



MILTON DOWNTOWN MASTERPLAN

PHASE II

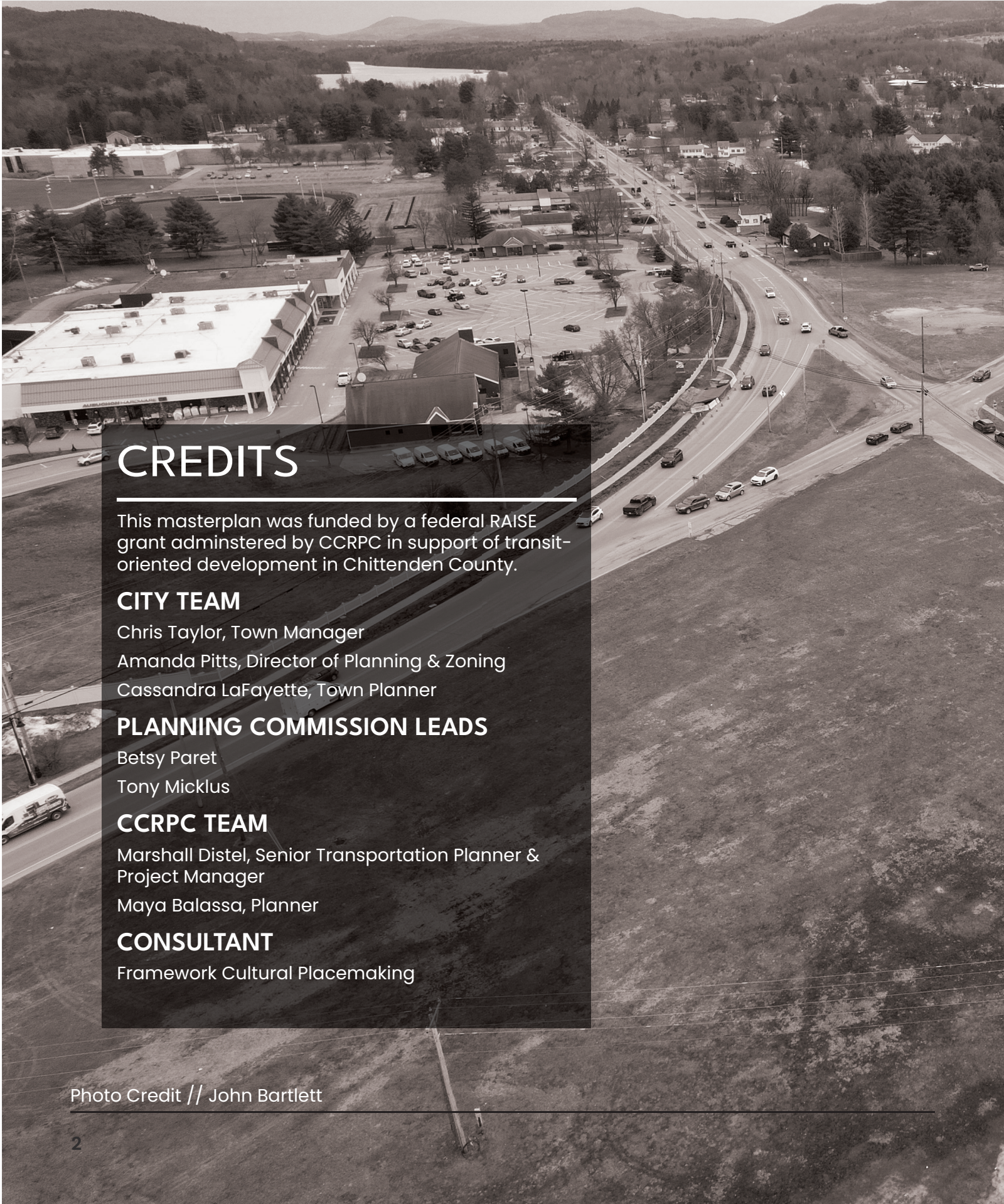
framework

1221 E PIKE ST SUITE 300
SEATTLE, WA 98122
WEAREFRAMEWORK.COM

town of
miltonvt

ADOPTED JULY 6TH, 2026

town of
miltonvt



CREDITS

This masterplan was funded by a federal RAISE grant administered by CCRPC in support of transit-oriented development in Chittenden County.

CITY TEAM

- Chris Taylor, Town Manager
- Amanda Pitts, Director of Planning & Zoning
- Cassandra LaFayette, Town Planner

PLANNING COMMISSION LEADS

- Betsy Paret
- Tony Micklus

CCRPC TEAM

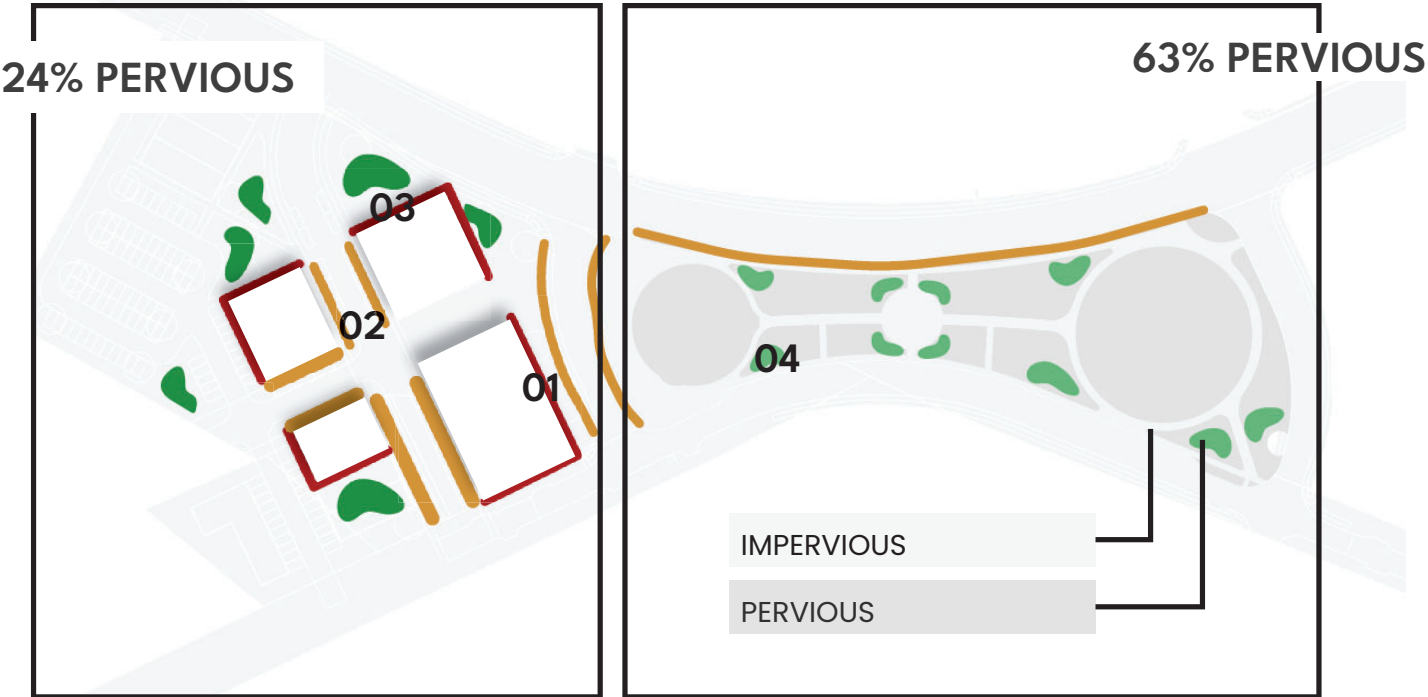
- Marshall Distel, Senior Transportation Planner & Project Manager
- Maya Balassa, Planner

CONSULTANT

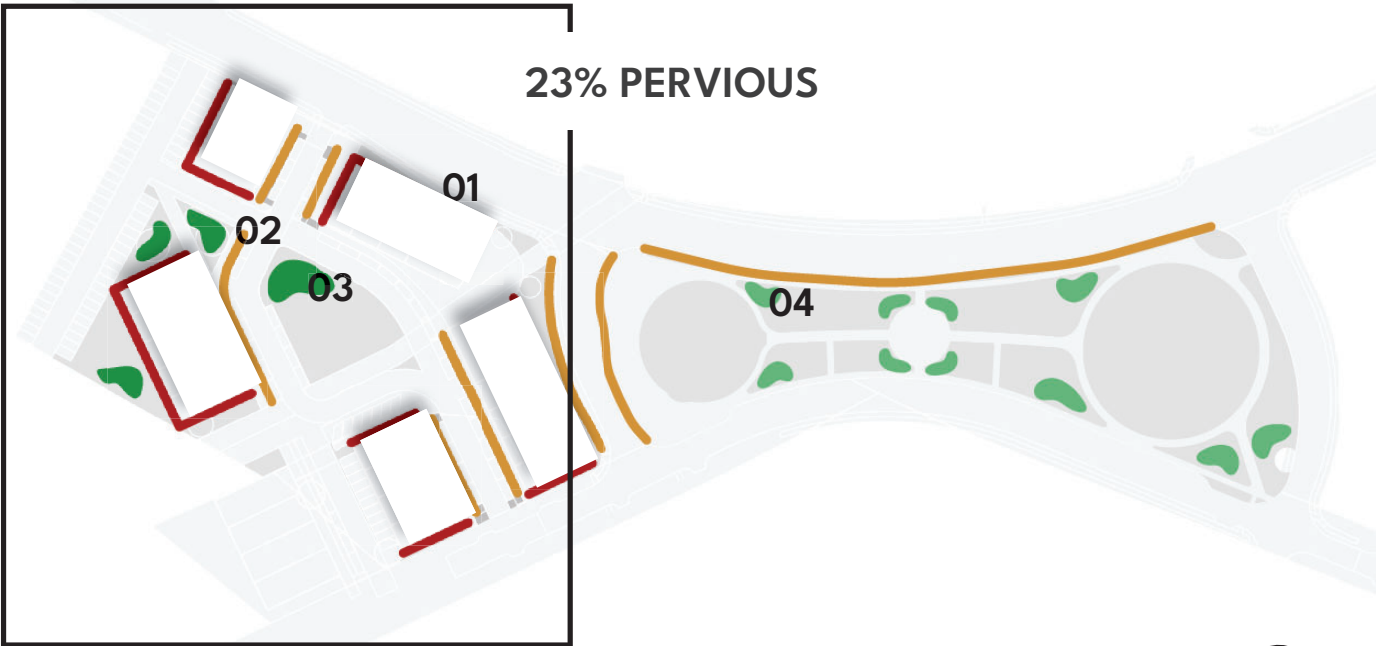
- Framework Cultural Placemaking

Photo Credit // John Bartlett

CONCEPT 1: “MAIN” STREET



CONCEPT 2: CENTRAL GREEN



STORMWATER STRATEGY

STORMWATER STRATEGY OVERVIEW

Soil surveys of the Town-owned properties indicate highly permeable soils in the area, with the potential for on-site infiltration for most storm events. The following stormwater strategy focuses on infiltrating water on-site to the greatest extent possible. The plan views to the right, identify areas where these non-structural interventions could be sited with further verification from civil engineering stormwater analysis, Town of Milton Public Works Specifications Section 1400, and the Vermont Stormwater Manual. The intent is to integrate stormwater management into the aesthetic, recreational, and ecological functions of the designed open space including green building edges, and distributed rain gardens.

STATS: CONCEPT 1

Impervious Surface: 124,000 SF

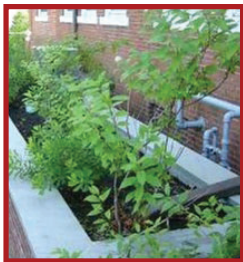
Green Space/pervious: 30,000 SF

STATS: CONCEPT 2

Impervious Surface: 125,000 SF

Green Space: 29,000 SF

01 LOW IMPACT DEVELOPMENT



On-site stormwater for private development includes bioretention planters and/or rain gardens to reduce peak flow, as well as to provide a green edge.

Bioretention planter // Massachusetts Clean Water Toolkit

02 STREET STORMWATER CAPTURE



The VTrans project includes infiltration trenches and basins along the perimeter of the current street project for capturing sheet flow off of the roadway. Interior roadways could include bioswales, however selecting salt-tolerant plant species will be essential due to salt application on winter roads.

Road-side bioswales // Sarah Lukins, FW

03 PUBLIC GREEN SPACE CAPTURE



Green pockets can be used for stormwater catchment, including a series of dispersed rain gardens.

Rain Garden // City of Kirkland, WA

04 PUBLIC PARK CAPTURE



Edge plantings surrounding open lawn areas can include rain gardens to capture runoff.

Prairie Rain Garden // Bruce Dvorak

TABLE OF CONTENTS

INTRO 04

This chapter provides background on the masterplanning effort and a summary of outreach efforts completed in Phase II.

This document, Phase II of the Downtown Masterplan, is intended to provide direction and guidance to help the Town capitalize on land acquisition in the Downtown Business District (DBI) adjacent to the crossroads of Middle Rd and State Route 7. This effort corresponds with the development of new pass-throughs from SR-7 to Middle Rd that create a central green space at the heart of the DBI District.

FUTURE DOWNTOWN CORE 06

Two high-level site concepts for the Town-owned properties adjacent to the Hourglass intended to provide direction and phasing as the Town moves forward with developing new streets and identifying future owners and developers.

ACTION STRATEGY 18

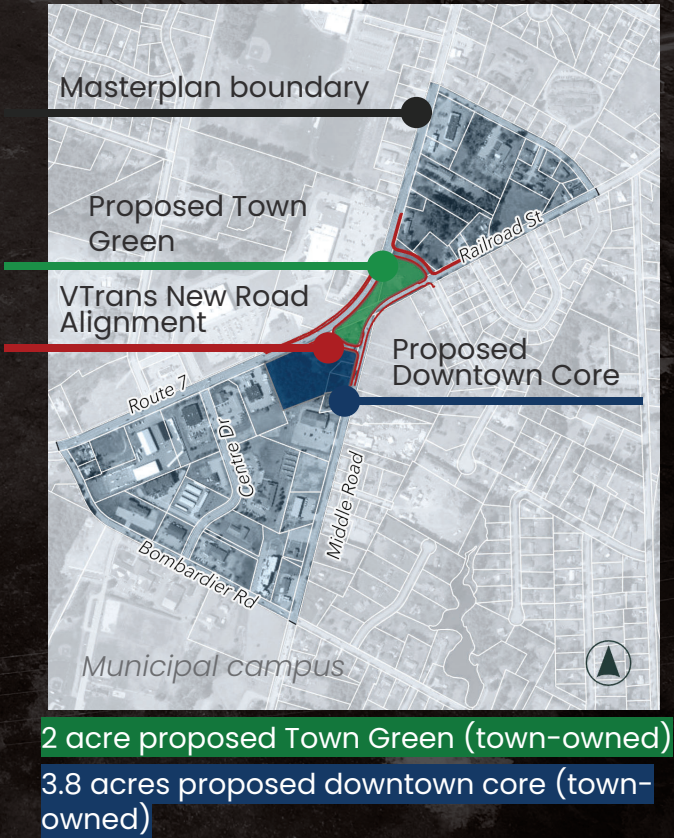
Overview of the Town's role in supporting and investing in the future downtown core including options for building momentum using temporary activations.

HOURLASS TOWN GREEN 20

Concept design for the new Town Green at the center of the Hourglass and adjacent to the proposed downtown core.

STORMWATER STRATEGY 22

Proposed distribution of stormwater facilities within the future downtown core and Hourglass park including public right-of-way, private development, and public park stormwater strategies.



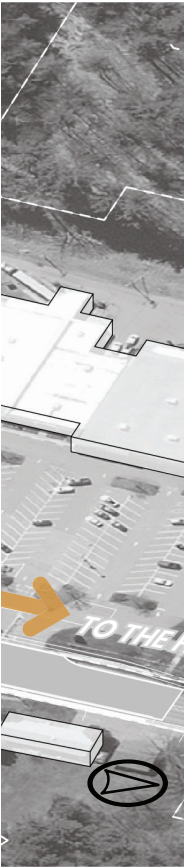
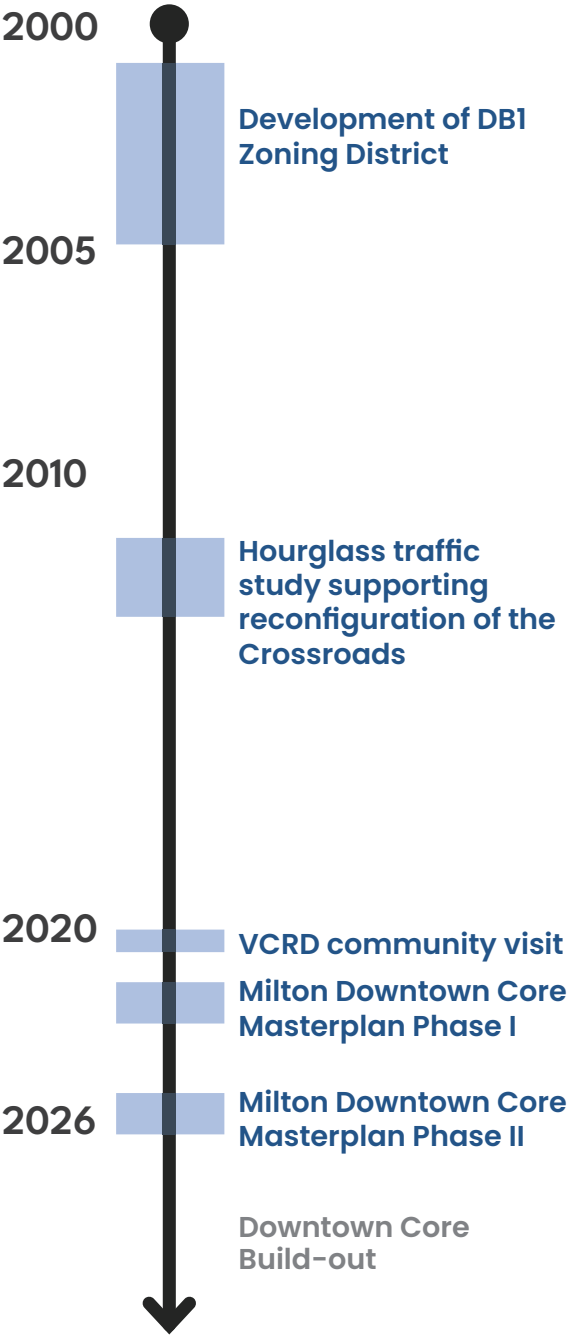
INTRODUCTION

CREATING A MILTON DOWNTOWN DISTRICT

Efforts to create a vibrant, walkable, downtown for Milton are now in their third decade, beginning with initial zoning changes in the early 2000's to create a downtown district, and recommencing with the VTrans Hourglass project and subsequent masterplanning efforts in the 2010s and 2020s. The first phase of the Downtown Core Masterplan was completed in 2024.

The VTrans realignment, and first phase of the masterplan precipitated the Town's purchase of multiple properties within and abutting the hourglass to be used respectively as a new town park, and as a catalyst site for downtown development which has been slow to materialize to this point.

This second masterplan phase is focused on producing a road map for the development of the Town-owned properties (this plan document), and a corresponding effort to update the Downtown District development code to encourage the types of development indicated in the masterplan and desired by town residents. This plan document includes two site concepts for the town-owned property and related park program for the center of the hourglass, stormwater management strategy, and implementation actions to direct the build out of the Town-owned property so that it maximizes this public investment.



01 OPEN RECREATION & EVENTS



Taylor Park // Lawrence M Nixon

Like the traditional town green, the new park should provide spill-out space for the new downtown core where residents can gather, sit and eat their lunch, read a book under a tree, or toss a frisbee. In this concept, flexible space includes a tree-lined central allée that can hold vendors for temporary events like farmer's markets or holiday markets.

02 PUBLIC ART



Vineyard Art // Concentrico

Temporary art can be a lower stakes way to establish an art procurement process and identify community preferences for the park (whether traditional memorial or eye-catching statement piece off SR-7). In the example above, artists blew-up grade school student art and attached the pieces to scissor lifts to create a high visibility temporary installation.

Once preferences are identified, the Town can commission permanent pieces.

03 PLANTINGS



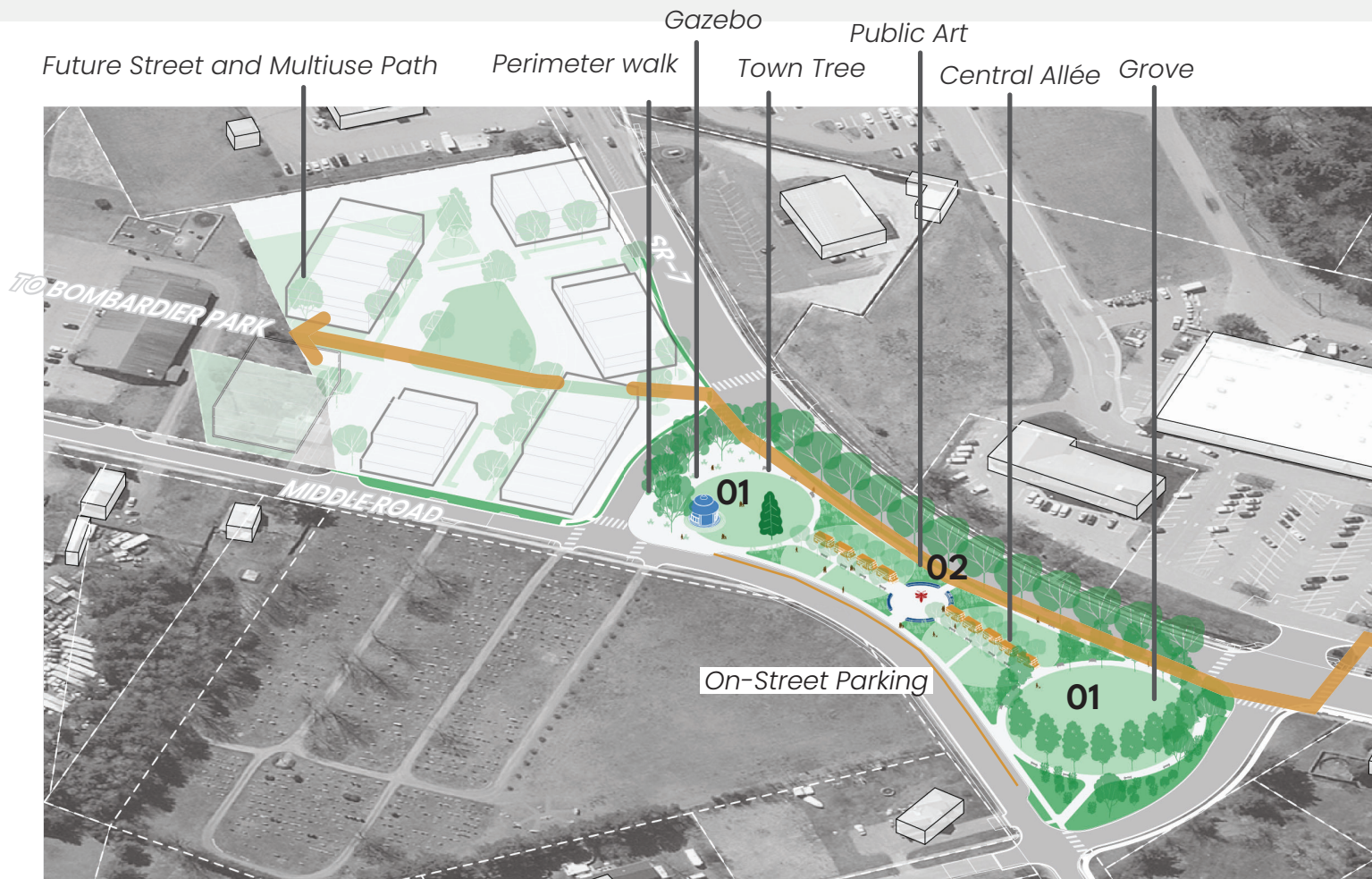
Wildflower planting // The Washington Post



Rain Garden // City of Kirkland

Most Town Greens are fronted by development on all sides, which provides an experience of enclosure and comfort. Unlike the typical town green, the Hourglass Park fronts SR-7, which makes the property feel somewhat exposed. This presents both an opportunity and a challenge. The opportunity is that the park has high visibility from the highway and can act as a gateway to the proposed Downtown Core. The challenge is mitigating feelings of exposure for park users who may not want to sit and read a book, eat their lunch or take a Tai Chi class next to active roadway. Strategic planting design can help to support both outcomes by providing a pop of color that can be seen from the road, accentuating public art installations, and providing a buffer that shields park users from traffic. For this reason, planting design on the SR-7 edge of the site should be thoughtfully considered. Interim measures prior to full park build-out could incorporate wildflower plantings - like the wildflower meadow on the left - planted by Chittenden couple Jonathan Yacko and Natalie Gilliard.

Additionally, trees can play a large role in providing a sense of enclosure in a manner similar to buildings. This concept includes tree coverage around the main gathering spaces and the central allée to provide shade and cover and to reduce the feeling of scale.



HOURLGLASS PARK CONCEPT

OVERVIEW

The Town Green Committee, established in 2019, developed a series of park program suggestions for the future open space bookended by the new VTrans project. Their key ideas included a perimeter walk, a “showstopper”, pavilion or pergola, and/or an archway. At the masterplan’s phase II workshop, participants concurred on a similarly passive park program (focusing more on open lawn than active recreation facilities). Participants were split on whether the park should be more organic

and uncultivated or more like a traditional town green, like Taylor Park in St. Albans. This plan’s design concept represents an effort to balance cultivated and uncultivated and active and passive space by focusing more active uses adjacent to proposed development, but also providing flexible space through the center of the park that can hold large events like a Farmer’s market. This concept includes a basic sketch of park uses, to provide a basis for further discussion and development as the Town moves forward.

PHASE II ENGAGEMENT

DOWNTOWN WORKSHOP

On March 14th, 2026, over 15 community leaders gathered for a four-hour workshop focusing on next steps for Milton’s downtown development as part of the Downtown Core Masterplan’s phase II. Participants included members of Milton’s Select Board, Planning Commission, Recreation Commission, Conservation Commission, and Economic Development Commission.



TAKEAWAYS

Full Master-planning area:

1. Town-owned property development should structure the road network to plug into properties that are interested in partnering with the Town.
2. The municipal campus and Bombardier Park are meaningful community assets to connect back to.
3. Locating enough space for parking while supporting a walkable, dense downtown core is a balancing act.

Town-owned properties (future downtown)

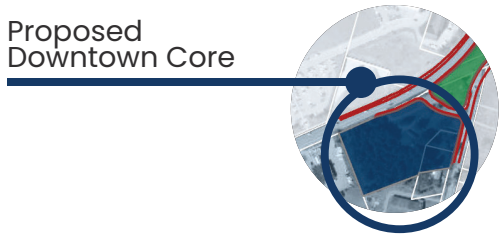
1. Urban design strategies should replicate a traditional main street with buildings directly fronting sidewalks, large windows, active ground floor uses, lighting, awnings, and outdoor cafe seating.
2. Buildings should be 1-3 stories. Housing, and particularly affordable housing, is a high priority.
3. Temporary commercial pop-ups like an outdoor brewery, cafe, and other food vendors can help set the stage for future development.

Town-owned properties (future park)

1. The park program should compliment downtown development with places to gather, celebrate, and find respite.
2. The park should support open activity space rather than structured and highly programmed space (such as sports fields).
3. The park should provide gardens, pollinator space, and more organic features in addition to lawn for recreating.
4. Art of many kinds should be present in the future park for wayfinding, and as focal points that can be experienced both within the park and seen from SR-7.

DEVELOPING A DOWNTOWN CORE

The following chapter includes two possible scenarios for the build-out of the Town-owned properties. The downtown core design concepts found on the following pages build on priorities and configurations developed during the Downtown Workshop, and focus on producing a walkable mixed-use core to catalyze further development in the District-at-large. Spaces are additionally meant to reflect preferences communicated in phase I via the community visual preference survey. Each concept includes a similar mixture of residential and commercial uses and densities.

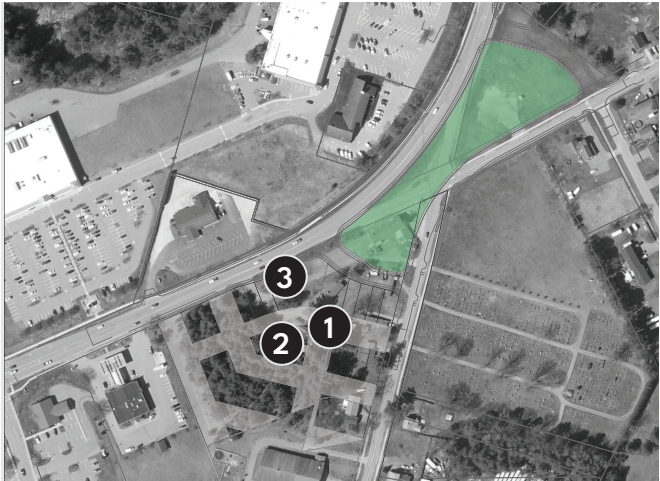


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06

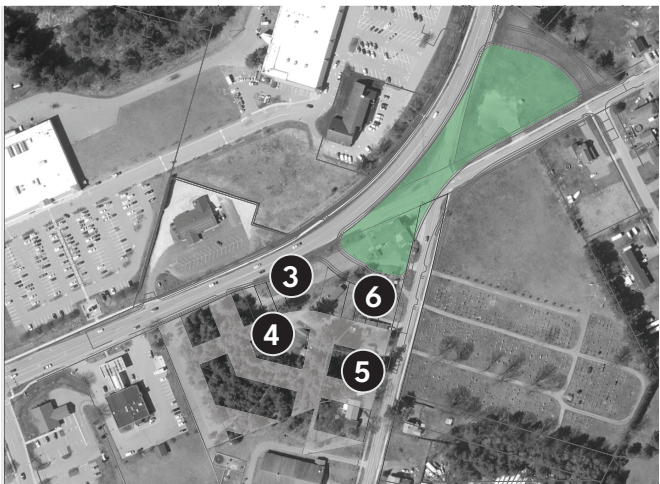
01
02
03

07

YEARS 01-02



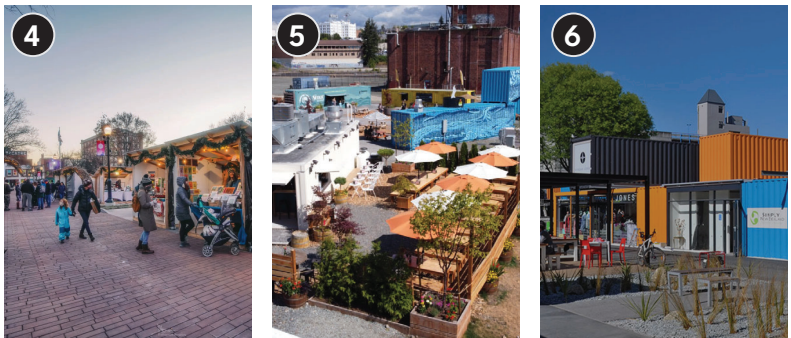
YEARS 02-05



TEMPORARY ACTIVATION EXAMPLES



1 Arches marking a new right-of-way in Christchurch, NZ //Te Putahi
2 Community stakes shaping future park programming in Redmond, WA //Framework
3 High visibility roadway sign // Concentrico

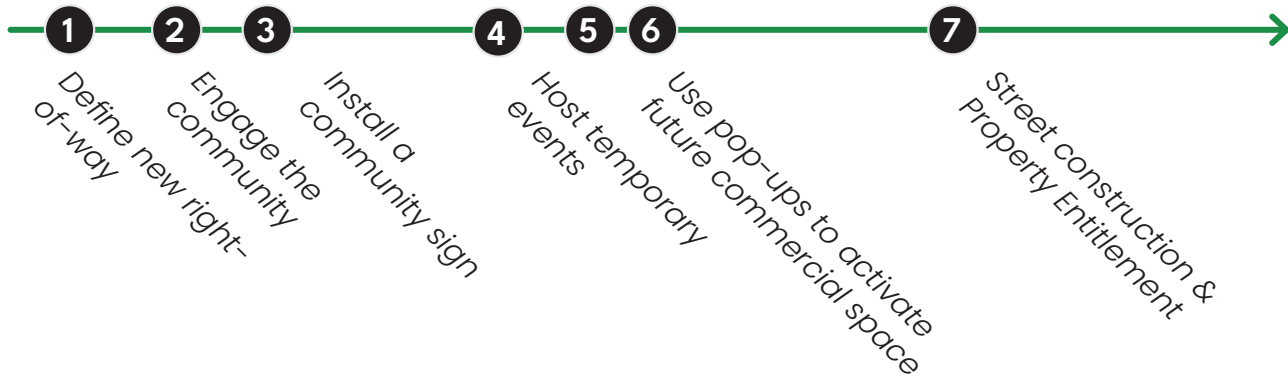


4 Holiday Market in Burlington //Burlington Free Press
5 Temporary brewery in Bellingham, WA //Visit Bellingham
6 Re:START Container Mall in Christchurch, NZ //

YEARS 01-02

YEARS 02-05

YEARS 05-08



BUILDING MOMENTUM

OVERVIEW

Building an active and community-centered downtown core on the Town-owned properties will take considerable energy and leadership. The Town has two main options for build-out of its property; in many cases, municipalities will decide to enter a development agreement with a single or small number of developers and stipulate desired outcomes, using the value of the land as leverage to get a desired built form. Alternatively, the Town could take a more “old school” approach where the Town develops new right-of-way and entitles individual properties (more like the process historically at play in places like St. Albans). No matter the stipulations, working with a single developer often results in more homogeneous projects with less community ownership because they are designed by a single entity rather than by individual property owners. Although it will likely take longer to go from vacant to built-out, this plan recommends the latter approach, where the Town builds roads and utilities while using temporary activation strategies to identify future owners, build awareness and energy around the new center, and promote a more diverse and unique built environment.

YEARS 01-02 DEFINING SPACE, BUILDING AWARENESS

In years 1-2, the Town can use temporary strategies to define the new downtown core and build excitement and awareness. This will include a community event inviting residents to place flags showing new desired uses, and commissioning public art to delineate the first street. Community signage along SR-7 will alert motorists to the future downtown. At this point, the Town should begin planning and assembling resources to build the new right-of-way.

YEARS 02-05 TEMPORARY COMMERCIAL USES & EVENTS

In years 2-5, the Town will recruit businesses to occupy temporary commercial space adjacent to Keilty Crossing. This could look like food trucks, an outdoor brewery, pop-up vendors in shipping containers, and temporary events like a second farmers market, night market or winter holiday market. The Town will provide a gravel parking lot along the proposed right-of-way off of Middle Rd., temporary bathrooms, and lighting.

YEARS 05-08 1ST STREET BUILD OUT AND PROPERTY ENTITLEMENT

In years 5-8, the Town will initiate construction of new right-of-way and shared parking lot, and entitle new parcels. Businesses operating temporary commercial space during years 2-5 can purchase live-work properties and begin construction of premises once road work is complete. If desired, the Town can develop or license pre-approved live-work development plans to facilitate desired development and reduce development costs for owners.

DOWNTOWN VISION

A central, liveable, walkable, and accessible downtown area for Milton

- 01

Uses: active ground-floor commercial uses with upper story residential to support housing diversity and downtown activity.
- 02

Active frontages: lots of windows, green edges, wide sidewalks, awnings, lights, and seating create an inviting and comfortable place to be.
- 03

Height: 1-3 stories to keep surface parking needs manageable within the downtown core.
- 04

Gathering spaces: pedestrian alleys, small plazas, and pocket parks create spill out space for restaurants and retail as well as community uses.
- 05

Style: more traditional, but more importantly, built by many hands.
- Preferred building types:**
0' lot line retail with 1-2 stories of residential above and narrow (30') retail stall facades (like those illustrated here).
- 06

or
Smaller scale stand-alone timber construction buildings with pitched roofs.
- 07

Landscaping: Lots! Shade trees, green stormwater capture, pots, and green pockets.

CONCEPT 1

A NEW “MAIN” STREET FOR MILTON



DESCRIPTION

Concept 1 structures the Downtown Core around a central “Main” street with active street uses like retail and restaurants and upper story residential. A proposed street running parallel to Middle Rd terminates in a pedestrian plaza abutted by buildings on either side, and looking north towards the future park.



PROS

- Strong central commercial corridor.
- Utilizes geometrically challenging parts of the site for parking and stormwater catchment.
- Central street right-of-way falls completely within the Town-owned property.
- Left-over space forms a green buffer along SR-7 to provide a cushion for development.
- Properties abutting Keelty Crossing can spill out into the new green space.

CONS

- Development of the SW edge of the central street requires additional property acquisition or partnership with adjoining property owner (Phase 2).

CONCEPT 2

CENTRAL GREEN

DESCRIPTION

Concept 2 structures the Downtown Core around a central green. Unlike the Town Green proposed for the Hourglass, the central green is smaller, and enclosed on all sides, creating a comfortable, active place to gather, and supported by a hardscaped festival street.



PROS

- Public space and green space provide multiple conditions and experiences including hardscape, enclosed green space, and plaza, and compliment active ground floor uses.
- Festival street provides a central space for community events that can hold food trucks and other vendors.
- Phasing supports building momentum over time.

CONS

- Street phasing reduces parking and buildable space.
- Full build-out of secondary street right-of-way requires purchase of property to the South along Middle Rd (Phase 3).

EXAMPLE CONDITIONS

01 DEVELOPMENT

MIXED-USE 14 15



Mixed-use, Seattle, WA // The Roost



Winslow Green, Bainbridge Island, WA // NWMLS

LIVE-WORK & SINGLE STORY COMMERCIAL 1 2 3 4 5 6 7 8 9 10 11 12 13



Langley, WA // Jeff Arango



Brandon, VT // Vermont Vacation



St. Albans, VT // Vermont Rail Trails

02 GREENSPACE/PUBLIC SPACE 11 12



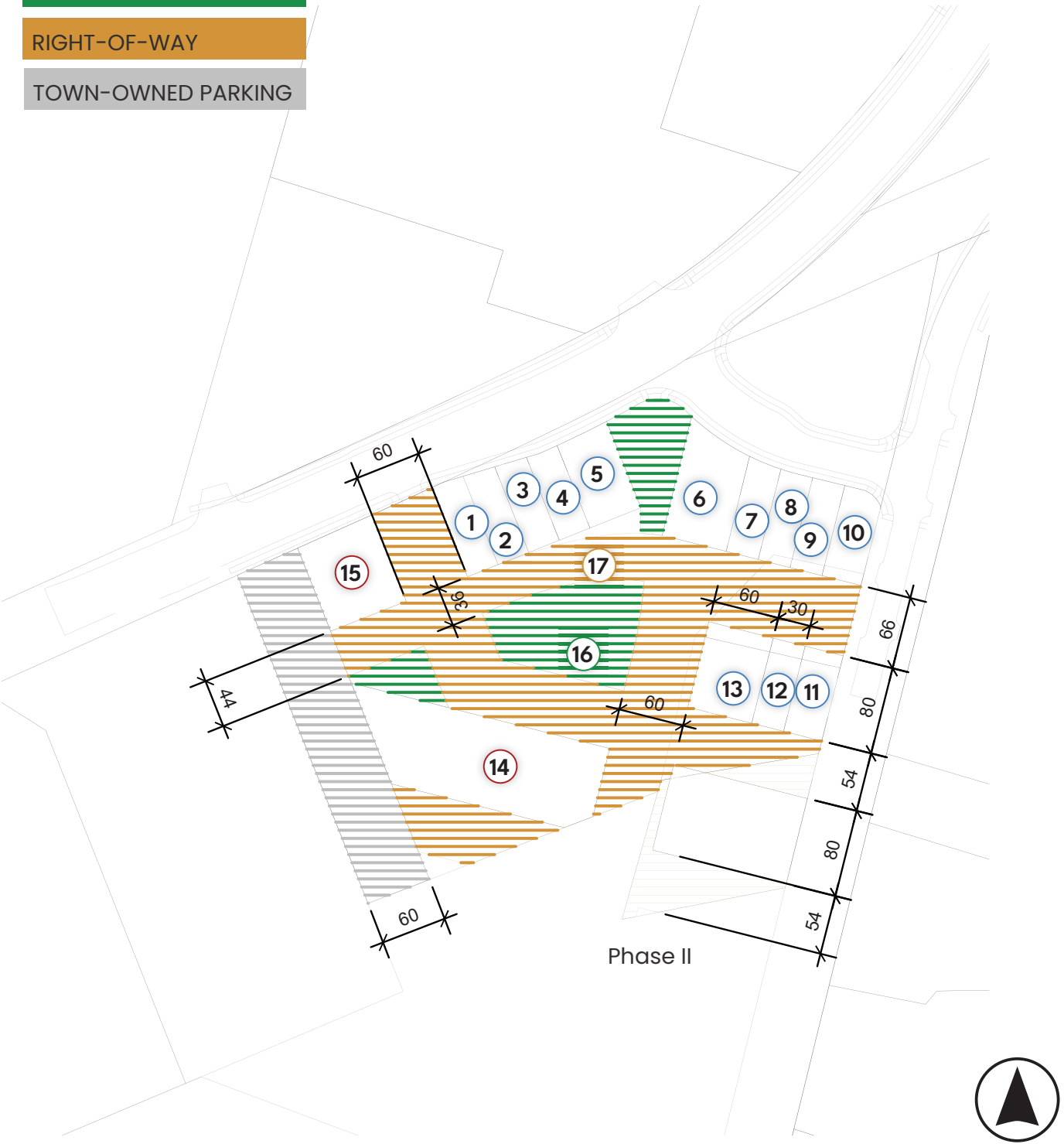
Festival Street and Pocket park Salisbury, MD // BCE Baltimore



CENTRAL GREEN PLAT

Town-developed components

- GREEN SPACE
- RIGHT-OF-WAY
- TOWN-OWNED PARKING



Live-work buildings

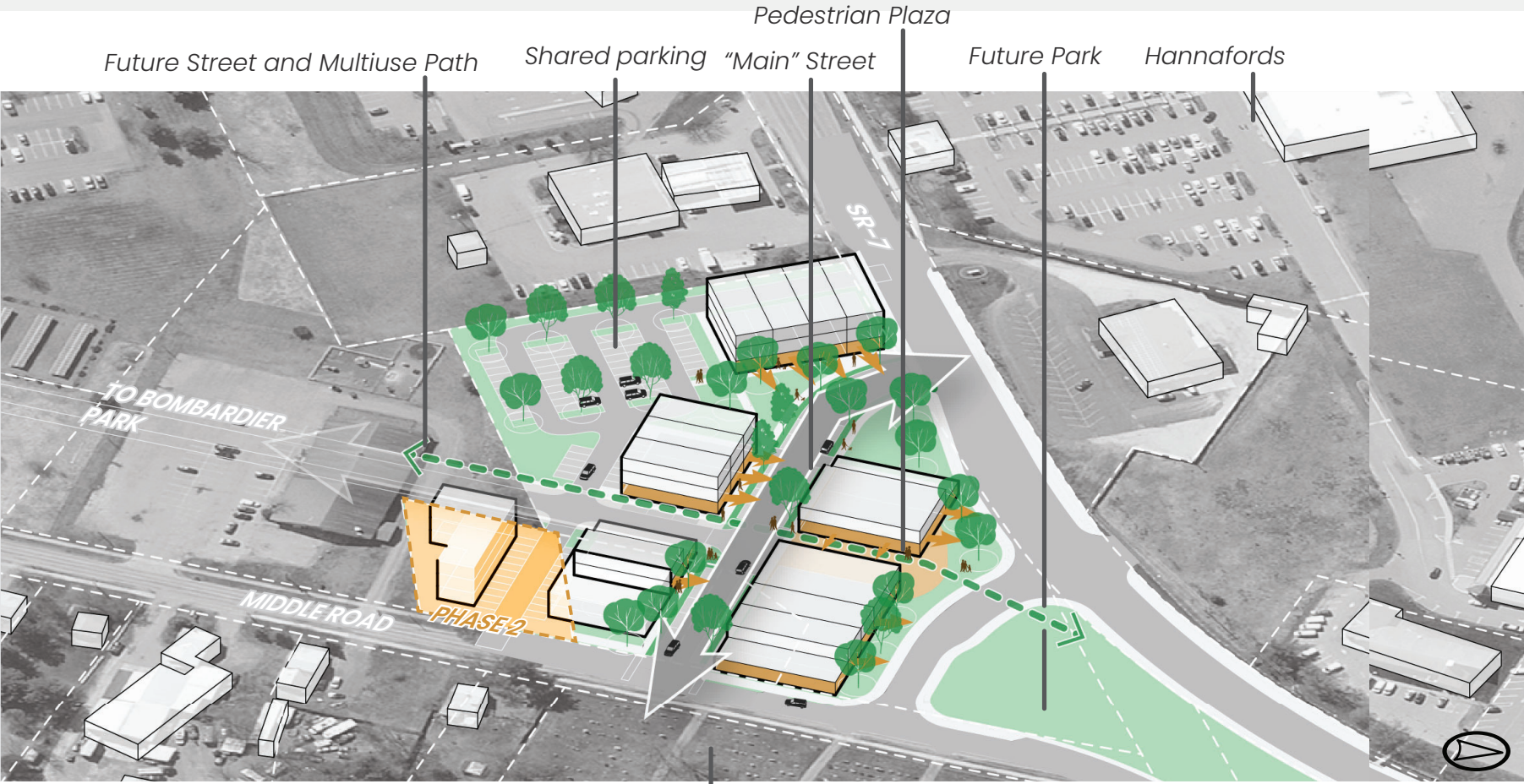
Pedestrian Plaza



Festival Street Central Green



Live-work buildings



CONCEPT 1 “MAIN” STREET CONCEPT

STATS

- Phase 1 Retail stalls | SF: 15 | 45,000
- Phase 2 Retail stalls | SF: 2 | 4,800
- Phase 1 Res. units | SF: 35 | 60,000
- Phase 2 Res. units | SF: 12 | 20,000
- Phase 1 Parking Stalls: 100
- Phase 2 Parking Stalls: 22

OVERVIEW

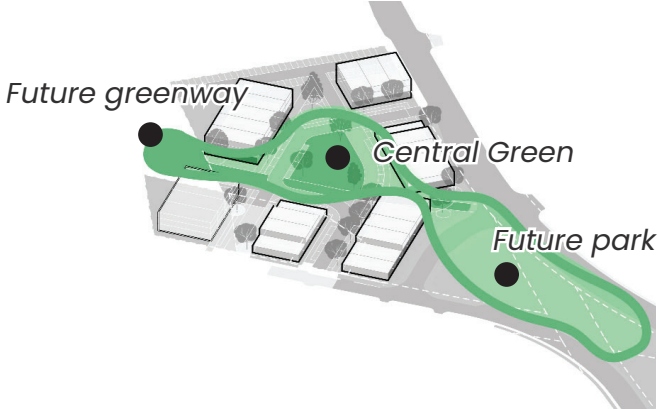
This concept focuses development and activity along a central commercial corridor meant to emulate traditional downtown “Main” streets like those found in St. Albans and Branden. The visual preference survey completed during Phase 1 of the masterplanning process found that Milton residents have a strong preference for traditional main street style development including small to medium-sized retail and restaurant establishments along a strong, tree-lined, street with lots of pedestrian space.

01 PHASING



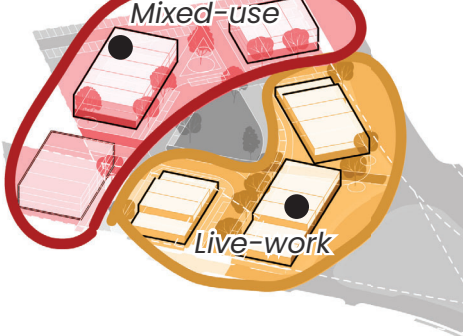
1. Development occurs along the perimeter first (**Blue**) supporting lower scale live-work development with lots of ground floor retail, and including shared parking at the back of the site.
2. Next, the primary street is developed (**yellow**) allowing temporary closures of the festival street
3. In partnership with adjacent properties, full build-out (**green**), can occur.

02 GREEN SPACE



A central green spine connects the new development to the future park, and provides a succession of different types of green spaces, including a central green enclosed by buildings on all sides that provides safe and comfortable spill-out space for active ground-floor uses.

03 USES

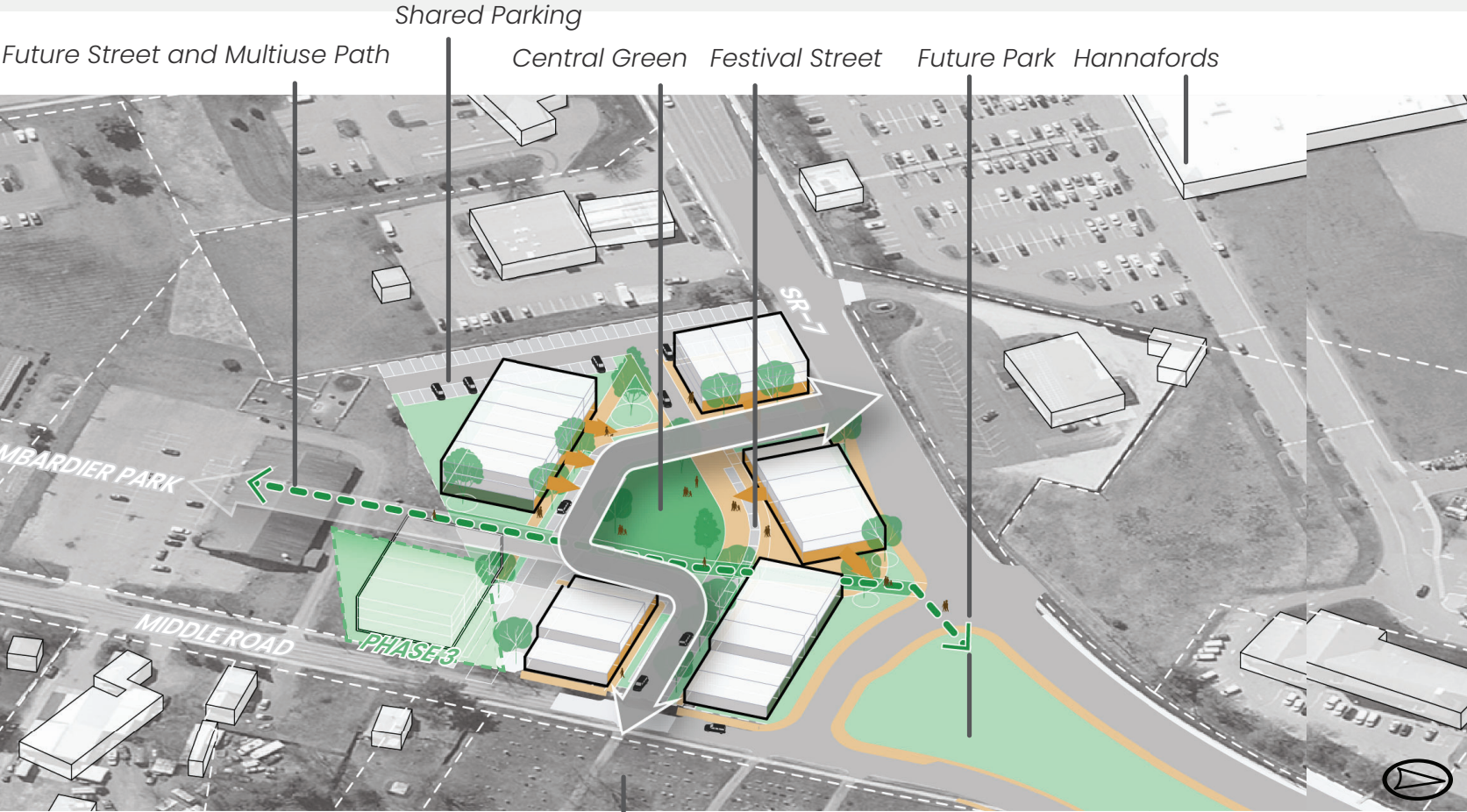


Yellow – lower scale stand alone commercial and live-work to increase approachability for individual owners.
Red – single developer mixed-use buildings.
Both – active ground floors

04 PARKING



Shared parking includes significant on-street parking as well as a shared lot at the back of the site. Larger scale buildings are placed at the back of the site to take advantage of better loading options including potential tuck-under parking on the back of buildings.



CONCEPT 2 CENTRAL GREEN CONCEPT

STATS

- Phase 1 & 2 Retail stalls | SF: 21 | 50,000
- Phase 3 Retail stalls | SF: 4 | 10,000
- Phase 1 & 2 Res. units | SF: 40 | 70,000
- Phase 3 Res. units | SF: 16 | 20,000
- Phase 1 & 2 Parking Stalls: 100
- Phase 3 Parking Stalls: 16

OVERVIEW

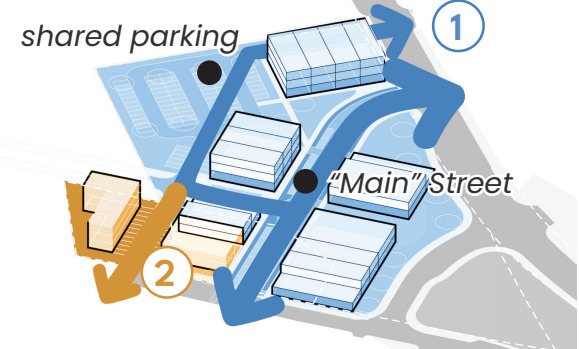
This concept revolves around a central green that provides spill out space for active ground-floor uses. Buildings abutting SR-7 and Keelty crossing are lower to reduce parking demand but still take advantage of park adjacencies. A curbless festival street provides secondary car circulation while creating continuous pedestrian space from the buildings fronting SR-7. Phase 2 could involve the property to the south, off of Middle Road to provide more of a "Main" street feel.

GREEN SPACE

PEDESTRIAN SPACE

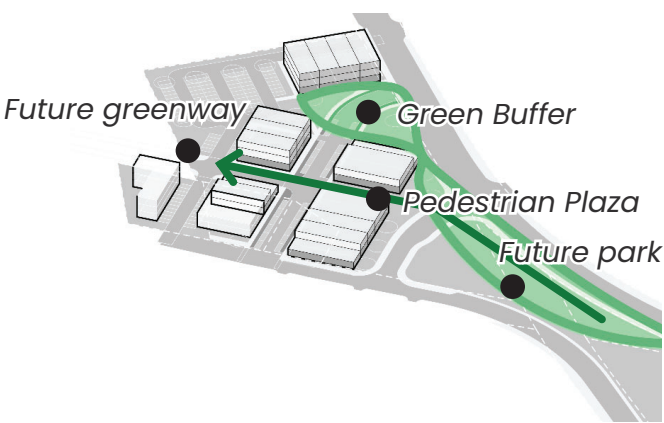
CAR SPACE

01 PHASING



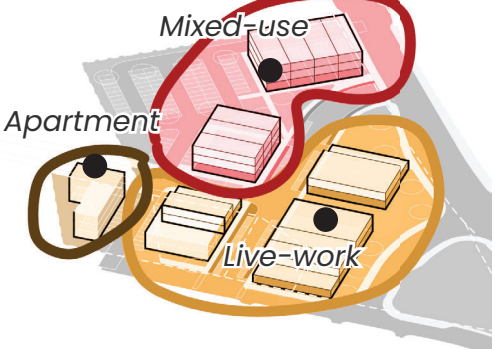
- 1. The first phase of development includes build out of a new "Main" Street between Middle Rd and SR-7, and includes live-work development, mixed-use development and a shared parking lot (Blue).
- 2. The second phase includes the adjacent parcel and would support full build-out of the Main Street to include retail along both sides, and a parking alley behind (Yellow).

02 GREEN SPACE



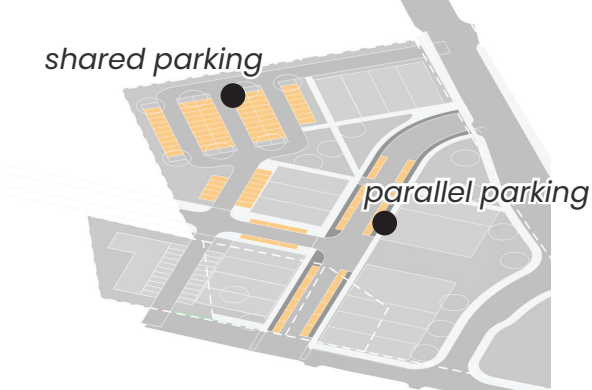
Green space is located along SR-7 to create a green buffer that insulates the development, while pedestrians enjoy hardscaped plaza space enclosed by active store fronts leading to the future park.

03 USES



- Yellow** - lower scale stand alone commercial and live-work to increase approachability for individual owners.
- Dark Yellow** - low-rise apartment development
- Red** - single developer mixed-use buildings.

04 PARKING

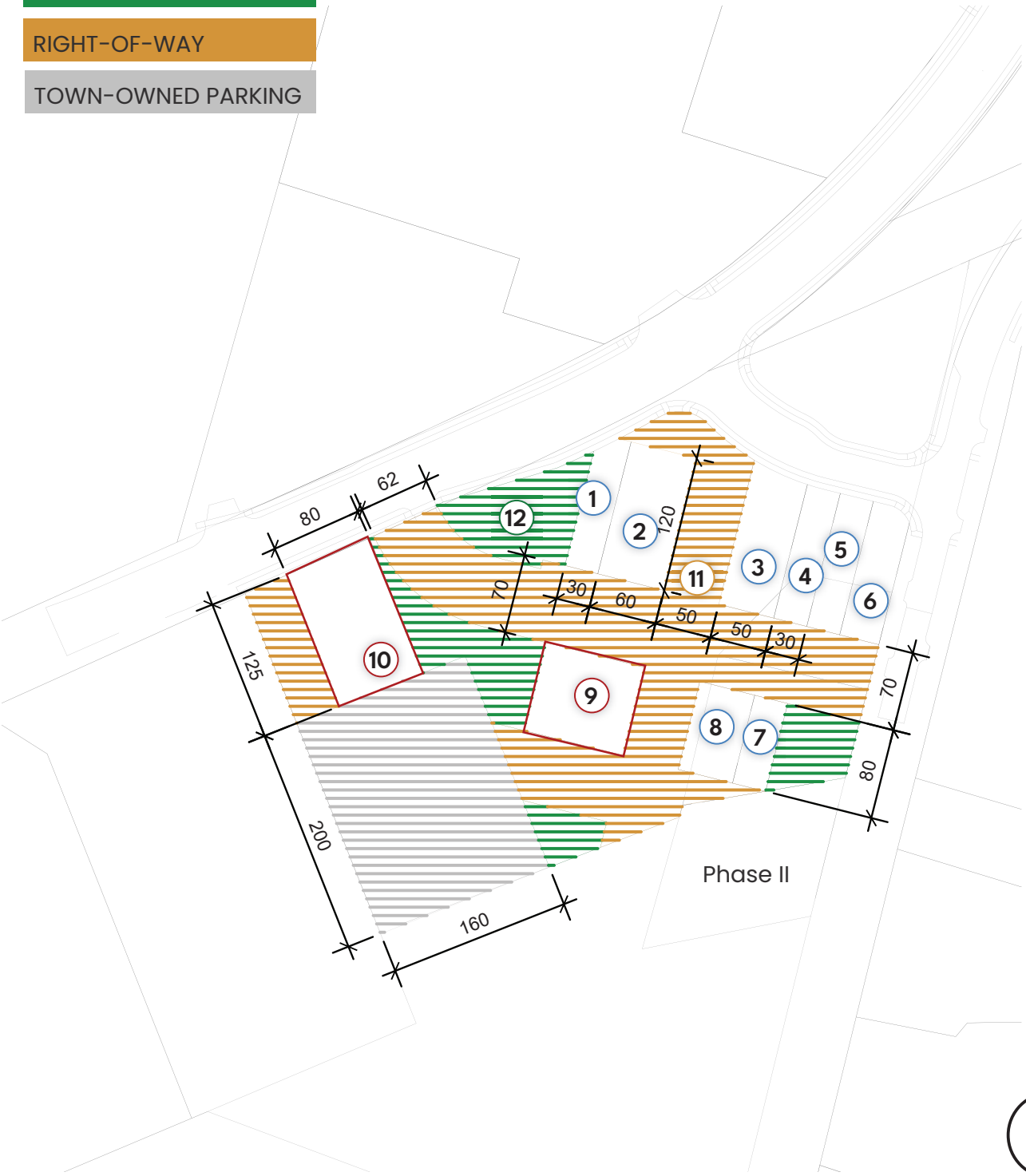


Shared parking includes significant on-street parking as well as a shared lot at the back of the site. Larger scale buildings are placed at the back of the site to take advantage of better loading options including potential tuck-under parking on the back of buildings. If the Town chooses, the surface lot on the back of the site could be replaced with a structured parking garage holding around 50 cars per deck.

“MAIN” STREET PLAT

Town-developed components

- GREEN SPACE
- RIGHT-OF-WAY
- TOWN-OWNED PARKING



EXAMPLE CONDITIONS

01 DEVELOPMENT

MIXED-USE 9 10



Mixed-use, Seattle, WA // The Roost



Winslow Green, Bainbridge Island, WA // NWMLS

LIVE-WORK & SINGLE STORY COMMERCIAL 1 2 3 4 5 6 8 7



Langley, WA // Jeff Arango



Brandon, VT // Vermont Vacation



St. Albans, VT // Vermont Rail Trails

02 GREENSPACE/PUBLIC SPACE 11 12



Buffer Planting // Moody Graham



Pine St Plaza, Pullman, WA // Google Earth Pro