this strategy.

Task 9: Main Street

The problems with Main Street begin with the fact that it has many conflicting functions. It is the center of the Milton Historic District, containing many graceful structures built in the 19th century. It is also one of the Town's major east-west transportation routes. It links to Westford Road, North Road, and East Road, it is crossed by the railroad tracks, and it is home to the two most heavily attended churches in Milton.

Studies have concluded that Main Street is both an asset, in terms of historic significance, and a problem, in terms of its limited ability to function as a major east-west traffic conduit. These and other issues were further studied by Trudell Consulting Engineers, who completed the Main Street Scoping Study in November 2002. Three alternative solutions for enhancing Main Street for vehicles, bicycles, and pedestrians were presented to the Town. Based on feedback from the public and direction received from the Planning Commission, the Select Board, the Town Engineer, and the Town Planner, a preferred solution consisting of a hybrid of all three alternatives was chosen. Copies of the plans are included in the Main Street Scoping Study final report. The only recommended improvement along Main Street that has been accomplished to this point is a stormwater project just to the west of the railroad tracks. The Town should implement feasible strategies developed in the Main Street Scoping Study final report.

Task 10: A Road Link Across the Lamoille River

The area north of the Lamoille River and east of Interstate 89 is a prime site for residential development. That pattern has been set for more than 20 years and should continue for the next 20 years. Currently, almost all of the traffic from this area flows out along Lake Road to Route 7, and then moves through the Village to disperse either along Middle Road toward Colchester and Essex or south along Route 7 toward Exit 17 on the Interstate. At the Long Range Access and Mobility Committee's request, the CCRPC studied the possibility of establishing a road connection to drain traffic along Poor Farm Road and across the Lamoille River to Checkerberry and a possible future Interstate exit. The CCRPC concluded that such a link would not be cost-effective, since the bridge alone would probably exceed $10 million and would not drain a large enough volume of traffic to attract state or federal funding. This idea should be revisited in the future, especially if the area north of the Lamoille River and east of Interstate 89 continues to fill with residential development.

The 2007 Streetscape study suggests a pedestrian/multi-use pathway across the Lamoille River in order to provide an alternative form of transportation for folks north of the River to connect to the Town Core. The specifics and costs of such a project have not yet been pursued, however the Town should continue to look into this as a possibility in the future.

TRANSPORTATION GOALS

Goal 7.1. The Town should continue to work toward increased operation efficiency of Route 7 and continue to incorporate the following items into the strategy: support access management, promote parallel road systems, encourage alternative modes of transportation, provide traffic controls, establish new necessary rights-of-way, and require transportation improvements in the zoning regulations.

Goal 7.2. Continue to work with VTrans to improve problem Route 7 intersections. In addition, the Town should pursue public-private partnerships within the Town Core to improve these intersections and traffic circulation as land is developed.

Goal 7.3. Work with developers to pursue an expansion of road networks in the Town Core, specifically east-west corridors to create more of a grid network.

Goal 7.4. Continue to expand the sidewalk network within and adjacent to the Town Core.

Goal 7.5. The Town should consider implementing a local policy for how complete street improvements will be applied.

Goal 7.6. Pursue multi-use recreation paths in Milton.

Goal 7.7. Consider a multi-use recreation bridge across the Lamoille River to connect residents north of the River (Poor Farm Road area) to the Town Core.

Goal 7.8. Implement traffic circulation improvements in the Town Core.

Goal 7.9. Enhance pedestrian friendly environments incorporating streetlights, street trees, signage and public spaces and develop guidelines for these streetscape elements.

Goal 7.10. Potential locations for a multi-modal transit facility in the downtown area should be investigated to include bus, taxi, automobile, bicycle and pedestrian facilities.

Goal 7.11. Continue to pursue an I89 exit in Milton, while carefully planning for future land uses that will not compete with other commercial centers in Milton.

Goal 7.12. The Town should further develop the Recreation Park as a centrally located park and ride to provide a dedicated parking facility for transit riders within ½ mile of Route 7.

Goal 7.13. If the possibility arises in the future to make use of rail for passenger and/or commuter rail service, the Town should work to identify and develop station locations within easy walking distance of the highest concentrations of potential passengers.

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CHAPTER 8
RESOURCE USE AND PROTECTION

NATURAL RESOURCES

Existing Conditions

The West Milton and East Milton Areas are identified as having the highest potential for resource utilization and the highest concentration of natural resources in need of protection. Natural resources addressed in this Plan include lakes and rivers, floodplains, wetlands, high elevation areas, deer yards, endangered species habitats, and other unique natural areas.

This section of the plan first discusses resource utilization in Milton and recommends ways to provide for continued operation of these activities. The protection of important natural resources is then discussed. The encouragement of cluster development and the purchase of development rights by land trusts are two ways of protecting natural resources that are also discussed.

NATURAL RESOURCE UTILIZATION

Mineral Extraction

Milton has continued to have several mineral extraction operations. Milton is fortunate to have an abundance of sandy soil. Suitability of soils is one of the reasons Milton has developed so rapidly over the past decades. This sandy soil is also a valuable resource, particularly in the concrete industry. Milton has also supported gravel operations and quarries.

These mineral extraction operations are most appropriate in the East and West Milton Areas. These operations tend to be noisy, generate heavy traffic and are generally unwelcome by residential neighbors. Accordingly, such operations should mainly be restricted to the East and West Milton Areas, where these negative effects will have the least impact. These operations may also be suitable in the Town's industrial areas, including the Robinson farm on West Milton Road and the Palazzi property on Route 7.

At present, mineral extraction activities are permitted only as a Conditional Use under Milton's Zoning Regulations in the following districts: Low Density Residential (R3), Transitional Residential (R4), Agricultural/Rural Residential (R5), and General Industrial (I2). It is strongly recommended that this review procedure remain in place to mitigate the negative impacts of mineral extraction resources. In addition, future zoning for the current Agricultural/Rural Residential District, in which mineral excavation is permitted as a Conditional Use, should consider the impact of such activities on densely populated portions of this district. It may be useful to examine development patterns

within this area, to see if sub-areas could be established which would limit such activities only to certain areas within the district.

Farming

As indicated in the table below, the number of active farms in Milton has dropped substantially since 1990. In 2011 the number of active farms in Milton was 21. Although the Town still has several farms, it appears that the growth in the residential sector and low prices for agricultural products are having a negative effect on the remaining active farms. However, the local foods movement has driven a change from the traditional dairy farm to a more diverse farming economy. Local and organic produce, as well as value-added agricultural products such as cheese making, are now also a part of the local farming culture. It should be noted that the term "farm" in this context includes any sort of agricultural land, regardless of size as defined by the state.[19]

Table 8.1: Trends in Parcels by Land Use: Farmland[20]

Number of Parcels				
	1990	2000	2011	Percent Change Between 2000 and 2011
Colchester	24	20	17	-15.0%
Essex	26	8	7	-25.0%
Milton	44	22	21	-4.6%
Westford	11	10	6	-40.0%
Chittenden County	342	199	160	-19.6%

NATURAL RESOURCE PROTECTION

Introduction

In addition to the utilization of natural resources, the West Milton and East Milton Areas contain many rich natural environments. Other planning areas in Milton that contain pockets of high quality natural resources include the Cobble Hill Area, Lamoille Area, Arrowhead Lake Area, and the Town Core Area. Protection of critical natural resources is a crucial goal for this plan as it pertains to these areas.

These natural resources are described below. Included in this discussion are the following: watersheds, lakes and rivers, floodplains, fluvial erosion hazard areas, wetlands, conservation areas, deer yards, endangered species habitats, and other natural areas. Refer to Maps 6 and 9 for a visual description of these areas.

[19] 32 V.S.A., § 3752. Defines "Agricultural land" as any land, exclusive of any house site, in active use to grow hay or cultivated crops, pasture livestock or to cultivate trees bearing edible fruit or produce an annual maple product, and which is 25 acres or more in size.
[20] Derived from the Vermont Department of Taxes, 411 Forms.

Watersheds, Lakes and Rivers

An integrated watershed approach to the protection of land and water resources is key to ensuring fresh, clean water, and healthy natural resources. Milton lies within the 8,249 square mile Lake Champlain watershed. This watershed includes portions of Vermont, Quebec and New York. Runoff from the Town eventually finds its way into Lake Champlain by one of several paths:

- Upper Lake Champlain Direct – Main Lake North. In Milton this includes the Stone Bridge Brook that flows directly into Lake Champlain.
- Upper Lake Champlain Direct – South. In Milton this includes Mallets Creek and the Allen Brook which is a tributary to Mallets Creek.
- Lamoille River, including Streeter Brook.

Lake Champlain is a major resource not only for Milton, but also for the State of Vermont, the State of New York and the Province of Quebec, Canada. Lake Champlain provides many advantages such as a major recreation destination. The lake also provides other benefits as well: fish and wildlife habitats, floodplain management, aesthetics and archeological resources.

The other major water bodies in Milton, including Milton Pond, Long Pond, Round Pond, Arrowhead Lake, the Lamoille River and Mallets Creek, provide similar benefits. All of these serve as habitat for fish and wildlife, as natural flood control features, and as an attractive environment in which to live. Other smaller streams include: Stone Bridge Brook, Trout Brook, Streeter Brook, and Allen Brook.

Water quality within the majority of these surface waters is relatively good therefore the Town should continue work on protecting the water quality and habitat values of these water bodies through stormwater management, wetlands and floodplain protection. The Town should also consider further stream buffer protections as the Town continues to grow and develop. The Zoning Regulations Section 691 currently states that no building shall be any closer than 50 feet from the mean high water mark of any stream, river or brook. This section should be amended to state that the 50-foot setback from surface waters shall be measured from the top of bank or top of slope (top of slope is used on streams with very steep bank walls), and diagrams illustrating these characteristics should be included to assist residents with identifying the top of bank or top of slope. The Vermont Agency of Natural Resources has a riparian buffer guidance document that can be used to assist with the language and diagrams.

In addition, Milton's All Hazard Mitigation Plan (Annex 10 to the Chittenden County Multi-Jurisdictional All-Hazards Mitigation Plan) identifies lakeshore erosion as a potential hazard area. Lakeshore erosion due to wave action and land development is creating cliffs along several areas on Lake Champlain, particularly on Eagle Mountain Harbor Road. Property owners have responded by installing retaining walls, which tends to shift erosion to adjacent shoreline areas. There has also been damage to the road itself and has required Town repairs. Currently Shoreline stabilization projects

require Conditional Use approval; however, the regulations lack specific criteria established to determine the best method to control the cause of the erosion and to limit any negative impacts on surrounding properties. The Northwest Regional Planning Commission has developed a Shoreline Stabilization Handbook that may be a good resource to help establish these criteria.

Milton is required to meet the Environmental Protection Agencies Phase II Stormwater NPDES permits. The purpose of these permits is to protect rivers and lakes from storm runoff from new development. Developers within Town who are building one acre or more of impervious surface is responsible for getting a post-construction stormwater permit from the State. These permits must be renewed every 5 years in order to ensure that the stormwater systems associated with the development are maintained and functioning properly. These permits must be kept current into perpetuity. The Town of Milton will not maintain responsibility of these systems within private developments; therefore Homeowners Associations are required to maintain the systems and permits. The subdivision regulations should be amended to include a provision that the Homeowners Association's covenants must indicate that the Association will maintain stormwater systems and permits in perpetuity.

Floodplains

Floodplains are those areas that are under water during periods of high flow. For regulatory purposes the floodplain consists of the Special Flood Hazard Area and the Floodway. The Special Flood Hazard Area is the area subject to a 1% or greater chance of flooding in any year. Thus, while on average such lands flood once every 100 years, floods can and do occur more frequently. The Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot at any point.

The floodway is the area where the fastest moving and most destructive floodwaters will flow during the 100 year flood. Thus, while all land within the floodplain will be wet during a 100 year flood, the most damage to property and loss of life will occur in the floodway.

Floodplain protection programs such as flood hazard zoning regulations are the most effective way to prevent flood damage. Rather than trying to control the natural water flow through the construction of dams, levees, and channelization, flood hazard zoning regulations limit the amount of damage by limiting the amount of development in floodplains. Milton's floodplain regulations are titled "Inundation Hazard Area Regulations" and are Appendix A to the Town of Milton Zoning Regulations. These regulations were adopted on June 28, 2010, after FEMA established new floodplain maps for the region.

The National Flood Insurance Program has provided a great incentive for communities to establish floodplain protection programs. The program makes flood insurance

available to property owners in the floodplain. This insurance is made available at affordable rates in those communities that limit future development within floodways and within the 100 year floodplain. This is of particular importance since federal lending institutions will not finance homes or businesses in the floodplain without flood insurance.

Floodplains within Milton have been mapped along Lake Champlain, the Lamoille River, Mallets Creek, and other small creeks, and near major wetlands along Murray Avenue and Duffy Road. The Town of Milton has disallowed new structures and fill within the Special Flood Hazard Area and Floodway which will provide extra protection from flood damage within the Town. However, existing development within the floodplain experienced damage during the floods in the Spring of 2011. This event was a reminder of the importance of floodplain protections.

Fluvial Erosion Hazard Areas:

While some flood losses are caused by inundation (i.e. waters rise, fill, and damage low-lying structures), most flood losses in Vermont are caused by "fluvial erosion," Fluvial erosion is erosion caused by rivers and streams, and can range from gradual bank erosion to catastrophic changes in river channel location and dimension during flood events.

***River Fundamentals*:** Every river has a probable form, reflecting its complex interaction of many factors, including inputs from its watershed (water, sediment, ice, woody debris) as well as the physiographic setting (geology, soils, vegetation, valley type). Figure 1 illustrates the balance between watershed inputs (water and sediment), channel characteristics (slope and boundary conditions) and the physical response of a channel either by aggradation (sediment deposition), or degradation (scouring of sediment).[21]

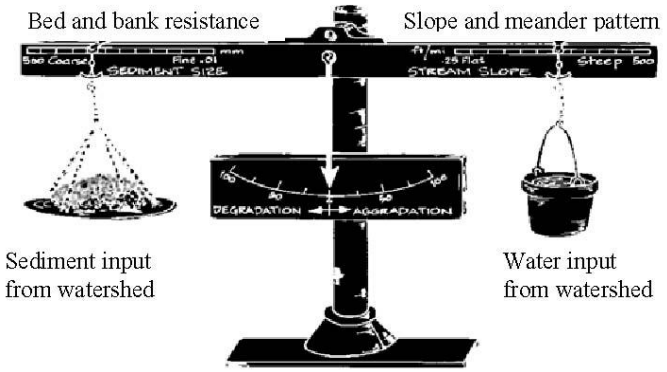


Figure 1. The channel balance (Lane, 1955)

[21] Information provided by the Chittenden County Regional Planning Commission.

When all the elements are in balance, a river is said to be in "dynamic equilibrium." A river in equilibrium can carry its load of water, sediment, and debris, even during high flows, without dramatic changes in the width, depth, or length (slope). A dramatic change in any of these elements will tilt the balance and lead to changes (or adjustment) as a river attempts to move back toward an equilibrium condition. This adjustment is often expressed as fluvial erosion, or major changes in channel dimension and location, as a river attempts to regain equilibrium.

One common mode of channel adjustment seen throughout Vermont is the response of a river to straightening. When a river is straightened, the slope of the channel is increased. As a result, the river has more power, and a greater ability to carry sediment, and begins to incise, eroding the stream bed. The incision leads to a situation where the river becomes disconnected from its floodplain. Without floodplain access, which serves the essential purposes of slowing floodwaters and storing sediment, stream banks are subjected to the full power of flood flows, leading to extensive fluvial erosion. If left alone, the river will eventually erode its banks enough that it can lengthen its channel, regain a more stable slope, and develop a new floodplain at a lower elevation.[22]

Map 6, in Appendix E, details mapped Fluvial Erosion Hazard areas in the Town of Milton. An FEH area includes the stream and the land adjacent to the stream. It identifies the area where stream processes can occur to enable the river to re-establish and maintain stable conditions over time. The area boundaries also attempt to capture the lands most vulnerable to fluvial erosion in the near term, as well as the area needed by a river to maintain equilibrium. The map also provides a valuable insight into the location and nature of fluvial erosion hazards, and can be used to support many effective mitigation options. These include:

- posting the map and explanation on the town's website or other informal information dissemination mechanisms;
- using the map to design new investments in the Capital Budget (larger culverts, etc.) to reduce impacts of fluvial erosion on town infrastructure; and
- creating a Fluvial Erosion Hazard (FEH) Overlay District similar in scope and detail to Flood Zones wherein new development would be restricted similar.

The Vermont League of Cities and Towns have developed a model 'Riparian Buffer Ordinance' which the Town may want to consider implementing to help protect the water resources of the Town.

Wetlands

Wetlands provide diverse fish and wildlife habitats and are home for many rare and endangered species. Wetlands also provide for the storage of floodwaters and help to

[22] Information provided by the Chittenden County Regional Planning Commission.

reduce water pollution. Educational, recreational and aesthetic benefits are also provided by these ecosystems.

Wetlands are delineated based not only on the presence of water, but also on the types of soils and vegetation present. National Wetlands Inventory Maps were used in the preparation of this Plan. These maps identify many of the wetlands within a community. While many wetlands are located along major water bodies and double as floodplains, there are many located throughout the Town.

The State of Vermont has developed fairly specific regulations for wetlands based on the functions served, rather than the acreage involved. Any development proposed within a wetland should be referred to the State to determine compliance with its regulations.

The Town of Milton protects wetlands through the site plan and subdivision review process. When land is proposed for development, the Development Review Board requires that the extent of wetlands be identified and that the wetland and wetland buffers as defined in the Vermont Wetland Rules, be excluded from the building area and density calculation for residential Planned Unit Developments.

Conservation Areas

The Town of Milton has designated land at the highest elevations and other environmentally sensitive areas as conservation areas. Currently these conservation areas have their own zoning designation called the "Forestry/Conservation/Scenic Ridgeline District." These areas have been delineated in and around Arrowhead Mountain, Cobble Hill, Georgia Mountain, and other high elevations in eastern Milton near the Westford boundary.

The current district boundaries are based upon topography. As a result, some portions of the land within the district may not include sensitive areas. Adequate information is not yet available to delineate the boundaries of this district with the accuracy necessary to ensure that they correspond exactly with the limits of sensitive areas.
Those portions of the Forestry/Conservation/Scenic Ridgeline District that do not contain significant development constraints should be viewed as transitional areas. Some conditional uses that are appropriate in the Agricultural/Rural Residential District should also be enabled in the Forestry/Conservation/Scenic Ridgeline District. Such conditional uses should be those that are low in intensity and that take advantage of recreational opportunities. Such uses may include small country inns or bed and breakfast establishments.

At a future date, it may be possible to delineate the boundaries of the Forestry/Conservation/Scenic Ridgeline District so that they correspond more closely with sensitive areas. The delineation of these boundaries should occur in a comprehensive manner, and should seek to discover areas within the Town that are not currently included within the district.

Deer Wintering Areas

Several deer wintering areas have been identified in Milton. Also known as deer yards, these areas provide important habitats for Milton's deer population during the severe winter months. These areas have a food supply that is both adequate and accessible to deer. They are located in places such as the Sandbar Wildlife Management Area, along Trout Brook, near Sanderson Road, near Georgia Mountain, around Milton Pond, and along a portion of Hardscrabble Road. Development in these areas should be avoided.

Critical Habitats

Milton contains many areas with habitats for rare, threatened, and endangered species. Generally speaking, these habitats are located along the Lamoille River and near mountains, particularly Eagle Mountain, Arrowhead Mountain and Cobble Hill. These areas include rare plants and animals, or other natural communities of statewide significance. The approximate locations of such areas have been mapped by the State Non-game and Natural Heritage program on a "Significant Habitat Map." The Planning Commission used this map during the preparation of the Plan.

A natural areas inventory has also been completed for the Town of Milton.[23] This inventory has identified additional endangered species habitats and other rare natural communities. These include areas along Bear Trap Road, on and near Eagle Mountain, on and along the lower Lamoille River, on Arrowhead Mountain, and along Mallets Creek.

Cluster Housing and Flexible Zoning

Cluster housing is a design technique which concentrates development on a portion of a land tract, and requires that the remaining portion to be preserved for open space. First, the number of houses that may be built on the entire tract of land under conventional zoning regulations is determined. As an example, in the Agricultural/Rural Residential (R5) Zoning District in Milton, the allowed density is approximately one house per ten acres. This number of houses is then developed on a smaller portion of the property, and the remaining portion is designated as open space. This open space can then continue to be used for other non-development uses.

Both the developer/landowner and the community can benefit from clustered housing. By developing only a portion of the property, the developer/landowner can build shorter roads, sidewalks, water lines, and other infrastructure, thereby minimizing development costs. Maintenance costs for public improvements can be decreased, as roads and drainage swales are shorter than in conventional layouts. In addition, the community benefits from the perpetuation of an agricultural or economic use that would have to be extinguished under a conventional subdivision. Rural character is preserved through the use of

23 Biological Natural Areas of Chittenden County: Colchester, Hinesburg, Jericho, Milton, Richmond, Shelburne, and Williston, published by Brett Engstrom for the Vermont Agency of Natural Resources in1991.

integrated open space, rather than traditional suburban sprawling subdivisions. Clustering is better for the environment and scenic quality of the community, as it results in less site disruption. Through the subdivision review process, viable stands of trees, rock outcroppings, wetlands and other natural features can be protected. With conventional layouts, there are fewer controls for the preservation of such features.

Clustering is not new to Milton. Most large residential developments in the Town that have been constructed since the initiation of zoning have taken advantage of clustering techniques, resulting in the preservation of open space and scenic areas.

In order to facilitate the goal of preserving Milton's rural characteristics, cluster developments are a worthy tool. Where possible, new residential structures in smaller subdivisions should be situated toward existing roads. The subdivision review process must enable the creation of building lots that are sensitive to the unique characteristics of the site. These subdivisions need not adhere to rigid, suburban zoning regulations. However, there should be standards established for appropriate and useful open space set asides. Often the open space land is simply land that cannot be developed, without much thought given to wildlife management, open space corridors, aesthetic value (i.e. view sheds), or more urban open space (i.e. community gardens, neighborhood parks or recreation paths).

To facilitate cluster housing, the Town should consider expanding its bonus density policy for subdivisions that take advantage of this technique. Vermont law enables municipalities to provide up to 25% bonuses within zoning regulations. For instance, a subdivision that would be entitled to four units under conventional circumstances would be entitled to five units if clustered. Under no circumstances should clustering be mandatory.

HISTORIC RESOURCES

Existing Conditions

The Vermont Division of Historic Preservation (VDHP) has identified 48 historic sites in Milton, including three Historic Districts. See Appendix C. The Milton Falls Historic District is located on Main Street in the Town Core Area, southeast of the Route 7 bridge that crosses the Lamoille River. The Checkerberry Village Green Historic District is also located in the Town Core Area, on West Milton Road near Interstate 89. The Miltonboro Historic District is located on Beebe Hill Road in the West Milton Area. Historic structures include farmhouses, lakeshore camps, and bridges.

AESTHETIC RESOURCES

Existing Conditions

The Lower Lamoille River Basin Open Space Study prepared for the District 4 Environmental Commission by Husky Injection Molding Systems in 1997 contains a list of

more than 20 scenic viewsheds that were identified on a cursory "windshield survey" conducted by Milton Planning Department Staff. These viewsheds are spread throughout the West Milton, East Milton, North Road, and Arrowhead Lake Areas. As part of the Open Space Study, a ranking of these viewsheds was prepared for Husky Injection Molding Systems by Dunn Associates. This selection and ranking of viewsheds in no way reflects the opinions of the Milton Planning Commission. Additional research is needed to fully identify and properly evaluate Milton's aesthetic resources.

RESOURCE USE AND PROTECTION GOALS

Goal 8.1. Continue protection of existing natural resources identified in this chapter.

Goal 8.2. Establish specific criteria to determine the best method to control the cause of lakeshore erosion and to limit any negative impacts on surrounding properties from lakeshore stabilization projects.

Goal 8.3. The Subdivision Regulations and/or Zoning Regulations should be amended to include a provision that developments that require a State post-construction stormwater permit must include language in their Homeowners Association's covenants that the Association will maintain stormwater systems and permits in perpetuity.

Goal 8.4. Make residents aware of mapped Fluvial Erosion Hazard areas and Stream Setbacks and consider establishing a Riparian Buffer Ordinance if mapping indicates a need.

Goal 8.5. Establish standards for more appropriate, useful, and usable open space that is set-aside as a result of cluster subdivisions, such as Planned Unit Developments.

Goal 8.6. Better define the boundary of the Forestry/Conservation/Scenic Ridgeline (FC) District so that it more closely corresponds with sensitive areas.

Goal 8.7. Section 691 of the Zoning Regulations should be amended to state that the 50-foot setback from surface waters shall be measured from the top of bank or top of slope (top of slope is used on streams with very steep bank walls), and diagrams illustrating these characteristics should be included to assist residents with identifying the top of bank or top of slope.

CHAPTER 9
LAND USE AND DEVELOPMENT PATTERNS

The previous chapters of this plan detail important information for deciding the amount, type, location, and rate of development that should take place in the Town of Milton. This chapter takes into account these opportunities and constraints as it describes the current land use conditions and proposed future development for each of the identified planning areas.

EXISTING CONDITIONS

Milton can best be described as a transitional community. Large scale residential developments and shopping centers exist, which reinforces the Town's status as a suburb of Burlington. Several farms and other agricultural uses also exist, which closely resemble the characteristics of adjacent Franklin County. In addition, Milton is the gateway to the Lake Champlain Islands from Chittenden County. The range of uses that coexist give the Town its unique character.

Milton has a broad range of land uses. Historically, higher intensity residential development has been focused around the existing village center. Since the late 1960s, a variety of large residential subdivisions have appeared, primarily in areas at the fringe of the village boundaries. In recent years more development has been occurring within the Town Core area. High intensity commercial development has occurred since the development of Route 7. Most commercial uses in Milton are linked with this highway, from the bridge over the Lamoille River at the base of Arrowhead Lake southward to the West Milton Road intersection. Industrial development is focused primarily within the Catamount Industrial Park and the Husky campus.

Route 7 suffers from a variety of historic land use problems: uses along this road are scattered and lack a cohesive sense of place. Along and nearby Route 7 are three large mobile home parks that predate the establishment of zoning in the Town. Also along Route 7 are two weekly efficiency apartment complexes.

Outside of the central area of the Town, land use is much less densely developed. Large lot residential subdivisions have cropped up in these areas since the establishment of zoning in the early 1970's. There are several pre-existing homes on smaller lots. Along Lake Champlain, a variety of seasonal and year-round homes exist. The rural areas of the Town also contain active agricultural uses and farms. In addition there are several gravel pits, and undeveloped conservation lands.

The following table shows the predominant land use of parcels in Milton in 1990, 2000 and 2011. The third column shows the percentage change from 2000 to 2011.

Table 9.1: Land Use of Parcels

	2000	2012	Percent Change from 2000 to 2012
Residential	3,252	3,879	19.28%
Single/Multi-Family	2,585	3,053	18.10%
Condominium	81	256	216%
Mobile Homes	461	443	-3.90%
Vacation	125	127	1.60%
Commercial	141	174	23.40%
Industrial Plants	16	17	6.25%
Utilities	8	4	-50.00%
Farm	22	21	-4.55%
Woodland	0	0	0%
Miscellaneous[1]	371	302	-16.29%
Total Parcels	**4,810**	**4,397**	**-18.60**

Source: Derived from the Town of Milton Grand List, 2000 and 2012
[1]Includes 268 non-forested undeveloped land. May have buildings of little or no value.

Table 9.2: Percentage of Total Parcels

	2000	2012
Residential	85.35%	82.22%
Single/Multi-Family	67.85%	69.43%
Condominiums	2.13%	5.82%
Mobile Homes	12.10%	10.17%
Vacation	3.28%	2.89%
Commercial	3.70%	3.96%
Industrial Plants	0.42%	0.39%
Utilities	0.18%	0.09%
Farm	0.58%	0.48%
Woodland	0%	0%
Miscellaneous[1]	9.74%	6.87%

Source: Derived from the Town of Milton Grand List, 2000 and 2012
[1]Includes non-forested undeveloped land. May have buildings of little or no value.

As the tables indicate, all residential uses are the greatest in proportion, accounting for 82.22 percent of all parcels in 2012. Condominium uses have increased significantly, 216%, from 2000 to 2012. Although the number of parcels in commercial use has increase slightly since 2000, Commercial and industrial uses still account for less than five percent of all parcels in Milton.

Specific goals are outlined for the designated planning areas. High intensity residential uses, which depend upon a greater degree of municipal services and infrastructure, should radiate outward from the existing Town Core. Retail and commercial development should be targeted in planned commercial developments within the Town Core. In addition limited retail uses, accessory to industrial uses, should be evaluated within the Catamount planning area. This plan recommends mixed uses of commercial and industrial development wherever practicable. The plan also encourages diversified agricultural resources.

DESCRIPTION OF PLANNING AREAS

TOWN CORE AREA

The Town Core Area is the most densely settled part of Milton. The full range of municipal services, including water and wastewater, sidewalks, and streetlights are available in most of this area. In general, this area is physically well suited for development. The soils are predominantly sandy, and the topography is relatively flat. While groundwater is plentiful in this area, much of the area is served by the municipal water system.

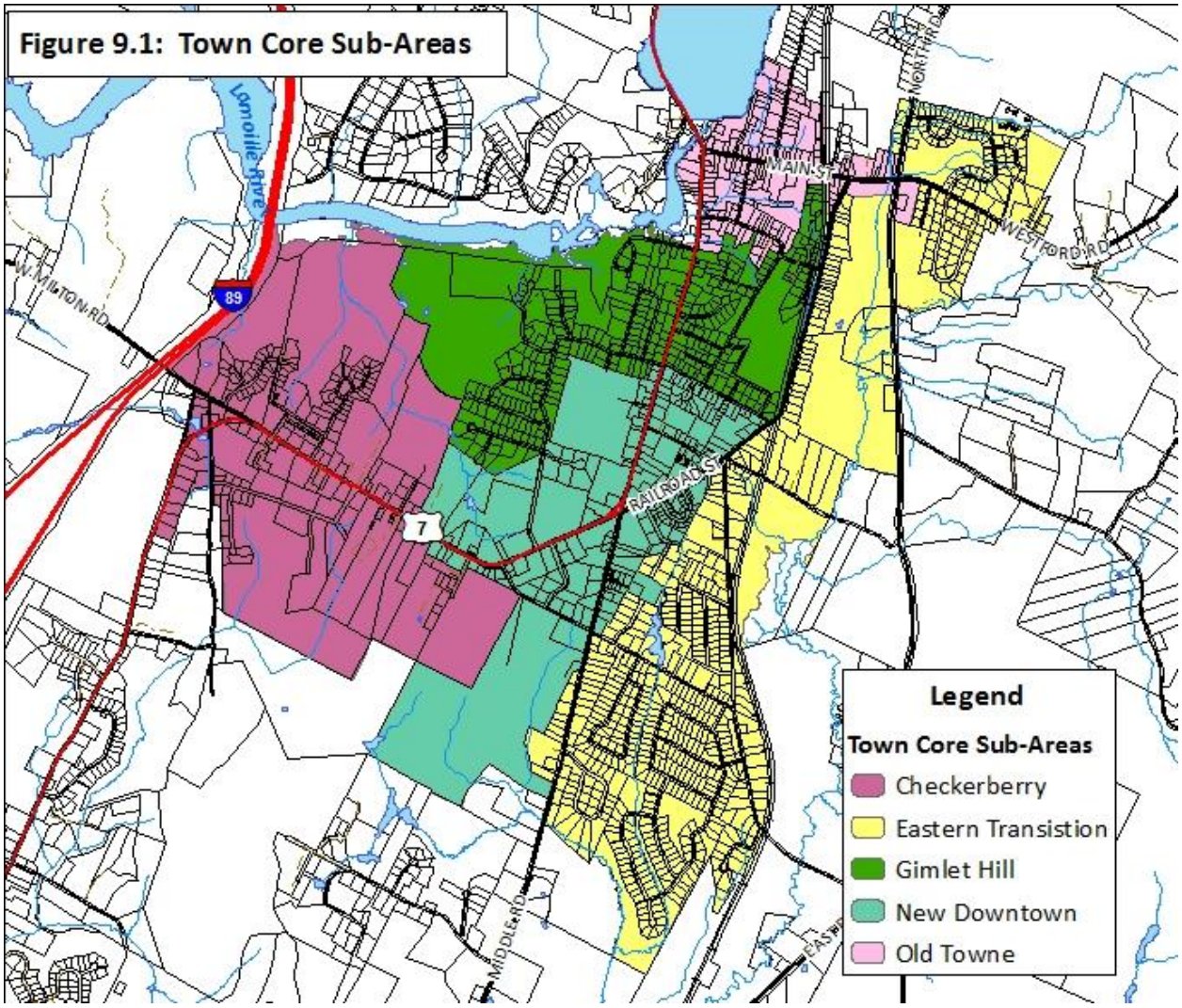
The two most significant natural features of this area are the Lamoille River and Arrowhead Lake. The Lamoille River is one of Vermont's largest rivers. It serves not only as a major drainage way in Milton but also runs through Franklin County and Lamoille County upstream. Presently, public access points to the Lamoille River and Arrowhead Lake are limited. However, the Lamoille River Walk was created along the River, with access off of Richie Avenue. Canoeing and kayaking is also available from this area.

Existing development in this area includes a mix of residential, commercial, and institutional uses. This area contains Milton Elementary and Middle School on Herrick Avenue and Milton Sr. High School on Rebecca Lander Drive. The U.S. Post Office and several municipal buildings are also located in this area. Several churches and many historic homes are located along and near Main Street, the heart of Milton Village. Through the years there has been a shift in the location of the town center away from Main Street toward the newer commercial buildings and institutional uses along Route 7 near Centre Drive and Bombardier Road.

Much of the residential development in the Town Core Area consists of single family homes, but there are and increasing number of multi-family dwellings including apartments, condominiums, and elderly housing. The commercial core of Milton is located in this area, centered along Route 7. The municipal wastewater system currently serves only a portion of the commercial area (see Map # 14 and 15 for the water and wastewater service areas). There are some sidewalks along Route 7, but no interconnected network for convenient pedestrian use. This area also contains Bombardier Park, a recreational center for the Town.

There are two easily identified gateways to the Town Core Area. The northern gateway is the bridge on Route 7 across the Lamoille River, just below the dam at the south end of Arrowhead Lake. Crossing this bridge from the north, vehicles can turn east on Main Street into the historical town center, or continue south on River Street/Route 7 to the Milton Crossroads Marketplace. The eastern gateway is the four-way intersection of Main Street/Westford Road/East Road/North Road. This area is the first part of Milton Village that one sees when traveling Westford Road from the east. The transition from the farmland and scattered residential development of the East Milton Area to the historical center of Milton provides a dramatic gateway to the Town.

Within the Town Core Area, there are five sub-areas with their own unique characteristics and subsequent 5-year vision. These include the New Downtown, Gimlet Hill Transition, Old Towne, Checkerberry, and Eastern Transition sub-areas.



New Downtown Sub-Area

Reflecting its central location within the downtown, the New Downtown is targeted for the tallest buildings, the highest density, and the greatest extent of mixed uses.

In 2000, through the public process that led to the development of the Town Core Master Plan, it became apparent that the Town's residents desired a downtown with higher densities and mixed-uses that would be supportive of and attractive to businesses, among other things. As a result of this study, the Town made major changes to its Zoning Regulations in 2001 to begin implementing the vision contained in the Town Core Master Plan: densities were increased, height-limitations were relaxed, and a mix-of-uses were encouraged within the Town Core. This new town center was

referred to as the Milton Crossroads Marketplace (MCMP) and this name was incorporated into the zoning district names; it is now referred to as the New Downtown.

In 2005, the Town solidified its commitment to this plan by establishing the "Downtown Business District" (DB1 District) to limit residential growth from outpacing commercial growth in the heart of the new downtown. The DB1 District has been designed to promote commercial growth and is the area of Town where the densest development is encouraged, although the Town expects some development to also occur in the immediately adjacent areas (for example, the Checkerberry area). In order to encourage the development of a dense downtown, infrastructure upgrades and expansion, such as municipal water and wastewater services and transportation improvements, will be necessary.

The 2007 Route 7 Land Use Study finds that the use of commercial developments within the DB1 district should be emphasized while better defining the allowed residential uses and eliminating light industrial. Uses to be encouraged should be retail, restaurants, professional services, offices, hotels, and incubator spaces for new businesses. The Study also recommends encouraging multi-family housing in the New Downtown district, while restricting retail in order to concentrate it in DB1. The Study further suggests encouraging single family development in the New Downtown West district. Single family and multi-family senior housing project have been developed on the only vacant land in this district.

There are a number of incompatible land uses in this area such as recycling yards that store automobiles and parts. These uses are incompatible with the surrounding pattern of residential and mixed use development.

New developments in the New Downtown should be pedestrian friendly environments incorporating streetlights, street trees, signage and public spaces. Guidelines should be incorporated into the Zoning Regulations for these streetscape elements. The 2007 Streetscape Study has some design recommendations that could provide guidance on this goal. Additionally, in February 2012, further direction was sought by the Planning Commission's 'Enhancing Route 7' public forum and survey where input was sought from community members on how to improve the appearance, accessibility, and safety of Route 7 and the adjacent areas of the Town Core. Specifically, methods discussed are establishing stronger landscaping standards, establishing clearer sign regulations, and implementing signature street lights, crosswalks, and/or wayfinding signage. The input from both the study and the public outreach efforts should to be further evaluated, prioritized, and specific improvement methods should then be incorporated into the Zoning Regulations.

The establishment of a multi-modal transit station within the New Downtown should be considered as passenger bus service has been developed and more pedestrian, bike and paths are planned.

9.1. Town Core – New Downtown Sub-Area Goals

Goal 9.1.1. Encourage structures be placed to improve aesthetics and enhance pedestrian connections.

Goal 9.1.2. Enhance streetscape elements by incorporating streetlights, street trees, and signage.

Goal 9.1.3. Encourage commercial development including retail, restaurants, professional services, offices, hotels, and incubator spaces in the Downtown Business district. Residential uses should be encouraged in the New Downtown Center and New Downtown West district.

Goal 9.1.4. Develop a multi-modal transit station to incorporate pedestrians, bicycles and bus service.

Goal 9.1.5. Promote the development of community activities for a range of ages.

Objective 9.1.5.a. Encourage the creation of a community center for such activities as a theater or performance space, arts facility, and community gatherings.

Objective 9.1.5.b. Evaluate the need for expansions of educational campuses for maximum use of facilities.

Objective 9.1.5.c. Encourage the creation of an indoor/outdoor recreation facility to accommodate such activities and uses as hockey, ice skating, a swimming pool, and children and adult programs (refer to the 2007-2027 Recreation Plan for prioritization of these needs).

Goal 9.1.6. Further evaluate and prioritize the input from the 2007 Streetscape study and the 2012 Planning Commission Enhancing Route 7 public forum and survey with the goal of implementation of priority recommendations.

Gimlet Hill Transition Sub-Area

The Gimlet Hill Transition sub-area is named after the hill that lies between the New Downtown sub-area and the Old Towne sub-area. This sub-area contains the Herrick Avenue elementary and middle school and the municipal wastewater treatment facility. The majority of the sub-area includes residential neighborhoods built in various eras. For the most part the area is built-out, however there will likely be infill development along the Route 7 corridor.

Naturally, the vision for this sub-area is a transition between the historic portion of the Town Core and the new portion of the Town Core. This area should develop in a density that is proportional to both the new portion and the historic portion. The development patterns should reflect those of the historic pattern, while allowing for a greater range of uses than those in the Old Towne sub-area.

Currently the north side of Barnum Street is zoned Old Towne Residential, while the southern side of the Barnum Street is zoned Milton Crossroad Marketplace Center (M1). The M1 is a mixed use district while R1 is not. The 2007 Route 7 Land Use Study includes a recommendation that the M1 zoning district encourage residential uses and restrict retail in order to concentrate it in DB.

9.2. Town Core – Gimlet Hill Transition Sub-area Goals

Goal 9.2.1. Promote land uses within an appropriate density that will provide for a transition between the Old Towne sub-area and the New Downtown sub-area.

Goal 9.2.2. Maintain the residential areas within this sub-area while allowing for a mix of uses along the Route 7 corridor.

Goal 9.2.3. Consider rezoning Barnum Street so that both the north and south side of the street are within the same zoning district.

Old Towne Sub-Area

The Old Towne sub-area located north of the Gimlet Hill Transition sub-area includes a combination of historic, residential, and limited commercial uses. This sub-area lies south of the late 1980s subdivision on Maplewood and the light industrial uses just north of Main Street. To the east this sub-group extends to the century house on the southeastern corner of East Road and Westford Road. To the south the sub-area extends to the Ritchie Avenue and Route 7 intersection, and it includes both sides of Cherry Street from Route 7 to Herrick Avenue. The sub-area also includes parcels that lie in between Railroad Street and the railroad tracks just south of Main Street. It is critical to distinguish between the residential areas within this sub-area and the commercial areas along Route 7, and Main Street.

The area along Main Street is characterized by large, historic homes and beautiful trees. Threats to the beauty and character of this area are the increasing expense of maintaining the large historic homes as single family residences, and modern development patterns.

Mixed use should be permitted while protecting the historic nature of this area. Non-residential uses along Main Street should be limited to those which generate minimal amounts of traffic. It is recommended that the variety of uses permitted within the historic buildings in this area, such as residential, professional offices and institutional uses remain. These additional uses may be able to provide the income needed to preserve the

historic integrity of these buildings. The 2007 Route 7 Land Use Study suggests that single family residences should be maintained but it is unclear if that is meant to be the exclusive use on Main Street.

The trees along Main Street, the architecturally significant characteristics of the buildings, and the overall pattern of development should be maintained as a condition to the conversion of these buildings to more intensive uses. In addition, the visual impact of the automobile on the streetscape should be minimized by locating parking areas in rear or side yards, and by sharing parking areas and driveways.

Future development is encouraged to reflect historic design patterns, particularly in the Main Street and residential sections of the sub-area. The new developments in the Old Towne area have not necessarily been based on historical patterns.

River Street, which also has an historic character, could also be utilized for more intense commercial enterprises that do not detract from the aesthetic character of the area. River Street presents a challenge as it is the main travel route appropriate for commercial uses, and it also needs to function as a transition between the New Downtown and the Old Towne. The 2007 Route 7 Land Use Study suggests that this district should include commercial or retail on the first floor with residential apartments above in order to act as this transition.

The abandoned creamery building is a pivotal point in the appearance of one of the town gateways. Due to the possible significance of the revitalization of this site or structure on the appearance of the town gateway, zoning in this area should be flexible enough to enable an appropriate use for the site or building, as well as for supporting uses desired for nearby parcels.

There is a desire to have more of a relationship to the Lamoille River and Arrowhead Lake. The Town of Milton Road Department has discussed the relocation of the Town Garage. If this is done, it is recommended the Town work with CVPS, the owner of the surrounding land, to create a Town park along Arrowhead Lake. The CVPS River Street Park, along Route 7 near Ritchie Avenue, was established in 2009. This park features picnic tables, the Town of Milton community events marquee and a view of the Lamoille River.

The establishment of a railroad station in the Main Street area should be considered if an opportunity for passenger or commuter rail arises.

9.3. Town Core – Old Towne Sub-area Goals

Goal 9.3.1. Protect the historic character of the Old Towne.

Objective 9.3.1.a. Explore the possibility of establishing an historic district and guidelines to encourage historic and adaptive reuse strategies.

Objective 9.3.1.b. Investigate incentives for preservation and adaptive reuse of buildings and the landscape.

Objective 9.3.1.c. Encourage new structures to respect the architectural character of existing buildings and to fit into their surroundings.

Goal 9.3.2. Encourage commercial and retail on the first floor with residential apartments above on River Street in order to appropriately manage this section as the transition from the New Downtown to historic Main Street.

Goal 9.3.3. Enhance streetscape elements by incorporating streetlights, street trees, and signage.

Goal 9.3.4. Consider passenger rail service to Milton. Develop potential railroad station locations in the Main Street area.

Goal 9.3.5. Take advantage of the scenic resources of Arrowhead Lake and the Lamoille River.

Objective 9.3.5.a. Relocate the municipal garage and develop a public park along Arrowhead Lake with pedestrian connections to Main Street.

Objective 9.3.5.b. Take advantage of the lake and riverfront areas for recreation and commerce, and be sensitive to the resources.

Goal 9.3.6. Promote the development of community activities for a range of ages.

Objective 9.3.6.a. Encourage the expansion of already existing or creation of community centers for such activities as a theater or performance space, arts facility, and community gatherings.

Goal 9.3.7. Encourage public green spaces and small parks throughout this area (such as neighborhood parks as recommended in the Recreation Plan).

Checkerberry Sub-Area

The Checkerberry sub-area is located along Route 7 west of the New Downtown sub-area and Gimlet Hill Transition sub-area and extends just past Racine Road. Due to a large Class II wetland located south of Route 7 and other natural resource limitations, the Checkerberry sub-area has the most limitations to development in the Town Core area; although in recent years large-scale development projects have been proposed in this area, and this is likely to continue. Reflecting its role as an important gateway into the

New Downtown, uses in the Checkerberry sub-area should be mixed, and careful site planning and access control will be necessary.

The accessibility provided by Route 7, the availability of municipal water and wastewater service, and the high visibility of this sub-area make it appropriate for commercial development. Careful access management, which would make use of shared and strategically placed curb cuts, will help to prevent undesirable land use patterns such as strip development.

The 2007 Route 7 Land Use Study recommends encouraging commercial and retail uses along property directly abutting Route 7 in the Checkerberry district.

While the 2007 Route 7 Land Use Study, along with numerous other studies, find that an exit on I-89 would be beneficial to Milton (refer to the Transportation chapter for more details), it does need to be properly planned so that commercial businesses are not competing with the New Downtown. The Study warned that: "[s]hould this major infrastructure investment take place, the Town must be prepared to manage land in the area to ensure controlled and efficient growth, balancing the potential for increased tax base with impacts on the Town Core and Route 7 corridor." The Plan recommends five action items to properly plan for this interchange, and the Town should implement these items (these are listed under Goal 9.4.6 below).

9.4. Town Core – Checkerberry Sub-Area Goals

Goal 9.4.1. Require structures be placed close to the roads with parking areas on the side or rear of lots to improve aesthetics and enhance pedestrian connections. These requirements should be incorporated into the Zoning Regulations.

Goal 9.4.2. Encourage public green spaces and small parks throughout this planning area (such as neighborhood parks as recommended in the 2007-2027 Recreation Plan).

Goal 9.4.3. Encourage mixed uses utilizing planned unit developments for uses such as multifamily residential, retail, offices, hotels, incubator spaces, and research and development facilities. Specifically encourage commercial and retail uses along property directly abutting Route 7 in the Checkerberry district.

Goal 9.4.4. Promote a positive image and guidelines for enhancing the southern gateway into the Town of Milton.

Goal 9.4.5. Promote the development of community activities for a range of ages.

Objective 9.4.5.a. Encourage the creation of an indoor/outdoor recreation facility to accommodate such activities and uses as hockey, ice

skating, a swimming pool, and children and adult programs (refer to the 2007-2027 Recreation Plan for prioritization of these needs).

Goal 9.4.6. Evaluate the 2007 Route 7 Land Use Study's recommendation to properly plan land uses around the potential I-89 exit so that this area does not compete with the New Downtown.

Objective 9.4.6.a. Closely monitor the demand for and potential planning and recommendations for development of the 17A interchange. It is generally recognized that any new interchange at this location, if approved, would likely take at least a decade before construction was complete.

Objective 9.4.6.b. Continue dialogue with residents about the desirability of large-scale development surrounding any future interchange.

Objective9.4.6.c. Carefully define the appropriate scale and character of land use around a future interchange, and update zoning and building standards to ensure suitability of development. How much traffic is drawn to the area around a new interchange is directly related to the type and density of development permitted by the Town. The important relationship is that the "capacity," or ability of the highway system to carry a given volume of traffic, differs greatly between an interchange (Exit 17A) and an urban arterial (Route 7), with the interchange carrying substantially more traffic.

Objective 9.4.6.d. Advocate for the reservation of a right-of-way along Route 7 to accommodate any increase in volume a potential new interchange may generate.

Objective 9.4.6.e. Should the Exit 17A interchange be funded, the Town should participate actively in the design process. The type of interchange has not been identified, so the land required to construct the ramps and provide intersection operation at the interchange is not yet known. The Federal Highway Administration, and possibly VTrans, may require that lands in close proximity to the interchange be controlled "without access". "Without access" restricts opportunities for adjacent privately owned properties to access the State highway system. This does not restrict the development of the privately owned land. It only restricts the point in which

traffic associated with any private development can access public highways.

Eastern Transition Sub-Area

The vision of this sub-area is a transitional area between the Town Core and the more rural East Milton. This sub-area lies to the east of the New Downtown, Gimlet Hill, and Old Towne sub-areas. The Beaverbrook zoning district, at the southern end of this sub-area, is a large moderate density residential neighborhood that is largely built-out. This sub-area also includes larger undeveloped parcels along East Road, and newer residential neighborhoods to the north. The western boundary of this sub-area is Railroad Street. Railroad Street seems to function as the logical first line of transition from the denser Town Core to the less dense East Milton planning area, particularly because the railroad tracks and ROW creates a natural boundary.

Currently some of the existing zoning districts within this sub-area have a minimum lot area as small as 10,000 square feet (about ¼ of an acre). This does not make a very logical transition to the 10-acre zoning district within the East Milton planning area. The presence of Mallets Creek creates a limiting factor to development in this area, however dimensional standards within this sub-area should also be revised to establish an appropriate level of density that transitions between 10,000 square feet to 10-acre zoning. In addition, amenities such as sidewalks and/or bike paths should be considered to help improve linkages between the Beaverbrook sub-area and the New Downtown sub-area.

9.5. Town Core – Eastern Transition Sub-area Goals

Goal 9.5.1. Encourage public green spaces and small parks throughout this area (such as neighborhood parks as recommended in the 2007-2027 Recreation Plan).

Goal 9.5.2. Dimensional standards should be reviewed in this sub-area in order to establish an appropriate level of density that transitions between 10,000 square feet to 10 acre zoning.

9.6. Entire Town Core Goals

Any future development within this area should be served by the full range of public services, including municipal water and wastewater, sidewalks, and street lighting. Those already developed portions, which are not served by all these services, should be permitted to be served through the extension of water and wastewater lines and the installation of sidewalks and street lights. Standards for outdoor lighting and signage that respect the historic character of the area should be developed. The 2007 Streetscape Study and the 2012 Enhancing Route 7 public forum and survey provide recommendations on parking, streetscape design (roadway infrastructure, street trees, pedestrian access and crossings, signage, and lighting), stormwater management, building location and design, way-finding and street furniture. The recommendations most

appropriate from Milton's needs from these studies should be incorporated into the Zoning Regulations to ensure that new development is cohesive and resembles that of a downtown, pedestrian atmosphere.

Sidewalks should connect to the existing sidewalk system along Route 7, within the Village and extend to other densely developed areas in the community. This entire area is within easy walking distance of Bombardier Park. However, the lack of a connecting sidewalk network is a serious hindrance to optimal use of the park and the adequate provision of recreation services to residents.

To facilitate the development of the necessary infrastructure, the Town enacted a Tax Increment Financing District (TIF) for this area (which is addressed in more detail in the Economic Development Chapter of this Comprehensive Plan).

The 2007 Route 7 Land Use Study has recommended reducing some of the height requirements, as the allowed heights are significantly higher than the heights of the buildings that currently exist. While this planning area is where development is appropriately encouraged, the study found that the Town has significant vacant, developable land to accommodate future growth even while limiting new building construction to a scale compatible with existing structures.

Goal 9.6.1. Enhance all aspects of transportation opportunities.

Objective 9.6.1.a. Review the Town's access management guidelines, and encourage the development of a secondary road network.

Objective 9.6.1.b. Develop fully linked systems to include sidewalks, bike paths, and bus and rail service.

Objective 9.6.1.c. Enhance pedestrian friendly environments incorporating streetlights, street trees, signage and public spaces. Incorporate appropriate recommendations from the 2007 Streetscape Study and the Enhancing Route 7 public forum and survey into the Zoning Regulations.

CATAMOUNT AREA

The Catamount Area is located immediately south of the Town Core Area and borders on the Town of Colchester. Land use within this area is mixed. In general, there are industrial uses to the west of Route 7 and single family residences to the east of Route 7, with a few commercial uses located near the intersection of PreCast Road and Route 7. This area contains Catamount Industrial Park, which was developed by the Greater Burlington Industrial Corporation to promote economic development. Other industrial uses are located on Gonyeau Road and PreCast Road.

Municipal water service is provided to this area by a water line along Route 7 that extends south to the Colchester boundary. Municipal wastewater service was expanded to this area in the summer and fall of 2007. Sidewalks have been required in new residential subdivisions in this area, but there are no sidewalks along this stretch of Route 7.

Soil suitability for development is mixed in this area. Soils west of Route 7 generally provide only slight to moderate limitations to development. To the east, soils immediately along Route 7 are suitable for development, but further away bedrock and steep slopes provide some severe limitations.

Topographically, the land is fairly level throughout much of this area, with severe slopes becoming more prevalent east of Route 7. Groundwater is generally available in quantities sufficient for residential and small-scale commercial uses, but municipal water is the most likely source of water for future development in this area. There are some wetlands scattered throughout this area which should be protected from unnecessary filling. The hills to the east of Route 7 provide an attractive backdrop for this area.

There has been some business development in the area, including Gardener's Supply in 2011. There are a small number of vacant parcels within this area. A large parcel located immediately north of the Colchester boundary on the east side of Route 7 was recently developed by the R.R. Charlebois Company, specializing in new and used commercial truck sales, parts, service, and towing and Premier Coach, a bus and storage and maintenance business.

9.2. Catamount Area Goals

There are two primary future land uses recommended for this section of Milton: low density clustered residential development and industrial development. The proposed uses in the Catamount Area are not intended to compete with the services and land uses planned for the Town Core Area. The Zoning Regulations were amended in 2010 to allow for certain retail uses. Only large-scale retail uses such as garden centers, construction and agricultural equipment sales, home supplies, and retail associated with manufacturing establishments are permitted so that they do not compete with the services and land uses planned for the Town Core Area.

There are three recently developed large parcels in the Catamount Area: the new Gardner's Supply distribution facility and the Highview Estates residential development on the west side of Route 7, and the Charlebois Company and Premier Coach on the east side of Route 7, adjacent to Colchester. This area is close to the Vermont Agency of Transportation maintenance facility and the Colchester Park and Ride; therefore it would be useful to establish a bike/multi-use path within this area.

Goal 9.7.1. Encourage high quality industrial development in a sub-regional growth center, which will provide greater employment opportunities and broaden the tax base.

Objective 9.7.1.a. Develop standards to enhance the appearance and quality of development in this major gateway into the Town of Milton.

Objective 9.7.1.b. Maintain buffer zones to prevent encroachment of industrial and commercial uses into the residential areas.

Goal 9.7.2. Ensure an aesthetically pleasing approach into Milton.

Objective 9.7.2.a. Develop a plan to work towards enhancing the character of Route 7.

Objective 9.7.2.b. Encourage high quality planned unit developments to cluster new housing in a way that minimizes visual impacts from Route 7.

Goal 9.7.3. Enhance multi-modal transportation opportunities.

COBBLE HILL AREA

The Cobble Hill Area is located south of the Town Core Planning Area, between the Catamount Planning Area to the west and the New England Central Railroad tracks to the east. This area is named after one of Milton's most prominent geographical features. Existing development mainly consists of low density residential use.

Wetlands, steep slopes, and other natural resource constraints limit development potential in this area. Naturally occurring bedrock radiation associated with the Clarenden Springs formation also exists in some parts of the Cobble Hill Area, limiting the availability of potable water. Forestry and agricultural uses also exist in the Cobble Hill Area.

9.8. Cobble Hill Area Goals

The preferred future land uses for the Cobble Hill Area are forestry, agriculture, outdoor recreation, and low density clustered residential development. Agricultural enterprises help define the scenic character of the area, and such uses should be supported and encouraged.

Goal 9.8.1. Encourage a diversity of agricultural uses through creative economic strategies.

Goal 9.8.2. Encourage low density, well planned residential development which enhances the character of the area.

Objective 9.8.2.a. Develop standards and encourage low density, well planned residential developments that work with the natural features of the landscape.

ARROWHEAD LAKE AREA

The Arrowhead Lake Area is connected to the Town Core Area by a bridge on Route 7, just below the dam at the south end of Arrowhead Lake. Besides Route 7, the three main roads in this neighborhood are Lake Road, Poor Farm Road, and Manley Road. Arrowhead Lake separates this area from the North Road Area to the east, and the Lamoille River separates it from the Town Core Area to the south. Arrowhead Mountain itself lies between Manley Road and Route 7. An Interstate 89 underpass on Murray Avenue and an Interstate 89 overpass on Lake Road also connect this area to the rural West Milton Area. The Town of Georgia forms a border to the north.

The Arrowhead Lake Area generally follows a medium-density, suburban style of development. A small portion of this area is served by the municipal water system. No municipal wastewater service is available. Single family homes predominate in the Arrowhead Lake Area, with some condominiums as well. Limited agricultural uses exist, as well as a small sawmill. In addition, much of the area is wooded, providing significant wildlife habitat. Residential subdivisions in this area include Jib Estates, Foothills Subdivision, Manley Commons, Fox Briar Subdivision, Deer Run, Highland Woods, Overlake, Partridge Hollow, and Milton Falls. Several of these subdivisions were developed as planned unit residential developments and contain large open space parcels. Few sidewalks exist in this area, and no public access to Arrowhead Lake exists within Milton's borders. Several large vacant parcels with strong development potential also remain within this area.

The Arrowhead Lake Area also includes a small residential area on the east side of Arrowhead Lake, located along Cooper Road. Developments on this side of the lake include Hidden Meadows and Adams Park.

9.9. Arrowhead Lake Area Goals

The future land uses for this area should be medium and low density residential development. Where medium density developments occur, there should be thought given to encouraging small public parks for the residential neighborhoods. In addition, any future development in this area should involve the connection of existing roads and preventing dead ends and cul-de-sacs. There is potential for bicycle and pedestrian linkages from the Town Core area along established roadways and possibly across the Lamoille River, although no infrastructure is in place as of yet.

Goal 9.9.1. Encourage innovative neighborhood planning concepts.

Objective 9.9.1.a. Develop standards and encourage primarily residential areas with small neighborhood parks, a small local neighborhood store, and a boat launch on Arrowhead Lake.

Objective 9.9.1.b. Encourage medium and low density planned unit residential developments.

Goal 9.9.2. Scenic vistas and viewsheds in this area should be maintained.

Goal 9.9.3. Promote the development of community activities for a range of ages.

Objective 9.9.3.a. Encourage the creation of outdoor recreation facilities to accommodate such uses as playing fields for children and adult programs.

Objective 9.9.3.b. Encourage bike/pedestrian connections over the Lamoille River to connect to the Town Core Area.

NORTH ROAD AREA

The North Road Area consists of the Industrial Conservation zoning district (I3), Light Industrial zoning district (I1) and planned unit residential developments with large tracts of open space north of Main Street. The area is bounded by North Road on the east and Arrowhead Lake on the west. The hills to the east of North Road provide an attractive backdrop to this area when viewed from Route 7.

Municipal water and wastewater provide service to this area. Sidewalks exist within the planned unit residential developments, but not all of them are well connected with other areas. A sidewalk does exist along the west side of north road to link the Husky campus to the Town Core Area.

The lands in this area are generally flat with the exception of the banks of Arrowhead Lake, which have a drop of up to 100 feet. Small tributaries flow westerly towards the lake and in some instances, their ravines are quite abrupt. National Wetlands Inventory (NWI) wetlands exist in the easterly portion of the planning area, and a 100-year floodplain exists along the easterly limits of Arrowhead Lake. The area also contains agricultural soils of statewide significance.

9.10. North Road Area Goals

The residential and light industrial portions of this area are largely built out. However the Industrial Conservation campus is not; therefore the primary future land use envisioned for this section of Milton is environmental conservation/general industrial and limited commercial cluster development. Developments should be encouraged to connect roads, utilities and drainage facilities, and to provide sidewalks and other recreational

linkages. To this extent, open space lands and alternative transportation pathways should be encouraged to connect. Developments should also provide sufficient setbacks from Arrowhead Lake so as not to affect water quality and wildlife.

Husky Injection Molding Systems has been the only business to own and operate the industrial conservation campus. While Husky was sold in 2007, the company is still in operation. The Town should stay in communication with the company and assist in bringing additional businesses into this area.

With the availability of municipal water and wastewater and access to the railway, this area is ideally suited for environmentally sensitive industrial development. It is a natural extension of the existing mixed use development within the Town Core area. Planned unit developments are the preferred form of development.

Examples of permitted uses in this area are: enclosed warehousing, manufacturing, and assembly; research and development, limited retail of items manufactured or assembled on the premises, enclosed outdoor storage, business and professional offices, institutional establishments and employee training facilities, accessory uses to a principal use to include restaurants, child development centers and clinics, motel/guest facilities, and transportation facilities, agriculture, forestry, recreation and open space conservation. Future buildings within this designation should connect to municipal water and wastewater. It is the intent of this area to not detract from the planning efforts or uses permitted within the Town Core area.

Buildings should take advantage of existing topography, be set into existing slopes and be designed such that parking and loading areas are screened from view. To the extent possible, attention should also be given in general to the design, building materials and colors used for future buildings so that they blend into the landscape. Building heights, scale and location also need to be sensitive to the area's topography. Scenic views from Route 7, North Road and from lands to the east of North Road and west of Route 7 should also be considered. The Town of Milton recognizes the importance of scenic views. The Planning Commission is looking into identifying important scenic views and viewsheds throughout the community for future incorporation into the Town’s planning and zoning documents.

Landscaping is a key element to preserving and enhancing the aesthetics of this area and should also be designed with scenic views from Route 7 and North Road in mind. Proposed landscaping should reflect the character of the existing vegetation in the area, specifically buffers and hedgerows. Sufficient buffering needs to be provided between abutting residential lands to assist with noise attenuation. Attention also needs to be given to outdoor lighting to ensure that all lighting is directed on-site only and does not adversely infiltrate into the sky (e.g., causing "skyglow"), affecting adjoining lands or views from Route 7 and North Road. Signage shall comply with the Zoning Regulations and should not attract the attention of passersby on Route 7 or North Road such that it poses a safety concern. Planned unit developments in this industrial/commercial area are the preferred

form of development to assist with the preservation of open space, natural and agricultural areas.

The potential for rail access for both freight and passengers should be encouraged.

Goal 9.10.1. Encourage environmentally sensitive, high quality industrial development, which will provide greater employment opportunities and broaden the tax base.

Objective 9.10.1.a. Maintain buffer zones to prevent encroachment of industrial and commercial uses into the residential areas.

Objective 9.10.1.b. Develop rail access sites for passenger and freight service.

Objective 9.10.1.c. Ensure aesthetically pleasing development in this area that will protect viewsheds, prohibit outdoor lighting that produces 'skyglow' and incorporate appropriate signage.

Objective 9.10.1.d. The Town should stay in close communication with the owners of the Industrial Conservation campus and assist in bringing additional businesses into this area.

LAMOILLE AREA

The Lamoille Area is connected to the Town Core Area to the east by an overpass on West Milton Road that crosses Interstate 89. The area is connected to the rural West Milton Area to the northwest by the West Milton Bridge over the Lamoille River. Watkins Road and West Milton Road provide connections to Route 2 and the Town of Colchester to the south.

This area primarily contains a mixture of low density residential and agricultural uses, although the Birchwood Manor mobile home park and a few commercial uses exist near the Interstate 89 overpass. An important historical area is located further south on West Milton Road, near the West Milton bridge. There is also an active sand pit and quarry in the Lamoille Area.

Wetlands, topography, and soil conditions pose development constraints in some portions of this area. The relatively flat, upland portions of this area along the northern stretch of West Milton Road and adjacent to Interstate 89, however, are suitable for development. Scenic views of the Lamoille River are an attractive attribute for residential development in the Lamoille Area.

9.11. Lamoille Area Goals

The future land uses for this area should be medium and low density residential development. Upgrading of the quality of housing within the mobile home parks in this area should be a priority. Where medium density developments occur, there should be thought given to encouraging small public parks for the residential neighborhoods.

The historic integrity of the lands bordering the Town Core Area near the West Milton Road/Route 7 intersection and the West Milton Bridge should be considered when development is proposed. There is potential for bicycle and pedestrian linkages from the Town Core Area along established roadways and the Lamoille River.

Goal 9.11.1. Encourage innovative neighborhood planning concepts.

Objective 9.11.1.a. Develop standards and encourage primarily residential areas with small neighborhood parks and a small local neighborhood store.

Objective 9.11.1.b. Encourage medium and low density planned residential developments.

Goal 9.11.2. Maximize access to the Lamoille riverfront.

Objective 9.11.2.a. Encourage recreational uses and facilities along the Lamoille River.

WEST MILTON AREA

The West Milton Area is one of Milton's two main rural areas. It makes up about one third of the entire Town. It is bounded on the west by Lake Champlain, on the south by the Lamoille River, on the east by Interstate 89, and the on the north by the Town of Georgia. Significant natural features in this area include Eagle Mountain, Long Pond, Round Pond, the Sandbar Wildlife Management Area, Sandbar State Park, and a large swamp between Lake Road and Murray Avenue known as the Town Swamp. Stone Bridge Brook and Trout Brook also pass through the West Milton Area and drain into Lake Champlain.

This is primarily an agricultural and low density residential area, laced with a network of rural town highways, several of which are unpaved. Some of the farms in this area that have been in operation since Milton's early days include the Mears, Everest, Cadreact, Towne, and Littlefield family farms. A few sand and gravel extraction operations also exist within this area as does the Arrowhead Golf Course. Many seasonal and year round residences exist along the shores of Lake Champlain. A state fishing access exists in the northern portion of this area, off of Lake Road.

9.12. West Milton Area Goals

This area, similar to the East Milton Area, has the highest potential for resource utilization and the highest concentration of natural resources in need of protection.

The most prevalent resource utilization land use in Milton is agriculture. Once dominated by dairy farming, Milton still supports an agricultural economy. It is recommended to encourage agricultural uses, especially diversification in agricultural uses. Other resource utilization activities include forestry, mineral extraction, and recreation.

Natural resource protection is of particular concern in this area. Natural resources addressed in this Plan include: mountains and ridgelines, lakes and rivers, floodplains, wetlands, high elevation areas, deer yards, endangered species habitats, and other unique natural areas.

It is recommended that only low-intensity, planned unit residential developments, which take into account the need to provide for resource utilization activities and to protect natural resources, are appropriate in this part of the Town of Milton. The encouragement of cluster developments and the purchase of development rights through land trusts are important.

Historically, the Lake Champlain shoreline was used for public and private recreational activities. However, there presently are no Town-owned public access areas for the citizens of Milton to utilize and enjoy the lake. Obtaining land for public access for a Town beach and park along Lake Champlain should be explored if the opportunity arises.

Goal 9.12.1. Encourage a diversity of agricultural uses.

Goal 9.12.2. Encourage low-density, well planned residential development which enhances the character of the area.

Objective 9.12.2.a. Develop standards and encourage low-density, well planned unit residential developments that work with the natural features of the landscape and protect scenic viewsheds.

Goal 9.12.3. Promote the development of community activities for a range of ages.

Objective 9.12.3.a. Encourage the creation of outdoor recreation facilities along Lake Champlain for children and adults.

Goal 9.12.4. Encourage the preservation of historic sites.

EAST MILTON AREA

The East Milton Area is Milton's other main rural area, and it also includes roughly one third of the entire town. Besides Georgia Mountain, other prominent natural features in this area include Milton Pond and Malletts Creek. The forested ridge that passes through this area is part of a geological formation known as the Hinesburg Thrust. On clear days the Adirondack Mountains and Lake Champlain are visible from some of the higher elevations in this area.

The area is bounded by the Town of Georgia to the north, the Town of Westford to the east, the Town of Colchester to the south, and the more densely settled areas of Milton to the west. The East Milton Area is primarily a low-density residential area, with agricultural uses at the lower elevations and a few commercial businesses along Westford Road. Soil conditions and topography pose development constraints in much of this area.

The Milton Municipal Forest, including Milton Pond, is located in this area. The Municipal Forest provides recreational opportunities such as hiking and cross-country skiing. The Town purchased the former 'Bove' Property, establishing a connection from Westford Road to the Municipal Forest, and has proposed pathways (see Map 11) to connect to the Town Forest.

9.13. East Milton Area Goals

This area has the highest potential for resource utilization and the highest concentration of natural resources in need of protection. The Georgia Wind Company began construction on wind towers in 2012, with completion proposed for 2013. The most prevalent resource utilization land use in Milton is agriculture. Once dominated by dairy farming, Milton still supports an agricultural economy. It is recommended to encourage agricultural uses, especially diversification in agricultural uses. Other resource utilization activities include forestry, mineral extraction, and recreation.

Natural resource protection is of particular concern in this area. Natural resources addressed in this Plan include: mountains and ridgelines, lakes and rivers, floodplains, wetlands, high elevation areas, deer yards, endangered species habitats, and other unique natural areas.

It is the intent of this area that mostly low intensity planned unit residential developments occur in this area, taking into account the need to provide for resource utilization activities and to protect natural resources. The encouragement of cluster developments and the purchase of development rights through land trusts are important.

Goal 9.13.1. Encourage a diversity of agricultural uses.

Goal 9.13.2. Encourage low density, well planned unit residential development which enhances the character of the area.

Objective 9.13.2.a. Develop standards and encourage low density, well planned unit residential developments that work with the natural features of the landscape.

Goal 9.13.3. Promote the development of community activities for a range of ages.

Objective 9.13.3.a. Encourage the creation of outdoor recreation facilities for children and adults.

Goal 9.13.4. Encourage the preservation of historic sites.

GENERAL LAND USE AND DEVELOPMENT PATTERN GOALS

The following section includes goals and objectives that impact the entire Town, or large portions of it (i.e. the Route 7 corridor), as well as some recommendations for improving administrative practices.

The Route 7 Corridor is probably one of the most challenging areas within the Town in terms of land use management. It is the logical location for thriving commercial development, but the Town needs to avoid strip development that creates access management problems and an aesthetically unpleasing approach to Milton. The corridor also needs to allow for a mix of uses within the Town Core in order to function as a sustainable traditional village that provides for dense residential development clustered within and near services. Therefore careful planning is critical for the success of this corridor.

The 2007 Route 7 Land Use Study recommends that the Town create attractive transition zones for active and growing industries that do not fit easily into existing industrial and downtown zones, including the construction industry, home improvement goods and services, as well as the used car sector. The transition zones should prohibit haphazard development and be properly located and designed with concern for aesthetic integration into adjacent areas. Finally, the Study recommends that the zones should be located along key commercial corridors outside of the DB1 district.

Along those same lines the proposed 2007 Route 7 Land Use Study recommends that the Town prepare for larger commercial businesses that are not appropriate in the Town Core but are not now permitted within industrial zones. An example of this type of business could be a home building supply with a retail component.

The Town will need to properly plan for residential uses along the corridor. The 2007 Route 7 Land Use Study recommends that the Town continuously monitor land use trends along the corridor and adjust the land use strategy to manage emerging opportunities.

The Town, schools, community organizations and local businesses are collectively working to improve awareness of the role the community as a whole plays in health and

wellness in Milton. Therefore, the Town needs to look at future growth and planning through the additional lens of health and wellness.

Lastly, the Town should consider implementing an adult oriented business bylaw to place limits on adult businesses such as adult bookstores, adult cabaret, or adult novelty stores. Currently, adult businesses cannot be regulated in town and may be located in any zoning district that allows commercial uses.

9.14. General Land Use and Development Pattern Goals

Goal 9.14.1. Make attractive transition zones available for other industries.

Objective 9.14.1.a. Develop transition zones along the Route 7 corridor to encourage development of businesses that are important to the economy but do not fit in downtown or in an industrial park.

Objective 9.14.1.b. Enforce current regulations to improve the appearance of properties along the Route 7 corridor.

Objective 9.14.1.c. Discourage a linear development pattern along the Route 7 corridor, and provide a minimum set of standards for road frontage appearance. The current pattern clashes with the need for an appealing gateway to the Town Core.

Objective 9.14.1.d. Encourage the relocation of existing businesses into transition areas designed to mitigate the problems caused by the current pattern of automobile oriented sprawl on Route 7.

Goal 9.14.2. Update the land use system to manage industrial and large scale commercial development.

Objective 9.14.2.a. Update the Town Comprehensive Plan to enable zoning alternative locations for companies that are in-between commercial and industrial entities, such as research facilities, back-office services such as digital printing.

Objective 9.14.2.b. To help simplify and streamline the Town's regulations, they should be amended as necessary to allow Staff to assume a greater role in reviewing applications for development. Pre-application meetings with the Technical Advisory Committee, which consists of key Staff members, should be encouraged to assist applicants in navigating the permit process. The Technical Advisory Committee should

incorporate the elements of this Land Use and Transportation Study into its review process, in addition to the tasks already performed.

Objective 9.14.2.c. Examine the allowed uses in industrial zones and determine locations and amenities that are suitable for larger commercial operations. Encourage industrial parks to expand amenities which are attractive to both light industrial and non-industrial operations such as childcare, small food stores, small restaurants and walking paths.

Goal 9.14.3. Continue to refine residential uses along the Route 7 Corridor.

Objective 9.14.3.a. Modify zoning surrounding the DB1 zone as necessary to include higher density residential building where appropriate along the rest of the Route 7 corridor, allowing more units to be accessible by walking or biking. The areas around the DB1 zone should be gradually reduced in density as they get further away from the core. The town will continue to enable accessory apartments within owner-occupied single-family dwellings that accommodate home occupations, as these are State requirements.

Objective 9.14.3.b. Provide density bonuses for Planned Unit Developments that provide exemplary protection of rural characteristics.

Objective 9.14.3.c. Continue to make use of phasing when appropriate and to assess impact fees, when appropriate, to ensure that the pace of residential development does not overburden roadways, municipal services, including schools and recreational facilities.

Goal 9.14.4. Review the performance of each zoning district annually to determine the success of local land management and to compare growth numbers to projections. Publish this report in an annual report card.

Goal 9.14.5. Limit zoning amendments to once or twice a year by making integrated changes to the document based on sound evaluations of how the changes meet the Comprehensive Plan, impacts on Town services, transportation and environmental constraints.

Goal 9.14.6. Review Town policies and documents to find opportunities for and to encourage a more intentional approach to community wellness.

Goal 9.14.7. The Town should consider adopting an adult business bylaw.

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CHAPTER 10
IMPLEMENTATION

This chapter includes a spreadsheet that lists all of the goals established in this Plan, the type of project it is (Public Improvement (PI), Regulatory Changes (R), Planning (P), and Other (O)). There is a responsible party associated for each goal. The responsible party codes are as follows: SLB = Selectboard; TM = Town Manager; PC = Planning Commission; ED = Economic Development Commission; EDC = Economic Development Coordinator; DRB = Development Review Board; CC = Conservation Commission; RC = Recreation Commission; and PW = Public Works.

The public improvements are recommended to support the future land development anticipated by this Plan. These activities will require the action of the appropriate governing body (Selectboard, School Board, Village Trustees) and may require voter authorization of bonds.

The regulatory changes will require Planning Commission direction for preparation. In some cases, the Planning Commission should take the lead in preparing the proposed regulations, and in other cases an existing organization or a new committee would be appropriate to develop the proposed changes.

The planning goals are those that involve a feasibility study or other form of further research to determine if the goal is appropriate or necessary for the Town of Milton.

The other goals include a wide variety of activities and responsible organizations.

PRIORITIZATION STATEMENT

The following goal list is quite exhaustive. Establishing this plan the Planning Commission has identified the following list of the Top Four Priorities for the Town of Milton from 2013 to 2018. This list is not meant to take away from the importance of all of the goals/tasks listed in the implementation spreadsheet; however, these priorities were identified in numerous sections of this plan and naturally stand out as critically important in establishing the vision of this plan.

Top Four Priorities:

1. Develop the Town's economic development program to help develop the New Downtown, increase employment opportunities in Milton and help ease the tax burden on residents.
2. Continue to support and encourage the Town's historical, agricultural, scenic, and recreational resources and opportunities.
3. Enhance a pedestrian friendly environment, particularly in the downtown area.
4. Encourage the continued development of the Town's sense of place, quality of life, and livability, with the collaboration of community members and organizations.

Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Economic Development Goals							
	3.1.	***Economic Development - Outreach/Communication***					
Economic Dev	3.1.1.	Identify existing external incentives and design local incentives for industrial and commercial prospects to give Milton a competitive advantage. Involve businesses in streetscape planning.	ED			X	
Economic Dev	3.1.2.	Maintain contact with new businesses, follow up with expansion prospects and top 10 stakeholders. Develop outreach strategy to recruit and retain businesses	ED & EDC				X
Economic Dev	3.1.3.	Develop a catalog of all local firms that fit the CEDS cluster industry framework. Gather info about existing businesses to find out what they like and don't like about doing business in Milton.	ED			X	
Economic Dev	3.1.4.	Work with resourced agencies to attract high-value professional uses to Town Core.	ED				X
Economic Dev	3.1.5.	Investigate incentives to attract a sit-down restaurant to Town, which may include grant money and other incentives or programs.	ED & EDC				X
Economic Dev	3.1.6.	Focus efforts on promoting all facets of sustainable agriculture in town, which may include developing a marketing plan to promote agriculture and ag related enterprises and pursuing grant opportunties.	ED & Staff			X	
Economic Dev	3.1.7.	Identify and work with a partner on developing business incubator for industry sector(s) and assist site start-up businesses.	ED				X
Economic Dev	3.1.8.	Be proactive in obtaining annual accounting of the Partnership Fund to ensure this financing option remains available for startups, expansions, or relocated businesses.	Staff				X
Economic Dev	3.1.9.	Work with Husky to encourage the integration of aligned businesses to locate on their campus to make it a regional, industrial economic cluster.	Boards & Staff				X
	3.2.	***Economic Development-Infrastructure***					
Economic Dev	3.2.1.	Continue to pursue expansion of public infrastructure including water, wastewater, sidewalks, and an expanded road network throughout the Town Core and into immediately-adjacent areas.	PW & SLB	X		~~X~~	
Economic Dev	3.2.2.	Enhance transportation opportunities, including the additions of a park-and-ride facility and multimodal facility, developing a parking strategy that may include municipal parking lots, and possibly exploring rail service.	PC & PW	X	~~X~~		X
Economic Dev	3.2.3.	Plan for the development of community, entertainment, and recreation facilities , whether publicly or privately owned, which create destinations and a sense of community.	ED	X			
Economic Dev	3.2.4.	Create a land bank for future development and as a measure to mitigate development impacts on other properties. The Bove property will contribute to this land bank.	SLB & Staff		X		
Economic Dev	3.2.5.	Continue to pursue the expansion of broadband and wireless broadband internet access throughout Town to ensure that these are available to the maximum number of residents and businesses.	SLB & TM	X			
Economic Dev	3.2.6.	Support development of an arts and cultural community in Milton, including development of gathering spaces, galleries or artists' cooperatives. In addition, target creative-economy industries to the Town Core as retailers and professional offices.	EC	X			
Economic Dev	3.2.7.	Propose new initiatives as longer-term initiatives such as the possible interstate interchange begin to influence development in Milton.	SLB, PW, Staff			X	
Economic Dev	3.2.8.	Ensure improvements to the Railroad Street/Middle Road/Route 7 intersection project are emphasized as integral to overall Town Core improvements and economic development.	PC & Staff		X		
Economic Dev	3.2.9.	Stay aware of any future development potential for the 5+ acre Town Core brownfields site and be prepared to partner as grant applicants for any potential brownfields funds and cleanup efforts to assist in its redevelopment potential.	PC & Staff		X		

Project Types: PI = Public Infrastructure; R = Regulatory; P = Planning; O = Other

Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Economic Dev	3.2.10.	Continue to work to increase the availability of quality housing that is affordable to the majority of Milton residents and is within close proximity to jobs and essential services. Expand housing choices and opportunities for all income levels and ages, with an emphasis on the goal of home ownership. Continually identify and project housing needs for Milton and remain engaged with the Chittenden County Regional Planning Commission on housing issues.	PC & ED		X		
Economic Dev	3.2.11.	Better define the Town Core and create a sense of place unique to this area, using methods discussed by the Planning Commission through a 2012 public input session and the 2007 'Town Core Streetscape and Accessibility and Design Study'.	PC				
Economic Dev	3.2.12.	Additional work must be done for an interchange to be possible in Milton, such as additional technical and feasibility studies, which will require the Town to secure additional funding sources to complete.	Staff & PW				
Economic Dev	3.2.13.	Pursue getting the restriction on connections to municipal sewer from the industrial area located to the west of I-89 lifted from the Town's Act 250 permit, to make this area more attractive for industrial development.	PC & Staff				
	3.3.	***Economic Development - Marketing***					
Economic Dev	3.3.1.	Fund a consistent business retention and attraction marketing effort focused on the core strategies in the Economic Development Strategy, even if it doesn't initially command significant financial resources. A dedicated source of funding should be identified. Develop an outreach strategy to be used by Staff and the EDC to recruit and retain businesses.	SLB, Ed & EDC				X
Economic Dev	3.3.2.	Work with regional marketing entitties such as GBIC and the LCRCC to promite and market Milton's improved industrial sites to firms making regional inquiries. Pursue opportunities to create a niche cluster of strategically and compatibly aligned high-value-added businesses on the Husky campus.	ED & EDC				X
Economic Dev	3.3.3.	Develop marketing materials which clearly describe the Town's assets, sites, amenities, and long-term vision, and distribute these materials working with regional and state agencies or organizations to promote Milton. Work with regional marketing entities to educate the public and merchants about retail sales leakage and encourage a "buy-local" mentality to capture more local dollars.	ED & EDC				X
Economic Dev	3.3.4.	Expand partnerships and open dialogue with a tourism industry representative involved in Town planning activities. Participate in ongoing evaluation of the tourism industry in the region and continually evaluate Milton's ability to play a role in fulfilling those needs.	ED				X
Economic Dev	3.3.5.	Utilize the Town's geographic location and natural resources to market the Town to attract visitors, especially by promoting its lakefront, such as Sandbar State Park and the Town's boat accesses. The Town may be able to focus on the recreational and sports fishing industries as a niche.	ED				X
Economic Dev	3.3.6.	Develop an economic development web-based outlet using social media and the Town's website.	ED & EDC	X			
Economic Dev	3.3.7.	Develop an inventory of available commercial space and building lots (this is known informally, but should be formalized).	ED & EDC			X	
Economic Dev	3.3.8.	Investigate better signage at the entrances to Milton along Route 7 (from the north and the south).	ED	X			
Economic Dev	3.3.9.	Work with GBIC on rebranding an additional sign at the Catamount Industrial Park.	ED	X			
Economic Dev	3.4.	***Economic Development - Policy/Legislative Issues***					
Economic Dev	3.4.1.	Continue to advocate on the Town's behalf to the State regarding economic development policies and initiatives.	ED			X	
Economic Dev	3.4.2.	Continue to work with the legislature and TIF stakeholders on revisions to TIF statute.	SLB, ED, Staff				X
Economic Dev	3.4.3.	Continue to recruit new EDC Members to fill the available spaces. Revise the EDC Resolution to allow individuals to appoint alternate, high-ranking representatives of their businesses to attend EDC meetings when they are unable to do so.	ED & Staff				X

Project Types: PI = Public Infrastructure; R = Regulatory; P = Planning; O = Other

Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Economic Dev	3.4.4.	Continue to prepare an annual summary of economic issues and opportunities available to the Town and present it to the Selectboard and key stakeholders for their consideration.	ED				X
Economic Dev	3.4.5.	Continually work to ensure that municipal leaders, staff, the business and non-profit communities, educators and others are presenting a positive image of Milton and are prepared and educated to act as ambassadors and strong advocates for Milton in order to create positive public perception of the Town.	All				X
	3.5.	***Economic Development – Planning/Zoning/Permitting Issues***					
Economic Dev	3.5.1.	Enhance pedestrian-friendly environments incorporating streetlights, street trees, signage, and public spaces and develop guidelines for these streetscape elements.	PC		X		
Economic Dev	3.5.2.	Maintain flexibility of uses in the Town Core and simplify the permitting process for new development both within and outside of the Town Core.	PC		X		
Economic Dev	3.5.3.	Implement alternatives for the transition zones identified in the Route 7 Land Use Study to encourage development of businesses that are important to the economy but do not fit in downtown or in an industrial park. Investigate incentives to encourage the relocation of existing businesses into transition areas designed to mitigate the problems caused by the current pattern of automobile oriented sprawl on Route 7.	PC & ED		X	X	
Economic Dev	3.5.4.	Encourage mixed-use in the core and mixed uses within structures such as multi-family and single-family residential, affordable rentals and townhomes, bed and breakfasts, commercial, professional offices and institutional establishments, as well as community facilities, entertainment and recreation uses, using Planned Unit Developments as appropriate.	PC		X		
Economic Dev	3.5.5.	Encourage industrial parks to expand amenities attractive to both light industrial and non-industrial operations such as childcare, small food stores, small restaurants and walking paths.	Boards & Staff				X
Economic Dev	3.5.6.	Review current zoning and business regulations to determine their impact on the tourism industry and modify them as appropriate to allow small inns and bed & breakfast hotels in residential zones.	PC & ED		X		
Economic Dev	3.5.7.	Create incentives to attract green business and use local land use planning to influence development and site design in an energy efficient manner.	PC & Staff		X		
Economic Dev	3.5.8.	The Zoning Regulations should be amended to require more usable open space and recreational amenities in high-density housing developments.	PC		X		
Public Facility Goals							
	4.1	***School***					
Public Facilities	4.1.1.	Literacy – Improve student performance in Literacy and improve student performance on the Reading and Writing NECAP Assessments. The number of students who reach proficient and/or proficient with distinction (both state and local) assessments will increase by 10%.	Schoolboard				X
Public Facilities	4.1.2.	Mathematics – Improve student performance in Mathematics and improve student performance on the Mathematics NECAP Assessments. The number of students who reach proficient and/or proficient with distinction (both state and local) assessments will increase by 10%.	Schoolboard				X
Public Facilities	4.1.3.	Science – Improve student performance in Science and improve student performance on the Science NECAP Assessments. The number of students who reach proficient and/or proficient with distinction on the assessment will increase by 10%.	Schoolboard				X
Public Facilities	4.1.4.	Technology – Implementation and support of a comprehensive system that effectively uses technology in elementary and secondary schools to improve student academic achievement.	Schoolboard				X

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Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Public Facilities	4.1.5.	School Climate, School Community/Relations and Communications – The Vermont Department of Health's division of Alcohol and Drug Abuse Programs, the Vermont Department of Education's Comprehensive School Heath Program, the Town of Milton, the Milton Community Youth Coalition and the Milton Town School District are working in partnership to reduce high risk behaviors among our students and to promote healthy behaviors. Therefore, our goal is to reduce the number of students engaged in risky behaviors, as reported on the Vermont Youth Risk Behavior Survey, by 10% in each of the categories.	Schoolboard	X			X
Public Facilities	4.1.6.	Preparing, Training and Recruiting High-Quality Educators and Administrators – Increase student academic achievement through strategies such as improving educator and administrator quality and increasing the number of highly qualified educators in classrooms and highly qualified administrators.	Schoolboard	X			X
Public Facilties	4.1.7.	Wellness – Effective systems have a comprehensive and highly functioning support system in place to address students' academic, emotional, behavioral, and social needs.	Schoolboard				X
	4.2	***Parks, Recreation and Culture Facilities***					
Public Facilities	4.2.1.	Run electricity to the Milton Outdoor Performance Center, routine maintenance to the structure (some grant funds available).	PW	X			
Public Facilities	4.2.2.	Tennis Court Improvements (funds available approved in 2011 CIP).	PW	X			
Public Facilities	4.2.3.	Continued Park site amenity maintenance and improvements (some funds still available approved in 2011 CIP).	PW	X			X
Public Facilities	4.2.4.	Addition of restrooms on the Middle Road side of Bombardier Park.	PW	X			
Public Facilities	4.2.5.	Improve overall Park signage throughout Town (consistent, professional, inviting).	ED & Staff				X
Public Facilities	4.2.6.	Create a community dog park.	PW	X			
Public Facilities	4.2.7.	Study the feasibility of creating an indoor multi-purpose, multi-generational recreation facility.	PW	X			
Public Facilities	4.2.8.	Develop a community garden.	PW & Staff	X			
Public Facilities	4.2.9.	Install a sprayground.	PW	X			
Public Facilities	4.2.10.	Create designated neighborhood parks.	Staff	X	X		
	4.3.	***Parks and Recreation and Cultural Staffing and Programming***					
Public Facilities	4.3.1.	Continue to increase department head hours with a goal of 40/hours/week.	SLB		X		X
Public Facilities	4.3.2.	Increase permanent recreation staff to include two (2) part-time (20/hour/week) assistants. (Up from one (1) part-time, 20/hour/week assistant).	SLB		X		X
Public Facilities	4.3.3.	Continue to add new programs and events.	Staff				X
Public Facilities	4.3.4.	Continue to offer, improve and expand current popular programs and events.	Staff				X
Public Facilities	4.3.5.	Continue to collaborate with Milton organizations and businesses for the greater good of the community.	ED & Staff				X
Public Facilities	4.3.6.	Continue to listen to the community's requests and needs and try the department's best to accommodate.	Staff			X	X
Public Facilities	4.3.7.	Increase grant-opportunity searches and submissions to help attain these goals.	Staff				X
	4.4.	***Ad Hoc Recreation Pathways Committee***					
Public Facilities	4.4.1.	Construct the "Safe Across 7" pathway that connects the High School and Bombardier Park.	DRB & PW	X	X		
Public Facilities	4.4.2.	Promote public awareness of the benefits of multi-use pathways.	ALL				X
Public Facilities	4.4.3.	Define the policies that will establish allowable uses for future pathways.	RPC		X		
Public Facilities	4.4.4.	Encourage multi-modal pathways connections that complement existing and planned sidewalk locations.	RPC & PC		X		
Public Facilities	4.4.5.	Encourage the connection of local pathways to regional pathway networks.	RPC & PC		X		
Public Facilities	4.4.6.	Seek outside funding sources to help pay for feasibility studies, scoping studies and construction of prioritized pathways.	RPC & Staff				X
Public Facilities	4.4.7.	Work with the Milton Town School District to identify grant-funding opportunities tied to the Safe Routes to School program.	RPC & Staff				X

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Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Public Facilities	4.4.8.	Maintain and expand Town GIS data associated with multi-use pathways and sidewalks within the Town of Milton.	Staff				X
Public Facilities	4.4.9.	Seek to include the highest prioritized pathways within the Capital Improvement Plan.	SLB & Staff				X
	4.5.	***Library***					
Public Facilities	4.5.1.	Adults and children will have access to award-winning literature and the latest fiction and non-fiction in various media formats to meet their educational and recreational interests.	Library Trustees				
Public Facilities	4.5.2.	Community members and visitors will have access to current technologies (Internet, databases, computer services) for free-choice learning and recreation.	Library Trustees				
Public Facilities	4.5.3.	Adults and children will take part in a variety of learning opportunities through planned programs and events.	Library Trustees				
Public Facilities	4.5.4.	Adults and children who cannot come to the library will use library services through off-site programs and bookmobile visits.	Library Trustees				
Public Facilities	4.5.5.	Adults and children will have access to a wide range of updated materials both within and beyond the library's collection through Interlibrary Loan.	Library Trustees				
Public Facilities	4.5.6	Preschoolers to young adults will have access to a variety of electronic resources to support school assignments.	Library Trustees				
Public Facilities	4.5.7	Homeschooling families will have access to programs and events that support and supplement their curricula.	Library Trustees				
	4.6.	***Public Works***					
Public Facilities	4.6.1.	Update the wastewater facilities study based on current conditions in order to prioritize wastewater collection expansion areas.	Staff				
Public Facilities	4.6.2.	Continue to develop more sidewalks in order to promote growth and a more walkable community.	Staff				
Public Facilities	4.6.3.	Determine the best possible location for a new public works facility that meets the needs of the Public Works Department..	Staff				
	4.7.	***Public Safety***					
Public Facilities	4.7.1.	Continually evaluate capacity of Police, Fire and EMS as the demand for services increases.	PC & Staff				X
Public Facilities	4.7.2.	Establish a Public Safety Ordinance.	PC & Staff				
	4.8.	***Social Services***					
Public Facilities	4.8.1.	The Town, through a department such as Recreation, should establish regular communication with Milton Family Community Center to ensure needs are met and to collaborate on projects, if the Town can be of assistance.	SLB				X
	4.9.	***Telecommunications/Wireless Communications Facility***					
Public Facilities	4.9.1.	Facilitate the ability of the providers of telecommunications services to provide such services to Town residents and businesses in a manner consistent with the community values and goals contained in the Comprehensive Plan.	SLB & Staff				X
ENERGY GOALS							
	5.1.	***Land Use Planning***					
Energy	5.1.1.	Through its Zoning Regulations and other Town policies, the Town shall continue to encourage development in the Town Core, which is close to Town services and where higher-density, mixed-uses are allowed, as a first step in reducing transportation-related energy consumption in Town.	SLB & PC		X		
Energy	5.1.2.	The Town shall also continue to encourage the use of clustering, which is encouraged even in the more rural parts of Town, to help reduce the energy costs associated with building roads and utilities.	DRB		X		
	5.2.	***Transportation***	Staff				X

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Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Energy	5.2.1.	The Town should seek opportunities to expand high-speed internet service to rural parts of Town that may not yet have service, recruit additional high-speed internet providers to Town, and encourage high-speed internet providers to provide greater bandwidth within Town.	Staff				X
Energy	5.2.2.	The Town should seek and pursue funding opportunities for implementing a network of multi-use pathways in Town and continue to add to its sidewalk network, which would encourage residents to use alternative modes of transportation.	Staff			X	
Energy	5.2.3.	In conjunction with the Town's land use policies, the Town shall continue to support the development of sidewalks and multi-use pathways in Town, by both constructing them as part of the Town's Capital Improvement Plan and by requiring developers to construct them in association with new development projects.	PC & DRB		X		
Energy	5.2.4.	The Town should implement the multimodal facility project, as described in the Town Core TIF District Financing Plan, to provide a municipal parking facility, park and ride facility, and bus station/waiting area behind the municipal building.	PW		X		
	5.3.	***Renewable Energy Resources***					
Energy	5.3.1.	The Town shall continue to support renewable energy projects of an appropriate scale for the community, and when feasible, assist with grant opportunities or provide other Town resources in support of such projects.	PW & Staff	X			
Energy	5.3.2.	Due to ongoing changes in technology, the Town will continue to review and revise the Zoning Regulations as necessary to encourage the use of renewable energy resources while carefully weighing the benefits of such projects against their potential impacts on other resources, including cultural, historical, environmental/natural, and aesthetic resources.	PC		X		
	5.4.	***Future Utilities Siting***					
Energy	5.4.1.	The Town will continue to encourage the co-location of telecommunication facilities and the appropriate siting and screening of these facilities.	PC & DRB		X		
Energy	5.4.2.	The Town of Milton should encourage the Public Service Board to require that new regional transmission lines, substations, and similar facilities are located within existing utility corridors to minimize their impact on the community and its natural, scenic, and historic resources.	PC				X
Energy	5.4.3.	In general, the placement of utility poles, transmission lines, substations, and other facilities should minimize disturbance to natural resources (including wetlands, streams, and wildlife habitat), scenic ridgelines and viewsheds (such as Georgia Mountain, Cobble Hill, Arrowhead Mountain, the Forestry/Conservation/Scenic Ridgeline Zoning District, and Lake Champlain shoreline), and other natural and historical resources. In cases where it is feasible to do so, they should be placed underground.	PW	X			
Energy	5.4.4.	The Town will encourage and support the extension of natural gas service to areas not currently served.	SLB & PW	X	X		
Energy	5.4.5.	The Zoning Regulations should be revised to require that all new and relocated local utility lines be placed underground, including, but not limited to, electric, cable, telephone, and natural gas lines. Above-ground utility placement for new development should only be allowed in cases where environmental constraints would make it cost-prohibitive or impossible to place underground.	PC		X		
Energy	5.4.6.	Siting and screening requirements should be adopted for regulating above-ground utility lines.	PC		X		
	5.5.	***Sustainable Food Systems***					
Energy	5.5.1.	The Town should consider adding small-scale, backyard-type agriculture as a permitted use in residential and mixed-use zoning districts where it is not currently allowed (e.g. so people can keep a few chickens in the backyard).	PC		X		

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Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Energy	5.5.2.	The Town should support the development of community gardens, possibly to be located on municipal land, so residents without the space necessary for a garden can grow their own vegetables.	SLB				X
Energy	5.5.3.	The Town should support local agriculture, including for-profit farms, value-added agriculture, and small, backyard operations for personal use. For example, the Town should support and promote the buy local campaign, support agricultural grant applicants when appropriate, and provide economic development support to new and growing agricultural operations, among other initiatives that may be identified.	All				X
Energy	5.5.4.	In recognition of the inevitable conflicts that can arise between different land uses, the Town should consider amendments to the Zoning Regulations and/or the adoption of an ordinance to better define and regulate the types of agricultural uses to be allowed in various parts of Town; specifically, backyard-type agricultural uses that are not exempt from local regulations and are located in the more densely developed parts of Town. The Zoning Regulations should be amended to better define and differentiate between various types of agricultural operations and to define parameters for these uses	SLB & PC		X	X	
	5.6.	***Waste Reduction, Inclduing Recycling and Composting***					
Energy	5.6.1.	The Town should encourage recycling by municipal employees in municipal operations. This could include, but is not limited to, mandatory recycling of paper and other waste products (e.g. soup cans, juice bottles, etc.), implementing a composting program for employee lunch waste and public works organic matter waste products, and mandatory recycling of public works waste products from construction projects.	Staff				X
Energy	5.6.2.	The Town should support the development of community and regional programs aimed at increasing the rate of recycling, composting, and other waste reduction strategies.	Staff				X
	5.7.	***Municipal Energy Efficieicy and Conservation***					
Energy	5.7.1.	The Town of Milton should investigate and implement renewable energy projects into municipal buildings and operations whenever possible to take a leadership role in establishing renewable energy projects in the community.	Staff	X			
Energy	5.7.2.	The Town should implement energy efficiency and energy conservation measures into existing and future municipal facilities and operations. This should begin with conducting energy audits of municipal buildings and operations to establish a baseline of existing energy consumption and to identify areas where improvements can be made.	Staff	X			
Energy	5.7.3.	Annual energy audits should continue to be performed, and annual energy reports should be prepared to illustrate where savings have been made and to continue to identify areas where additional improvements can be made.	Staff	X			X
Energy	5.7.4.	The Town should include information in the municipal building and on the Town website directing residents to information on energy use and programs offering incentives for energy efficiency and conservation (e.g. Efficiency Vermont and other programs).	Staff	X			
Energy	5.7.5.	The Town should establish an energy committee and consider appointing an energy coordinator to lead these efforts and to provide education, guidance and recommendations on an energy strategy for the Town. These efforts should include the adoption of an energy strategy for the Town that defines what could and should be done to implement energy efficiency initiatives in all applicable areas, and defines more specifically how to achieve the goals articulated in this chapter.	SLB				X

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Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
HOUSING GOALS							
	6.1.	***Future Housing Growth***					
Housing	6.1.1	The Town is working on prioritizing the sewer service areas now that the expansion has been completed. The sewer service areas will be based on zoning districts. Once this study is complete; as well as the school space study the Planning Commission may want to look to these studies to determine a sustainable number of new housing units.	PC			X	
Housing	6.1.2	The Town should continue to promote infill development within the appropriate locations within the Town Core in order to meet the demand for housing, establish a downtown and make use of the municipal services that are available.	DRB & PC		X		
Housing	6.1.3	The Town should continuously compare the housing stock to the CCRPC's housing targets to determine how close the Town is to their projected build-out based on current zoning.	PC			X	
	6.2	***Location and Density of Housing***					
Housing	6.2.1.	Use developed land more efficiently to increase the housing stock in Milton.	DRB		X		
Housing	6.2.2.	Continue to allow for further development where municipal water and sewer are available or are planned for the future since onsite limitations exist in East and West Milton.	DRB		X		
Housing	6.2.3.	Evaluate historic areas within the Town Core and determine appropriate methods for balancing infill development with historic preservation.	PC		X	X	
Housing	6.2.4.	Planned Residential Developments shall be encouraged to conserve appropriate open space (for example neighborhood parks).	PC		X		
Housing	6.2.5.	Provide density bonuses for Planned Residential Developments outside the Town Core that provide exemplary protection of rural characteristics.	PC		X		
Housing	6.2.6.	Keep up with annual tax map updates in order to keep track of the level of growth and where the growth is occurring.	Staff & Listers		X	X	
Housing	6.2.7.	Review feasibility of owner-occupied triplexes.	PC		X		
	6.3.	***Coordination of Public Utility Services and Housing***					
Housing	6.3.1.	Encourage the connection of Bert's mobile home park to the municipal sewer system. If hook-up costs are a burden, consider applying for a Community Development Block Grant to provide financial assistance.	SLB & PW	X			
Housing	6.3.2.	Continue to make use of phasing when necessary and impact fees for residential development to help ensure that the pace of housing development does not overburden municipal services, including schools, recreational facilities and transportation infrastructure.	PC & DRB		X	X	
	6.4.	***Affordable, Moderate, and Elderly Housing Target***					
Housing	6.4.1.	Maintain economically mixed neighborhoods in Milton, that provide for a variety of housing types that are affordable to a variety of income levels.	PC		X	X	
Housing	6.4.2.	The Town will need to monitor its tax base and figure out what level of affordable housing is sustainable; beyond the recommended CCRPC targets.	PC & Staff			X	
Housing	6.4.3.	Encourage the development of moderate income housing units, through such means as, but not limited to, introducing density bonuses for affordable and senior housing.	PC & DRB		X	X	
Housing	6.4.4.	Study the long-term ability of affordable units to remain affordable and the mechanisms in which to ensure the affordability in perpetuity.	PC & Staff			X	
Housing	6.4.5.	Establish a definition of affordable and moderate-income housing within the Zoning Regulations and ensure that developers who propose to build these units, indeed sell them at affordable and moderate levels.	PC		X		
Housing	6.4.6.	Rehabilitate existing vacant and under-utilized structures with a variety of housing units.	SLB & DRB		X	X	

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Housing	6.4.7.	Support efforts to provide affordable housing for the elderly. Such housing could be provided through regional, non-profit housing developers, such as the Lake Champlain Housing Development Corporation, or others of a similar nature, with the assistance of state and federal grants and loans. The Town will provide incentives for this type of housing through its land use regulations.	SLB & DRB		X	X	
Housing	6.4.8.	Participate in regional discussions through the Chittenden County Regional Planning Commission and other regional entities to address methods of improving affordable housing availability and its proximity to work and transportation opportunities.	PC & Staff			X	
Housing	6.4.9.	Ensure that Town permitting requirements, such as the Public Works Specifications, strike the proper balance between development costs and maintaining adequate public health and safety standards.	PW & PC		X		
Housing	6.4.10.	Review zoning standards to determine if any requirements for lot size and layout could be modified to keep development costs down.	PC		X		
Housing	6.4.11.	Adoption of municipal codes or standards for multi-family and rental units,	SLB & PC		X	X	
Housing	6.4.12.	Consider conducting a housing assessment to evaluate the Town's housing needs.	PC			X	
Transportation Goals							
	7	***Transportation***					
Transportation	7.1.	The Town should continue to work toward increased operation efficiency of Route 7 and continue to incorporate the following items into the strategy: support access management, promote parallel road systems, encourage alternative modes of transportation, provide traffic controls, establish new necessary rights-of-way, and require transportation improvements in the zoning regulations.	PW	X			
Transportation	7.2.	Continue to work with VTrans to improve problem Route 7 intersections. In addition, the Town should pursue public-private partnerships within the Town Core to improve these intersections and traffic circulation as land is developed.	PW	X			
Transportation	7.3.	Work with developers to pursue an expansion of road networks in the Town Core, specifically east-west corridors to create more of a grid network.	PC & PW	X			
Transportation	7.4.	Continue to expand the sidewalk network within and adjacent to the Town Core.	PW	X			
Transportation	7.5.	The Town should consider implementing a local policy for how complete street improvements will be applied.	PC & PW	X	X		
Transportation	7.6.	Pursue multi-use recreation paths in Milton.	SLB, PC & CC	X			
Transportation	7.7.	Consider a multi-use recreation bridge across the Lamoille River to connect residents north of the River (Poor Farm Road area) to the Town Core.	SLB, PC & CC	X			
Transportation	7.8.	Implement traffic circulation improvements in the Town Core.	PW	X			
Transportation	7.9.	Enhance pedestrian friendly environments incorporating streetlights, street trees, signage and public spaces and develop guidelines for these streetscape elements.	PC	X			
Transportation	7.10.	Potential locations for a multi-modal transit facility in the downtown area should be investigated to include bus, taxi, automobile, bicycle and pedestrian facilities.	PC & PW	X			
Transportation	7.11.	Continue to pursue an I89 exit in Milton, while carefully planning for future land uses that will not compete with other commercial centers in Milton.					
Transportation	7.12.	The Town should further develop the Recreation Park as a centrally located park and ride to provide a dedicated parking facility for transit riders within ½ mile of Route 7.	SLB & PW	X			
Transportation	7.13.	If the possibility arises in the future to make use of rail for passenger and/or commuter rail service, the Town should work to identify and develop station locations within easy walking distance of the highest concentrations of potential passengers.	SLB	X			

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Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Resource Use and Protection Goals							
	8	***Resource Use and Protection***					
Resource Use and Protection	8.1.	Continue protection of existing natural resources identified in this chapter.	SLB, PC & CC		X	X	
Resource Use and Protection	8.2.	Establish specific criteria to determine the best method to control the cause of lakeshore erosion and to limit any negative impacts on surrounding properties from lakeshore stabilization projects.	PC & Staff		X		
Resource Use and Protection	8.3.	The Subdivision Regulations and/or Zoning Regulations should be amended to include a provision that developments that require a State post-construction stormwater permit, must include language in their Homeowners Association's covenants that the Association will maintain stormwater systems and permits in perpetuity.	PC			X	
Resource Use and Protection	8.4.	Make residents aware of mapped Fluvial Erosion Hazard areas and Stream Setbacks and consider establishing a Riparian Buffer Ordinance if mapping indicates a need.	PC		X		
Resource Use and Protection	8.5.	Establish standards for more appropriate, useful, and usable open space that is set-aside as a result of cluster subdivisions, such as Planned Unit Developments.	PC		X	X	
Resource Use and Protection	8.6.	Better define the boundary of the Forestry/Conservation/Scenic Ridgeline (FC) District so that it more closely corresponds with sensitive areas.	PC		X		
Resource Use and Protection	8.7.	Section 691 of the Zoning Regulations should be amended to state that the 50-foot setback from surface waters shall be measured from the top of bank or top of slope (top of slope is used on streams with very steep bank walls), and diagrams illustrating these characteristics should be included to assist residents with identifying the top of bank or top of slope.	PC		X		
Land Use Goals							
	9.1.	***Town Core – New Downtown Sub-area***					
Land Use	9.1.1.	Encourage structures be placed to improve aesthetics and enhance pedestrian connections.	PC		X		
Land Use	9.1.2.	Enhance streetscape elements by incorporating streetlights, street trees, and signage.	DRB	X	X		
Land Use	9.1.3.	Encourage commercial development including retail, restaurants, professional services, offices, hotels, and incubator spaces in the Downtown Business district. Residential uses should be encouraged in the New Downtown Center and the New Downtown West district.	PC & ED		X		X
Land Use	9.1.4.	Develop a multi-modal transit station to incorporate pedestrians, bicycles and bus service.	PW & PC	X			
Land Use	9.1.5.	Promote the development of community activities for a range of ages.	RC				X
Land Use	9.1.5.a.	Encourage the creation of a community center for such activities as a theater or performance space, arts facility, and community gatherings.	PW & RC	X			X
Land Use	9.1.5.b.	Evaluate the need for expansions of educational campuses for maximum use of facilities.	Schoolboard	X			X
Land Use	9.1.5.c.	Encourage the creation of an indoor/outdoor recreation facility to accommodate such activities and uses as hockey, ice skating, a swimming pool, and children and adult programs (refer to the 2007-2027 year Recreation Plan for prioritization of these needs).	SLB & PW	X			X
Land Use	9.1.6	Further evaluate and prioritize the input from the 2007 Streetscape study and the 2012 Planning Commission Enhancing Route 7 public forum and survey with the goal of implementation of priority recommendations.					
	9.2.	***Town Core – Gimlet Hill Transition Sub-area***					
Land Use	9.2.1.	Promote land uses within an appropriate density that will provide for a transition between the Old Towne sub-area and the New Downtown sub-area.	PC		X		
Land Use	9.2.2.	Maintain the residential areas within this sub-area; while allowing for a mix of uses along the Route 7 corridor.	PC		X		

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Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Land Use	9.2.3.	Consider rezoning Barnum Street so that both the north and south side of the street are within the same zoning district.	PC		X		
	9.3.	***Town Core – Old Towne Sub-area***					
Land Use	9.3.1.	Protect the historic character of the Old Towne.	PC		X		
Land Use	9.3.1.a.	Explore the possibility of establishing an historic district and guidelines to encourage historic and adaptive reuse strategies.	PC		X		
Land Use	9.3.1.b.	Investigate incentives for preservation and adaptive reuse of buildings and the landscape.	PC		X		
Land Use	9.3.1.c	Encourage new structures to respect the architectural character of existing buildings and fit into their surroundings.	PC		X		
Land Use	9.3.2.	Encourage commercial and retail on the first floor with residential apartments above on River Street in order to appropriately manage this section as the transition from the New Downtown to historic Main Street.	PC		X		
Land Use	9.3.3.	Enhance streetscape elements by incorporating streetlights, street trees, and signage.	PC & DRB	X	X		
Land Use	9.3.4.	Consider passenger rail service to Milton. Develop potential railroad station locations in the Main Street area.	PW	X			
Land Use	9.3.5.	Take advantage of the scenic resources of Arrowhead Lake and the Lamoille River.	All	X			
Land Use	9.3.5.a.	Relocate the municipal garage and develop a public park along Arrowhead Lake with pedestrian connections to Main Street.	PW	X			
Land Use	9.3.5.b.	Take advantage of the lake and riverfront areas for recreation and commerce, and be sensitive to the resources.	All				X
Land Use	9.3.6.	Promote the development of community activities for a range of ages.	RC				X
Land Use	9.3.6.a.	Encourage the expansion of already existing or creation of a community center for such activities as a theater or performance space, arts facility, and community gatherings.	PW & RC	X			X
Land Use	9.3.7.	Encourage public green spaces and small parks throughout this area (such as neighborhood parks as recommended in the Recreation Plan).	PC		X		
	9.4.	***Town Core – Checkerberry Sub-Area***					
Land Use	9.4.1.	Require structures be placed close to the roads with parking areas on the side or rear of lots to improve aesthetics and enhance pedestrian connections. These requirements should be incorporated into the Zoning Regulations.	PC		X		
Land Use	9.4.2.	Encourage public green spaces and small parks throughout this planning area (such as neighborhood parks as recommended in the 2007-2027 Recreation Plan).	PC		X		
Land Use	9.4.3.	Encourage mixed uses utilizing planned unit developments for uses such as multi-family residential, retail, offices, hotels, incubator spaces, and research and development facilities. Specifically encourage commercial and retail uses along property directly abutting Route 7 in the Checkerberry district.	PC, EDC, DRB		X		X
Land Use	9.4.4.	Promote a positive image and guidelines for enhancing the southern gateway into the Town of Milton.	EDC & PC		X		X
Land Use	9.4.5.	Promote the development of community activities for a range of ages.	RC				X
Land Use	9.4.5.a.	Encourage the creation of an indoor/outdoor recreation facility to accommodate such activities and uses as hockey, ice skating, a swimming pool, and children and adult programs (refer to the 2007-2027 year Recreation Plan for prioritization of these needs).	SLB & PW	X			X
Land Use	9.4.6.	Evaluate the 2007 Route 7 Land Use Study's recommendation to properly plan land uses around the potential I-89 exit so that this area does not compete with the New Downtown.	PC		X	X	
Land Use	9.4.6.a.	Closely monitor the demand for and potential planning and recommendations for development of the 17A interchange. It is generally recognized that any new interchange at this location, if approved, would likely take at least a decade before construction was complete.	PW & SLB	X			

Project Types: PI = Public Infrastructure; R = Regulatory; P = Planning; O = Other

Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Land Use	9.4.6.b.	Continue dialogue with residents about the desirability of large scale development surrounding any future interchange.	PC & SLB				X
Land Use	9.4.6.c.	Carefully define the appropriate scale and character of land use around a future interchange and update zoning and building standards to ensure suitability of development. How much traffic is drawn to the area around a new interchange is directly related.	PC		X		
Land Use	9.4.6.d.	Advocate for the reservation of right-of-way along Route 7 to accommodate any increase in volume a potential new interchange may generate.	SLB	X			
Land Use	9.4.6.e.	Should the Exit 17A interchange be funded, the Town should participate actively in the design process. The type of interchange has not been identified so the land required to construct the ramps and provide intersection operation at the interchange is not yet known. Federal Highway Administration, and possibly VTrans, may require that lands in close proximity to the interchange be controlled "without access". "Without access" restricts opportunities for adjacent privately owned properties to access the State highway system. This does not restrict the development of the privately owned land. It only restricts the point in which traffic associated with any private development can access public highways.	PW & SLB	X			
	9.5.	***Town Core – Eastern Transition Sub-area***					
Land Use	9.5.1.	Encourage public green spaces and small parks throughout this area (such as neighborhood parks as recommended in the 2007-2027 Recreation Plan).	PC		X		
Land Use	9.5.2.	Dimensional standards should be reviewed in this sub-area in order to establish an appropriate level of density that transitions between 10,000 square feet to 10 acre zoning.	PC		X		
	9.6.	***Entire Town Core***					
Land Use	9.6.1.	Enhance all aspects of transportation opportunities.	PW & DRB	X	X		
Land Use	9.6.1.a.	Review the Town's access management guidelines and encourage the development of a secondary road network.	PW & DRB	X	X		
Land Use	9.6.1.b.	Develop fully linked systems to include sidewalks, bike paths, and bus and rail service.	PW & DRB	X	X		
Land Use	9.6.1.c.	Enhance pedestrian friendly environments incorporating streetlights, street trees, signage and public spaces. Incorporate appropriate recommendations from the proposed 2007 Streetscape Study and the Enhancing Route 7 public forum and survey into the Zoning Regulations.	PC		X		
	9.7	***Catamount Area***					
Land Use	9.7.1.	Encourage high quality industrial development in a sub-regional growth center, which will provide greater employment opportunities and broaden tax base.	PC & EDC				X
Land Use	9.7.1.a.	Develop standards to enhance the appearance and quality of development in this major gateway into the Town of Milton.	PC		X		
Land Use	9.7.1.b.	Maintain buffer zones to prevent encroachment of industrial and commercial uses into the residential areas.	DRB		X		
Land Use	9.7.2.	Ensure an aesthetically pleasing approach into Milton.	DRB		X		
Land Use	9.7.2.a.	Develop a plan to work towards enhancing the character of Route 7.	PC			X	
Land Use	9.7.2.b.	Encourage high quality planned residential developments to cluster new housing in a way that minimizes visual impacts from Route 7.	DRB		X		
Land Use	9.7.3.	Enhance multi-modal transportation opportunities.	PC & PW	X			
	9.8.	***Cobble Hill Area***					
Land Use	9.8.1.	Encourage a diversity of agricultural uses through creative economic strategies.	EDC & DRB				X
Land Use	9.8.2.	Encourage low density, well planned residential development which enhances the character of the area.	DRB		X		
Land Use	9.8.2.a.	Develop standards and encourage low density, well planned residential developments that work with the natural features of the landscape.	PC & DRB		X		

Project Types: PI = Public Infrastructure; R = Regulatory; P = Planning; O = Other

Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
	9.9.	***Arrowhead Lake Area***					
Land Use	9.9.1.	Encourage innovative neighborhood planning concepts.	DRB		X	X	
Land Use	9.9.1.a.	Develop standards and encourage primarily residential areas with small neighborhood parks and a small local neighborhood store.	PC & DRB		X		
Land Use	9.9.1.b.	Encourage medium and low density planned residential developments.	DRB		X		
Land Use	9.9.2.	Scenic vistas and viewsheds in this area should be maintained.	PC & DRB			X	
Land Use	9.9.3.	Promote the development of community activities for a range of ages.	RC				X
Land Use	9.9.3.a.	Encourage the creation of outdoor recreation facilities to accommodate such uses as playing fields for children and adult programs.	DRB & RC	X			
Land Use	9.9.3.b.	Encourage bike/pedestrian connections over the Lamoille River to connect to the Town Core Area.	PC & CC	X			
	9.10	***North Road Area***					
Land Use	9.10.1.	Encourage environmentally sensitive, high quality industrial development, which will provide greater employment opportunities and broaden the tax base.	DRB		X		
Land Use	9.10.1.a.	Maintain buffer zones to prevent encroachment of industrial and commercial uses into the residential areas.	DRB		X		
Land Use	9.10.1.b.	Develop rail access sites for passenger and freight service.	DRB	X			
Land Use	9.10.1.c.	Ensure aesthetically pleasing development in this area that will protect viewsheds, prohibit outdoor lighting that produces 'skyglow' and incorporate appropriate signage.	DRB		X		
Land Use	9.10.1.d	The Town should stay in close communication with the owners of the Industrial Conservation campus and assist in bringing additional businesses into this area.					
	9.11	***Lamoille Area***					
Land Use	9.11.1.	Encourage innovative neighborhood planning concepts.	DRB			X	
Land Use	9.11.1.a.	Develop standards and encourage primarily residential areas with small neighborhood parks and a small local neighborhood store.	PC & DRB		X		
Land Use	9.11.1.b.	Encourage medium and low density planned residential developments.	DRB		X		
Land Use	9.11.2.	Maximize access to the Lamoille riverfront.	SLB & RC	X			
Land Use	9.11.2.a.	Encourage recreational uses and facilities along the Lamoille River.	RC	X			
	9.12	***West Milton Area***					
Land Use	9.12.1.	Encourage a diversity of agricultural uses.	DRB			X	
Land Use	9.12.2.	Encourage low density, well planned residential development which enhances the character of the area.	DRB		X		
Land Use	9.12.1.a.	Develop standards and encourage low density, well planned residential developments that work with the natural features of the landscape and protect scenic viewsheds.	PC & DRB		X		
Land Use	9.12.3.	Promote the development of community activities for a range of ages.	RC				X
Land Use	9.12.3.a.	Encourage the creation of outdoor recreation facilities along Lake Champlain for children and adults.	RC	X			
Land Use	9.12.4.	Encourage the preservation of historic sites.	PC		X	X	
	9.13	***East Milton Area***					
Land Use	9.13.1.	Encourage a diversity of agricultural uses.	DRB			X	
Land Use	9.13.2.	Encourage low density, well planned residential development which enhances the character of the area.	DRB		X		
Land Use	9.13.2.a.	Develop standards and encourage low density, well planned residential developments that work with the natural features of the landscape.	PC & DRB		X		
Land Use	9.13.3.	Promote the development of community activities for a range of ages.	RC				X
Land Use	9.13.3.a.	Encourage the creation of outdoor recreation facilities for children and adults.	RC	X			
Land Use	9.13.4.	Encourage the preservation of historic sites.	PC			X	
	9.14.	***General Land Use and Development Patterns***					

Project Types: PI = Public Infrastructure; R = Regulatory; P = Planning; O = Other

Chapter	Ref #	Goal/Objective	Responsible Party	Project Type PI	R	P	O
Land Use	9.14.1.	Make attractive transition zones available for other industries.	PC		X		
Land Use	9.14.1.a.	Develop transition zones along the Route 7 corridor to encourage development of businesses that are important to the economy but do not fit in downtown or in an industrial park.	PC		X		
Land Use	9.14.1.b.	Enforce current regulations to improve the appearance of properties along the Route 7 corridor.	PC & ZA		X		
Land Use	9.14.1.c.	Discourage a linear development pattern along the Route 7 corridor, and provide a minimum set of standards for road frontage appearance. The current pattern clashes with the need for an appealing gateway to the Town Core.	PC		X		
Land Use	9.14.1.d.	Encourage the relocation of existing businesses into transition areas designed to mitigate the problems caused by the current pattern of automobile oriented sprawl on Route 7.	PC		X		
Land Use	9.14.2.	Update land use system to manage industrial and large scale commercial development.	PC		X		
Land Use	9.14.2.a.	Update the Town Comprehensive Plan to enable zoning alternative locations for companies that are in-between commercial and industrial entities such as research facilities, back-office services such as digital printing.	PC		X		
Land Use	9.14.2.b.	To help simplify and streamline the Town's regulations, they should be amended as necessary to allow Staff to assume a greater role in reviewing applications for development. Pre-application meetings with the Technical Advisory Committee, which consists of key Staff members, should be encouraged to assist applicants in navigating the permit process. The Technical Advisory Committee should incorporate the elements of this Land Use and Transportation Study into its review process, in addition to the tasks already performed.	PC		X		
Land Use	9.14.2.c.	Examine the allowed uses in industrial zones and determine locations and amenities that are suitable for larger commercial operations. Encourage industrial parks to expand amenities which are attractive to both light industrial and non-industrial operations such as childcare, small food stores, small restaurants and walking paths.	PC		X		
Land Use	9.14.3.	Continue to refine residential uses along the Route 7 Corridor.	PC		X		
Land Use	9.14.3.a.	Modify zoning surrounding the DB1 zone as necessary, to include higher density residential building where appropriate along the rest of the Route 7 corridor, allowing more units to be accessible by walking or biking. The areas around the DB1 zone should be gradually reduced in density as they get further away from the core. The town will continue to enable accessory apartments within owner-occupied single-family dwellings that accommodate home occupations, as these are State requirements.	PC		X		
Land Use	9.14.3.b.	Provide density bonuses for Planned Unit Developments that provide exemplary protection of rural characteristics.	PC		X		
Land Use	9.14.3.c.	Continue to make use of phasing when appropriate and impact fees, when appropriate, for residential development to ensure that the pace of residential development does not overburden roadways, municipal services, including schools and recreational facilities.	DRB		X		
Land Use	9.14.4.	Review the performance of each zoning district annually to determine the success of local land management and to compare growth numbers to projections. Publish this report in an annual report card.	PC			X	
Land Use	9.14.5.	Limit zoning amendments to once or twice a year by making integrated changes to the document based on sound evaluations of how the changes meet the Comprehensive Plan, impacts on Town services, transportation and environmental constraints.	PC			X	
Land Use	9.14.6.	Review Town policies and documents to find opportunities for and to encourage a more intentional approach to community wellness.	All	X	X	X	X
Land Use	9.14.7.	The Town should consider adopting an adult business bylaw.	SLB & PC		X		

Project Types: PI = Public Infrastructure; R = Regulatory; P = Planning; O = Other

APPENDIX A
ADDITIONAL POPULATION/AGE COHORT DATA

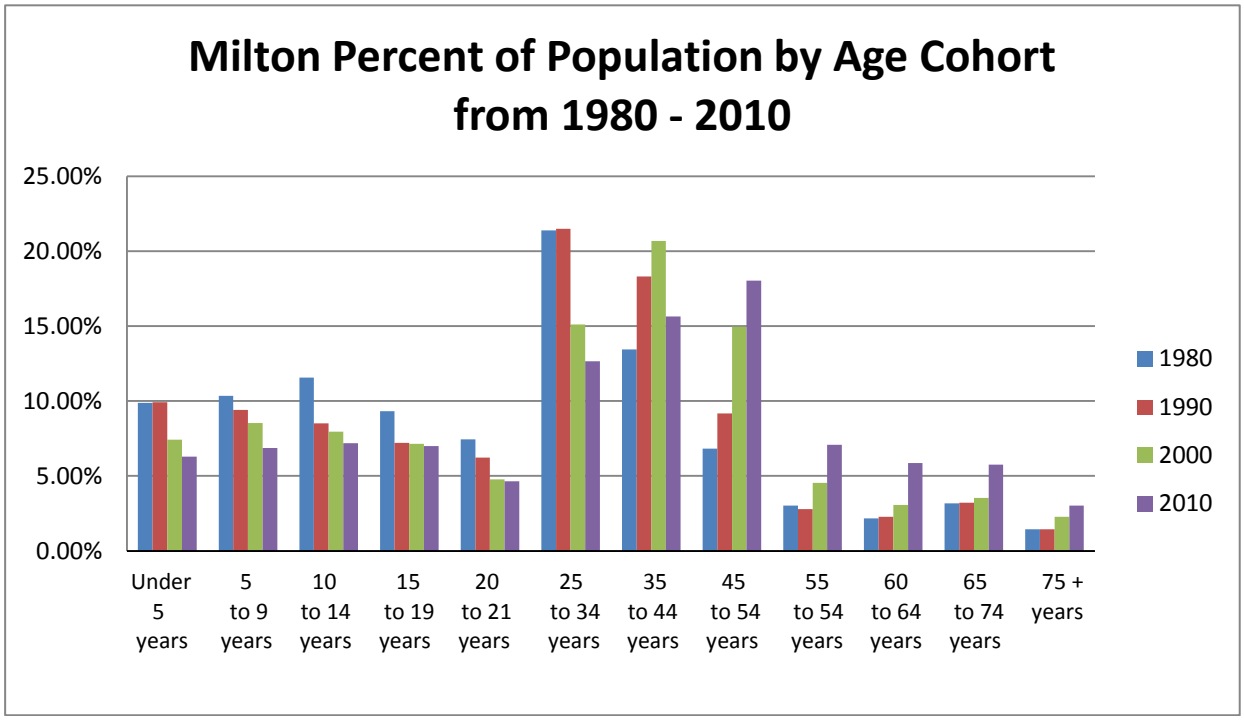
Table A.1: 1980-2010 Milton, Chittenden County and State Demographics Percentages

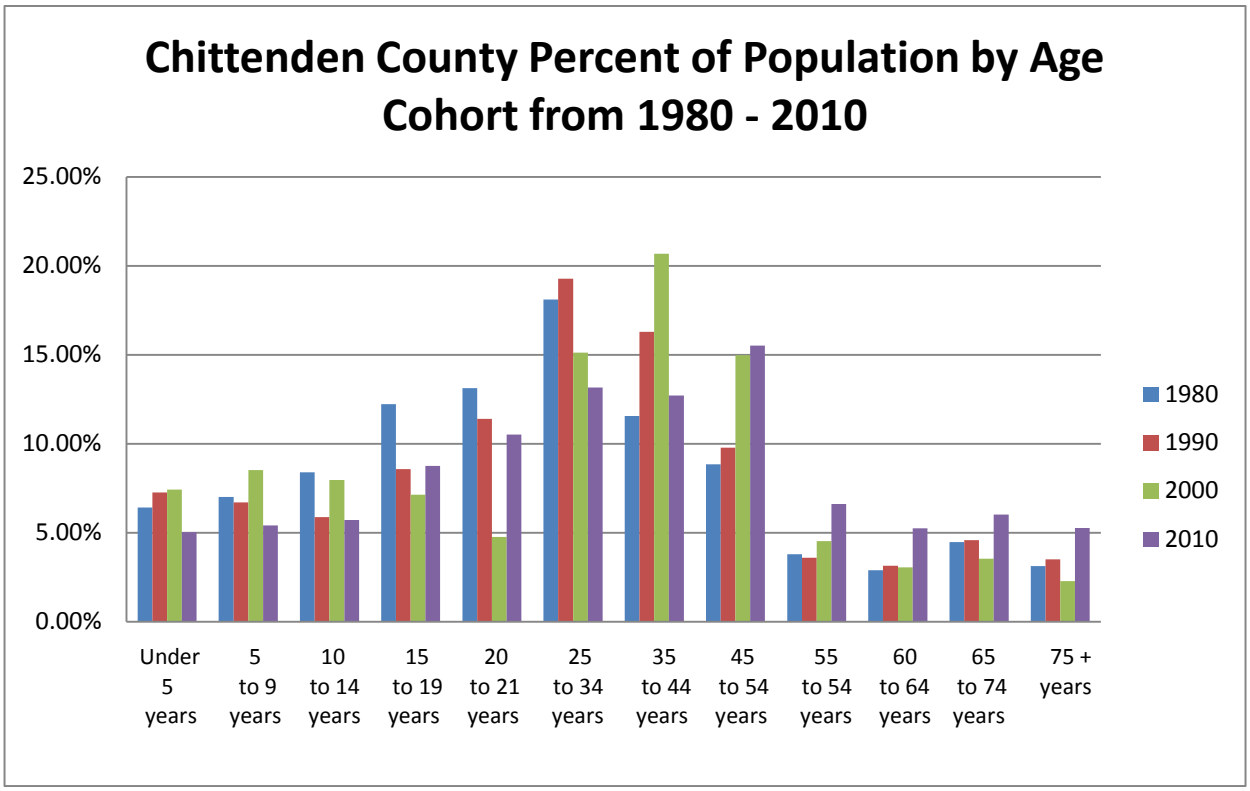
	Milton				Chittenden County				Vermont			
	1980	1990	2000	2010	1980	1990	2000	2010	1980	1990	2000	2010
Under 5 years old	9.9%	9.9%	7.4%	6.3%	6.4%	7.3%	7.4%	5.0%	7.0%	7.3%	5.6%	5.1%
5 to 9 years	10.4%	9.4%	8.5%	6.9%	7.0%	6.7%	8.5%	5.4%	7.4%	7.4%	6.8%	5.5%
10 to 14 years	11.6%	8.5%	8.0%	7.2%	8.4%	5.9%	8.0%	5.7%	8.3%	6.8%	7.5%	6.0%
15 to 19 years	9.3%	7.2%	7.1%	7.0%	12.2%	8.6%	7.1%	8.8%	10.0%	7.4%	7.5%	7.6%
20 to 24 years	7.4%	6.2%	4.8%	4.7%	13.1%	11.4%	4.8%	10.5%	9.5%	7.7%	6.2%	7.0%
25 to 34 years	21.4%	21.5%	15.1%	12.6%	18.1%	19.3%	15.1%	13.2%	17.0%	16.9%	12.3%	11.1%
35 to 44 years	13.4%	18.3%	20.7%	15.6%	11.6%	16.3%	20.7%	12.7%	11.2%	16.4%	16.7%	12.5%
45 to 54 years	6.8%	9.2%	15.0%	18.0%	8.8%	9.8%	15.0%	15.5%	9.3%	10.2%	15.4%	16.4%
55 to 59 years	3.0%	2.8%	4.5%	7.1%	3.8%	3.6%	4.5%	6.6%	4.6%	4.1%	5.4%	7.8%
60 to 64 years	2.2%	2.3%	3.1%	5.9%	2.9%	3.2%	3.1%	5.3%	4.1%	4.0%	4.0%	6.6%
65 to 74 years	3.2%	3.2%	3.5%	5.8%	4.5%	4.6%	3.5%	6.0%	6.6%	6.6%	6.7%	7.9%
75+ years	1.4%	1.5%	2.3%	3.0%	3.1%	3.5%	2.9%	5.3%	4.8%	5.2%	6.1%	6.6%

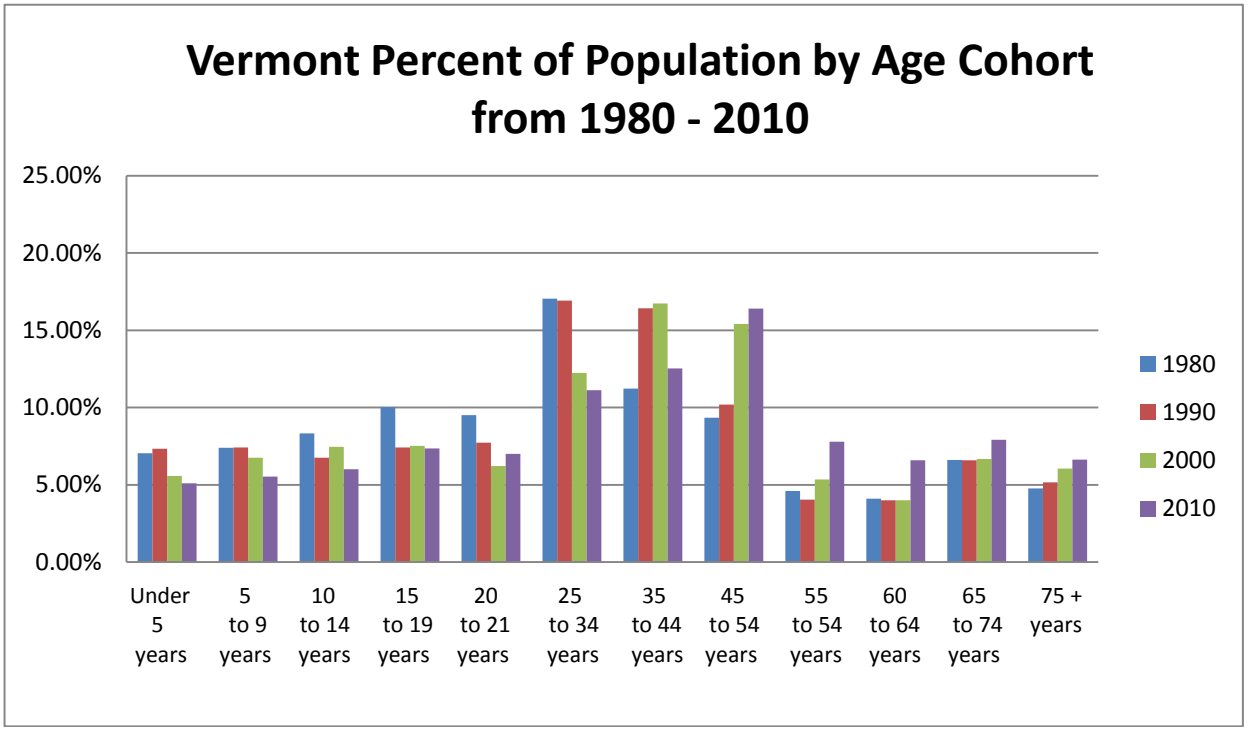
Source: U.S. Census Data from 2010 - Table DP-1

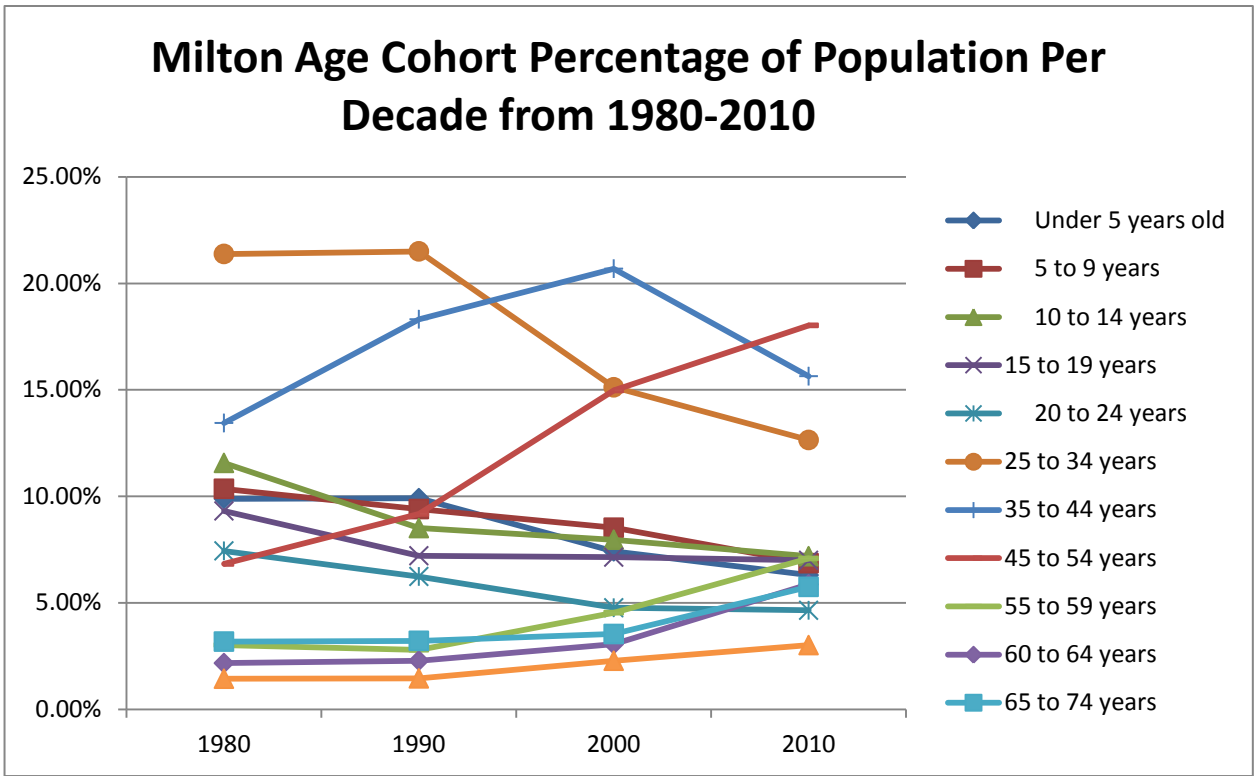
Table A.2: 2010 Milton, Chittenden County and State Demographics Population Numbers

	Milton	Chittenden County	Vermont
Total Population	10,352	156,545	625,741
Median AGE	38.9	36.2	41.5
Under 5 years old	652	7,877	31,952
5 to 9 years	710	8,479	34,654
10 to 14 years	744	8,958	37,637
15 to 19 years	724	13,714	46,012
20 to 24 years	481	16,462	43,851
25 to 29 years	610	20,612	69,622
30 to 34 years	699	19,899	78,359
35 to 39 years	748	24,296	102,603
40 to 44 years	871	10,343	48,739
45 to 49 years	966	8,220	41,234
50 to 54 years	900	9,432	49,538
55 to 59 years	733	5,662	28,743
60 to 64 years	607	2,591	12,797
65 to 69 years	354	156,545	625,741
70 to 74 years	241	36.2	41.5
75 to 79 years	135	7,877	31,952
80 to 84 years	100	8,479	34,654
85 years and older	77	8,958	37,637

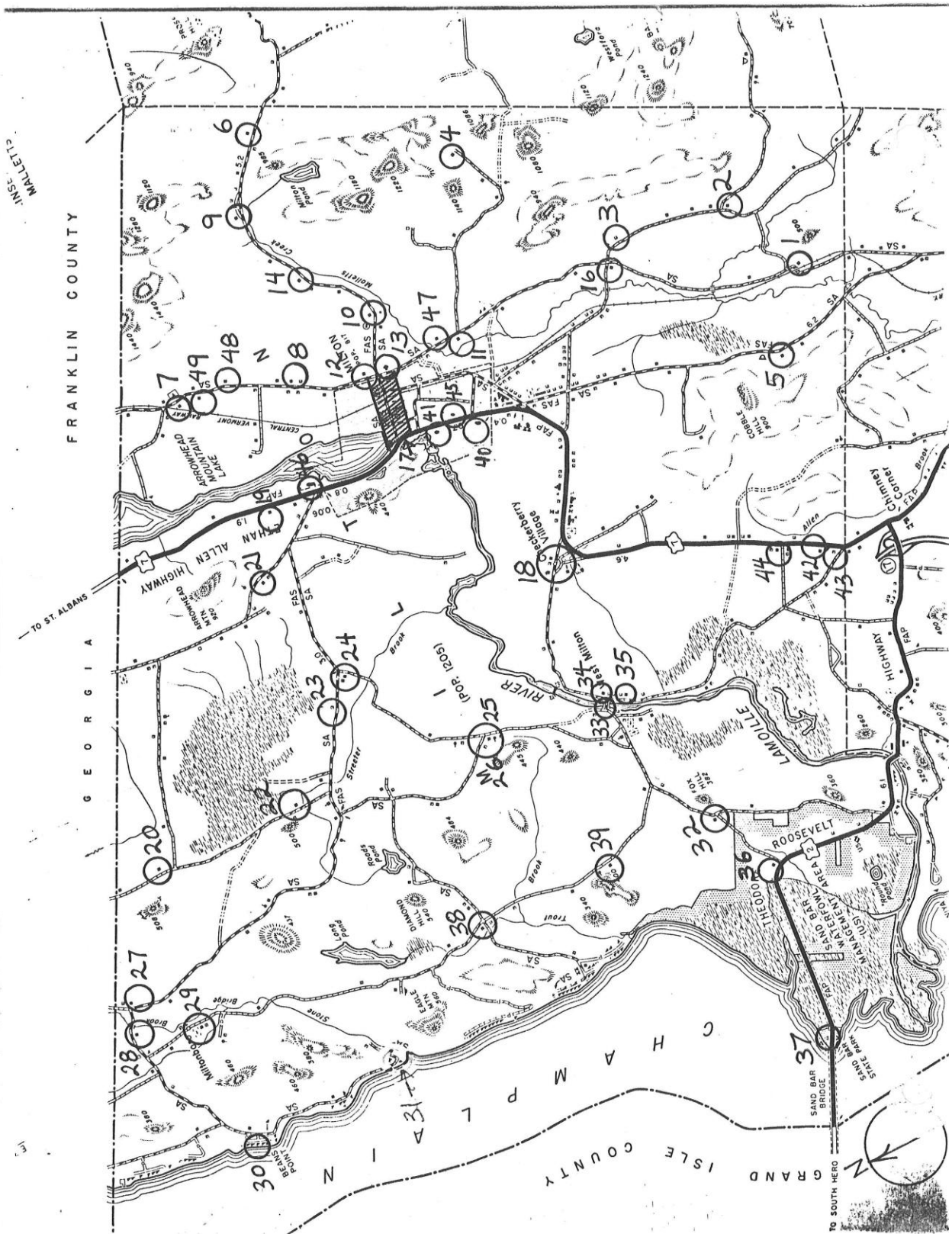



Chittenden County Percent of Population by Age Cohort from 1980 - 2010
25.00%
20.00%
15.00%
10.00%
5.00%
0.00%
Under 5 years
5 to 9 years
10 to 14 years
15 to 19 years
20 to 21 years
25 to 34 years
35 to 44 years
45 to 54 years
55 to 54 years
60 to 64 years
65 to 74 years
75 + years
1980
1990
2000
2010


Vermont Percent of Population by Age Cohort from 1980 - 2010
25.00%
20.00%
15.00%
10.00%
5.00%
0.00%
Under 5 years
5 to 9 years
10 to 14 years
15 to 19 years
20 to 21 years
25 to 34 years
35 to 44 years
45 to 54 years
55 to 54 years
60 to 64 years
65 to 74 years
75 + years
1980
1990
2000
2010


Milton Age Cohort Percentage of Population Per Decade from 1980-2010
25.00%
20.00%
15.00%
10.00%
5.00%
0.00%
1980
1990
2000
2010
Under 5 years old
5 to 9 years
10 to 14 years
15 to 19 years
20 to 24 years
25 to 34 years
35 to 44 years
45 to 54 years
55 to 59 years
60 to 64 years
65 to 74 years

APPENDIX B
Historic Preservation Data
From the Vermont State Historic Preservation Office


FRANKLIN COUNTY
GEORGIA
CHAMPLAIN
GRAND ISLE COUNTY
TO ST. ALBANS
TO SOUTH HERO
ALLEN HIGHWAY
ROOSEVELT HIGHWAY
LAMOILLE RIVER
ARROWHEAD MOUNTAIN LAKE
SAND BAR BRIDGE
SAND BAR STATE PARK
MILTON
Milton Pond
Milton Est.
Selectboryville
Chimney Corner
Allen
Mallett
Mallett's Creek
Stevens
Trout Brook
Long Pond
Diamond Pond
Diamond Hill
Eagle Mtn
Cobble Hill
Fox Hill
Stone Bridge
Brook
Bridge
Pond
Wetlands
Wetlands Pond
Mallett's
Vermont Central
Arrowhead Mtn
Mill Pond
Mill Brook
Mallett's Brook
Allen Brook
Chimney Corner Brook
Lamoille River
Sand Bar Wildlife Management Area
Mallett's Bay
Mallett's Bay State Park
Sand Bar State Park
Sand Bar Bridge
Milton Bridge
Milton Pond
Long Pond
Diamond Pond
Fox Hill
Cobble Hill
Arrowhead Mtn
Eagle Mtn
Diamond Hill
Mallett's Bay
Sand Bar Bridge
Sand Bar State Park

Name of Site	Site No.	Negative File No.
Carey House at the Iron Bridge	0410-1	76-A-330
Canamak Farm	0410-2	76-A-330
Macutchen Place	0410-3	76-A-330
Bushey Place	0410-4	76-A-330
Clark Summer Residence	0410-5	76-A-330
Crown-Klein House	0410-6	76-A-331
Brush Place	0410-7	76-A-331
Duvino Farm	0410-8	76-A-331
Thompson Farm-Plunkett Place	0410-9	76-A-331
Flat Iron House	0410-10	76-A-331
Bouffard-Witters-Martell Place	0410-11	76-A-332
Cole-Kennedy House	0410-12	76-A-332
Jackson Corners	0410-13	76-A-332
Albert Martell Place	0410-14	76-A-332
No Number 15		
Devino Farm	0410-16	76-A-333
Milton Falls Historic District	0410-17	76-A-333, 334, 335, 336, 337
Checkerberry Village Green Historic District	0410-18	76-A-336
Tourangeau House	0410-19	76-A-337
Albert Farm	0410-20	76-A-337
Arrowhead Farm (Manley Farm)	0410-21	77-A-4
Dougherty-Wellner House	0410-22	77-A-4
Jackson House	0410-23	77-A-4
Sanderson Farm	0410-24	77-A-5, 6

Name of Site	Site No.	Negative File No.
Sanderson House	0410-25	77-A-5
Rhodes Farm	0410-26	77-A-5
Judd-Richards-Roberts Farm	0410-27	77-A-5
Miltonboro Historic District	0410-28	77-A-5
Camp Rich	0410-29	77-A-4
Eagle Mountain Harbor Camp (Eagle Towers)	0410-30	77-A-4
Fox Hill Farm (Osgood-Littlefield Farm)	0410-31	77-A-6, 8
West Milton Bridge	0410-32	77-A-4
Granger Place-Morgan House	0410-33	77-A-4
Boardman-Clivio House	0410-34	77-A-4, 6
Thompson-Farnham Farm	0410-35	77-A-6
Sand Bar State Park Bathhouse	0410-36	77-A-6
Leonard-Cadreact Farm	0410-37	77-A-5
Flinn-Cadreact Farm	0410-38	77-A-5
Milton Grange #522	0410-39	77-A-6
Cushing House	0410-40	77-A-6
Stannard-Sanderson Farm	0410-41	77-A-5
Wheeler-Sanderson House	0410-42	77-A-8
Bushey Farm	0410-43	77-A-8
Barnum-Town House	0410-44	77-A-8
Merritt Clark House (M.E. Parsonage)	0410-45	77-A-8
Hoxie-Parker-Woods House	0410-46	77-A-8
Rugg-Waters House	0410-47	77-A-8
Milton Falls (RT. 7) Bridge, in Historic District	0410-17 #30	76-A-334, 85-A-167

APPENDIX C
Transportation Studies

TRANSPORTATION STUDY SUMMARIES

Husky Traffic Impact Study Master Plan (March 1997)

This study includes a proposed bridge connecting the Husky campus to Route 7 over Arrowhead Mountain Lake, assuming build-out of the campus. The Study also assumes that a complete build-out of Husky will decrease the level of service on US 7 – Main Street intersection to the point where improvements will be needed.

Long Range Access and Mobility Committee Report (January 2001)

In 1998, the Milton Select Board established a Long Range Access and Mobility Committee. The purpose of this committee was to help the Town of Milton develop a long range Transportation Plan emphasizing safety, accessibility, and efficiency for all residents and visitors, incorporating the natural features and cultural heritage of the community. The committee was charged with promoting and ensuring a high level of public participation. The Committee provided input to the CCMPO, Selectboard and Planning Commission on the US-7 corridor study (included in detail below).

As a result of an intensive two-year effort that was completed in January 2001, the Long Range Access and Mobility Committee envisioned significant changes in Milton over the next 20 years, including: a developed downtown area, served by an Interstate 89 interchange at West Milton Road; service to Milton by mass transit systems; an alternate transportation system including a strong sidewalk network; and a stronger grid of east-west roads to connect the dominant north-south roads. The Committee focused its attention on 9 tasks: An Interstate Exit in Milton; East-West Connectors to the North-South Road Pattern; Sidewalk Improvements Beyond the Village Grid; Bike Paths and Other Off-Road Pathways; A Road Link Across the Lamoille River; Main Street; The Downtown Area; Route 7 Intersections; and Bus and Rail.

US 7 Georgia-Winooski Corridor Study (October 2001)

The purpose of the US Route 7 Winooski to Georgia Corridor Study was to establish an integrated approach to transportation development along this corridor as new developments have placed an increased strain on aging transport infrastructure. The following are conclusions of the study that specifically relate to:

- Middle Road functions much more like a local road than a collector.
- North Road, presently classified a local roadway, provides significant regional access to the Husky development, suggesting potential “collector” status.
- A number of intersections have non-standard, difficult geometric configurations, including: Railroad/Middle/US-7/Hannaford; West Milton/Bartlett/US-7; Haydenberry/Center/US-7 (although this appears to function adequately as two distinct T intersections); Lake Road/US-7 (not part of the same geographic cluster, but relevant in the larger picture).
- The segments of Route 7, in particular between Checkerberry and roughly Main

Street, exhibit a lack of access management. This results in numerous uncontrolled left turns and the potential of vehicles backing into this through roadway.

- The high number of commercial uses along Route 7 between Checkerberry and Milton Village generates a high level of internal circulation between destinations, increasing congestion, turning movements and safety issues.
- Despite the recent growth in Milton's sidewalk system, there is still room for improvements and expansion especially along part of Route 7 and the New Town Center.
- The compact nature of Milton Village and the expanding sidewalk system provide a good environment for linking to transit.
- Both industrial and residential development at the southern end of Route 7 is set back from the roadway behind open green space or vegetation. Given the low industrial buildings, this area retains some feeling of open space and long-range views to the west.
- Although Checkerberry is currently undistinguished, the curve in the roadway, the open "village green", and its historic role in the town center present opportunities for future, high quality development.
- New Town Center-Middle Road to Barnum: Although the character of the corridor through this section has tremendous potential, the full range of amenities needed in a town center have not yet been completed.
- Historic Town Center: The intersection of Main Street and US Route 7 is the entrance to Milton's historic district. Although a few historic buildings remain, the historic character of the intersection has been weakened and there is little to draw visitors east onto historic Main Street.
- Arrowhead Lake Corridor: Development in this beautiful part of the Route 7 corridor is likely to be limited due to the difficulty of building on the steep hillsides either side of the roadway. The narrow roadway and 50 mph posted speed limit keep the driver focused on the road and limits opportunities for enjoying the scenic surroundings.

Alternative Transportation Master Plan (May 2002)

The goal of this plan was to link existing and planned developments with transportation facilities in Milton through alternative transportation means. Wilbur Smith Associates & Kathleen Ryan ranked the importance of the corridors studied based on the type of user, number of users, number of destinations served and the number of references to the corridor in other studies. The top five corridors of relative importance, based on those criteria, are: Town Village Core, Route 7 South, Route 7 North, Town Core area to Essex, and Lake Road to Georgia. The alternative methods included sidewalks, shared use paths, bicycle route, bicycle lanes, bus service and train service throughout various locations and destinations throughout and beyond Town. The following table which summarizes the recommended alternative transportation improvements from the Alternative Transportation Master Plan was prepared by Resource Systems Group, Inc. in the Milton Town Core Transportation Plan –February 2008):

Table 2: Key Recommended Alternative Transportation Improvements

	Recommended Alternative Transportation Improvement					
Location	*Sidewalk*	*Shared Use Path*	*Bicycle Route*	*Bicycle Lanes*	*Bus Service*	*Train Service*
Town core to Essex			X		X	X
Town core to Colchester		X	X			
US 7 south of town core	X	X		X	X	
Town core to Grand Isle			X			
US 7 north of Milton	X			X	X	
North Road	X			X		
Areas in Milton outside of town core to town core	X	X	X			

US 7-Rebecca Lander Drive Scoping Study (August 2004)

The purpose of this study was to recommend improvements to the High School intersection. Dufresne-Henry recommended:

- Adding a left turn lane on the northbound approach at US 7 – Rebecca Lander Drive;
- Adding northbound and southbound left turn lanes at US 7 – Barnum Road;
- Signalizing the US 7 – Barnum Road intersection;
- Increasing the corner radii at both US 7 – Rebecca Lander Drive and US 7 – Barnum Road to better accommodate school busses;
- Installing pedestrian crossing on all approaches to US 7 – Barnum Road;
- Installing a pedestrian crossing on US 7 between Barnum Road and Rebecca Lander Drive;
- Improving street lighting on US 7;
- Designating a school speed zone with flashing beacons; and
- Constructing a raised median on US 7 north of Rebecca Lander Drive and using landscaping to encourage pedestrians to cross only at designated crosswalks.

While the study found that the volume of traffic warrants traffic signals at both Rebecca Lander and Barnum; and the Town preferred a signal at Barnum. VTrans voted against the Town's alternative because they did not feel that it would force students to cross Route 7 at the designated locations.

US 7-Middle Road-Railroad Street Scoping Study (September 2005)

This study was completed by Lamoureux and Dickinson with the purpose of creating a safe intersection for vehicles, bicycles and pedestrians at a capacity adequate for future traffic conditions. This intersection is complicated due to the unusual geometry and three

closely spaced intersections within it. None of the seven alternatives presented (including a roundabout) were deemed satisfactory by the Town and therefore the final report does not recommend one.

CCMPO's 2025 Metropolitan Transportation Plan (January 2005)

This is the long range transportation plan for Chittenden County, developed by the Chittenden County Metropolitan Planning Organization (CCMPO). The plan establishes existing conditions and recommendations in nine transportation corridors. Milton is within the Northern Corridor.

Milton Town Core Transportation Plan (February 2008)

The purpose of this study, conducted by Resources Systems Group, Inc., is to conduct a system-wide assessment of traffic flow and congestion along US Route 7 and the local streets within Milton's town core and to evaluate the traffic impacts associated with projected growth in land use. This study has been done in conjunction with the Route 7 Land Use and Transportation Study conducted by River Street Planning & Development in order to ensure that the transportation study uses the same land use projections for future development. Specifically, the study assessed the performance of the existing transportation system and presented preliminary traffic projection and congestion analysis for land use, transportation system characteristics, travel demand, and congestion, safety and access management. Recommendations from this study include the following:

- An additional through lane on Route 7.
- "Hourglass" redesign of the Route 7/Railroad St/Middle Road and Center Drive area.

A Town Core Streetscape and Accessibility Design Study (August 2007)

A team of consultants, led by River Street Planning and Development and including Transportation Concepts, LLC, TRIAD associates, Elabd Architectural Illustration, Kathleen Ryan Landscape architecture, and Resource Systems Group Inc. was selected to assist in this effort. This study focused on the design of the downtown core area. The strategies relative to transportation are as follows:

- Streetscape: Shape and function of core (new roadway network, street redesign, parking plan, park and ride, multi-modal center),
- Streetscape: Roadway infrastructure and roadway character (new and redesigned streets with curbs and sidewalks, plant street trees, pedestrian crossing improvements, outdoor lighting).
- Downtown Character (signage, pedestrian friendly, guides for development and pathways).

Transportation and Land Use Plan for Route 7 (August 2007)

A team of consultants, led by River Street Planning and Development and including Transportation Concepts, LLC, TRIAD associates, Elabd Architectural Illustration, Kathleen Ryan Landscape architecture, and Resource Systems Group Inc. was selected to assist in this effort. The goals of the plan were to understand the land use conditions along the Route 7 corridor, estimate potential development build out under the current zoning framework, evaluate transportation impacts of potential future development, frame land use and transportation recommendations to manage growth and shape development, focus land use in the most progressive manner to maintain character and encourage tax and job diversity, and position the Town Core for economic success. The plan identified transportation strategies and recommends a range of improvements to the general operational efficiency of Route 7 and specific proposals for new transportation amenities of the Town Core and adjacent areas. The following are the specific transportation strategies:

- Increase operation efficiency along the Route 7 corridor by means such as the development of parallel road systems and traffic signals, create a transportation system that encourages modes such as walking bicycles, etc, implement an "access management" strategy that encourages the collection of driveways to common locations, and integrate transportation recommendations into the planning and zoning process.
- Implement the proposed Route 7 town core circulation project. Improvements to the road system in and adjacent to the downtown core should be considered, such as constructing new street connections between existing roads and provide for "backdoor" connections.
- Plan for the potential Exit 17A- I-89 interchange and its effect on the route 7 corridor.

APPENDIX D
Adoption Chronology of Milton Comprehensive Plan

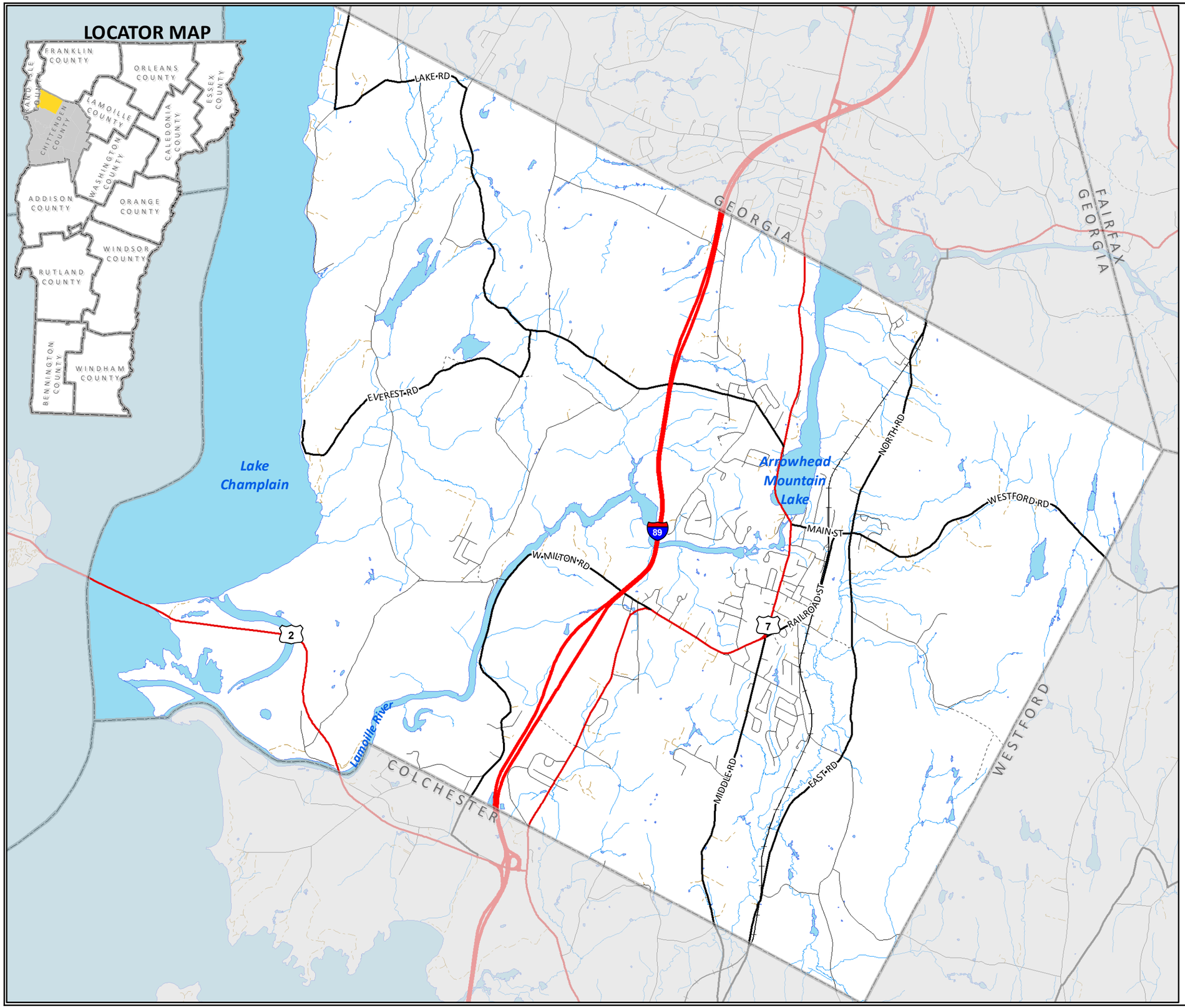
As approved by the Milton Selectboard on February 18, 2013

ADOPTION CHRONOLOGY
MILTON COMPREHENSIVE PLAN

August 14, 1969	Milton adopts first Town Comprehensive Plan.
October 21, 1974	Town Comprehensive Plan readopted.
Nov. 13, 1979	Amended Town Comprehensive Plan defining new goals and objectives. Amendment added residential and commercial zoning districts.
June 7, 1982	Amendment updated Land Use Plan and coordinated Town Comprehensive Plan with the official map.
May 4, 1987	Readopted the Town Comprehensive Plan.
April 5, 1993	Readopted Town Comprehensive Plan including new goals and objectives. Established new land use districts.
Dec. 2, 1996	Amended Town Comprehensive Plan to establish the North Road Planning Area. This allows for planned residential developments, low density residential and environmentally sensitive industrial development.
March 30, 1998	Readopted Town Comprehensive Plan with changes to planning areas and new goals and objectives.
March 24, 2003	Readopted Town Comprehensive Plan with additions from the Town Core Master Plan and 2000 Growth Study.
April 21, 2008	Readopted Town Comprehensive Plan with additions from the 2007 Land Use Studies (including an Economic Development program), changes to the Town Core planning areas and North Road planning areas, updates to public infrastructure expansions and inclusion of an implementation spreadsheet to keep better track of goals and objectives.
February 18, 2013	Readopted Town Comprehensive Plan with a new Energy chapter. Also adopted with new and revised goals, a new Map 11, “Pathways”, and incorporated watersheds and fluvial hazard areas into Map 6, “Hydrologic Features”.

APPENDIX E
COMPREHENSIVE PLAN MAPS

Map 1:
MILTON, VERMONT
2013 Comprehensive Plan



N
W E
S

Legend

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad
- Stream Centerline
- Water Body

1:60,000

0 1 2 Miles

Source:
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by site inspections and/or surveys by registered surveyor. This map is not sufficient for delineation of features on-the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

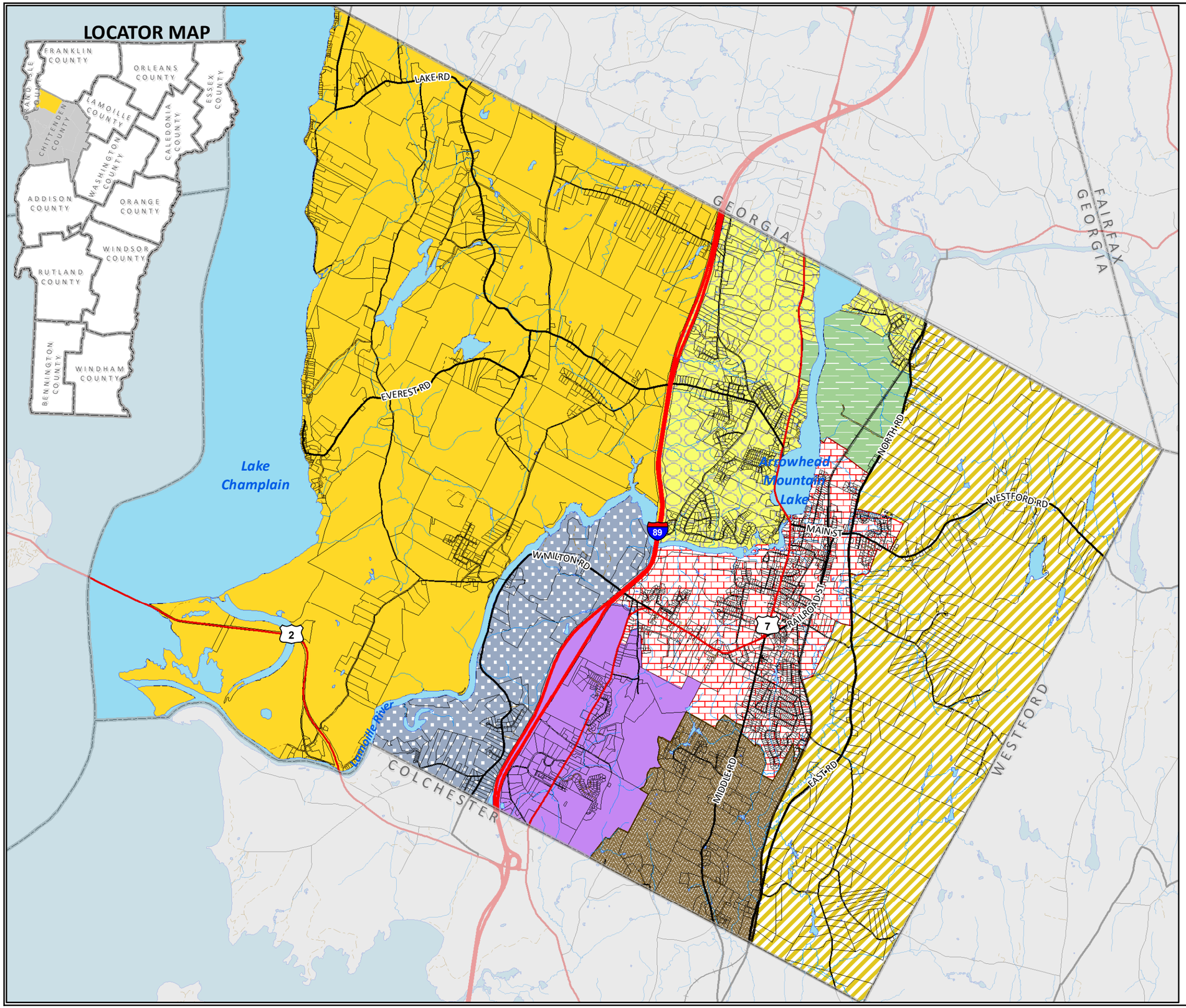
CHITTENDEN COUNTY RPC
Communities Planning Together

10/1/2012

Document Path: D:\Projects12\Milton\townplanbase.mxd

Map 2: Planning Areas Milton, Vermont

2013 Comprehensive Plan



Legend

Planning Areas

- Arrowhead Lake
- Catamount
- Cobble Hill
- East Milton
- Lamoille
- North Road
- Town Core
- West Milton
- Tax Parcel Boundary

N W E S

1:60,000

0 1 2 Miles

Source:
Planning Areas - CCRPC w/guidance from Milton, 2003
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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CHITTENDEN COUNTY RPC
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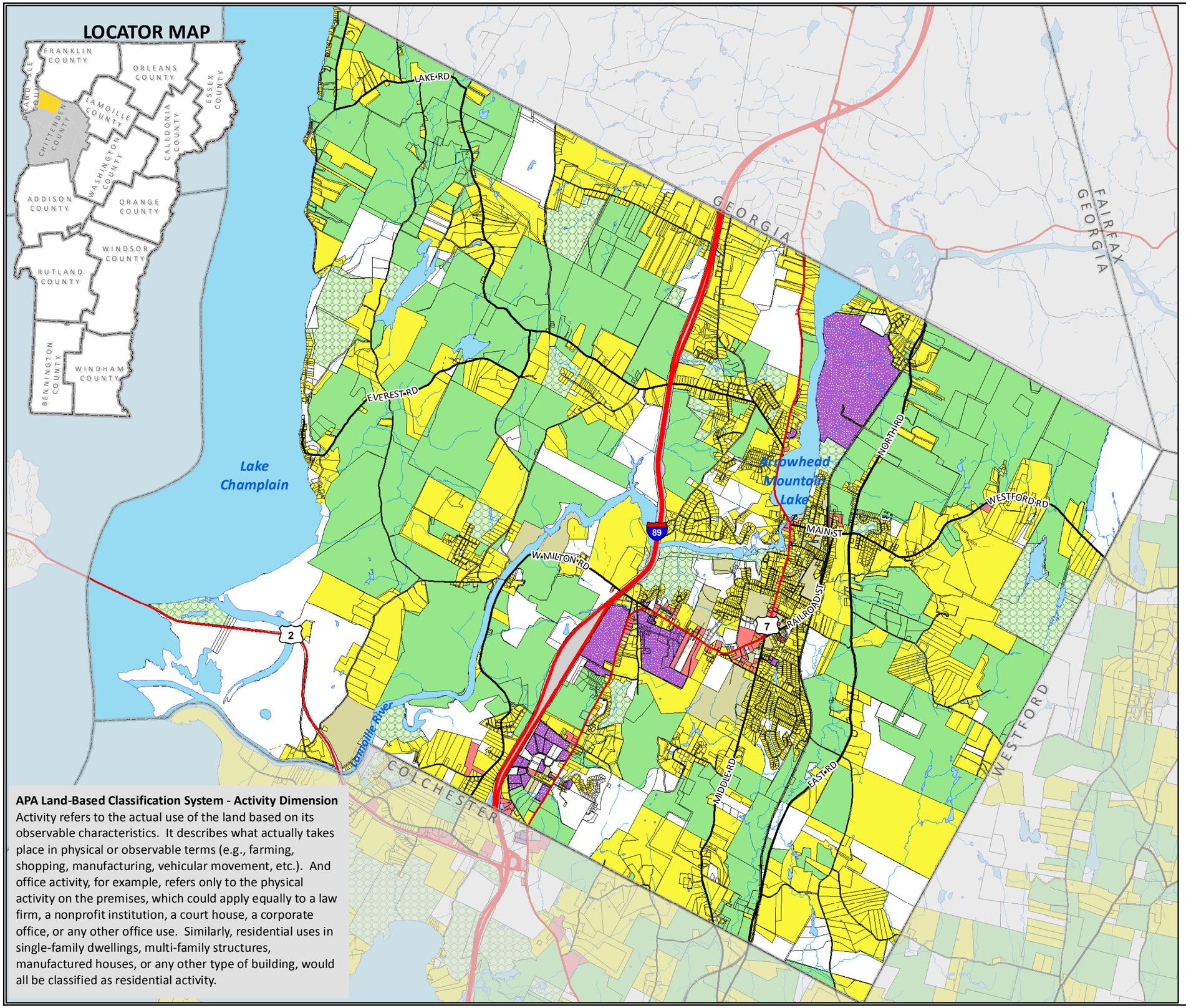
10/1/2012

Document Path: D:\Projects12\Milton\Map2PlanningAreas.mxd

Map 3: Existing Land Use
Milton, Vermont
2013 Comprehensive Plan



APA Land-Based Classification System - Activity Dimension
Activity refers to the actual use of the land based on its observable characteristics. It describes what actually takes place in physical or observable terms (e.g., farming, shopping, manufacturing, vehicular movement, etc.). And office activity, for example, refers only to the physical activity on the premises, which could apply equally to a law firm, a nonprofit institution, a court house, a corporate office, or any other office use. Similarly, residential uses in single-family dwellings, multi-family structures, manufactured houses, or any other type of building, would all be classified as residential activity.

Legend

N W E S

Primary Land Use Activity

- Residential activities
- Shopping, business or trade activities
- Industrial, manufacturing, and waste-related activities
- Social, institutional, or infrastructure-related activities
- Travel or movement activities
- Mass assembly of people
- Leisure activities
- Natural resource-related activities
- No human activity or unclassifiable activity

1:60,000

0 1 2 Miles

Source:
Existing Land Use - CCRPC, 2008
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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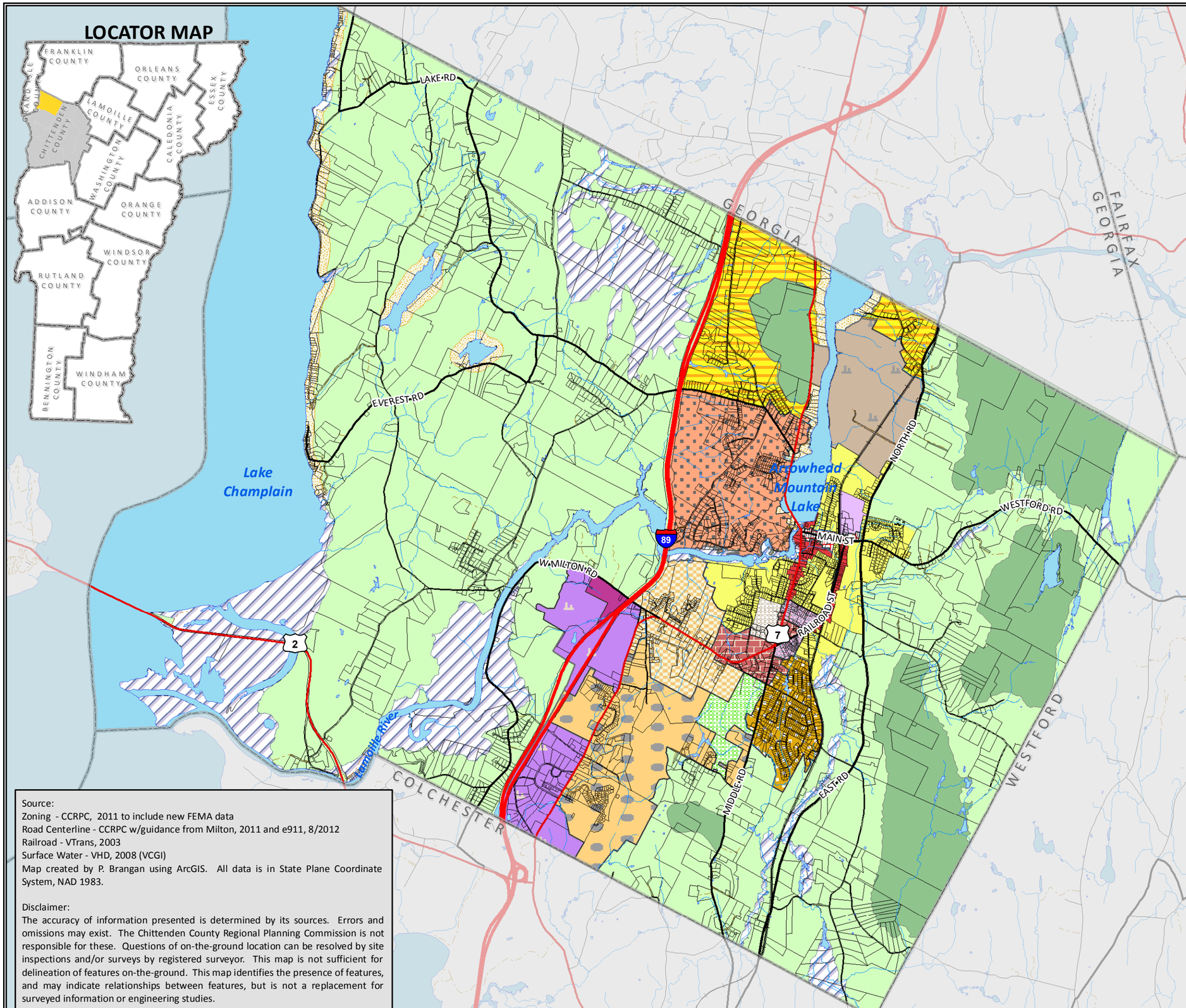
10/23/2012

Document Path: D:\Projects12\Milton\Map3ExLandUse.mxd

Map 4: Future Land Use
Milton, Vermont
2013 Comprehensive Plan
Legend



Source:
Zoning - CCRPC, 2011 to include new FEMA data
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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Zoning District

- Agricultural/Rural Residential (R5)
- Beaverbrook Residential (R7)
- Checkerberry (M4)
- Low Density Residential (R3)
- Medium Density Residential (R2)
- Transitional Resdential (R4)
- Shoreland Residential (R6)
- Flood Hazard (FH)
- Forestry/Conservation (FC)
- Light Industrial (I1)
- General Industrial (I2)
- Industrial Conservation (I3)
- Downtown Business District (DB)
- Main Street (M6)
- Interstate Commercial (C1)
- MCMP Center (M1)
- MCMP Municipal/Recreation (M3)
- MCMP West (M2)
- Old Towne Residential (R1)
- Old Towne Residential/Commercial (M5)

N W E S

1:60,000

0 1 2 Miles

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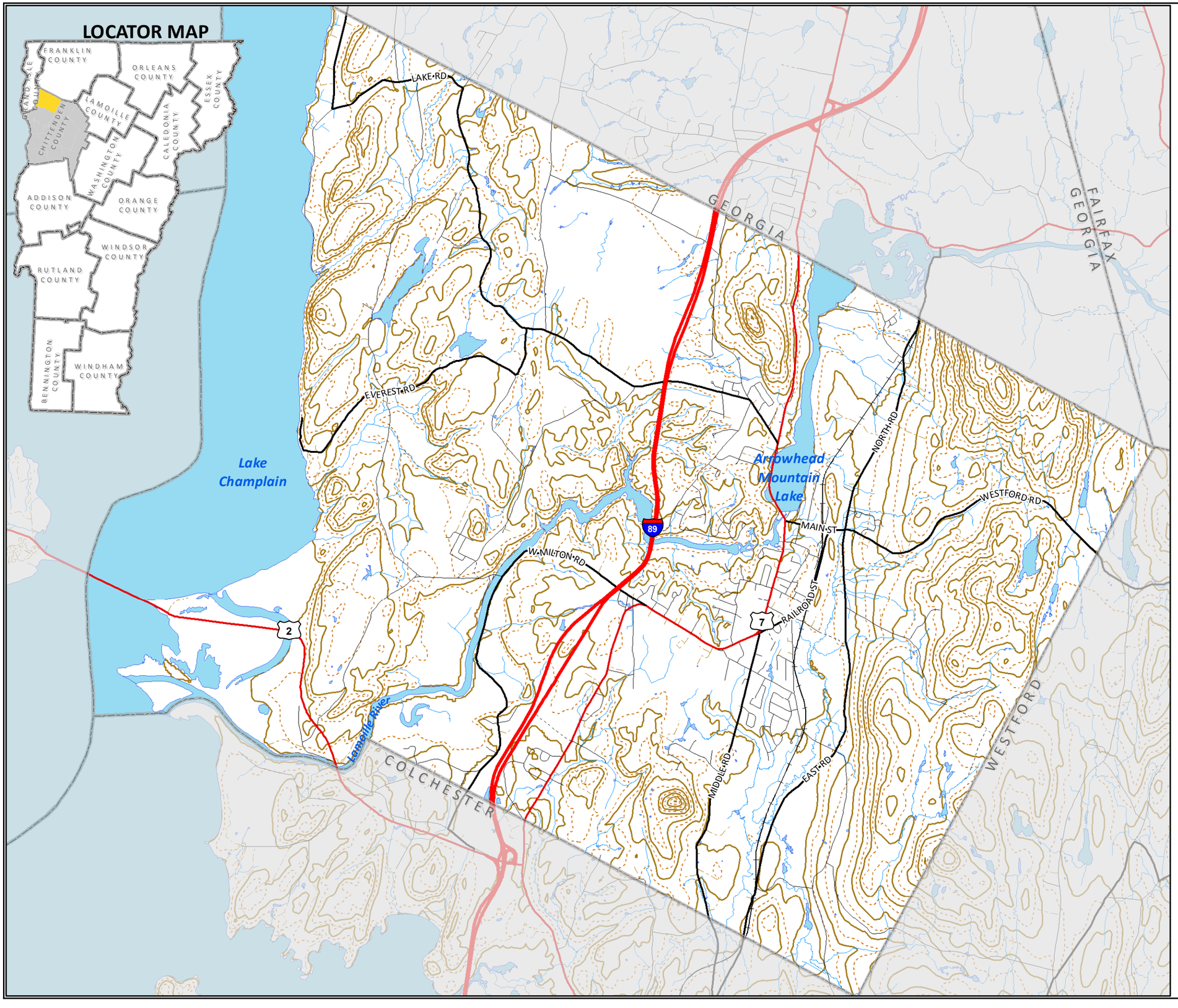
Document Path: D:\Projects12\Milton\Map4FutureLandUse.mxd 10/4/2012

Map 5: Topography Milton, Vermont

2013 Comprehensive Plan



Legend

N W E S

1:60,000

Elevation Contour

- 100 foot interval
- 50 foot interval
- Stream Centerline
- Water Body

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad

0 1 2 Miles

Source:
Contours - VCGI, 2002, derived from 30 meter DEM
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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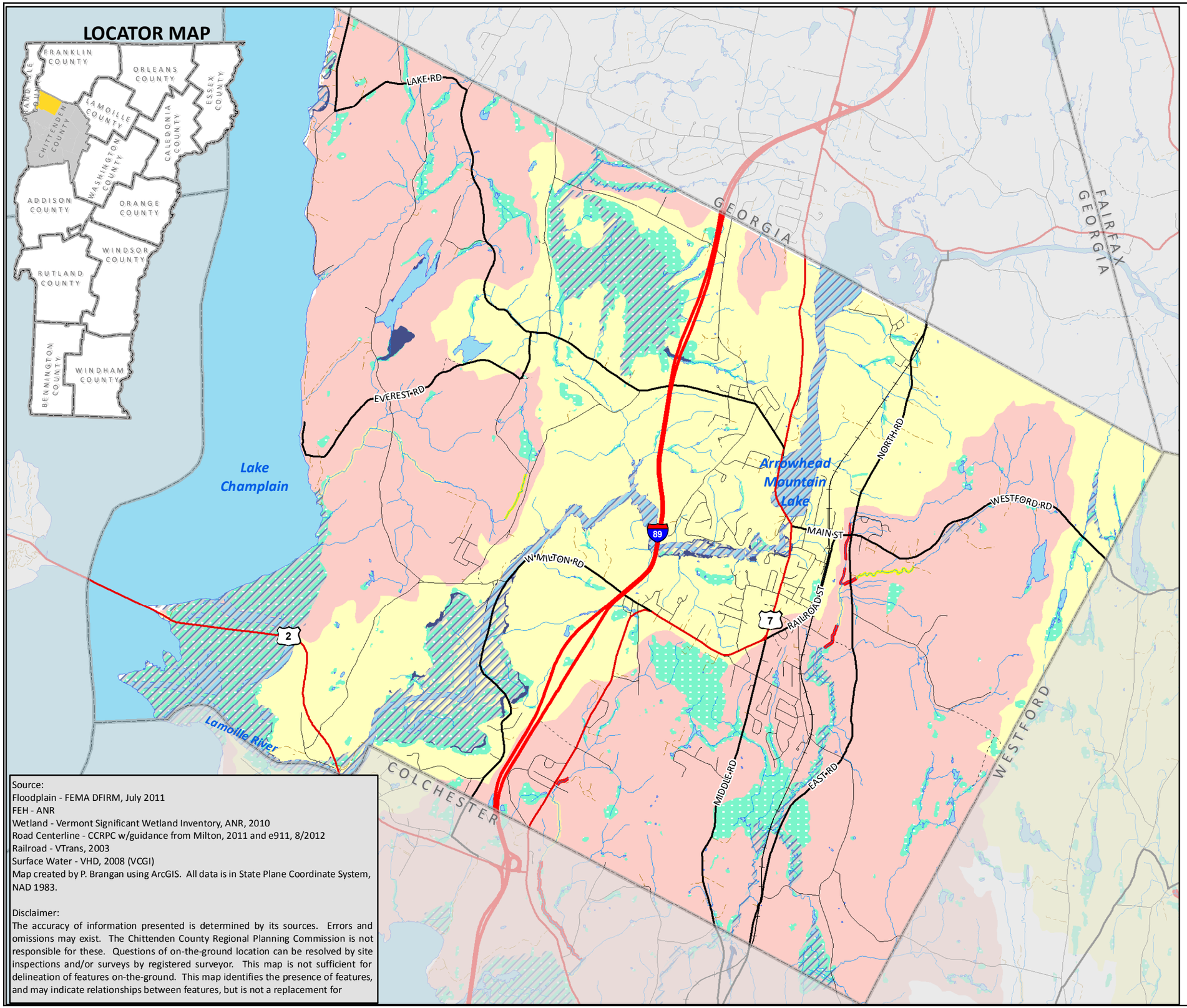
Document Path: D:\Projects12\Milton\Map5Topography.mxd 10/1/2012

Map 6: Hydrologic Features Milton, Vermont

2013 Comprehensive Plan



Legend

FEMA DFIRM

- Special Flood Hazard Area
- .2% Annual Chance Flood Hazard

Fluvial Erosion Hazard

Sensitivity Rating*

- Very Low
- Moderate
- High
- Very High
- Extreme
- No Phase 2 FEH Zone
- Stream Centerline
- Water Body
- Wetland

Subbasin Watershed Boundaries

- Lake Champlain Direct
- Lamoille River

*FEH NOTE:
Stream sensitivity refers to the likelihood that a stream will respond to a disturbance or stressor, such as a change to the sediment or flow regime. Some streams are more likely to be in a measurable state of change due to their setting within the watershed and impacts from humans. Stream sensitivity ratings are used to determine appropriate river corridor meander belt widths. Stream sensitivity alone is not an indication of an active adjustment process and does not equate to a flood risk level; the appropriate river corridor plan should be consulted for further details on the physical condition of a specific reach of river.

N W E S

1:60,000

0 1 2 Miles

Source:
Floodplain - FEMA DFIRM, July 2011
FEH - ANR
Wetland - Vermont Significant Wetland Inventory, ANR, 2010
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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CHITTENDEN COUNTY RPC
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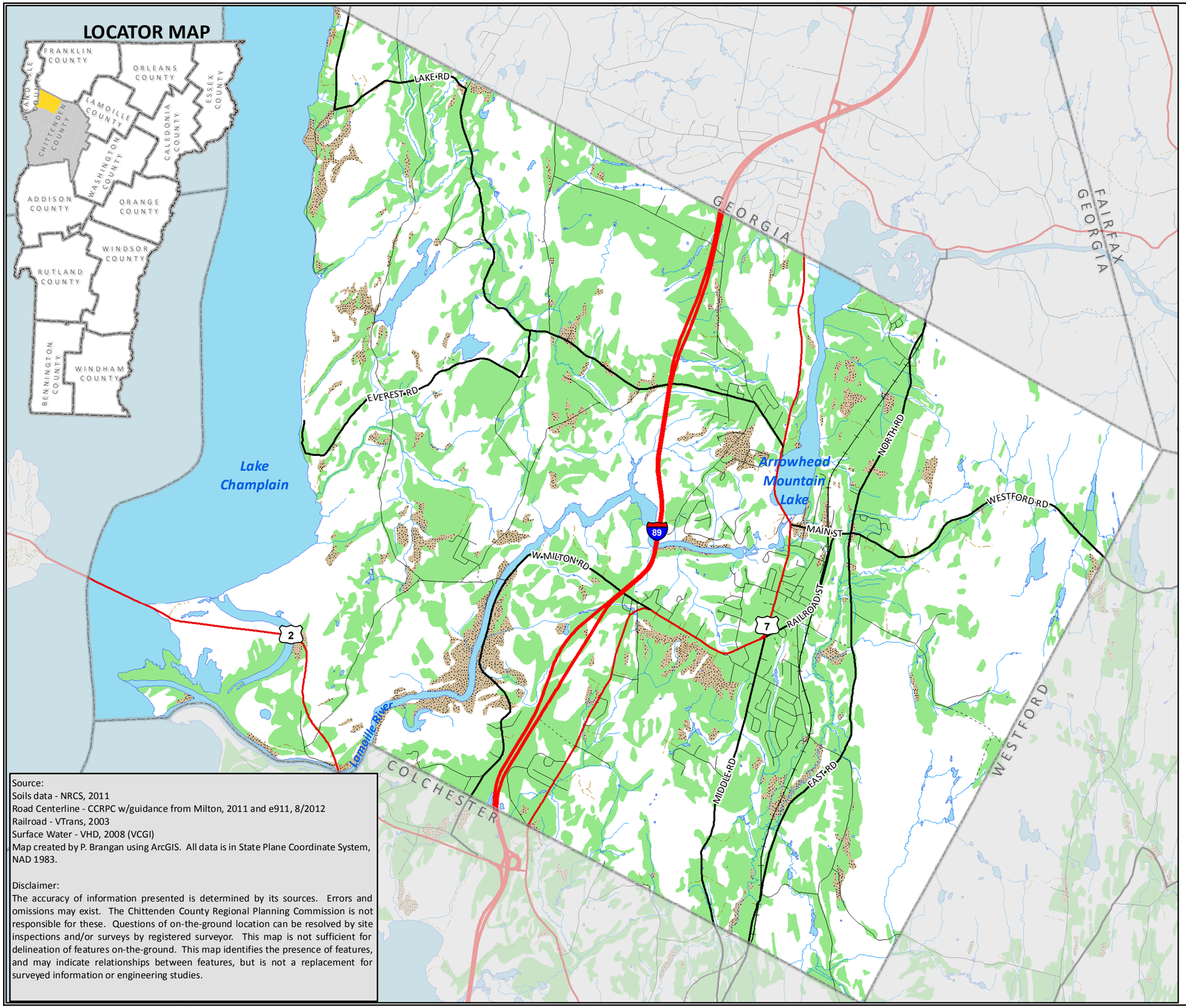
Document Path: D:\Projects12\Milton\Map6HydroFeatures20130123.mxd 1/23/2013

Map 7: Primary Agricultural Soils Milton, Vermont

2013 Comprehensive Plan



Source:
Soils data - NRCS, 2011
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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Prime Agricultural Soil -

Statewide Agricultural Soil -

Other Soil - 58% of Town

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad
- Stream Centerline
- Water Body

1:60,000

N W E S

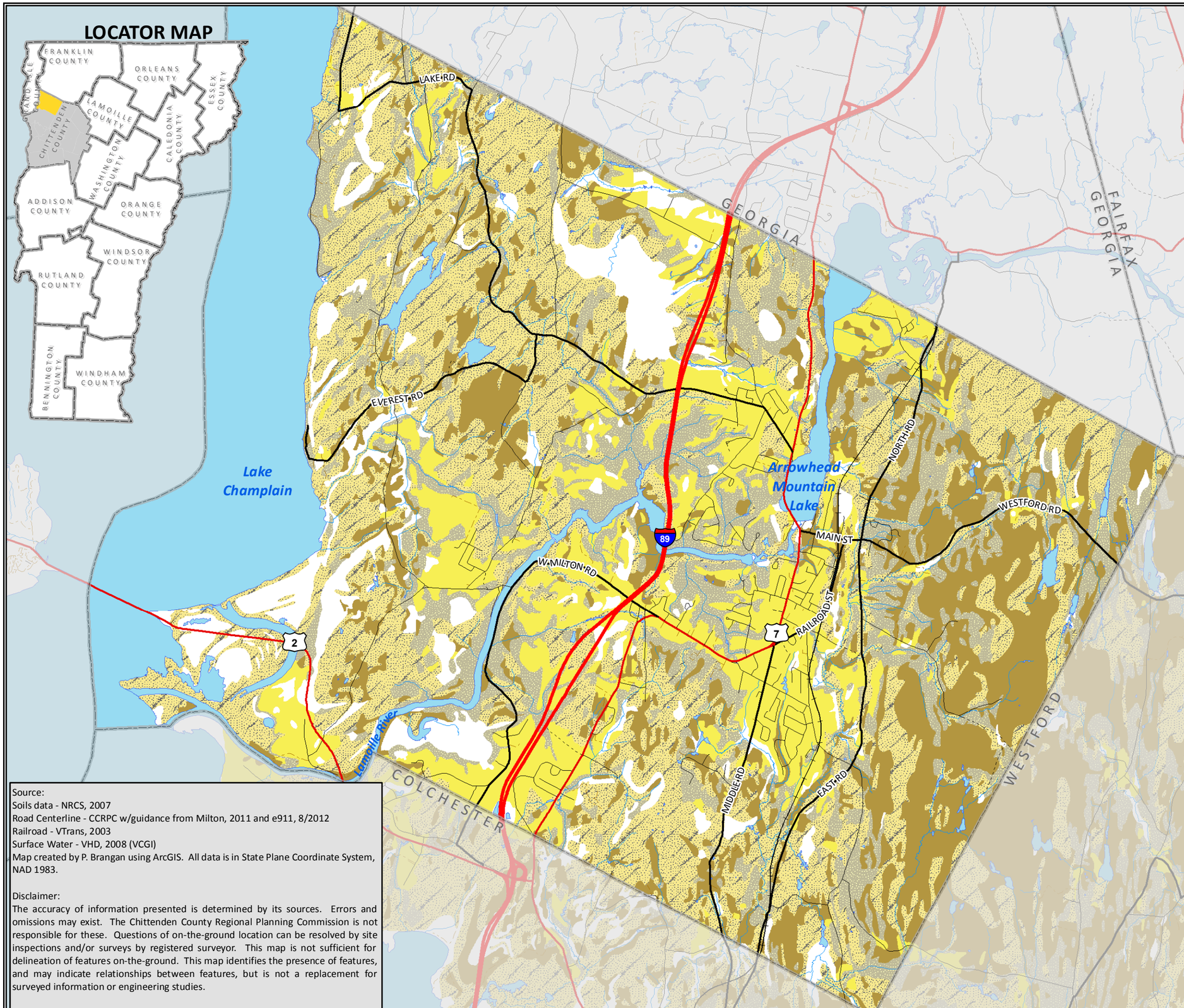
0 1 2 Miles

CHITTENDEN COUNTY RPC
Communities Planning Together

Document Path: D:\Projects12\Milton\Map7PrimeAg.mxd 10/2/2012

Map 8: Soil Septic System Suitability Milton, Vermont

2013 Comprehensive Plan



Source:
Soils data - NRCS, 2007
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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Legend

Soil Ratings for Residential On-site Waste Disposal

- Well Suited
- Moderately Suited
- Marginally Suited
- Generally Not Suited
- Not Rated
- Stream Centerline
- Water Body

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad

1:60,000

N W E S

0 1 2 Miles

CHITTENDEN COUNTY RPC
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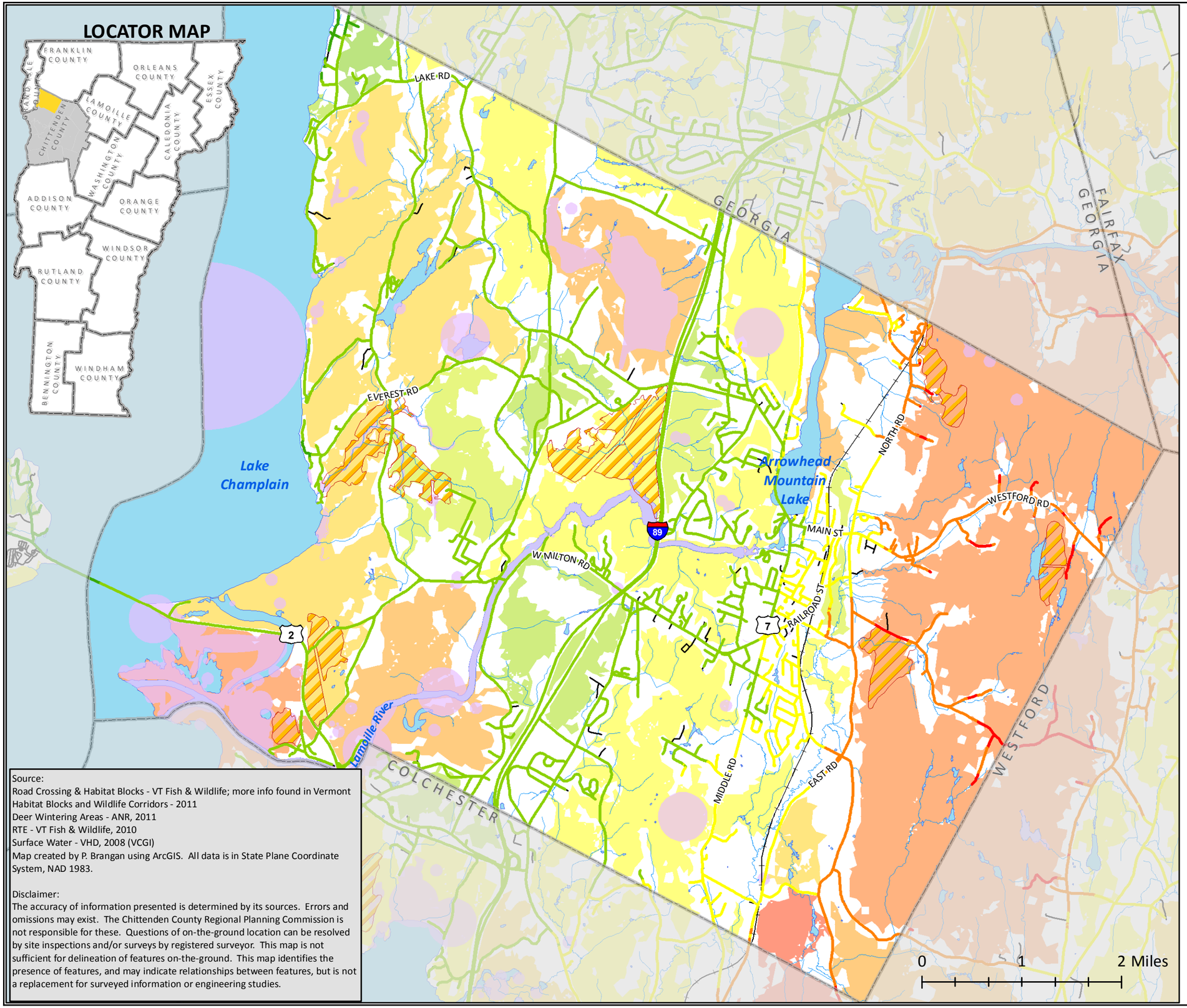
Document Path: D:\Projects12\Milton\Map8Septic.mxd 10/4/2012

Map 9: Natural Features Milton, Vermont

2013 Comprehensive Plan



Source:
Road Crossing & Habitat Blocks - VT Fish & Wildlife; more info found in Vermont Habitat Blocks and Wildlife Corridors - 2011
Deer Wintering Areas - ANR, 2011
RTE - VT Fish & Wildlife, 2010
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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Legend

- Stream Centerline
- Water Body
- Deer Wintering Area

Rare, Threatened, Endangered Species and Natural (plant) Communities

Wildlife Road Crossings

- 1 (less important)
- 2
- 3
- 4
- 5 (more important)

Habitat Blocks by Priority

- 1 (lowest)
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10 (highest)

N W E S

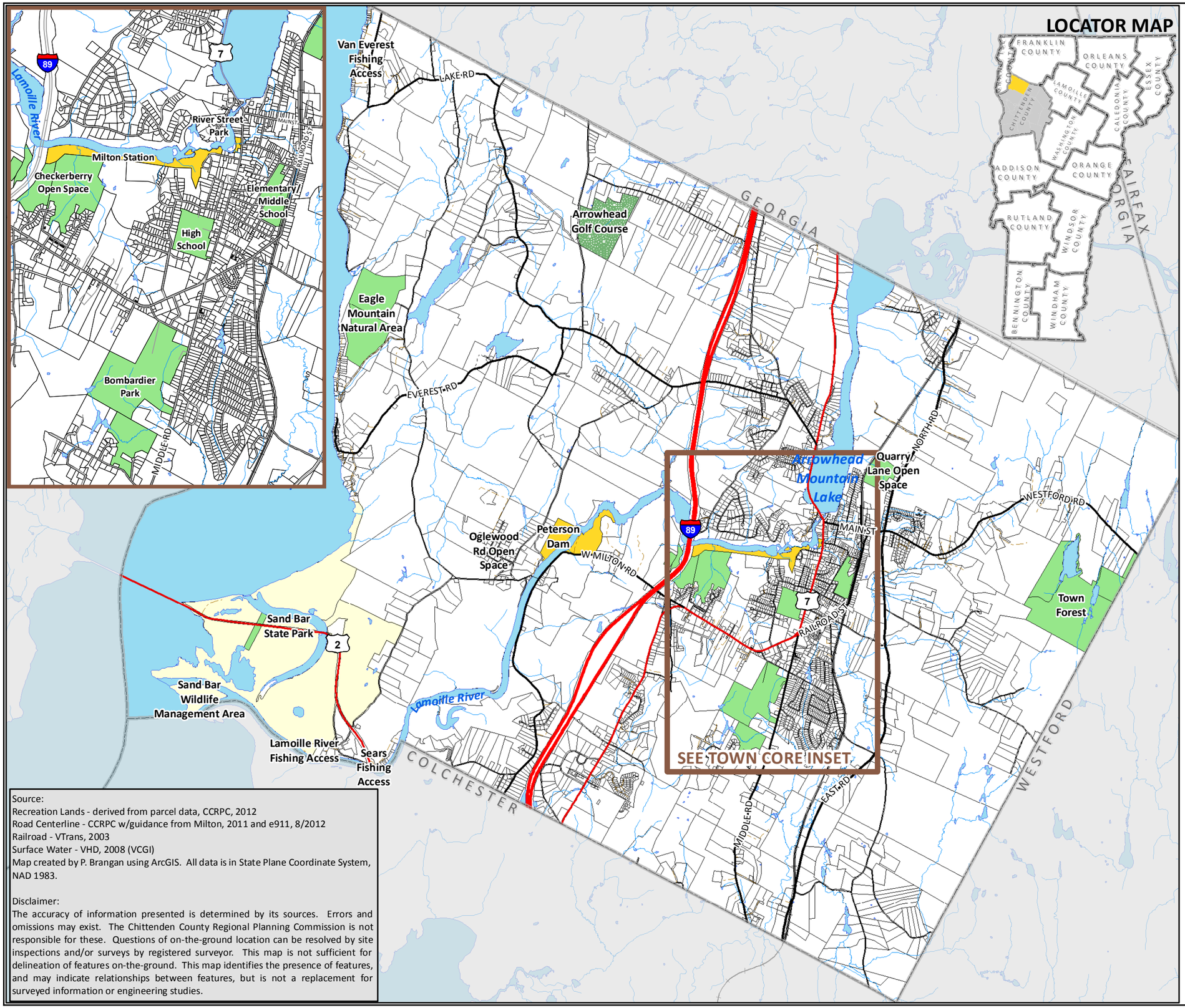
1:60,000

CHITTENDEN COUNTY RPC
Communities Planning Together

Document Path: D:\Projects12\Milton\Map9NaturalFeatures.mxd 10/19/2012

Map 10: Parks and Recreation Areas Milton, Vermont

2013 Comprehensive Plan



Legend

Recreation Land

- GMP owned (formerly CVPS)
- Private
- Town of Milton Owned
- State Owned
- Stream Centerline
- Water Body

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad

1:60,000

N W E S

0 1 2 Miles

Source:
Recreation Lands - derived from parcel data, CCRPC, 2012
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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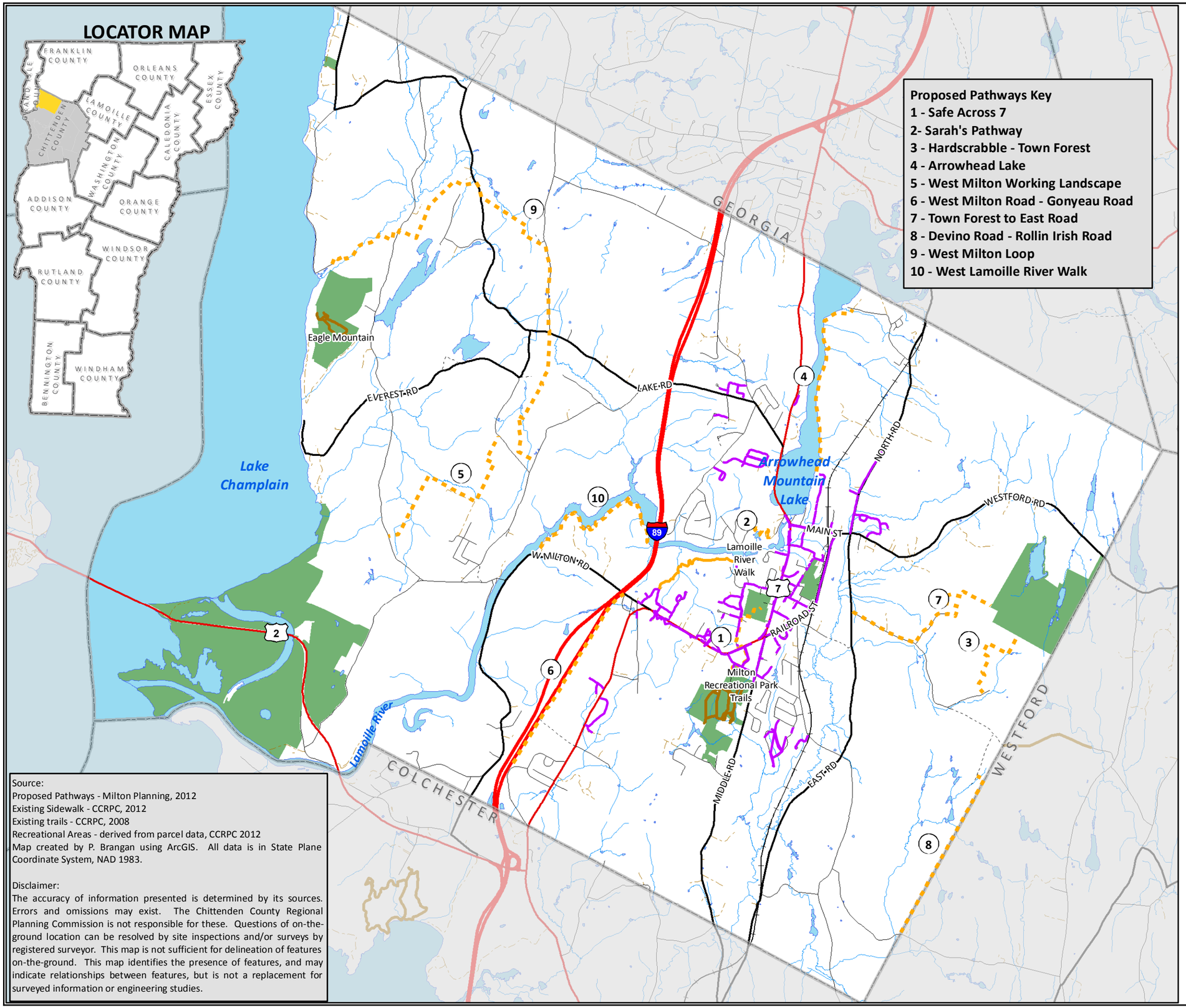
CHITTENDEN COUNTY RPC
Communities Planning Together

Document Path: D:\Projects12\Milton\Map10Recreation.mxd 10/23/2012

Map 11: Pathways Milton, Vermont

2013 Comprehensive Plan



Source:
Proposed Pathways - Milton Planning, 2012
Existing Sidewalk - CCRPC, 2012
Existing trails - CCRPC, 2008
Recreational Areas - derived from parcel data, CCRPC 2012
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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Legend

- Proposed Pathway*
- Existing Pathway
- Existing Trail
- Existing Sidewalk

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad
- Stream Centerline
- Water Body
- Town/State Recreational Area

N W E S

***Note: All proposed pathway locations are conceptual and subject to change.**
This map does not constitute an Official Map.

1:60,000

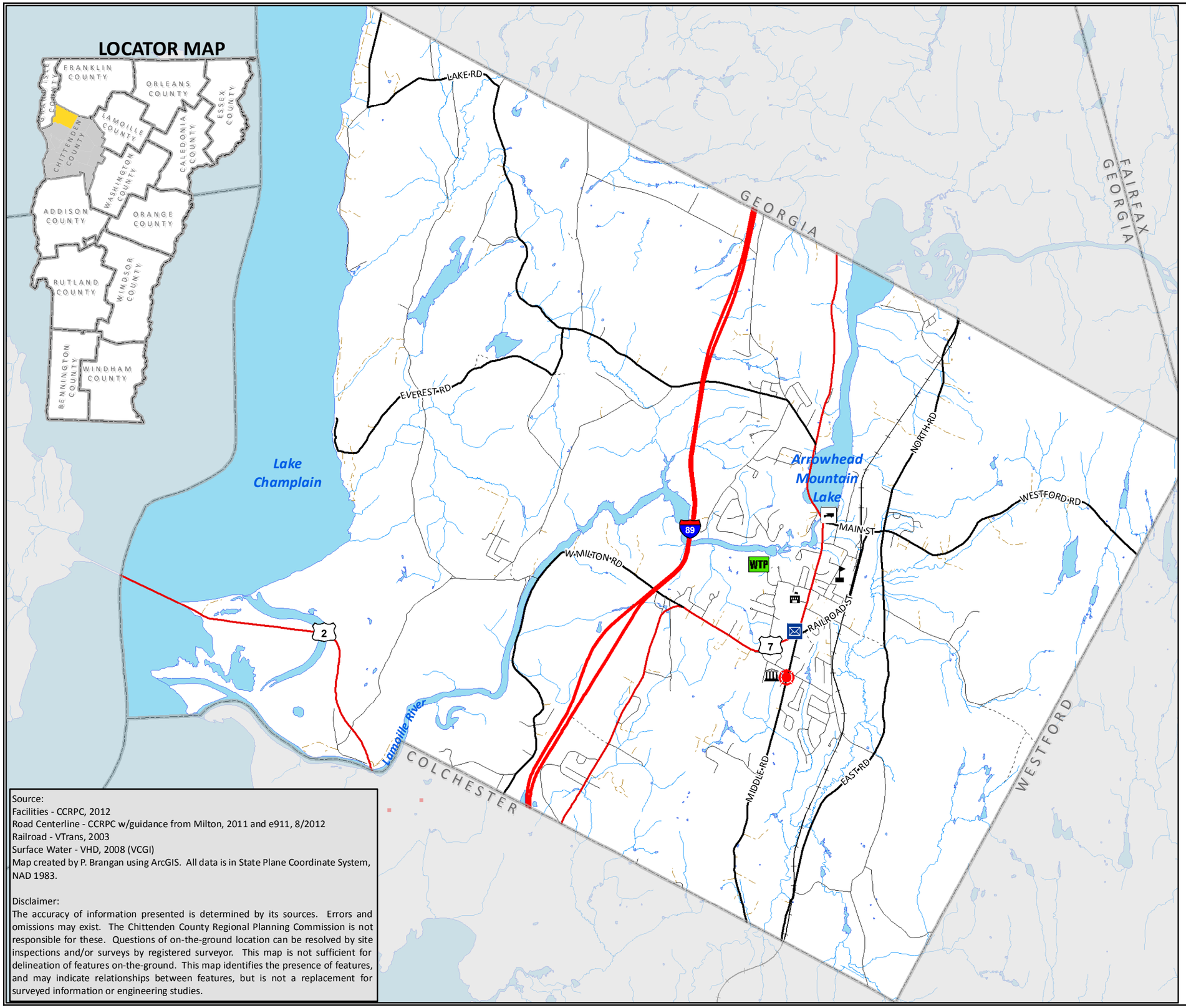
0 1 2 Miles

CHITTENDEN COUNTY RPC
Communities Planning Together

Document Path: D:\Projects12\Milton\Map11Pathways20121101.mxd 11/1/2012

Map 12: Community Facilities Milton, Vermont

2013 Comprehensive Plan



Legend

- Town Office, Police & Library
- Fire & Rescue
- Elementary/Middle School
- High Schol
- Post Office
- Wastewater Treatment Plant
- Town Garage

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad
- Stream Centerline
- Water Body

1:60,000

N W E S

0 1 2 Miles

Source:
Facilities - CCRPC, 2012
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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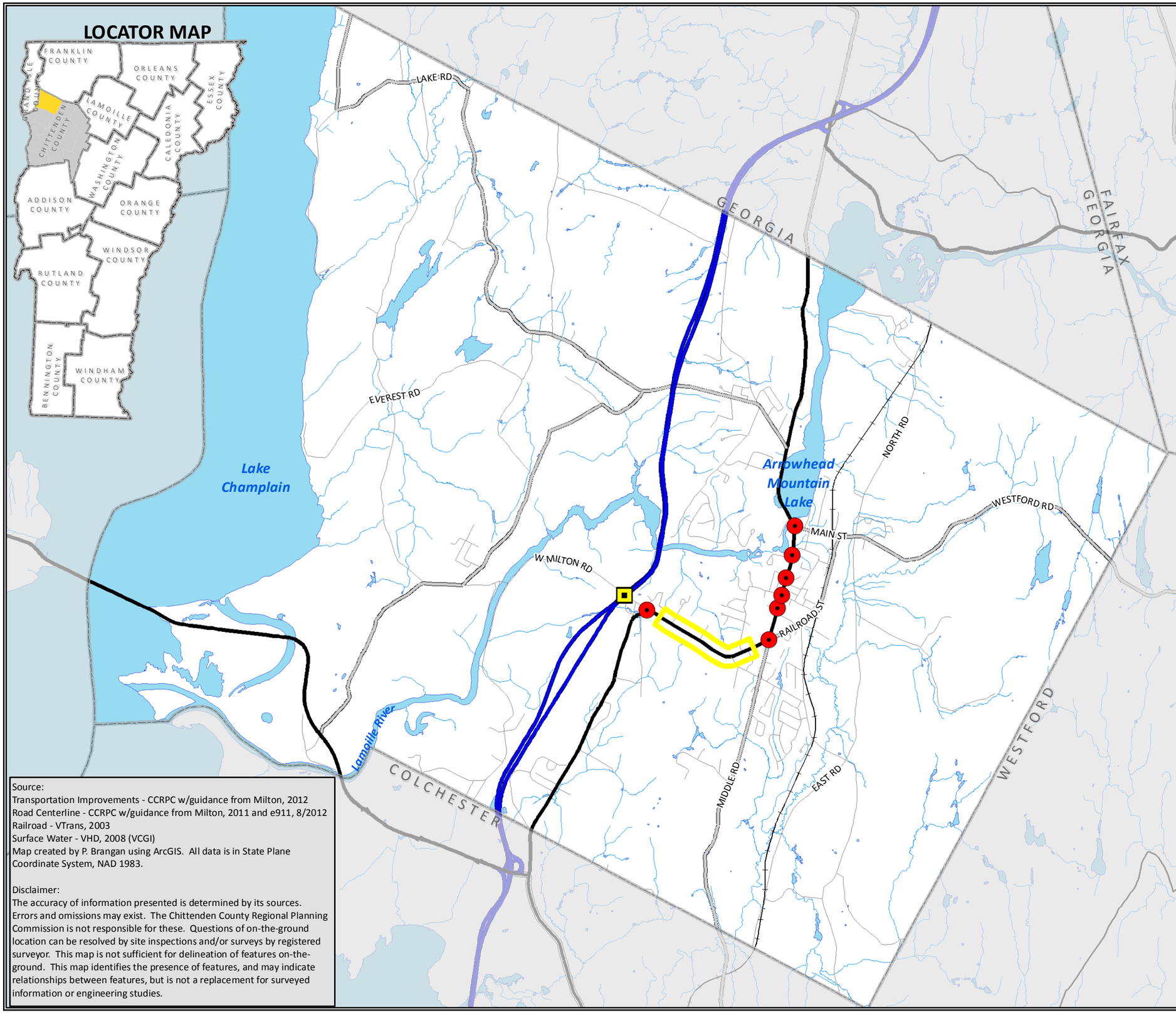
Map 13: Transportation and Improvements Milton, Vermont

2013 Comprehensive Plan



Source:
Transportation Improvements - CCRPC w/guidance from Milton, 2012
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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Legend

- Intersection Improvement
- Proposed I-89 Interchange
- Access Management

Road Functional Classification

- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Rural Minor Collector
- Local
- Railroad
- Stream Centerline
- Water Body

1:60,000

N W E S

0 1 2 Miles

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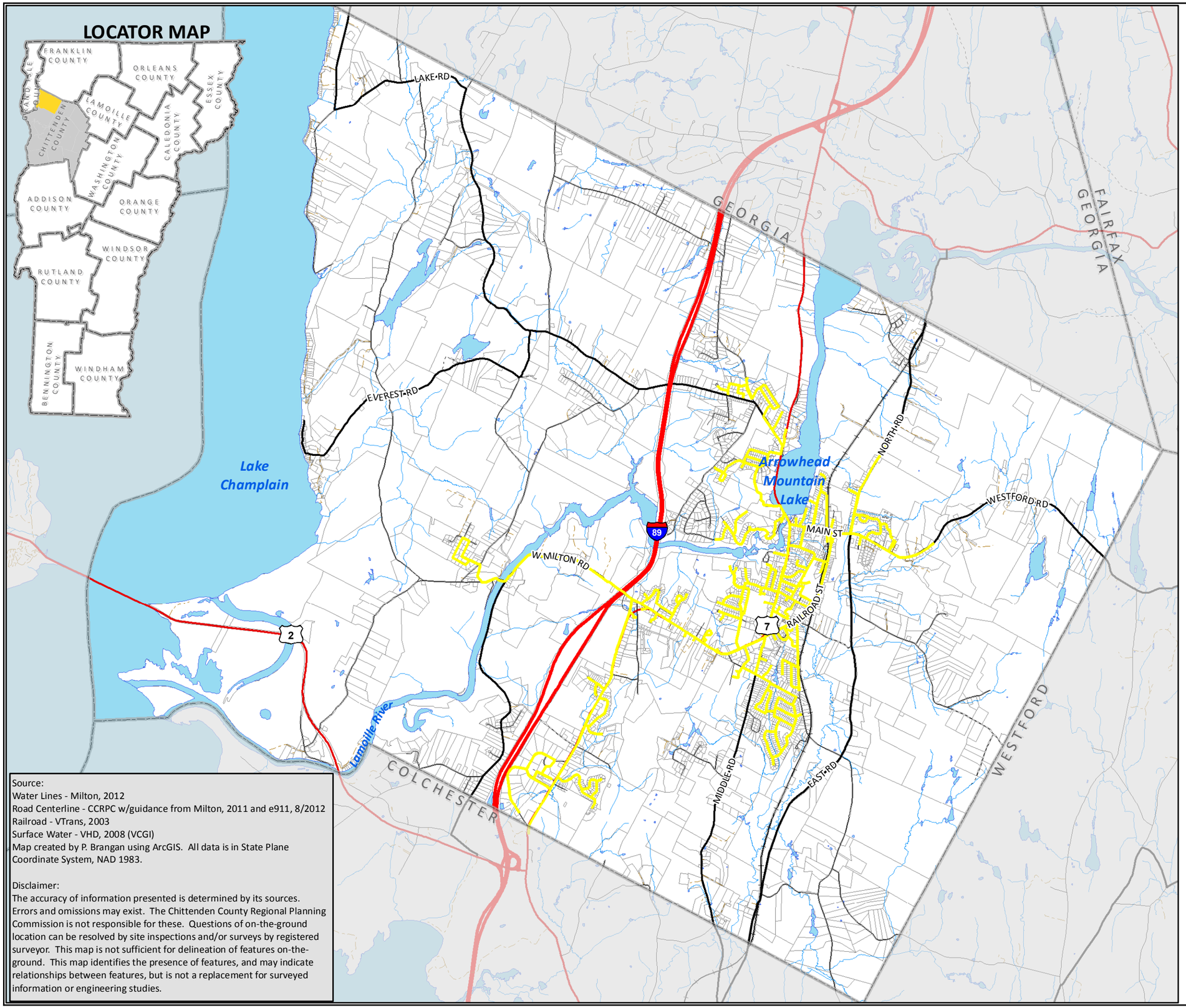
Document Path: D:\Projects12\Milton\Map13Transportation.mxd 10/5/2012

Map 14: Water System Milton, Vermont

2013 Comprehensive Plan



Source:
Water Lines - Milton, 2012
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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Legend

- Water Service Line

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad
- Stream Centerline
- Water Body

1:60,000

N W E S

0 1 2 Miles

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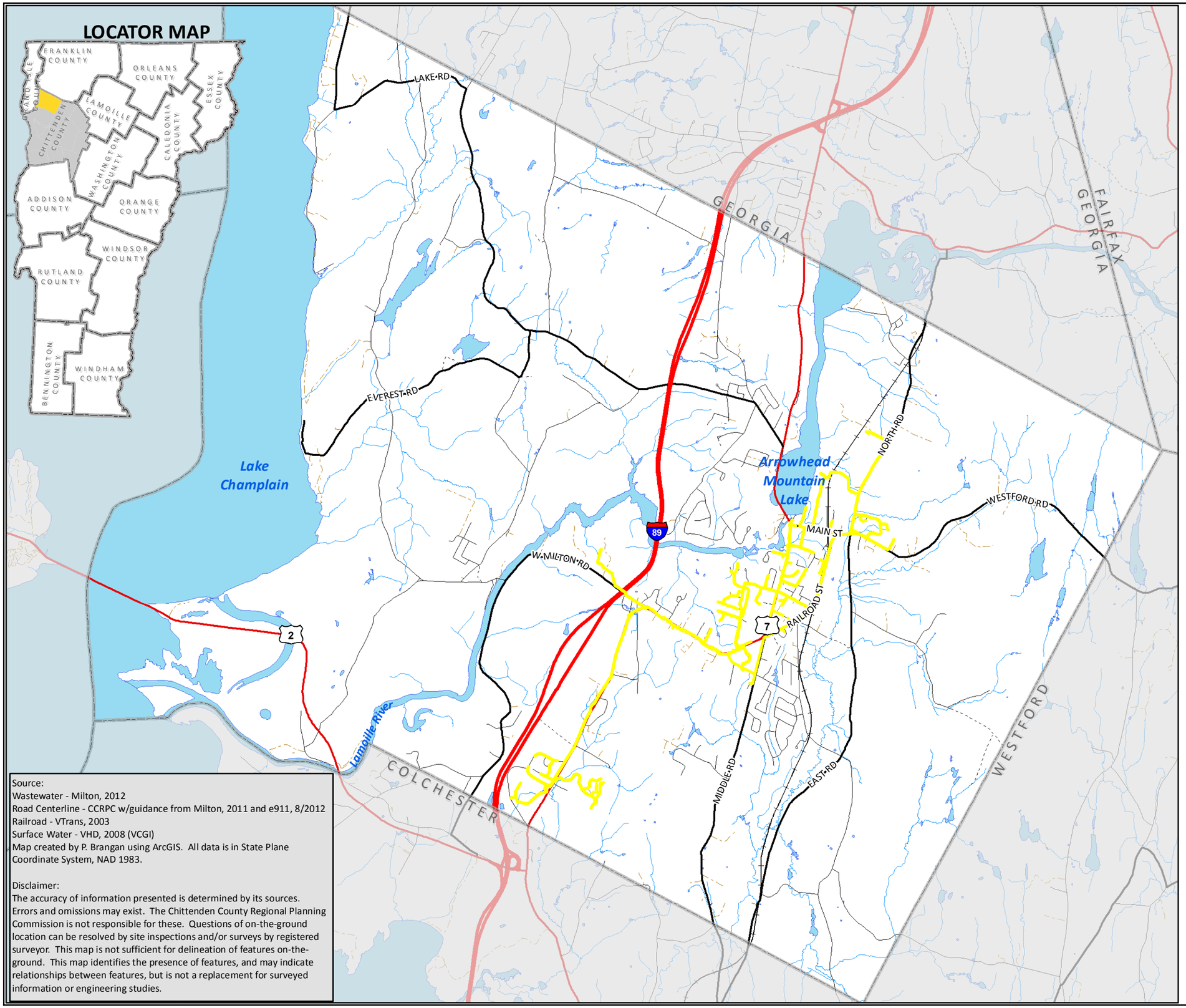
Document Path: D:\Projects12\Milton\Map14WaterSystem20121101.mxd 11/1/2012

Map 15: Municipal Wastewater Milton, Vermont

2013 Comprehensive Plan



Legend

- Wastewater Mains

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad
- Stream Centerline
- Water Body

1:60,000

N W E S

0 1 2 Miles

Source:
Wastewater - Milton, 2012
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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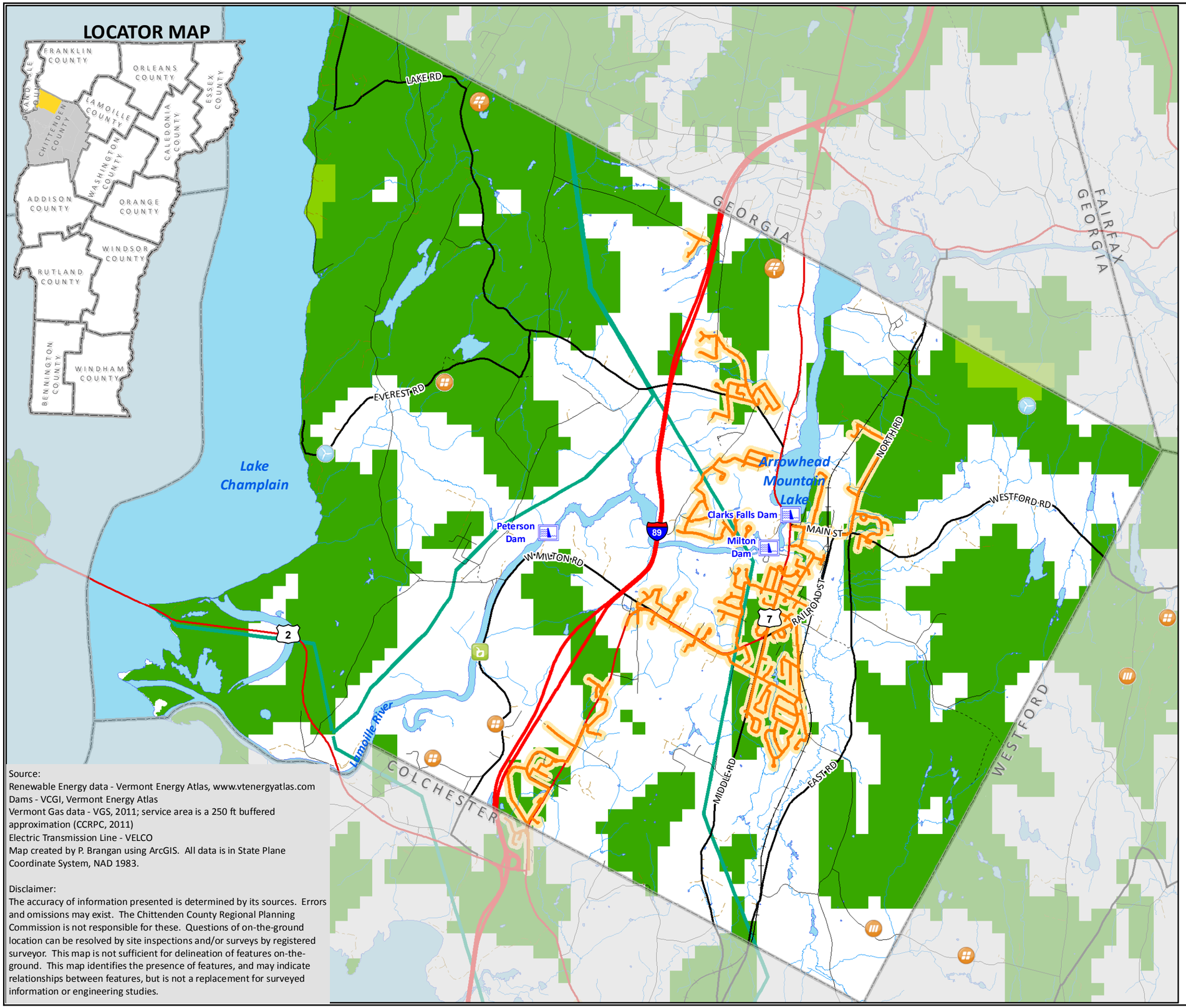
Document Path: D:\Projects12\Milton\Map15Wastewater20121101.mxd 11/1/2012

Map 16: Energy Resources Milton, Vermont

2013 Comprehensive Plan



Source:
Renewable Energy data - Vermont Energy Atlas, www.vtenergyatlas.com
Dams - VCGI, Vermont Energy Atlas
Vermont Gas data - VGS, 2011; service area is a 250 ft buffered approximation (CCRPC, 2011)
Electric Transmission Line - VELCO
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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Legend

Renewable Energy

- Biodiesel Producer or Supplier
- Existing Wind Site

Existing Solar

- Solar PV Site
- Solar Thermal Site
- Solar Tracker
- Hydroelectric Dam
- Electric Transmission Line
- Vermont Gas Line
- Vermont Gas Service Area

Wind Potential*

- Class 1 (10-11 mph)
- Class 2 (12-13 mph)
- Class 3 (13-14 mph)
- Class 4 (15-16 mph)
- Class 5 (16-17 mph)

1:60,000

N W E S

*This data, developed by Windustry, depicts a useful reference for the scale of wind systems. For example, residential scale wind, modeled at a 30 meter hub height in the Vermont Energy Atlas, corresponds to smaller systems, such as the Earth Turbine 2500 (2.5 kW) or the Bergey Excel (10 kW). Most of the existing wind sites in Vermont are about 10 kW). Small commercial (50 meter hub height) and large commercial (70 meter hub height) wind correspond to progressively larger wind turbines.

0 1 2 Miles

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Document Path: D:\Projects12\Milton\Map16EnergyResources.mxd 10/3/2012