

2. Creating An Opportunity for Economic Development

Current Economic Climate—Need for More Employment, Higher Wages, Greater Community Valuation

Milton and its surrounding communities have seen substantial economic change in the past ten years. During the early 2000's, an economic boom resulted in significant jobs and housing growth, increased commercial building and increased individual buying power. By 2008-10, the NH Seacoast, including Milton, experienced a serious economic downturn that saw the downsizing of businesses, a slowdown in housing construction and sales, and a high unemployment rate. More recently, the Seacoast area has experienced a mild economic recovery as demonstrated through rising employment and wages.

These changes have affected the economy Milton in terms of population growth, employment and income. Although the unemployment rate crept up from a low in 2001 of 3.9% to 7.4% in 2011, for Milton, it was still higher than Strafford County, which was lower than 6%. Milton's median family income of \$59,560 in 2010 lagged behind the average for Strafford County, which was over \$70,000. Milton's total community valuation expanded by less than 1% from 2005 to 2010.

Milton Taking Action to Stimulate Economic Activity

While there are a number of thriving businesses and a small industrial park, Milton could benefit from expanded economic development that is consistent with its small town character. To address this situation and encourage greater economic development, Milton has undertaken a number of initiatives in the past several years.

- Developed an industrial park off Route 125 (White Mountain Highway) in North Milton. At present, there are a half dozen businesses and a day care center in the park, but it is now built out.
- Established a dedicated economic development page on Milton's town website.
- Established an Economic Development Committee.
- Applied for and received two grants from Public Service of New Hampshire. The first grant was for the development of a *Strategic Economic Development Plan* (SEDP) that was completed in 2012. The second was to undertake a design workshop to focus on the future business development around the two exits off the Spaulding Turnpike— Exits 17 & 18.
- Received financial support from Federal Savings Bank to conduct the design workshop.
- Established an ongoing dialog with the state Department of Resources and Economic Development (DRED) as well as prospective landowners in the vicinity of Exits 17 and 18 who may be interested in developing their property or selling their property to a developer



3. Economic Development Consistent with Town Plans

This project is consistent with 2004 Milton's Master Plan.

The Vision Chapter

- Encourage well-planned industrial and commercial growth in appropriate locations of Milton while maintaining the rural character of the community and protecting natural resources.

The Economic Development Chapter recommends:

- Identify areas for commercial nodes along major routes through town.

The project is also consistent with the 2012 Strategic Economic Development Plan

As part of the Strategic Economic Development Plan (SEDP), the town sponsored a public forum to conduct a SWOT (strengths, weaknesses, opportunities, and threats) analysis as part of the grant program. This analysis came up with similar results to the NROC

project in 2007. In summary the forum identified several key strengths:

- Two exits on Spaulding Turnpike, each with adjacent developable land
- Good municipal services—fire, police, libraries, water and sewer services near Exit 17.

And several weaknesses:

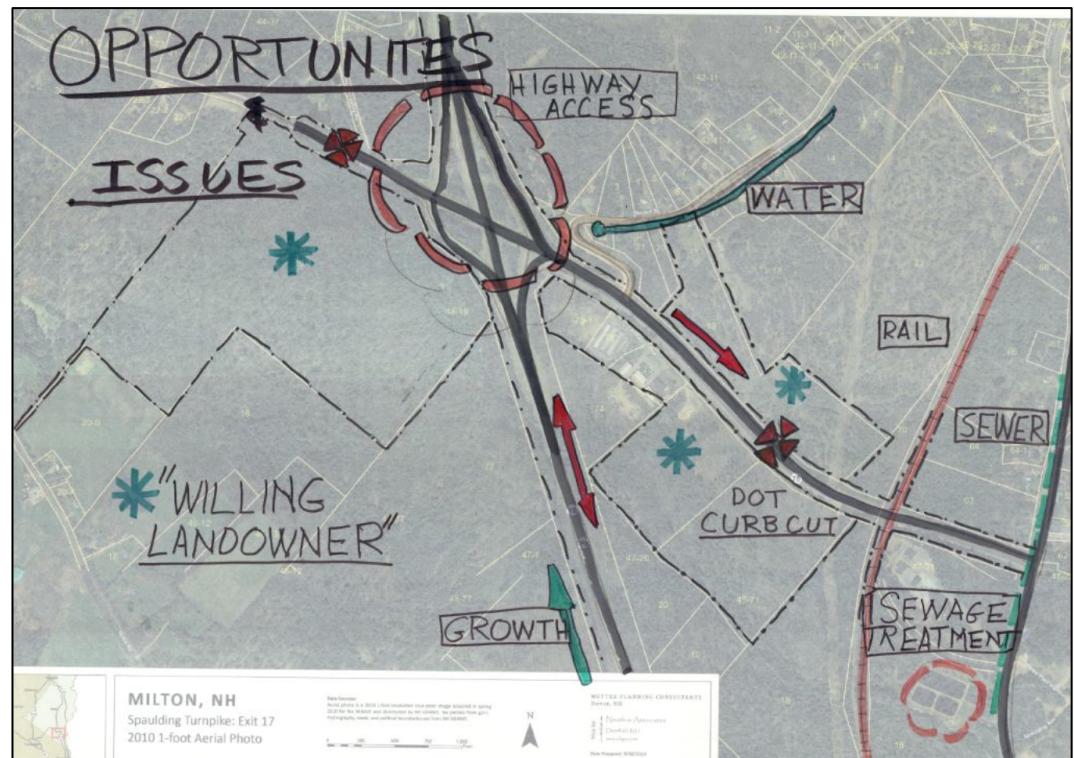
- Lack of curb cuts on NH Routes 75 at Exit 17 and 125 at Exit 18
- Minimal land/zoning for industry-existing industrial park full

This recommended the following:

- Undertake a full evaluation of the land areas adjacent to Interchanges 17 and 18 of the Spaulding Turnpike for business development. Assess the feasibility of development based on ease of access, environmental impact and development capability.

Exit 17—Issues & Opportunities

- ❖ Excellent highway access to Spaulding Turnpike—a major arterial.
- ❖ Growth of southern Strafford County is moving north, e.g., development of Safron in Rochester will create jobs and encourage spin-off businesses.
- ❖ Water and sewer services nearby, including sewer treatment plant on White Mountain Highway, but would need to be extended.
- ❖ Rail nearby, but would need to create access and siding.
- ❖ Willing landowners with several large parcels.
- ❖ Generally compatible zoning for business activities.
- ❖ Letter from NH DOT to allow a curb cut on Route 75 to access adjacent land subject to approval from DOT with respect to future design of such a curb cut.



5. Design Workshop Recommendations

Exit 17 East—mixed use of business and residential

Strategies

- ❖ Develop mixed-use area north of Route 75 with retail commercial & professional office.
- ❖ Develop mixed-use area south of Route 75 that includes mixed housing to accommodate future workforce.
- ❖ Extend water and sewer to Route 75 development sites.
- ❖ Develop curb cut along Route 75 to allow access to properties north and south of roadway.



Exit 17 Perspective Looking East on Route 75

- ❖ A perspective concept of future development on Route 75 east of Exit 17.
- ❖ Mix of retail and business uses—professional and business offices.
- ❖ Potential curb cut/intersection on NH Route 75 with water and sewer sleeves under roadway to connect area to extended municipal utilities.



Exit 17 –Potential Water-Sewer Extension to NH Route 75

Issues

- ❖ Development in this area will be enhanced by extension of water/sewer systems.
- ❖ Water & sewer systems experience capacity constraints.
- ❖ Confirm extent of Milton Water District jurisdiction.

Strategies

- ❖ Extend sewer from White Mountain Highway west to existing intersection with Elm Street.
- ❖ Will require pipe over RR bridge on Route 75.
- ❖ Install sleeve under Route 75 where proposed highway curb cut occurs. Install gravity sewer to accommodate development north of Route 75.
- ❖ Extend water service from Elm Street along north side of Route 75 to potential curb cut.
- ❖ Install sleeve for water service under Route 75 to service development on south side of road.
- ❖ Milton Water District & Town should enter into discussions about system expansion & possible funding. Include NH DES in these discussions.
- ❖ Town should undertake further preliminary engineering to refine design details and costs (e.g., RR crossings; plant upgrades). See preliminary costs next page.



Exit 17 –Potential Sewer System Extension to NH Route 75— Preliminary Cost Estimates

Preliminary budget estimates for system sewer extension, exclusive of any existing system requirements, indicate:

❖ **Sewer system would cost approximately \$620,000**

Preliminary Engineering Cost Estimate--Sewer System Expansion

Assumptions

Maximum available capacity --20,000 gallons per day (gpd)*

Use 8" SPR 35, PVC pipe

Average depth - 6 feet

Sewer manholes (SMH) at 300 foot intervals

Total length =3,800 linear feet (LF)

Assume 10% of length requires 3 feet of ledge removal

Item	Description	Units	Unit Cost	Total
1	8" PVC, SDR 35	3,880	\$60/LF	\$228,000
2	Pipe bridge at RR crossing	1 LS (Lump Sum)	\$150,000/EA	\$150,000
4	Horizontal bore at Route 125 & Route 75 locations with 18" sleeve	200 LF	\$300/LF	\$60,000
6	Ledge Removal	1 LS	\$10,000	\$10,000
			Sub-Total	\$448,000
		20% Contingency		\$89,600
				\$537,600
		15 % Engineering/Testing		\$80,640
			Final Total	\$618,240

*Notes:

a. Assume approx. 45 acres to be served will require maximum allowable of 20,000 gpd or 500 gallons per acre.

b. Existing --60,000 gpd existing plus 20,000 gpd added through new development = 80,000 gpd. Thus, 88% capacity of 90,000 gpd

Exit 17 –Potential Water System Extension to NH Route 75—Preliminary Cost Estimates

Preliminary budget estimates for water system extension, exclusive of any existing system requirements, indicate:

❖ **Water system would cost approximately \$350,000**

Preliminary Engineering Cost Estimate--Water System Expansion

Assumptions

Maximum available capacity --20,000 gallons per day (gpd)

For design parameters, assume adequate system capacity

For new pipe, use 8 " diameter (interior); CI 52 with 5 foot minimum cover

Assume hydrants at 500 ' ± intervals and at site entrances

Assume 10% of length requires 3 feet of ledge removal

Total length = 2550 linear feet (LF)

Item	Description	Units	Unit Cost	Total
1	8" DI; CI 52 including earth trench backfill & bedding	2550 LF	\$60/LF	\$153,000
2	Hydrants including 6' top gate valve	7 EA	\$4,000/EA	\$28,000
3	Tap & gate valve of existing main	1 EA	3,000 EA	\$3,000
4	Horizontal bore at Route 75 locations	200 LF	\$300/LF	\$60,000
5	Horizontal bore at tap	2 EA	\$5,000 EA	\$10,000
6	Ledge Removal	1 LS	\$10,000	\$10,000
			Sub-Total	\$264,000
		20% Contingency		\$52,800
				\$316,800
		15 % Engineering/Testing		47,520
			Final Total	\$364,320

Exit 17 West—mixed use of business and single family residential

Issue

- ❖ Site has steep grades from Farmington Road frontage to the west.

Strategies

- ❖ Opportunity for business and office on front half of parcel.
- ❖ Single-family clusters on back half of parcel.
- ❖ Signature bridge element at entrance from Farmington Road.
- ❖ Potential access at rear of property.



6. Next Steps

- ❖ Place October 4, 2013 Milton Design Workshop for Economic Development on town website.
- ❖ Present Design Workshop findings to local boards and organizations.
- ❖ Maintain contact with “willing” landowners about developing/redeveloping their properties. Determine extent of commitment from landowners, e.g., agreement to allow Milton Economic Development Committee market the property or willing to sign letter of intent to sell.
- ❖ Continue dialog with NH DRED, WEDCO and PSNH about potential developers using the design workshop images to help “sell” the development potential of properties adjacent to Exits 17 and 18.
- ❖ Contact the Commercial Industrial Board of Realtors (CIBOR) and work with CIBOR realtors and market properties to them.
- ❖ Contact PSNH to request additional assistance for marketing
- ❖ Milton Water District & Town should enter into discussions about system expansion & possible funding. Include NH DES in these discussions.
- ❖ Town should undertake further preliminary engineering to refine design details and costs (e.g., RR crossings; plant upgrades).
- ❖ Review current zoning in these area to determine if proposed uses are consistent with existing permitted uses.
- ❖ Consider specific funding to engage an economic development specialist on a part-time basis to help implement recommendations of the Design Workshop of October 4, 2013 and the *Strategic Economic Development Plan* completed in 2012.
- ❖ Explore NH state sponsored programs to encourage economic development such as Tax Increment Finance Districts (TIFs) or Economic Revitalization Zones. See Appendix A for a description of these programs.