T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

MEMORANDUM

To: John Fiske

From: Michael J. Buscher

Date: June 20, 2025

Re: VELCO Sandbar Station – Advance Power Flow Controller Project – Aesthetic Analysis

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I. Project Description

Vermont Electric Power Company Inc. and Vermont Transco LLC (collectively "VELCO") is seeking approval under 30 V.S.A. § 248 from the Vermont Public Utility Commission ("Commission") for a Certificate of Public Good to install an Advanced Power Flow Controller ("APFC") and related upgrades at the existing VELCO Sandbar Station located at 586 Bear Trap Road in the Town of Milton, Vermont (the "Project" or "Sandbar Station Project").

The Project involves the installation of an Advanced Power Flow Controller ("APFC"), which is needed to maintain reliability of power in the region by extending the life of the Sandbar Station Phase Shifting Transformer. The Project will install 12 APFC modules adjacent to the existing Sandbar Station in Milton. The APFC installation requires a yard expansion of the eastern fence line of the existing station to accommodate the APFC devices ("SmartValves"), bus work, instrument transformers, and connection of the APFC into the existing Sandbar Station. The existing eastern fence line of the station will be moved approximately 187 feet to the east to accommodate the APFC. This new fenced-in area will encompass approximately 41,240 square feet (a little less than one acre). There will be three new motor-operated load break switches installed within the existing Sandbar Station. The Project will require VELCO to relocate two sections of the existing K19 115kV transmission line for the expansion of the station and to provide access for construction and maintenance. Tree clearing and grading are required as shown on Figure 1 to facilitate the station's yard expansion, transmission line relocation, and the creation of natural resource habitat. The Project also includes constructing a new access drive along the northern end of the existing fence line to create an access route for construction. This drive will be retained after completion of the Project to provide access to the corridor north of the Project. Two temporary construction support areas are included, the first along the existing access drive to the station. The second will be near the west end of the new access drive, where an existing residential structure will be demolished, and the support area will utilize the space of the structure and existing yard. Figure 1 depicts proposed modifications to the layout for the Sandbar Station to incorporate the proposed APFC. Figure 2 illustrates a similar SmartValves installation.

The height of the APFC units will be 21 feet, while the steel structure and bus to interconnect into the existing station will be up to 29 feet in height. The Project will also include 3 lightning masts that will also include lighting and security cameras. Lighting will only be used during maintenance events. The lightning masts will be 60 feet in height. For comparison, the tallest lattice steel support structures, part of the existing station, are 63 feet tall, not including what appears to be lightning rods which rise an additional 9.5 feet.

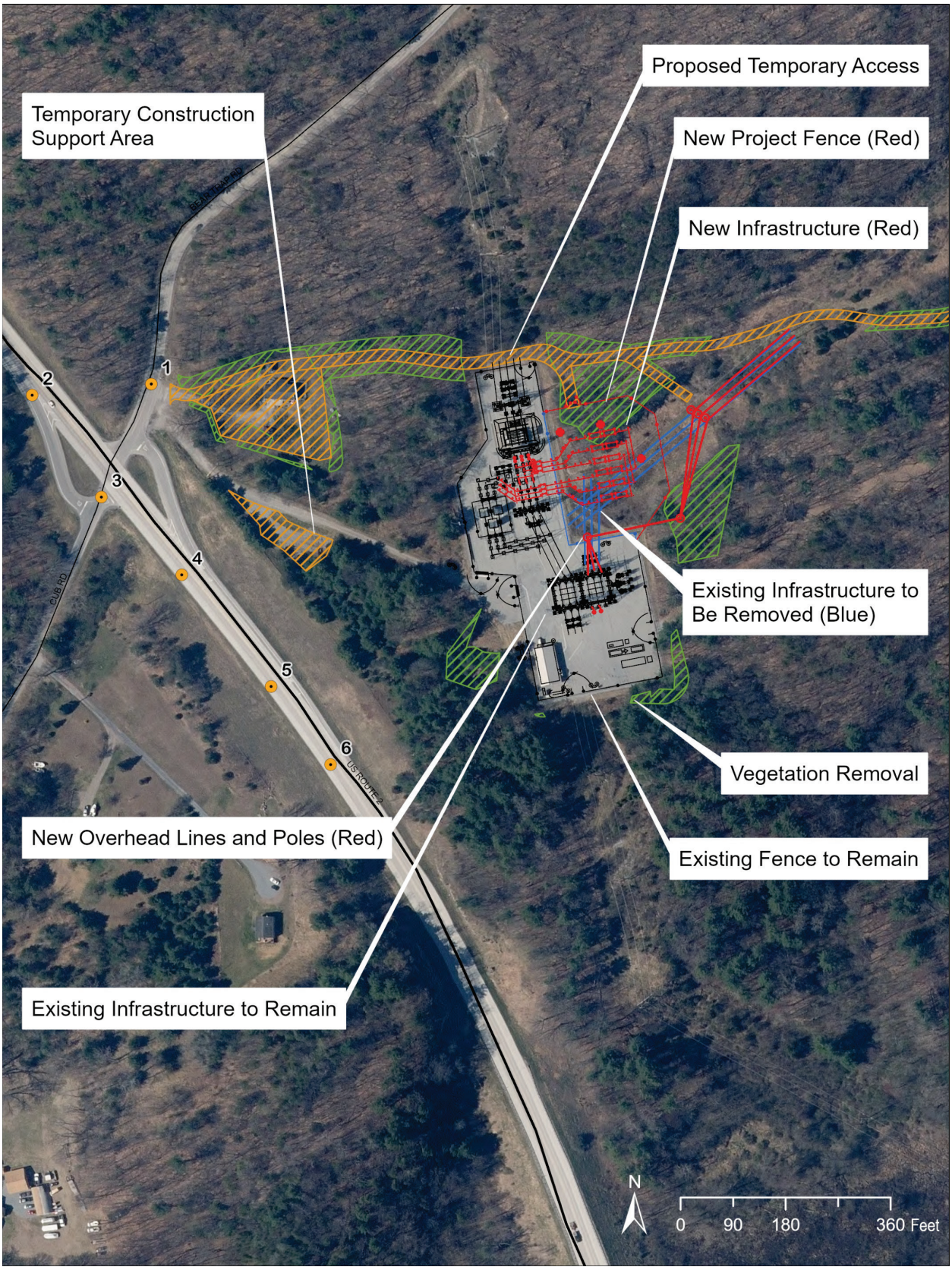


Figure 1: Aerial photo of the Project layout.

Figure 2 Example of SmartValves installation

II. Methodology – Quechee Test

Section 248(b)(5) of Title 30, Vermont Statutes Annotated requires the Commission to make a finding that a proposed electrical transmission Project will not have an undue adverse effect on aesthetics, as outlined in the so-called "Quechee Lakes Decision."[1] As explained in the Commission's order in Docket No. 6860, the Commission applies the Quechee Test in Section 248 proceedings, as follows:

> The Public Service Board has adopted the Environmental Board's Quechee analysis for guidance in assessing the aesthetic impacts of proposed projects under Section 248. We have previously explained the components of the Quechee analysis as follows:
>
> > In order to reach a determination as to whether the project will have an undue adverse effect on the aesthetics of the area, the Board employs the two-part test first outlined by the Vermont Environmental Board in Quechee, and further defined in numerous other decisions.
> >
> > Pursuant to this procedure, first a determination must be made as to whether a project will have an adverse impact on aesthetics and the scenic and natural beauty. In order to find that it will have an adverse impact, a project must be out of character with its surroundings. Specific factors used in making this evaluation include the nature of the project's surroundings, the compatibility of the project's design with those surroundings, the suitability of the project's colors and materials

[1] Quechee Lakes Corporation, Applications #3W0411-EB and #3W0439-EB at pgs. 18-20

> with the immediate environment, the visibility of the project, and the impact of the project on open space.
>
> The next step in the two-part test, once a conclusion as to the adverse effect of the project has been reached, is to determine whether the adverse effect of the project is "undue." The adverse effect is considered undue when a positive finding is reached regarding any one of the following factors:
>
> 1. Does the project violate a clear, written community standard intended to preserve the aesthetics or scenic beauty of the area?
>
> 2. Have the applicants failed to take generally available mitigating steps which a reasonable person will take to improve the harmony of the project with its surroundings?
>
> 3. Does the project offend the sensibilities of the average person? Is it offensive or shocking because it is out of character with its surroundings or significantly diminishes the scenic qualities of the area?
>
> Our analysis, however, does not end with the results of the Quechee test. Instead, our assessment of whether a particular project will have an "undue" adverse effect on aesthetics and scenic or natural beauty is "significantly informed by overall societal benefits of the project."[2]

T.J. Boyle Associates interprets the first prong of the Quechee test to first require an assessment of the project's visibility. Visibility establishes the underlying method for which all visual aesthetics are evaluated to comply with the purpose of the Quechee Test. For instance, a project's design, materials and colors may be completely out of character with its surroundings, but if such project is not visible to the general public (or "average person"), then there will be no adverse visual effect. Likewise, when a project is determined to be out of character with its surroundings, one solution that the Quechee Test offers to mitigate this is to visually obscure the project with landscape mitigation or other screening, which itself is a simple reduction or occlusion of project visibility. In this way, TJB interprets the first prong of the Quechee Test to be asking, "What is the project's visibility, and is that visibility out of character with its surroundings?" In our experience, if the Quechee Test were not interpreted in this way then a given project could be considered adverse even if it was completely invisible from surrounding areas, which will be an unreasonable interpretation and inconsistent with the purpose of the test.

Our study area for potential adverse aesthetic effects extends approximately two miles from a project location. This distance tells us whether a given project is, or is not, visible from prominent or protected locations in the study area, or, perhaps more importantly, if a project itself is in a prominent or highly visible location.

In conducting the Quechee Analysis and preparing this report, three distinct methods have been used: (1) background data collection, (2) GIS viewshed analysis mapping, and (3) field investigation. The GIS viewshed mapping and field investigation are used to identify areas with potential visibility of the Project (see Appendix A – Maps and Appendix B – Photographic Inventory). The background data and field investigation are used to characterize the study area and Project. All three methods are used to evaluate whether there are in fact 'adverse' impacts and if so, whether those impacts could be considered 'undue.'

[2] Petitions of Vermont Electric Power Company, Inc. (VELCO), Vermont Transco, Docket No. 6860, Vt. Pub. Serv. Bd. (Jan. 28, 2005) at 79-80.

III. Quechee Test Part I – Evaluation of Potential Adverse Impacts

As noted above, GIS viewshed mapping was utilized as a preliminary evaluation method. Upon field review, areas indicated as having potential visibility on the vegetated viewshed map (Appendix A, Map 3) were found to be accurate. In general, the field investigation found that most visibility of the Project will be extremely limited.

Visibility

Potential Project visibility is limited to nearby portions of US Route 2, Bear Trap Road, and Cub Road. Surrounding terrain and vegetation will significantly screen visibility of Project upgrades from the surrounding area. There are steep rolling hills roughly north and south of the station site that obscure visibility along the transmission line corridor. Additionally, surrounding vegetation, including mature evergreen trees south of the station, many of which were planted as previous mitigation, provide year-round screening. Most visible will be the new access road that connects to Bear Trap Road west of the Project.

US Route 2

Near the Project, US Route 2 (Roosevelt Highway) is a Class 40 paved US highway that connects US Route 7 in Colchester to the east with the Champlain Islands, South Hero and Grand Isle, to the northwest. The stretch between US Route 7 and the islands is configured as a two lane, limited access road with a 55 mile per hour speed limit. It's characterized by forested hillsides, medium to low-density residential use, and views along the Lamoille River that meanders to the east and south of the Project. This portion of US Route 2 is part of the Lake Champlain Byway. The existing transmission lines that connect to the Sandbar Station are also occasionally visible in the landscape. Visibility along US Route 2 is illustrated in Appendix B, the Photographic Inventory by Viewpoints 2 through 6.

When heading east bound on Route 2 (southeast near the Project), vegetation that surrounds the station site limit visibility of the existing station to a small window near the intersection near Cub Road and Bear Trap Road (see Viewpoint 2). At this location, the top of the existing station is visible for approximately 375 feet. However, it is unlikely that Project upgrades, which will be located adjacent to the northeast of the station, will be visible. At a speed of 55 miles per hour, this will equate to approximately 5 seconds of visibility while heading southeast

When heading west bound (northwest near the Project) on Route 2, intervening vegetation will significantly limit any potential visibility of proposed Project components, including mature evergreen vegetation that was previously installed as mitigation. A mix of deciduous and evergreen vegetation surrounds the station and will prevent significant visibility of the Project from the south.

Project upgrades will be located along the northeast edge of the existing station, further away from US Route 2. Only the three proposed lightning masts approach the height, although slightly lower, of the steel structure of the existing station. Due to the intervening vegetation, the Project is not anticipated to have any visibility from locations along US Route 2, even during leaf-off conditions.

Cub Road and Bear Trap Road

Cub Road and Bear Trap Road are Class 3 paved town roads that extend south (Cub Road) and north (Bear Trap Road) from a common intersection with US Route 2 to the west of the Project. These roads provide access to nearby residential, agricultural, public, and commercial uses.

Due to roadside vegetation and landform, both roadways only have visibility of the existing station in the area immediately adjacent to US Route 2. The existing station is visible from the stop sign at the north end of Cub Road (see Viewpoint 3), and the stop sign at the south end of Bear Trap Road (in the same line of

sight as Viewpoint 2). Additionally, the Project incorporates a new access drive that will connect to Bear Trap Road near Viewpoint 1. It will utilize an existing driveway connection at Bear Trap Road that serves an existing residential structure that can be seen in the included images. To accommodate the new access drive, clearing will be necessary towards the rear of the residential structure. The residential structure will be demolished, and a temporary construction support area will be located in the area of the existing structure and yard. Viewpoint 1 illustrates that even during leaf-off conditions, visibility of the existing station is almost impossible, only heavily filtered views of the existing infrastructure are possible.

As previously noted, the proposed expansion of the station will be adjacent to the northeast side of the station, to the opposite side of the station from Bear Trap Road. The alignment of the new access road will be north of the station and is not anticipated to create new visibility of electrical transmission infrastructure compared to existing conditions. Visibility will be limited to clearing and the gravel surface of the new access drive and temporary visibility of activities and material storage within the construction support area.

Other Surrounding Areas and Distant Views

Due to intervening vegetation and terrain, other areas and roadways around the Project are not anticipated to have visibility of the proposed improvements. These include the Lamoille River and Sears River Access Area, Gravelle Road, Access Road, and Sandbar State Park.

Private Residences

There are two private residences in the vicinity of the Project, excluding the existing residential structure on the Project site, which VELCO plans to demolish. These residences are located approximately 900 feet southwest of Project upgrades, and 800 feet southwest of Project upgrades, both which appear to be accessed from a shared drive on Cub Road. It is highly unlikely that these residences will have visibility of Project upgrades.

Suitability of Colors and Materials for the Project

The Project materials and colors will be galvanized steel and aluminum equipment and associated structures, galvanized steel mesh fence, and a white or light beige/gray of the SmartValves. These materials are very similar to colors and materials within the existing station, and are also like other surrounding features, including metal fencing along US Route 2 and the other existing transmission structures and conductors that are visible elsewhere along US Route 2. For these reasons, the Projects colors and materials are considered compatible with the existing conditions at and in the vicinity the site.

Impact on Open Space

Act 250 and Section 248 do not clearly define what is meant by the term "open space," and some regional plans and town plans have differing definitions of open space, if any at all. The 2018 Chittenden County ECOS Regional Plan, adopted June 20, 2018[3] and its associated Supplements do not define the term "open space" or depict areas where it is located. In fact, the ECOS plan doesn't regularly utilize the term, only referencing "open space" three times in the main document. Relevant sections of the ECOS Regional Plan are included in Appendix C.

The Town of Milton 2018 Comprehensive Plan adopted February 5, 2018, and last amended January 3, 2023[4] offers limited description of open space, although the term is utilized throughout the plan. Mostly, the plan promotes the conservation of open space by clustering development. Map 10 of the

[3] *http://www.ecosproject.com/2018-ecos-plan/#final*

[4] *https://www.miltonvt.gov/DocumentCenter/View/338/2018-Comprehensive-Plan-Amended-July-15-2019-PDF*

Comprehensive Plan includes various areas that are labeled as open space, but the Sandbar Station site is not labeled as such. Relevant sections of the Milton Comprehensive Plan are included in Appendix C.

The Project site is not officially designated as open space within either the ECOS Plan or Comprehensive Plan. The Project is an expansion to an existing electrical transmission facility, and it is not expected to be visible from areas surrounding the Project site. The property where the Project is proposed is not a major component of existing views from or to the surrounding area and does not significantly contribute to local scenic quality. For these reasons, the Project will not impact open space in the area.

Summary of Quechee Test Part I

The review of aesthetic impacts found that the proposed Project is not likely to have any significant visibility from roads or other locations surrounding the Project site. A combination of terrain and vegetation, including mature evergreen trees previously planted for mitigation of the existing station, will effectively screen proposed upgrades. Visibility will be limited to the western end of the new access drive and temporary activities and storage during Project construction. The Project will expand an existing electrical transmission station, consolidating transmission infrastructure. Additionally, the colors and materials of the proposed improvements will be compatible with the industrial character of the existing site, and the Project will not cause an impact to open space or interfere with existing views. The site already incorporates existing mitigation, and no additional mitigation is recommended. For these reasons, the Project will not result in an adverse impact to the aesthetics and scenic and natural beauty of the area.

IV. Quechee Test Part II

The findings of this analysis conclude that the overall visual impact of the VELCO Sandbar Station Project will not result in adverse impacts to the aesthetics of the area in which it is being proposed. Therefore, the requirements in the Quechee Test have been satisfied, and the second part of the Quechee Test does not need to be administered.

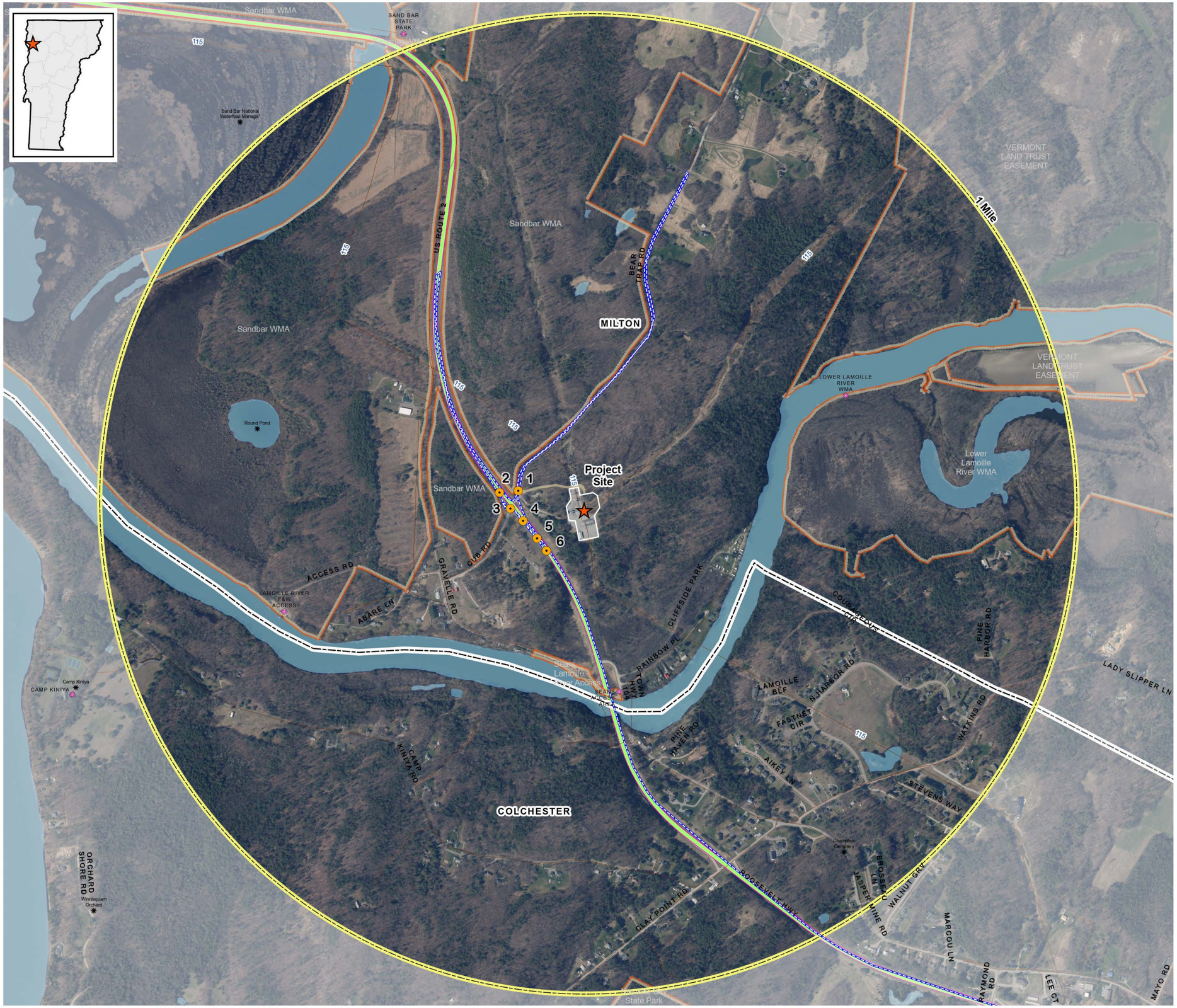
V. Conclusions of the Quechee Test

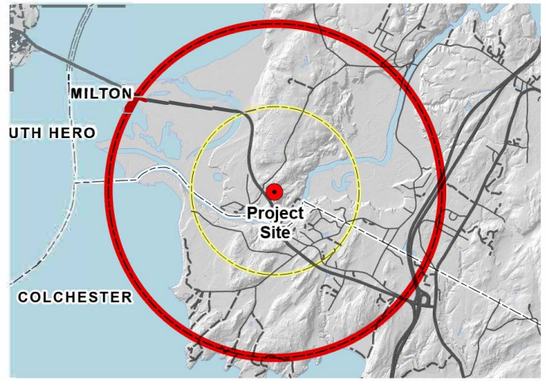
In review, the findings of this analysis conclude that the overall visual impact of the VELCO Sandbar Station Project in the Town of Milton, Vermont, will NOT result in ADVERSE impacts on the aesthetics of the area in which it is being proposed because:

1) Project are not anticipated to have any significant visibility from the surrounding area.
2) The Project's colors and materials are considered compatible with the existing conditions at and in the vicinity the site.
3) The property where the Project is proposed is not a major component of existing views from or to the surrounding area and does not significantly contribute to local scenic quality.
4) The Project site is not officially designated as open space within either the ECOS Plan or Comprehensive Plan, and the Project will not impact open space in the area.

Therefore, the Sandbar Station Project meets the Quechee Test insofar as its impact on aesthetics will NOT be UNDULY ADVERSE.

List of Attachments:





CONTEXT MAP

VELCO Sandbar Station Project

Appendix A

MAP 1: AERIAL CONTEXT MAP

May 2025

LEGEND

- Landmarks
- Recreation Sites
- Utility Lines
- Inventory Route
- Vermont Scenic Byways and Highways
- 1-Mile Radius
- Town Boundary
- Vermont Protected Lands
- Hydrology

NORTH

0 0.25 Miles

Service Layer Credits: EGC_services/ MAP_VCGI_ALLIMAGERYCLR_WM_NOCACHE_v1: VCGI

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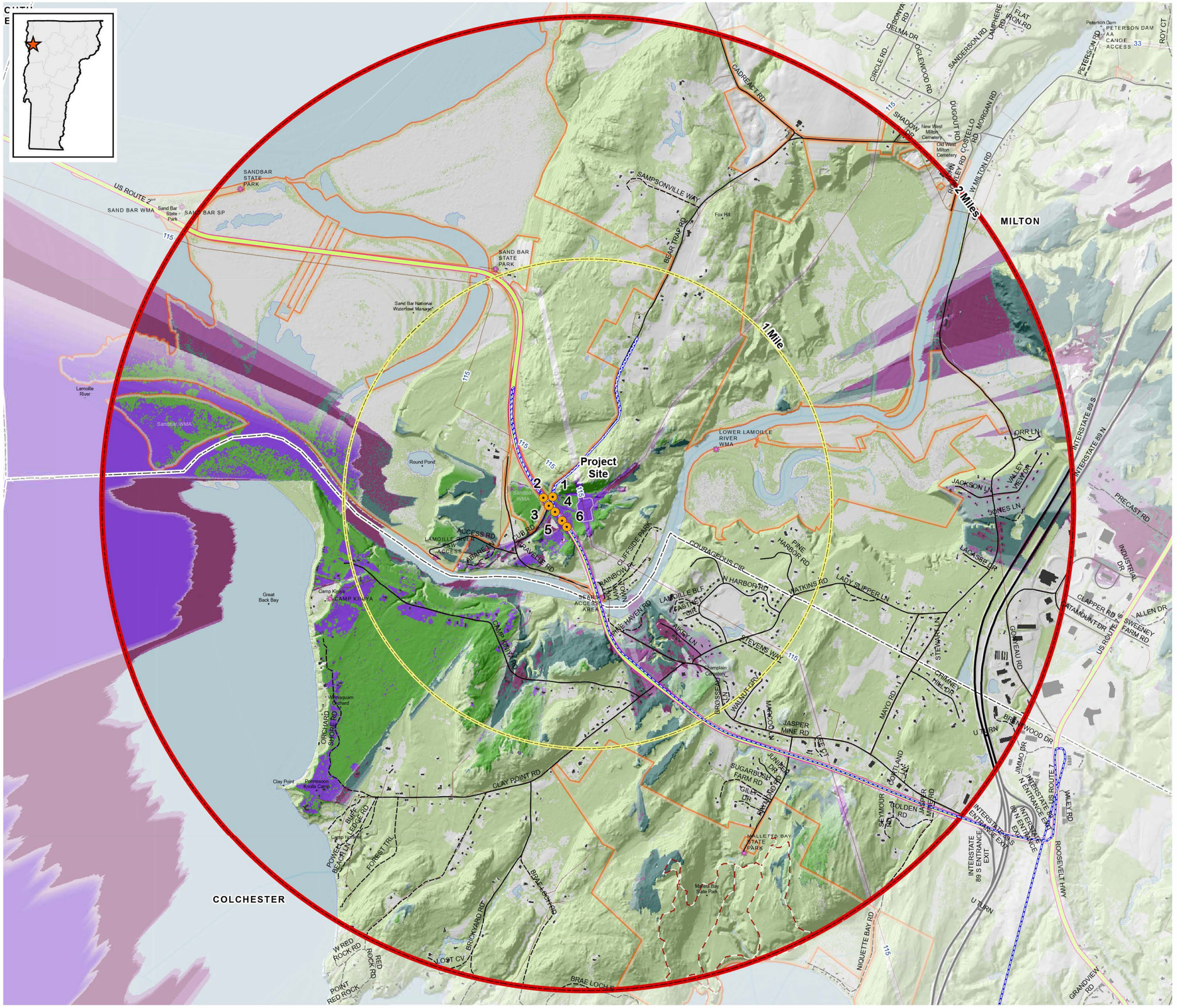

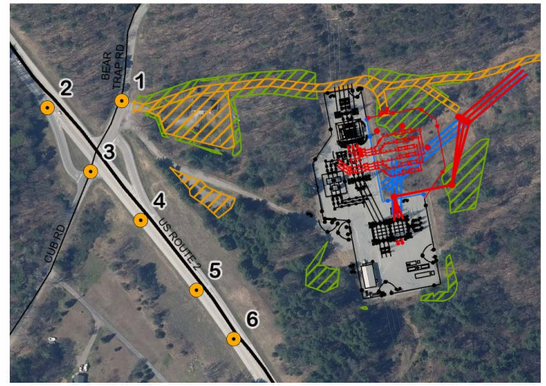

SITE MAP

VELCO Sandbar Station Project

Appendix A

MAP 2: TERRAIN VIEWSHED MAP

[2-Mile Study Area]

May 2025

LEGEND

- Landmarks
- Recreation Sites
- Inventory Route
- 20' Contours
- Vermont Scenic Byways and Highways
- Vermont Trails
- 2-Mile Study Area
- Town Boundary
- Hydrology
- Vermont Protected Lands
- Potential Visibility of Equipment within Non-Forested Areas
- Potential Visibility of Equipment within Forested Areas
- Potential Visibility of Towers within Non-Forested Areas
- Potential Visibility of Towers within Forested Areas

NORTH

0 0.25 0.5 0.75 Miles

GIS viewshed mapping is a preliminary means of visual analysis. While beneficial for preliminary orientation and investigation, because of data assumptions and omissions, viewshed maps are not a definitive indication of visibility. Potential visibility needs to be confirmed through field investigation and other visualization techniques.

Elevation data derived from LiDAR data and/or the National Elevation Dataset.

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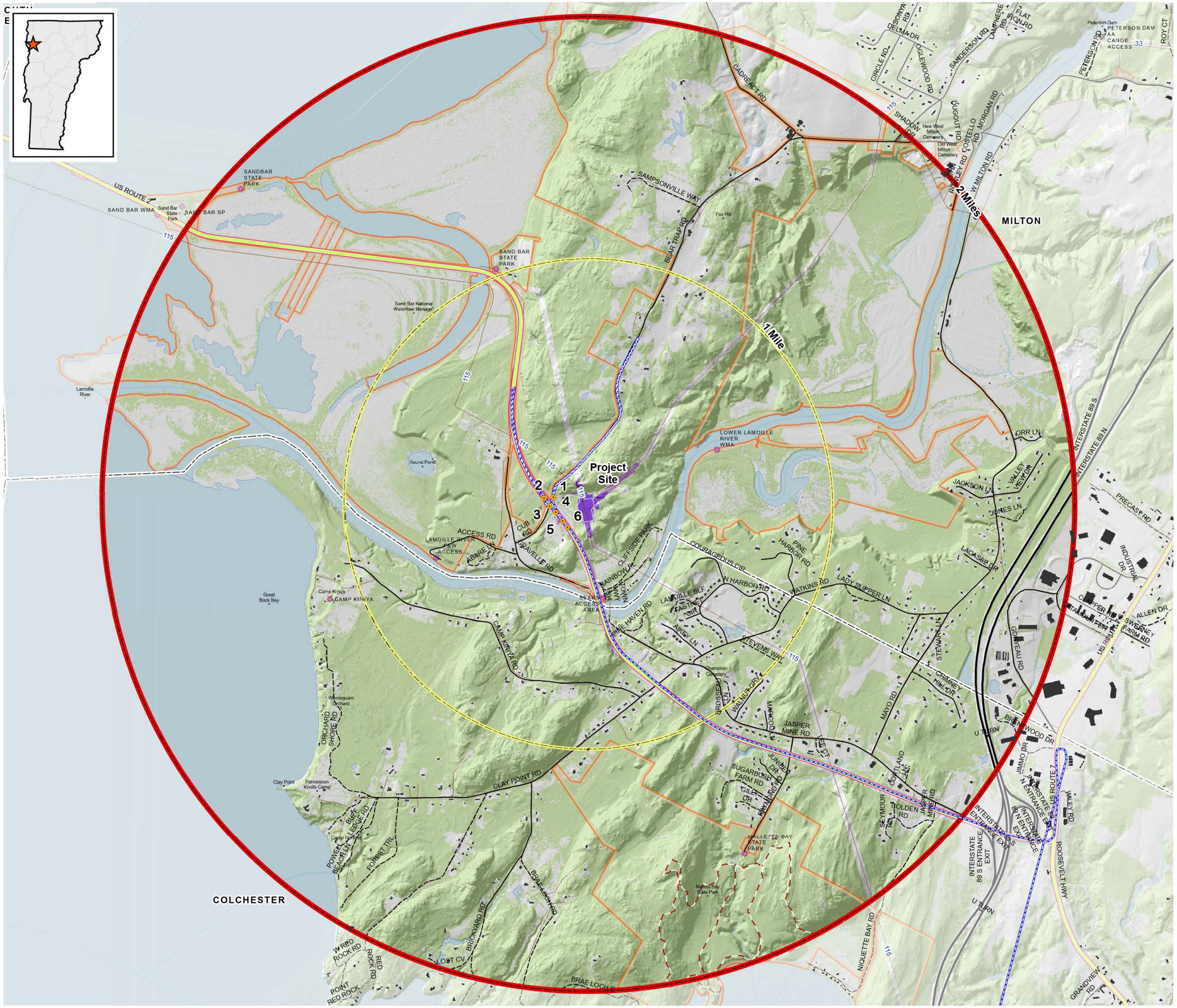

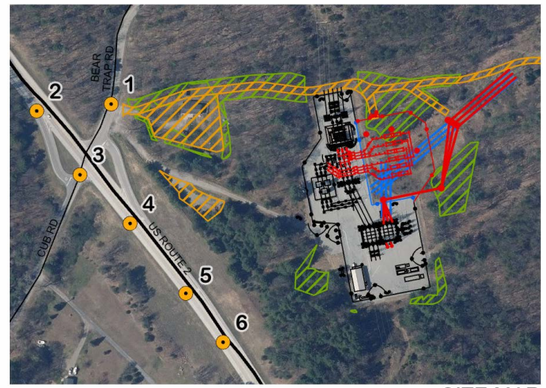

SITE MAP

VELCO Sandbar Station Project

Appendix A

MAP 3: VEGETATED VIEWSHED MAP

[2-Mile Study Area]

May 2025

LEGEND

- Landmarks
- Recreation Sites
- Inventory Route
- Utility Lines
- 20' Contours
- Vermont Scenic Byways and Highways
- Vermont Trails
- 1-Mile Radius
- 2-Mile Study Area
- Town Boundary
- Hydrology
- Vermont Protected Lands
- Proposed Solar Array Layout

Potential Visibility of Equipment within Non-Forested Areas

Potential Visibility of Towers within Non-Forested Areas

NORTH

0 0.25 0.5 0.75 Miles

GIS viewshed mapping is a preliminary means of visual analysis. While beneficial for preliminary orientation and investigation, because of data assumptions and omissions, viewshed maps are not a definitive indication of visibility. Potential visibility needs to be confirmed through field investigation and other visualization techniques.

Elevation and obstruction data derived from LiDAR data, aerial imagery, the National Elevation Dataset and the National Land Cover Database.

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Appendix B

Viewpoint 1: Approximately 180° panoramic view from Bear Trap Road, just north of US Route 2 and at the location of the new access road curb cut, panning from roughly northeast (left) to southwest (right). The orange rectangle represents the image below, which is captured with a 50mm equivalent lens.

Viewpoint 1: View from Bear Trap Road at the proposed access road location, looking roughly east. The existing substation is screened by intervening vegetation, even during leaf-off conditions. This view is represented by the orange rectangle in the image above. (50mm)

Viewpoint 2: Approximately 180° panoramic view from US Route 2 at east bound deceleration lane for Bear Trap Road / Cub Road intersection, west of the Project site, panning from roughly north (left) to east (right). The orange rectangle represents the image below, which is captured with a 50mm equivalent lens.

Viewpoint 2: View from US Route 2 looking slightly to the southeast along the existing substation access road. This view is represented by the orange rectangle in the image above. (50mm)

Viewpoint 3: Approximately 180° panoramic view from Cub Road at the intersection with US Route 2, west of the Project site, panning roughly from north (left) to south (right). The orange rectangle represents the image below, which is captured with a 50mm equivalent lens.

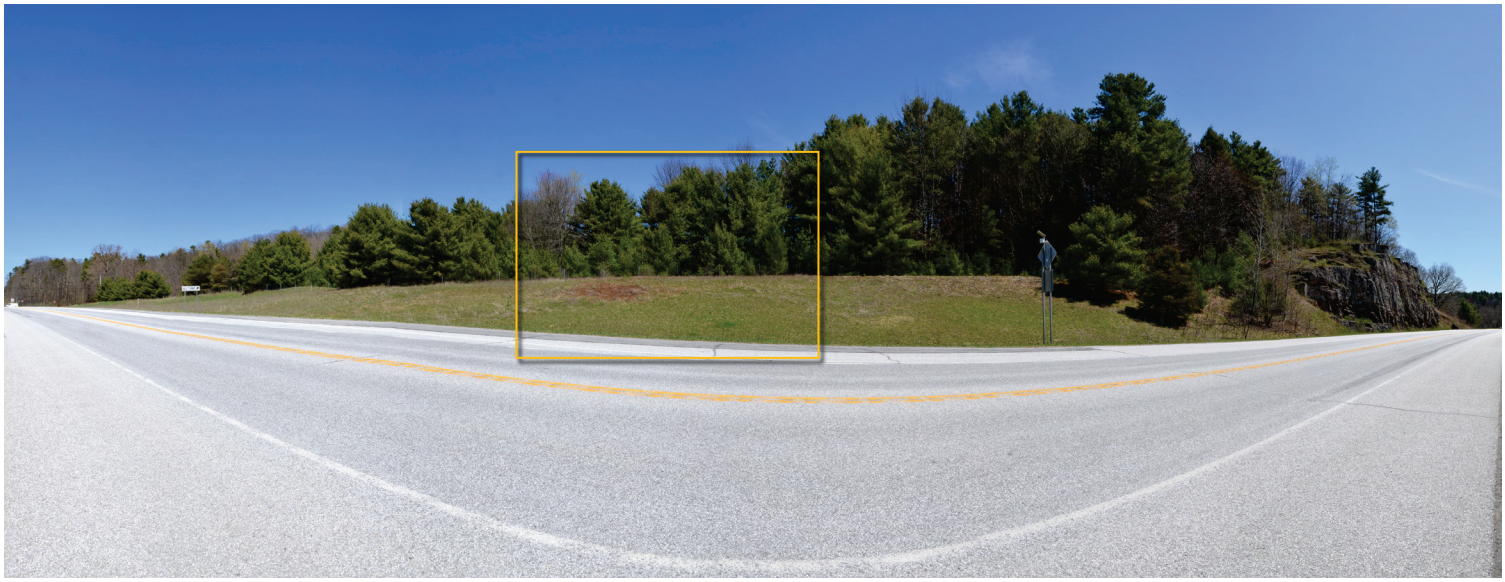
Viewpoint 3: View from Cub Road at the intersection with US Route 2, looking east towards the Project site. This view is represented by the orange rectangle in the image above. (50mm)

Viewpoint 4: Approximately 180° panoramic view from US Route 2, west of the Project site, panning from roughly northwest (left) to southeast (right). The orange rectangle represents the image below, which is captured with a 50mm equivalent lens.

Viewpoint 4: View from US Route 2 looking approximately east towards the Project site. This view is represented by the orange rectangle in the image above. (50mm)

Viewpoint 5: Approximately 180° panoramic view from US Route 2, southwest of the Project site, panning from approximately northwest (left) to southeast (right). The orange rectangle represents the image below, which is captured with a 50mm equivalent lens.

Viewpoint 5: View from US Route 2 looking northeast towards the Project site. This view is represented by the orange rectangle in the image above. (50mm)



Viewpoint 6: Approximately 180° panoramic view from US Route 2, southwest of the Project site, panning from northwest (left) to southeast (right). The orange rectangle represents the image below, which is captured with a 50mm equivalent lens.

Viewpoint 6: View from US Route 2 looking northeast towards the Project site. This view is represented by the orange rectangle in the image above. (50mm)

Appendix C

2018 Chittenden County ECOS Plan

Adopted 6/20/2018

For a healthy, inclusive, and prosperous community

Chittenden County RPC
Communities Planning Together

GBIC
Good Jobs In A Clean Environment

This plan is the Regional Plan, Metropolitan Transportation Plan, and Comprehensive Economic Development Strategy in one.

This plan can be found online at: www.ecosproject.com/plan

Document Overview

The 2018 ECOS Plan is organized in the following way to bring emphasis to how the plan will be implemented; while the analysis can be found in the supplements:

1. 2018 ECOS Plan - this main section includes the vision, goals and collective strategies and actions to address the region's concerns, including CCRPC's top ten actions for the coming 5 years.
2. Supplement 1 - process and public engagement.
3. Supplement 2 - regional analysis, culminating in a list of 31 high-priority concerns.
4. Supplement 3 – Regional Plan including a description of the maps, planning areas, Act 250/Section 248 role, and compatibility with municipal and surrounding regional plans.
5. Supplement 4 - Comprehensive Economic Development Strategy (CEDS) including a strengths/weaknesses/opportunities/threats analysis and project list of the region's utility and facility needs.
6. Supplement 5 - is the Metropolitan Transportation Plan (MTP) including the 2050 scenario, financial plan and the region's transportation project list.
7. Supplement 6 – Enhanced Energy Planning methodology and data guide.

In addition, there is a glossary that defines many of the terms used in this Plan. It can be found here: https://www.ccrpcvt.org/glossary/.

VISION, MISSION & GOALS

Vision

Our vision is that Chittenden County be a healthy, inclusive and prosperous community.

Mission

We will have a collaborative planning process with citizens, public and private organizations to develop a consensus regarding priority actions to achieve the goals below. The intent of this effort is to strengthen and enhance coordination, accountability and implementation of the plans of participating organizations such as state and local governments, planning organizations and other partner organizations - including business, environmental, education, and human services.

Principles

Principles describe our underlying values and guide the selection of strategies and actions to achieve our goals. These 10 principles will guide the selection of strategies and actions to achieve our goals (adapted from Sustainability Goals & Guiding Principles, ICLEI, October 2010).

1. **Think—and act—systemically**. Sustainable communities take a systems perspective and recognize that people, nature and the economy are all affected by their actions. Local governments in these communities consider the broader implications before embarking on specific projects, and they look for ways to accomplish multiple goals rather than default to short-term, piecemeal efforts.
2. **Instill resiliency**. Sustainable communities possess a strong capacity to respond to and bounce back from adversity. Local governments in these communities prepare for and help

residents and institutions prepare for disruptions and respond to them swiftly, creatively and effectively.

3. **Foster innovation**. Sustainable communities capture opportunities and respond to challenges. Local governments in these communities cultivate a spirit of proactive problem solving to provide access to futures otherwise unobtainable and to enable the risk-taking inherent in innovation.
4. **Redefine progress**. Sustainable communities measure progress by improvements in the health and wellbeing of their people, environment and economy. Instead of focusing on GDP (throughput of dollars), local governments in these communities use a broad set of indicators.
5. **Live within means**. Sustainable communities steward natural resources so that future generations have as many opportunities available to them as we do today. They also recognize that resources exist for the benefit of life forms other than humans. Local governments in these communities assess resources, track impacts, and take corrective action when needed so that they meet the needs of today while maintaining and improving what they leave for future generations.
6. **Cultivate collaboration**. Sustainable communities engage all facets of society in working together for the benefit of the whole. Local governments in these communities bring government representatives, community members and organizations together and create a culture of collaboration that encourages innovation, sharing of resources, and jointly shared accountability for results.
7. **Ensure equity**. Sustainable communities allocate resources and opportunities fairly so that all people who do the full range of jobs that a community needs can thrive in it. Local governments in these communities actively eliminate barriers to full participation in community life and work to correct past injustices.
8. **Embrace diversity**. Sustainable communities feature a tapestry of peoples, cultures and economies underpinned by a richly functioning natural environment. Local governments in these communities celebrate and foster ethnic, cultural, economic and biological diversity and encourage multiple approaches to accomplish a goal.
9. **Inspire leadership**. Sustainable communities provide leadership through action and results. Local governments in these communities recognize their opportunity to effect change by backing visionary policies with practices that serve as an example for citizens and businesses to emulate.
10. **Continuously improve**. Sustainable communities engage in continuous discovery, rediscovery and invention as they learn more about the impacts of their actions. Local governments in these communities' track both performance and outcomes, are alert for unintended consequences, and modify strategies based on observed results.

Goals

There are 17 goals, organized under four Broad Goals as follows:

Natural Systems – Design and maintain a strategically planned and managed green infrastructure network composed of natural lands, working landscapes, and open spaces that conserve ecosystem values and functions, and provide associated benefits to our community.

1. Ecological Systems (Habitats, Water Quality, Air Quality) - Conserve, protect and improve the health of native species habitats, water quality and quantity, and air quality.

iv. Aggregate these locally important forest blocks, wildlife habitat and associated resources into a regionally significant map so that we can see these resources across municipal boundaries and work together to protect them.

b. Resource Protection Audit – Identify what resources are being protected and to what standard. Map this information based on tiers of resources based on scale (i.e. small scale rare species locations and wetlands versus landscape scale forest blocks) and protection standards. Small scale resources may require higher standards, where landscape scale resources may accommodate some development and require less protective standards to maintain functions and values.
c. Municipal Development Review Regulations - Develop clear definitions of the resources to be protected and establish standards to describe how to protect these resources within zoning and subdivision regulations.
d. Education - Educate engineers, developers, real estate professionals, planners and the public regarding resources and methods for restoration and protection.
e. Non-regulatory Protection - Support non-regulatory conservation and/or preservation through public and land trust investments. Establish invasive plant removal management plans, implement the plans and include long-term monitoring.
f. To protect significant habitats, development should be located to avoid state and local known constraints that have been field verified, and to minimize impacts to state and local possible constraints that have been field verified.
    - State and Local Known Constraints, as protected by municipalities and State agencies, are shown on Map 9 and include the following: State - significant natural communities and rare threatened and endangered species, vernal pools (unconfirmed and confirmed), and Class 1 and Class 2 Wetlands, Local Known Constraints: see constraint tables under the description of Map 9 in Supplement 3.
    - Possible State and Local Constraints, as protected by municipalities and State agencies, are shown on Map 9 and include the following: Protected Lands (state lands in fee simple ownership and privately conserved land), deer wintering areas, the Agency of Natural Resources Vermont Conservation Design Highest Priority Forest Blocks, Local Possible Constraints: see constraint tables under the description of Map 9 in Supplement 3.

2. **Working Lands Implementation** – To preserve the soul of Vermont, as well as move forward into the future with resiliency, Vermont needs to protect the farmland and forestland we have and support existing and new operations (including, but not limited to, un-intensive urban and suburban home gardens and mini-homesteads). Support implementation of the Farm to Plate Strategic Plan and the VT Working Landscape Partnership Action Plan.
    a. Municipal Development Review Regulations - Develop clear definitions of working lands to be protected and establish zoning and subdivision standards to describe how to protect these areas from development so that they may be retained and accessible as “working” lands. Maintain access and scale of working lands to ensure

viability after subdivision in the rural landscape (including but not limited to protection of log landings of previously logged forested parcels, zoning techniques such as fixed area ratio zoning to separate lot size from density, conservation zoning and homeowners association bylaws that allow for farming on the open space lots, etc.); while promoting urban agriculture in areas planned for growth. While farming is generally exempt from municipal zoning, some structures such as farm houses, processing facilities, the generation of energy for on-farm use, and on-farm retail and related enterprises may be regulated. The economic viability of farm enterprises can often depend on these facilities so municipal regulation should not impede reasonable farm related improvements.

b. Infrastructure & Systems – support establishment of food processing industries, value-added product markets, workforce training, etc. to help support the viability of these industries.
c. Biomass Energy Potential – support the continued sustainable harvesting of biomass in Chittenden County for uses including wood heating and electricity production, which will support the viability of the forestry industry and move the region towards the energy goals discussed in Strategy 2.
d. Support non-regulatory conservation and/or preservation through public and land trust investments (including but not limited to municipal land conservation funds).
e. Work with farmers and the Farm to Plate Initiative to balance this plan's goals of a strong local food system and increased production of renewable energy.
f. To preserve working lands, development should be located to avoid state and local known constraints that have been field-verified, and to minimize impacts to state and local possible constraints that have been field-verified.

    i. Possible State or Local Constraints, as protected by municipalities and State agencies, are shown on Map 9 and include the following: Agricultural soils and Act 250 agricultural soil mitigation areas, and local constraints listed in the constraint tables under the description of Map 9 in Supplement 4.

3. **Earth Resources Extraction -** Mineral extraction and processing facilities, including smaller private extraction operations existing to support agricultural operations, should be planned, constructed, and managed, in conjunction with State and local regulations, to:

a. Not place an excessive or uneconomic burden on local and state highways and bridges – including but not limited to a burden to the function and safety of existing roads and bridges serving the project site, strain from heavy loads on roadbeds and bridges, conflicts with pedestrians or bicyclists and increased heavy traffic in dense residential areas; and
b. Minimize any adverse effects on water quality, fish and wildlife habitats, and adjacent land uses; and
c. Plan for their eventual rehabilitation so that slopes are stable, and the surface is revegetated with a variety of native species to support a wide range of biodiversity. To that end, topsoil should not be removed from sites and excavations should stop early enough so that stable slopes can be established on the property; and

2018 Chittenden County ECOS Plan

Supplement 2 – Regional Analysis
Adopted 6/20/2018

For a healthy, inclusive, and prosperous community

Chittenden County RPC
Communities Planning Together

GBIC
Good Jobs In A Clean Environment

This plan is the Regional Plan, Metropolitan Transportation Plan, and Comprehensive Economic Development Strategy in one.

This plan can be found online at: www.ecosproject.com/plan

5. HEALTH

Health Goal: All Chittenden County residents are healthy.

Key Issues/Trends/Insights

[Data for this section drawn from See Public Health Analysis Report and Healthy Vermonters 2020]

- Similar to national statistics, the leading causes of death in Chittenden County are cardiovascular disease (32%), followed by cancer (26%). Tobacco use, diet, physical inactivity, and excessive alcohol consumption are modifiable, behavioral risk factors associated with these diseases.
- Behaviors are the most important contributors to health outcomes. The healthcare system, with its successes and failings, receives a disproportionate amount of attention. While it is undeniable that all Chittenden County residents should have access to affordable healthcare, the healthcare system's impact on population health is nominal compared to behavior, genetics and social circumstances. On the other hand, the healthcare system exerts significant effect after chronic disease is manifest.
- Health begins in our families, in our schools and workplaces, in our playgrounds and parks, and in the air we breathe and the water we drink. The conditions in which we live and work have an enormous impact on our health. Behaviors can be influenced, supported, or undermined by community design. Community design can also impact social circumstances, healthcare, and environmental exposures. Chittenden County residents should have the opportunity to make the choices that allow them to live a long, healthy life, regardless of their income, education or ethnic background
- Community design can influence the overall well-being of a community by making healthy lifestyle choices easily available and accessible to all community members. Healthy Community Design links public health themes (such as physical activity, public safety, healthy food access, mental health, air and water quality, and social equity) with traditional planning concepts (such as land use, transportation, community facilities, parks, and open space). The overall health of a community is underpinned by the planning strategies employed in its design. Community design can positively impact population health by increasing physical activity, reducing injury, increasing access to healthy food, improving air and water quality, minimizing the impact of extreme weather events due to climate change, decreasing mental health stresses, strengthening the social fabric of a community, reducing exposure to tobacco and alcohol advertising, increasing smoke-free indoor and outdoor policies, and providing fair access to livelihood, education, and resources.
- Interventions at the community, policy, and systems levels are critical to achieving individual level behavior changes that will improve health.
- Tobacco use, poor nutrition, physical inactivity, and excessive alcohol consumption are the leading causes of death in that they are the factors underlying the disease labels traditionally used to present this metric. Community design elements that support eliminating tobacco use, increasing physical activity levels, improving nutrition, and decreasing excessive alcohol consumption are the priorities on which focus must be brought to bear. Research shows that healthy community design is associated with improvements in these health behaviors.
- There are significant differences in prevalence of cancer by age. A higher proportion of adults 65 years and older (15%) have ever had cancer compared to all other age groups. There are no other statistically significant differences by demographic characteristics.

ECONOMIC INFRASTRUCTURE

Broad Goal: Build the region's capacity for shared and sustainable improvements in the economic wellbeing of the community through support of both locally and globally competitive initiatives.

INTRODUCTION: There is a direct relationship between a region's economic prosperity and the ability of residents to thrive. When businesses prosper, they are more able to pay higher wages, and to support their communities through community initiatives like volunteering. When residents earn higher wages, they have a greater ability to purchase needed items and lead a healthy lifestyle. In general, this leads to greater social connectedness, educational advancement and increased life expectancy.

Chittenden County maintains strong economic advantages, and remains the largest player in Vermont's economy. Over the past several decades, the County's share of population, GDP, jobs and income, among other factors, has increased. The county includes the largest urban area in the state and the largest for-profit employer in the state, but also significant agricultural, recreational and open space areas. This mix of uses results in a character cherished by its residents and appealing to prospective residents.

However, some disquieting trends need to be acknowledged in Chittenden County. Goods-producing sectors are dropping in economic output and employment. The rate of population growth has declined and that is likely to continue into the future. The population continues to age, and the workforce will shrink because of that. Though unemployment is currently very low, workforce participation is also decreasing. This may mean that businesses will struggle to grow due to a lack of skilled workers.

This section of the ECOS Plan looks at three goals related to our economy: Economy, Household Financial Security, and Working Lands. Under each of these goals, a quick review of key issues and trends including a short list of selected indicators is presented.

Our economy is typically looked at in terms of farm and non-farm employment. Therefore, this section includes an Economy section that looks at our non-farm employment and jobs and the opportunities for employment outside of agriculture. The Working Lands section focuses on agriculture's impact on the economy and on land use. The Household Financial Security section looks at the impact of the county's economy on our residents' ability to lead healthy and fulfilled lives.

For more detailed data on these topics, as well as strategies and actions that address these issues, please see Supplement 4 – Comprehensive Economic Development Strategy.

2018 Chittenden County ECOS Plan

Supplement 3 – Regional Plan
Adopted 6/20/2018

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2018 Chittenden County ECOS Plan

SUPPLEMENT 3 – REGIONAL PLAN

Introduction

While, this Supplement is the basis for the County's Regional Plan, the ECOS Plan in its entirety serves as the Regional Plan.

The regional plan is a comprehensive document that needs to include the following content:

- The policies to guide future growth and development. These policies include the 17 Goal statements in Supplement 2, the 8 Strategies in the main part of the ECOS Plan and are further supported by the following sections in this Supplement: ECOS Plan Policies & Maps; and Act 250, Section 248 & Substantial Regional Impact.
- A land use section that indicates the locations for an extensive list of land use types such as housing, recreation, open space, commerce, agriculture, projects with regional impact etc., and describe the intensity and character of these land uses. This can be found throughout Supplement 2 (and particularly within topics under the Natural Systems and Built Environment Sections), the *Historic Development and Future Land Use/ Transportation Analysis Report*, Strategy 2, and the ECOS Plan Policies & Maps Section of this Supplement.
- An energy element. This can be found in the Energy Section of Supplement 2, the Energy Analysis Reports and throughout Strategy 2. In addition, the Climate Change section in Supplement 2, *Chittenden County Climate Change Trends and Impacts* and *Chittenden County Regional Climate Action Plan*, and throughout Strategy 2.
- Transportation element (see the MTP in Supplement 5 as this fulfills the regional plan transportation element requirement.). In addition, this can be found in the transportation Section of Supplement 2, the *Historic Development and Future Land Use/ Transportation Analysis Report*, and throughout Strategy 2.
- Utilities and facilities. This can be found in the Infrastructure & Facilities Section of Supplement 2, the CEDS/ECOS project list in Supplement 4, and throughout Strategy 2.
- Policies on preservation of natural and historic resources. This can be found in the *Natural Resources Analysis Report*, the Ecological Systems and Scenic, Recreational, and Historic Resources Sections of Supplement 2; and Strategies 2, 3 & 4.
- Implementation strategies. These can be found in the Strategies and Actions in the main part of the ECOS Plan, and Section Act 250, Section 248 & Substantial Regional Impact in this Supplement, the CEDS/ECOS Project List in Supplement 4, and the MTP Project List in Supplement 5.
- How the plan relates to adjoining regions. This can be found in the Statement of Compatibility and Consistency Section in this Supplement.

state designated New Town Center, Growth Center, Tax Increment Financing District, or high density Village Center. Development in downtown centers primarily happens through infill development of underutilized vacant land and adaptive reuse of older structures whereas, development in municipal growth centers occurs in targeted areas that will accommodate future anticipated growth. These land uses are locally planned and managed to coexist successfully with neighborhoods and natural areas. Places within Center Planning Areas are served by wastewater facilities, other infrastructure, and offer a variety of transportation options, including non-motorized modes

Metro Planning Areas are areas where local zoning authorizes places to accommodate jobs and housing in a compact development pattern that supports transit service and encourages pedestrian activity and are within the sewer service area. Commercial land uses found in the Metro Planning Area are intended to serve the nearby residential area. Existing densities within Metro Planning Areas are typically higher than those found in the Suburban, Rural, Village, and Enterprise Planning Areas and generally range between 4 and 20 dwelling units per acre. Future development in the metro area should be encouraged to occur at the higher end of this range to ensure that there are adequate housing and jobs in these areas.

Suburban Planning Areas are areas near a Center Planning Area, Metro Planning Area, Village Planning Area, or Enterprise Planning Area where local zoning authorizes future development to occur at scales, densities, and uses compatible with existing development and with general residential densities greater than 1 and less than 4.5 dwelling units per acre. Many parts of the Suburban Planning Area already have been developed, often in suburban styles of development and are predominantly within the sewer service area. Future development and redevelopment in this Planning Area should be publicly sewered, minimize adverse impacts on natural resources, and protect strategic open space.

Enterprise Planning Areas are areas where local zoning authorizes a future concentration of employment uses that attract workers from the County and multi-county region. Development in these Planning Areas should have adequate wastewater capacity and access to transit or be near these services. Typically, this area encompasses major employers or a cluster of single employers and has current or planned transit service.

Village Planning Areas are areas where local zoning authorizes a variety of future residential and nonresidential development at densities and scales in keeping with the character of a Vermont village, generally between 2 and 12 dwelling units per acre if sewered and between 0.2 and 4 units per acre if not sewered. Village Planning Areas are compact areas of mixed-use activities that maintain the character of a Vermont village. This type of Planning Area is intended to serve its local surroundings as a place where people can live, work, shop and recreate.

Rural Planning Areas are areas where regional and town plans promote the preservation of Vermont's traditional working landscape and natural area features. The Rural Planning Area also provides for low density commercial, industrial, and residential development (generally 1 dwelling unit per acre or less) that is compatible with working lands and natural areas so that these places may continue to highlight the rural character and self-sustaining natural area systems. Development in the rural planning areas is typically outside the sewer service area.

Map 3 – Existing Utilities and Facilities

The Utilities and Facilities Map shows the existing sewer service area, the water supply district, solid waste facilities, natural gas service area, and cellular towers.

The Water Quality and Safety Map illustrates the level of impairment for streams and lakes based on the Vermont Department of Environmental Conservation 303d List and the 2012 List of Priority Surface Waters. Additionally, it shows the location of wetlands, fluvial erosion hazard areas, special flood ways, and the 500 year flood hazard area.

Map 9 - Natural Systems Map

The Natural Systems Map depicts sensitive and protected areas in the County. The resources included on the map are listed below and consolidated into four categories on the map: state known constraints, local known constraints, state possible constraints, and local possible constraints. Development should be located to avoid state and local known constraints, and to minimize impacts to state and local possible constraints. Constraints are based on statewide or local policies that are currently adopted or in effect (as of December, 2017). As with all maps included in the ECOS Plan, the map of constraints is intended to provide a general overview of existing conditions. The accuracy of information presented in the maps is limited due to scale. Errors and omissions may exist. These maps are not sufficient for delineation of features on-the-ground. To determine whether a site has constraints, surveyed information, engineering studies or other site-specific information will likely be necessary.

Local Known and Possible Constraints

Bolton	Burlington	Charlotte	Colchester
Known Constraints: • Surface Water Setbacks • Wetland Buffers • Slopes 25% or more **Possible Constraints:** • Conservation District • Slopes 15% to 25% • Forest District • Town Owned Land • Flood Hazard Overlay II	**Known Constraints:** none identified **Possible Constraints:** • Historic Districts, Historic Neighborhoods (Eligible for Listing) • Mixed Use, Institutional Core Campus and Enterprise Zoning Districts • Designated Downtown and Neighborhood Development Area • Official Map Features • View Corridors • Burlington Country Club property • City-owned parks and Centennial Woods	**Known Constraints:** none identified **Possible Constraints:** • Shoreland Setback and Buffer Area • Surface Waters, Wetlands, and Buffer areas • Flood Hazard Areas • Special Natural Areas • Wildlife Habitat • Historic Districts, Site, and Structures • Slopes greater than 15% • Land in Active Agriculture • Water Supply Protection • Scenic Views	**Known Constraints:** • Slopes 20% or greater • Wetlands and Surface Water Buffers **Possible Constraints:** • Shoreland Overlay District

Essex	Hinesburg	Jericho	Milton
Known Constraints: • Slopes Higher than 20% **Possible Constraints:** • Scenic Resource Protection Overlay District • Resource Protection District • Slopes 15%-20% • Core Habitat • Habitat Blocks	**Known Constraints:** • Slopes Higher than 25% **Possible Constraints:** • Slopes (15-25%) • Core Habitat • Village Growth • Area • Industrial Zoning District	**Known Constraints:** • Well Protection Area Overlay District • Natural Resource Overlay District • Primary Conservation Areas **Possible Constraints:** • Secondary Conservation Areas • Village Centers	**Known Constraints:** None identified **Possible Constraints**: • Town Forest and Municipal Natural and Rec Areas w/Management Plans • Habitat Blocks 8-10 • Encumbered Open Space

ECONOMIC BASE ANALYSIS

This section provides an analysis of the current economic base of Chittenden County and the trends that have been shaping the County's economy up to this point in time.

Chittenden County maintains strong economic advantages, and remains the largest player in Vermont's economy. Over the past several decades, the County's share of population, GDP, jobs and income, among other factors, has increased. The county includes the largest urban area in the state and the largest for-profit employer in the state, but also significant agricultural, recreational and open space areas. This mix of uses results in a character cherished by its residents and appealing to prospective residents.

However, some disquieting trends need to be acknowledged in Chittenden County. Goods-producing sectors are dropping in economic output and employment. Though unemployment is currently very low, workforce participation is also decreasing. The population continues to age, and the workforce will shrink because of that. In addition, the overall rate of population growth has declined and is expected to continue to decline. This may mean that businesses will struggle to grow due to a lack of skilled workers. These and other problems are exceedingly difficult to address on a local level, but local efforts, coupled with action by state and federal elected and appointed officials, can mitigate some of these disadvantages.

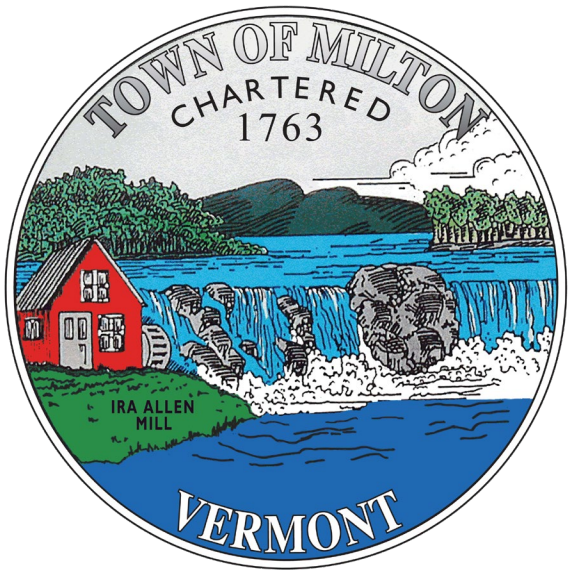
The data below illustrate recent conditions and trends in Chittenden County.

Chittenden County's Place in the Vermont Economy

Chittenden County is the most populous county in Vermont, and makes up a significant portion of the state's economy. Residents in Chittenden County tend to be more prosperous than the rest of the state's residents.

- Chittenden County contains 26% of the State's population[2]
- Between 2010 and 2015, the State's population grew .01%, while Chittenden County's population grew 3%.[3]
- Though the region has a population growth advantage compared to the state, it does not when compared to the rest of the country. The annual rate of population growth in both Chittenden County as well as the State has slowed over the past several years. While regional population growth (3% increase from 2010-2015) is still stronger than statewide growth (.01% increase from 2010-2015), it is lower than the national growth rate (4%).[4]
- Chittenden County has the highest percentage of New Americans in the state, and that percentage is growing—1/3 of all new county residents between 2006-2016 were born outside of the US. This group makes up 6.1% of the county's spending power and is strongly represented in key sectors like manufacturing and health care.[5]
- Chittenden County is home to 27% of the State's private businesses. Between 2010-2016, the number of private businesses increased by 4.6% in Vermont, and by 14.5% in Chittenden County.[6]
- In 2012, the last year with available data, 30% of the State's retail sales occurred in the County[7] and in 2016, the Department of Taxes reported that five of the six highest retail sales tax collections occurred in Chittenden County (Williston – #1; Colchester – #2, South Burlington – #3; Burlington– #4; and Essex - #6).[8]

Town of Milton
Vermont



2018 Comprehensive Plan

Prepared by the Milton Planning Commission
and the Milton Selectboard
Adopted February 5, 2018
Amended July 15, 2019
Amended January 3, 2023

CHAPTER 3
ECONOMIC DEVELOPMENT

VISION

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

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

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

ECONOMIC DEVELOPMENT STRATEGY

In 2005, the Town began a comprehensive planning process to develop three separate but related studies: an Economic Development Strategy, a Route 7 Transportation and

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

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

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

CHAPTER 8
RESOURCE USE AND PROTECTION

NATURAL RESOURCES

Existing Conditions

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

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

NATURAL RESOURCE UTILIZATION

Mineral Extraction

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

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

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

Those portions of the Forestry/Conservation/Scenic Ridgeline District that do not contain significant development constraints should be viewed as transitional areas. Some conditional uses that are appropriate in the Agricultural/Rural Residential District should also be enabled in the Forestry/Conservation/Scenic Ridgeline District. Such conditional uses should be those that are low in intensity and that take advantage of recreational opportunities. Such uses may include small country inns or bed and breakfast establishments.

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

Forest Management

Milton has several large and small forest blocks that serve as crucial wildlife habitat areas. Additionally, these forest blocks provide residents with valuable recreational opportunities and the potential for economic benefits through silvicultural practices. The largest forest blocks in Milton run from north to south along the eastern parts of the town, primarily along Milton's eastern border with Westford and the northeastern border with Georgia. The next largest forest blocks are in the western half of the Town, primarily along Lake Champlain and in the southwestern portion of the Town in and around the Sandbar National Waterfowl Management Area. There are also significant forest blocks south of the Town Municipal Offices between U.S. Route 7 and Middle Road toward the southern border with Colchester. Smaller forest blocks are scattered throughout the rest of Milton.

While Milton has several thousand acres of forested land, forest fragmentation is a significant concern. Many of our forested areas are interrupted by development and roads, which results in reduced connectivity of our forested land. The Town seeks to minimize forest fragmentation and promote the health, viability and ecological function of these forests through a variety of means. For example, Milton's zoning regulations contain a Forestry/Conservation/Scenic Ridgeline (FC) district that significantly limits the types of uses in that district to mostly forestry, agricultural and recreation. Currently, Milton has about 3,500 acres of land in the FC district, mostly in the eastern half of the Town. Other significant forest blocks are primarily in the Agricultural/Rural Residential (R5) zoning district, which aims to preserve working farms and forest lands.

The newly adopted Unified Development Regulations also include other tools to preserve the integrity of contiguous forest blocks, such as conservation subdivisions, which allow a property owner to forgo certain dimensional standards in order to cluster residential units. In return, 60% of the total property must be set aside as a contiguous conservation area. The Town should also consider creating a Town Forest Management Plan and an Open Space Plan to further study and develop strategies to protect Milton's forested areas.

Deer Wintering Areas

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

Critical Habitats

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

A natural areas inventory has also been completed for the Town of Milton.[22] This inventory has identified additional endangered species habitats and other rare natural communities. These include areas along Bear Trap Road, on and near Eagle Mountain, on and along the lower Lamoille River, on Arrowhead Mountain, and along Mallets Creek.

Cluster Housing and Flexible Zoning

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

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

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

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

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

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

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

HISTORIC RESOURCES

Existing Conditions

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

AESTHETIC RESOURCES

Existing Conditions

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

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

RESOURCE USE AND PROTECTION GOALS

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

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

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

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

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

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

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

CHAPTER 9
LAND USE AND DEVELOPMENT PATTERNS

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

EXISTING CONDITIONS

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

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

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

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

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

define the scenic character of the area, and such uses should be supported and encouraged.

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

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

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

ARROWHEAD LAKE AREA

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

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

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

9.9. Arrowhead Lake Area Goals

The future land uses for this area should be medium and low density residential development. Where medium density developments occur, there should be thought given to encouraging small public parks for the residential neighborhoods. In addition, any

future development in this area should involve the connection of existing roads and preventing dead ends and cul-de-sacs. There is potential for bicycle and pedestrian linkages from the Town Core area along established roadways and possibly across the Lamoille River, although no infrastructure is in place as of yet.

Goal 9.9.1. Encourage innovative neighborhood planning concepts.

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

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

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

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

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

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

NORTH ROAD AREA

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

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

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

9.10. North Road Area Goals

The residential and light industrial portions of this area are largely built out. However the Industrial Conservation campus is not; therefore the primary future land use envisioned for this section of Milton is environmental conservation/general industrial and limited commercial cluster development. Developments should be encouraged to connect roads, utilities and drainage facilities, and to provide sidewalks and other recreational linkages. To this extent, open space lands and alternative transportation pathways should be encouraged to connect. Developments should also provide sufficient setbacks from Arrowhead Lake so as not to affect water quality and wildlife.

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

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

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

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

Landscaping is a key element to preserving and enhancing the aesthetics of this area and should also be designed with scenic views from Route 7 and North Road in mind. Proposed landscaping should reflect the character of the existing vegetation in the area, specifically buffers and hedgerows. Sufficient buffering needs to be provided between abutting

residential lands to assist with noise attenuation. Attention also needs to be given to outdoor lighting to ensure that all lighting is directed on-site only and does not adversely infiltrate into the sky (e.g., causing "skyglow"), affecting adjoining lands or views from Route 7 and North Road. Signage shall comply with the Unified Development Regulations and should not attract the attention of passersby on Route 7 or North Road such that it poses a safety concern. Planned unit developments in this industrial/commercial area are the preferred form of development to assist with the preservation of open space, natural and agricultural areas.

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

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

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

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

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

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

LAMOILLE AREA

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

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

Wetlands, topography, and soil conditions pose development constraints in some portions of this area. The relatively flat, upland portions of this area along the northern stretch of West Milton Road and adjacent to Interstate 89, however, are suitable for development.

CHAPTER 10
IMPLEMENTATION

This chapter includes a spreadsheet that lists all of the goals established in this Plan, the type of project it is (Public Improvement (PI), Regulatory Changes (R), Planning (P), and Other (O)). There is a responsible party associated for each goal. The responsible party codes are as follows: SLB = Selectboard; TM = Town Manager; PC = Planning Commission; ED = Economic Development Commission; EDC = Economic Development Coordinator; DRB = Development Review Board; CC = Conservation Commission; RC = Recreation Commission; and PW = Public Works.

The public improvements are recommended to support the future land development anticipated by this Plan. These activities will require the action of the appropriate governing body (Selectboard, School Board, Village Trustees) and may require voter authorization of bonds.

The regulatory changes will require Planning Commission direction for preparation. In some cases, the Planning Commission should take the lead in preparing the proposed regulations, and in other cases an existing organization or a new committee would be appropriate to develop the proposed changes.

The planning goals are those that involve a feasibility study or other form of further research to determine if the goal is appropriate or necessary for the Town of Milton.

The other goals include a wide variety of activities and responsible organizations.

PRIORITIZATION STATEMENT

The following goal list is quite exhaustive. Establishing this plan the Planning Commission has identified the following list of the Top Four Priorities for the Town of Milton from 2013 to 2018. This list is not meant to take away from the importance of all of the goals/tasks listed in the implementation spreadsheet; however, these priorities were identified in numerous sections of this plan and naturally stand out as critically important in establishing the vision of this plan.

Top Four Priorities:

1. Develop the Town's economic development program to help develop the New Downtown, increase employment opportunities in Milton and help ease the tax burden on residents.
2. Continue to support and encourage the Town's historical, agricultural, scenic, and recreational resources and opportunities.
3. Enhance a pedestrian friendly environment, particularly in the downtown area.
4. Encourage the continued development of the Town's sense of place, quality of life, and livability, with the collaboration of community members and organizations.

Chapter	Ref #	Goal/Objective	Responsible Party	Public Infrastructure	Regulatory	Planning	Other	Progress C = Complete O = Ongoing NP = No Progress
ECONOMIC DEVELOPMENT GOALS								
Economic Development - Outreach/Communication								
Economic Dev	3.1.1.	Identify existing external incentives and design local incentives for industrial and commercial prospects to give Milton a competitive advantage. Involve businesses in streetscape planning.	ED			X		O
Economic Dev	3.1.2.	Maintain contact with new businesses, follow up with expansion prospects and top 10 stakeholders. Develop outreach strategy to recruit and retain businesses	ED & EDC				X	O
Economic Dev	3.1.3.	Develop a catalog of all local firms that fit the CEDS cluster industry framework. Gather info about existing businesses to find out what they like and don't like about doing business in Milton.	ED			X		NP
Economic Dev	3.1.4.	Work with resourced agencies to attract high-value professional uses to Town Core.	ED				X	NP
Economic Dev	3.1.5.	Investigate incentives to attract a sit-down restaurant to Town, which may include grant money and other incentives or programs.	ED & EDC				X	NP
Economic Dev	3.1.6.	Focus efforts on promoting all facets of sustainable agriculture in town, which may include developing a marketing plan to promote agriculture and ag related enterprises and pursuing grant opportunities.	ED & Staff			X		O
Economic Dev	3.1.7.	Identify and work with a partner on developing business incubator for industry sector(s) and assist site start-up businesses.	ED				X	O
Economic Dev	3.1.8.	Be proactive in obtaining annual accounting of the Partnership Fund to ensure this financing option remains available for startups, expansions, or relocated businesses.	Staff				X	NP
Economic Dev	3.1.9.	Work with Husky to encourage the integration of aligned businesses to locate on their campus to make it a regional, industrial economic cluster.	Boards & Staff				X	NP
Economic Dev	3.2.9.	Stay aware of any future development potential for the 5+ acre Town Core brownfields site and be prepared to partner as grant applicants for any potential brownfields funds and cleanup efforts to assist in its redevelopment potential.	PC & Staff		X			O
Economic Dev	3.2.10.	Continue to work to increase the availability of quality housing that is affordable to the majority of Milton residents and is within close proximity to jobs and essential services. Expand housing choices and opportunities for all income levels and ages, with an emphasis on the goal of home ownership. Continually identify and project housing needs for Milton and remain engaged with the Chittenden County Regional Planning Commission on housing issues.	PC & ED		X			O
Economic Dev	3.2.11.	Better define the Town Core and create a sense of place unique to this area, using methods discussed by the Planning Commission through a 2012 public input session and the 2007 'Town Core Streetscape and Accessibility and Design Study'.	PC					O

Energy	5.6.2.	The Town should support the development of community and regional programs aimed at increasing the rate of recycling, composting, and other waste reduction strategies.	Staff				X	O
		Municipal Energy Efficiency and Conservation						
Energy	5.7.1.	The Town of Milton should investigate and implement renewable energy projects into municipal buildings and operations whenever possible to take a leadership role in establishing renewable energy projects in the community.	Staff	X				O
Energy	5.7.2.	The Town should implement energy efficiency and energy conservation measures into existing and future municipal facilities and operations. This should begin with conducting energy audits of municipal buildings and operations to establish a baseline of existing energy consumption and to identify areas where improvements can be made.	Staff	X				O
Energy	5.7.3.	Annual energy audits should continue to be performed, and annual energy reports should be prepared to illustrate where savings have been made and to continue to identify areas where additional improvements can be made.	Staff	X			X	NP
Energy	5.7.4.	The Town should include information in the municipal building and on the Town website directing residents to information on energy use and programs offering incentives for energy efficiency and conservation (e.g. Efficiency Vermont and other programs).	Staff	X				NP
Energy	5.7.5.	The Town should establish an energy committee and consider appointing an energy coordinator to lead these efforts and to provide education, guidance and recommendations on an energy strategy for the Town. These efforts should include the adoption of an energy strategy for the Town that defines what could and should be done to implement energy efficiency initiatives in all applicable areas, and defines more specifically how to achieve the goals articulated in this chapter.	SLB				X	NP
HOUSING GOALS								
		Future Housing Growth						
Housing	6.1.1	The Town is working on prioritizing the sewer service areas now that the expansion has been completed. The sewer service areas will be based on zoning districts. Once this study is complete; as well as the school space study the Planning Commission may want to look to these studies to determine a sustainable number of new housing units.	PC			X		NP
Housing	6.1.2	The Town should continue to promote infill development within the appropriate locations within the Town Core in order to meet the demand for housing, establish a downtown and make use of the municipal services that are available.	DRB & PC		X			O
		Location and Density of Housing						
Housing	6.2.1.	Use developed land more efficiently to increase the housing stock in Milton.	DRB		X			O
Housing	6.2.2.	Continue to allow for further development where municipal water and sewer are available or are planned for the future since onsite limitations exist in East and West Milton.	DRB		X			O
Housing	6.2.3.	Evaluate historic areas within the Town Core and determine appropriate methods for balancing infill development with historic preservation.	PC		X	X		O
Housing	6.2.4.	Planned Residential Developments shall be encouraged to conserve appropriate open space (for example neighborhood parks).	PC		X			O
Housing	6.2.5.	Provide density bonuses for Planned Residential Developments outside the Town Core that provide exemplary protection of rural characteristics.	PC		X			O

Resource Use and Protection	8.3.	The Subdivision Regulations and/or Zoning Regulations should be amended to include a provision that developments that require a State post-construction stormwater permit, must include language in their Homeowners Association's covenants that the Association will maintain stormwater systems and permits in perpetuity.	PC			X		O
Resource Use and Protection	8.4.	Make residents aware of mapped Fluvial Erosion Hazard areas and Stream Setbacks and consider establishing a Riparian Buffer Ordinance if mapping indicates a need.	PC		X			O
Resource Use and Protection	8.5.	Establish standards for more appropriate, useful, and usable open space that is set-aside as a result of cluster subdivisions, such as Planned Unit Developments.	PC		X	X		O
Resource Use and Protection	8.6.	Better define the boundary of the Forestry/Conservation/Scenic Ridgeline (FC) District so that it more closely corresponds with sensitive areas.	PC		X			O
Resource Use and Protection	8.7.	Section 691 of the Zoning Regulations should be amended to state that the 50-foot setback from surface waters shall be measured from the top of bank or top of slope (top of slope is used on streams with very steep bank walls), and diagrams illustrating these characteristics should be included to assist residents with identifying the top of bank or top of slope.	PC		X			O
LAND USE GOALS								
		Town Core – New Downtown Sub-area						
Land Use	9.1.1.	Encourage structures be placed to improve aesthetics and enhance pedestrian connections.	PW, PC & PC		X			O
Land Use	9.1.2.	Enhance streetscape elements by incorporating streetlights, street trees, and signage.	DRB	X	X			O
Land Use	9.1.3.	Encourage commercial development including retail, restaurants, professional services, offices, hotels, and incubator spaces in the Downtown Business district. Residential uses should be encouraged in the New Downtown Center and the New Downtown West district.	PC & ED		X		X	O
Land Use	9.1.4.	Develop a multi-modal transit station to incorporate pedestrians, bicycles and bus service.	PW & PC	X				O
Land Use	9.1.5.	Promote the development of community activities for a range of ages.	RC				X	O
Land Use	9.1.5.a.	Encourage the creation of a community center for such activities as a theater or performance space, arts facility, and community gatherings.	PW & RC	X			X	NP
Land Use	9.1.5.b.	Evaluate the need for expansions of educational campuses for maximum use of facilities.	Schoolboard	X			X	O
Land Use	9.1.5.c.	Encourage the creation of an indoor/outdoor recreation facility to accommodate such activities and uses as hockey, ice skating, a swimming pool, and children and adult programs (refer to the 2007-2027 year	SLB & PW	X			X	O
		Recreation Plan for prioritization of these needs).						
Land Use	9.1.6	Further evaluate and prioritize the input from the 2007 Streetscape study and the 2012 Planning Commission Enhancing Route 7 public forum and survey with the goal of implementation of priority recommendations.						NP
		Town Core – Gimlet Hill Transition Sub-area						
Land Use	9.2.1.	Promote land uses within an appropriate density that will provide for a transition between the Old Towne subarea and the New Downtown sub-area.	PC		X			O

Map 10: Parks and Recreation Areas Milton, Vermont

2013 Comprehensive Plan

Legend

Recreation Land

- GMP owned (formerly CVPS)
- Private
- Town of Milton Owned
- State Owned
- Stream Centerline
- Water Body

Road Centerline

- Interstate Highway
- US/State Highway
- Town Highway Class 2
- Town Highway Class 3
- Town Highway Class 4
- Private/Unknown
- Railroad

1:60,000

N W E S

0 1 2 Miles

CHITTENDEN COUNTY RPC
Communities Planning Together

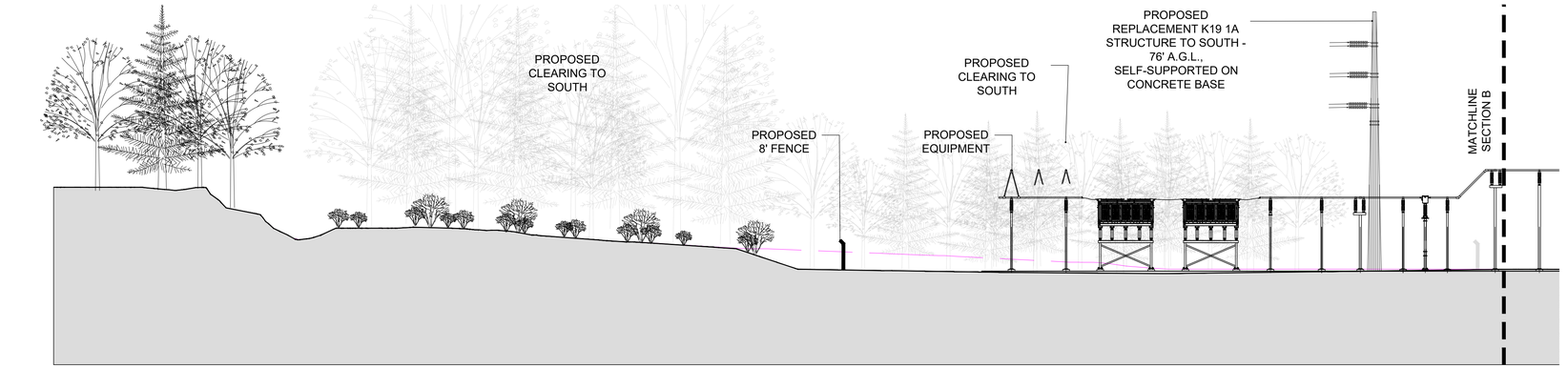
Document Path: D:\Projects12\Milton\Map10Recreation.mxd 10/23/2012

LOCATOR MAP

Source:
Recreation Lands - derived from parcel data, CCRPC, 2012
Road Centerline - CCRPC w/guidance from Milton, 2011 and e911, 8/2012
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by site inspections and/or surveys by registered surveyor. This map is not sufficient for delineation of features on-the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

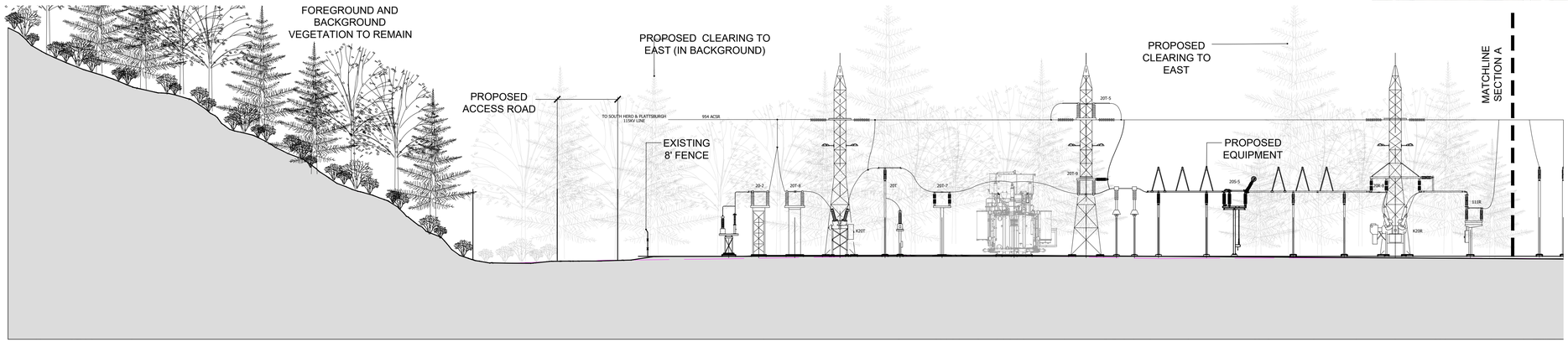
Appendix D



1 SECTION B: LOOKING SOUTH

SCALE 1" = 20'

CONTEXT MAP



2 SECTION A: LOOKING EAST

SCALE 1" = 20'

T.J. BOYLE ASSOCIATES
LANDSCAPE ARCHITECTURE & PLANNING

REVISIONS	DATE	REVISIONS	DATE

SCALE: 1" = 20'
0 10' 20' 40'

MILTON, VT
DATE: MAY 22, 2025

SANDBAR STATION PROJECT

APPENDIX D - CROSS SECTIONS SHEET: L1.1