

Status of Projected Real Estate Development Projects

- 1. Pomerleau Shopping Center Expansion** – This project has received local Development Review Board (DRB) approval to expand the existing Milton Square shopping center from 10.63 acres to 25.77 acres and add approximately 102,684 sf of new commercial space, including a new Hannaford grocery store, bank, restaurant, and additional retail space. The existing funeral home will be relocated to a new 3.08 acre lot (the existing funeral home will be removed and a new 11,000 sf funeral home will be constructed on the new lot). This project is an expansion of the existing shopping center located at 193-205 Route 7 South. Once complete, the project would extend south and west to Haydenberry Drive near McDonalds.

This project has also received its State permits, including its Act 250 Land Use Permit. The Act 250 Findings of Fact discuss concerns of VTrans due to increased traffic caused by the project and its potential impact on levels of service of adjacent intersections and the adjacent high crash location intersection, Route 7/Middle Road/Railroad Street. The District Commission found that the project would not cause unreasonable congestion or unsafe conditions with respect to transportation, in part due to the proposed realignment of the Route 7/Middle Road/Railroad Street intersection. The Land Use Permit (Case #4C0069-7) for this project includes a condition that the Applicant work with the Town of Milton to convert the existing Railroad Street/Middle Road intersection from three-way stop control to four-way stop control, in addition to traffic improvements the Applicant is proposing. It also includes conditions that require further traffic studies and examination of crash records after the project is built to determine if the project has a negative impact on traffic congestion and highway safety in the vicinity. If a negative impact is demonstrated, then additional mitigation measures will be required. Although the project has been permitted, the concerns expressed by VTrans and the conditions of the Land Use Permit further demonstrate that the transportation improvements identified in the Town Core TIF District Plan are necessary for the shopping center expansion project to occur in such a way that there is not a significant impact on the transportation facilities in the vicinity.

The Traffic Impact Analysis performed for this project by Lamoureux and Dickinson Consulting Engineers estimates an increase of 627 vehicle trip ends during the weekday p.m. peak hour. The new funeral home is estimated to generate an additional 4 vehicle trip ends per hour.

- 2. Southerberry** – This project is located at 368 Route 7 South, which is south of Route 7 and west of Centre Drive, across from Landfill Road. This project has received local DRB approval to construct a one-story, 16,320 square foot retail building w/ associated warehouse space; a 1 ½ story, 3,900 square foot restaurant with 1,000 square feet of office space above; a 1 ½ story, 3,900 square foot office building with an additional 1,000 square feet of office space above; an 80-unit, 4-story motel; and a 4-bay car wash. The Applicant is currently applying to the DRB for an amendment to reduce the restaurant and office building footprints to 3,600 square feet. The Applicant has also submitted a Sketch Plan application for 106 residential townhouse units on the same lot south of the proposed commercial development.

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During the review of the Southerberry project, the DRB discussed with the developer the need for a 60' right-of-way to be established on this lot for a future east-west parallel road to Route 7. The developer has agreed to work with the Town on the establishment of this 60' right-of-way. This road project is included in the Town Core TIF District Plan. The establishment of this road is important to this project for public safety and traffic circulation reasons, so there will be more than one access into and out of this large, densely developed project.

At this time, the project has not received a highway access permit from VTrans for the proposed new road leading into the project from Route 7. The Applicant is still working to address the concerns of VTrans, and this project will require new turning lanes on Route 7. The goal with this project is for the Town to ultimately accept the new road leading into the project as a public road when it connects to the east-west parallel road to Route 7. The Town finds that this proposed east-west road is necessary for the development of the large parcels on the south side of Route 7. It will offer an alternative other than this congested stretch of Route 7 for traffic to access the proposed developments. It is also important that a second access is provided into the proposed developments for public safety reasons. Additionally, the Town's subdivision and zoning regulations prohibit dead-ends roads in excess of 1,000 feet in length. The road proposed to access the residential portion of the development will need to exceed 1,000 feet, so the parallel east-west road will be necessary to provide an additional access to allow this development to occur.

The Traffic Evaluation performed for this project (both the commercial and residential portions) by O'Leary-Burke Consulting Engineers estimates that the project will generate 204 vehicle trip ends during the a.m. peak hour and 228 vehicle trip ends during the p.m. peak hour.

- 3. Ice Barn** – This project is located at 384 Route 7 South, adjacent to the Southerberry lot and the large McCormick parcel. The Ice Barn has received local DRB approval for two phases: Phase One is to construct a 27,660 square foot building and 25,250 square feet of outdoor recreation, Phase Two is for the construction of a 13,230 square foot addition to the ice rink building and the subsequent reduction in outdoor recreation to 12,080 square feet.

The project has also received its state permits, including its Act 250 Land Use Permit for Phase One only. The project did not receive Act 250 approval for Phase Two due to concerns about the potential traffic impacts of the proposal. Further traffic studies must be done before Phase Two will be permitted by Act 250. Additional conditions related to highway access were imposed as part of the VTrans highway access permit, and these conditions were incorporated into the Act 250 Land Use Permit. These conditions include the reservation of a 60' right-of-way to allow for future consolidated access of the Ice Barn lot and future development on the adjacent McCormick lot. VTrans is concerned about development along this section of Route 7 and properly planning for and managing this growth as it relates to highway access and traffic impacts. During the local review, the DRB also discussed the need for a 60' right-of-way to be reserved for a future east-west Town road parallel to Route 7 that would cross this lot and connect through the Southerberry lot to the

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east and the McCormick lot to the west. This is the east-west parallel road infrastructure project that is included in the Town Core TIF District Plan.

The Traffic Analysis performed for this project by Resource Systems Group (RSG) estimates that the project (Phase One with limited seating and use) will generate 40 p.m. peak hour trips.

- 4. Turner Estates** – This project is located at Clifford Drive off of Route 7 South across from Nancy Drive. The project has received local DRB approval for 19 residential units on the southern end of the property and 3 commercial/warehouse units on the northern end of the property. During the local review, the Applicant's engineer indicated that the proposal would generate 43 vehicle trip ends during the p.m. peak hour. The project has also received its state permits and is currently under construction.

In November 2008, the developer of Turner Estates and the owner of the adjacent McCormick lot received DRB approval for a boundary line adjustment to transfer 5.78 acres to the Turner lot from the McCormick lot. The intent is to expand the Turner Estates development with approximately 30 new units. The proposed expansion was discussed at the hearing, and Mr. McCormick stated that the intent is for the new road to be extended, connect through to the larger McCormick parcel, and ultimately to a parallel road running from the area of Bombardier Road to Racine Road (the east-west connector road in the Town Core TIF District Plan). The DRB found in its decision that the ability to connect the proposed road through the subject property to the larger McCormick parcel is a key factor in allowing the proposed project to move forward. Again, this is due to concerns about one access/dead-end access serving so many units and the length of the road. Connecting through to the parallel road will allow a second access to the project and eliminate a dead-end road.

- 5. Cameron's Run** – This project is located off of Railroad Street and consists of a 35-lot conventional subdivision (proposed with a single-family dwelling on each lot) and a planned residential development consisting of 13 units (3 single-family homes and 5 duplexes) on approximately 11.2 acres. Approximately 15 of the units are to remain perpetually affordable through Champlain Housing Trust. This project has received local and state approval and is currently under construction. This project was approved with onsite wastewater disposal systems, because municipal sewer was not available. However, a condition of DRB approval is that the project must connect to municipal sewer once it becomes available. Municipal sewer is important for public health and safety due to the density of the development and the surrounding area. The Town Core TIF District Plan includes a Village Core Sewer Expansion Project – Phase I that would extend municipal sewer to this development and allow it to connect.
- 6. Bonnie's Way** – This project is located at 385-387 Route 7 South just west of Landfill Road. The proposal is to construct 24 residential units in four multi-family dwellings, 2 storage buildings, and one three-story building housing professional services on the first two floors and two residential units on the third floor. The storage buildings will be exclusively for the use of the unit owners and the homeowners association. The project has received local DRB approval and most of its state approvals. The Act 250 Land Use Permit includes a condition that the Commission reserves the right to evaluate and impose additional conditions with

respect to Criterion 5 (Traffic). The Commission reserves the right for a period of time commencing upon the completion and substantial occupancy of the Project and expiring three years from this time. The Traffic Impact Assessment prepared for the project by Lamoureux and Dickinson Consulting Engineers estimates that the project will generate 27 a.m. peak hour and 31 p.m. peak hour vehicle trip ends.

This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. Additionally, the sidewalk planned for the north side of US Route 7 will connect this development to the rest of the Town Core. This project will also benefit from alternative transportation improvements such as the proposed Park and Ride and the multimodal center.

- 7. Habitat for Humanity** – This project is located off of Barnum Street and is for 5 new single-family dwellings. The project has received local approval and is currently under construction. This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core, including the proposed improvements to the intersection of Barnum Street and Route 7 that are part of the Rebecca Lander Drive/Route 7 Intersection Project. The project will also benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.
- 8. Meadowlane** – This project is located off at 36 Villemaire Lane and is for the addition of one two-story building housing an additional 16 one-bedroom elderly housing units to an existing elderly housing complex. The project has received local and state approval and is currently under construction. The Applicant estimated the traffic impacts associated with this project as follows: 60 additional weekday trips, 4 additional a.m. peak trips, and 8 additional p.m. peak trips (for a total of 135 weekday trips, 12 a.m. peak trips, and 24 p.m. peak trips, including the existing trips). This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. The project will also benefit from the expanded sidewalk network within the Town Core (including the proposed sidewalk along Villemaire Lane) and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. These options for alternative modes of transportation are especially important for the elderly residents who may not drive.
- 9. Blackberry Commons** – This project is located off of Haydenberry Drive and is adjacent to the existing and proposed expansion of the shopping center. The project is to construct 28 affordable, single-family residences on individual lots and a senior housing building consisting of 40 units, a senior center, and a daycare on a separate lot. The project has received local and most of its state approvals. The traffic generation analysis prepared for this project by Civil Engineering Associates estimates that there will be 539 average daily trip ends, 64 p.m. peak hour trip ends, and 51 a.m. peak hour trip ends generated by this project.

This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. Projects that do

not require work within the Route 7 right-of-way are not reviewed by VTrans and therefore do not receive the same scrutiny during the state permitting process. However, the projects do contribute traffic to the Town Core, including the Route 7 corridor, for which transportation improvements are needed. The project will also benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. These options for alternative modes of transportation are especially important for the elderly residents who may not drive.

- 10. 284 Route 7 South** – This project is located at 284 Route 7 South just southwest of the Haydenberry Drive intersection. The project has received local DRB approval to construct a 12,846-square foot retail/commercial/professional building. During the local review process, the Applicant’s engineer estimated that the project would generate 446 vehicular trip ends per day, 21 a.m. peak hour trip ends, and 27 p.m. peak hour trip ends.

This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. The project will also benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. The lot’s location within the Downtown Business District means it will also benefit from a municipal parking facility.

- 11. Bove Brothers Realty** – This project is located at 25 Centre Drive and is for a 4-story, mixed-use building containing 1 floor of commercial space and 3 floors of residential housing (24 residential units). The project has received local DRB approval. During the local DRB review process, the Applicant’s engineer estimated that the project would generate 226 total trip ends per weekday, with 23 in the a.m. peak hour and 26 in the p.m. peak hour.

This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. The project includes a 30’ easement to the Town for a future public road (the intent is the other 30’ will come from the adjacent property owner); this road is included in the Town Core TIF District Plan (New Road from Bombardier Road to Centre Drive project). The project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. This project will also benefit from increased hydraulic capacity due to the Bombardier Waterline Loop project and sewer availability due to the Village Core Sewer project. This parcel will also benefit from a municipal parking facility.

- 12. Jolley Associates – Two Adjacent Lots: Corner Lot Centre Drive/Route 7 & Centre Drive** – These parcels are included within the Town Core TIF District due to their location within the Downtown Business District. Although there are not any known plans for development at this time, it is anticipated that these lots will be developed when access to municipal sewer is extended to serve this area. These lots will also benefit from increased hydraulic capacity due to the Bombardier Waterline Loop project. These lots will likely be developed for commercial purposes that will contribute increased traffic to the Route 7

corridor and justifies the need for transportation improvements within the Town Core. A right-of-way will be needed for the proposed new road from Centre Drive to Middle Road that is included in the TIF District Plan, as this road has been shown in studies located along the southern boundary of the Centre Drive lot. These projects will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. These lots will also benefit from a municipal parking facility.

- 13. The Atriums** – This project is located at 9 Mackey Street for a proposed 10-unit elderly housing project. This project has received local DRB approval and most of its state permits. This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. The project will also benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. These options for alternative modes of transportation are especially important for the elderly residents who may not drive.
- 14. Houston Commons** – This project is located on Bombardier Road near the intersection with Middle Road (adjacent to Middle Road Market). The proposal has received Sketch Plan approval from the DRB for a multifamily, 2-story residential building to house a total of 10 residential “flats” with 5 units on each floor. Also proposed is a 3,700 s.f. commercial building in the front of the lot. This development will need municipal sewer, and the Applicant has been working to obtain easements to try to connect to the nearest main, since sewer is not yet available to serve this lot. The Village Core Sewer Expansion Project in the Town Core TIF District Plan will provide sewer to serve this lot and others within the Downtown Business District. This project will also benefit from increased hydraulic capacity due to the Bombardier Waterline Loop project. This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. The project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. The lot will also benefit from a municipal parking facility.
- 15. Wagner Woods** – This project is located at 88 Main Street and includes 12 new units (6 duplexes). The project has received local and state approvals. The traffic evaluation performed for the project estimates 12 p.m. peak hour trip ends will be generated by the proposal. This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. Due to its location off of Main Street, this project will particularly benefit from the reconstruction of Main Street, the upper Main Street sidewalk project, and the village lighting project, which will benefit both vehicle and pedestrian safety. The project will also benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.
- 16. McCormick –Route 7** – The McCormick parcel is a large parcel of land (approximately 126 acres) to the south of Route 7 between Racine Road and the Ice Barn parcel. The landowner

has informally discussed large development plans with the Town; these plans will likely include commercial and residential development. Due to the size of the parcel, its location, and the large-scale development that could occur there, the need for transportation improvements have been discussed between the landowner, the Town, and VTrans. VTrans will require a consolidated access off of Route 7, which the Ice Barn will also utilize (this was a condition of the Ice Barn VTrans and Act 250 approvals). The goal is for the consolidated access off of Route 7 to connect to the east-west parallel road that is included in the Town Core TIF District Plan. The McCormick parcel is a key parcel in the establishment of the east-west parallel road, and the road is necessary to provide additional access and improved circulation between this parcel and the other parcels along the south side of Route 7 due to the density of the development proposed and anticipated there. Street lighting will be needed along the new road; the lighting project is included in the Town Core TIF District Plan. The development of the McCormick parcel is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. The project will also benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.

- 17. Cary** – This project is located at 41 Centre Drive and is for a 38-unit multifamily building. This project was approved by the environmental court after being denied by the local DRB due to concerns over traffic and stormwater impacts. The project has received its state permits. The traffic study for this project estimates the project will generate 224 weekday trips, with 17 trips occurring in the a.m. peak hour and 20 trips generated during the p.m. peak hour.

This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. The project will benefit from increased frontage and access from the new road planned from Bombardier Road to Centre Drive. The project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. This project will also benefit from increased hydraulic capacity due to the Bombardier Waterline Loop project and sewer availability due to the Village Core Sewer project. The lot will also benefit from a municipal parking facility.

- 18. Lot 10C Haydenberry Drive** – This project is located at Lot 10C on Haydenberry Drive. There is a local site plan approval and Act 250 approval for a 64,600 square foot ice rink (the Ice Barn was originally proposed here). It is anticipated that the site will be developed in a similar fashion to the original site plan, although most likely with a different use. The traffic study done for the project estimated the project would generate 765 daily vehicle trip ends and 72 peak hour trip ends. This is another project that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. The project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.

- 19. Devarney** – This parcel is located at 294 Route 7 South. The property owner has discussed redeveloping the property, and it is likely this will happen due to the parcels location along Route 7 within the Downtown Business District. This lot will likely be developed for commercial purposes that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This lot will benefit from increased hydraulic capacity due to the Bombardier Waterline Loop project. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. The lot will also benefit from a municipal parking facility.
- 20. Michaelides – Middle Road** – This parcel is located along Middle Road within the Downtown Business District. For this lot to be developed to its full potential, it will need to be serviced by municipal sewer, so this parcel will benefit from the Village Core Sewer Expansion Project. This lot will likely be developed for commercial purposes that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This lot will benefit from increased hydraulic capacity due to the Bombardier Waterline Loop project. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. The lot will also benefit from a municipal parking facility.
- 21. Papaseraphim – Route 7/Middle Road** – This lot is located along Route 7 and Middle Road and fronts the problematic Route 7/Middle Road/Railroad Street intersection within the Downtown Business District. For this lot to be developed to its full potential, the problematic, high-crash intersection will need to be redesigned as described in the Town Core TIF District Plan. Additionally, the Village Core Sewer Project will extend sewer service to this 4.5-acre parcel. This lot will likely be developed for commercial purposes that will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. The lot will also benefit from a municipal parking facility.
- 22. Goodrich – Route 7/Racine Road** – This parcel is located at the intersection of Racine Road and Route 7 and is adjacent to the large McCormick parcel. This property will benefit from a connection to the east-west parallel road to Route 7 for additional access for public safety and traffic circulation reasons. The development of this property will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.
- 23. Leblanc – Route 7 – 2 Adjacent Lots** – These lots are located at 346 and 350-356 Route 7 South. The development of these lots will benefit from a connection to the proposed east-west parallel road to Route 7, which will likely pass through these lots, for reasons related to public safety and improved traffic circulation. The development of this property will

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contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.

- 24. Delaney – 50 Middle Road** – There has been some informal discussion about the redevelopment of this property; however, municipal sewer is necessary to do so. Therefore, the Village Sewer Project is necessary for the redevelopment of this property. The redevelopment of this property will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. Its location within the Downtown Business District means it will also benefit from a municipal parking facility.
- 25. 186-188 River Street LLC – 2 Lots** – These two lots are located on Route 7 north of the existing Hannaford traffic light. They are included in the Town Core TIF District because they will likely be redeveloped as other improvements are made within this area of the Town Core. The redevelopment of this property will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.
- 26. Lafountain – 165 Railroad Street** – This property is included in the Town Core TIF District Plan because its size (approximately 4.4 acres) and location mean it will likely be developed when sewer becomes available. The Village Core Sewer Expansion Project is necessary for the development of this property to its full potential. The development of this property will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.
- 27. Michaelides – West Milton Road** - This property is included in the Town Core TIF District Plan because its location means it will likely be developed. The development of this property will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This project will benefit from the expanded sidewalk network within the Town Core (particularly the sidewalk from Haydenberry to Fieldridge) and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.
- 28. Gardner – Interstate Commercial Park** – This property is located along Route 7 South across from the Milton Diner. Its large size (approximately 107 acres) and location mean this property will likely be developed and will contribute to transportation problems along the Route 7 corridor. This project will benefit from transportation improvements, the expanded sidewalk network within the Town Core (particularly the sidewalk from Haydenberry to

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Fieldridge), and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.

- 29. Brault – Bombardier Road** – This lot is located off of Bombardier Road. The development of this lot will benefit from a connection to the proposed east-west parallel road to Route 7, which will likely pass through this lot, for reasons related to public safety and improved traffic circulation. This property will benefit from the Village Core sewer project and the Bombardier Waterline Project. The development of this property will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center. Its proximity to the Downtown Business District means it will also benefit from a municipal parking facility.
- 30. Labell – Willy’s Lane** – This lot is located south of Route 7 and west of Willy’s Lane. The development of this lot will benefit from a connection to the proposed east-west parallel road to Route 7, which will likely pass through this lot, for reasons related to public safety and improved traffic circulation. The development of this property will contribute increased traffic to the Route 7 corridor and justifies the need for transportation improvements within the Town Core. This project will benefit from the expanded sidewalk network within the Town Core and from alternative transportation improvements, such as the proposed Park and Ride and the multimodal center.
- 31. Lamell – Interstate Commercial Park** – This property is located along West Milton Road west of I-89. The property is included in the Town Core TIF District because the extension of municipal sewer to west of the interstate will be necessary for the development of this property to its full potential.
- 32. Robinson – I2 Property** - This property is located off of West Milton Road west of I-89. The property is included in the Town Core TIF District because the extension of municipal sewer to west of the interstate will be necessary for the development of this property to its full potential.
- 33. Other Development Potential** – There are other parcels located within the boundaries of the Town Core TIF District that may be developed or redeveloped. Property that is located in areas not currently served by municipal sewer need the Village Core Sewer Expansion Project in order to develop/redevelop these lots to the full potential allowed by the Town’s zoning and described in the Town’s plans. Additionally, all development within the Town Core is adding to the traffic burden along Route 7. Projects, especially those requiring an access permit along Route 7, are being increasingly scrutinized for traffic impacts. The transportation improvements described in the Town Core TIF District Plan (including roads, sidewalks, lighting, and the enhancement of alternation transportation options) are necessary for the development in the Town Core to occur at the density envisioned by the Town without overburdening the existing transportation network.