

Town of Milton Town Core Master Plan



December 1, 2000



Prepared in Cooperation with
The Town of Milton, Vermont

By

David H. Spitz, Land Use Planner
SE Group
Antioch New England Institute

TABLE OF CONTENTS

1.0 INTRODUCTION	2
2.0 THE PUBLIC PROCESS	4
3.0 EXISTING CONDITIONS	8
Boundaries	8
Zoning Districts	9
Density and Uses	10
Infrastructure	11
Natural Resource Limitations	13
Character	14
Issues and Opportunities	15
4.0 DEFINING THE VISION	16
Key Vision Elements	16
Important Additional Guidelines	18
5.0 DOWNTOWN PLANNING AREAS	19
Milton Crossroads Market Place (MCMP)	20
MCMP – Center	21
MCMP – West	23
MCMP - Municipal & Recreation	24
Checkerberry	25
Old Towne Planning Area	27
Old Towne - Residential	28
Old Towne – Residential/Commercial	29
Main Street	31
Light Industrial	32
Beaverbrook	32
6.0 IMPLEMENTATION STRATEGIES	33
Community Development Initiatives	33
Public Investment Initiatives	33
Zoning Initiatives	34
Site Review Standards	35

APPENDICES

EXECUTIVE SUMMARY

In January 2000, the Town of Milton began the process of conducting two important planning studies. The Milton Selectboard and Planning Commission have developed an emerging concern about growth-related issues. Working with these groups, a consulting team consisting of David H. Spitz, Land Use Planner, SE Group, the Antioch New England Institute was retained to provide assistance on these planning studies.

The first of these studies, The Town Core Master Plan, was designed to develop a community vision for the Town Core and to specifically begin the planning process for creating a new downtown area. This included reviewing the historic context for a downtown, developing boundaries, and formulating a vision that reflects the goals and ideals of Milton residents. The consulting team proposed an extensive series of public workshops, including small group sessions, to assist in determining the vision for the Town Core.

This final report represents the culmination of this effort. The report is organized into 6 sections, reflecting the process used during the project. These sections are:

1. Introduction
2. The Public Process
3. Existing Conditions
4. Defining the Vision
5. Downtown Planning Areas
6. Implementation Strategies

In addition, the report contains five appendices containing the results of the public process, analysis of existing conditions, conceptual vision plans, downtown boundaries, and zoning recommendations.

INTRODUCTION

In January 2000, the Town of Milton began the process of conducting two important planning studies. The Milton Selectboard and Planning Commission have developed an emerging concern about growth-related issues. A number of events in recent years, some of which are listed below, have led to the current planning studies.

- efforts to bring more industry to Catamount Industrial Park
- ongoing development of housing and loss of farms
- location of the Husky Industrial Campus in 1996
- sewer - expansion studies and approval of sewer bond (3rd attempt)
- regional transportation and open space discussions
- annual updates of Capital Improvement Plan and 5-year update of Comprehensive Plan

With guidance from the Planning Commission and Selectboard, Town Staff prepared an RFP (request for proposals) for two studies - a growth management study and a town core master plan. The Selectboard approved hiring the consulting team of David H. Spitz, Land Use Planner, The SE Group and the Antioch Institute New England.

The first of these studies, The Town Core Master Plan, was designed to develop a community vision for the Town Core and to specifically begin the planning process for creating a new downtown area. This included reviewing the historic context for a downtown, developing boundaries and formulating a vision that reflects the goals and ideals of Milton residents. The consulting team proposed an extensive series of public workshops, including small group sessions, to assist in determining the vision for the Town Core.

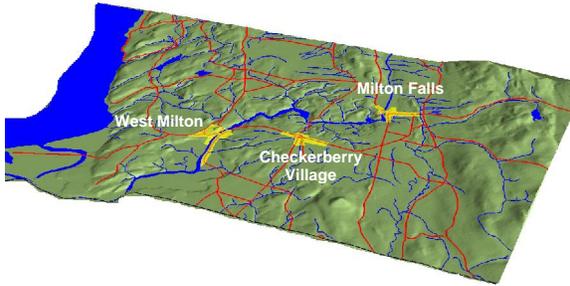
Historic Context:

Since its chartering in 1763, the Town of Milton has seen an evolving pattern of settlement that has been largely influenced by transportation. The first trappers who made their way into the heavy timbered landscape of Milton in the late-1700's did so by way of the Lamoille River (R. A' la Mouette or translated from French as The River of the Gull) that bisects the Town. From Lake Champlain, the river could bring settlers into the West Milton region of the Town. Adjacent to the river and before a series of falls that limit navigation, the West Milton area was the perfect location to build houses, mills and the beginnings of the Town.



By 1782, with the abundance of timber and the ability to generate power at one of the seven falls along the River, the first settlements in West Milton were constructed and by the 1790s several roads were constructed from Colchester northwards to Georgia. By 1795, town population was nearly 300; most of who were entrepreneurs seeking the opportunity that the landscape clearly offered.

TOWN OF MILTON TOWN CORE MASTER PLAN



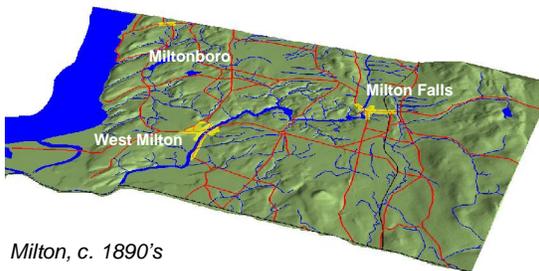
As the 19th century began, the growth in Milton began to spread to several additional areas within the Town. The next one of these areas was known as Milton Falls at what is presently the traditional center of Milton Village. Judge Noah Smith, a prominent resident, was instrumental in building Milton Falls and constructed a number of mills (grist and saw) as well as the first church in the town (1807).

Around the same time, the area known as Checkerberry Village began to develop. In response to new roads to the South, Checkerberry became an important crossroads for travelers to the Town. Stagecoaches and visitors crossed the Lamoille River in 1832 by a new bridge and many of them stopped at the local hotels and taverns in Checkerberry. The Village had a large green for public gathering and schools. By 1849, however, the last vote at town meeting was cast at the Old Town House in Checkerberry Village. After this date, all future votes took place at Milton Falls.



Checkerberry c1940's showing remnants of the "Green"

By the late 1800's, Checkerberry Village had been replaced by Milton Falls as the major town Center. With the addition of the Vermont & Canadian Railroad in the 1850's, both goods and passengers could be moved easily into and out of Milton. Stage service still existed between West Milton and Milton Falls. Milton Falls also maintained its own Post Office.



Milton, c. 1890's

The last major development center in Milton grew out of the increase in lakeside camps in the late 1800's. Camp Watson in 1868 and Camp Rich in 1874 both drew people to the lakeshore and required support for goods and services. Several stores, post office and blacksmith shop were located there as well as other shops and some homes. This area known as Miltonboro began to become a popular destination point for tourist and visitors seeking a reprieve from the summer

heat.

By the 1930's, Milton Falls had become the dominant center for the Town. West Milton and Miltonboro continued to have post offices, but the loss of mills and industrial plants affected them greatly. Grain and lumbering trades had largely disappeared. In 1937 a new dam at Clarks Falls created Arrowhead Mountain Lake. This new lake allowed for additional hydroelectric facilities to be created and provided new recreational and wildlife habitat.

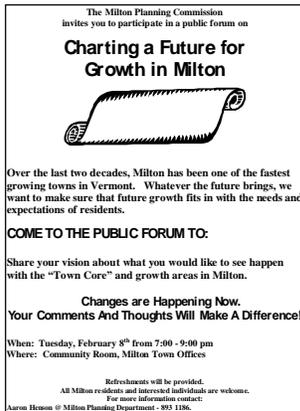
**TOWN OF MILTON
TOWN CORE MASTER PLAN**

In the last 50 years, the town center has expanded southwards to Bombardier Road and had been transformed into a largely residential community. Since the 1970's, Milton has expanded its industrial base with the addition of the Catamount Industrial Park and most recently the Husky Campus to the north of the Village. In spite of these changes and the corresponding increase in population, Milton has retained much of the Town as open lands, agricultural lands and wood lots. Agriculture remains one of the Towns most important businesses.

2.0 THE PUBLIC PROCESS

It was determined through discussions with the Planning Commission and the Town Selectboard that the process for these studies needed to include extensive public input. To facilitate this process, the consulting team enlisted the assistance of Paul Markowitz of the Antioch New England Institute. Paul had assisted the Town in 1999 for its *Milton in the New Millennium* (MnM) workshop series that was devoted to issues of growth and planning in the town. Complete documentation of the public process is contained in Appendix 1.

First Public Forum:



The first public forum was held on February 8, 2000. Considerable advance work was done by the Planning Commission and others to encourage a large public turnout at the meeting. As a result, over 60 people attended this public workshop. Small groups were used to allow all participants to express their views on types of growth that should take place in Milton and what should be encouraged in a “Downtown Milton”. Either one of the Consulting Team members or a member of the Planning Commission facilitated each group.

This forum was instrumental in opening the discussion on the types of uses and the character that should be encouraged in the “Downtown”. It also helped to illuminate some critical issues and concerns that the residents and property owners had regarding “Downtown” and the overall pattern of future growth. Appendix 1 of this report provides the complete comments from this meeting.

From this wide range of comments, several common themes were developed and discussed at the end of the meeting. They express the strong desire on the part of Milton residents to have a say in what can happen in the community, they wanted “Downtown” to be unique and provide the basic services they felt were missing, and they wanted growth in the community to be from the entrepreneurial spirit that long has defined the town.

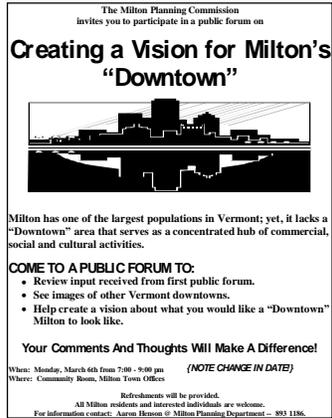
It is these common themes that would form the basis for the next public forum.

FIRST VISION WORKSHOP – COMMON THEMES
February 8, 2000

- § Comprehensive Plan - Overall Comments
- § Uses We Need in Milton
- § Downtown/Town Core - Where?
- § Downtown/Town Core - What Uses?
- § Downtown/Town Core - Density/Size/Height
- § **Downtown/Town Core - Character**
- § Preservation - Historic/Existing Residential/etc.
- § Growth along Route 7
- § Rural Areas/Open Space
- § Transportation - Cars
- § **Transportation - Transit/Sidewalks/Bikes/Trails**

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

Second Public Forum:



The second public forum, held on March 6, 2000, brought the focus directly to the "downtown" area. This forum as designed to once again solicit input from Milton residents. Again, over 60 people attended the meeting. A slide show was presented on different downtown images to stimulate thoughts of what participants would like to see in a "downtown" Milton. As part of this slideshow a visual documentation of the historic and current "downtown" areas was also shown.

It was clear from the reaction to and comments from this slideshow that places like St. Albans City and Woodstock had qualities that many in the community desired. It was

also clear that many felt that the new "Downtown" could not be 'quaint', lacking an essential historic character. The general consensus was that the "Downtown" needed to be unique to Milton and that its center would be the area around Center Street.

Again, small group sessions allowed individuals to express their ideas on this issue more easily. Two working products arose from the March 6th meeting. First, participants were asked to identify the most important elements of a Milton downtown. Their overall choices, and the number of participants selecting each choice, are attached (Appendix 1).

The public chose as most important elements of a downtown:

- § *Multi-level Structures/ Greater Density*
- § *Let the People Decide/ Market Dictate*
- § *Reduce Lot Sizes to Increase Density*
- § *Multiple Uses – Recreation/ Comm/ Res.*
- § *More Sidewalks – Pedestrian Friendly*

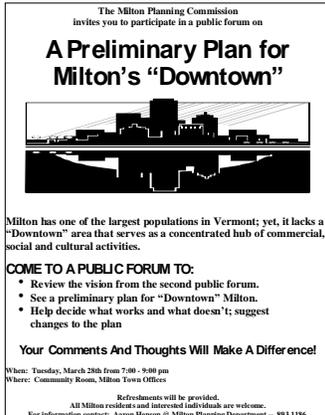
Second, the overall comments were consolidated into a single vision statement for downtown as shown to the right. It is this consolidated vision, along with the public input from the previous meeting that the consulting team used as its basis for preparing concepts for the "downtown"

**Developing a Vision for a Downtown Milton
Summary of Public Forum on March 6, 2000**

- q Overall: To create a fully livable, accessible, vibrant, and attractive downtown.
- q To promote higher density, mixed uses in the Downtown area including retail businesses that provide basic necessities; multi-family and affordable housing, and recreational and cultural facilities.
- q To establish a pedestrian and bicycle friendly downtown that safely connects businesses, schools, and residences within the downtown and that connects to other areas within the town.
- q To establish a supportive environment for businesses, especially independent businesses, that includes essential services such as police, fire, sewer, water, telecommunications, and transportation infrastructure.
- q To improve traffic flows within the town, including more east-west links and better access to schools, and to promote alternative transportation.
- q To promote land-use designs that emphasizes buildings close to street fronts and parking behind buildings; integrate building design, lighting, and landscaping; and establish green areas.

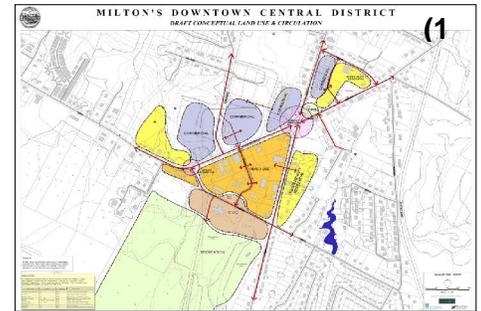
TOWN OF MILTON TOWN CORE MASTER PLAN

Third Public Forum:

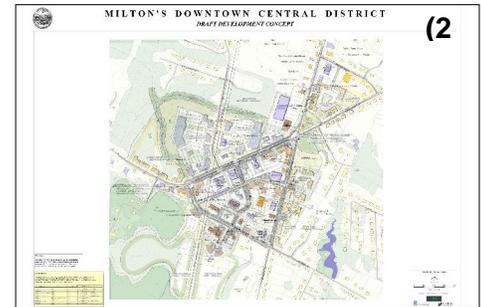


The first two public forums were primarily devoted to public input. At the third public forum, held on March 28, 2000, the consulting team presented vision concepts for the first time. Background information was provided on the location of the "downtown", natural features, infrastructure, and limitations.

Two draft plans were presented - (1) a bubble diagram depicting conceptual land use areas and (2) a more detailed plan showing actual buildings sizes, setbacks, parking lots, circulation, landscaping and other amenities for the downtown



area. These early concepts were meant to spark the discussion on what a downtown could look like and what types of land uses could be a part of it.

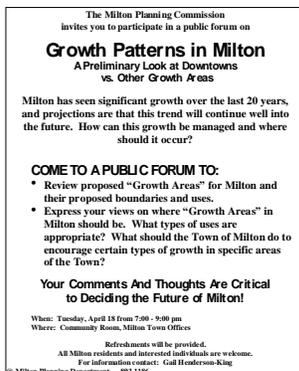


The consultants also suggested giving this area a name, in part to promote its uniqueness within the Town Core as well as make discussions about it easier. The name suggested by the consulting team was Milton's Downtown Central District.

In addition to visioning concepts, the consultants also suggested tools for achieving the downtown vision. Appendix 1 contains information generated for this forum.

The public reaction to the visioning concept and land use were generally favorable. Comments were recorded and would be used to refine these plans in subsequent forums. A more complete discussion of the vision concepts and the public comments will be made in Section 4.0 of this document.

Fourth Public Forum:



The fourth public forum held on April 18, 2000, considered growth issues surrounding the downtown area. A plan, distributed to all participants, depicted the downtown boundaries within the four central planning areas in Milton. It was this relationship between the "Downtown" and the boundaries of the core that was central to the discussion. Although the attendance was relatively low, approximately 20 participants, many of the stakeholders within the "Downtown" area continued to provide valuable insight and comment on the vision and growth within the Town. The general theme of this meeting was that growth should be permitted along the Route 7 corridor. Another important comment from this meeting was

that the "Downtown" portion of the core should be larger and include areas between Villemaire Lane and Barnum Street.

Public Survey:

Recognizing that the 60 or so participants at the various public forums constituted only a small percentage of all Milton residents, a public survey was conducted to seek wider public attitudes on growth and development issues. The survey, which included questions for both the growth management study and the Town Core Master Plan, can be found in Appendix 5. Through surveys conducted at Milton High School during Spirit Night, a booth at Town Meeting day and through the hard work of the volunteers from the Planning Commission and others, over 350 responses were collected.

A complete statistical analysis of the results is contained in Appendix 1, but in general the public felt strongly that downtown should have higher density, have a mixture of uses, should be pedestrian friendly and have a high degree of retail concentration. The survey also suggested that higher density residential should also be allowed outside of the downtown. This information was important in determining a vision for the overall land use and circulation of the downtown.

Fifth Public Forum:

The Milton Planning Commission invites you to participate in a public forum on

The Next 20 Years in Milton
A Second Look at Downtown vs. Other Growth Areas

Projections are that considerable growth will take place in Milton over the next 20 years. Should growth be encouraged in certain locations? Will the downtown plan work, and how will it differ from other areas?

COME TO A PUBLIC FORUM TO:

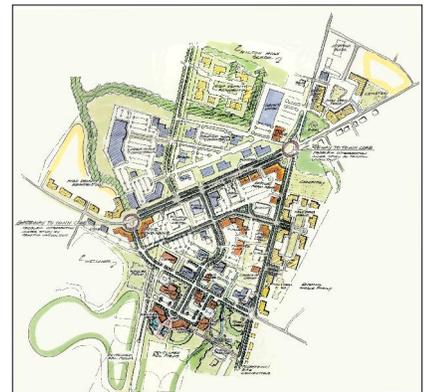
- Review revisions to the Downtown Plan
- Review growth projections for the next 20 years and where that growth might occur
- Express your views on where growth should take place. What should be the character of downtown, the Route 7 corridor, and other areas of Town?

Your Comments And Thoughts Are Critical to Deciding the Future of Milton!

When: Tuesday, May 16 from 7:00 - 9:00 pm
Where: Community Room, Milton Town Offices

Refreshments will be provided.
All Milton residents and interested individuals are welcome.
For information contact: Gail Henderson-King
© Milton Planning Department -- 392-1186

The last in this series of public forums was held on May 16, 2000. The first part of the meeting was devoted to a presentation of revisions to the downtown plan, reflecting the desire for a larger area and more connections to recreational areas.. The consultants responded to input received at the earlier public forum, at Planning Commission meetings, and via correspondence and phone calls from town residents. The next part of the meeting consisted of a report on the Planning Commission's survey of Milton residents.



Lastly, in response to a Town request, State representatives addressed growth management issues facing Milton. This presentation generated numerous questions and comments from the audience. The overall input from those present was that Milton should be allowed to decide how its downtown will evolve.

Additional Public Comment:

In addition to the structured public forums, representatives from the consulting team have met throughout the study with the Planning Commission and Town Staff to review concepts, gather input and direction and discuss project goals. Section 4.0 of this report summarizes the current vision for the Downtown and how this public process has shaped it.

In addition to these meetings and other discussions at recent Planning Commission meetings several new details have emerged related to the vision. Through a public process, residents of Milton have decided to call the "downtown" area of the Town Core the Milton Crossroads Market Place (MCMP).

TOWN OF MILTON TOWN CORE MASTER PLAN

3.0 EXISTING CONDITIONS

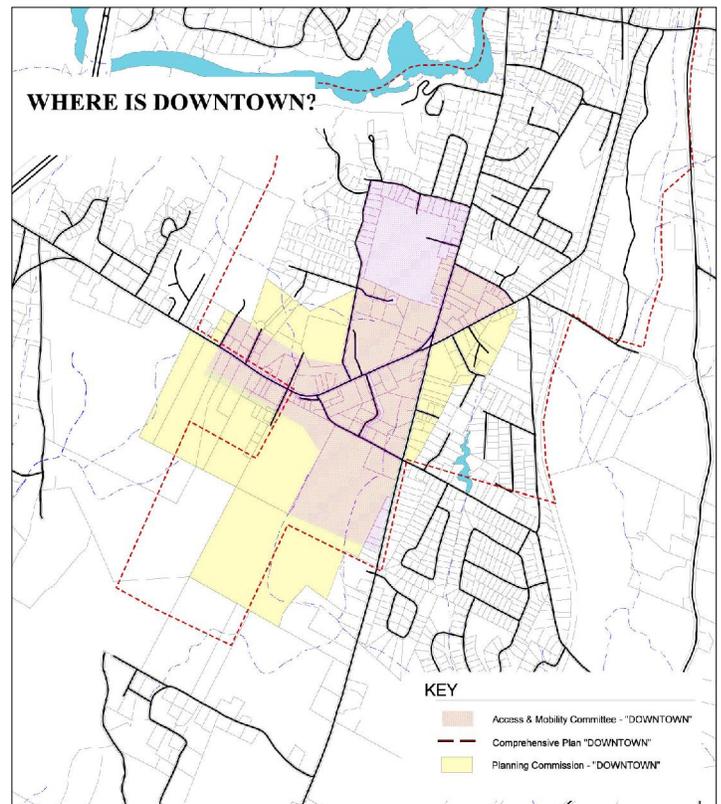
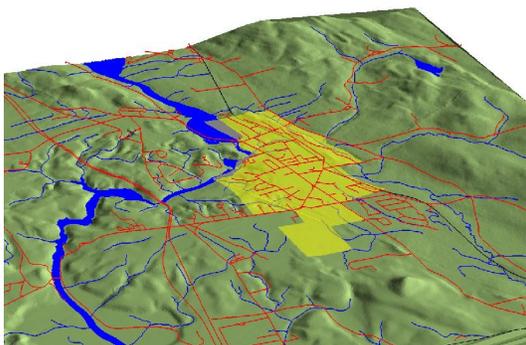
Before the vision as developed through the public process can be presented, a brief background on the existing conditions within the “Downtown” region needs to be provided. As part of this study, the consulting team conducted an extensive GPS (Global Positioning System) survey of the “downtown” area in January and February of this year. This survey included locating buildings, power lines, existing sidewalks and identifying properties. This fieldwork has formed the basis for most of the graphics and documents created for this study.

This and all resource information were converted to GIS (Geographic Information Systems) format for analysis and to ultimately provide the Town with a powerful database on which to base future planning work. Appendix 2 of this report contains larger copies of the existing conditions plan.

Boundaries:

Several previous studies by the Planning Commission and the Long Range Access and Mobility Committee (LRAMC) have centered mainly on Center Street and the Route 7 corridor as the focal point of the downtown. The major difference between the locations from these two groups is that the Planning Commission includes more areas to the west and east, while the LRAMC includes the lands of the High School on Route 7 (see figure to the right)

Larger still is the Town Core (see below). This current Comprehensive Plan



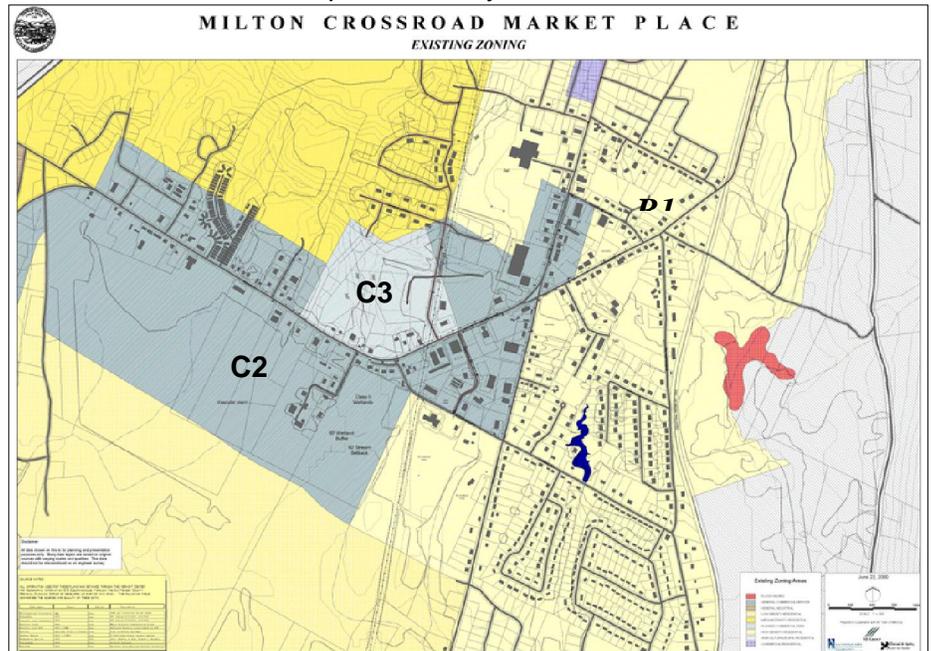
boundary includes nearly all of the two “downtowns” as well as a large percentage of the developed portion of the Town. Based upon this information, the consulting team centered on the overlap between the Planning Commission and LRAMC boundaries for its more detailed planning analysis and ultimately for creation of vision concepts. This area has become known as the Milton Crossroads Market Place or MCMP. The overall Town Core would also be evaluated, particularly in its relationship to the MCMP.

TOWN OF MILTON TOWN CORE MASTER PLAN

Zoning Districts

Currently, the Milton Crossroads Market Place is comprised mainly of the C2 / C3 commercial districts and the R1 Residential district. These districts presently allow some of the highest densities within the Town.

The C2 district extends along Route 7 from the Checkerberry area, through the Center Street triangle and northward along Route 7. The C3 (Planned Commercial) area is located on the west side of Route 7 and presently includes the McDonalds and GT Bagel Factory restaurants. The R1 (High Density Residential) occupies the area on the Eastern edge of the downtown and includes all of Middle Road, the southern portion of Bombardier and most of the area between Villemaire Lane and Barnum Streets.



EXISTING ZONING

USES	R1	C1	C2	C3
RESIDENTIAL				
Single Family Dwellings	P	P		
Multi Family Dwellings				
COMMERCIAL				
Retail Sales			P	P
Personal & Prof. Services		P	P	P
Restaurants		P	P	P
Motels			P	P
Offices		P	P	P
INDUSTRIAL				
Manufacturing			C	C
Warehousing				
Trucking				
DIMENSIONS				
Minimum Lot Area (s.f.)	20,000	10,000	40,000	200,000
Maximum Lot Coverage	20%	50%	50%	60%
Minimum Front Yard (ft)	35	20	35	25
Maximum Bldg.Height (ft)	35	35	35	35
P = Permitted Use / C = Conditional Use				

The table to the left summarizes some of the key components of the current zoning. As the table indicates, multi-family residential is not permitted under the current zoning.

Additionally, the C2 district has a very large minimum lot size as compared to the C1 district.

Building heights are a maximum of 35 feet (or roughly three stories) uniformly within the MCMP and the Town Core.

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

Density and Uses:



1997 Air photo showing "downtown" with Bombardier to the right – Looking West

Currently the MCMP has a wide range of both commercial and residential uses. Although much of the western side of Route 7 is undeveloped, a substantial number of existing structures are already present within the MCMP.

For this study, buildings within the MCMP were located, uses

noted and footprints calculated from 1999 air photos or from data provided on the Town grand list. A summary table of these results is below.

Use	# Structures	Total Sq. Footage
Commercial	57	442,000
Residential	81	274,252
Institutional	8	71,800

Note: Commercial includes both retail oriented businesses as well as office and home occupation.



Of these uses, however, it was quickly apparent that within the MCMP, particularly within the triangular area around Center Street, the number of residential uses was very low.

As is shown on the 3D rendering above, the existing density within the center is very low with many lots not developed to their maximum potential.

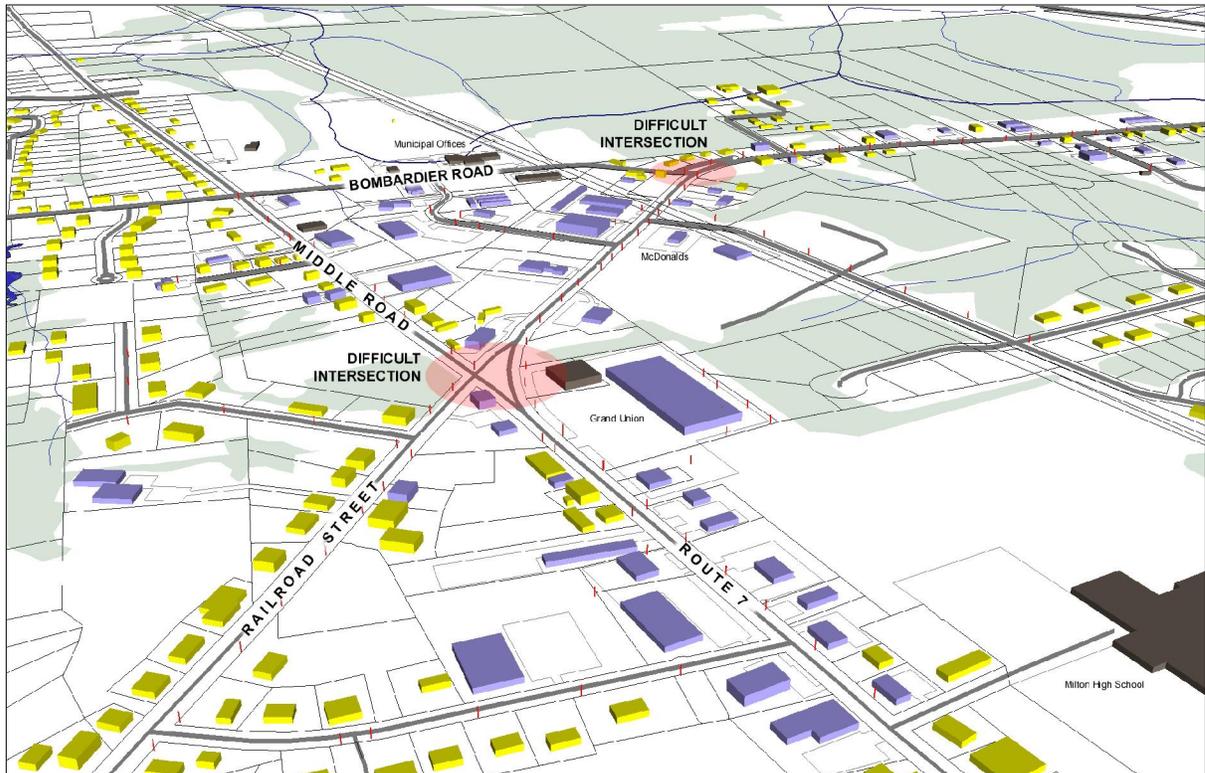
As discussed previously, the relatively large minimum lot sizes allowed under present zoning (particularly in the C2 district) have greatly influence the pattern and density of existing uses within the MCMP and the overall Town Core.

TOWN OF MILTON TOWN CORE MASTER PLAN

Infrastructure:

Transportation: Route 7 largely defines circulation within the Town Core and MCMP. It is both the main arterial road moving north and south in the Town, as well as a major obstacle for pedestrian and vehicular traffic moving east and west.

Early on during the field inventory and the public process, it became clear that two major intersections would play an important role in shaping the ultimate vision for the MCMP and the Town Core; Route 7 and Bombardier Road and Route 7 and Railroad Street.

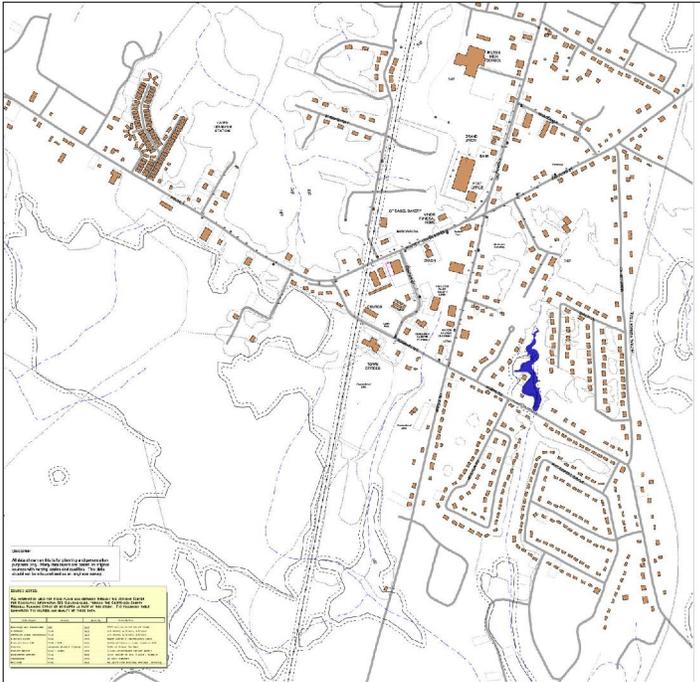


As the above illustration shows, resolution of the existing difficulties at these two intersections is critical for any successful development of a downtown. The Chittenden County Metropolitan Planning Organization is currently funding a complete study of the Route 7 corridor, including these intersections. In conversations with the traffic planning consultant working on this study, these two intersections are being evaluated. The Town should closely follow the progress of this study.

Route 7 also provides an obstacle for pedestrian traffic moving along and across the road. At the present time, sidewalks are not found in many areas of the “downtown” and areas along Route 7 south of the funeral home towards the McDonalds restaurant have paths that are in very poor condition. The Long Range Access & Mobility Committee has been actively working on sidewalks and the Town recently approved spending \$46,000 on sidewalks as part of an annual capital-spending program.



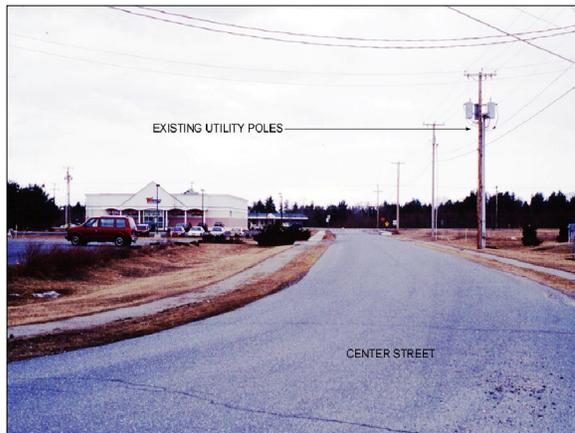
**TOWN OF MILTON
TOWN CORE MASTER PLAN**



Utilities: Presently, much of the MCMP is not connected to the municipal sewer and water system. Although the area is within a designated sewer service area, several important structures, notably the Municipal Offices, rely on on-site septic systems for waste disposal. These septic systems require large areas of open land, contributing to underutilization of properties. Bringing both municipal water and sewer to the area would make achieving higher densities much more feasible.

Stormwater treatment within the existing core appears to rely primarily on surface water

treatment. Curbs and storm drains are present on a few streets, but most areas rely on wide roadside drainage swales that reduce land available for development. Additionally, unregulated stormwater flows from surface lots and road surfaces can contribute to environmental contamination of surface and ground water.



The presence of a high-voltage VELCO transmission line that moves north-south across Route 7 and follows Haydenberry Drive northward is also an important physical feature of the area. This line bisects a large portion of the MCMP and could pose a serious obstacle to development of properties. It has a negative visual impact on the area.

Otherwise, electric services within the MCMP and Town Core appear to be fed via a network of surface distribution lines.

As is shown on the image to the left, the presence of these lines does impact the overall character of the area.

TOWN OF MILTON TOWN CORE MASTER PLAN

Natural Resource Limitations:

Within the greater MCMP area, the most prominent natural feature that may influence development potential is a large class II wetland complex located south of Route 7. This area is largely wooded and is fronted by a combination of single-family homes; the B&M salvage yard, and several commercial structures.



Because of the size of the Class II wetland, it is likely that additional Class III wetlands would also be found upon more detailed site-specific work. This has been the case according to fieldwork conducted for the Town on the municipal recreation area south of the Municipal Building on Bombardier Road where a number of smaller class III wetlands were found.

Within the wetland complex is a mapped Natural Heritage and Non-game Program site indicating the presence of a rare or threatened vascular plant. Several water courses also traverse the project area with the most significant one starting near Fletcher Allen Health Care on Center Street and crossing Bombardier Road. Others appear on the West side of Route 7.

Topography within the area is generally of favorable slope with most areas less than 8% and some nearly flat. The only exception to this trend is a narrow area on the western side of Route 7 west of Haydenberry. Two stream channels make their way through this area and have rather steep embankments. These may limit, to some extent, the development potential to some degree. Protection of these areas should be considered during site plan review of any project in this area.

In general, the arrangement of these natural features does not appear to significantly impact development potential for the MCMP. It may, because of the wetlands along Route 7, influence siting of new development, forcing some uses closer to the road than would otherwise happen.

TOWN OF MILTON TOWN CORE MASTER PLAN

Character:

As has been mentioned, the current pattern of uses within the MCMP and Town Core has been greatly influenced by zoning regulations and the existing infrastructure.

The traditional village center, located along Main Street, at the northern end of the town core, has many important elements that make a successful downtown.

- q Building with visual interest and character
- q A mixture of residential and commercial uses
- q Buildings with consistent setbacks
- q Street trees with sidewalks
- q On-Street parking opportunities

Several residents of the Village are currently in the process of exploring options for lighting within the Main Street Area. Although this activity is just beginning, the goal appears to be to reinforce the historic character of the area by adding attractive period lighting.



Main Street, Milton, Vermont



Within the MCMP itself, the character varies greatly depending on the location. Along Route 7, for example, the commercial structures are generally set back from the road with parking in front. Sidewalks are intermittent within the area and most are concrete. In addition, most areas within the MCMP do not have street trees. This helps to create a poor pedestrian environment.

Issues and Opportunities:

From this review of the existing conditions within the MCMP and “Downtown”, the consulting team has identified several major themes regarding the potential for additional density and new mixed-use areas.

Issues:

- q Lack of municipal sewer within area
- q Areas of open land within core area
- q Lack of pedestrian connections within and to surrounding residential areas
- q Inadequate stormwater drainage system
- q Presence of large electric transmission lines through MCMP creates poor visual image
- q Class II wetlands and surface waters may constrict development in some locations
- q Poor east-west connections and circulation from the area

Opportunities:

- q Large areas of open and undeveloped land
- q Few natural resource restrictions
- q New sidewalk improvement project is focused on much of the MCMP and Downtown
- q Recent construction reflects more urbanized forms (taller, more detail)
- q Proximity to Route 7 traffic – ability to capture traffic with retail
- q Central location within town
- q Proximity to residential areas
- q Existing and planned infrastructure will support higher density
- q Proximity to recreational amenities of the town
- q Existing local businesses located in the MCMP

4.0 DEFINING THE VISION

As Section 2.0 of this document outlined, the process towards developing the Town Core Master Plan included extensive public input. Five important elements arose from the public workshops as critical to define the vision. Those elements are provided in italics below.

As part of the visioning process, the consulting team responded to the important elements identified by the public. The team prepared several graphic illustrations of conceptual land use and a more detailed vision plan for the MCMP area. Highlights of the plans are summarized below in the consulting team's response to each of the five vision elements.

These plans have been further refined throughout this course of this study and form a graphic representation of the public vision. The latest modifications to the vision plan are contained in Appendix 3.

Key Vision Elements:

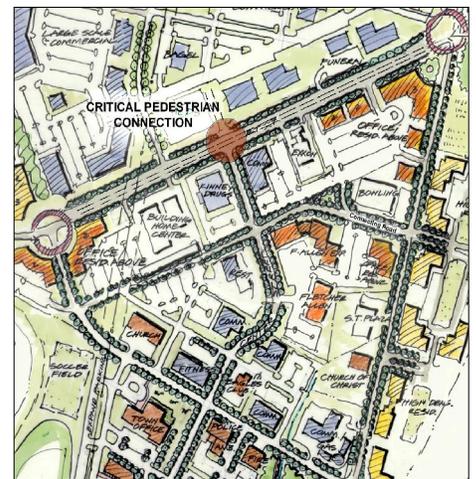
1. *To promote higher density, mixed uses in the Downtown area - including retail businesses that provide basic necessities, multi-family and affordable housing, and recreational and cultural facilities.*

The vision plan shows a conceptual layout with extensive retail, housing and recreational components located within the MCMP. The three planning areas of the MCMP, although having different characteristics, share the common goal of mixed use and high density.

Several, very specific uses were suggested during the public process to be considered in the Downtown. These include multi-unit apartments and townhouses, a town theatre, a multi-use facility, a community swimming pool, and a new grocery store. Several of the vision concepts for MCMP show alternatives for these options. Other major uses for the downtown include new jobs in offices and retail establishments. A strong employment base should be a fundamental component of any downtown.

2. *To establish a pedestrian and bicycle friendly downtown that safely connects businesses, schools, and residences within the downtown and that connects to other areas within the town.*

Originally, the vision for the MCMP did not include the Milton High School property. As public input continued, it became clear that not only should the High School be within the MCMP, but that connections to it should be strengthened. The consulting team suggested a new loop/service road on the southern edge of the High School property that could serve pedestrian and bicycle traffic from the



TOWN OF MILTON TOWN CORE MASTER PLAN

school to the residential neighborhoods near Strawberry Lane and along Haydenberry Road.

The intersection of Center Drive and Route 7 will be a significant challenge for creating a positive pedestrian environment. Route 7, as it passes through the MCMP, should be a shared environment for vehicles and pedestrians. A first step should be construction of sidewalks along both sides of Route 7. Vehicle speeds along this section of Route 7 should be slowed. Pedestrian crossings should be highly visible to ensure pedestrian safety. One likely crosswalk location is from Center Drive directly across to a future commercial driveway or relocated Haydenberry Road. Additional crosswalk locations can be determined as development occurs in the MCMP and abutting portions of Downtown.

3. *To establish a supportive environment for businesses, especially independent businesses, that includes essential services such as police, fire, sewer, water, telecommunications, and transportation infrastructure.*

In addition to providing the new downtown with sufficient essential services as the vision indicates, many residents of the town have suggested that the existing permitting process is difficult for many of the local businesses to work through. The consulting team has suggested that the town explore creating a downtown steering committee or similar body.

In response to this and public input, the Planning Commission has begun a dialog with the Milton Economic Development Commission to focus attention and effort on the MCMP and Downtown. As new regulatory controls are suggested for these areas it will be critical to ensure that local businesses and entrepreneurs are included in the process. As the historic review of the town suggested, it has often been these individuals who have made significant contributions to the development of the Town.

4. *To improve traffic flows within the town, including more east-west links and better access to schools, and to promote alternative transportation.*

Within the MCMP area, Route 7 should be designated as a “low-speed collector”. Pedestrian movement is encouraged both along Route 7 and across it. Direct access to Route 7 is allowed. A median is an aesthetic enhancement but is not an absolute need. If a median is considered, reasonable access to individual properties must be provided.



Access management becomes a greater goal along Route 7 outside of the MCMP area. Whenever possible, adjacent properties should have common access. Although this portion of Route 7 should be treated as a collector road, traffic speeds should be moderate. Pedestrian movement continues as an important goal.

East-west linkages were also shown in concepts by the consultant. Links between Route 7 and Haydenberry Drive, a possible link from Middle Road into the Beaverbrook area and a new east-west road across Center Drive to Bombardier Road all will help create a stronger grid orientation to the road system and provide alternatives for east-west movements through the downtown. The Planning Commission also should explore other links.

5. *To promote land-use designs that emphasizes buildings close to street fronts and parking behind buildings; integrate building design, lighting, and landscaping; and establish green areas.*

The overall vision concept suggested that for many locations, new construction should be placed close to the road and parking areas located behind. In the MCMP area, buildings should be close to the right-of-way line, but setbacks may vary according to building height (if buildings are more than 3 stories, their upper stories should be further set back). Parking lots must not be allowed to detract from the Route 7 streetscape.

Another important element within the MCMP is green spaces. An original concept showed the possibility of a new town green to be located across from the existing municipal offices. This would help form a civic area with recreational access in close proximity and also help to create a true center for the community. Town input through the public process has suggested that the recreational area of town needs improvement.

Important Additional Guidelines

In addition to the vision elements described above, several additional statements express the prevailing input from the public forums and provide guidance for the balance of the study.

1. The vision for Milton should be accomplished primarily by increased opportunities rather than by increased regulation.
2. Existing uses shall be protected. An existing use may continue, and will be able to expand, regardless of new zoning that may be enacted for any district.
3. Additional growth will be encouraged within the Milton Crossroads Market Place and will not be discouraged throughout Milton.

TOWN OF MILTON TOWN CORE MASTER PLAN

5.0 DOWNTOWN PLANNING AREAS

The detailed vision plan focused solely on the Milton Crossroads Market Place (MCMP) area. However, input from the public forums made it clear that planning should focus on a larger Downtown area. Based on the overall vision, the Downtown has been divided into four planning areas and several sub-areas. All areas share many common elements. They do, however, have some unique characteristics and possibilities that the Town may explore. Appendix 4 includes copies of the downtown areas and MCMP district boundaries.

The entire Downtown area comprises 2,451 acres and 1,600 parcels. It includes much of the Town Core as defined in the Town's Comprehensive Plan, but has been refined in some areas to reflect additional developments (particularly along North Road) and work done as part of this study.

The four planning areas and sub-areas within the overall Downtown are:

Milton Crossroads Market Place (MCMP)

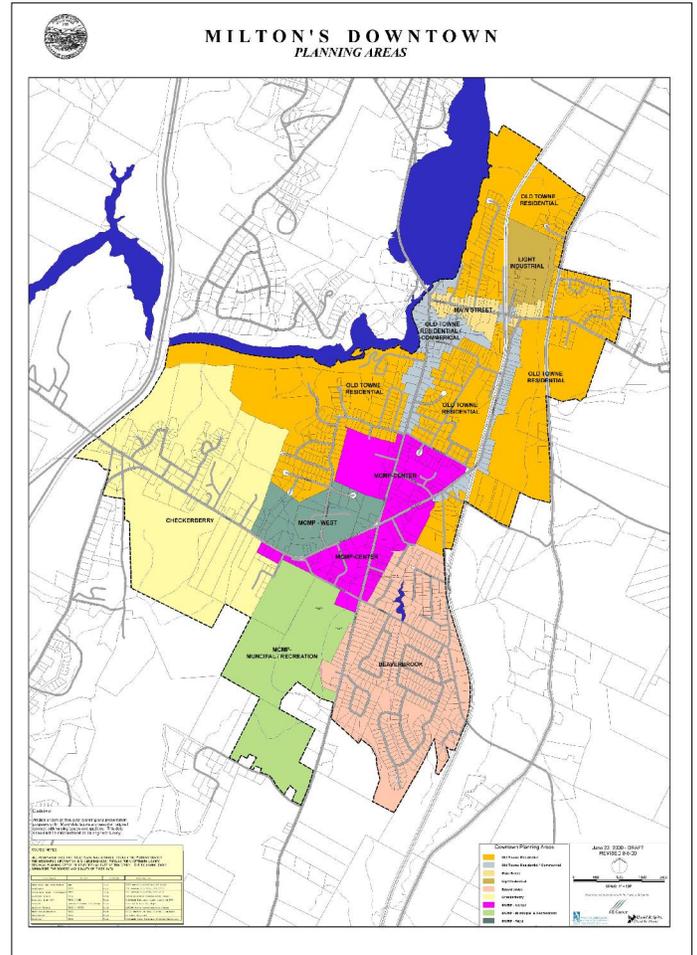
- § MCMP-Center
- § MCMP-West
- § MCMP-Municipal & Recreation

Checkerberry

Old Towne

- § Old Towne-Residential
- § Old Towne-Residential/Commercial
- § Main Street
- § Light Industrial

Beaverbrook



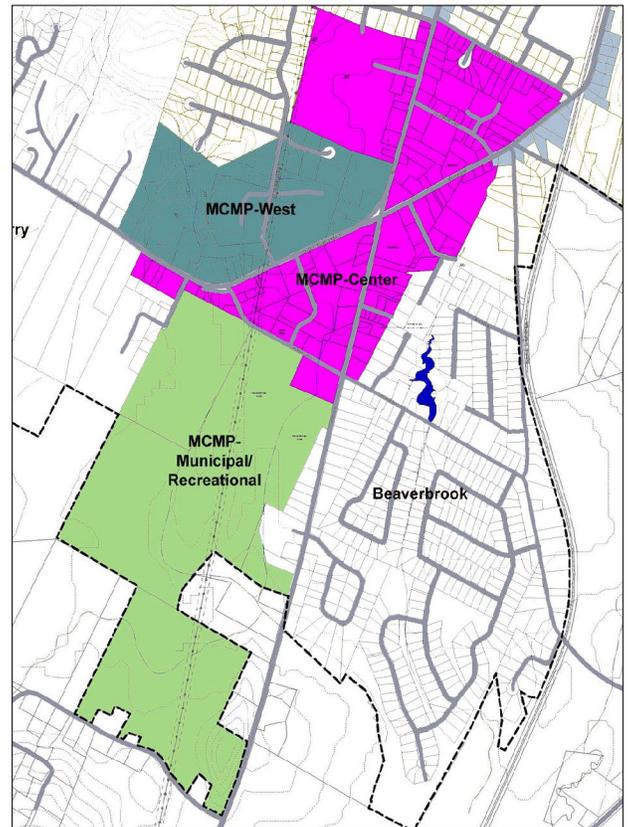
Milton Crossroads Market Place (MCMP)

Three of the areas within the Downtown comprise the Milton Crossroads Market Place district or MCMP. The MCMP District encompasses 545 acres and 191 individual parcels. Reflecting its central location within the Downtown, the MCMP District encourages the tallest buildings, the highest density, and the greatest extent of mixed uses.

The first two MCMP districts, MCMP-Center and MCMP-West, should share common design elements as previously outlined during the discussion of the Community Vision. Some of those elements also will apply to the MCMP-Municipal/Recreation District. The existing and future municipal/recreation uses in this district are an essential part of the mixed use nature of the MCMP.

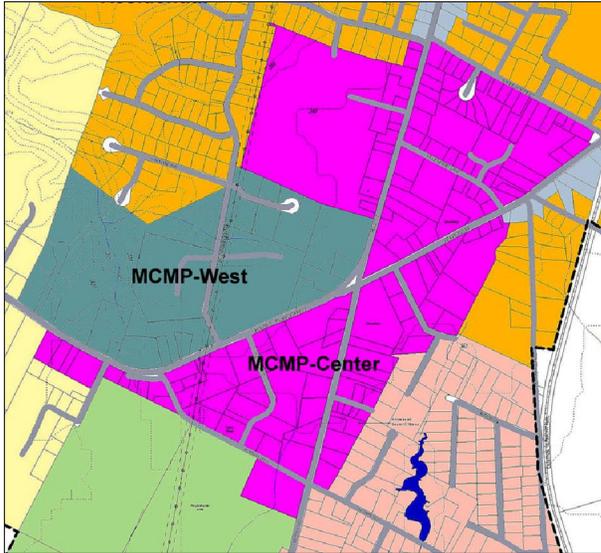
Common Design Elements

Design considerations should be addressed as part of normal subdivision or site plan review by the Development Review Board (DRB). There should be no separate design review process or design review board. Design considerations will focus on a few key components:



- a) Uses should mix as long as they are sited and designed of “like kind quality” with neighboring properties. Houses, offices and stores may be above, next to, or in the general vicinity of each other; but consideration should be given to elements of common concern - hours of operation, lighting, shared parking, etc.
- b) Site design should accommodate pedestrian movements. Sidewalks/bike paths will be encouraged along all public streets in the district. Buildings, parking lots and internal walkways should be located to encourage connections to those public sidewalks and bike paths.
- c) Encourage street trees along major connecting roads and pedestrian spaces to be placed within a green belt of at least 6 feet in width and spaced no more than 50’ apart. Tree grates may be used in places with limited depth.
- d) Parking should not be allowed to dominate the site. Parking spaces should be limited to the minimum needs of the use, not a maximum zoning standard. Shared parking should be used whenever possible. Some front yard parking may be allowed at the discretion of the DRB, but parking lots are encouraged behind or on the side of buildings. Where parking lots are visible from the public street, appropriate landscaping should be included. On-street parking may be possible along some roadways.

MCMP - Center



Location:

The MCMP-Center planning area is situated between Bombardier Road and Barnum Streets within the Downtown. Route 7 moves along the district and separates it from the MCMP-West district.

This district also includes the Milton High School property as well as several properties along Middle Road north of Bombardier. Several additional properties along Route 7 towards Checkerberry are also included in this district as they are an important gateway into the MCMP.

Characteristics:

The MCMP-Center area is the largest of all of the MCMP districts, comprising over 191 acres and 155 parcels. It will be mixed use, high density and include a combination of residential, commercial and some industrial uses. It will also have the tallest buildings within the Downtown.

Within the MCMP-Center district several items have been mentioned during the public process as important elements to include. These are:

- q Open Space – Public Green
- q Commercial / Offices
- q New Restaurants

Buildings should be placed close to the sidewalks. Street trees and green belts along sidewalks should be constructed to provide a pedestrian-friendly environment.

Circulation/Streetscape:

Review policy should promote additional east-west circulation systems and support parking areas at the interior of building envelopes. Connections onto Center Drive should be strongly supported. On-street parking may be considered for Center Drive and Bombardier Road, provided building design reflects a pedestrian orientation and circulation patterns are maintained.

Specific Zoning Recommendations:

1. Uses and density:
 - a) Mixed uses - allow most residential, most commercial and some industrial uses subject to restrictions on trucks, noise, etc.
 - b) Higher density:
 - i) increase lot coverage from existing 50% to 80%, but include requirements for on-site landscaping/green space or contribution to open space efforts in the vicinity.
 - ii) lot coverage standard is for buildings plus parking - there is no need for limitation on building coverage as this encourages more area for parking and less area for building.
 - iii) residential buildings are subject to district standards for setbacks, height and building coverage and are not limited by standards based on number of units per acre.
 - iv) limit commercial building footprints to a maximum of 65,000 s.f.
2. Dimensional standards:
 - a) reduce minimum lot size from 10,000 to 5,000 square feet.
 - b) front yard setback will vary from 0 to 20' based on building height and on the character of road on which the property fronts.
 - c) no standard side and rear yard setback requirements - requirements may be imposed during subdivision and site plan review based on compatibility of abutting uses and fire protection.
 - d) height – may be permitted up to 70 feet, but some standards are needed to relate building height to front yard setback.
3. Parking - On-street parking (angular or parallel) should be permitted, provided pedestrian orientation is incorporated into building designs and site layout.

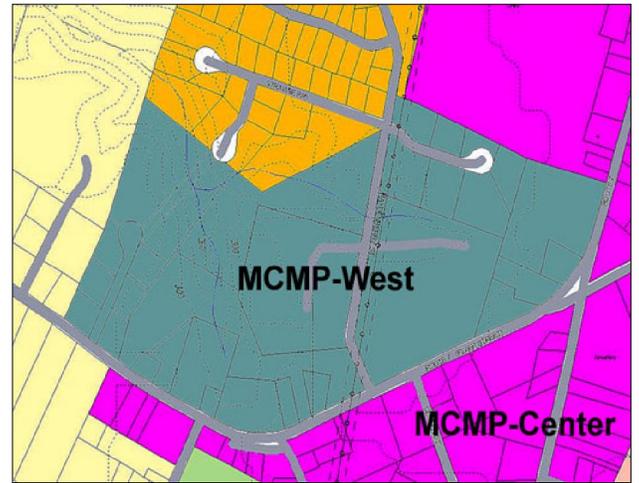
MCMP - West

Location:

The MCMP-West planning area is located on the west side of Route 7 opposite Center Drive. It is comprised of 32 parcels and nearly 96 acres of land.

Characteristics:

The MCMP-West area is currently home to several retail establishments. The vision concept suggests that this area be a mix of residential and commercial uses with larger retail (supermarkets, department stores) allowed and encouraged. At the northern and western edges of the planning area are several existing or planned residential subdivisions.



Circulation/Streetscape:

Haydenberry Drive should serve as the primary access to this area, although realignment with Center Drive should be evaluated to promote easier pedestrian crossing of Route 7. Sidewalks along Route 7 should extend up Haydenberry and throughout all development areas.

Specific Zoning Recommendations:

1. Uses and density:
 - a) Mixed uses - encourage location of retail and commercial buildings within PUD's to facilitate a consistent building pattern and shared access and parking areas
 - b) High density:
 - i) increase lot coverage to 70%, slightly below that of the MCMP-Center district.
 - ii) lot coverage standard is for buildings plus parking as in the MCMP-Center district.
 - iii) residential buildings are subject to district standards for setbacks, height and building coverage and are not limited by standards based on number of units per acre.
 - iv) limit commercial building footprints to a maximum of 65,000 s.f.

2. Dimensional standards:
 - a) reduce minimum lot size from 10,000 to 5,000 square feet.
 - b) front yard setback will vary from 0 to 20' based on building height and on the character of road on which the property fronts.
 - c) no standard side and rear yard setback requirements - requirements may be imposed during subdivision and site plan review based on compatibility of abutting uses and fire protection.
 - d) height – up to 4 story buildings are permitted.
3. Parking - Although large parking areas will be required for retail spaces, large expanses of parking should be broken up at regular intervals with landscaped islands and vegetative strips. Pedestrian circulation within parking areas also should be addressed during Site Plan Review.

MCMP - Municipal & Recreation

Location:

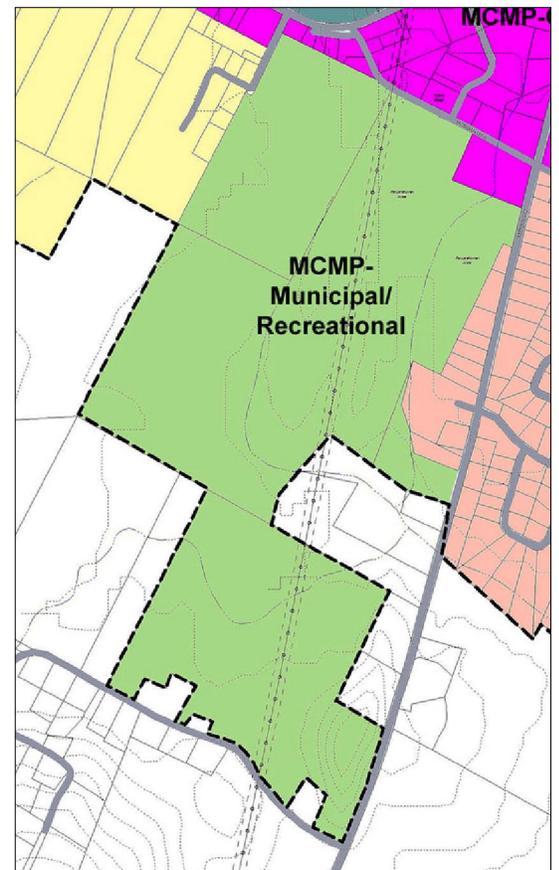
The MCMP-Municipal & Recreation planning area is located on the south side of Bombardier Road. This district includes 4 parcels of land for a total of 258 acres. Most of the land in this district is owned by the Town.

Characteristics:

The land presently supports the municipal recreation fields, town offices, library and police departments. As this infrastructure is both important to the civic functions of the Town and a major part of the overall downtown concept, these institutional uses should be encouraged in this area. This area should include a large green space for public gathering, reflecting the communities desire to have a place that the community will recognize as the town center.

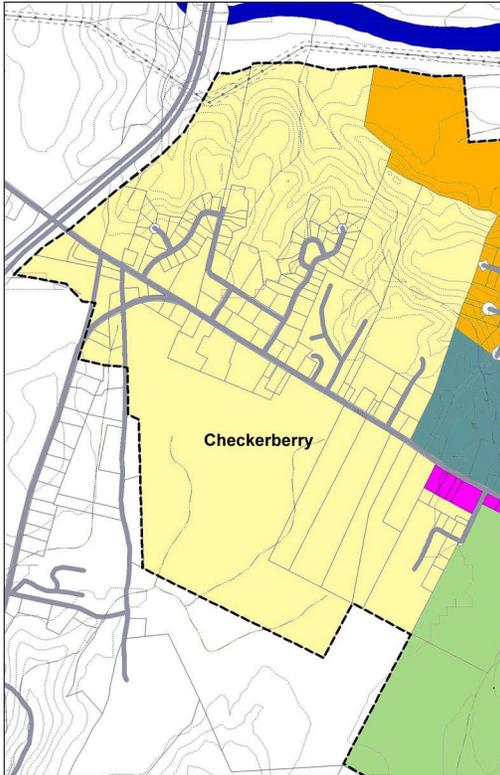
Circulation:

Where possible, access drives and parking areas should be placed under existing VELCO transmission lines to avoid using open land areas for such uses. Access to this area should also support pedestrian circulation and drop-off areas for use of recreational facilities. Handicapped accessibility and connections to existing trails should be carefully considered for all projects within this district.



**TOWN OF MILTON
TOWN CORE MASTER PLAN**

The Town should explore provision of one or more additional access points into this area. One access road may be relocated to align with Center Drive.



Checkerberry

Location:

The Checkerberry planning area is located along Route 7 west of the MCMP and extending to just past Racine Road. The planning area includes 517 acres of land on 150 parcels. Due to a large Class II wetland located south of Route 7 and other natural resource limitations, Checkerberry has the most overall development restrictions.

Characteristics:

The Checkerberry area will be an important gateway into the MCMP. As such, the uses should be mixed and reflect the general design standards for the MCMP. Careful site planning and access control will be necessary on the south side of Route 7 where proximity of a large Class II wetland causes shallow lot depths.

Circulation/Streetscape:

From Racine Road to Bombardier Road, Route 7 should be designated as a “Moderate-speed collector”. Direct access to Route 7 may be allowed but should be carefully controlled. In some cases, abutting parcels should be encouraged to share a driveway. Shared driveways also are appropriate for development of rear parcels without frontage on Route 7. Pedestrian facilities (sidewalks or bicycle paths) should parallel Route 7 and connect to Milton Crossroads Market Place. Site design should include on-site pedestrian connections. Buildings may be up to 4 stories and may be sited to within 20 feet of the right-of-way line. Parking lots should not dominate front yards.

Specific Zoning Recommendations:

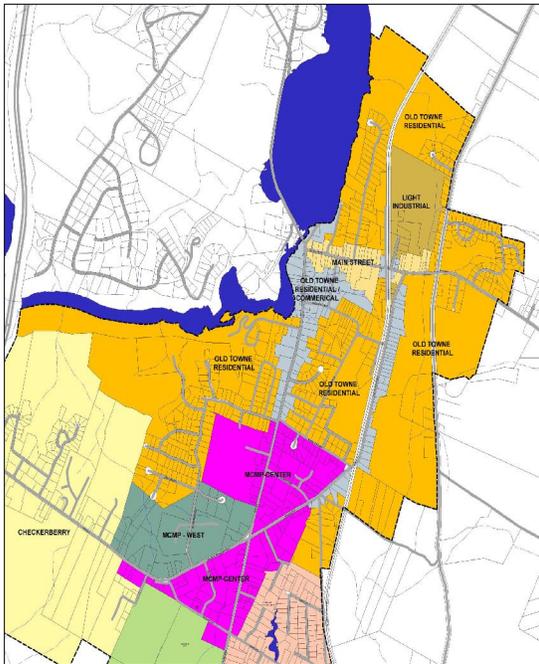
1. Uses and Density:

- a) Mixed uses - residential uses should be added to the existing list of commercial uses. Close proximity of housing to offices/stores both in Checkerberry and in the Milton Crossroads Market Place will encourage pedestrian activity and

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

- reduce car travel. Limited industrial uses also can be considered. The extent of commercial uses will be somewhat limited by existing site restrictions and available lot sizes. Commercial uses also will be affected by design considerations.
- b) Lot coverage and residential density standards should be moderate. Increase lot coverage to 60%, above the existing 50% but below the 70 to 80% coverage proposed for the Milton Crossroads Market Place. Residential density can be up to 7 units per acre.
 - c) Limit commercial building footprints to a maximum of 65,000 s.f.
2. Dimensional standards:
- a) reduce minimum lot size to 20,000 square feet from current 40,000 square feet requirement
 - b) front yard setbacks normally will be 20', but DRB may allow less in planned development at certain locations
 - c) building height – increase to 4 stories from current standard of 35'
3. Design considerations for Checkerberry are similar to those for the Milton Crossroads Market Place - compatible siting and design for mixed uses; pedestrian connections; and size, location and appearance of parking areas.

TOWN OF MILTON TOWN CORE MASTER PLAN



Old Towne Planning Area

The area north of the Milton Crossroads Market Place includes a combination of historic, residential and limited commercial/industrial areas. Milton Village constitutes just one part of this district. Newer neighborhoods between the Village and MCMP, behind Milton High School, and along North Road also are included. To avoid confusion with legally determined Village boundaries, the individual districts will use different names.

The largest sub-area, the Old Towne Residential District, is primarily residential. Limited commercial opportunities are permitted in the Old Towne Residential/Commercial District. While development opportunities should be

allowed throughout the area, there should also be a focus on preservation of existing character – particularly in the Main Street sub-area.

A final sub-area, the Light Industrial District, follows the boundaries of the existing I1 Zoning District north of Main Street.

The combined sub-areas have 773 parcels with 1,052 acres of land.

TOWN OF MILTON TOWN CORE MASTER PLAN

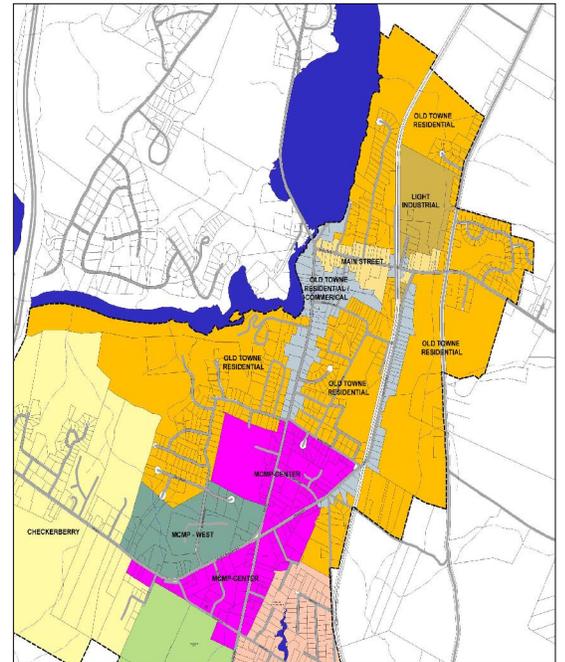
Old Towne-Residential

Location:

The Old Towne-Residential planning area is bounded roughly by the Checkerberry District and Lamoille River to the west, the MCMP District to the south, North and East roads to the east, and Arrowhead Lake and the Husky industrial property to the north. Excluded are those properties within the Old Towne-Commercial/Residential and Main Street areas (see next sections).

Characteristics:

The Old Towne-Residential area is the largest of the Old Towne districts, comprising over 867 acres and 591 parcels. Except for some undeveloped land east of the railroad tracks, it consists largely of single-family homes and duplexes. Few changes to the existing character of these neighborhoods are anticipated.



Specific Zoning Recommendations:

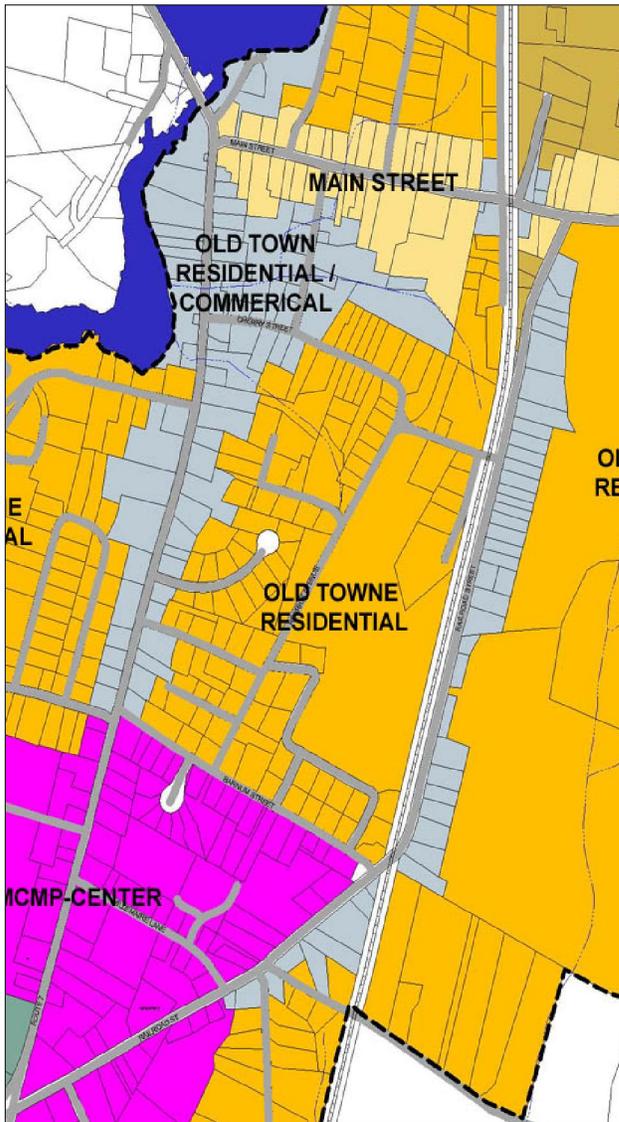
1. Uses and Density:

- a) Residential uses should continue to characterize this district. Larger multi-family buildings are not permitted, but owner-occupied properties may have up to three units. Homeowners also may take advantage of more flexible “home occupation” provisions.
- b) Lot coverage will increase to 40% maximum building coverage for single family, duplex, and owner-occupied three unit residential uses and to 50% maximum lot coverage for all other uses.

2. Dimensional standards:

- a) reduce minimum lot size to 10,000 square feet from current 20,000 square feet requirement
- b) reduce minimum front yard setbacks to 20’ from existing 35’ standard
- c) building height – 3 stories will be permitted

Old Towne-Residential/Commercial



Location:

The Old Towne-Residential/Commercial area consists primarily of parcels having frontage on either Route 7 or Railroad Street. This district also includes some properties fronting on Cherry Street and School Street just south of Main Street. In total, 128 parcels with 97 acres of land are contained within this area.

Characteristics:

The majority of properties in this district are residential, but a variety of commercial uses are mixed in. A limited range of commercial uses – personal and professional services, restaurants and bed & breakfasts – will allow these properties to take advantage of relatively high traffic volumes on Route 7 and Railroad Street. However, the extent of commercial development should be modest.

Some change in residential character is possible due to a new provision for multi-family housing. However, lot coverage and residential densities will be fairly close to existing.

New development in the Old Towne-Residential/Commercial district should be designed in harmony with neighboring properties. It should contrast with more intensive development permitted in the MCMP district to the south.

Circulation/Streetscape:

From Barnum Street to Main Street, Route 7 should be designated as a “Moderate-speed collector”. Direct access to Route 7 may be allowed but should be carefully controlled. In some cases, abutting parcels should be encouraged to share a driveway. Pedestrian facilities (sidewalks or bicycle paths) should parallel Route 7 and connect to Milton Crossroads Market Place. Site design should include on-site pedestrian connections. Buildings may be up to 3 stories and may be sited to within 20 feet of the right-of-way line. Parking lots should not dominate front yards.

As traffic volumes increase, Railroad Street may share some of the same characteristics as Route 7 within the Old Towne area.

Specific Zoning Recommendations:

1. Uses and Density:

- a) Multi-family buildings are added to the list of permitted residential uses. Permitted low-impact commercial uses are unchanged from the existing list.
- b) Lot coverage will increase to 40% maximum building coverage for single family, duplex, and owner-occupied three unit residential uses and to 50% maximum lot coverage for all other uses.

2. Dimensional standards:

- a) minimum lot size is 10,000 square feet
- b) minimum front yard setbacks are 20 feet
- c) building height – 3 stories will be permitted

Main Street

Location:

The Main Street district includes most properties between Route 7 and North Road. This district includes 42 parcels on 33 acres of land.

Characteristics:

Many older historic buildings are located on Main Street. The intent of this small district is to allow continued use and re-use of these buildings without altering the existing character of the area.



Circulation/Streetscape:

No changes are anticipated to existing access and circulation patterns. The streetscape along Main Street is well established. Period street lighting and other amenities can enhance the character of the area.

Specific Zoning Recommendations:

1. Uses and Density:

- a) Permitted residential uses are the same as in the Old Towne-Residential District. Commercial uses are as permitted in the Old Towne-Residential/Commercial District.
- b) Lot coverage will increase to 40% maximum building coverage for single family, duplex, and owner-occupied three unit residential uses and to 50% maximum lot coverage for all other uses.

2. Dimensional standards:

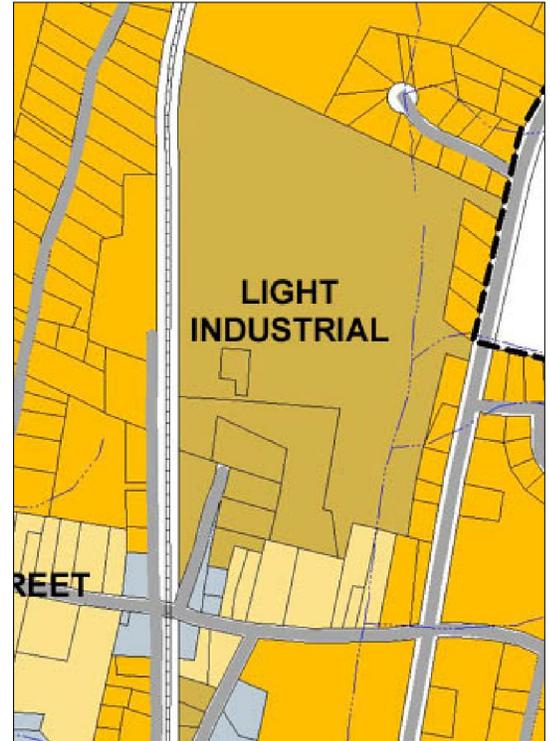
- a) minimum lot size is 10,000 square feet
- b) minimum front yard setbacks are 20 feet
- c) building height – 3 stories will be permitted

3. Design considerations for Main Street are based on existing character. A reasonable review standard is “like kind quality” in which a project is designed in harmony with its neighbors. It need not be “the same as” its neighbor, but it should be sensitive to the existing character of the area.

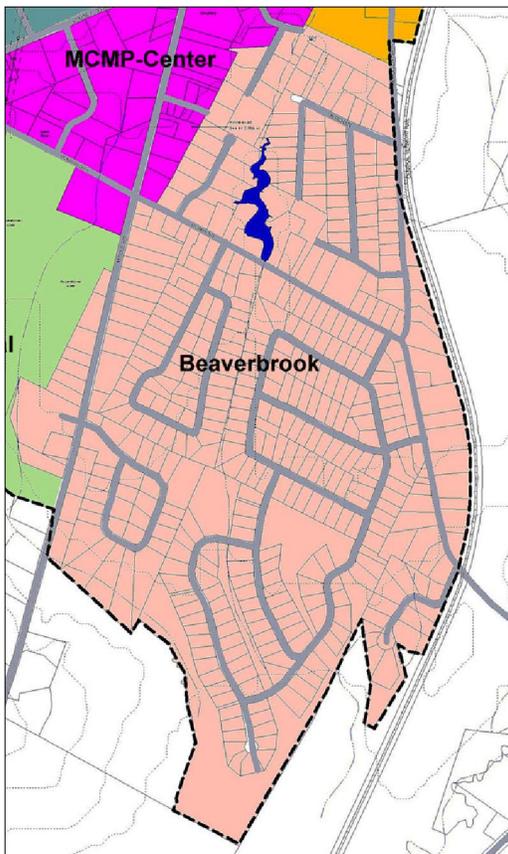
Light Industrial

Industrial districts support the downtown concept by providing employment opportunities within walking or short driving distances from residential neighborhoods. The existing Light Industrial District (I1), located north of Main Street and east of the railroad tracks, will continue with the same uses, density and dimensional standards as permitted under existing zoning. Twelve parcels on 55 acres make up this district.

Perimeter industrial districts, such as North Road (excluding those portions now included in the Old Towne Planning Area) and Catamount, also provide necessary employment opportunities. Although not located within the Downtown area, they fit appropriately under the “growth center” designation. Further comments on these districts will be reserved until more work is done on the Growth Management Study.



Beaverbrook



Perimeter residential districts, such as Beaverbrook, add to the downtown concept due to close proximity and moderately high existing densities. These neighborhoods need not be designated as “downtown”, but they should be linked closely to downtown via sidewalks and/or bicycle paths. Approximately 456 parcels (337 acres) of land is included in this district.

Existing lot coverages/densities and dimensional standards should remain so as to preserve the existing character of largely developed neighborhoods. Two kinds of “use” flexibility should be encouraged in such neighborhoods - generous application of “home occupations” and permission for owner-occupied three unit residential uses.

If municipal services are extended to Beaverbrook, increased density and revised dimensional standards, similar to the Old Towne-Residential District, can be considered.

6.0 IMPLEMENTATION STRATEGIES

The underlying goal of the Milton Town Core Master Plan is to offer opportunities for future development. A Vision is presented in this plan for a high-density mixed use area, to be known as the Milton Crossroads Market Place (MCMP), within a larger Downtown area. The potential character of the MCMP is represented by graphic illustrations and a detailed vision plan. Uses, dimensional standards, and streetscape elements are recommended for the MCMP and other Downtown districts – Checkerberry and the Old Towne.

This Master Plan may be implemented by a number of techniques ranging from community development and public investment to zoning regulations and design guidelines. Some important goals and recommended actions are described below:

Community Development Initiatives

GOAL 1: Encourage development in the MCMP and Downtown.

ACTION 1.1: The Milton Economic Development Commission can initiate efforts and focus attention on the MCMP and Downtown. A downtown guidance group could be formed to further these efforts.

ACTION 1.2: Developers and landowners should be treated as partners. The Town should work proactively with them to create desired growth patterns and to facilitate the permit process.

Public Investment Initiatives

GOAL 2: Identify needed public infrastructure and services to support the MCMP and Downtown.

ACTION 2.1: A positive example is provided by the recent work of the Long Range Access and Mobility Committee (LRAMC) in identifying a series of sidewalks to be built along Route 7 and throughout the Downtown area. Similar studies can identify other public investment needs.

ACTION 2.2: The Chittenden County Metropolitan Planning Organization (CCMPO) is completing a study on Route 7 corridor needs. The Town should ensure that recommendations from that study match the vision presented in this Town Core Master Plan.

ACTION 2.3: The Town should emphasize specific MCMP and Downtown projects in its annual Capital Plans.

ACTION 2.4: The Town should look into property tax measures that will support development in the MCMP and Downtown.

GOAL 3: Pursue funding from public and private sources.

ACTION 3.1: The Town recently demonstrated its financial commitment by approving \$46,000 for the first year of construction of sidewalks recommended by the LRAMC. This commitment should be extended in future Town budgets. Town resources also can be used for parks and landscaping in the MCMP and Downtown areas.

ACTION 3.2: Roadway, bicycle and pedestrian improvements will be recommended as part of the CCMPO Route 7 study. State and Federal funding is available for such improvements, and the Town should work with the CCMPO to obtain those funds.

ACTION 3.3: Infrastructure and services needed to support private development may coincide with public investment needs. Developers should pay their fair share of public streets, storm drainage facilities, sidewalks, parks and landscaping as part of the development approval process.

GOAL 4: Define sewer service areas and sewer allocation priorities.

ACTION 4.1: The MCMP Districts, followed by the overall Downtown area, should be high priorities for extension of sewer service. Further comments on municipal sewer planning will be reserved until more work is done on the Growth Management Study.

Zoning Initiatives

GOAL 5: Encourage mixed uses within the Downtown area.

ACTION 5.1: This report suggests an increase in mixed uses in at least three districts. The MCMP Districts will include an extensive range of uses. In the Checkerberry District, residential uses will be permitted in addition to existing commercial uses. Portions of the Old Towne planning area include residential and limited commercial/industrial uses. A table of proposed permitted and conditional uses in the Downtown area is provided in Appendix 5.

GOAL 6: Increase housing opportunities, including multi-family housing, in the Downtown area.

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

ACTION 6.1: The use table (Appendix 5) lists multi-family dwellings as permitted uses in MCMP-Center, MCMP-West, Checkerberry and Old Towne-Residential/ Commercial. Other housing opportunities include three units in owner-occupied properties in all residential districts.

GOAL 7: Increase density via greater height/lesser setbacks/greater lot coverage/smaller minimum lot sizes.

ACTION 7.1: This report recommends greater density opportunities throughout the Downtown area. A table of proposed dimensional standards by district is provided in Appendix 5.

GOAL 8: Encourage a strong streetscape with buildings, rather than parking lots, located along public streets.

ACTION 8.1: The table of dimensional standards (Appendix 5) decreases building front yard setbacks in most Downtown districts. Front yard building setbacks will be equal to or less than parking lot setbacks.

ACTION 8.2: Zoning standards should require strong landscaping as part of the streetscape. Subdivision and site plan reviews can be used to ensure that new development will provide adequate street trees and screening for parking lots.

ACTION 8.3: Zoning standards should allow on-street parking. On-site parking should be encouraged away from front yards. Parking standards should allow provision of minimum, not maximum, number of spaces.

GOAL 9: Protect existing developed neighborhoods but allow reasonable use of existing buildings and land.

ACTION 9.1: Increased options can be provided for owner-occupied residences without adversely affecting neighboring properties. Proposed Definitions and Standards (Appendix 5) add flexibility for use of “home occupations”.

ACTION 9.2: New development can be considerate of its neighbors without being required to be exactly like them. The Proposed Definitions and Standards contain a definition of “like kind quality” that will help ensure reasonable compatibility.

Site Review Standards

Although the consulting team feels that these may not be necessary for implementation of the overall vision concept, below are some key components of site review standards that the Town may want to consider for review of downtown projects.

Site review standards offer opportunities for municipalities to greatly influence the appearance and form that the built environment takes. Unlike other measures, site review standards can be created to enhance the context of an area to create a development that is of like kind quality with its surroundings. Standards allowed by Vermont statute include architectural, site design, landscaping elements, lot density, dimension requirements, and protection of views and open space. These standards can shape the development of growth centers within the region into specific forms as outlined by each municipality. These standards can outline requirements for residential, commercial or industrial developments and can be provided to prospective developers to reduce review time within the planning process.

Description:

The actual process of creating site review standards for a community requires a detailed evaluation of the character of a region, an understanding of the overall goals of the community, and community involvement and input. The following information provides a framework by which municipalities may review current zoning ordinances with an eye to encouraging specific designs. A good set of site review standards should clearly indicate the requirements of developers, architects, engineers, landscape architects, and should incorporate appropriate graphics to reduce problems with interpretation of standards to built forms. The local planning boards and planners are ultimately responsible for the enforcement of such standards.

The site should be evaluated (through careful land use planning and a detailed site analysis) to “address the opportunities and limitations present on a site and its adjacent surroundings.”¹ The following table summarizes some of the components that may be considered for site review standards

Sample Components of Site Review Standards²	
Component	Description
Site Layout	The location and layout of lots should take advantage of the site’s topography, vegetation patterns, drainage features, and other natural features. Developments should take advantage of topography to reduce grading and should site structures to promote energy efficiency by maximizing solar exposure and reducing wind exposure.

¹ Community Design Guidelines Manual (1991). The Fort Drum Land Use Team. Page 3.

² Adapted from Community Design Guidelines Manual (1991). The Fort Drum Land Use Team

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

Sample Components of Site Review Standards²	
Component	Description
Natural Features	The location of the natural features should be surveyed and mapped to encourage their use as design determinants.
Scenic Views	Siting of buildings and lots should take advantage of scenic vistas and acknowledge the off-site impacts.
Open Space	Preservation of visible open lands provides recreational spaces, pedestrian paths, and can reduce the perceived impact of projects.
Access	Reducing curb cuts and promotion of common access roads into adjacent developments reduces traffic flow issues, and promotes separation of vehicular and pedestrian traffic
Circulation	Separation of pedestrian and vehicular traffic reduces potential conflicts. Commercial and residential developments should have separate circulation patterns and appropriate signage to reduce conflicting uses of roadways.
Setbacks	Standards for building setbacks should be based on the current setbacks of existing structures, the height of buildings in relation to the surroundings, and the availability of vegetative buffers or landscaping.
Uses	Placing residential and non-residential land uses in close proximity must be done so as to avoid potential conflicts from noise, fumes, and lack of privacy. Appropriate setbacks and buffers can reduce such impacts.
Privacy	Public and private spaces within a development should be defined with landscaping elements to avoid unnecessary infringement on landowner privacy through the use of public spaces.
Noise / Lighting	Excessive noise or light emissions from commercial or industrial land uses should be minimized through landscape elements, and appropriate siting, to avoid impacts on neighboring land uses, public lands, or highways. Offsite glare from light fixtures should also be discouraged.
Parking	The design of lots should discourage conflicts between pedestrian and vehicular traffic, meet applicable handicapped requirements, provide appropriate lighting for public safety, and be screened by landscape or siting to enhance views from public roads.
Signage	Signs should be attractive and compatible with the surrounding architectural styles. Placement of signs should reduce confusion and address the context of the surrounding commercial development.

SOURCES FOR CREATING STANDARDS

Several publications provide insight on creating site review standards at the community level. The Fort Drum Land Use Team based in Watertown New York created a set of guidelines for a three-county region in upstate New York. Planners within the region are able to utilize this advisory information as they consider implementation of such standards. The State of Vermont Planning

Office, the Vermont League of Cities and Towns and other municipal planning organizations also can assist with site review standards.

IMPLEMENTATION ISSUES WITH SITE REVIEW STANDARDS

Creation of site review standards should involve both the public and private sector. Town planners, local architects, landscape architects, and engineers should be approached to understand issues associated with adoption of local site review standards. Without extensive public involvement and input from design professionals, the site review standards that are created will not be crafted with the local context in mind.

APPENDIX 1

PUBLIC PARTICIPATION DOCUMENTS

**Town of Milton
Milton Planning Commission**

**Public Forum on
Milton Growth Management Study and
Town Core Master Plan**

**February 8, 2000
Milton Municipal Offices, 43 Bombardier Rd.**

AGENDA

6:30 Arrival and Refreshments

7:00 Welcome and Introductions

- What is the purpose of the Growth Management Study?
- What is the purpose of the Town Core Master Plan?
- Why is guidance and input from the community critical?
- “Meet Your Neighbor” – an icebreaker activity

7:10 Brief Overview of Growth Management Study/ Town Core Master Plan

- A brief historical perspective on how Milton got to where it is
- Review of Milton Comprehensive Plan: goals and map
- What are we seeking guidance and input on today?
- Questions and answers

7:40 Where Should Milton be Headed? (small group working sessions)

- What is your reaction to the planning goals outlined in the Comprehensive Plan?
- What type of growth would you to see occur in the future in Milton and where?
- What would you like to see a “Downtown Milton” look like and what should it include? What types of opportunities and problems exist in creating a “Downtown Milton?”

8:30 Break

8:40 Charting a Vision for Growth in Milton

- Based upon the small group sessions, identify what types of growth participants would like to see and where that growth should occur.
- Based upon the small group sessions, determine what type of “Downtown” participants would like to see.

9:00 Next Steps and Wrap Up

9:15 Adjourn

**Town of Milton
Milton Planning Commission**

**Public Forum on
Creating a Vision for Milton's "Downtown"**

**March 6, 2000 {NOTE CHANGE IN DATE!}
Milton Municipal Offices, 43 Bombardier Rd.**

AGENDA

6:30 Arrival and Refreshments

7:00 Welcome and Introductions

- Background on the development of Milton's Town Core Master Plan
- Review of input received from first Public Forum and how it is being incorporated into the consultants' work
- What we are seeking guidance and input on tonight
- Questions and answers
- "Create Your Downtown" – an icebreaker activity

7:20 Images of Downtowns

- A slide show will be presented on different downtown images to stimulate thoughts of what participants would like to see a "Downtown" Milton look like
- Questions and answers

7:35 Developing a Vision for a Downtown Milton (small group working sessions)
Participants will break into small groups and answer the following questions: "Imagine you were walking in "Downtown" Milton in the year 2020, what would it look like? What would it feel like? What do you see around you as you walk by?"

8:20 Break

8:30 Creating a Collective Vision for a "Downtown" Milton

Based upon the vision statements from the small group sessions, we will create a collective vision of a Downtown Milton among all participants.

8:55 Next Steps and Wrap Up

9:00 Adjourn

**Town of Milton
Milton Planning Commission**

Public Forum on

**A Preliminary Plan for Milton's "Downtown:"
Presentation and Public Response**

**March 28, 2000
Milton Municipal Offices, 43 Bombardier Rd.
7:00 - 9:00 p.m.**

AGENDA

6:30 Arrival and Refreshments

7:00 Welcome and Introductions (Planning Commission)

- Review of tonight's agenda; what we are seeking input on
- Results from March 6th Public Forum: presentation of and comments on vision for a "Downtown Milton"
- Questions and answers

7:15 Presentation of Preliminary Downtown Plan (Consultants)

- How we have used public input in developing the preliminary "Downtown Plan"
- Review of proposed physical plan: commercial areas, green spaces, street network, other.
- Tools for creating the Downtown area: planning, community development, public investment, zoning, other.

7:55 Break

8:05 Open Forum (facilitated by Consultants)

- Your responses and reactions to the preliminary Downtown Plan
- What do you like? What don't you like?
- How can the draft Plan be improved?
- How well does the draft Plan reflect the comments received at the first two public forums?

8:55 Next Steps and Wrap Up (Planning Commission)

9:00 Adjourn

Town of Milton -- Milton Planning Commission

Public Forum on

Growth Patterns in Milton
A Preliminary Look at Downtown vs. Other
Growth Areas

April 18, 2000

Milton Municipal Offices, 43 Bombardier Rd., 7:00 - 9:00 p.m.

AGENDA

6:30 Arrival and Refreshments

7:00 Welcome and Introductions

- Review of tonight's agenda; what we are seeking input on
- Background on Milton's "Growth Management Study"
- Results from previous Public Forum related to growth management
- Questions and answers

7:15 "Planning Areas" Defined to Date

- Review historical and existing physical boundaries.
- Discuss goals for planning areas of "Downtown," Checkerberry, North Road, and Catamount – drawn from Town Comprehensive Plan.
- Review recent work by Planning Commission related to the planning areas.
- Discuss relationship of "planning areas" to "growth areas"; implications of what designation as a "growth center" means.

7:30 Proposed Growth Areas for Milton (small group sessions)

- What do you think about the proposed growth areas? Are the boundaries appropriate?
- How are proposed growth areas for Milton affected by existing services and development, capacity, limitations of land, and types of land use?
- What types of uses would you like to see encouraged or discouraged in these different planning areas?
- How should development in the Catamount, Checkerberry, Town Core and North Road areas differ from the type of development that should occur in the "Downtown" area?

8:10 Break

8:20 Open Forum

- Reports from small groups.
- What actions are appropriate for the Town of Milton to take to encourage or discourage certain types of growth in certain areas?

8:55 Next Steps and Wrap Up

9:00 Adjourn

Town of Milton -- Milton Planning Commission

Public Forum on

The Next 20 Years in Milton
A Second Look at Downtown vs. Other Growth
Areas

May 16, 2000

Milton Municipal Offices, 43 Bombardier Rd., 7:00 - 9:00 p.m.

AGENDA

6:45 Arrival and Refreshments

7:00 Welcome and Introductions

- Review of tonight's agenda; what we are seeking input on
- Questions and answers

7:15 Revisions to the Downtown Plan

- Results from previous Public Forum and other public comments received to date
- Presentation of revised plan

7:45 Results of the Town Survey

7:55 Break

8:05 Growth Projections for the Next 20 Years

- State perspective on growth management issues
- Presentation of population, housing and employment growth estimates
- Presentation of alternate growth scenarios
- Open Forum - discussion of growth management issues

8:55 Next Steps and Wrap Up

9:00 Adjourn

Town of Milton -- Milton Planning Commission

Public Forum on

Growth Projections & Boundaries

Downtown, the Town Core and Beyond

June 6, 2000

Milton Municipal Offices, 43 Bombardier Rd., 7:00 - 9:00 p.m.

AGENDA

6:45 Arrival and Refreshments

7:00 Welcome and Introductions

- Review of tonight's agenda; what we are seeking input on
- Questions and answers

7:15 Growth Projections for the Next 20 Years

- Presentation of population, housing and employment growth estimates
- Presentation of alternate growth scenarios
- Open Forum - discussion of growth management issues

7:55 Break

8:05 District Boundaries

- Presentation of existing boundaries and proposed changes
- Open Forum - public input on boundary locations

8:55 Next Steps and Wrap Up

9:00 Adjourn

Results of Public Forum on
Milton Growth Management Study and Town Core Master Plan
February 8, 2000

Where Should Milton Be Headed?
Small Group Working Sessions

Comprehensive Plan - Overall Comments

Generally a good plan, need some finessing
Poor and inadequate; too late in coming
Who cares; it's changeable
It's a starting point
Question the definition of the Planning Areas and what is allowed in each other; needs updating
Need better definition of terminology – i.e. core, high density
Zoning too restrictive; single use zoning impediment to growth
Doesn't recognize changing technology

Uses We Need in Milton

- Change image – Make Town a destination
- * Create employment in Milton; keep jobs here
- * Town needs business and industry to broaden tax base
- More utilization of commercial parks; commercial/industrial in zones that allow it
- Incubator business space
- Diversify the economy
- Daily Activities - ****shopping, ***restaurants - must drive everywhere
- Another grocery store
- Professional Buildings
- More (affordable) senior housing; senior center
- * Lodging; conference center
- Ice rink/swimming pool
- * Cultural - theatres/art show/plays
- No more junk yards; residential should not have a junk yard

Downtown/Town Core - Where?

Town core appears sprawling
The Town Core (downtown) is not well defined; establish permanent downtown boundaries
Town center will keep shifting
Make core bigger; bring downtown area further west; include Beaverbrook
Expand boundaries of downtown to preserve existing green space within
Interaction of "Town Core" and existing village – How legally can it happen?
Define use areas/districts around the downtown area

Downtown/Town Core - What Uses?

- * More retail establishments in downtown area
- ***** Multiple uses in Town Core – Recreation, residential, commercial
- * Ability for commercial with residential above
- Option of combined use but not mandated

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

Theatre and/or performance theatre – for classes that are not school space, for community groups, gallery
– (Civic center); community center

Bed/Breakfast

* Variety of sports activities

Adult Conversation

No industrial in Town Core Area

Mini-storage detracts from Downtown image – out of character

Let the people decide/market dictate what type of development will occur in downtown

Provide incentives for development

Downtown/Town Core - Density/Size/Height

Need reduction in lot size in downtown area to allow more dense development

** Allow for multi-level structures, i.e. height restrictions are too limiting

3 story

Add height to create density

* Allow greater lot coverage, density

Downtown/Town Core - Character

Will not be quaint

* Downtown for Pedestrians – most important

Trees, sidewalks first in Town Core that will bring development

A well planned, diverse, larger downtown

Visually perceivable "Center of Town"; something to mark Town Core

Improve "Core" image; problems with what is already existing

Property owners have existing buildings and uses that aren't compatible with Plan; offer incentives for change

Aesthetic plan; beautification

Take pride in it

CLEAN/SAFE; someone to clean-up areas – e.g. McDonald's – Grand Union – Retail

More lighting – street lights

*** Town green/bandstand/fountain with park benches - could be across from Grand Union

Access: convenient, safe, provide access for all; walking distance

Need grid system for roads in Town Core

No design review

Zoning Regulations are not small business friendly – signs are too restrictive, back of building faces main road

Name the place, e.g. Milton Business District

Preservation - Historic/Existing Residential/etc.

Main Street should be saved

Concerns about residential property being considered part of the town core (Ellison St., Barnum Street) – should stay in residential

Don't downgrade or eliminate housing

Burlington's conversion of housing – bad – loss of mills

Growth along Route 7

- **** Put growth along major arteries – Route 7; "like an apple core"; don't be afraid to rely on growth along Route 7; concentrate growth north to south along Route 7
- ** Concentrate commercial/industrial growth on Route 7
Examine existing industrially zoned land on Route 7
Commercial development down to Catamount
Have commercial/residential mixed zoning – frontage on Route 7 south with industrial zone behind

Rural Areas/Open Space

Don't like to see all open areas disappearing; economic incentives for large landowners
Need plan to keep open land open; tax incentives for undeveloped land

- * Opportunity for low-density areas
Reduce lot size in some of the rural areas
Farmers are impacted in rural areas
Cluster vs. other "open" patterns; 10 acre lots vs. cluster
No cluster zoning
Like open land – need \$ mechanism; purchase of open space for town use
Do not require open space without compensation
Incentives for open land preservation – Town and State - need both to be on board
Open land for public access- concern about regulations - State and Town
Soils have too much influence on growth
Limit development on Arrowhead Mountain
Pressure for residential in Georgia Mountain area is cause for concern
Conservation district lot sizes (25 acres) are too large
Publicly (Town) sponsored agricultural industry – especially West Milton
No large industry in western area
Limited growth/large lot zoning in Miltonboro

Transportation - Cars

- **** Need an Interstate Exit
Route 7 - traffic increase; Widen? Or keep same width?
Route into/out of center
Connecting streets to eliminate congestion on Route 7
Plan for secondary roads
Limit curb cuts
Alternate access to Milton High School
Roads are narrow

Transportation - Transit/Sidewalks/Bikes/Trails

- Needs to focus more on alternate transportation; costs of public transportation?
Density that allows mass transit
- ** More sidewalks - sidewalks that connect, pedestrian friendly
- * Bike lanes – on existing roads
4 season trails in Town Core; trail head in center
Trails, networking – connect all areas Town wide not necessarily in core

Infrastructure and Funding

- * Need to have water and sewer
 - Denial of sewer expansion prohibits growth
 - Control sewer availability to conform with plan
 - Need infrastructure, i.e. high speed phone system
 - Impact Fees on commercial/industrial property; use for roads
 - Town to put in basic services in core
 - Public investment in green
 - Public Investment in future commercial/industrial development

Schools/Recreation

- * Growth of schools - already over-crowded
 - Husky brought children without money; what does Husky give back to schools?
 - More than just maintain school facilities
- * Not enough playing fields – soccer, baseball, football; need multiple areas for team play
 - More public lake access; access to Arrowhead Mountain Lake for all purposes
 - Community recreational facilities and lake access – such as hockey, swimming, work-out facility
 - Riverfront park between dams

Housing

- BALANCE in housing types – in locations
- There is no incentive for housing
- "Bedroom community"
- People pushed north by cost of living/housing – affordable housing
- Smaller lot sizes which would allow more people to become homeowners
- Well sculpted affordable housing
- Start-up housing (pride in owning)
- ** More multi-unit dwellings – in core, in surrounding downtown - for seniors too
 - Don't put residences on feeder roads and vice versa

Retail

- Need to concentrate new retail development
- Any and all retail including big boxes, i.e. name brand stores (2 check marks beside this)
- No big boxes
- Don't let retail take over completely
- Big box in appropriate place, not open spaces

Local Control

- More local control; Milton should be more independent
- Act 60 removes local control
- No outside influence on our zoning
- Town activity/don't look to State
- Milton is not allowed to grow
- State Regulations are out of line
- Don't want unlimited growth/nor have State tell us how to grow
- Mobilize a strong local voice about what WE want in Milton (Not State)
- Unfunded Mandates

Property Rights

- * Protect property rights
 - Allow landowners to receive some economic benefit
 - Concern with ability to sell land
 - Need to sell land – can't afford taxes
 - Sensitivity to landowners
 - Less restrictions on landowners; large and small
 - Don't zone out farmers/large land owners from selling/developing

Needs of All Ages

- Concern about kids: goals/values; activity for kids - programmed; Boys Club/Teen Center
- Part-time work for kids
- Childcare – affordable
- * Elderly Center/Multi-age - community room, civic center

Growth - General

- Protect residents from hazardous conditions, e.g. Large power lines
- Quality and equal growth
- Old Dump – concerns in Checkerberry
- Fluid/not limited
- Protection of investments
- More demand through supply?
- Like concentrated residential vs. farm land rights
- Beautification of Route 7 and entry to Town
- Find out what worked in other communities
- Town and School Boards work together
- We have last space in Chittenden County for growth
- No restriction on the removal of earth resources
- Support Business – Feasibility Studies, Economic Development Council, Development incentives
- Give me a little sprawl
- Rental of land is more economically feasible
- Rehabilitate old space for business

- * Additional response(s) that were very similar to the listed response

**Selections From March 6th Public Forum
Downtown/Town Core**

TOP SELECTIONS

- ALLOW MULTI-LEVEL STRUCTURES, GREATER HEIGHT TO
CREATE DENSITY (13)**
- LET THE PEOPLE DECIDE/MARKET DICTATE WHAT TYPE OF
DEVELOPMENT WILL OCCUR IN DOWNTOWN (12)**
- REDUCE LOT SIZES TO ALLOW GREATER DENSITY (12)**
- MULTIPLE USES - SUCH AS RECREATION, RESIDENTIAL,
COMMERCIAL (10)**
- MORE SIDEWALKS - SIDEWALKS THAT CONNECT, PEDESTRIAN
FRIENDLY (10)**
- CIVIC CENTER, COMMUNITY CENTER (9)**
- ANOTHER GROCERY STORE (9)**
- ICE RINK/SWIMMING POOL (9)**
- ACCESS: CONVENIENT, SAFE, PROVIDE ACCESS FOR ALL;
WALKING DISTANCE (9)**

Character/Miscellaneous

- Will not be quaint
- Downtown for Pedestrians – most important (3)
- A well planned, diverse, larger downtown
- Visually perceivable "Center of Town"; something to mark Town Core (5)**
- Improve "Core" image; problems with what is already existing (4)
- Property owners have existing incompatible buildings and uses; offer incentives for
change (8)**
- Aesthetic plan; beautification (4)
- Take pride in it (2)
- CLEAN/SAFE; someone to clean-up areas – e.g. McDonald's – Grand Union – Retail
- ACCESS: CONVENIENT, SAFE, PROVIDE ACCESS FOR ALL; WALKING
DISTANCE (9)**
- No design review (5)**
- Zoning Regulations are not small business friendly – signs are too restrictive, etc. (2)
- Name the place, e.g. Milton Business District (1)

Facilities/Amenities

Trees, sidewalks first in Town Core (6)

More lighting – street lights (2)

Town green/bandstand/fountain with park benches (7)

Need grid system for roads in Town Core (2)

Connecting streets to eliminate congestion on Route 7 (3)

Route into/out of center

MORE SIDEWALKS - SIDEWALKS THAT CONNECT, PEDESTRIAN FRIENDLY (10)

4 season trails in Town Core; trail head in center (2)

Density that allows mass transit (1)

Town to put in basic services in core (2)

What Uses?

More retail establishments, shopping (4)

Need to concentrate new retail development (1)

Any and all retail including big boxes, i.e. name brand stores (2)

No big boxes (7)

More restaurants

MULTIPLE USES - SUCH AS RECREATION, RESIDENTIAL, COMMERCIAL (10)

Ability for commercial with residential above (2)

Option of combined use but not mandated (1)

CIVIC CENTER, COMMUNITY CENTER (9)

Theatre – for classes, community groups, gallery (5)

ANOTHER GROCERY STORE (9)

Professional buildings

More (affordable) senior housing; senior center (1)

More multi-unit dwellings – in core, in surrounding downtown (6)

Boys Club (2) /Teen Center (3)

Lodging; conference center

Bed/Breakfast

ICE RINK/SWIMMING POOL (9)

Variety of sports activities

No industrial in Town Core Area (1)

Commercial/industrial in zones that allow it

Mini-storage detracts from Downtown image – out of character (3)

LET THE PEOPLE DECIDE/MARKET DICTATE WHAT TYPE OF DEVELOPMENT WILL OCCUR IN DOWNTOWN (12)

Provide incentives for development (3)

Density/Size/Height

REDUCE LOT SIZES TO ALLOW GREATER DENSITY (12)

Allow greater lot coverage for increased density (7)

ALLOW MULTI-LEVEL STRUCTURES, GREATER HEIGHT TO CREATE DENSITY (13)

3 story is the appropriate height for downtown (2)

Survey Questions for Milton Residents on Town Core Master Plan and Growth Management Study

Downtown

The Town of Milton is in the process of developing a plan for creating a “Downtown Area” in Milton. This area would be roughly bounded by the High School on Rebecca Lander Dr. and the Municipal Building on Bombardier Rd. The Planning Commission is interested in finding out what elements of a new “Downtown Milton” are important to you. Please indicate whether you strongly agree, agree, disagree, strongly disagree, or have no opinion regarding the following statements:

	Strongly Agree	Agree	Disagree	Strongly Disagree	No opinion
1) Milton needs a “Town Center” or concentrated hub of commercial development.					
Comments:					
2) The Downtown Area should allow for higher density commercial and residential development.					
Comments:					
3) Regarding uses in the Downtown Area:					
a) There should be a variety of mixed uses, including retail businesses and housing.					
b) What uses would you most like to see in the Downtown Area (list up to three)?					
Comments:					
4) The Downtown Area should be a pedestrian and bicycle friendly area that safely connects businesses, schools, and residences.					

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

Comments:					
5) Milton residents should have more extensive recreational facilities, such as more playing fields, an indoor swimming pool, or ice skating rink.					
Comments:					
6) The Downtown area should include extensive urban green space and parks.					
Comments:					
7) The Downtown Area should include building design, street lighting, and landscaping that is well-integrated.					
Comments:					
8) The Town of Milton should establish a Downtown area using a variety of actions, including: zoning regulations, economic incentives, and infrastructure development (e.g. sewer, water, roads).					
Comments:					

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

Growth Management

In addition to a downtown area, the Town of Milton is addressing growth issues throughout town. How do you feel about the following statements

	Strongly Agree	Agree	Disagree	Strongly Disagree	No opinion
9) The following types of growth should be encouraged along Route 7 outside of the Downtown area:					
a) Commercial					
b) Industrial					
c) Residential					
d) Other					
Comments:					
10) Retail businesses should primarily be concentrated within the Downtown area.					
Comments:					
11) The Town of Milton should allow high density residential development in areas outside of the Downtown Core.					
Comments:					
12) In rural areas of the town, such as Miltonboro and Georgia Mountain:					
a) Residential developments should be clustered (smaller lot sizes with undeveloped open space around it).					

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

b) Landowners should be compensated economically for being required to maintain open land.					
Comments:					
13) Milton should have its own Interstate exit. If you agree, where should it be located?					
a) Lake Road					
b) Checkerberry					
c) Other					
Comments:					

Respondent Background

1) Do you currently live in Milton?

Yes__ No__

1a) If so, how many years have you lived here?

2 or less__ Between 2-5__ Between 5-10__ Between 10-20__
Between 20-30__ Greater than 30__

1b) If yes, what part of Milton do you live in? *(please check one)*

- Downtown __
- Catamount __
- North Road __
- Checkerberry __
- Arrowhead Mountain __
- West Milton __
- Beaver Brook __
- Georgia Mountain __
- Miltonboro __

2) Respondent was:

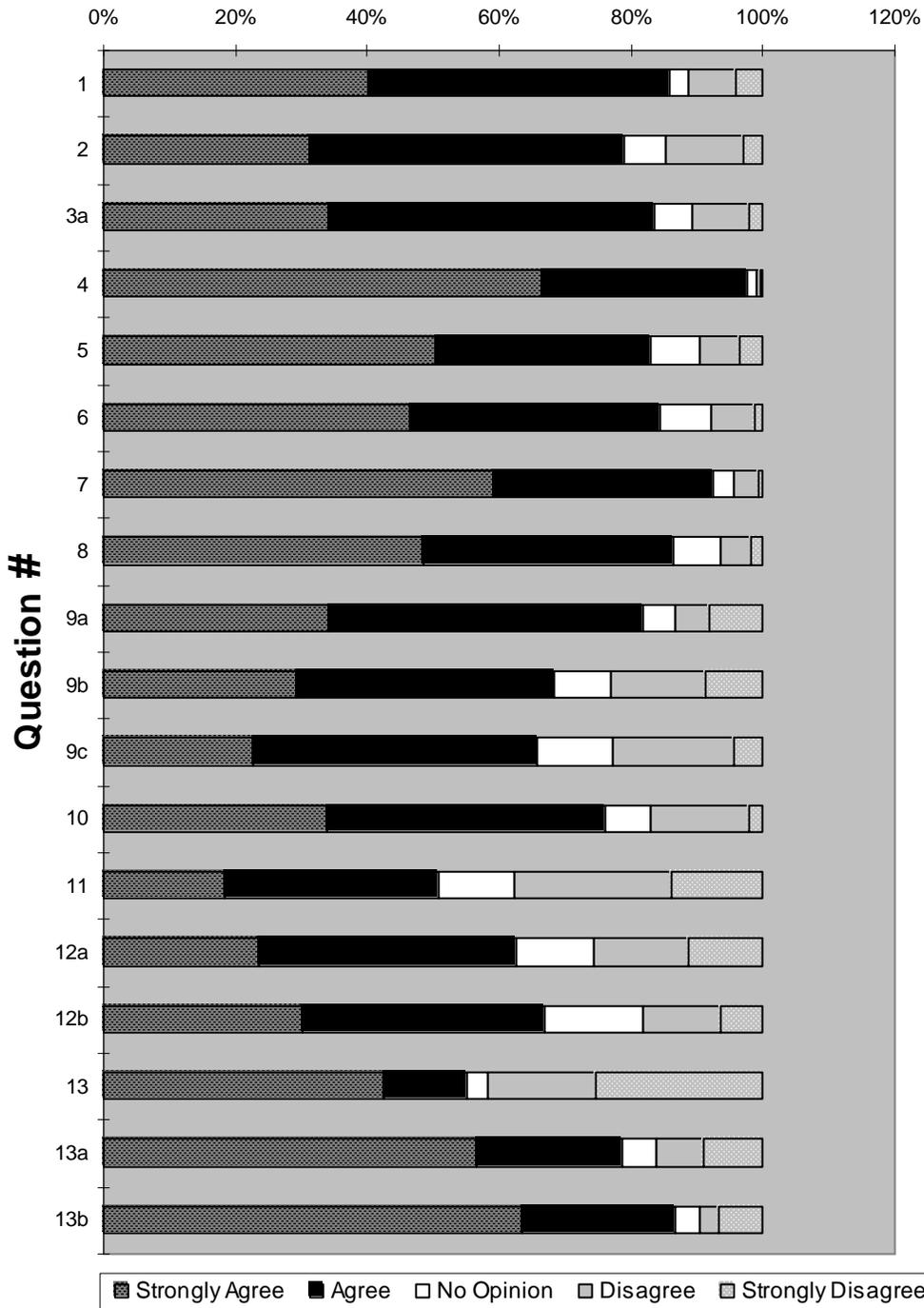
__ Male __ Female

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

**Milton Town Core & Growth Management
Survey**

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
1	40%	46%	3%	7%	4%
2	31%	48%	6%	12%	3%
3	34%	50%	6%	9%	2%
4	67%	31%	2%	1%	0%
5	51%	32%	7%	6%	3%
6	47%	38%	8%	7%	1%
7	59%	34%	3%	4%	1%
8	49%	38%	7%	4%	2%
9a	34%	48%	5%	5%	8%
9b	29%	39%	8%	14%	9%
9c	23%	43%	12%	18%	4%
10	34%	42%	7%	15%	2%
11	18%	33%	11%	24%	14%
12a	23%	39%	12%	14%	11%
12b	30%	37%	15%	12%	6%
13	43%	13%	3%	16%	25%
13a	56%	22%	5%	7%	9%
13b	63%	23%	4%	3%	7%

Milton Town Core & Growth Management Survey



APPENDIX 2

EXISTING CONDITIONS PLATES

HISTORIC DEVELOPMENT PATTERNS

EXISTING USES

EXISTING ZONING

RESOURCE RESTRICTIONS

EXISTING UTILITY INFRASTRUCTURE

WHERE IS DOWNTOWN?

EXISTING DEVELOPMENT PATTERNS

APPENDIX 3

VISION CONCEPT PLATES

CONCEPTUAL LAND USE AND CIRCULATION

VISION CONCEPT – MARCH 2000

VISION CONCEPT – MAY/JUNE 2000

APPENDIX 4

PLANNING AREAS PLATES

DOWNTOWN PLANNING AREAS

MILTON CROSSROADS MARKET PLACE (MCMP) PLANNING AREAS

APPENDIX 5

ZONING RECOMMENDATIONS

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

**EXISTING ZONING - PERMITTED (P) AND CONDITIONAL (C) USES
PARTIAL LISTING**

	R1	R2	C1	C2	C3
RESIDENTIAL					
Single Family Dwellings	P	P	P		
Duplexes	C	C	C		
Planned Residential Developments	P	P	P		
Housing for the Elderly			P		
Mixed Residential/Non-Residential Uses on the Same Lot			P		
RETAIL & SERVICE					
Retail Sales				P	P
Personal and Professional Services			P	P	P
Restaurants			P	P	P
Motels				P	P
OFFICE			P	P	P
INDOOR RECREATION				P	P
INDUSTRIAL & WAREHOUSE					
Enclosed Light Manufacturing				C	C
Research and Development Laboratories					C
Enclosed Wholesale					
Warehousing/Distributing					
Enclosed Outdoor Storage					
Trucking					
Construction and Agricultural Equipment Sales and Service					
MISCELLANEOUS					
Institutional Establishments	C	C	P	P	P
Commercial Nurseries, Greenhouses and Landscaping Services				P	
Kennels					
OUTDOOR & RESOURCE-RELATED					
Outdoor Recreation	C	C		C	
Marinas					
Agriculture	C	P		P	
Forestry		P		P	
Earth and Mineral Excavation					

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

**PROPOSED ZONING - PERMITTED (P) AND CONDITIONAL (C) USES
PARTIAL LISTING – December 1, 2000**

	MCMP Center	MCMP West	Checker- berry	Old Towne Resid.	Old Towne RC	Main Street	Beaver- brook
RESIDENTIAL							
Single Family Dwellings	P	P	P	P	P	P	P
Duplexes	P	P	P	P	P	P	P
Owner-Occupied up to Three Dwellings				P		P	C
Multi Family Dwellings	P	P	P		P		
Planned Residential Developments	P	P	P	P	P	P	P
Housing for the Elderly	P	P	P	P	P	P	C
RESIDENTIAL PLUS							
Home Occupations	P	P	P	P	P	P	P
Mixed Residential/Non-Residential Uses on the Same Lot	P	P	P		P	P	
RETAIL & SERVICE							
Retail Sales	P	P	P				
Personal and Professional Services	P	P	P		P	P	
Restaurants	P	P	P		P	P	
Motels	P	P	P				
Bed & Breakfasts	P	P	P	P	P	P	P
OFFICE	P	P	P				
INDOOR RECREATION	P	P	P		C		
INDUSTRIAL & WAREHOUSE							
Enclosed Light Manufacturing	C	C	C				
Research and Development Laboratories	C	C	C				
Enclosed Wholesale	C	C	C				
Warehousing/Distributing	C	C	P				
Enclosed Outdoor Storage		C	C				
Trucking							
Construction and Agriculture Equipment Sales and Service	C	C	C				
MISCELLANEOUS							
Institutional Establishments	P	P	P	P	P		C
Commercial Nurseries, Wholesale Greenhouses & Landscaping Services		C	P				
Parking Structures	P	P					
Kennels							
OUTDOOR & RESOURCE-RELATED							
Outdoor Recreation	C	C	C	C	C		C
Marinas							
Agriculture	P	P	P	P	P		P
Forestry	P	P	P	P	P		P
Earth and Mineral Excavation							

**TOWN OF MILTON
TOWN CORE MASTER PLAN**

EXISTING ZONING - DIMENSIONAL STANDARDS BY DISTRICT

	Minimum Lot Area	Minim. Road Frontage	Minim. Front Setback	Minim. Side Setback	Minim. Rear Setback	Maximum Lot Coverage	Maximum Building Height
R1 DISTRICT							
Single Family	20,000 s.f.	125 ft.	35 ft.	15 ft.	15 ft.	20%	35 ft.
Duplex	30,000 s.f.	150 ft.	“	“	“	“	35 ft.
Non-Residential	20,000 s.f.	125 ft.	35 ft.	15 ft.	15 ft.	25%	35 ft.
R2 DISTRICT							
Single Family	40,000 s.f.	200 ft.	35 ft.	15 ft.	15 ft.	15%	35 ft.
Duplex	80,000 s.f.	300 ft.	“	“	“	“	35 ft.
Non-Residential	40,000 s.f.	200 ft.	35 ft.	15 ft.	15 ft.	15%	35 ft.
C1 DISTRICT							
With Sewer	10,000 s.f.	60 ft.	20 ft.	10 ft.	10 ft.	50%	35 ft.
Without Sewer	20,000 s.f.	“	“	“	“	“	35 ft.
C2 DISTRICT	40,000 s.f.	200 ft.	35 ft.	35 ft.	35 ft.	50%	35 ft.
C3 DISTRICT	200,000 s.f.	200 ft.	25 ft.	25 ft.	25 ft.	60%	35 ft.

**PROPOSED ZONING - DIMENSIONAL STANDARDS BY DISTRICT –
December 1, 2000**

	Minimum Lot Area	Minim. Road Frontage	Minim. Front Setback	Minim. Side Setback	Minim. Rear Setback	Maximum Lot Coverage*	Maximum Building Height	Multi-Family Density (per acre)
MCMP Center	5,000 s.f.	None	0 to 20 ft.	0 ft.	0 ft.	80%	5 stories**	see coverage
MCMP West	20,000 s.f.	None	0 to 20 ft.	0 ft.	0 ft.	70%	4 stories	see coverage
Checkerberry	20,000 s.f.	100 ft.***	20 ft.	10 ft.	10 ft.	60%	4 stories	7
Old Towne Residential	10,000 s.f.	80 ft.	20 ft.	10 ft.	10 ft.	50%	3 stories	n/a
Old Towne Res/Comm.	10,000 s.f.	80 ft.	20 ft.	10 ft.	10 ft.	50%	3 stories	4
Main Street	10,000 s.f.	80 ft.	20 ft.	10 ft.	10 ft.	50%	3 stories	n/a

* For single-family, duplex and owner-occupied three-unit residences, the standard shall be maximum 40% building coverage.

** Above 4 stories - additional review standards, including increased setbacks, may apply to ensure “like kind quality”.

*** Road frontage shall be 200 ft. along Route 7 except where modified as part of a PUD.

**PROPOSED ZONING – DEFINITIONS AND STANDARDS
December 8, 2000**

BUILDING COVERAGE:

(DEFINITION)

That part or percent of a lot occupied by buildings, accessory buildings, porches, decks, and in- and above-ground swimming pools.

(STANDARDS)

Building coverage applies to single-family, duplex and owner-occupied three-unit residences. The standard shall be maximum 40% building coverage in all districts. Lot coverage (see below) shall not apply to these uses.

LOT COVERAGE:

(DEFINITION)

That part or percent of a lot occupied by buildings, STRUCTURES, including accessory buildings, driveways, parking areas, sidewalks, bicycle paths, vehicle travel lanes, overhead canopies, utility facilities, storage tanks for commercial use, and designated storage areas including storage areas for boats, trailers, or other vehicles. For the purposes of these regulations, lot coverage does not include private septic systems or wells.

(STANDARDS)

Lot coverage applies to all uses other than single-family, duplex and owner-occupied three-unit residences. The standard for those uses shall vary by district as specified in the table of dimensional standards. Building coverage (see above) shall not apply to these uses.

TheDRB may waive inclusion of sidewalks and bicycle paths under lot coverage if it determines that such sidewalk/paths will primarily serve as part of a larger transportation network rather than provide on-site circulation.

Normal maximum lot coverage shall be 80%. The DRB may approve higher lot coverage if an applicant provides equivalent green space and/or landscaped area off-site within the MCMP Districts.

STRUCTURE:

{DEFINITION}

Anything constructed or erected, the use of which requires location on or within the ground or attachment to something having location on or within the ground. For the purposes of these regulations, a driveway, parking area, sidewalk or bicycle path, private septic system or well is not considered a structure.

BUILDING HEIGHT:

(STANDARDS)

Building height will be measured to the top of a parapet or flat roof. For sloping roofs, separate standards will be provided to the eaves and to the ridge.

Dimensional standards will be based on permitted # of stories – 3 for Old Town and Main Street Districts and 4 for Checkerberry and MCMP West.

In the MCMP Center District, maximum height will be 70' to the highest point of either a flat or sloping roof. For any building above 4 stories – additional review standards, including increased setbacks, may apply to ensure “like kind quality”.

LIKE KIND QUALITY:

(DEFINITION)

Having characteristics that allow a use to be located in harmony with other adjacent uses and to be compatible with the overall character of the neighborhood. Some elements affecting compatibility include height, scale, mass and bulk of structures. Other characteristics include pedestrian or vehicular traffic, circulation, access and parking impacts. Other important characteristics that affect compatibility are landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, compatibility refers to the sensitivity of development proposals in maintaining the character of existing development.

(STANDARDS)

“Like kind quality” is a suitable standard in historic areas or other established neighborhoods. In emerging areas and in locations where future plans differ from existing development, quality of a development may be judged in relation to the standards of an approved Town master plan.

HOME OCCUPATIONS:

(STANDARDS)

Operator – “a person for whom the property is a primary residence”.

Location - within the principal dwelling structure or in accessory structures.

Character - secondary to the use of the dwelling as a residence; appearance of the property shall be consistent with the residential character of the neighborhood.

Employees - no more than two employees who are not full-time residents of the dwelling.

Outdoor storage – shall be covered or screened from view from outside the property boundaries.

Parking – off-street parking areas should not be in the front setback area; no more than one passenger vehicle or light truck per employee; no heavy equipment.

Traffic – shall not produce traffic that alters the essential character of the neighborhood.

Signage – as per Section 830.

Hours of operation/lighting, etc. – compatible with character of residential neighborhood. Hours of any activities that are discernible beyond the property boundaries (traffic, noise, etc.) shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday.

Objectionable elements - no objectionable noise, smoke, vibration, dust, odors ...

Retail sales – limited to those items produced as part of the home occupation.

OWNER-OCCUPIED THREE UNIT RESIDENCES:

(STANDARDS)

The owner’s principal residence must be one of the three residential units. If the owner ceases to reside at that location for six (6) months or longer, a maximum of two residential units is permitted.