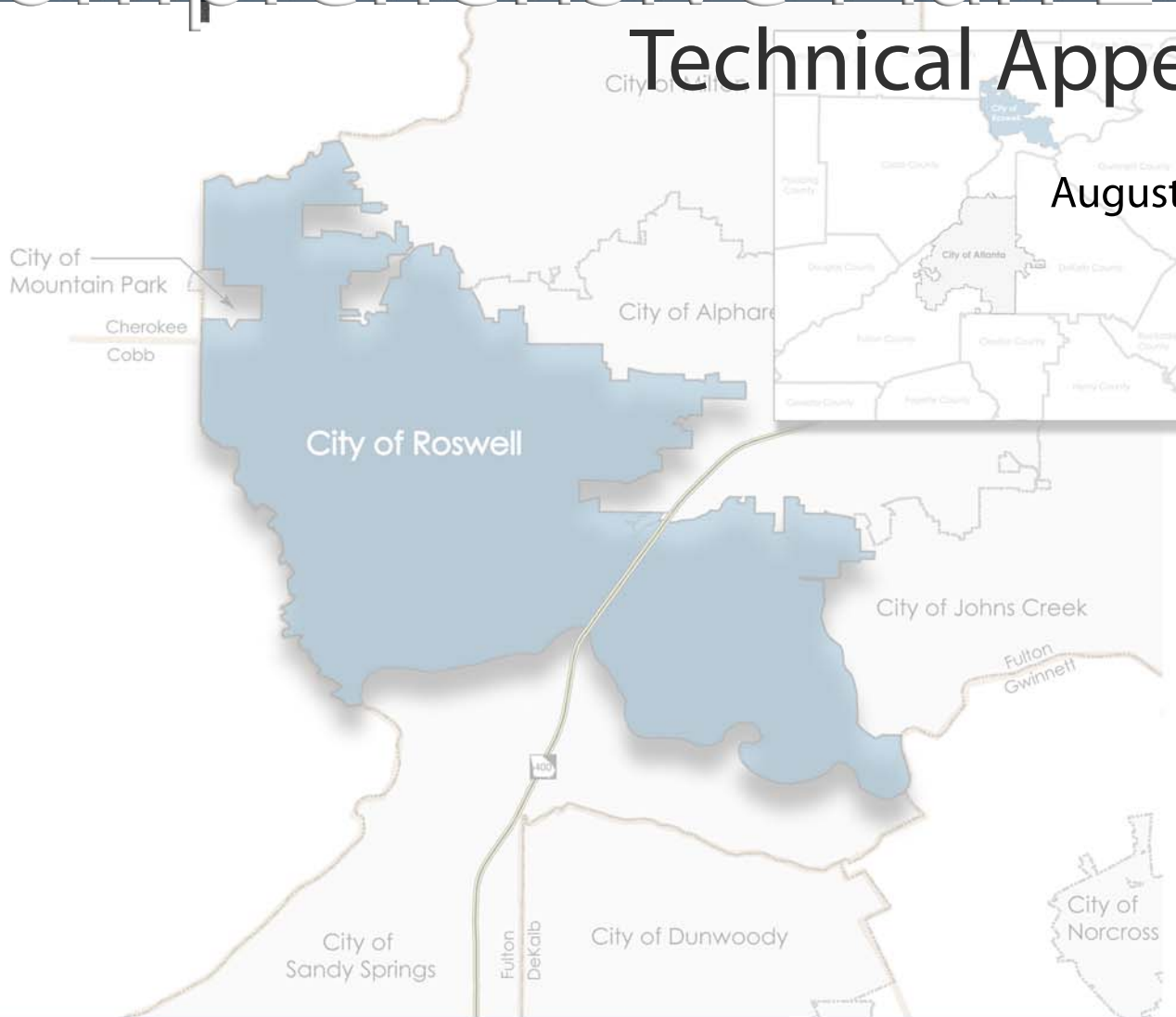


# City of Roswell Comprehensive Plan 2030

## Technical Appendix

DRAFT

August 13, 2010



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## COMMUNITY ASSESSMENT: TECHNICAL APPENDIX

### INTRODUCTION

The Community Assessment: Technical Appendix provides the supporting information gathered in conducting the Community Assessment. This Technical Appendix contains information in accordance with the Department of Community Affairs' (DCA) guidelines for the Comprehensive Plan.

### REVIEW PROCESS

Prior to the development of a Community Agenda, the Department of Community Affairs (DCA) requires that the local jurisdictions transmit the Participation Plan along with a Community Assessment for review. The Atlanta Regional Commission (ARC) is the regional arm of DCA that reviews these two documents to determine whether or not they are complete; upon this verification, ARC in turn transmits these documents to DCA. DCA conducts a report of findings and recommendation, and ARC issues the local government a final report that includes DCA's comments.



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## 1. POPULATION

### Data Sources

Data for this section comes from a variety of sources. The 2000 Census serves as the basis for most of the data presented, however it does not provide all of the information important for understanding population trends and other dynamics in the City of Roswell.

For several indicators, the Assessment relies upon data from the Atlanta Regional Commission, as well as estimates and short term projections prepared by ESRI's Business Analyst Online (BAO). ESRI is the geographic information company that produces ArcGIS; the BAO data uses Census block and tract data and additional sources such as permit data, zip code data, and Info USA market data (a large research collection source recognized nationwide).

In addition to the 2000 Census and the ESRI BAO data, the following sources were also reviewed or used to analyze population data for the City of Roswell: City of Roswell documents and permitting, the North Fulton Comprehensive Transportation Plan (NFCTP), Fulton County, data from adjacent cities, and the Georgia Department of Community Affairs (DCA). Data from these sources were used to supplement other sources, develop projected future characteristics of the City, and provide regional comparisons.

### Total Population

Data from the 2000 Census shows that the population of the City of Roswell was 79,334 when the census was conducted. An estimated **91,496 people** live in the City today (2010). This represents an addition of 12,162 new residents since 2000, an average annual rate of increase of approximately 1.5%, and a total growth rate of approximately 15.3% over the last 10 years.

**Method.** The **current population** estimate of 91,496 was based on a 2010 calculation of 36,809 housing units in the City. The housing unit estimate is based on data from the Local Update of Census Addresses (LUCA), which uses United States Postal Service data on active addresses in the City. A vacancy rate of 6.2% was applied to the LUCA count and that figure was multiplied by an average household size of 2.65 to derive the population from the housing units. The result compares appropriately with the Census 2008 estimate.



Because of both land constraints for new development and the economic recession that began in 2007, preparing **projections of future population** numbers based on trend analysis would not be appropriate. That is, applying the historic rate of growth that Roswell experienced in the past ten or twenty years to future years would generate unlikely growth scenarios.

Because City policy and regulation will primarily determine new residential housing opportunities, three sets of population growth scenarios were prepared – a low, medium and high projection. These were developed based on different build-out assumptions.

The low-projection scenario was generated from data about the average number of actual new residential units from 2005 to 2007. The average during that time period was 148 new units per year<sup>1</sup>. Prior to 2005 the City experienced much greater building activity. While it is impossible to predict post-recession building behavior, the low-projection scenario calculations for future population assume 148 new housing units per year.

Medium and high build-out scenarios were calculated based upon an analysis of acreage where redevelopment may be appropriate (aging multi-family units, commercial corridors in transition); specifically, the City of Roswell commissioned economic analysis studies in a 2007 study<sup>2</sup> for targeted areas along Holcomb Bridge, GA 400 and Midtown Roswell. Actual population will depend upon the results of the Community Agenda for future land use, resulting changes in the zoning, City programs for economic development, and the overall economic climate.

***Projected population to 2030.*** Applying the low-projection assumptions over the twenty year planning period, and assuming no changes in the current regulatory framework, the City can anticipate approximately 2,960 new housing units constructed, for a total of 39,769 housing units by 2030. Applying an assumed 6% vacancy rate to this number

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<sup>1</sup> City of Roswell Community Development Permit Data

<sup>2</sup> See the two reports by Bleakly Advisory group: *Economic Analysis and Redevelopment Strategy for Midtown*, and *Economic Analysis and Redevelopment Strategy for the Northwest Quadrant*, and the addendum for the latter. The areas analyzed lie in the redevelopment zones identified in the Areas of Special Attention Map in the Land Use Section. Under current zoning, the multi-family units could redevelop to 1,610 units. Assuming mixed-use projects, the reports indicated between 3,762 and 3,936 new residential units would be needed to spur desired redevelopment.

of housing units, **2,856 households** would be added bringing the 2030 population to **98,869 people**.

The medium- and high-projection scenarios were calculated based upon new housing unit numbers and applying the same vacancy and household size assumptions. The tables report the number of housing units assumed for each scenario.

Past and projected population, number of households, and average household size for the City of Roswell from 1990 – 2030 are shown in Tables 1-1 through 1- 3.

**Low-projection Scenario:** calculates population increase assuming **2,960 new units** at build-out (2030)

**Table 1-1 Roswell Population and Households: 1990 – 2030 (Low-projection Scenario)**

Roswell Population and Households: 1990 – 2030 (Low-projection Scenario)							
	1990	2000	2010	2015	2020	2025	2030
Population	57,043	79,334	91,496	93,535	95,378	97,221	98,869
Households	22,084	30,207	34,527	35,296	35,992	36,687	37,383
Average Household Size	2.57	2.61	2.65	2.65	2.65	2.65	2.65

Source: 2000 Census; ESRI Business Analyst Online; Projections by Pond & Company

**Medium-projection Scenario:** calculates population increase assuming **3,560 new units** at build-out (2030)

**Table 1-2 Roswell Population and Households: 1990 – 2030 (Medium-projection Scenario)**

Roswell Population and Households: 2000 - 2030 (Medium-projection Scenario)							
	1990	2000	2010	2015	2020	2025	2030
Population	57,043	79,334	91,496	95,315	99,134	102,952	106,771
Households	22,084	30,207	34,527	35,968	37,409	38,850	40,291
Average Household Size	2.57	2.61	2.65	2.65	2.65	2.65	2.65

Source: 2000 Census; ESRI Business Analyst Online; Projections by Pond & Company

**High-projection Scenario:** calculates population increase assuming **5,638 new units** at build-out (2030)

**Table 1-3 Roswell Population and Households: 1990 – 2030 (High-projection Scenario)**

Roswell Population and Households: 2000 - 2030 (High-projection Scenario)							
	1990	2000	2010	2015	2020	2025	2030
Population	57,043	79,334	91,496	96,692	101,887	107,082	112,278
Households	22,084	30,207	34,527	36,487	38,448	40,408	42,369
Average Household Size	2.57	2.61	2.65	2.65	2.65	2.65	2.65

Source: 2000 Census; ESRI Business Analyst Online; Projections by Pond & Company

Supporting the higher scenario is additional analysis conducted on several areas targeted for redevelopment. For example, a GA 400 site with existing apartments alone (586.2 raw acres; 498.3 buildable acres when accounting for 15% infrastructure and/or environmental constraints), if re-built to maximize density **allowed by the existing zoning** could yield an estimated **4,265 units**. If incentivized for redevelopment at the **higher density of 14 units to the acre**, the site would yield an estimated **6,976 units**. This may or may not be a desired addition to the housing stock in the City – the calculation only indicates that sites exist for redevelopment that could support greater growth rates, depending on the City’s vision for managing its growth.

The average household size of 2.61 was provided in the 2000 Census, and ESRI BAO projects the average household size through the year 2014 as 2.65. It was assumed that the average household size would remain constant at 2.65 through 2030. The projections therefore established a household and associated population projection for 2030 and evenly spread the annual increase over the 20 year time frame (simple annual growth rate of approximately 0.40%).

**Growth factors.** Most of the City was already built-out in the year 2000. From 2001 through the year 2009, City growth primarily resulted from the annexation of over 1,900 acres of new land.

Opportunities for future annexation are constrained when compared to the year 2000, given the incorporation of a number of new cities in North Fulton County adjacent to the City of Roswell. These include the City of Sandy Springs to the south, the City of Milton to the north, and the City of Johns Creek to the east. This means that future growth will come exclusively from growth within the City, rather than through annexation. There is no unincorporated land left in Fulton County north of the City of

Atlanta. The Assessment assumes from documentation found within prior planning efforts and the vision captured in City subarea plans that redevelopment will be the driver for any new growth. The policies and actual regulations that the City adopts will determine how much additional population will be allowed. Regional trends will influence the timing of new development and any associated population increases.

**Regional and State Context.** While the City of Roswell enjoys a quality of life associated with small town living, its population actually makes it **one of the largest cities** in the state. Atlanta is five times the size of Roswell, but Roswell was the second largest Fulton County city in 1990 and 2000, and it is currently of comparable size to its neighbor, Sandy Springs (89,987 people estimated for 2010). The other cities in Fulton County are significantly smaller than the City of Roswell. For example, in 2006 the City of Alpharetta population was estimated at 43,424 and East Point at 42,204, according to the U.S. Census. The Census estimates correspond closely to the estimates developed for the Fulton County 2025 Comprehensive Plan, presented in Table 1-4 for comparison.

**Table 1-4 Fulton County Population and Forecast: 1980 - 2025**

Fulton County Population and Forecast: 1980 - 2025								
Area	1980	1990	2000	2005	2010	2015	2020	2025
<b>Cities:</b> (Only the Fulton County portions are shown here, the remainders are at the bottom)								
Alpharetta	3,128	13,002	34,854	37,132	42,120	44,027	45,509	47,194
Atlanta (1.)	387,739	357,704	386,699	447,245	462,908	505,054	542,985	582,678
College Park (2.)	21,143	17,337	18,810	18,968	20,797	21,937	22,871	23,622
East Point	37,486	34,697	39,595	38,653	44,704	47,579	50,021	52,763
Fairburn	3,466	4,878	5,464	8,561	9,075	11,038	12,926	14,831
Hapeville	6,166	5,483	6,180	6,175	6,849	7,441	7,970	8,490
Mountain Park (3.)	376	242	496	500	606	642	672	687
Palmetto (4.)	1,941	2,652	3,073	4,225	4,492	5,661	6,529	7,396
Roswell	23,337	53,743	79,334	82,912	90,587	94,911	98,325	101,274
Union City	4,780	10,210	11,621	15,250	15,264	17,008	18,620	20,003
City Total	489,585	499,808	586,126	659,621	696,643	755,367	807,366	859,997
<b>Unincorporated Planning Areas:</b>								
North Fulton	12,859	34,152	91,400	93,192	100,300	106,553	111,850	117,211
Sandy Springs	46,877	68,243	85,835	86,698	92,529	97,546	101,678	105,861
SW Fulton	8,863	10,210	11,300	12,851	15,152	17,368	19,446	21,541
South Fulton	31,720	36,538	41,345	52,439	66,639	80,611	94,000	107,489
Unincorporated Fulton Total	100,319	149,143	229,880	245,180	274,620	302,078	326,975	352,103

Source: *Focus Fulton 2025 Comprehensive Plan*

Along with the entire region, Fulton County experienced a significant amount of growth in the past thirty years. As shown in Table 1-5, Fulton County had an increase in



population of nearly 65% in the time span between 1980 and 2010, or approximately 2.2% per year.

**Table 1-5 Fulton Total Population and Comparison: 1970-2030 – Fulton County Data**

Fulton Total Population and Comparison: 1970-2030 – Fulton County Data					
Entity	1970	1980	1990	2000	2005
Fulton County	607,592	589,904	648,951	816,006	904,796
Atlanta 10-County Region	1,503,122	1,896,277	2,514,066	3,429,379	3,579,092
Georgia	4,587,930	5,462,982	6,478,216	8,186,453	8,925,796
Entity	2010	2015	2020	2025	2030
Fulton County	972,678	1,061,057	1,140,576	1,221,054	1,294,612
Atlanta 10-County Region	3,728,805	4,007,320	4,285,836	4,564,351	4,762,425
Georgia	9,589,080	10,230,578	10,843,753	11,438,622	12,017,838

Source: *Focus Fulton 2025 Comprehensive Plan*

The Metro Atlanta 10-County Region is the ARC planning region which includes Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale counties. The 10-county Atlanta region nearly doubled in size during this 30-year time period, with an increase in population of nearly 97%. This represents a simple annual growth rate of approximately 3.2% per year. The State of Georgia also experienced significant growth from 1980 to 2010. During this time period, the state's population increased by more than 75%, or approximately 2.5% per year.

While Table 1-3 shows historic and projected populations from Fulton County data, Table 1-6 provides population data for 2000 – 2030 from the ARC. The ARC projects that by 2030, Fulton County will have a population of approximately 1.15 million people, while the Fulton County plan projected a slightly higher population of approximately 1.3 million people. Current ARC forecasting numbers for 2030 show **the 10-County Atlanta region** with a population of nearly **5.3 million people**.

**Table 1-6 Fulton Total Population and Comparison: 2000-2030 – ARC Data**

Fulton Total Population and Comparison: 2000-2030 – ARC Data							
Entity	2000	2005	2010	2015	2020	2025	2030
Fulton County	816,006	874,110	906,371	943,892	998,356	1,065,461	1,145,902
Atlanta 10-County Region	3,429,379	3,813,709	4,038,777	4,311,483	4,591,877	4,886,473	5,261,534

Source: Atlanta Regional Commission (ARC)

As a region, the growth explosion brought great opportunity but also many costs for infrastructure. During the current economic slowdown, local jurisdictions in the region have an opportunity to assess past management of growth and the associated infrastructure to plan for the future.

How Roswell's sister cities in North Fulton manage their growth and how the region faces its collective future will directly impact Roswell and its businesses and residents. Other sections will address the housing and economic climate, as well as the current relationships Roswell engages for intergovernmental coordination.

As the City prepares a Community Agenda for the nearly 100,000 people likely to live here by 2030, its community members will need to consider a variety of demographic data to understand the needs and expectations of those living and doing business here. During the process, Roswell community members will be asked to discuss, "Who are we today? Who will we be? What will that mean for us? What kind of opportunities and quality of life do we want the Roswell of 2015, of 2020, of 2030 to enjoy?"

### Age Distribution

Table 1-7 shows the population of the City of Roswell by age cohorts for the year 2000. Data from the year 2000 is from the 2000 Census. Projections for 2010-2030 were developed by applying cohort percentage projections prepared by the Census for the State of Georgia to Roswell's population. The 2010-2030 projections are shown in Table 1-8.

**Table 1-7 Roswell Population by Age, 2000**

Roswell Population by Age, 2000		
Total	Population	Percent
Under 5 years	5,504	6.9%
5 to 13 years	10,559	13.3%
14 to 17 years	3,351	4.2%
18 to 24 years	6,502	8.2%
25 to 44 years	27,867	35.1%
45 to 64 years	19,599	24.7%
65 years and over	5,952	7.5%

Source: 2000 Census

In 2010, children and young adults **under the age of 18 comprise approximately 26.1%** of the population. The data shows that in the year 2000, essentially one-quarter (24.4%)

of the population of the City of Roswell was under the age of 18. In comparison, 17.8% of the population of the City of Sandy Springs was under the age of 18. In the City of Johns Creek, 34.9% of the population was under the age of 20. This is a larger percentage of the population, but also a slightly larger cohort as it includes 18-year olds and 19-year olds.

Over half (51.5%) of the City's population in the year 2000 was between the ages of 25 and 54 years old. As Table 1-9 shows, the median age in the City was 35.2 years old.

In the year 2000, 7.5% of the City of Roswell's population was age 65 or older. In the City of Sandy Springs, those who are age 65 or older made up 9.8% of the population, while in Johns Creek, that same group made up only 3.8% of the population.

**Table 1-8 Roswell Projected Population by Age Cohort**

Roswell Projected Population by Age Cohort						
Year	2010		2015		2020	
	Population	Percent	Population	Percent	Population	Percent
Total Population	91,496	N/A	93,535	N/A	95,378	N/A
Under 5 years	6,970	7.6%	7,077	7.6%	7,184	7.5%
5 to 13 years	11,811	12.9%	12,246	13.1%	12,342	12.9%
14 to 17 years	5,095	5.6%	5,169	5.5%	5,429	5.7%
18 to 24 years	9,312	10.2%	9,187	9.8%	9,240	9.7%
25 to 44 years	26,225	28.7%	25,751	27.5%	25,422	26.7%
45 to 64 years	22,724	24.8%	23,247	24.9%	23,360	24.5%
65 years and over	9,359	10.2%	10,858	11.6%	12,401	13.0%
Year	2025		2030			
	Population	Percent	Population	Percent		
Total Population	97,221	N/A	98,869	N/A		
Under 5 years	7,415	7.6%	7,592	7.7%		
5 to 13 years	12,501	12.9%	12,797	12.9%		
14 to 17 years	5,459	5.6%	5,498	5.6%		
18 to 24 years	9,696	10.0%	9,636	9.7%		
25 to 44 years	25,137	25.9%	25,429	25.7%		
45 to 64 years	22,907	23.6%	22,221	22.5%		
65 years and over	14,106	14.5%	15,696	15.9%		

Source: Census; Projections by Pond & Company (low-projection scenario)



Table 1-9 Roswell Population by Sex and Average Age

Roswell Population by Sex and Average Age	
	Census 2000
Population	79,334
Median Age	35.2
Median Male Age	33.7
Median Female Age	36.5

Source: ESRI Business Analyst Online (Census 2000)

By 2030, those **65 and older will comprise 15.9%** of Roswell's population. This is slightly lower than the projected 20% for the region as a whole.

According to the ARC, the older adult population in the Metro Atlanta area doubled between 1970 and 2000, and is projected to double again between the year 2000 and 2015. Recent data shows that this increase is taking place. From the year 2000 to 2005, the older adult population grew by 30.6%, more than double the growth rate of the total population, 13.7%, during the same period of time. By the year 2030, one in five residents is projected to be over the age of 60.

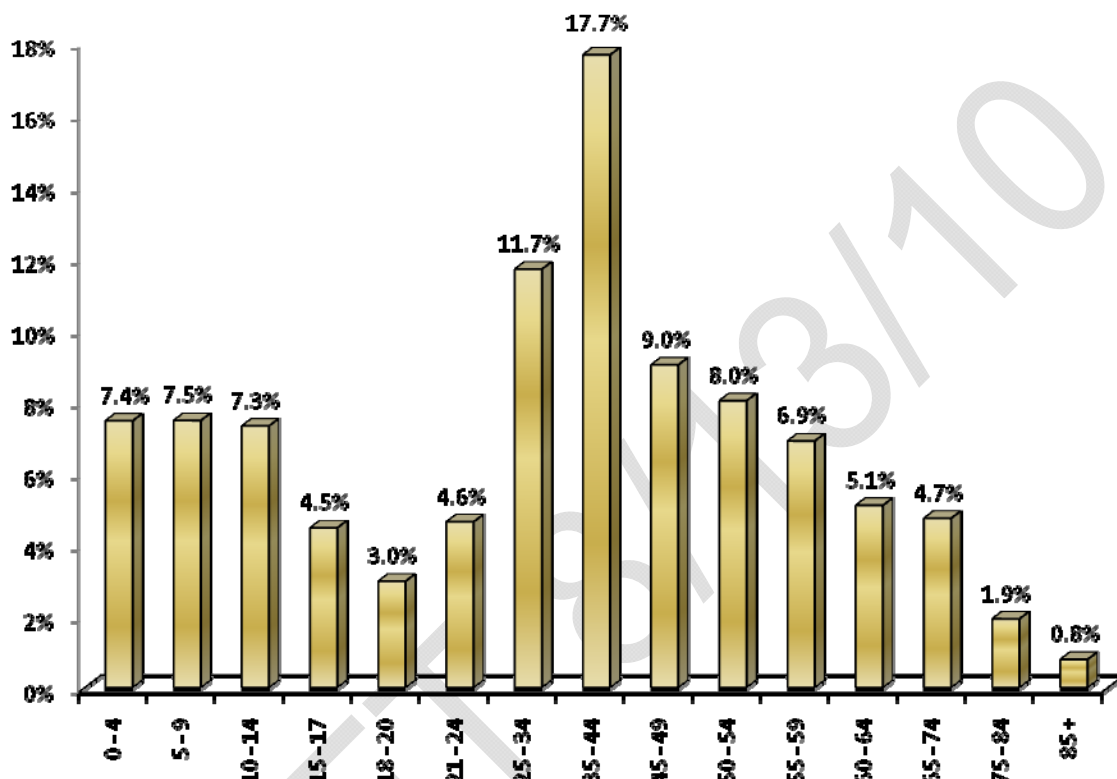
In Roswell, population issues cluster around those in the prime **workforce and family years** (ages 25-44), as this group constitutes around one-third of the population. Their quality of life needs center on employment opportunity and access, along with the education, health and safety of their children (one-fourth of the population). Over time, however, population concentrations of age will emerge among the 55 and older age groups, with changing needs as our society's life-span extends, and **active seniors** live independently through their 70s. As older residents become "empty nesters," access to recreation, health services and appropriate housing choices within their own communities will become more and more important.

As a region, Metro Atlanta governments have recognized the need for accommodating ways to age in place. In 2009 the ARC launched a "life-long communities" program with a myriad of resources to help cities plan for both an active, older population and continuing care. These resources will be important to review during the preparation of the Community Agenda.

**North Fulton and Regional Context.** Compared to the subregion of North Fulton (Roswell, Alpharetta, Milton, Johns Creek, Mountain Park and Sandy Springs), Roswell aligns nearly exact for the largest grouping 25 – 44 (approximately 29%), but shows a

slightly greater percent of population in the 65 and older cohort (10.2% compared to 7.4% for all of North Fulton).

**Figure 1-1 North Fulton Age Distribution**



Source: *North Fulton Comprehensive Plan* (U.S. Census and Claritas)

### Race and Ethnicity

Just over **one-fourth (28.4%)** of the City of Roswell belongs to a minority group, according to 2010 estimates. **Hispanics make up around 16%** of the City's community and **Blacks around 14%**. The Asian population has shown slow increases and is estimated at comprising 5% of the City. Table 1-10 presents race and Hispanic origin information to 2015. The Hispanic population is not considered a race in Census tabulations; therefore the numbers are reported as a separate category. The table below depicts a continuous change in the range of diversity in the City. Table 1-11 provides a breakdown by race of people of Hispanic origin in the year 2000, who comprised the largest minority group at nearly 11% of the total Roswell population - around 8,400 people in number.

**Table 1-10 Roswell Population by Race**

Roswell Population by Race						
	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
White Alone	64,657	81.5%	65,511	71.6%	62,388	66.7%
Black Alone	6,743	8.5%	12,535	13.7%	14,966	16.0%
American Indian Alone	159	0.2%	274	0.3%	281	0.3%
Asian or Pacific Islander Alone	3,015	3.8%	4,483	4.9%	5,238	5.6%
Some Other Race Alone	3,253	4.1%	6,222	6.8%	7,857	8.4%
Two or More Races	1,507	1.9%	2,470	2.7%	2,900	3.1%
Hispanic Origin	8,409	10.6%	14,365	15.7%	17,304	18.5%
Total	79,334		91,496		93,535	

Source: Percent composition prepared by ESRI Business Analyst Online (Census 2000)

**Table 1-11 Roswell Hispanic Population: 2000 Census**

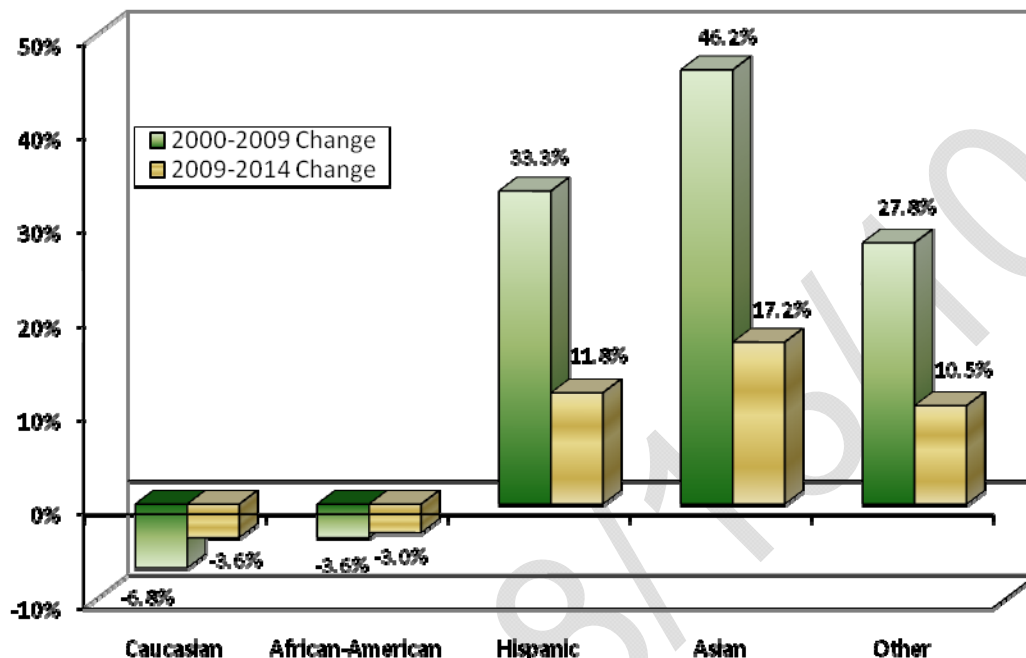
Roswell Hispanic Population: 2000 Census		
Total Hispanic Population 18 Years and Over	8,421	100%
Hispanic Population 18+ of One Race	8,077	95.9%
White Alone	4,796	57.0%
Black or African American Alone	153	1.8%
American Indian or Alaska Native Alone	53	0.6%
Asian or Pacific Islander Alone	32	0.4%
Some Other Race Alone	3,043	36.1%
Two or More Races	344	4.1%

Source: ESRI Business Analyst Online (Census 2000)

The City of Roswell demonstrated slightly less diversity in the year 2000 than the City of Sandy Springs, which had a minority population that comprised 22.5% of their population (U.S. Census). The City of Johns Creek had a similar racial makeup in 2000 to the City of Roswell, with a minority population comprising 18.5% of its population (U.S. Census). Future changes to the two cities' racial makeup are projected to be similar as well, as projections for the City of Johns Creek in 2012 are for a minority population to comprise 31.6% of its population.

**Regional Context.** The racial demographics across the cities in North Fulton demonstrate relatively similar characteristics. The greatest change in population is found in the **Asian communities**.

**Figure 1-2 North Fulton Change in Racial Composition**



Source: North Fulton Comprehensive Transportation Plan

However, the racial composition of the North Fulton cities is not representative of Fulton County as a whole. Table 1-12 provides historic and a projected future racial composition for Fulton County. As the table shows, over half of Fulton County's population has consisted of minorities since the 1980s. In future years, the percentage of White people and African-American people is projected to drop slightly, while the percentages of Asian people, other races, and people of mixed races are expected to increase slightly. The percentage of people of Hispanic origin is also projected to increase in the County, although as a smaller percent of the total than this group accounts for in Roswell.

In 2010, the Hispanic population in Fulton County is projected at 7.64% (74,313 people). Since Fulton County is still far below the national average of 12.55% Hispanic, it is expected that their share of the population will increase faster than the increases projected for the nation. By 2025 this could grow to 163,133 or 13.36% of the population.

Table 1-12 Fulton County Forecast of Population by Racial Composition

Fulton County Forecast of Population by Racial Composition						
	1980	1990	2000	2010	2020	2025
White	280,334	309,901	392,598	462,621	517,089	550,303
Percent	47.52%	47.75%	48.11%	47.56%	45.34%	45.07%
African American	303,508	324,008	363,565	420,781	489,193	512,843
Percent	51.45%	49.93%	44.57%	43.26%	42.89%	42.00%
American Indian, Eskimo, Aleutian	644	981	1,514	1,945	2,509	2,931
Percent	0.11%	0.15%	0.19%	0.20%	0.22%	0.24%
Asian/Pacific Islander	2,926	8,380	25,169	38,129	62,732	75,095
Percent	0.50%	1.29%	3.08%	3.92%	5.50%	6.15%
Some Other Race	2,492	5,681	21,216	30,056	40,179	46,400
Percent	0.42%	0.88%	2.60%	3.09%	3.57%	3.80%
Two or More Races	NA	NA	11,853	19,146	28,334	33,482
Percent	NA	NA	1.45%	1.97%	2.48%	2.74%
Hispanic Origin (Any Race)	7,574	13,373	48,056	74,313	131,965	163,133
Percent	1.28%	2.06%	5.89%	7.64%	11.57%	13.36%

Source: *Fulton County 2025 Comprehensive Plan*

The City of Roswell's diversity will continue to increase. By the year 2015, exactly **one-third (33.3%) of the City's population is projected to be comprised of minorities**. The City will experience an increase of nearly all minority races. By 2015, people of Hispanic origin alone are projected to comprise nearly one-fifth (18.5%) of the City's population. While the overall pace of change has been relatively slow, the City has struggled with confronting the reality of what it means to have a population of 14,000 people of Hispanic origin. The growing number of Hispanic business establishments and homeowners indicate that at least some of this group constitutes a growing, stable portion of the community with long-term commitment to and investment in Roswell. For example, of all the housing units reported in the 2000 census to be occupied by a person of Hispanic origin, 22.4%, were owned, not rented. It is impossible to segregate by numbers how many of this part of Roswell's community have long, established roots in the community from those newly arriving with attendant language and housing issues, or to further calculate how many live in the community as undocumented workers/without proper legal status or permission. The strength of Roswell's future will depend on engaging this community to create a healthy quality of life for the whole City.



Government service providers and especially the Fulton County schools shoulder the greatest responsibility for efforts to assist integration with non-English speaking residents from a variety of origins.

## Income

As shown in Table 1-13, the majority of Roswell households **earned \$75,000 and above** in 2009. The 2000 Census reported 47.8% of households in this income category; a trends analysis estimates that this proportion has increased to 58.5% in 2009. In Fulton County, approximately 31.5% of households earned \$75,000 and above in 2000. This concentration of high income households is not common throughout the Metro Atlanta region. Additionally, according to the *Focus Fulton Comprehensive Plan*, Fulton County had a much higher percentage of households in the income categories over \$75,000 in 2000 than Georgia or the United States.

**Table 1-13 Roswell Households by Income**

Roswell Households by Income						
	2000		2009		2014	
	Number	Percent	Number	Percent	Number	Percent
< \$15,000	1,631	5.4%	1,545	4.3%	1,470	3.7%
\$15,000 - \$24,999	1,510	5.0%	1,222	3.4%	1,272	3.2%
\$25,000 - \$34,999	2,658	8.8%	1,653	4.6%	1,510	3.8%
\$35,000 - \$49,999	3,987	13.2%	3,700	10.3%	3,617	9.1%
\$50,000 - \$74,999	5,981	19.8%	6,790	18.9%	7,233	18.2%
\$75,000 - \$99,999	4,169	13.8%	6,359	17.7%	8,426	21.2%
\$100,000 - \$149,999	5,619	18.6%	7,401	20.6%	7,670	19.3%
\$150,000 - \$199,999	2,175	7.2%	3,305	9.2%	3,776	9.5%
\$200,000+	2,477	8.2%	3,952	11.0%	4,769	12.0%

Source: ESRI Business Analyst Online (Census 2000); note that the ESRI household numbers are derived by different method than that used for the Comprehensive Plan estimates and future projections

The median household income divides households into two equal segments with half of the households earning less than the median household income and the other half earning more. The figure calculated for the median accounts for the distribution of wealth and provides a more realistic picture of how most people live than the figure expressed by an average. The per capita income (PCI) expresses a per-person dollar amount, if all yearly income generated for the whole were equally divide across the city population.

In 2009, **Roswell's median household income was \$85,079** and the per capita income was \$43,879 (see Table 1-14). In comparison the median household income in the City of Johns Creek in the year 2000 was \$105,015. In the City of Sandy Springs, the median household income in the year 2000 was \$60,428.

**Table 1-14 Roswell Household and Per Capita Income**

Roswell Household and Per Capita Income			
	2000	2009	2014
Median Household Income	\$71,499	\$85,079	\$86,993
Average Household Income	\$94,229	\$116,257	\$120,863
Per Capita Income	\$36,012	\$43,879	\$45,576

Source: ESRI Business Analyst Online (Census 2000)

The 2000 Census median household income and per capita income data for Fulton County, the Atlanta MSA, and the State of Georgia are shown in Table 1-15. The Atlanta MSA is the 20-County Metropolitan Statistical Area that includes Barrow, Bartow, Carroll, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, Pickens, Rockdale, Spalding, and Walton Counties. As Table 1-14 shows, the City of Roswell had a significantly higher median income in 2000 than any of these geographic areas shown in Table 1-15.

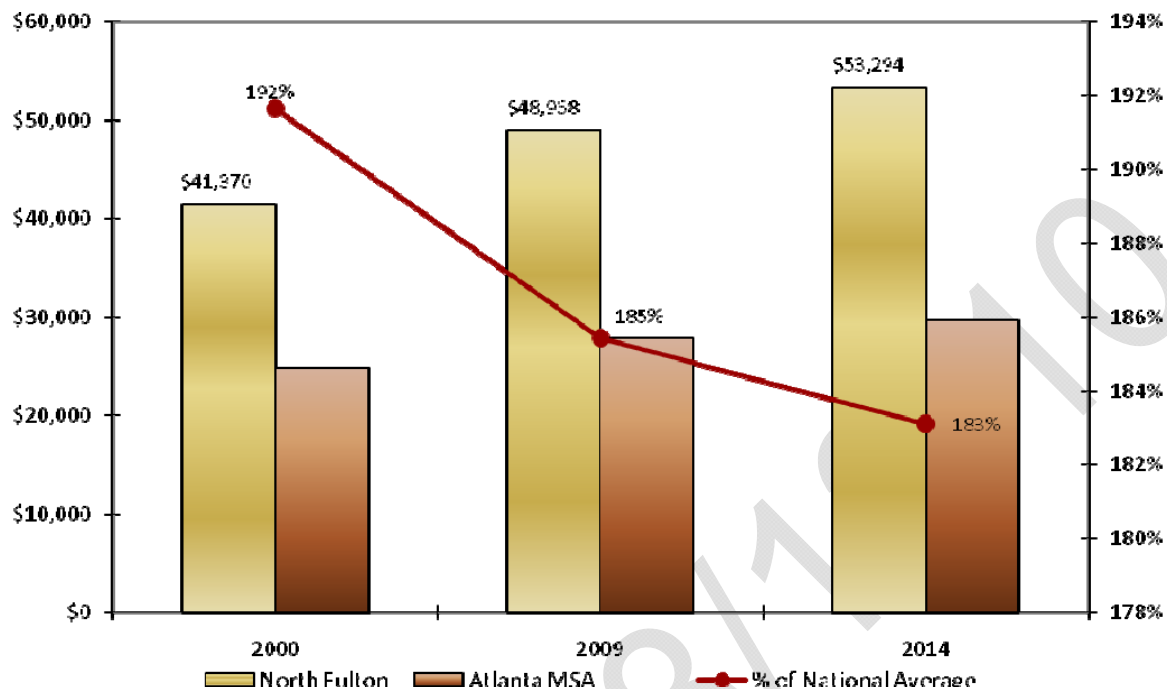
**Table 1-15 County, Region, and State Income Levels**

County, Region, and State Income Levels		
Jurisdiction	1999 Median Household Income	1999 Per Capita income
Fulton County	\$47,321	\$30,003
Atlanta MSA	\$51,948	\$25,033
Georgia	\$42,433	\$21,154

Source: 2000 Census

The per capita income in North Fulton is very high in comparison to the Atlanta MSA and national averages, as demonstrated in Figure 1-3. North Fulton's PCI is **over \$20,000 higher** than both the MSA and national per capita incomes. North Fulton's per capita income has grown 18.4% since 2000; it is below the national growth rate, but above the MSA's rate of growth. Over the course of the next five years, North Fulton's per capita income is still projected to be well above both the MSA and national averages, though the relative share is expected to decline slightly.

Figure 1-3 Per Capita Income Trends: North Fulton



Source: North Fulton Comprehensive Plan; US Census, Claritas, Market + Main, Inc.

In general, Metro Atlanta region has enjoyed being a young, well-paid region, although North Fulton and City of Roswell data demonstrates that the wealth is not evenly distributed geographically. Furthermore, income trends appear to be shifting.

Income gains throughout the region have been lost due to the current economic recession. Part of this is explained by changes in high paying jobs. The ARC reports that, due mainly to continued losses of high- and mid-paying jobs, Metro Atlanta experienced a **9% decline in per capita income between 2000 and 2008** (the most recent year data is available). This was the steepest decline of the 30 most populous metro areas. While Metro Atlanta lost nearly 15% of high- and mid-paying jobs between the second quarter of 2000 and the second quarter 2009, it had an increase in low-paying jobs of more than 12%. This loss of high- and mid-paying jobs and increase in low-paying jobs results in an overall decrease in income in the region. See the Economic Development section for additional data related to salaries and wages.

Slowed income growth affects the entire state. Job type does not account for all income trends, nor does the overall state of the economy, since Georgia is experiencing income changes differently than the rest of the country. The State of



Georgia ranks 50<sup>th</sup> in the nation for per capita income growth (Fiscal Research Center, Georgia State University, December 2009).

The regions' cost of living however may make up for lower income gains. National studies show that the **Metro Atlanta region has the third lowest cost of living** among the 10 most populated metro areas; the region has the fifth lowest cost of living among the 10 fastest growing metro areas with a population larger than one million.

### **Poverty**

In 1999, there were 4,006 people living below the poverty level in the City of Roswell. As shown in Table 1-16, this was just over 5% of the population. The area now known as the City of Sandy Springs had approximately 6.4% of its population living below the poverty level in 1999, while the area now known as the City of Johns Creek had 2% of its population living below the poverty level in 1999.

According to the Census American Community Survey, the percentage of people living below the poverty level increased to 7.4% in the 2006-2008 timeframe. In 1999, just over 1,000 children under the age of 18, or 1.32% of the total population, were living below the poverty level.

As Table 1-17 shows, approximately 4.1% of all households in the City of Roswell were living below the poverty level in 1999. This is an increase from 3.8% in 1989. In 1999, the households below the poverty level were essentially split evenly between family households and non-family households.

In 2009, the poverty threshold for a family of four was \$21,756. The Census Bureau uses a multi-factor matrix to calculate different poverty thresholds based on family unit size and type. While the poverty threshold is updated annually according to consumer prices, it does not account for geographic differences.

A single individual earning minimum wage would generate \$15,080 (same annual work week assumptions). A single person with one dependent child is considered barely out of the poverty level of \$14,787.

At minimum wage (\$7.25 in 2010 in Georgia), a two-wage earner household where both individual work a 40-hour work week every week of the year would generate



\$30,160 per year pre-tax. If these individuals spent one-third of their income on housing, their maximum rent would need to be \$838.

**Table 1-16 Roswell: Population in Poverty by Gender and Age**

Roswell: Population in Poverty by Gender and Age		
Gender, Age	Number	Rate
Total Population, 1999	79,619	N/A
Population Below Poverty Level, 1999	4,006	5.03%
Male Population Below Poverty Level, 1999:	1,990	2.50%
Under 5 Years	76	0.10%
5 Years	22	0.03%
6 to 11 Years	250	0.31%
12 to 14 Years	73	0.09%
15 Years	19	0.02%
16 and 17 Years	117	0.15%
18 to 24 Years	393	0.49%
25 to 34 Years	401	0.50%
35 to 44 Years	270	0.34%
45 to 54 Years	194	0.24%
55 to 64 Years	93	0.12%
65 to 74 Years	27	0.03%
75 Years and Over	55	0.07%
Female Population Below Poverty Level, 1999:	2,016	2.53%
Under 5 Years	197	0.25%
5 Years	18	0.02%
6 to 11 Years	150	0.19%
12 to 14 Years	37	0.05%
15 Years	39	0.05%
16 and 17 Years	53	0.07%
18 to 24 Years	260	0.33%
25 to 34 Years	356	0.45%
35 to 44 Years	313	0.39%
45 to 54 Years	215	0.27%
55 to 64 Years	80	0.10%
65 to 74 Years	114	0.14%
75 Years and Over	184	0.23%

Source: 2000 Census

**Table 1-17 Roswell Households by Poverty Status and HH Type**

Roswell Households by Poverty Status and HH Type				
Year	1989		1999	
Total Households	22,149	100.0%	30,326	100.0%
Below Poverty Level	847	3.8%	1,231	4.1%
Married-Couple Family	159	0.7%	316	1.0%
Other Family - Male Householder, No Wife Present	52	0.2%	48	0.2%
Other Family - Female Householder, No Husband Present	136	0.6%	231	0.8%
Nonfamily Households	500	2.3%	636	2.1%
At or Above Poverty Level	21,302	96.2%	29,095	95.9%
Married-Couple Family	13,419	60.6%	17,608	58.1%
Other Family - Male Householder, No Wife Present	397	1.8%	857	2.8%
Other Family - Female Householder, No Husband Present	1,577	7.1%	2,113	7.0%
Nonfamily Households	5,909	26.7%	8,517	28.1%

Source: ESRI Business Analyst Online (Census 2000)

## Education

The City of Roswell has a well-educated population. In 2000, approximately 17% of residents held master's or doctorate degrees, and nearly 36% held bachelor's degrees. This shows that over half the population that is at least 25 years old have completed at least a bachelor's degree. According to the Census American Community Survey for the years 2006-2008, these educational attainment levels essentially held steady. The survey showed that over 35% of residents over the age of 25 held a bachelor's degree, while over 16% of residents over the age of 25 held a master's or doctorate degree.

The proportions of Roswell residents with bachelors' or graduate degrees are much greater than Fulton County or the Atlanta area as a whole, as shown in Table 1-18. However, educational attainment in the City of Roswell in the year 2000 was slightly less than the City's neighbors incorporated neighbors in North Fulton County. In the City of Sandy Springs, approximately 40% of residents had a bachelor's degree and 21% of residents had a master's or doctorate degree in the year 2000. In the City of Johns Creek, approximately 44% of residents had a bachelor's degree and 22% of residents had a master's or doctorate degree.

**Table 1-18 Population 25+ by Educational Attainment, 2000**

Population 25+ by Educational Attainment, 2000						
	Roswell		Fulton County		Atlanta, GA MSA	
	Number	Percent	Number	Percent	Number	Percent
Total:	53,703	100.0%	527,738	100.0%	2,630,798	100.0%
Less Than 9th Grade	1,607	3.0%	27,106	5.1%	143,021	5.4%
9th - 12th Grade, No Diploma	2,246	4.2%	57,264	10.9%	278,296	10.6%
High school graduate (includes equivalency)	7,163	13.3%	102,246	19.4%	641,817	24.4%
Some College, No Degree	11,132	20.7%	97,894	18.5%	574,165	21.8%
Associate degree	3,308	6.2%	24,823	4.7%	150,338	5.7%
Bachelor's degree	19,139	35.6%	140,666	26.7%	568,478	21.6%
Master's/Professional/Doctorate Degree	9,108	17.0%	77,739	14.7%	274,683	10.4%

Source: 2000 Census

The Census American Community Survey for the years 2006-2008 reports that over 26,000 residents of the City of Roswell were enrolled in school during that time period. The level of schooling these students were enrolled in is shown in Table 1-19.

**Table 1-19 Roswell School Enrollment 2006-2008**

Roswell School Enrollment 2006-2008	
Population 3 years and over enrolled in school	26,136
Nursery school, preschool	2,854
Kindergarten	2,096
Elementary school (grades 1-8)	12,052
High school (grades 9-12)	5,207
College or graduate school	3,927

Source: Census American Community Survey, 2006-2008



## 2. LAND USE

Land Use is defined by the Georgia Department of Community Affairs as the manner in which a parcel of land is used or occupied. An understanding of current land use conditions is an essential first step in the comprehensive planning process. The development patterns in a city are influenced by historic factors, economic and demographic trends and a host of other forces. The distribution of people and activities within a city impacts all other aspects of the process.

An analysis of existing land use shows the development patterns which currently exist in the City of Roswell. This analysis is used to better understand the historic settlement trends in the City and to guide future opportunities and challenges the City must address. An understanding of existing land use conditions is an essential first step in the comprehensive planning process.

### **Historical Context**

The 2025 Comprehensive Plan for Roswell provides an overview of the progression of development that has occurred in Roswell. This historic information remains the same and is therefore included in the 2030 Comprehensive Plan.

### **Historical Land Use Patterns, 1969**

Roswell's first land use plan was developed in 1969 and 1970 using funds from the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954. In 1969, Roswell covered only about 2,300 acres and had a population of approximately 5,500 and 1,600 housing units. The city limits extended only as far southwest as Willico Road, the Lake Charles subdivision to the northwest, Alpine Drive to the north, part of Grimes Bridge Road to the northeast, and Big Creek on the east. At that time, the City had annexed land for what later developed as the North Point subdivision.

The overall population density of the City in 1969 was only 6.2 persons per acre. The City in 1969 was generally served by public water. A sewerage collection system serving all of the City's residential areas was not available, but a general obligation bond referendum had been passed for the construction of a sewer system.

**Table 2-1 Roswell Land Use in 1969**

Roswell Land Use in 1969			
Land Use	Acreage	Percent of Developed Land	Percent of Total Land
Residential – single family	850	68	36
Residential – two family	19	2	1
Residential – multi-family	22	2	1
Public and semi-public	76	6	3
Commercial	71	6	3
Industrial	13	1	1
Streets and highways	189	15	8
Total developed land	1,240	100	53
Vacant	1,107		47
Total land within the City	2,347		100

Source: Field Survey, Kidd-Wright Associates, Inc., November 1969. In Kidd-Wright Associates, Inc. March 1970. *Existing Land Use and Housing Study, Roswell, Georgia.*

The urban area in 1969, as defined by the Existing Land Use and Housing Study, extended (in a clockwise direction) west to Willeo Creek (the Cobb County line), a straight line running east-west north of Jones Road and Mansell Road, Foe Killer Creek, and a large area east of the North Fulton Freeway (Georgia 400). Much of the land in the “urban” area was scattered rural residential uses, but “rapid” residential development was occurring outside the city limits of Roswell. The first phase of the Martin’s Landing development was underway along Riverside Road, with perhaps a few dozen homes already constructed. The Existing Land Use and Housing Study notes that Roswell had excellent potential for development of relatively high-income housing. It notes further that the regional development trend was one of outward mobility of higher income groups from Atlanta to the north.

Multi-family development within the City limits existed at Mimosa Boulevard, Renee Drive, Frazier Street, Grove Way, and Myrtle Street. Such developments included 62 units operated by the Roswell Housing Authority. Areas that were considered “blighted” in 1969, or at least potentially qualifying for inclusion in redevelopment projects, were residential neighborhoods along the following roads: Pleasant Hill Street, Bush Street, Sloan Street, and Webb Street. Areas identified as “rehabilitation areas” included Zion Circle, Minhinnette Drive, South Atlanta Street at Jones Drive, Bannister Drive, and West Side Drive.

Commercial development in 1969 was oriented primarily toward US Highway 19 (now SR 9), with older businesses concentrated at Crabapple Road and Alpharetta Street. The study notes that commercial activities in 1970 were “scattered” along the highway



in a “random strip fashion.” Moreover, commercial strip development was continuing in a “random, leapfrog pattern” north on US 19 outside the city limits. However, the strip commercial development was found to be not as severe as what was occurring south of Roswell along Roswell Road in Sandy Springs. Roswell had a very small industrial area, containing only six industries, operating close to residential neighborhoods.

### **Historical Land Use Trends, 1969-1979**

Roswell adopted a Future Land Use and Thoroughfare Plan in 1970. However, it quickly became outdated. Due to rapid in-migration to Roswell and the north Fulton County area in the 1970s, Roswell’s basic character underwent a dramatic transformation from a small urban fringe town to a rapidly growing suburban city. Roswell grew from a population of 5,430 in 1970 to more than 20,000 persons by 1978. Major suburban retail development along Alpharetta Street and Holcomb Bridge Road began to occur by 1972. Industrial development had not occurred to any significant extent, although the potential for industrial development was recognized in the Roswell Development Plan (1978). In 1975, commercial employment densities were approximately 6.5 employees per acre, while industrial-wholesale uses averaged approximately 13 employees per acre.

Factors that contributed to the rapid transformation of Roswell during the 1970s included, in addition to an aggressive annexation program: freeway access via GA 400 to Perimeter Mall and adjacent employment centers; the availability of large tracts of developable and relatively inexpensive land; increasing disposable incomes of Roswell’s residents; and the existence of public services and utilities. Land use problems and trends during the 1970s included extensive strip commercial development along Alpharetta Street and Holcomb Bridge Road, environmental degradation, and “sprawl and poor land use patterns” (Roswell Development Plan 1978).

Land uses in Roswell’s planning in 1975 are summarized in Table 2-2 below.



**Table 2-2 Land Use in 1975 - Roswell Planning Area**

Land Use in 1975 - Roswell Planning Area			
Land Use Category	1975 Acreage	Percent of Developed Area	Percent of Total Area
Residential, very low to low-medium density	3,180	76	20
Residential, medium to high density	155	4	1
Commercial	175	4	1
Office-Professional	50	1	--
Light Industrial-Wholesale	55	1	--
Government-Institutional	150	4	1
Parks, Recreation, and Open Space	420	10	3
Total Developed Area	4,185	100	27
Vacant and Agricultural	11,557	---	73
Total Area	15,742	---	100

Source: Roswell Development Plan, 1978 (Table 9). Percentages calculated by Roswell Planning Staff, 1999.

Roswell began development of a new land use plan in 1975. The Roswell Development Plan, however, was not adopted until Fall 1978. Roswell, by the late 1970s, had substantially expanded its urban area to Willeo Creek, Woodstock Road and Hardscrabble Road to the north, Foe Killer Creek along the northeast, and a substantial area of land east of Georgia 400. Single family residential developments were scattered in all areas of the City. By 1979, major subdivisions had been constructed, including Northpoint, Martin's Landing, and Saddle Creek. Subdivision development was also occurring along the north side of Old Alabama Road.

Public sewerage was still a limiting factor on growth in several areas of Roswell by the late 1970s. However, Fulton County was planning construction of a sewer interceptor system to serve most areas within the city limits by the mid-to-late 1980s.

### **Diversification, 1979-1985**

The Roswell Department of Zoning and Inspections (now Community Development) completed an inventory of rezoning actions that were approved between January 1979 and June 1985. These figures, summarized in Table 2-3 below, provide insights as to the nature and type of development activity during that time period.

As can be inferred from Table 2-3, Roswell, in addition to providing for more single-family subdivisions, expanded its multiple-family land (and housing stock) and substantially expanded its non-residential land supply through rezoning. Based on this rezoning



information, the Roswell staff compared the numbers to the land use projections for the year 1995 as provided in the Roswell Development Plan. The staff concluded that the City had greatly exceeded many of the future land use projections. In particular (assuming rapid development of rezoned parcels, as was generally the case), by 1985 the City had already exceeded its commercial acreage projected for 1995; there was almost double the acres of office-professional zoning/use that was predicted in the development plan for the year 1995. Industrial zoning was four times the amount in 1985 that was projected for 1995. Interestingly, though not noted in the 1985 report, Roswell had rezoned almost 600 acres of land for medium to high-density residential (i.e., multi-family and townhouse) use, which was roughly equal to the plan's projection for medium and medium-high residential land in 1995. Hence, in a period of just seven and one-half years, Roswell had met or exceeded the expected pace of development for commercial, office, light industrial, and multiple-family residential uses. During this period, the City had, through the rezoning process, provided for a diversified mix of residential uses (including apartments and townhouses) and a substantial commercial and industrial economic base.

**Table 2-3 Acres Rezoned by Selected Zoning District, 1979-1985**

Acres Rezoned by Selected Zoning District, 1979-1985		
Zoning Abbreviation	Name of Zoning District	Acres Rezoned, 1/79 to 6/85
E-2	Single Family Residential District	121
R-1	Single Family Residential District	172
R-2	Single Family Residential District	462
R-3	Multiple Family Residential District	270
R-4	Multiple Family Residential District	121
R-TH	Fee Simple Townhouse District	188
C-3	Highway Commercial District	291
I-1	Light Industrial District	502
O-P	Office Professional	272
OPMS	Office Professional Multi-Story District	95

Source: Roswell Department of Zoning and Inspections. July 1985. Summary of Rezoning Petitions Approved January 1979 to June 1985: Implications for Planning.

### Residential Subdivision Platting Activity, 1980-1989

In 1980, the Roswell Planning Staff began compiling statistics regarding the number of lots and acreage involved in approved final plats. During the decade of the 1980s, subdividers in Roswell platted almost 5,500 lots on approximately 2,800 acres. Table 2-4 summarizes that information.

**Table 2-4 Residential Subdivision Lots and Acreage**

Residential Subdivision Lots and Acreage		
Year	Number of Lots	Acreage
1980	483	135.2
1981	678	222.0
1982	472	112.7
1983	758	440.1
1984	1,377	719.3
1985	501	364.9
1986	158	103.5
1987	467*	166.16*
1988	390	275.1
1989	153	124.5
*Total	5,437*	2,663.9*

Note: Figures include fee simple townhouses. \* Incomplete data. Source: Roswell Community Development Department, 1999.

Prior to the development of the Comprehensive Plan 2020, the most recent acreage estimates for land use were prepared for the year 1990. Table 2-5 summarizes land use existing in 1990.

**Table 2-5 Roswell Land Use in 1990**

Roswell Land Use in 1990		
Land Use Category	Approximate Acreage - 1990	Percent of Total Area
Residential	10,977	51.5
Commercial and office	1,105	5.2
Industrial	510	2.4
Public and semi-public	310	1.5
Parks and open space	720	3.4
Historic (mixed use)	540	2.5
Right-of-way	1,334	6.3
Vacant	5,129	24.0
Undevelopable	680	3.2
Total	21,305	100%

Source: Roswell Comprehensive Plan 2010

### **Rezoning Activity, July 1985 to 1999, and Implications**

The Roswell Planning Staff undertook an analysis of the rezonings approved since the 1985 Summary of Rezoning Petitions Approved January 1979 to June 1985 was completed. That analysis was done in an effort to identify major land use trends during that period. In addition, such information is useful to the Planning Commission in considering the amount of land zoned for particular categories, which is one of many criteria for considering rezoning requests. The analysis excluded rezonings that were changes of conditions or rezonings of properties that were already partially zoned for the approved zoning category. Attention was also given to the amount of property zoned “from” particular categories as well as “to” various zoning districts, so as to gauge the “net” result of rezoning actions during the fifteen-year period.

Although Roswell rezoned approximately 215 acres to the I-1, Light Industrial, Zoning District, approximately 203 acres were rezoned from the I-1 category. There was very little increase in light industrial acreage during the time period, suggesting that land reserved for light industrial use has been sufficient and/or developed for other uses. Given few, if any, recent requests for I-1 zoning, it appears that the City reached the end of its light industrial land supply given market trends by 1999.

Although the City rezoned 102 acres to O-P, Office Professional from July 1985 to December 1999, it also zoned 99 acres from O-P to other categories, leaving in effect, no net increase in the number of acres of office professional zoning.

However, there was a marked trend toward rezoning to the City's "multi-story" zoning categories during the time period. Approximately 276 acres were rezoned to office commercial, office professional, and hospital multi-story zoning districts. The implication of this finding is that the office market shifted from offices for individual establishments to a planned mix of office uses in mid-rise structures. Most of these "multi-story" rezonings occurred in the mid-to-late 1990s.

Commercial zoning, primarily highway commercial, increased by 261 acres from 1985 to 1999, suggesting that opportunities for retail and service development were still strong in the marketplace. However, almost all of the areas identified in the City's land use plan for future commercial development by 1999 were largely built-out, and the City as a result denied commercial zoning requests that were found to be inconsistent with the land use plan.

With regard to multi-family development, there was an increase of approximately 400 acres during the time period. All but approximately 86 acres (most within the "Archstone" apartment complex east of GA 400 on Holcomb Bridge Road, which is zoned R-4A), was zoned R-3 which allows up to eight units per acre. Many of the R-3 rezonings occurred during the 1993-1995 time period and were townhouse developments. The higher level of multi-family rezonings approved (not to mention those that were requested but denied), along with more recent trends such as development of townhouses in commercial and industrially-zoned parcels, suggests that there was a significant market for R-3 multiple-family residential development during the time period.

#### **Residential Subdivision Platting Activity, 1990-1998**

Final subdivision platting in the 1990s amounted to less than one-half of the number of lots and acres platted in Roswell during the 1980s. However, the amount of subdivision activity was quite significant. Table 2-6 summarizes the annual trends. Note that subdivision platting activity trailed off noticeably in the late 1990s, as vacant residential parcels in Roswell became increasingly scarce. Platting activity for 1999 dropped below 1997 and 1998 paces.

**Table 2-6 Residential Subdivision Lots and Acreage Approved, 1990-1998**

Residential Subdivision Lots and Acreage Approved, 1990-1998		
Year	Number of Lots	Acreage
1990	122	73.3
1991	3	5.0
1992	275	120.5
1993	439	221.8
1994	547	302.5
1995	368	167.5
1996	286	190.2
1997	107	56.0
1998	150	102.2
Total, 1990-1998	2,297	1,239.0

Source: Roswell Community Development Department, 1999.

### Land Use as of 1999

In 1999, Cooper-Ross conducted a detailed inventory of existing land uses. The current use of every property in the City (by planning areas, which included some unincorporated land) was identified. Many sources of information were used: the Fulton County Tax Assessor's office maintains existing land use data, which were updated through analysis of aerial photographs of the area, and through field checks where the actual use was unclear. Zoning maps and inventories of public properties were also helpful in determining actual land usage.

Table 2-7 presents a summary of the acres of land by land use category in the City.



**Table 2-7 Existing Land Use in Roswell, 1999**

Existing Land Use in Roswell, 1999		
Land Use Category	City of Roswell	
	Acres	Percent
Single-Family Residential	12,178.5	49.6%
Multi-Family Residential	1,245.3	5.1%
Subtotal—Residential	13,423.8	54.7%
Office/Professional	398.1	1.6%
Commercial/Retail	903.5	3.7%
Subtotal—Commercial	1,301.7	5.3%
Industrial	408.6	1.7%
Public/Institutional	966.4	3.9%
Park/Rec./Conservation	1,340.7	5.5%
Trans./Comm./Utilities	120.0	0.5%
Roads	2,448.1	10.0%
Subtotal—T.C.U.	2,568.1	10.5%
Water	572.6	2.3%
Vacant Land	3,971.6	16.2%
Subtotal—Undeveloped	4,544.3	18.5%
Total	24,553.5	100.0%

Source: Cooper Ross, 2000.

### Development Trends, 2000 to 2004

The City matured during this time period, as vacant land continued to be developed for residential subdivisions, retail spaces, churches, institutions, and businesses. The City responded to growth pressures with extensive new parks, a new fire station, and government facilities at Hembree Road and Maxwell Road. The Fulton County School System also added new schools in Roswell during this time period.

As of 2000, only **16 percent of the City's land** area was vacant, some of which was found to be undevelopable because of wetlands, flood plains, and steep slope conditions. During this time period, Roswell reached a stage of near build-out, where development patterns were relatively well-established and "Greenfield" land was becoming increasingly scarce. Redevelopment had not begun to any significant degree, due to the continuing high property values of the built environment.

### Existing Land Use 2010

The City of Roswell has defined the categories shown in Table 2-8 as types of land use occurring in the City in 2010. These categories are fairly consistent with the historical



land use categories; however the City has elected to include two additional categories, Private Recreation and Conservation Area in the 2010 update. Private Recreation includes areas that are protected greenspace, used for recreational purposes, but not available to the general public. A specific example of land in this category would include areas located in neighborhoods that are owned by a Homeowners Association. The Conservation Area category is included to differentiate land that is protected as greenspace and is not accessible for any type of recreation. This is usually due to environmentally sensitive conditions, including habitat or water quality protection. Recreational uses would be incompatible with these goals.

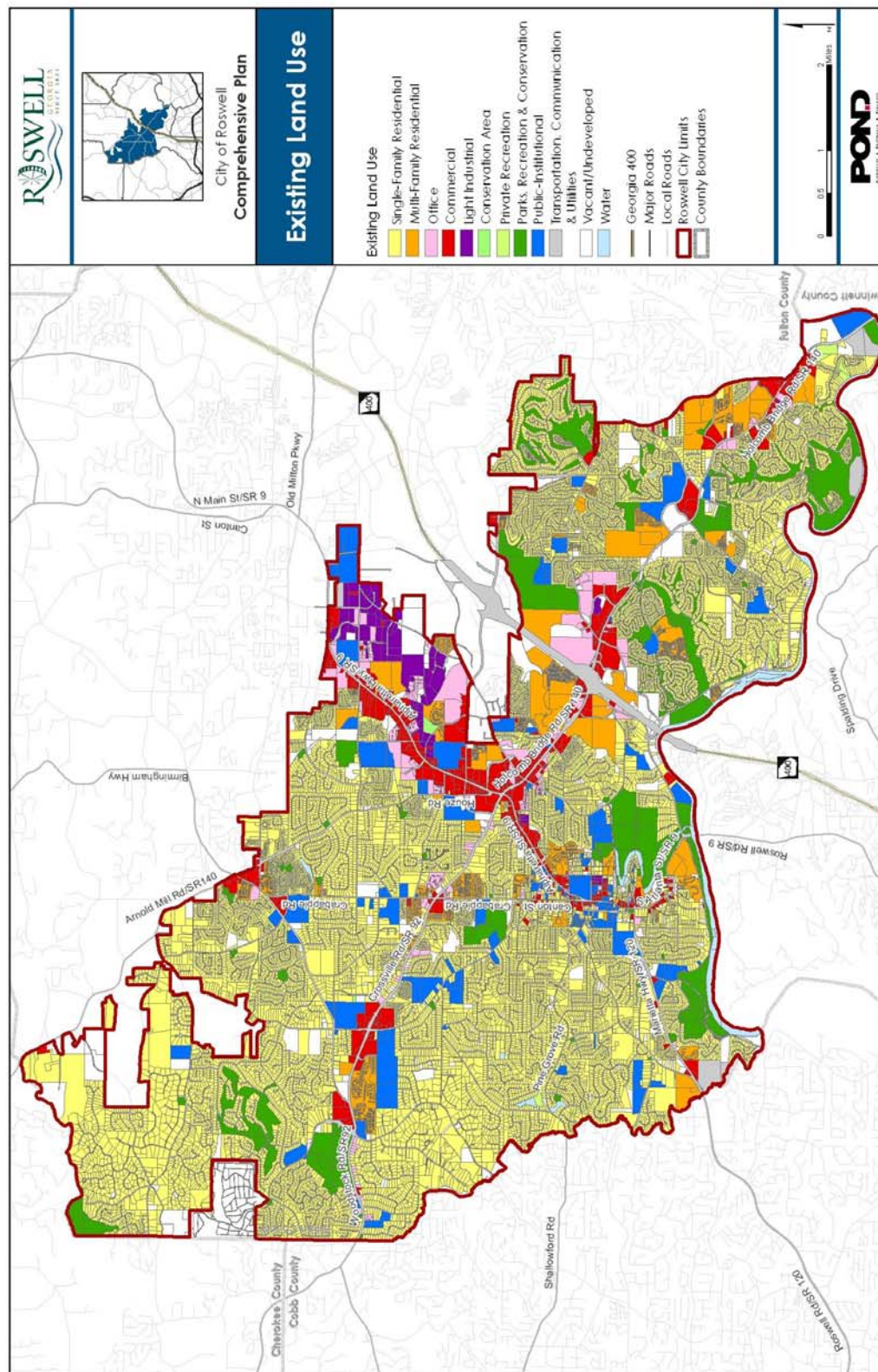
The land use categories can be grouped into the Standard Categories as required by the Department of Community Affairs (DCA). The **total acreage estimates** for each category is also shown in Table 2-8. The data was generated by updating previously existing GIS (software application based that spatially represents data) to reflect recent changes. Changes in land use were determined by aerial photograph interpretation and interviews with City of Roswell staff. The data also reflects newly annexed areas located along the northeastern city boundary. These updates were made in a geographic information system, and the total acreage estimates for each category were calculated. The existing land use patterns can be seen graphically on the following Figure 2-1.

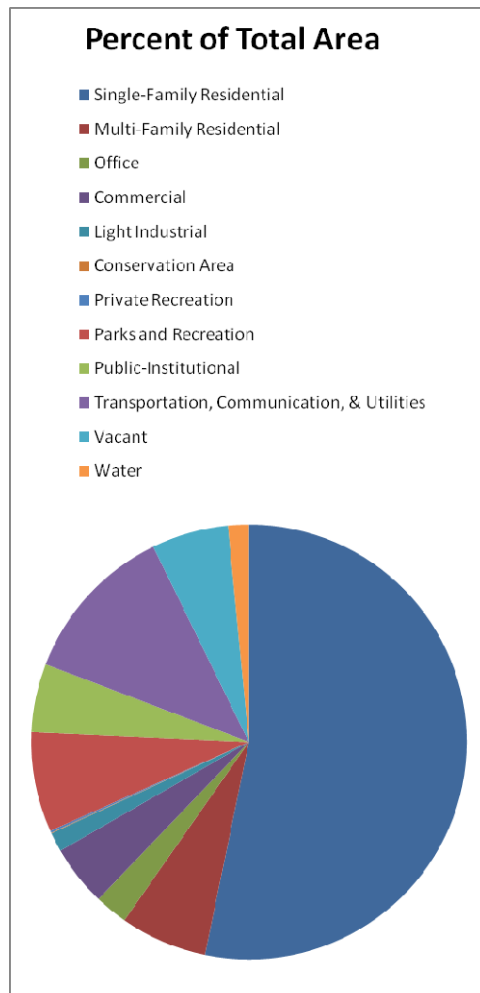
**Table 2-8 Roswell Land Use in 2010**

Roswell Land Use in 2010			
Land Use Category	Percent of Total Area	Approximate Acreage	Change from 1999
Single-Family Residential	52.75%	14,187.7	3.15%
Multi -Family Residential	6.52%	1,754.1	1.42%
Commercial	4.57%	1,227.9	0.87%
Light Industrial	1.44%	388.3	-0.26%
Office	2.48%	666.7	0.88%
Conservation Area	0.05%	12.9	N/A
Private Recreation	0.15%	40.5	N/A
Park and Recreation	7.51%	2,018.9	2.01%
Public Institutional	5.15%	1,385.7	1.25%
Transportation/Communication/Utilities	12.06%	3,243.4	1.56%
Vacant	5.76%	1,549.6	-10.44%
Water	1.56%	419.3	-0.74%
<b>Total Acreage</b>	<b>100.0%</b>	<b>26,895</b>	

Source: Pond & Company generated GIS estimates

Figure 2-1 Existing Land Use





The required Standard Land Use categories have been designated by the City of Roswell in compliance with the categories as defined by DCA. They are described in detail in the following Section.

### Standard Land Use Categories

**Single-Family Residential.** The predominant use of land within the residential category is for single-family residential dwelling units organized into general categories of net densities.

**Multi-Family Residential.** The predominant use of land within the residential category is for multi-family residential dwelling units organized into general categories of net densities.

**Office.** This category is for land dedicated to non-industrial business office uses organized into general categories of intensities.

**Commercial.** This category is for land dedicated to non-industrial business uses, including retail sales, service and entertainment facilities, organized into general categories of intensities.

**Light Industrial.** This category includes land dedicated to light manufacturing facilities, processing plants, factories, warehousing and

wholesale trade facilities, or other similar uses.

**Conservation Area.** This category includes land preserved as a pristine conservation area, not to be disturbed or used for recreational purposes.

**Private Recreation.** This category includes private land preserved as undeveloped and actively or passively used for recreational purposes.

**Parks and Recreation.** This category includes public land preserved as undeveloped and actively or passively used for recreational purposes. The land also often provides habitat and water protection.

**Public Institutional.** This category includes certain state, federal or local government uses, and institutional land uses. Government uses include city halls and government building complexes, police and fire stations, libraries, prisons, post offices, schools, etc.

**Transportation, Communication & Utilities.** This category includes roads, public transit stations, power generation plants, railroad facilities, radio towers, etc.



***Vacant/Undeveloped.*** This category includes lots or tracts of land that are served by typical urban public services (water, sewer, etc.) but have not been developed for a specific use or were developed for a specific use that has since been abandoned.

***Water.*** This category includes land that is comprised of a water body.

The vast majority of the City's land use, approximately **53%**, is comprised of **single-family residential homes**. This development pattern is clearly evident on the Existing Land Use map (Figure 2-1), with established single-family residential neighborhoods found in all areas of the City except along major roadway corridors. These neighborhoods are stable and not expected to undergo a change in use.

All higher intensity uses in the City of Roswell concentrate along the major roadway corridors in a linear pattern. The corridors include SR 92/Holcomb Bridge Road (Crossville Road), Alpharetta Highway (South Atlanta Street)/SR 9, and GA 400. Along these routes, areas classified as **commercial and office land use have decreased slightly** since 1999. Multi-family residential developments are also located along these corridors, and the area of multi-family housing has increased slightly since 1999.

The City of Roswell has a small amount, **approximately 388 acres (1.4%), of industrial land located in the city**. The total area of industrial land has remained fairly constant since 1999. The industrial land is all located on essentially adjacent parcels to the east of Alpharetta Highway/State Route 9 and to the west of GA 400.

One of the greatest assets of the City of Roswell is the extensive park and trail system. The Chattahoochee River comprises the southern boundary of the City, and multiple trail and recreation opportunities exist along the river. The area of land protected as conservation or park has increased from 1340.7 acres to 2,018.94 acres, illustrating the City's continuing commitment to preserving and expanding greenspace and recreation facilities. In addition to the parks and recreation areas, the City has identified 40.48 areas of private recreation greenspace areas and 12.86 acres of non-accessible permanently protected conservation areas. This brings the total amount of land that is protected for greenspace, recreation, or otherwise undevelopable to 2,072.28 acres.

One of the most significant land use changes that occurred from 1999 to 2010 is the amount of vacant land available in the city. **In 1999, 16.2% of the land in the City of Roswell was vacant, as compared to only 5.7% vacant land which is available today.**



Currently, only approximately 1,549.6 acres are available, which may or may not be developable depending on environmental features. This scarcity of available undeveloped land will impact future land use and development, as the City will need to increasingly look to renovation and redevelopment of existing structures and sites, as opposed to new “Greenfield” type development.

The City of Roswell has continued a program of **land annexation** from adjacent unincorporated Fulton County over the past ten years. The total area of the City has increased from 24,553.5 acres to **26,895 acres**. This is due to the acquisition of land from Fulton County. The area of additional land is primarily located along the northeastern boundary of the City. The expansion of the City through annexation will not continue, as there is no unincorporated land left in North Fulton County.

### **Zoning**

The following Table 2-9 shows the categories, land areas, and land percentages for each of the zoning types occurring in the City of Roswell. The current Zoning Map is shown in Figure 2-2.

The zoning categories and descriptions are consistent with the land use patterns, with 56.14% of the land in the City zoned as Single-Family Residential.

The Fulton County-Annexed (FC-A) zoning district is applied to certain properties that were annexed into the city limits of the City of Roswell beginning in 1998. (O.C.G.A. § 36-66).

Any properties zoned Fulton County-Annexed (FC-A) as shown on the zoning map, unless otherwise specifically approved by the Roswell Mayor and City Council, will be subject to the property-specific conditions of zoning or special use approval, or both, adopted by the Fulton County Board of Commissioners by resolution which applied to these properties at the time they were zoned, or the special use was permitted, in unincorporated Fulton County immediately prior to annexation. The official Fulton County zoning and special use permit files of properties have become official files of the City of Roswell and are maintained by the zoning director, and the conditions of zoning or special use approval, or both, adopted by the Fulton County Board of Commissioners as adopted and applied by the City of Roswell, shall constitute the zoning regulations governing these properties.



Table 2-9 City of Roswell Zoning Designations

City of Roswell Zoning Designations			
Zoning Description	Category	Approximate Acres	%
Fulton County - Annexed	FC-A	4,770.35	18.86%
Central Commercial District	C-1	120.54	0.48%
Neighborhood Commercial District	C-2	98.63	0.39%
Highway Commercial District	C-3	1,001.37	3.96%
Single-Family Suburban Residential District	E-1	2,255.95	8.92%
Single-Family Residential District	E-2	4,429.73	17.52%
Historic Roswell District	H-R	88.97	0.35%
Office and Business Distribution District	I-1	617.31	2.44%
Master Plan Mixed-Use District	MPMUD	67.51	0.27%
Office-Professional District	O-P	373.90	1.48%
Office-Commercial Multi-Story Mixed Use District	OCMS	358.64	1.42%
Parkway Village District	PV	5.76	0.02%
Single-Family Residential District	R-1	6,284.98	24.85%
Single-Family Residential District/Parkway Village	R-1-PV	18.00	0.07%
Single-Family Residential District	R-2	1,208.95	4.78%
Multi-Family Residential District	R-3	851.25	3.37%
Multi-Family Residential District	R-4	626.91	2.48%
Multi-Family Residential District	R-4A	90.45	0.36%
Planned Residential Development District	R-5	1,809.91	7.16%
Residential Planned Unit Development	R-PUD	22.88	0.09%
Fee Simple Townhouse District (Multi-Family)	R-TH	187.49	0.74%
<b>Total</b> (note: total of all <b>zoned land</b> , not total City)		<b>25,289.48</b>	<b>100.00%</b>

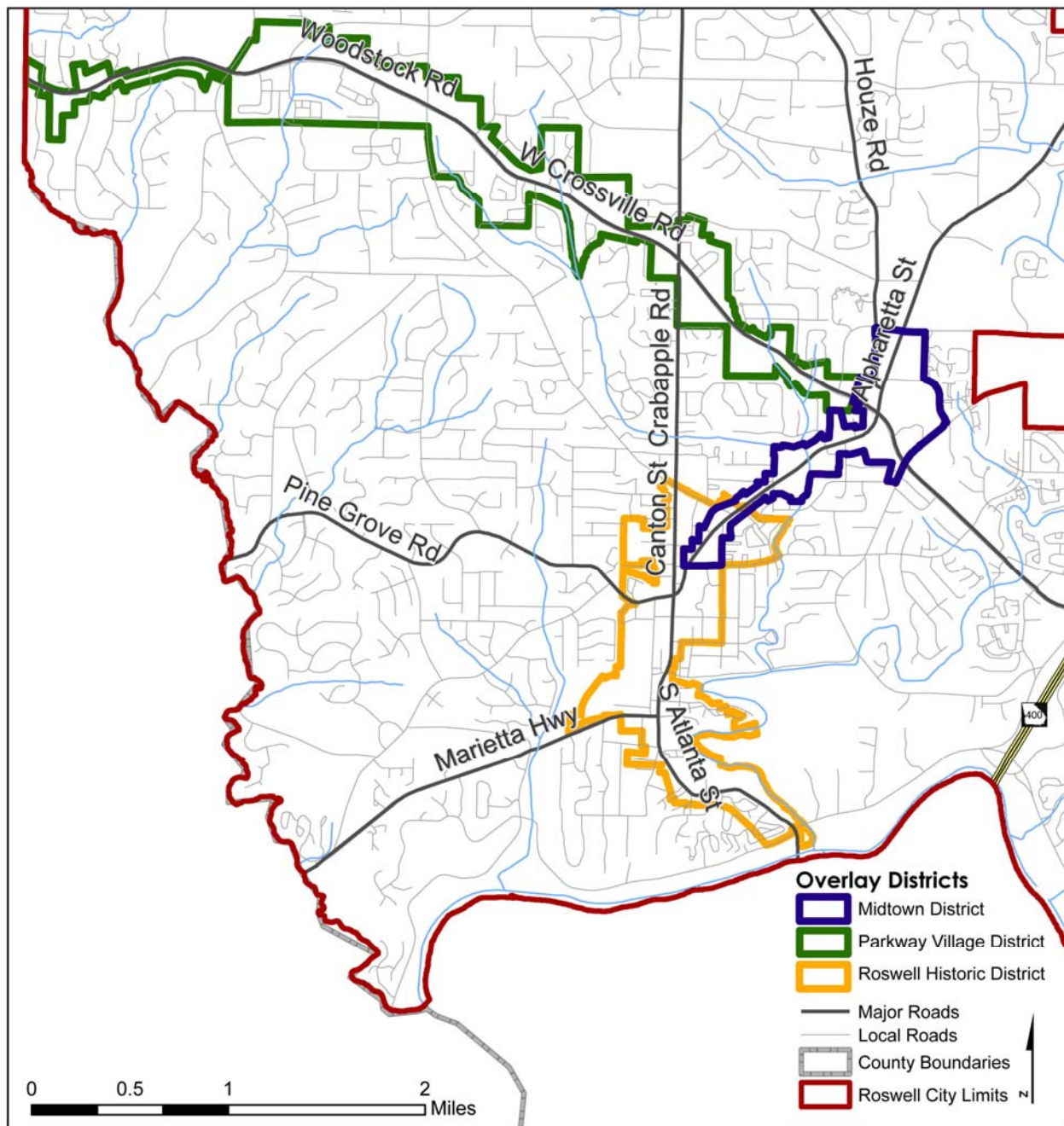
The City of Roswell has three overlay districts: the Historic District, the Parkway Village District, and the Midtown Roswell District. These areas have special zoning regulations, and can be seen on the following Figure 2-3. The City also has specific Design Guidelines for the Garrison Hill area and the Riverbanks Campus.





[illegible]

Figure 2-3 District Map





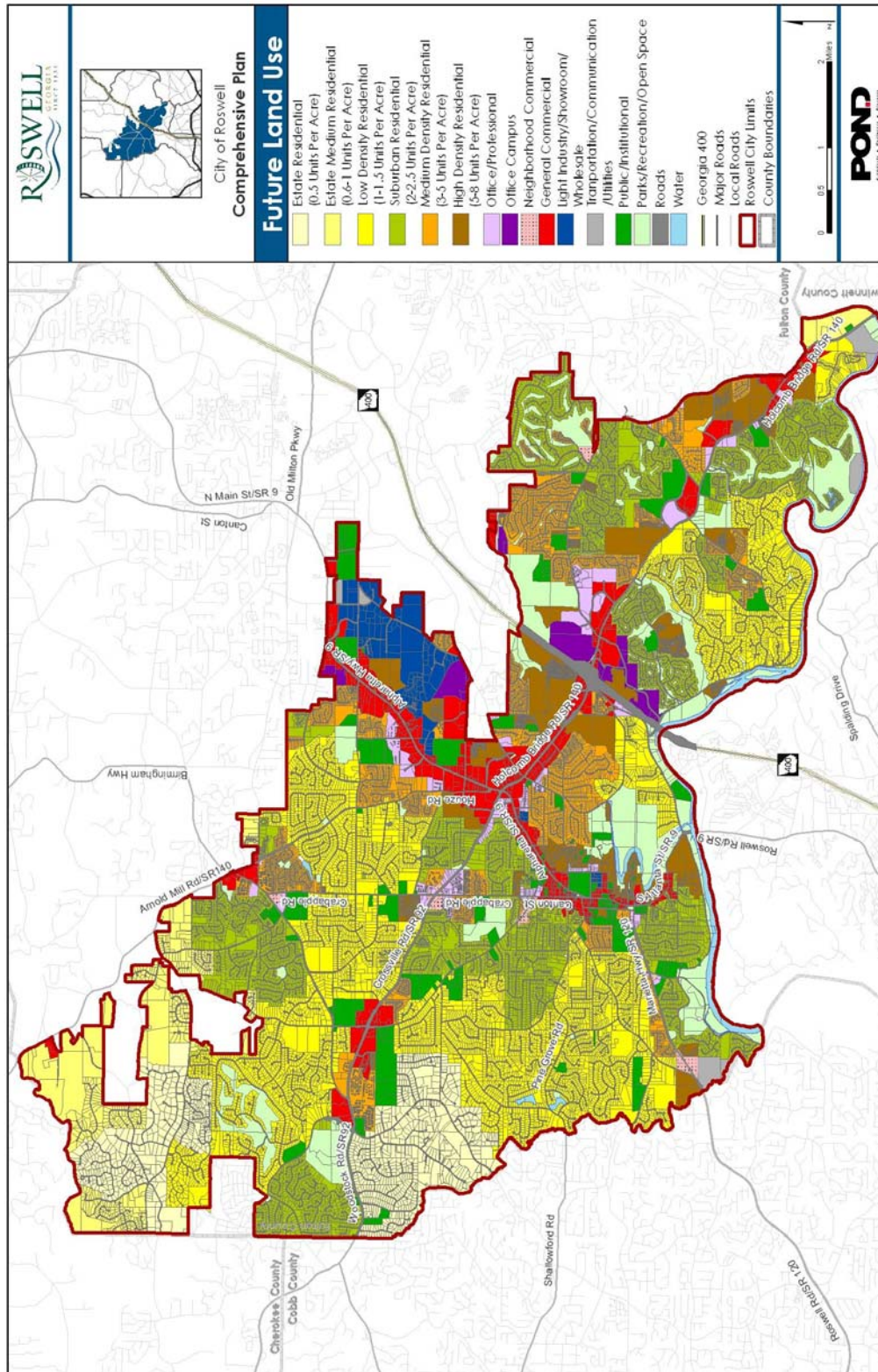
## Future Land Use

The following Figure 2-4 shows the 2025 Future Land Use map prepared for the prior update to the Comprehensive Plan. The major change shown in the Future Land Use map includes an increasing amount of Multi-Family Residential development along the higher density and intensity corridors. The City has also expressed a desire for mixed use development. However, no land use category currently exists which allows mixed use. This map will likely undergo slight modifications as a result of preparing the Comprehensive Plan 2030 update.

DRAFT 8/13/10



Figure 2-4 2025 Future Land Use





### Character Areas

The City of Roswell has identified the following Character Areas to categorize the development types throughout of the community. These areas also reflect the existing historical character and areas that prior planning has identified as experiencing growth pressure or needing redevelopment. The Character Areas can be seen in the following Figure 2-5.

**Character Area 1 North Roswell – Suburban.** This character area represents large lot subdivisions and neighborhoods which do not have access to sanitary sewer, limiting development options. The homes in this area share an estate lot pattern, at the same time preserving large acres of open space.



**Character Area 2 West Roswell – Suburban.** A variety of low density single family neighborhoods in a suburban pattern defines this character area.



**Character Area 3 East Roswell – Suburban.** Low density single family neighborhoods and mixed housing types define this character area. A few prominent neighborhoods

such as Horseshoe Bend and Martin's Landing are within this character area. Horseshoe Bend is a large neighborhood built in the 1980's with large homes and a golf course. Martin's Landing is a very unique planned neighborhood. It includes a variety of housing types including single family, attached garden homes and apartments. The neighborhood features a school, lake and public open space for the residents.



***Character Area 4 Highway 9 – Corridor Commercial.*** This character area contains all the property along Highway 9 from Roswell's border with Sandy Springs to its border with Alpharetta to the north. The corridor has experienced disinvestment. Most of the development is outdated, auto-oriented strip centers, many of which are partially vacant or underutilized. This character area is ripe for redevelopment. Roswell's three overlay districts directly impact the roadway and provide tools to guide development.





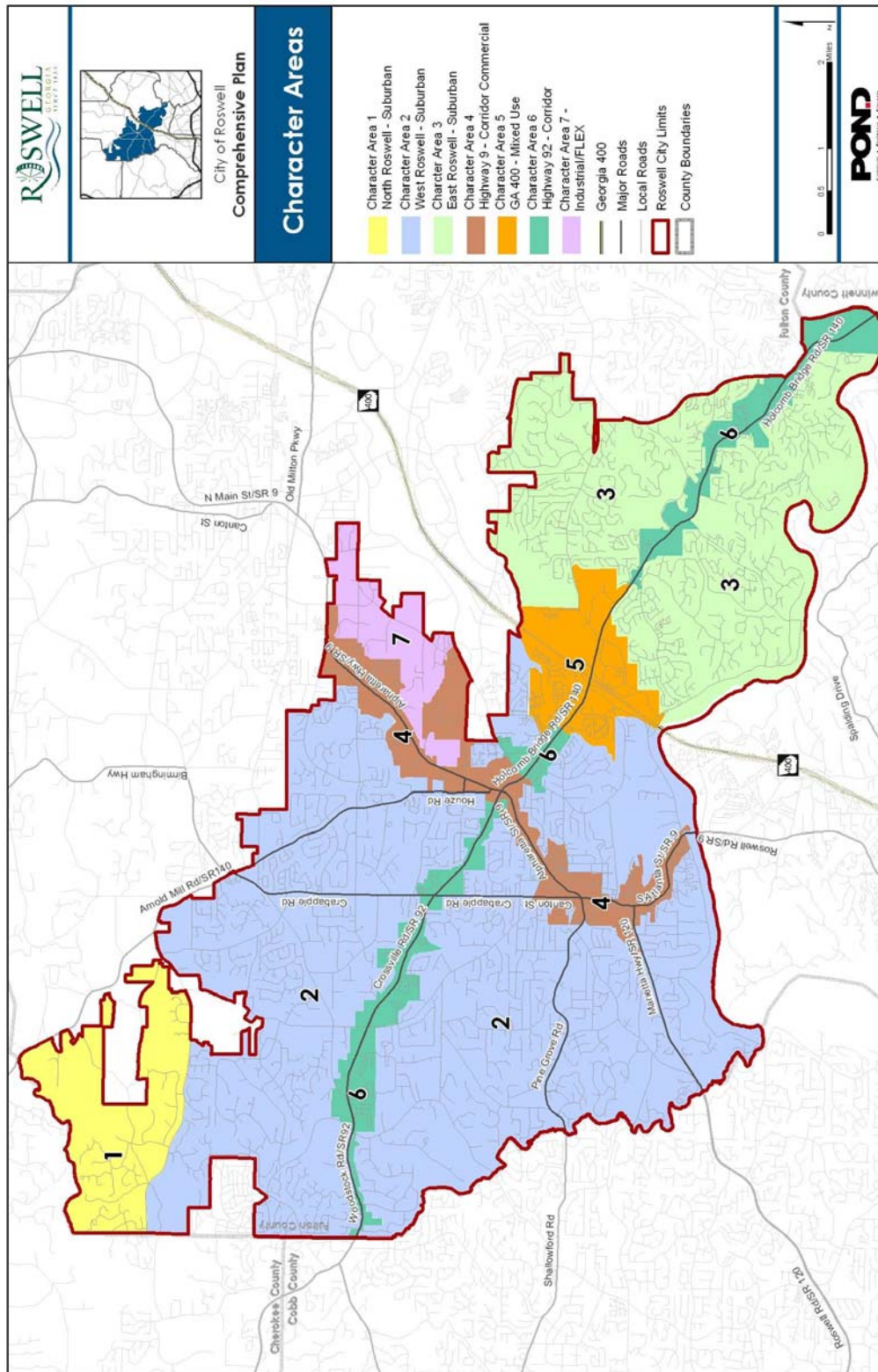
**Character Area 5 Georgia 400 – Mixed Use.** This character area includes a mixture of older apartments, townhomes, offices and commercial development. This area is ideal for redevelopment both in terms of access to GA 400 and the existing low quality, aging structures. The zoning in the area allows for the highest densities in the City. The City anticipates high density mixed use development in this area.



**Character Area 6 Highway 92 – Corridor Mix.** This character area features mostly recent strip commercial development with some single family neighborhoods, townhome projects and the remnants of single family homes left over from the road widening in the early 1990's. The strip commercial is mostly high quality and is developed with site and building design in mind. The area west of GA 400, beginning at the intersection of Holcomb Bridge Road and Alpharetta Highway/SR 9, going west, lies inside the Parkway Village Overlay District. This area is mostly built out. The development pattern will likely remain the same given recent construction activity in the area.



Figure 2-5 Character Areas





**Character Area 7 Industrial/FLEX.** This character area, east of Highway 9, is the only clustered industrial property in the City. The roadway network is poor. Other development types, serving the industrial property, can be integrated into the existing pattern while adding design standards and additional infrastructure requirements making access to Highway 9 easier and providing a grid network to relieve traffic on Highway 9. This is amenable to attracting more contemporary forms of economic development including high-tech firms and becoming an emerging employment center.



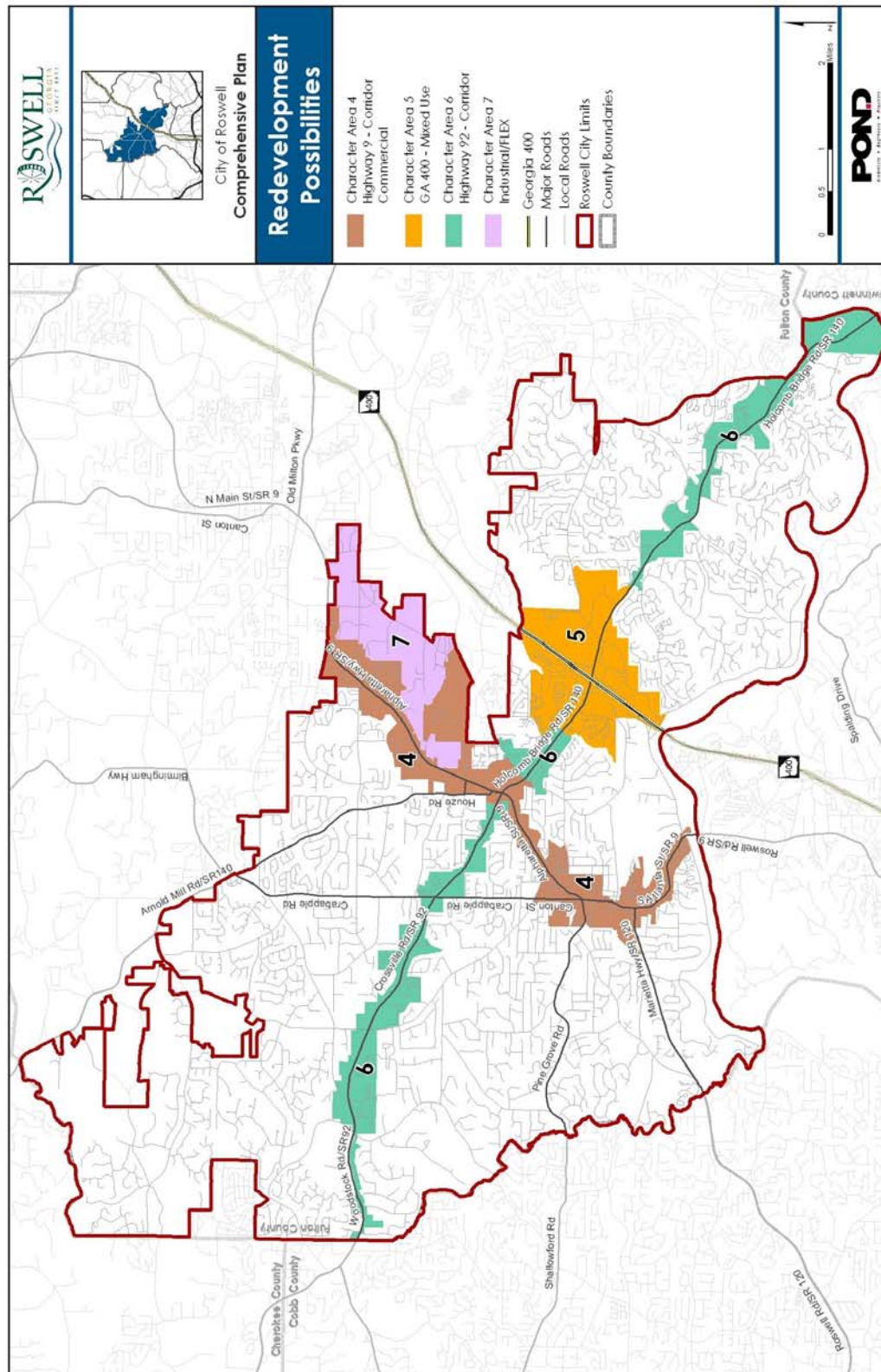
### Redevelopment Issues Relating to Land Use

The Draft Urban Redevelopment Plan for Roswell was completed in January 2010. This report details areas of higher poverty and disinvestment located in the City of Roswell. The areas discussed in this plan are all located along the higher density and intensity corridor identified in this Section. The areas requiring redevelopment are identified on the following Figure 2-6. As previously mentioned, the conditions of almost complete build-out in the City of Roswell will require rehabilitation of existing developments such as those outlined in this report. Some of the findings from the report are included below.

The Holcomb Bridge Road corridor is one area of concern detailed in the study. Holcomb Bridge Road is a five-lane state highway linking roads to the southeast — Peachtree Industrial Boulevard, Buford Highway, I-85 — with GA 400 and Alpharetta Highway to the northwest. Although a significant portion of the traffic on this corridor bypasses most of the corridor area as it heads to and from the office and retail concentrations farther to the north along Mansell and Haynes Bridge Roads and along GA 400, the roadway's high traffic volume and the presence of large residential areas



Figure 2-6 Character Areas with Redevelopment Possibilities



nearby spurred the development of large strip-style commercial centers along the corridor. However, as suburban growth pressures pushed farther north, newer commercial centers such as North Point Mall, The Avenue at East Cobb and the Forum on Peachtree Parkway have drawn shoppers away from Holcomb Bridge Road and led to the continuing and rapid **decline of older commercial** centers along the corridor. Current economic conditions have accelerated this decline.

Despite the variety of housing types and commercial shopping opportunities in the corridor, **little connectivity exists** between the neighborhoods and retail outlets. Although most shopping centers and other commercial and office developments have sidewalks along their roadway frontage, these centers are **not well integrated** with nearby residential, employment, educational or civic uses. The residential developments along the corridor also lack roadway connectivity with other residential areas and the commercial centers. The current lack of connectivity between the retail, office, and civic uses and the residential areas of the corridor has contributed in part to the decline of the retail environment and is a key factor in the traffic congestion experienced throughout the corridor.

The GA 400/Old Alabama Node is recognized as a location for corporate and professional offices as well as for large retailers. Major corporations, such as Kimberly-Clark, have made long-term commitments to office properties in this location, which has strong assets of accessibility to the transportation system and a highly educated workforce.

The two largest existing commercial centers, King's Market and Holcomb Woods Center, have experienced significant amounts of vacancy in recent years. King's Market experienced a significant tenant loss when Home Depot moved from its present location to a site on Holcomb Woods Parkway that was a Wal-Mart site. The long term prospects of both of these centers are uncertain due to their aging infrastructure and the general design of the centers, which has become outdated in comparison with contemporary high end retail environments. Since the analysis was conducted, ownership of King's Market has changed, which may assist in the revitalization of the center.

Secondary to retail commercial in the GA 400/Old Alabama Node is professional office use. Based on market surveys, there is approximately 600,000 square feet of office space in the area, not including the Kimberly-Clark corporate campus. Due to location advantages such as immediate access to GA 400, there is great potential for additional future office redevelopment.





In the Northwest Quadrant Economic Analysis conducted in 2007, the area was divided into three zones for analysis:

- The commercial frontage on Holcomb Bridge Road, totaling 28 acres (Zone 1)
- The apartment sites behind the commercial frontage, totaling 115 acres (Zone 2)
- The existing townhome development (Holcomb Crossing), totaling 33 acres (Zone 3)

#### **Northwest Quadrant Details**

- The total acreage of the study area is 176 acres.
- An analysis of sales in 2007 indicated that the value of the commercial frontage was approximately \$1.5 million an acre, the value of the apartment acreage is \$800,000 per acre and the value of the townhome acreage is \$1,045,000 per acre, for a blended, weighted average of \$983,000 across the total site at the time. This analysis was written before the current economic recession.
- Population growth is stagnant. After significant growth from 1990 to 2000, the population growth of the area slowed to 3.6%. It is projected to grow 0.2% over the next five years.
- The area is ethnically diverse. 54.9% of the study Northwest Quadrant is nonwhite and 52.3% identify themselves as Hispanic or Latino.
- Educational attainment is modest. Almost half of the population in the Northwest Quadrant lacks an education above the high school level.
- Incomes are modest. The median household income is \$47,669, just over half the median household income in the City of Roswell or North Fulton County.
- The housing stock is multifamily, rental and of lower average value than the surrounding areas. All of the housing in the study area is either multifamily or 1-unit attached (townhomes) and 87.4% of housing is renter-occupied.
- The median value of a home in the study area, \$101,064, is approximately one-third of the median home values in the City of Roswell and North Fulton County.

#### **Intergovernmental Land Use Issues**

The Comprehensive Plans for the adjacent municipalities were reviewed. The following cities' Comprehensive Plans were included in the review: the City of Alpharetta, the City of Milton, the City of Sandy Springs, and the City of Johns Creek. These Comprehensive Plans suggest several consistent land use policy themes across the study area that impact travel behavior and transportation planning. Most, if not all, of the Comprehensive Plans indicate policy commitment to create conditions to allow the following development or improvements:



- Mix/Range of Housing Types \*
- Senior Housing and/or Lifelong Communities \*
- Cluster Housing
- Redevelopment \*
- Preserve Single Family
- Gateways
- Pedestrian Circulation/Accommodate Pedestrians \*
- Trail Connections/Greenway Connections \*
- Access Management (Corridors)
- Sidewalk Infill
- Focused Densities \*
- Nodal Development \*
- New street networks
- Design Standards

The categories starred (\*) above indicate policy categories which are common to the Atlanta Regional Commissions (ARC) Unified Growth Policy.

In addition, each municipality has redevelopment issues along major corridors. This is a policy area where the cities could greatly benefit from coordinated management of redevelopment, especially in terms of consolidating excessive curb-cuts to improve flow.

This study assumed that gaps may exist between the adopted policies and the degree to which the individual municipal regulatory framework fosters ways to achieve the policy objective. To assess the regulatory context, regulations were reviewed and organized within a framework of land development management strategies that enhance accessibility. This framework incorporates most of the above policy target areas, with the exception of fostering gateways.

### **Zoning Analysis**

A comparison of adjacent cities' zoning reveals general compatibility. However, a few areas of potential zoning conflict were noted. The following areas indicate potential incompatibility and require coordination of land use across jurisdictions:



***Roswell and Sandy Springs.*** Along GA 400 northbound from Sandy Springs to Roswell: The northern part of Sandy Springs at the Roswell border is zoned O-I (Office Institutional) and A (Medium Density Apartment) whereas the southern part of Roswell at this border is zoned R-4 (Residential). The area around GA 400 appears to be a variety of zoning and development types. The residential zoning districts for both cities are higher intensity which often lends well to zoning transitions.

Along Highway 9 northbound from Sandy Springs to Roswell: The northern part of Sandy Springs at the Roswell border (separated by the Chattahoochee River) is zoned O-I whereas the southern part of Roswell at this border is zoned R-3/R-4 (Multi-family).

***Alpharetta and Roswell.*** East of GA 400, Roswell is zoned primarily residential, including R-1, R-2, R-4, and R-5, as well as O-P along Old Alabama Road Connector. This is generally compatible with the City of Alpharetta, where zoning is primarily residential and includes R-10, R-12, and R-15 (all single-family residential designations). However, the City of Alpharetta does have some O-I (Office-Institutional) zoning adjacent to residential zoning in Roswell along portions of Old Alabama Road Connector and adjacent to GA 400.

Along the west side of GA 400, the northern part of the Roswell border as it touches the Alpharetta border is zoned R-1 (single-family residential), R-3 and R-4 (multi-family residential), and O-P (office-professional). Alpharetta has some compatible zoning with R-12 (single-family residential) and R-10M (multi-family residential). However, the City of Alpharetta also has L-I (light industrial) zoning along its border adjacent to residential uses in Roswell.

Moving north along this border in Roswell, the OCMS (office-commercial multi-story mixed use) district, C-3 (highway commercial), and I-1 (office and business distribution) become prevalent and coincide with Alpharetta with the exception of two parcels which are zoned R-1 and one area that is zoned R-4.

***Johns Creek and Roswell.*** Along Old Alabama Road from the eastern boundary of Roswell to the western boundary of Johns Creek: The Roswell area is zoned FC-A (Fulton County Annex) and R-1. The FC-A property appears, by parcel designation, to be residential in nature. FC-A follows the zoning designation when it was under Fulton County jurisdiction and is not represented on the

current zoning map. Johns Creek has a variety of residential zoning districts. The potential conflict arises when the FC-A or R-1 abuts TR (Townhouse Residential) in Johns Creek as well as the denser residential district in Johns Creek which abuts the R-1.

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### 3. ECONOMIC DEVELOPMENT

As the City prepares its Community Agenda, community members will be asked to consider a range of questions - “What businesses support our community and do they meet our needs? What generates our material well-being and the well-being of our neighbors? How do our production and consumption patterns impact our infrastructure and environmental resources? What kind of jobs can we expect in the future and will they pay sufficient wages?”

This section presents and analyzes **economic base, labor force, market and economic trend** data to help the City of Roswell answer these types of questions. It also summarizes some of the subarea data and planning already undertaken by the City, specifically to address **redevelopment**. As the City prepares its Community Agenda, this data will help the community consider the type of business it needs to attract for a healthy economy, how it will attract and retain them, and the incentive or investment programs the community is willing to provide to do so.

The economic base typically refers to the types of industries that provide employment and pay taxes within a community. More technically, the economic base is the jobs and income earned when the goods and services that the community produces are sold to external markets (outside the city). While Retail industries generate tax revenues, for example, they tend to circulate economic wealth internal to a market area, whereas manufacturing and export services draw dollars from outside the market area and generate wealth. Cities and counties aim to **expand their economic base** to provide greater quality of life for those who live within their boundaries. However, the number of jobs an employer generates is less important than the **type of jobs** created. Different industries will have lower or higher salaries and wages associated with them. Finally, **trends for employment opportunities** in the future will determine the demand for **training** and education.

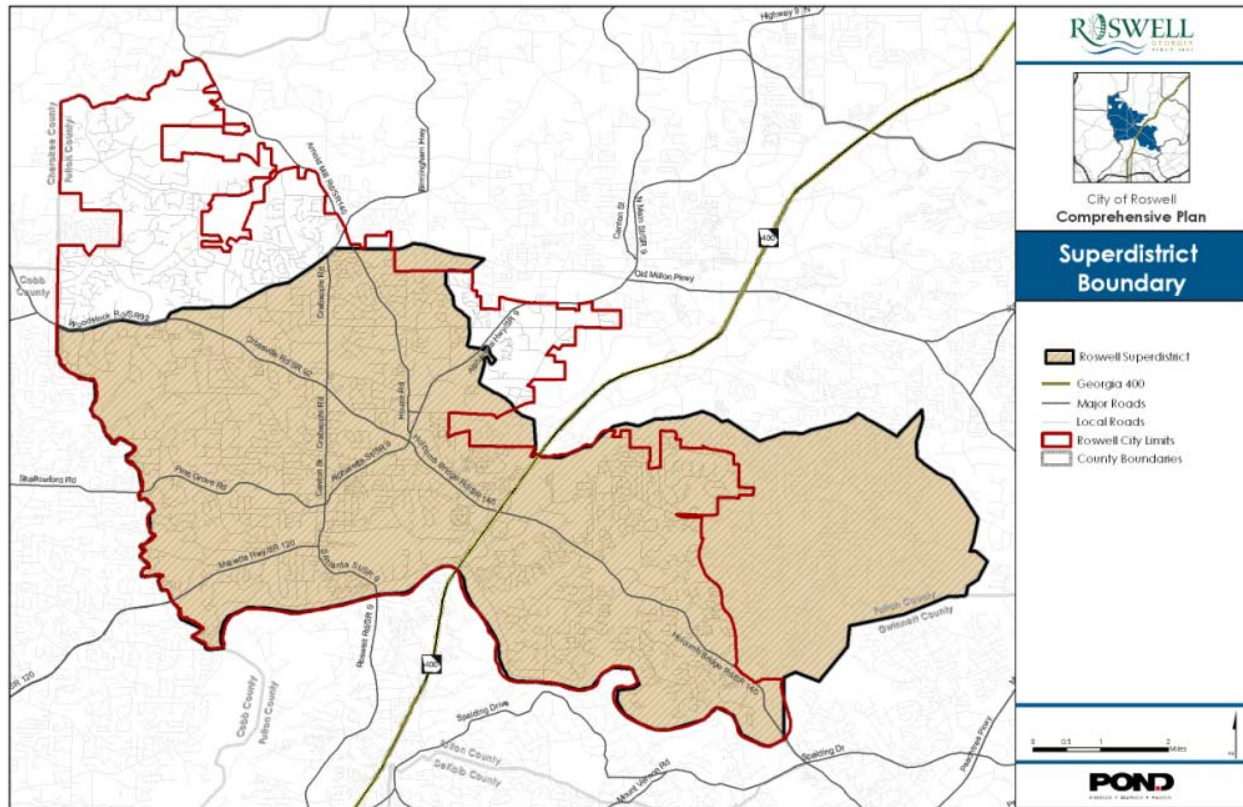
#### Economic Base

A wide range of industries provide employment in the City of Roswell. To provide recent data, this section relies upon employment numbers generated by ARC at subregional levels called “Superdistricts.” While the Roswell Superdistrict includes areas outside the city boundaries (see Figure 3-1), those areas are primarily residential and



share similar socio-economic characteristics as Roswell and therefore useful for analyzing trends affecting Roswell.

**Figure 3-1 Superdistrict Boundary**



In 2008, top employers were in the Retail Trade (14%), Administrative/Waste Management (13.4%), and Accommodation and Food Services (11.7%) industries (see Table 3-1). Roswell employment levels are above the state and national levels in the Information, Finance, and Professional Scientific and Technical industries. Employment levels in Roswell are less than the state and national levels in industries including manufacturing, transportation & warehousing, educational services, health & social assistance, and public administration.

Table 3-1 provides employment data for the years 2005 and 2008. The year 2008 is the most recent year that the GA Department of Labor had data for a complete year available. The 2005 data is provided as a basis of comparison prior to the recent economic recession began.



Table 3-1 Employment Estimate by Industry, 2005 and 2008

Employment Estimate by Industry, 2005 and 2008								
	Year 2005				Year 2008			
	Roswell ARC Superdistrict		Georgia	Nation	Roswell ARC Superdistrict		Georgia	Nation
	Number	Percent	Percent	Percent	Number	Percent	Percent	Percent
Agriculture, Forestry Fishing and Hunting	0	0.0%	0.6%	0.9%	0	0.0%	0.6%	0.9%
Mining	0	0.0%	0.2%	0.4%	0	0.0%	0.1%	0.5%
Utilities	12	0.0%	0.5%	0.6%	28	0.1%	0.5%	0.6%
Construction	1,893	4.7%	5.3%	5.7%	1,446	3.4%	5.1%	5.4%
Manufacturing	755	1.9%	11.5%	10.8%	632	1.5%	10.2%	10.0%
Wholesale Trade	3,362	8.4%	5.4%	4.4%	3,023	7.2%	5.4%	4.4%
Retail Trade	7,130	17.8%	11.7%	11.7%	5,909	14.0%	11.6%	11.4%
Transportation & Warehousing	607	1.5%	4.9%	4.0%	1,141	2.7%	4.9%	4.0%
Information	1,802	4.5%	3.0%	2.4%	2,199	5.2%	2.8%	2.3%
Finance	2,692	6.7%	4.1%	4.5%	2,711	6.4%	3.9%	4.4%
Real Estate, Rental and Leasing	1,089	2.7%	1.6%	1.7%	1,141	2.7%	1.6%	1.6%
Professional, Scientific and Technical	3,141	7.8%	5.2%	5.5%	3,901	9.2%	5.7%	5.9%
Management of Companies	384	1.0%	1.4%	1.3%	813	1.9%	1.4%	1.4%
Administrative/ Waste Management	3,988	10.0%	7.2%	6.2%	5,657	13.4%	6.9%	6.0%
Educational Services	2,698	6.7%	9.1%	8.8%	2,833	6.7%	9.7%	9.0%
Health & Social Assistance	2,108	5.3%	10.6%	12.3%	2,668	6.3%	11.1%	13.0%
Arts, Entertainment & Rec.	1,260	3.1%	1.0%	1.7%	852	2.0%	1.1%	1.8%
Accommodation and Food Services	4,145	10.4%	8.5%	8.3%	4,934	11.7%	8.8%	8.5%
Other Services (Not Pub. Admin)	1,674	4.2%	2.5%	3.3%	1,342	3.2%	2.5%	3.4%
Public Administration	908	2.3%	5.7%	5.4%	934	2.2%	6.1%	5.5%
Other Jobs	399	1.0%	0.0%	0.0%	50	0.1%	0.0%	0.0%
Total	40,047	100.0%	100.0%	100.0%	42,214	100.0%	100.0%	100.0%

Source: ARC Employment Estimates; GA Dept. of Labor, Workforce Information & Analysis, Employment & Wages Unit

As Table 3-2 shows, there are approximately 19,775 businesses in North Fulton, which is approximately nine percent of the Atlanta MSA's total businesses. This level of employment and businesses shows that North Fulton is a significant part of the economy in the Atlanta MSA. In the City of Roswell alone, an estimated 5,290 businesses are operating.

**Table 3-2 North Fulton County Daytime Population**

North Fulton County Daytime Population							
	Alpharetta	Johns Creek	Milton	Mountain Park	Roswell	Sandy Springs	North Fulton Total
Employees	70,280	30,790	16,410	70	54,520	101,090	273,160
Businesses	4,260	2,180	1,230	15	5,290	6,800	19,775
Businesses w/ 20+ Employees	620	200	100	1	485	815	2,220

Source: *North Fulton Comprehensive Transportation Plan* (US Bureau of Labor Statistics, Claritas)

## Employment

The City of Roswell is home to a number of major employers, the biggest of which is **Kimberly-Clark**, whose Professional and Healthcare global headquarters on Holcomb Bridge Road employs 1,453 people. Companies in the City of Roswell with 100 or more employees are shown in Table 3-3.

The next biggest employer for the City is the **North Fulton Hospital**. North Fulton Hospital (NFH) is a 202-bed, acute-care hospital located on Highway 9, Alpharetta Highway, in Roswell. Opened in 1983, NFH serves North Fulton and surrounding counties through its team of over 1000 employees, 400 staff physicians and 200 volunteers. NFH is a state-designated Level II trauma center and provides a continuum of services through its centers and programs, including neurosciences, orthopedics, rehabilitation, surgical services, bariatric surgical weight loss, gastroenterology and oncology. The hospital is fully accredited and is also certified as a Primary Stroke Center by the Joint Commission on the Accreditation of Healthcare Organizations, the nation's oldest and largest hospital accreditation agency.

Verizon Wireless and Prommis Solutions, LLC are the next biggest employers. Prommis Solutions, which provides foreclosure, bankruptcy and eviction processing as well as loss mitigation fulfillment services on a nationwide basis. In addition to large retailers like Target and Wal-Mart, another large employer is Witness Systems, a global provider of Workforce Optimization software and services.

The large employers like the hospital, Kimberly-Clark and Witness Systems offer excellent opportunities for cultivating ancillary and related services to serve these employers or provide inputs. They also draw employees from around the region, contributing to daytime consumer markets. The City of Roswell has a **daytime population of 54,520**,

according to the *North Fulton Comprehensive Transportation Plan* (Table 3-2). The total daytime population, or employees, for North Fulton is about 273,160. This is approximately 10% of the total employment base in the Atlanta MSA.

**Table 3-3 City of Roswell Top Employers**

City of Roswell Top Employers		
Ranking	Business Name	Employees
1	Kimberly-Clark Corporation	1,453
2	North Fulton Regional Hospital	1,016
3	Verizon Wireless	975
4	Prommis Solutions, LLC	649
5	City of Roswell	616
6	Target Store	506
7	Witness Systems, Inc	411
8	Wal-Mart Supercenter	371
9	Publix Super Markets, Inc.	276
10	The Home Depot	272
11	Roswell Nursing & Rehabilitation	262
12	Kroger	230
13	Kohl's Department Store	228
14	United Parcel Service	223
15	Tenet Patient Financial Service	200
16	Liv Home, Inc	186
17	Johnson Controls, Inc.	175
18	Enable Of Georgia, Inc.	150
19	Support Net, Inc.	150
20	Andritz Inc	145
21	Saint Francis Day School Inc.	140
22	Nalley Toyota of Roswell	135
23	St George Village	134
24	Honda Carland	133
25	The Atlanta Journal Constitution	128
26	Comcast Cable Communications	126
27	Nalley Lexus Roswell	125
28	The Olive Garden Italian	111

Source: City of Roswell



## Employment Trends

Additional questions to consider in preparing the City's Community Agenda will include - "What kind of industries will be supporting and serving Roswell and the greater Metro Atlanta region in the future? What kind of employment demand can our children expect to face when they enter the work force? What kind of training do we need to have in order to become eligible for employment opportunities in the future?"

The Bureau of Labor Statistics (BLS) prepares employment projections at the national level, which helps state and regions prepare for the future economic climate. The BLS examines past and present changes in the relationship across the demand for goods and services, employment, and population<sup>3</sup>.

Occupational growth can be considered in two ways: by the rate of growth and by the number of new jobs created by growth. Some occupations both have a fast growth rate and create a large number of new jobs.

***Occupations with the fastest growth: national and regional context.*** According to the Bureau of Labor Statistics, of the 20 fastest growing occupations in the economy, **half are related to healthcare**. Healthcare is experiencing rapid growth, due in large part to the aging of the baby-boom generation, which will require more medical care. In addition, some healthcare occupations will be in greater demand for other reasons. As healthcare costs continue to rise, work is increasingly being delegated to lower paid workers in order to cut costs. For example, tasks that were previously performed by doctors, nurses, dentists, or other healthcare professionals increasingly are being performed by physician assistants, medical assistants, dental hygienists, and physical therapist aides. In addition, patients increasingly are seeking home care as an alternative to costly stays in hospitals or residential care facilities, causing a significant increase in demand for home health aides. Although not classified as healthcare workers, personal and home care aides are being affected by this demand for home care as well.

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<sup>3</sup> This section excerpts directly from the *Bureau of Labor Statistics Occupational Outlook Handbook* 2010-11 Edition; projections prepared for 2008 – 2018

Employment in **goods-producing** industries has declined since the 1990s. Although overall employment is expected to change little, projected growth among goods-producing industries varies considerably.

The shift in the U.S. economy away from goods-producing in favor of **service-providing** is expected to continue. Service-providing industries are anticipated to generate approximately 14.5 million new wage and salary jobs. As with goods-producing industries, growth among service-providing industries will vary.

In the Metro Atlanta region, these trends appear in the long term occupational projections prepared by the state Department of Labor. All of the fastest growing occupations projected through 2016 occur in health and medical related jobs, with Home Health Aides topping the list with an 8% projected growth rate (see Table 3-4).

**Table 3-4 Fastest Growing Occupations – Long Term Occupational Projections: Metro Atlanta 2006-2016**

Fastest Growing Occupations - Long Term Occupational Projections: Metro Atlanta 2006-2016								
Occupation	2006 Base Employment	2016 Projected Employment	Total Change in Employment	Percent Change in Employment	Annual Growth Rate	Annual Openings from Growth	Annual Openings from Replmnt	Annual Openings
Home Health Aides	1200	2610	1,410	117.49%	8.08%	140	10	150
Marriage and Family Therapists	20	30	10	82.35%	6.19%	0	0	0
Medical Assistants	1780	3200	1,420	79.70%	6.04%	140	20	160
Attendants	3590	6430	2,840	79.26%	6.01%	280	30	310
Network Systems and Data Communications Analysts	760	1350	590	78.81%	5.98%	60	20	80
Physical Therapist Assistants	160	290	130	78.53%	5.97%	10	0	10
Physician Assistants	360	630	270	75.35%	5.78%	30	10	40
Occupational Therapist Assistants	60	100	40	74.58%	5.73%	0	0	0
Mental Health and Substance Abuse Social Workers	160	270	110	74.52%	5.73%	10	0	10
Physical Therapists	450	780	330	73.50%	5.66%	30	10	40
Surgical Technologists	290	500	210	72.66%	5.61%	20	10	30
Cardiovascular Technologists and Technicians	120	200	80	72.17%	5.58%	10	0	10
Dental Hygienists	730	1260	530	71.86%	5.56%	50	10	60
Dental Assistants	940	1610	670	71.13%	5.52%	70	20	90
Personal and Home Care Aides	1690	2880	1,190	70.64%	5.49%	120	30	150
Source: Georgia Department of Labor: Work Investment Area (WIA)								

While the top paying occupations require advanced degrees and training, the number of jobs available in these sectors will be declining. This means both greater competition in the future, as already evidenced by very competitive college admissions across the



country, but also the need for vocational training for the technician and other labor categories that do not require a four-year college degree.

The ARC provides employment forecasts by industry from the year 2000 through 2030. The forecast for the Roswell Superdistrict is shown in Table 3-5. As explained earlier, although the Superdistrict boundary extends beyond the City boundary, it provides a trend projection for the immediate area. The change in employment during each 5-year period is shown in Table 3-6, along with the total change from 2000 – 2030 and from 2010 – 2030.

**Table 3-5 Roswell Superdistrict Employment Forecast from 2000 to 2030**

Roswell Superdistrict Employment Forecast from 2000 to 2030									
Year	Construction	Manufacturing	Transportation, Communication, Utilities	Wholesale Trade	Retail Trade	Finance, Insurance, Real Estate	Services	Government	Total
2000	1,913	2,119	489	3,310	10,037	2,464	13,081	3,316	36,729
2005	1,821	2,128	1,806	2,313	11,036	4,170	13,365	3,623	40,262
2010	1,985	2,266	3,041	2,543	11,729	5,268	14,702	3,786	45,320
2015	1,993	2,126	4,399	2,636	12,075	5,333	16,570	4,008	49,140
2020	2,097	2,019	6,202	2,456	11,909	6,088	18,356	4,214	53,341
2025	2,156	1,991	7,193	2,424	11,775	6,580	19,904	4,385	56,408
2030	2,260	2,007	8,102	2,471	12,034	7,067	21,516	4,629	60,086

Source: ARC's 20-County Forecasts

**Table 3-6 Roswell Superdistrict Projected Change in Employment Forecast from 2000 to 2030**

Roswell Superdistrict Projected Change in Employment Forecast from 2000 to 2030									
Year	Construction	Manufacturing	Transportation, Communication, Utilities	Wholesale Trade	Retail Trade	Finance, Insurance, Real Estate	Services	Government	Total
2000-05	-92	9	1,317	-997	999	1,706	284	307	3,533
2005-10	164	138	1,235	230	693	1,098	1,337	163	5,058
2010-15	8	-140	1,358	93	346	65	1,868	222	3,820
2015-20	104	-107	1,803	-180	-166	755	1,786	206	4,201
2020-25	59	-28	991	-32	-134	492	1,548	171	3,067
2025-30	104	16	909	47	259	487	1,612	244	3,678
2000-30	347	-112	7,613	-839	1,997	4,603	8,435	1,313	23,357
2010-30	275	-259	5,061	-72	305	1,799	6,814	843	14,766

Source: ARC's 20-County Forecasts

Following national trends, the manufacturing sector is projected to continue to lose jobs in the Roswell area through 2030. Wholesale trade also lost a significant number of jobs between 2000 and 2005. From 2010 through 2030, the largest increase in jobs is projected to be in the following job sectors:

- Services (46% of new jobs)
- Transportation, communication, and utilities (34% of new jobs)
- Finance, insurance, and real estate (12% of new jobs)

### Labor Force

Roswell enjoyed **low unemployment rates in the 1990s and through 2000**, when the Census recorded it at 3.4% (Table 3-7). The current economic recession has resulted in significantly higher unemployment rates throughout the country. In March 2010, Roswell's unemployment registered at 8.2%, one point higher than the year before, as shown in Table 3-9. Despite this increase, the City has been hit less hard than other areas in the region and the state, as shown by state and national comparisons in Table 3-9. It also experiences a slightly lower unemployment rate than its neighbors in North Fulton County, Sandy Springs and Johns Creek. While the recession has had an impact on residents in the City of Roswell, the City is faring better than other nearby areas.

**Table 3-7 Employment Status (Persons 16 Years and Over), 2000**

Employment Status (Persons 16 Years and Over), 2000					
	Roswell		Fulton County	Atlanta MSA	Georgia
	Number	Percent	Percent	Percent	Percent
Total Persons 16 and Over:	62,527	100.0%	100.0%	100.0%	100.0%
In labor force:	46,198	73.9%	67.7%	70.6%	66.1%
In Armed Forces	31	0.1%	0.2%	0.2%	1.6%
Civilian:	46,167	99.9%	99.8%	99.8%	98.4%
Employed	44,613	96.6%	91.1%	95.0%	94.5%
Unemployed	1,554	3.4%	8.9%	5.0%	5.5%
Not in labor force	16,329	26.1%	32.3%	29.4%	33.9%

Source: 2000 Census (SF3)

**Table 3-8 Employment Status by Sex (Persons 16 Years and Over), 2000**

Employment Status by Sex (Persons 16 Years and Over), 2000					
	Roswell		Fulton County	Atlanta MSA	Georgia
	Number	Percent	Percent	Percent	Percent
Males in labor force:	25,835	100.0%	100.0%	100.0%	100.0%
In Armed Forces	25	0.1%	0.2%	0.4%	2.6%
Civilian:	25,810	99.9%	99.8%	99.6%	97.4%
Employed	24,954	96.7%	91.1%	95.3%	95.0%
Unemployed	856	3.3%	8.9%	4.7%	5.0%
Females in labor force:	20,363	100.0%	100.0%	100.0%	100.0%
In Armed Forces	6	0.0%	0.1%	0.1%	0.5%
Civilian:	20,357	100.0%	99.9%	99.9%	99.5%
Employed	19,659	96.6%	91.1%	94.6%	93.9%
Unemployed	698	3.4%	8.9%	5.4%	6.1%

Source: 2000 Census (SF3)

**Table 3-9 Unemployment Rate, 2009 and 2010**

Unemployment Rate, 2009 and 2010		
	Revised March 2010	Revised April 2009
Roswell	8.2%	7.1%
Sandy Springs	8.6%	7.4%
Johns Creek	9.7%	8.2%
Atlanta	11.0%	9.1%
Fulton County	10.5%	8.8%
Atlanta MSA	10.4%	8.6%
Georgia	10.5%	9.2%
Nation	9.7%	8.9%

Source: Georgia Department of Labor, Workforce Information & Analysis

Table 3-10 shows that in 1999, 90% of men over 16 years old were working and 70% of the women over 16 working. The work force participation levels in full-time and part-time work in the City of Roswell are similar to the work forces in Fulton County, the Atlanta MSA, and the State of Georgia.



**Table 3-10 Sex by Work Status for Population 16 Years and Over in 1999**

Sex by Work Status for Population 16 Years and Over in 1999					
	Roswell		Fulton County	Atlanta MSA	Georgia
	Number	Percent	Percent	Percent	Percent
Male:	30,922	49.5%	48.6%	48.7%	48.5%
Worked in 1999:	27,286	88.2%	79.4%	82.8%	78.2%
Worked Full-Time	24,331	89.2%	88.1%	88.9%	88.1%
Worked Part-Time	2,955	10.8%	11.9%	11.1%	11.9%
Did Not Work	3,636	11.8%	20.6%	17.2%	21.8%
Female:	31,605	50.5%	51.4%	51.3%	51.5%
Worked in 1999:	22,238	70.4%	66.5%	69.8%	65.3%
Worked Full-Time	16,568	74.5%	77.0%	77.2%	76.2%
Worked Part-Time	5,670	25.5%	23.0%	22.8%	23.8%
Did Not Work	9,367	29.6%	33.5%	30.2%	34.7%

Source: 2000 Census (SF3)

Over two-thirds of residents in the City work within Fulton County. As Table 3-11 shows, just over half of residents in the Atlanta MSA work in the county where they reside. However, a number of large job centers are located within Fulton County, including the City of Atlanta (downtown, midtown, and Buckhead), portions of Perimeter Center, the Alpharetta/North Point Mall area, and the City of Roswell itself. These job centers make working within their home county a more viable option for residents of Roswell than many other areas within Metro Atlanta.

**Table 3-11 Place of Work for Workers 16 Years and Over, 2000**

Place of Work for Workers 16 Years and Over, 2000					
	Roswell		Fulton Co.	Atlanta MSA	Georgia
	Number	Percent	Percent	Percent	Percent
Total:	44,024	100.0%	100.0%	100.0%	100.0%
Worked in state of residence:	43,470	98.7%	98.7%	98.9%	97.5%
Worked in county of residence	29,516	67.9%	69.9%	51.4%	60.0%
Worked outside county of residence	13,954	32.1%	30.1%	48.6%	40.0%
Worked outside state of residence	554	1.3%	1.3%	1.1%	2.5%

Source: 2000 Census (SF3)

Nearly half of residents work in management, professional, and related occupations, as shown in Table 3-12. Significant amounts of residents also work in service occupations



and sales and office occupations, while relatively few residents work in blue collar occupations.

**Table 3-12 Civilian Employed Population 16 years and Over by Occupation**

Civilian Employed Population 16 years and Over by Occupation				
	Year 2000		Year 2008	
	Number	Percent	Number	Percent
Total	44,613	100.0%	57,100	100.0%
Management, professional, and related occupations	21,633	48.5%	25,795	45.2%
Service occupations	4,498	10.1%	11,248	19.7%
Sales and office occupations	13,487	30.2%	12,877	22.6%
Farming, fishing, and forestry occupations	44	0.1%	0	0.0%
Construction, extraction, maintenance and repair occupations	2,645	5.9%	3,476	6.1%
Production, transportation, and material moving occupations	2,306	5.2%	3,704	6.5%

Source: 2000 Census (SF 3), American Community Survey 2008

The largest percentage of residents (nearly one-fifth) works in the industries of Professional/Scientific/ Management/ Administration/Waste Management Services (see Table 3-13). This has remained constant since 2000. The next greatest concentration falls within the Arts/Entertainment/Recreation/Accommodation/Food Services industries (13.2%), followed by Retail Trade (12.3%).

**Table 3-13 Civilian Employed Population 16 Years and Over by Industry**

Civilian Employed Population 16 Years and Over by Industry				
	Year 2000		Year 2008	
	Number	Percent	Number	Percent
Total	44,613	100%	57,100	100%
Agriculture/Forestry/Fishing/Hunting/Mining	134	0.3%	0	0.0%
Construction	2,715	6.1%	3,759	6.6%
Manufacturing	3,863	8.7%	3,569	6.3%
Wholesale Trade	2,169	4.9%	2,319	4.1%
Retail Trade	5,702	12.8%	7,018	12.3%
Transportation/Warehousing/Utilities	1,502	3.4%	2,202	3.9%
Information	2,644	5.9%	3,889	6.8%
Finance/Insurance/Real Estate/Rental/Leasing	5,075	11.4%	5,097	8.9%
Professional/Scientific/Mgmt/Admin/Waste Mgmt Services	8,786	19.7%	10,971	19.2%
Educational/Health/Social Services	5,714	12.8%	5,551	9.7%
Arts/Entertainment/Recreation/Accommodation/Food Svcs	3,741	8.4%	7,521	13.2%
Other Services	1,812	4.1%	3,720	6.5%
Public Administration	756	1.7%	1,484	2.6%

Source: ESRI Business Analyst Online/Census 2000 (SF 3), American Community Survey 2008

## Income

As Table 3-14 shows, the per capita income in Roswell was higher than in Fulton County, the Atlanta MSA, and the State of Georgia. The American Community Survey estimates that in 2008 the **per capita income in Roswell was \$36,001**, essentially holding steady since 1999.

Table 3-14 Personal Income

Personal Income				
	Roswell	Fulton County	Atlanta MSA	Georgia
Per capita income in 1999	\$36,012	\$30,003	\$25,033	\$21,154

Source: 2000 Census (SF 3)

## Income: High and Low Paying Job Trends

The ARC releases regular summary reports called Snapshots. A recent Employment Snapshot reports data captured during the first quarter of 2009. In addition to tracking how many jobs exist throughout the region, ARC also tracks the locations of jobs by job sector within the region. The ARC identifies the **five highest-paying job sectors** as the following:

- Wholesale Trade
- Information
- Finance
- Professional, Scientific and Technical
- Management of Companies

The ARC identifies the **five lowest-paying job sectors** as the following:

- Retail Trade
- Administrative/Waste Management
- Educational Services
- Arts, Entertainment & Recreation
- Accommodation and Food Services

Figure 3-2 shows the percent of jobs in the five highest-paying job sectors in Roswell and the surrounding area, while Figure 3-3 shows the percent of jobs in the five lowest-paying job sectors. These figures show that 27–47% of jobs in Roswell are in the five highest-paying job sectors. These jobs are present in large quantities primarily in portions of the City of Atlanta and in northern suburban areas. Between 52% and 70% of jobs in the City of Roswell also fall within the five lowest-paying job sectors.

Figure 3-2 Five Highest-Paying Job Sectors

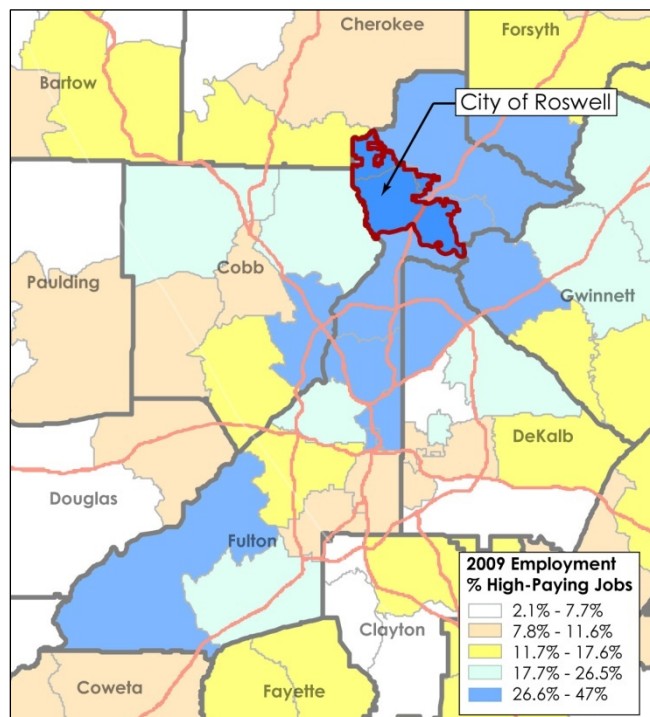
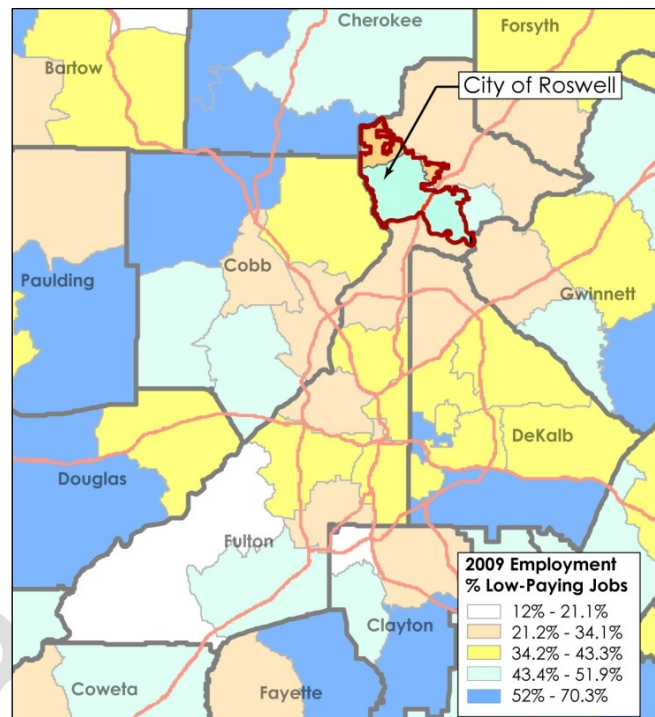


Figure 3-3 Five Lowest-Paying Job Sectors



Source: ARC 20-County Snapshot

The ARC reports<sup>4</sup> that **Metro Atlanta experienced a 9% percent decline in per capita income** between 2000 and 2008. This was the steepest decline of the 30 most populous metro areas in the country. This helps explain the stagnant per capita income level in Roswell. The ARC states there are a number of reasons for this loss in per capita income. The most prominent reasons are **the loss of high- and mid-paying jobs** as well as a change in demographics. The demographic changes included an increase in population, particularly of children, without enough of an increase in jobs to keep pace with the population growth. Additional detailed information regarding household income is available in the Income subsection of the Population section (Section I) in the Technical Appendix.

<sup>4</sup> Atlanta Regional Commission (ARC) *Regional Snapshot, Income and Poverty Trends in Metro Atlanta*. May 2010

### Access to work

As a suburban area, Roswell's transportation system is heavily reliant on the personal car. As shown in Table 3-15, nearly 80% of Roswell residents drove alone to work in 2000, with approximately 10% of residents carpooling. Despite worsening traffic conditions in the Atlanta region, the personal car continues to dominate as the preferred method of commute.

Table 3-15 Means of Transportation to Work for Workers 16 Years and Over, 2000

Means of Transportation to Work for Workers 16 Years and Over, 2000					
	Roswell		Fulton County	Atlanta MSA	Georgia
	Number	Percent	Percent	Percent	Percent
Total:	44,024	100.0%	100.0%	100.0%	100.0%
Drove alone	34,940	79.4%	71.4%	77.0%	77.5%
Carpooled	4,594	10.4%	11.6%	13.6%	14.5%
Public transportation	842	1.9%	9.3%	3.7%	2.3%
Motorcycle	24	0.1%	0.1%	0.1%	0.1%
Bicycle	50	0.1%	0.1%	0.1%	0.1%
Walked	475	1.1%	2.2%	1.3%	1.7%
Other means	585	1.3%	0.9%	0.8%	0.9%
Worked at home	2,514	5.7%	4.4%	3.5%	2.8%

Source: 2000 Census (SF 3)

The increased traffic congestion has resulted in greater travel times to work for residents of the City of Roswell as well as residents throughout the Metro Atlanta area. As Table 3-16 shows, nearly 10% of Roswell residents have a commute of an hour or more, while about **51% of residents have a commute of 30 minutes** or more. See the Transportation Section (Section 8) for additional travel trends, as well as selected survey results regarding Roswell transportation patterns and preferences.



**Table 3-16 Travel Time to Work for Workers 16 Years and Over, 2000**

Travel Time to Work for Workers 16 Years and Over, 2000					
	Roswell		Fulton County	Atlanta MSA	Georgia
	Number	Percent	Percent	Percent	Percent
Total:	44,024	100.0%	100.0%	100.0%	100.0%
Did not work at home:	41,510	94.3%	95.6%	96.5%	97.2%
Less than 5 minutes	449	1.1%	1.7%	1.6%	2.5%
5 to 9 minutes	2,433	5.9%	6.8%	6.3%	9.0%
10 to 14 minutes	4,108	9.9%	11.3%	10.4%	13.7%
15 to 19 minutes	5,259	12.7%	15.4%	13.1%	15.7%
20 to 24 minutes	5,519	13.3%	15.7%	13.3%	14.0%
25 to 29 minutes	2,513	6.1%	6.2%	6.0%	5.6%
30 to 34 minutes	7,136	17.2%	16.3%	16.6%	14.4%
35 to 39 minutes	1,765	4.3%	3.2%	3.7%	2.9%
40 to 44 minutes	2,819	6.8%	4.2%	4.9%	3.5%
45 to 59 minutes	5,497	13.2%	9.5%	12.4%	9.3%
60 to 89 minutes	2,951	7.1%	6.5%	8.6%	6.3%
90 or more minutes	1,061	2.6%	3.2%	3.2%	3.0%
Worked at home	2,514	5.7%	4.4%	3.5%	2.8%

Source: 2000 Census (SF 3)

**Jobs-Housing Balance.** What is the potential for residents to work within the City of Roswell? The ratio between housing to employment opportunities indicate the degree to which, at least theoretically, residents potentially could work near their home, if their occupation fields match the employment needs of Roswell industries. Generally, a ratio above 1.5 (allowing for an average of 1.5 wage earners per household) means that a community has more jobs than its own labor force can accommodate and more than likely imports its workers. Thus, the City's ratio which is 1.5 implies a healthy ratio of jobs to housing (see Table 3-17).

**Table 3-17 2009 Roswell Jobs/Housing Balance**

2009 Roswell Jobs/Housing Balance		
Jobs	Housing Units	Ratio
54,520	35,564	1.5

Source: Jobs - North Fulton Comprehensive Transportation Plan (US Bureau of Labor Statistics, Claritas); Housing - Census 2000, Pond & Company

According to the US Census analysis for 2008, however, only 11% of primary jobs in Roswell are held by those living in the City (see Table 3-18 from the US Census LEDH<sup>5</sup>). See also the Transportation Section (Section 8) for commute shed mapping.

**Table 3-18 Jobs in Places (Cities, CDP's, etc) Where Workers Live**

Jobs in Places (Cities, CDPs, etc.) Where Workers Live		
Location	2008	
	Count	Share
Roswell city, GA	4,378	10.9%
Alpharetta city, GA	1,895	4.7%
Atlanta city, GA	1,776	4.4%
Sandy Springs city, GA	1,425	3.5%
Johns Creek city, GA	1,413	3.5%
Milton city, GA	948	2.3%
Marietta city, GA	546	1.4%
Dunwoody CDP, GA	395	1.0%
Smyrna city, GA	381	0.9%
Woodstock city, GA	353	0.9%
All other locations	26,836	66.5%

### Redevelopment and Market Conditions

The City has undertaken several studies to help determine priorities and establish strategic plans of action to promote economic development and spur redevelopment in the City. The section reports current market data to inform the community about the market and rents in the current economic climate. Following the market trend data, this section presents summaries of City planning and analysis efforts for economic and redevelopment.

**Market Trends: Key Sectors.** The following information summarizes key market indicators – residential retail, office and industrial. Excerpts presented here are taken directly from the Existing Conditions report prepared for the North Fulton Comprehensive Transportation Plan<sup>6</sup> currently underway, with highlights added for emphasis.

<sup>5</sup> LEDH Data is generated from a variety of federal and state data sources therefore the total job numbers will not match others reported herein given different methods and time frame.

<sup>6</sup> The NFCTP is sponsored by all of the North Fulton cities, including Roswell, and the Atlanta Regional Commission. Leading the consultant team is Kimley-Horn and Associates.

- Residential

There were 20,570 housing units sold in 2008 in the North Fulton residential market. There was a 22% decline in total housing units sold between 2007 and 2008 in North Fulton. Resales decreased by 12% and new home sales fell by 45% during this timeframe. Of total sales activity, new home sales constituted approximately 22% of the market activity.

In terms of sales pricing, **North Fulton's median sales prices** declined by six percent from 2007 to 2008, to **\$268,870**. Median resale (\$343,510) price declined by seven percent and new home sale (\$257,630) price decreased by six percent in this same time period.

The decreases in North Fulton's home sales activity are similar to those seen in Fulton County. North Fulton's median sales prices are well above those seen for all of Fulton County. Further, the declines in sales prices in North Fulton are not nearly as dramatic as those experienced in Fulton County as a whole.

- Retail

Along with the rest of the nation, metro Atlanta's retail market is suffering under pressure from the current recession. Perhaps of most impact on the retail market from this recession is what experts are terming as a "reset," meaning a recalibration of personal, corporate, and civic values. Part of this "reset" includes an increase in the personal savings rate and also a rethinking of the meaning of the value in the goods and services we consume. This "reset" will likely have long-term consequences for retailers, developers, investors, and consumers that will remain long after the recession comes to an end.

Looking at the metro area as a whole, **the Atlanta retail market currently consists of 15,920 buildings with approximately 298.1 million square feet of space**. The total retail space in metro Atlanta can be divided into five categories: General Retail (35.8%); Mall (8.8%); Power Center (7.9%); Shopping Centers (46.2%); and Specialty Centers (1.4%). There is a total of 32.0 million square feet of retail space vacant in the market (a vacancy rate of 10.7%). **Rental rates** are being quoted at an average of **\$15.17 per square foot**. During the first three quarters of 2009, there was a total of 3.3 million square feet of retail space delivered. However, there is a year-to-date **negative net absorption of -2.3 million square feet**. There

was approximately 610,000 square feet still under construction at the end of the quarter.

**The Roswell/Alpharetta retail submarket** has a total of 1,043 shopping centers, reflecting approximately 21.2 million square feet of retail space. **The vacancy rate is 12.9%, which is above the metro average.** The average rental rate is above the metro average, at \$17.14 per square foot. Approximately 17,350 square feet have been delivered in this submarket this year, with no retail space under construction currently, according to CoStar. The year-to-date net absorption is negative for the Roswell/Alpharetta retail submarket, at -693,350 square feet.

However, once national economic conditions improve, Atlanta's strong population growth and history of job creation should lead to a rebound in the office market. Until this happens, though, office tenants in metro Atlanta will maintain leverage in dealings with landlords.

- Office

In the North Fulton office market cluster, **rental rates have been making a slow but steady increase** since first quarter of 2006. The peak in average rental rates was seen in the third quarter of 2008; since then, slight declines have been reported each quarter, with a decrease totaling approximately \$0.80 over the last year. Vacancy rates in the North Fulton office market cluster have been increasing since fourth quarter of 2006, with steady and notable increases since fourth quarter of 2008. The peak for office construction in this market cluster seems to have been between third quarter 2007 and second quarter 2008, when approximately five million square feet was constructed. Approximately 181,200 square feet have been delivered in this submarket this year, with another 29,500 square feet under construction currently, according to CoStar. However, the **year-to-date net absorption is negative** for the North Fulton/Forsyth County office submarket, at **-542,400 square feet**.

- Industrial

North Fulton is primarily located within the North Central Atlanta industrial market cluster, which includes the Central Perimeter, Dawson County and North Fulton/Forsyth County submarkets. The North Central Atlanta industrial market cluster accounts for approximately 4.6% of the metro Atlanta industrial market,





with a total of 991 buildings, reflecting approximately 28.2 million square feet of industrial space. **The vacancy rate is (13.8%) slightly above the metro average.** The average rent per square foot (\$6.58) is well above the metro average. Approximately 42,950 square feet have been delivered in this market cluster this year, with no industrial space under construction currently, according to CoStar. However, the year-to-date net absorption is negative for the North Central Atlanta industrial market cluster, at **-283,400 square feet.**

In the North Central Atlanta industrial market cluster, rental rates fluctuated over the course of 2006 and 2007, to arrive at a peak in the third quarter of 2007. Since the end of 2007, average rental rates have been declining, with a significant drop since the second quarter of 2009 in particular. Vacancy rates in the North Central Atlanta industrial market cluster had fluctuations in both 2006 and 2007, and have been steadily rising since second quarter 2008. There was notable industrial construction in this market cluster during 2006 and again in 2008, but not significant in terms of the greater metro market.

In terms of individual submarkets, North Fulton, as defined in this study, is located within the North Fulton/Forsyth County industrial submarket. Since Sandy Springs is included in the definition for this study, it means that Central Perimeter is also a relevant industrial submarket to review as well.

The North Fulton/Forsyth County industrial submarket has 941 buildings, comprising about 27.0 million square feet. **The vacancy rate is 14.1%,** which is above the metro average. **The average rental rate (\$6.56 per square foot) is above the metro average.** Approximately 42,950 square feet have been delivered in this submarket this year, with no industrial space under construction currently, according to CoStar. However, the year-to-date net absorption is negative for the North Fulton/Forsyth County industrial submarket, at -297,200 square feet.

The Central Perimeter industrial submarket has 37 buildings, comprising about 982,900 square feet. The vacancy rate is 6.9%, which is well below the metro average. The average rental rate is well above the metro average, at \$8.29 per square foot. No industrial space has been delivered this year, nor is any industrial space under construction currently in this submarket, according to CoStar. The year-to-date net absorption for the Central Perimeter industrial submarket is 9,400

square feet. *(Section excerpted from North Fulton Comprehensive Transportation Plan, Existing Conditions Report – 2009)*

**Studies and Subarea Plans.** Over the past ten years, the City of Roswell prepared several subarea studies to address economic and re-development needs in the City; two of these efforts fell under the ARC “Livable Centers Initiative” (LCI) program. These studies include market and economic development data for the specific areas studied, and link together market, urban design, transportation and land use to create more livable community conditions. Studies with data and planning relevant to economic development include:

- The Urban Redevelopment Area Plan (draft January 2010)
- Midtown Roswell Livable Centers Initiative
- Atlanta Street and Town Square Livable Centers Initiative
- Town Square Charrette
- Groveway Community Charrette
- 2003 Redevelopment Strategy
- Holcomb Bridge Road East Revitalization Study
- Mimosa Boulevard Report
- Mansell Road Extension Public Participation Meeting,
- Northwest Quadrant Economic Development Analysis (and addendum)
- Transportation Master Plan (adopted in 2006; updated in 2010)
- North Fulton Comprehensive Transportation Plan (in progress)
- Community Choices Groveway Community Study

Once a regional shopping destination, Roswell has seen its retail capacity overtake demand. This trend was documented as early as 2003 in the City’s Redevelopment Strategy, which reported an average 60 square feet of retail space per capita. At that time, the national average of retail space per person in shopping centers was 20 square feet according to statistics published by the National Research Bureau Shopping Center Database. In addition to finding that **Roswell commercial property has excessive retail space** far greater than demand, the report also found that relative to surrounding areas, **average retail rents are lower**, retail structures are in need of updating, and the limited lifespan of big box retail stores and deliberate **vacancies** hurt neighboring retail and contribute to blight.

**The Roswell Urban Redevelopment Plan 2010.** The current Redevelopment Plan is attached to this Technical Addendum as an important reference to be used by the

community when preparing the Community Agenda. It summarizes most of the prior studies and provides detailed vacancy, blight aging housing stock information along with photo-documentation of land use conditions for the following neighborhoods and/or subareas:

- GA 400 and Holcomb Bridge Road
- GA 400 and Old Alabama Node
- Northwest Quadrant of GA 400 (which has neighborhoods targeted by the Neighborhood Stabilization Program)
- Midtown Roswell
- Groveway Community

The plan also describes an impressive **list of projects** already undertaken or identified for each of the areas identified in need of redevelopment.

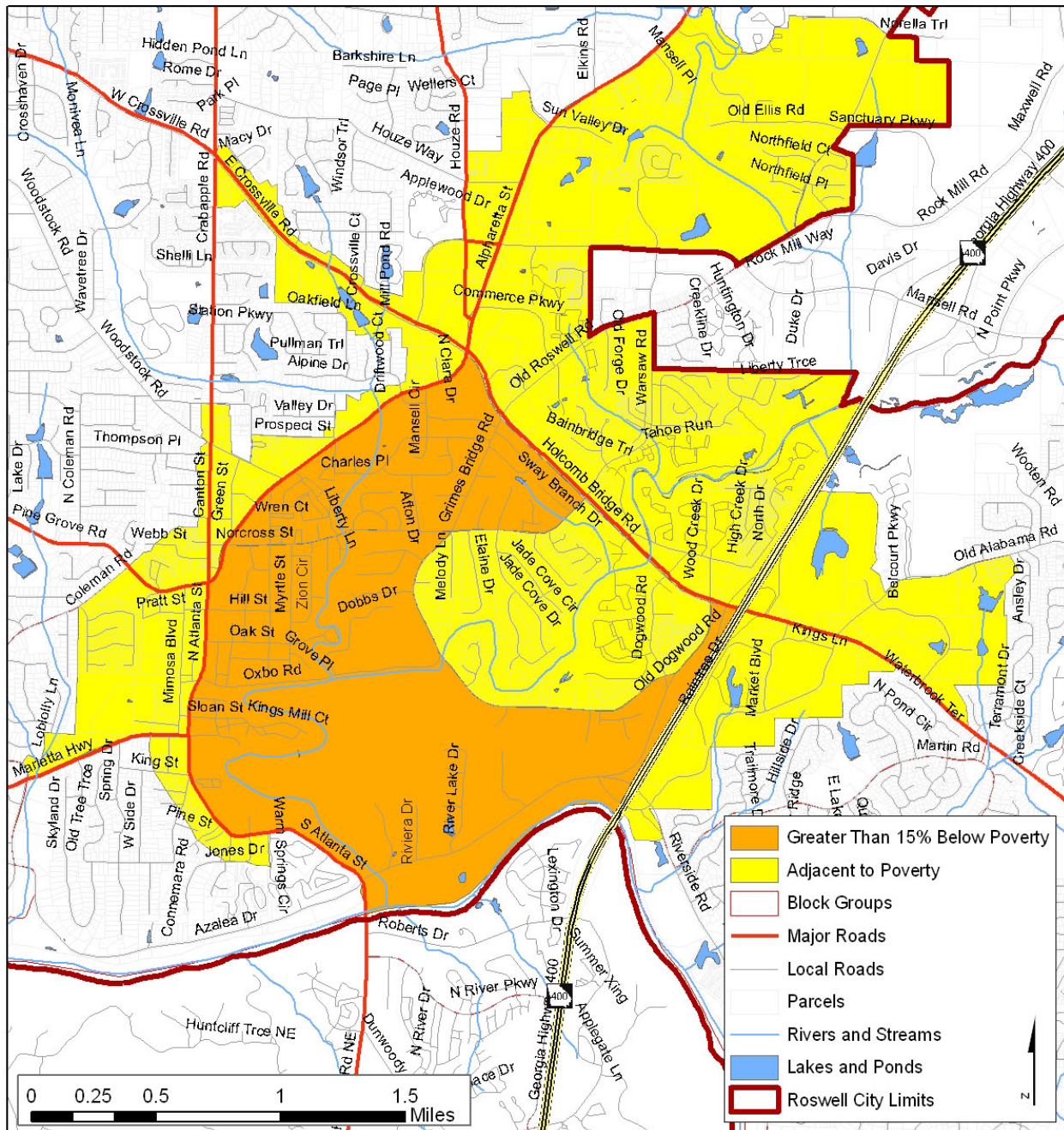
The Urban Redevelopment Area can be described as an older suburban retail district and historic downtown. The boundary is identified below in Figure 3-4, which also indicates areas with greater than 15% poverty rates. Figure 3-5 shows a detail map of the official Opportunity Zone. Many of the properties are slum or blighted. Significant disinvestment, decay and obsolescence exist, especially along the commercial strip corridors that anchor this area.

The City's updated Redevelopment Plan recognizes that Roswell contains the most significant pockets of poverty in the North Fulton area in the 15 percent poverty rate for block groups. These are the only such block groups in Fulton County north of the Chattahoochee River, and the only ones within a six-mile radius in any direction. In addition, two block groups are also CDBG target neighborhoods in which over 51 percent of residents have low-to moderate income. Single-family neighborhoods and multi-family dwelling units in these neighborhoods have numerous code enforcement and structural issues.

The Georgia Urban Redevelopment Law (O.C.G.A. 36-61-1, et. seq.) defines a redevelopment area as "a slum area which the local governing body designates as appropriate for an urban redevelopment project."



Figure 3-4 Urban Redevelopment Map



Source: City of Roswell



A detailed map of the Roswell Opportunity Zone in Georgia. The zone boundary is shown as a thick purple outline, enclosing various green-shaded parcels. Red lines indicate the city limits of Roswell. Blue lines represent rivers and streams, while thin grey lines show local roads. Major roads like Georgia Highway 400 and US-400 are highlighted. A legend in the bottom right corner defines the symbols used. A scale bar at the bottom left shows distances from 0 to 1.5 miles, and a north arrow is located in the bottom right corner. Numerous street names are labeled throughout the map, such as Hidden Pond Ln, Rome Dr, W Crossville Rd, E Crossville Rd, Station Pkwy, Pullman Trl, Alpine Dr, Valley Dr, Prospect St, Thompson Pl, Canton St, Webb St, Coleman Rd, Pratt St, Mimosa Blvd, Hill St, Myrtle St, Oak St, Oxbow Rd, Sloan St, Kings Mill Ct, Azalea Dr, Warm Springs Cir, S Allanta St, Roberts Dr, N River Pkwy, Dunwoody, and others.

Source: City of Roswell



A slum area is defined by law and as such has a lengthy definition. Legally, it is defined as an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime and is detrimental to the public health, safety, morals or welfare due to:

- Dilapidation, deterioration, age, or obsolescence;
- Inadequate provision of ventilation, light air sanitation, or open spaces;
- High density of population and overcrowding;
- Existence of conditions which endanger life or property by fire and other causes, or;
- Any combination of such factors.

Slum area also means an area which substantially impairs or arrests the sound growth of a municipality or county, retards the provisions of housing accommodations, or constitutes an economic or social liability and is a menace to public health, safety, morals and welfare in its present condition and use due to:

- The presence of a substantial number of slum, deteriorated, or deteriorating structures;
- Predominance of defective or inadequate street layout;
- Faulty lot layout in relation to size, adequacy, accessibility or usefulness;
- Unsanitary or unsafe conditions;
- Deterioration of site or other improvements;
- Tax or special assessment delinquency exceeding the fair market value of the land;
- The existence of conditions which endanger life or property by fire and other causes;
- Having development impaired by an airport and related transportation noise or by related environmental factors; or
- Any combination of such factors.

**Midtown Roswell Redevelopment Plan.** In 2003, the City studied Midtown Roswell and compiled the results in the Midtown Roswell Redevelopment Plan. The City commissioned an economic analysis and redevelopment strategy by the Bleakly Advisory Group in 2007. The analysis covered the 205-acre Midtown Redevelopment Plan area. The study found the following:

- Population growth is moderate – After no real growth from 1990 to 2000, the population growth of the area increased to 9.8% from 2000 to 2006. It is projected to slow slightly to 6.2% over the next five years.
- Area residents are older and not as ethnically diverse as the surrounding areas – 84.9% of the study area is white and 11.7% identify themselves as Hispanic or Latino. The median age in the study area is 49.1 and almost one-third of residents are over the age of 65.
- Educational attainment is modest – In the Midtown Roswell study area, one in four persons lacks a high school diploma.
- Incomes are somewhat modest – The median household income is \$65,948, approximately **25% lower than the median household income** in the City of Roswell or North Fulton County.
- The housing stock is largely **owner-occupied single family** attached and detached and of lower average value than the surrounding areas – 84.1% of the housing in the study area is one or two units (townhomes) and 77.9% of housing is owner-occupied. The **median value of a home** in the study area, \$241,892, is approximately **ten to twenty percent lower** than the median home values in the City of Roswell and North Fulton County.

**Atlanta Street and Town Square LCI Study Area.** The Roswell Town Square/Atlanta Street Corridor study area encompassed approximately 625 acres along a 1.5 mile stretch of Atlanta Street between the Chattahoochee River to the south and Norcross Street to the north. The study area included historic downtown Roswell including Town Square, Mimosa Boulevard, Canton Street and the area around Oak Street that is also within a separate study area called the Grove Way Community. Regarding economic considerations, the Atlanta Street/Town Square LCI Study made the following key findings:

- The **balance between jobs and housing** in Roswell, as well as the study area, is healthy, creating the opportunity for a community where residents can both live and work.
- Within the study area, retail, accommodation and food services jobs make up only 8% of overall employment. The study area is weighted heavily toward **government jobs (43%)**, with a secondary focus on **business and legal service jobs (11%)**. These sectors comprise 13% and 17% respectively of the Atlanta MSA. This may signify an opportunity to continue to expand these higher-paying, white-collar sectors, which can tend to locate in and enhance urbane, mixed-use settings.

- The demographic composition of the study area's households is **slightly older, less affluent**, and comprised of more one- and two- person households than the city as a whole. This may point to an opportunity to develop more residential units that cater to smaller household sizes and more moderate price points
- The performance of existing residential units in the local area has been mixed. The current slowdown in for-sale housing has impacted the area somewhat, but the unique nature of the corridor, including the historical and environmental assets, **should allow for the addition of successful residential products** in the future. While the apartment market continues to thrive and rental market opportunities may present themselves, there tends to be a local preference for owner-occupied housing.
- The **market conditions** for commercial land uses in the area appear healthy. The newest or most recently renovated spaces appear to outperform the more out-dated space.
- Providing housing options for mature couples already residing in the study area and for those **aging in place** throughout North Fulton will be an increasingly important opportunity for the City, particularly in the study area. These options could include smaller-lot detached products, townhouses, age-targeted quads, and potential condo flats.

### City initiatives and programs

The City of Roswell plans to prepare a strategic Economic Development Plan during 2010; it will coincide with the development of the Community Agenda.

The City also anticipates **an \$8 million dollar parcel acquisition** to stimulate the redevelopment identified within the Redevelopment Plan. The actual dollar amount will depend upon negotiation with property owners and funding alternatives.

The City hopes to acquire some of these properties with owner donations, which could make this figure lower. Acquisition is being negotiated for transportation connectivity improvements adjacent to Atlanta Street between the Square and City Hall, the proposed Northern connector (a.k.a. Big Creek Bridge Road) across GA 400, the industrial/office area from Old Ellis Road to Old Roswell Road, and Atlanta Street south of the Square. There will be no condemnation except as allowed under the Urban Redevelopment Law in order to clear a clouded title (friendly condemnation), or in cases of threats to public health and safety.

To optimize all potential funding sources, Roswell has also reviewed and considered several areas where a potential **Tax Allocation District** would function well.

Finally, the City has already invested or coordinated funding to make improvements within the redevelopment areas, and such investments send market signals to the investment community about City commitment (see complete listing in *Urban Redevelopment Plan - draft 2010*). Several improvements are planned, underway or have already occurred in the plan area. Many of these are transportation projects. The following is a list of projects related to redevelopment in the Urban Redevelopment Area:

***Conceptually Approved***

- Town Square Pedestrian Improvements
- Atlanta Street Streetscape
- Housing Authority Infrastructure Improvements
- Oxbo Road Realignment
- South Atlanta Street Streetscape
- Mansell Road Extension

***Approved for Design***

- Grimes Bridge Road Roundabout
- Roswell Housing Authority Site Redevelopment
- Swaybranch Dam Repair
- Swaybranch Road Connection

***Approved for Construction***

- Oak Street Streetscape
- Alpharetta Highway Streetscape
- Swaybranch Road Waterline
- Warsaw Road and Elaine Drive Waterline
- Norcross Road at Crestview Circle Drainage
- Construction Underway
- Holcomb Bridge Road Sidewalk Construction
- Holcomb Bridge Road Median Construction
- Old Roswell Road/Westside Parkway Improvements
- Holcomb Bridge Road and SR 9 Intersection Improvements

***Completed***

- Grimes Bridge Road Bridge Replacement
- Traffic Calming in CDBG target neighborhood
- Old Dogwood Road and Riverside Drive Beautification



- Mimosa Boulevard Extension
- Charles Place Waterlines
- Atlanta Street Waterlines
- Fiber Optic Network in Downtown
- Hembree Road Bridge Replacement
- Steeplechase-Fouts Trail Connection
- Intersection Improvement at Crabapple and Chaffin Roads
- Intersection Improvement at Crabapple and Hardscrabble Roads

### **Economic Resources**

The City of Roswell benefits from several economic programs offered at the state level. The Georgia Department of Community Affairs offers financial and economic programs such as financing, tax credits and development tools. Furthermore, the City has a grants manager to facilitate the pursuit of economic development resources. These programs offer incentives to create and protect businesses and jobs. Some of these programs include:

#### **1. Financing Programs:**

- Bond Allocation Program
- CDBG Loan Guarantee Program (Section 108 Program)
- Community Development Block Grant Program (CDBG)
- Downtown Development Revolving Loan Fund (DDRLF)
- Employment Incentive Program (EIP)
- Life Sciences Facilities Fund
- Local Development Fund
- Neighborhood Stabilization Program (HUD)
- One Georgia Programs (EDGE and Equity)
- Redevelopment Fund Program
- Regional Assistance Program (RAP)
- Regional Economic Business Assistance (REBA) Program
- Georgia Heritage Grant Program

- Home Investment Partnership Program
- Historic Preservation Fund Grant

#### **2. Downtown Development Programs:**

- Downtown Development Revolving Loan Fund (DDRLF)
- Local Development Fund
- Redevelopment Fund Program (CDBG)
- Redevelopment Opportunities in Georgia

#### **3. Tax Credit Programs**

- Georgia Job Tax Credit Program
- Housing Tax Credit Program
- Opportunity Zones

#### **4. Development Tools:**

- Enterprise Zones
- Local Development Fund
- Opportunity Zones
- Regional Economic Assistance Project (REAP)

### **Economic Development Agencies**

Additional economic development related agencies in Roswell and Fulton County include the following:

- **Historic Roswell Convention & Visitors Bureau**  
Information about the City of Roswell is provided to residents, visitors, business, and the media through the Historic Roswell Convention & Visitors Bureau. The Bureau focuses on attractions, events, natural resource, businesses, shopping, restaurants, and lodging. Additional information about the Bureau may be found on their website at [www.visitroswellga.com](http://www.visitroswellga.com) or at their office at 617 Atlanta Street in downtown Roswell.
- **Rotary Club of Roswell**  
The mission of Rotary International, a worldwide association of Rotary clubs, is to provide service to others, promote high ethical standards, and advance world understanding, goodwill, and peace through its fellowship of business, professional, and community leaders. The vision of Rotary International is to be universally recognized for our commitment to Service Above Self to advance world understanding, goodwill, and peace. The Rotary Club of Roswell brings together business leaders to serve the community through events and projects such as River Clean-Up days, Habitat-for-Humanity work, and scholarships for local students. Additional information is available on their website at <http://www.roswellrotary.com/index.php?id=1>
- **Greater North Fulton Chamber of Commerce**  
The mission of the Greater North Fulton Chamber of Commerce is to promote and maintain a positive environment in which both the new and existing businesses can thrive. The GNFCC is a proactive non-profit business advocacy and community development organization. GNFCC fosters strong business-to-government relations, aggressively supports infrastructure improvements, and provides opportunities for businesses to strengthen their position in the community. In a leadership role, the GNFCC is able to provide one voice for all local businesses to influence decision-makers, recommend legislation, and protect the resources that make North Fulton a popular place to live. More information is available at <http://www.gnfcc.com/>.

- **Fulton County Economic Development Department**  
The Fulton County Economic Development Department markets and promotes Fulton County through comprehensive programs designed to promote the location of new and expanding business. Marketing, Financial Services and Business Services are the three divisions of the Economic Development Department. The services provided are designed to encourage residential, commercial and industrial growth in Fulton County, thereby creating jobs and expanding the tax base.
- **The Metro Atlanta Chamber of Commerce**  
Provides numerous economic development services in the Atlanta Region. Over the past several years, the Metro Chamber has formed public/private initiatives that address regional issues such as transportation, water resources and growth. Their work has led to the formation of the Georgia Regional Transportation Alliance and the North Georgia Water Quality Resource. More recently, the Metro Growth Quality Task Force studied population growth, housing, land use and transportation.
- **Georgia Indo-American Chamber of Commerce (GIACC)**  
The GIACC seeks to contribute to the development and improvement of economic, commercial and financial relations between India and the Southeastern United States, particularly the State of Georgia. The Chamber provides networking, education and resources for partnerships and business opportunities. For more information see [www.giacc.org](http://www.giacc.org)
- **The Georgia Hispanic Chamber of Commerce (GHCC)**  
The GHCC formally incorporate in 1991, developing from a former business association established in 1986. The GHCC mission is to: "to promote and support the domestic and international economic development of Hispanic businesses and individuals, and to serve as a link between non-Hispanic entities and the Hispanic market." In addition to member services, the GHCC operates an education center – the Hispanic American Center for Economic Development (HACED). For more information, go to [www.GHCC.org](http://www.GHCC.org).

## Education and Training Resources

There are a range of training opportunities available in proximity to the City of Roswell. The following agencies provide academic and training programs:

- **Private Assistance**  
There are many social service agencies which provide job training and job finding assistance to people as well as help in taking their GED.



- Atlanta Regional Workforce Board  
The Atlanta Regional Commission coordinates the local regional workforce board which provides job training and job seeking resources to Atlanta Region residents, including Fulton County residents.
- Vocational and Technical Schools  
Numerous vocation and technical schools in the Metro Atlanta area, such as Atlanta Area Tech and Georgia Perimeter College, teach students skills in the areas of business and computers; nursing and medical assistance; legal and business professions; personal services; technical and mechanical fields; design fields and languages.
  - Lanier Technology Institute in Forsyth County (13 miles north along GA 400 from Roswell) offers programs in personal and public services, health, business and computer, and technical and industrial vocations.
  - Georgia Perimeter College routinely offers select base math and English courses at the Roswell High School, in addition to their academic programs at the campuses located near Roswell such as Dunwoody, Alpharetta and Tucker.
  - The Gwinnett Technical College State Board of Technical College Education voted in 2010 to move North Fulton into Gwinnett Technical College's service area. This is the beginning of a partnership that will allow a technical college to be built in the North Fulton subregion.
- Fulton County Human Services Department  
The Fulton County Workforce Preparation Employment Service offers a variety of services through four "one-stop" career centers and 22 electronic access network sites strategically located throughout Fulton County. Employment and training services, as well as associated supportive services are provided to area youth, adults and dislocated workers. Through these facilities, and in collaboration with numerous state and local agencies and organizations, employers and job seekers alike have access to free individualized services that link current labor market and financial information, employment readiness, skill upgrade and support services to a single unified system.
- Electronic Access Network  
The Georgia Department of Labor has developed an automated system that supports the delivery of Workforce Investment Act (WIA) services and meets WIA reporting and performance accountability requirements. These automated systems are part of Georgia's One Stop Career Network and are known in Fulton County as the Electronic Access Network Sites. Services provided include



Outreach and Recruitment Assistance, Labor Market Information, Unemployment Insurance Information, Hiring Incentive Information, Tax Credit Information, Job Ready Candidates for Vacancies, Job Training Resources, Space for Interviewing Candidates, Rapid Response Information, Training Information

- Youth Services

The Fulton County Youth Services Program (provided by the Human Services Department) is designed to provide assistance to youth in obtaining vocational training and unsubsidized employment. The program targets in-school, out of school and at-risk youth. These services are provided through collaborations with existing providers. Where gaps in service exist, services are purchased through community providers.

In addition to County programs, there are also some state programs that provide job training services for qualified businesses. Georgia's Quick Start program offers businesses job training opportunities for their employees free of charge. The program is one of the state's key assets for supporting new and expanding industries. Quick Start delivers training in classrooms, mobile labs or directly on the plant floor, wherever it works best for a company. To ensure that all economic development personnel are prepared with the latest skills and strategies for workforce training, Quick Start also administers an ongoing program for professional development, the Certified Economic Developer Trainer program. Regional Headquarters serving the Atlanta region are located in midtown Atlanta.



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## 4. HOUSING

### Housing Types and Mix

The City of Roswell's housing stock is characterized primarily by single family, detached homes. This housing type, as shown in Table 4-1, made up over **61% of the housing units** in the year 2000. The dominance of single family homes in the City is a trend common throughout North Fulton County, which was relatively undeveloped prior to rapid suburbanization in the late 1980s and throughout the 1990s. Immediately adjacent to the major roadways, which feature the majority of city commercial development, more diverse housing types – attached units and multi-family – exist. Multi-family housing is located primarily near the interchange of GA 400 and Holcomb Bridge Road, although some of these housing types are also found near the historic downtown area.

**Table 4-1 Census 2000 Housing Units by Units in Structure and Occupancy**

Census 2000 Housing Units by Units in Structure and Occupancy				
Size of Structure	Housing Units		Occupied Units	
	Number	Percent	Number	Percent
<b>Total</b>	<b>31,389</b>	<b>100.0%</b>	<b>30,304</b>	<b>100.0%</b>
1, Detached	19,259	61.4%	18,974	62.6%
1, Attached	2,186	7.0%	2,128	7.0%
2	324	1.0%	312	1.0%
3 to 4	1,081	3.4%	1,038	3.4%
5 to 9	2,529	8.1%	2,437	8.0%
10 to 19	3,797	12.1%	3,340	11.0%
20 to 49	987	3.1%	893	2.9%
50 or More	1,152	3.7%	1,108	3.7%
Mobile Home	65	0.2%	65	0.2%
Other	9	0.0%	9	0.0%

Source: ESRI Business Analyst Online (Census 2000)

Table 4-2 shows an estimate of housing units by structure for 2008. This table shows that the number of single-family detached housing units increased between 2000 and 2008. However, single-family detached housing units made up 61.4% of housing units in the City in 2000, but made up 59.2% of housing units in 2008. This is due to the increase in attached/multi-family housing units in the City during this time period. It should also be noted that there were 65 mobile homes in the City in the year 2000, and none were reported in the 2008 Census American Community Survey (ACS) estimate. As the ACS is

a survey estimate, the 2008 data should not be considered definitive. The same is true for "Other" housing units, which includes boats, RVs, and vans.

**Table 4-2 2008 Estimate of Housing Units by Units in Structure**

2008 Estimate of Housing Units by Units in Structure		
Size of Structure	Housing Units	
	Number	Percent
<b>Total</b>	<b>38,771</b>	<b>100.0%</b>
1, Detached	22,961	59.2%
1, Attached	4,320	11.1%
2	221	0.6%
3 to 4	379	1.0%
5 to 9	1,938	5.0%
10 to 19	5,641	14.5%
20 or More	3,311	8.5%
Mobile Home	0	0.0%
Other	0	0.0%

Source: Census 2008 American Community Survey

## Condition and Occupancy

The bulk of housing in North Fulton County, including Roswell, was built since 1980. As shown in Table 4-3, over 70% of the housing stock in the City of Roswell in the year 2000 was built in 1980 and beyond. The Census American Community Survey estimates that as of 2008, approximately 9% of all housing units were built in the year 2000 or later. Housing growth continued to take place from 2000 to 2010, but has begun to slow in recent years. This is due to the fact that the City has become largely built-out and few large tracts of undeveloped land remain available. Housing development in recent years has generally been on smaller tracts of land, filling gaps between existing developments.

In the City of Roswell, the majority of housing units are owned by their occupants, as shown in Table 4-4. In 2000, nearly **65% of all housing units were owner occupied**. By 2010, it is estimated that owner occupied housing units have dropped to just below 60%. **Vacant housing** units are estimated to have increased from 3.5% of the total housing units in 2000 to **6.2% in 2010**.



Table 4-3 Roswell: Year 2000 Housing Units by Year Structure Built

Roswell: Year 2000 Housing Units by Year Structure Built		
Year Built	Number	Percent
<b>Total:</b>	<b>31,389</b>	<b>100.0%</b>
1999 to March 2000	882	2.8%
1995 to 1998	4,341	13.8%
1990 to 1994	3,952	12.6%
1980 to 1989	13,424	42.8%
1970 to 1979	6,088	19.4%
1969 or Earlier	2,702	8.6%
<b>Median Year Structure Built</b>	<b>1985</b>	

Source: Census 2000, Summary Table 3

Table 4-4 Roswell Housing Units by Occupancy Status and Tenure

Roswell Housing Units by Occupancy Status and Tenure				
	Census 2000		2010 Estimate	
	Number	Percent	Number	Percent
<b>Total Housing Units</b>	31,300	100.0%	36,038	100.0%
Occupied	30,207	96.5%	33,804	93.8%
Owner	20,227	64.6%	21,551	59.8%
Renter	9,980	31.9%	12,217	33.9%
Vacant	1,093	3.5%	2,234	6.2%

Source: 2000 Census; ESRI Business Analyst Online; Projections by Pond &amp; Company

As shown in Table 4-5, in the year 2000, over half of vacant housing units in the City of Roswell were for rent, while less than 20% were for sale. It should be noted that over 9% of the vacant units are used for seasonal or occasional use.

Table 4-5 Roswell Census 2000 Vacant Housing Units by Status

Roswell Census 2000 Vacant Housing Units by Status		
	Number	Percent
<b>Total</b>	<b>1,093</b>	<b>100.0%</b>
For Rent	560	51.2%
For Sale Only	199	18.2%
Rented/Sold, Unoccupied	105	9.6%
Seasonal/Recreational/Occasional Use	99	9.1%
For Migrant Workers	1	0.1%
Other Vacant	129	11.8%

Source: ESRI Business Analyst Online (Census 2000)

Table 4-6 provides a breakdown of occupied housing units and owner occupied housing units by age in the year 2000. As the table shows, younger people are more likely to live in rental housing than owner occupied housing. When the age of householder is less than 25, then less than 10% of housing units are owner-occupied. However, when the age of the householder is 35 or older, housing units in nearly every age group are primarily owner occupied.

**Table 4-6 Census 2000 Occupied Housing Units by Age of Householder and Home Ownership**

Census 2000 Occupied Housing Units by Age of Householder and Home Ownership			
Age	Occupied Units	Owner Occupied Units	
		Number	% of Occupied Units
<b>Total</b>	<b>30,207</b>	<b>20,227</b>	<b>67.0%</b>
15 - 24	1,290	124	9.6%
25 - 34	6,325	2,645	41.8%
35 - 44	7,812	5,394	69.0%
45 - 54	7,377	5,961	80.8%
55 - 64	4,019	3,445	85.7%
65 - 74	1,832	1,585	86.5%
75 - 84	1,197	899	75.1%
85+	355	174	49.0%

Source: ESRI Business Analyst Online (Census 2000)

As Table 4-7 below shows, in the year 2000, owner occupied housing units in the City of Roswell vary by race. If the City of Roswell determines homeownership an important goal, programs for first time home owners or outreach in non-English written material may help target certain groups achieve home ownership in the community.

Table 4-7 Census 2000 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership

Census 2000 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership			
Race/Ethnicity	Occupied Units	Owner Occupied Units	
		Number	% of Occupied Units
<b>Total</b>	<b>30,207</b>	<b>20,227</b>	<b>67.0%</b>
White Alone	25,507	18,691	73.3%
Black Alone	2,554	755	29.6%
American Indian Alone	51	24	47.1%
Asian Alone	927	495	53.4%
Pacific Islander Alone	10	8	80.0%
Some Other Race Alone	712	85	11.9%
Two or More Races	446	169	37.9%
Hispanic Origin	1981	444	22.4%

Source: ESRI Business Analyst Online (Census 2000)

### Cost of Housing

Roswell's median housing value in 2000 was \$204,718 and was **estimated at \$192,849 in 2009**. Falling housing prices have become common throughout the nation due to the recent economic recession. As shown in Table 4-8, an increase to \$193,295 is projected by 2014.

Housing values in 2009 provide additional details about housing costs in the City of Roswell. Over 80% of all housing units cost between \$100,000 and \$499,999. **7.4% of housing units cost between \$70,000 and \$100,000**, and **8.8% of housing units cost \$500,000 or greater**. While there are few very inexpensive housing units in Roswell, there are also few expensive housing units, meaning most units are more moderately priced. In fact, approximately 43% of all housing units fall in the \$100,000 to \$199,999 price range.

Table 4-9 shows that about 63% of homeowners had monthly housing costs in 2000 between \$1,000 and \$2,499. About 10% had costs less than \$1,000, while about 14% had costs of \$2,500 or more. The **median monthly owner cost for units with a mortgage was \$1,624 in 2000**, and is estimated by the ACS to be \$2,073 in 2008.

Table 4-8 Roswell Owner Occupied Housing Units by Value

Roswell Owner Occupied Housing Units by Value						
	Census 2000		2009		2014	
	Number	Percent	Number	Percent	Number	Percent
<b>Total</b>	<b>20,349</b>	<b>100.0%</b>	<b>22,919</b>	<b>100.0%</b>	<b>25,089</b>	<b>100.0%</b>
< \$10,000	20	0.1%	63	0.3%	68	0.3%
\$10,000 - \$14,999	0	0.0%	2	0.0%	2	0.0%
\$15,000 - \$19,999	53	0.3%	61	0.3%	68	0.3%
\$20,000 - \$24,999	10	0.0%	42	0.2%	45	0.2%
\$25,000 - \$29,999	9	0.0%	24	0.1%	27	0.1%
\$30,000 - \$34,999	10	0.0%	22	0.1%	24	0.1%
\$35,000 - \$39,999	7	0.0%	21	0.1%	22	0.1%
\$40,000 - \$49,999	26	0.1%	46	0.2%	50	0.2%
\$50,000 - \$59,999	44	0.2%	69	0.3%	78	0.3%
\$60,000 - \$69,999	114	0.6%	199	0.9%	221	0.9%
\$70,000 - \$79,999	249	1.2%	388	1.7%	422	1.7%
\$80,000 - \$89,999	359	1.8%	478	2.1%	529	2.1%
\$90,000 - \$99,999	381	1.9%	824	3.6%	900	3.6%
\$100,000 - \$124,999	1,304	6.4%	3,243	14.1%	3,560	14.2%
\$125,000 - \$149,999	2,133	10.5%	2,376	10.4%	2,584	10.3%
\$150,000 - \$174,999	2,675	13.1%	2,165	9.4%	2,347	9.4%
\$175,000 - \$199,999	2,444	12.0%	2,012	8.8%	2,183	8.7%
\$200,000 - \$249,999	3,566	17.5%	3,442	15.0%	3,736	14.9%
\$250,000 - \$299,999	2,631	12.9%	1,931	8.4%	2,119	8.4%
\$300,000 - \$399,999	2,464	12.1%	2,502	10.9%	2,764	11.0%
\$400,000 - \$499,999	909	4.5%	981	4.3%	1,080	4.3%
\$500,000 - \$749,999	747	3.7%	1,611	7.0%	1,796	7.2%
\$750,000 - \$999,999	136	0.7%	161	0.7%	175	0.7%
\$1,000,000 +	58	0.3%	256	1.1%	289	1.2%
<b>Median Value</b>	<b>\$204,718</b>		<b>\$192,849</b>		<b>\$193,295</b>	
<b>Average Value</b>	<b>\$240,164</b>		<b>\$247,930</b>		<b>\$249,035</b>	

Source: ESRI Business Analyst Online (Census 2000)



Table 4-9 Census 2000 Specified Owner Occupied Housing Units by Selected Monthly Owner Costs

Census 2000 Specified Owner Occupied Housing Units by Selected Monthly Owner Costs		
Housing Costs	Number	Percent
<b>Total</b>	<b>18,918</b>	<b>100.0%</b>
With Mortgage	16,477	87.1%
< \$200	0	0.0%
\$200 - \$299	0	0.0%
\$300 - \$399	0	0.0%
\$400 - \$499	73	0.4%
\$500 - \$599	141	0.7%
\$600 - \$699	174	0.9%
\$700 - \$799	387	2.0%
\$800 - \$899	553	2.9%
\$900 - \$999	600	3.2%
\$1000 - \$1249	2,351	12.4%
\$1250 - \$1499	2,878	15.2%
\$1500 - \$1999	4,354	23.0%
\$2000 - \$2499	2,395	12.7%
\$2500 - \$2999	1,314	6.9%
\$3000+	1,257	6.6%
With No Mortgage	2,441	12.9%
Median Monthly Owner Costs for Units with Mortgage	\$1,624	
Average Monthly Owner Costs for Units with Mortgage	\$1,785	

Source: ESRI Business Analyst Online (Census 2000)

Over 78% of all rental units in Roswell in 2000 had rents in the range of \$600 to \$999, as shown in Table 4-10. The median rent in Roswell, was \$780. The ACS estimated that the median rent had increased to **\$969 in 2008**.

2007 data for the specific area of Roswell's Northwest Quadrant (GA 400 and Holcomb Bridge Road) indicated that within a 2-mile range, monthly rents ranged from \$700 - \$1,158, with an average of \$868.

For households to meet their budget needs, no more than one-third of the income should cover the costs of housing. Several calculations can help determine whether housing is affordable to residents.

The low end of the rent ranges reported, \$700, is affordable to those earning \$25,000 or greater; this means around 8% of all households in Roswell cannot afford this level of rent. The median rent – \$969 – would be affordable to those earning \$34,884 or more. In 2009, 12.3% of the households earned less than \$35,000.

Table 4-10 Census 2000 Specified Renter Occupied Housing Units by Contract Rent

Census 2000 Specified Renter Occupied Housing Units by Contract Rent		
Rental Costs	Number	Percent
<b>Total</b>	<b>9,929</b>	<b>100.0%</b>
Paying Cash Rent	9,757	98.3%
< \$100	77	0.8%
\$100 - \$149	34	0.3%
\$150 - \$199	31	0.3%
\$200 - \$249	19	0.2%
\$250 - \$299	26	0.3%
\$300 - \$349	83	0.8%
\$350 - \$399	60	0.6%
\$400 - \$449	78	0.8%
\$450 - \$499	83	0.8%
\$500 - \$549	113	1.1%
\$550 - \$599	234	2.4%
\$600 - \$649	731	7.4%
\$650 - \$699	1,135	11.4%
\$700 - \$749	1,408	14.2%
\$750 - \$799	1,292	13.0%
\$800 - \$899	2,334	23.5%
\$900 - \$999	872	8.8%
\$1000 - \$1249	541	5.4%
\$1250 - \$1499	242	2.4%
\$1500 - \$1999	123	1.2%
\$2000 +	241	2.4%
No Cash Rent	172	1.7%
Median Rent	\$780	
Average Rent	\$821	
Average Gross Rent (with Utilities)	\$942	

Source: ESRI Business Analyst Online (Census 2000)

## Cost Burdened Households

The US Department of Housing and Urban Development prepares data from the Census to identify how many households are “cost burdened” – that is, are paying more than 30% or more of their income on housing or are “severely cost burdened” – that is, paying more than 50% of their income for housing. The data also includes information regarding the percent of households that experience any housing problems, such as inadequate structures or overcrowding.

In 2000, **23% of Roswell households were cost burdened**, and **9.2%** of the population experienced a **severe cost burden** from housing expenditures. 62.2% of cost burdened renter households were **elderly**, and **24% of home-owner, cost-burdened households were elderly** (Table 4-11).

Table 4-11 Roswell Households by Type, Income, & Housing Problem: Total Households

Roswell Households by Type, Income, & Housing Problem: Total Households						
Renters	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Renters	Total Households (Owners and Renters)
Total Households	818	4,034	958	4,132	9,942	30,281
% with any housing problems	65.3%	33.1%	70.8%	31.5%	38.7%	26.1%
% Cost Burden >30%	62.2%	28.4%	28.6%	28.0%	31.0%	23.3%
% Cost Burden >50%	38.5%	10.2%	14.1%	13.1%	14.1%	9.2%
Owners	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Owners	
Total Households	2,987	12,151	1,874	3,327	20,339	
% with any housing problems	24.3%	17.5%	20.8%	24.6%	20.0%	
% Cost Burden >30%	23.9%	17.2%	19.4%	24.3%	19.5%	
% Cost Burden >50%	10.3%	5.9%	5.5%	8.1%	6.9%	

Source: Census 2000, CHAS data 2000 provided by the US Department of Housing and Urban Development (HUD)

Tables 4-12 through 4-15 report cost-burdened households in categories related to the median income for Roswell. Tables 4-12 and 4-13 report groups of households that earned 30% or less and those who earn between 30 and 50% of the median family income (MFI). The MFI was \$85,946. In 4-12, it shows that 78% of all renters and homeowners who earned \$25,284 (30% of the MFI) or less were considered cost burdened. Table 4-13 shows that for those who earn between \$25,284 and \$42,913 (that is 30% to 50%, respectively, of the MFI), 80% were considered cost-burdened in 2000.

**Table 4-12 Roswell Households by Type, Income, & Housing Problem:**

**Household Income <=30% of Median Family Income (MFI)**

Roswell Households by Type, Income, & Housing Problem: Household Income <=30% of Median Family Income (MFI)						
Renters	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Renters	Total Households (Owners and Renters)
Household Income <=30% MFI	180	275	135	404	994	1,515
% with any housing problems	80.6%	87.3%	100.0%	85.1%	86.9%	82.9%
% Cost Burden >30%	80.6%	80.0%	77.8%	80.2%	79.9%	78.3%
% Cost Burden >50%	66.7%	76.4%	77.8%	79.2%	76.0%	71.2%
Owners	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Owners	
Household Income <=30% MFI	229	118	20	154	521	
% with any housing problems	82.5%	96.6%	100.0%	44.8%	75.2%	
% Cost Burden >30%	82.5%	96.6%	100.0%	44.8%	75.2%	
% Cost Burden >50%	65.5%	83.9%	100.0%	35.7%	62.2%	

Source: Census 2000, CHAS data 2000 provided by the US Department of Housing and Urban Development (HUD)

**Table 4-13 Roswell Households by Type, Income, & Housing Problem:**

**Household Income >30% to <=50% of Median Family Income (MFI)**

Roswell Households by Type, Income, & Housing Problem: Household Income >30% to <=50% of Median Family Income (MFI)						
Renters	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Renters	Total Households (Owners and Renters)
Household Income >30% to <=50% MFI	143	439	114	244	940	1,547
% with any housing problems	76.2%	96.6%	86.8%	95.9%	92.1%	81.3%
% Cost Burden >30%	76.2%	96.6%	83.3%	95.9%	91.7%	80.4%
% Cost Burden >50%	52.4%	33.0%	17.5%	71.7%	44.1%	46.4%
Owners	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Owners	
Household Income >30% to <=50% MFI	289	195	34	89	607	
% with any housing problems	44.6%	84.6%	70.6%	83.1%	64.6%	
% Cost Burden >30%	41.2%	84.6%	70.6%	83.1%	62.9%	
% Cost Burden >50%	22.1%	79.5%	41.2%	78.7%	49.9%	

Source: Census 2000, CHAS data 2000 provided by the US Department of Housing and Urban Development (HUD)



**Table 4-14 Roswell Households by Type, Income, & Housing Problem: Household Income >50% to <=80% of Median Family Income (MFI)**

Roswell Households by Type, Income, & Housing Problem: Household Income >50% to <=80% of Median Family Income (MFI)						
Renters	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Renters	Total Households (Owners and Renters)
Household Income >50% to <=80% MFI	180	915	280	824	2,199	3,925
% with any housing problems	80.6%	53.6%	85.7%	52.7%	59.5%	59.2%
% Cost Burden >30%	75.0%	45.9%	25.0%	52.2%	48.0%	52.1%
% Cost Burden >50%	38.9%	6.0%	3.6%	3.6%	7.5%	15.0%
Owners	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Owners	
Household Income >50% to <=80% MFI	604	593	200	329	1,726	
% with any housing problems	34.6%	73.0%	67.5%	72.6%	58.9%	
% Cost Burden >30%	33.9%	71.7%	60.0%	72.6%	57.3%	
% Cost Burden >50%	10.8%	40.5%	20.0%	24.3%	24.6%	

Source: Census 2000, CHAS data 2000 provided by the US Department of Housing and Urban Development (HUD)

**Table 4-15 Roswell Households by Type, Income, & Housing Problem: Household Income >80% of Median Family Income (MFI)**

Roswell Households by Type, Income, & Housing Problem: Household Income >80% of Median Family Income (MFI)						
Renters	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Renters	Total Households (Owners and Renters)
Household Income >80% MFI	315	2,405	429	2,660	5,809	23,294
% with any housing problems	42.9%	7.5%	47.6%	10.9%	13.9%	13.2%
% Cost Burden >30%	38.1%	3.3%	0.9%	6.4%	6.4%	11.1%
% Cost Burden >50%	15.9%	0.0%	0.0%	0.6%	1.1%	1.8%
Owners	Elderly 1 & 2 Member Households	Small Related 2 to 4 Member Households	Large Related 5 or More Member Households	All Other Households	Total Owners	
Household Income >80% MFI	1,865	11,245	1,620	2,755	17,485	
% with any housing problems	10.7%	12.6%	13.0%	15.8%	12.9%	
% Cost Burden >30%	10.7%	12.3%	12.3%	15.4%	12.6%	
% Cost Burden >50%	1.6%	2.0%	1.9%	2.4%	2.0%	

Source: Census 2000, CHAS data 2000 provided by the US Department of Housing and Urban Development (HUD)

**Table 4-16 Cost Burdened Households outside the City of Atlanta in Fulton County in 2000**

Cost Burdened Households outside the City of Atlanta in Fulton County in 2000			
Households	Total Renters	Total Owners	Total Households
Total Households	64,825	100,597	165,422
% with any housing problems	40.9%	22.9%	29.9%
% Cost Burden >30	33.3%	21.9%	26.4%
% Cost Burden >50	14.4%	8.0%	10.5%

Source: Focus Fulton 2025 Comprehensive Plan

**Table 4-17 Cost Burdened Elderly 1 & 2 Member Households outside the City of Atlanta in Fulton County in 2000**

Cost Burdened Elderly 1 & 2 Member Households outside the City of Atlanta in Fulton County in 2000		
Household Income	Total Renters	Total Owners
Total Households	5,140	16,390
% with any housing problems	55.2%	25.4%
% Cost Burden >30	53.6%	25.1%
% Cost Burden >50	30.6%	11.6%

Source: Focus Fulton 2025 Comprehensive Plan

**Table 4-18 Fulton County Households with Needs**

Fulton County Households with Needs						
Housing needs	Owners		Renters		Owners & Renters	
Category	Number	Percent	Number	Percent	Number	Percent
Cost Burdened	11,583	20.06%	15,115	48.56%	26,698	30.04%
Severely Cost Burdened	1,905	3.30%	6,743	21.66%	8,648	9.73%
Overcrowded	114	0.20%	3,601	11.57%	3,715	4.18%
Lacking Facilities	102	0.18%	0	0.00%	102	0.11%
Total Needs	11,799	20.43%	18,716	60.12%	30,515	34.34%
Total Inventory (1.)	57,731	100.00%	31,129	100.00%	88,860	100.00%

Note: (1.) Total households are 98,388. Source: U.S. Census Bureau, 2000 Census, special tabulation by Dr. E. Larry Keating, Georgia Institute of Technology from 2000 Census tabulations.

Source: Focus Fulton 2025 Comprehensive Plan

### Special Needs Housing

Special needs housing includes facilities providing personal care, rehabilitation, housing and care for deinstitutionalized persons, HIV/AIDS patients, mentally ill, physically disabled, and developmentally disabled, as well as residential facilities for the frail elderly.

Housing data for these groups is difficult to obtain and will be augmented by community participation through the development of the Community Agenda by working with various sector service providers throughout the City.

At least three facilities – The Magnolias, St. George Village (Wesley Woods) and the Manor on the Square – provide assisted living or nursing care in the City of Roswell. Services and housing resources for a variety of special and aging needs can be searched through databases provided by the Atlanta Regional Commission's Aging Division, which hosts a website called "Age-Wise Connection": <http://www.agewiseconnection.com/>

### Emergency and Homeless Shelters

This type of housing consists of shelters for individuals who are homeless due to a variety of factors, including lack of money, domestic violence, substance abuse, mental illness, and physical illness. Homeless individuals are not as visible in suburban locations such as Roswell, but they are abundant enough to strain the caregiving facilities currently in place. In the region, there is always going to be a need for crisis or emergency housing in shelters. Roswell defers to the private sector and nonprofit groups with regard to providing such shelters.

According to HomeStretch, a nonprofit providing assistance to those in housing need, during 2009, approximately 3,250 families with dependent children will be homeless in Fulton County. Of these families, **812 are located in the North Fulton community.**

Only 6% of the North Fulton population is aware that homelessness exists in the North Fulton area.

### Housing Resources

**Public Housing Program.** The City has a public housing authority that owns and operates a public housing program. The housing authority has 108 apartment units, which are all concentrated in one section of the City.

**Community Development Block Grants.** The Community Development Block Grant (CDBG) Program is a highly flexible financing source that can be used to rehabilitate housing, improve infrastructure, and finance other community determined projects. The City receives and administers community development block grants for various purposes.

**HOME Funds.** The City has administered an annual allocation of HOME funds for the past several years. These funds have been used to assist nonprofit agencies with the financing of affordable housing units. The HOME Investment Partnership Program provides block grants for rehabilitation, new construction, and tenant-based rental assistance. The HOME affordable housing block grant provides enough flexibility that local governments can design their own programs for responding to local housing needs. HOME is now a mainstay of local affordable housing production and rehabilitation for hundreds of communities.

**Neighborhood Stabilization Program.** The Neighborhood Stabilization Program (NSP) under the U.S. Housing and Urban Development (HUD) Department was established for the purpose of stabilizing communities that have suffered from foreclosures and abandonment. Through the purchase and redevelopment of foreclosed and abandoned homes and residential properties, the goal of the program is being realized. The Northwest Quadrant (area of GA 400 and Holcomb Bridge Road) has been designated the City's recipient area for Neighborhood Stabilization Program funds because of the number of foreclosures and abandoned units. The program will aid the City with the **acquisition, and rehabilitation** of foreclosed or abandoned residential property. These properties may be scattered site single-family homes or existing multi-family properties. The single-family homes will be sold to income-eligible homebuyers, used as long-term rental properties, or offered as lease-purchase units. Funding for this program is anticipated but is subject to availability.

**Other Housing Resources.** A variety of other federal resources exist to help the City in meeting goals for affordable housing. Section 8 rental assistance provides rental assistance through contracts with private landlords or through subsidies administered by public housing authorities. The 1986 Tax Reform Act provides low-income housing tax credits. The low-income housing tax credit gives states tax credits of \$1.25 per capita to allocate to developers of affordable housing. The Ranston-Gonzalez National Affordable Housing Act of 1990 established comprehensive housing planning and created new federal monies for low-income housing. Another federal housing program

is Section 202, housing for the elderly, which includes new capital funds to modernize and convert units to assisted living. The Department of Housing and Urban Development has a “Healthy Homes for Healthy Seniors Initiative” that is designed to help seniors get the money they need to stay in their homes. This program works by allowing seniors to convert the equity in their homes into rehabilitation and property improvement loans through HUD’s reverse mortgage program. HUD began a strategy in 1993 for reducing homelessness, called “continuum of care.” A variety of fair housing programs are also administered by HUD (U.S. HUD 1999).

**Drake House.** The Drake House, located at 10500 Clara Drive, is a crisis residential assessment center for homeless women and children in North Fulton. This facility provides immediate residential housing, combined with an empowerment program designed to provide stability for the children and assist the family in working toward housing self sufficiency.

The Drake House Residential Assessment Center offers residential housing and in-depth assessments to approximately **40-50 families a year**. Each family stays approximately 90 days. The target population is single mothers with minor children. These mothers may be unemployed or underemployed and lack sufficient income to meet all the expenses of life in the North Fulton community.

A variety of support services to empower and educate families and move them towards self-sufficiency. Initial goals include addressing medical needs of the mother and the children, and the educational needs of the children. Onsite life skills classes include topics such as job readiness, personal finances, parenting skills, and health and wellness. An advocacy program provides encouragement, motivation, and support during the family's stay.

**HomeStretch Housing Initiative of North Fulton.** HomeStretch, located at 89 Grove Way in Roswell, is a nonprofit 501(c)(3) agency that offers long-term assistance for the homeless in the North Fulton community. It provides transitional housing, affordable housing assistance and educational skills for low-income families who have nowhere else to turn. HomeStretch attempts to intervene early in the stumble toward homelessness and guide neighbors back to self-sufficiency. The service offers temporary housing for permanent solutions. Each year, 20-25 formerly homeless families participate in the various programs, which include:





- HomeStretch Transitional – designed to help homeless families return to housing self-sufficiency Program provides 9-12 months of transitional housing partnered with structured, educational assistance. Families pay rent based on a sliding scale derived from their household adjusted gross income. Each adult member of the family must be employed full-time, drug-free and alcohol-free, and willing to participate in educational sessions. Educational sessions include workshops that teach important life skills, such as vocational training and money management. Every family receives an average of 400 volunteer hours, provided in part by Family Sponsor Teams. Family Sponsor Teams are assigned to every HomeStretch family. These teams are groups of trained volunteers and include personal mentors, resource volunteers and budget advisors. The average family pays down \$6,000 of debt by the completion of HomeStretch program. Three out of four HomeStretch families successfully graduate from the transitional housing program and regain self-sufficiency.

This program is unable to meet all of the community's needs, as approximately 20 to 40 people each month inquire about housing or emergency shelter assistance.

- HomeStretch Affordable – designed to give formerly homeless families additional time to save money and ensure self-sufficiency. The focus of this phase is to increase the family's level of responsibility and financial stability. The family must establish a bank account and pay entirely for certain living expenses such as utilities. Rent is still subsidized, but to a lesser degree than that of HomeStretch Transitional. Each adult member of the family must be employed full-time, drug and alcohol free, and willing to receive life coaching. The ultimate goal for families in the HomeStretch Affordable program is home ownership. Families who complete HomeStretch Affordable may be eligible for Habitat for Humanity homes.

## 5. NATURAL AND CULTURAL RESOURCES

The City of Roswell has a wide variety of natural and cultural resources from rivers and streams to historic structures, landscapes and cultural amenities. This Section provides an inventory of natural and environmentally sensitive resources as well as significant historic and archeological resources. Since Roswell places such importance on the existing historic and cultural resources, a subsection of this document, building on the work done in the 2025 plan, is included. This Section considers the issues and opportunities associated with those resources.

Data and information for this Section draws from the Natural Resources Element adopted as part of the 2020 Comprehensive Plan and the 2025 Comprehensive Plan. Various components are updated where necessary. The City values good stewardship of the environment as evidenced by the Silver “Green Community” Status. This Section interprets the findings and needs into all areas of government.

### Environmental Planning Criteria

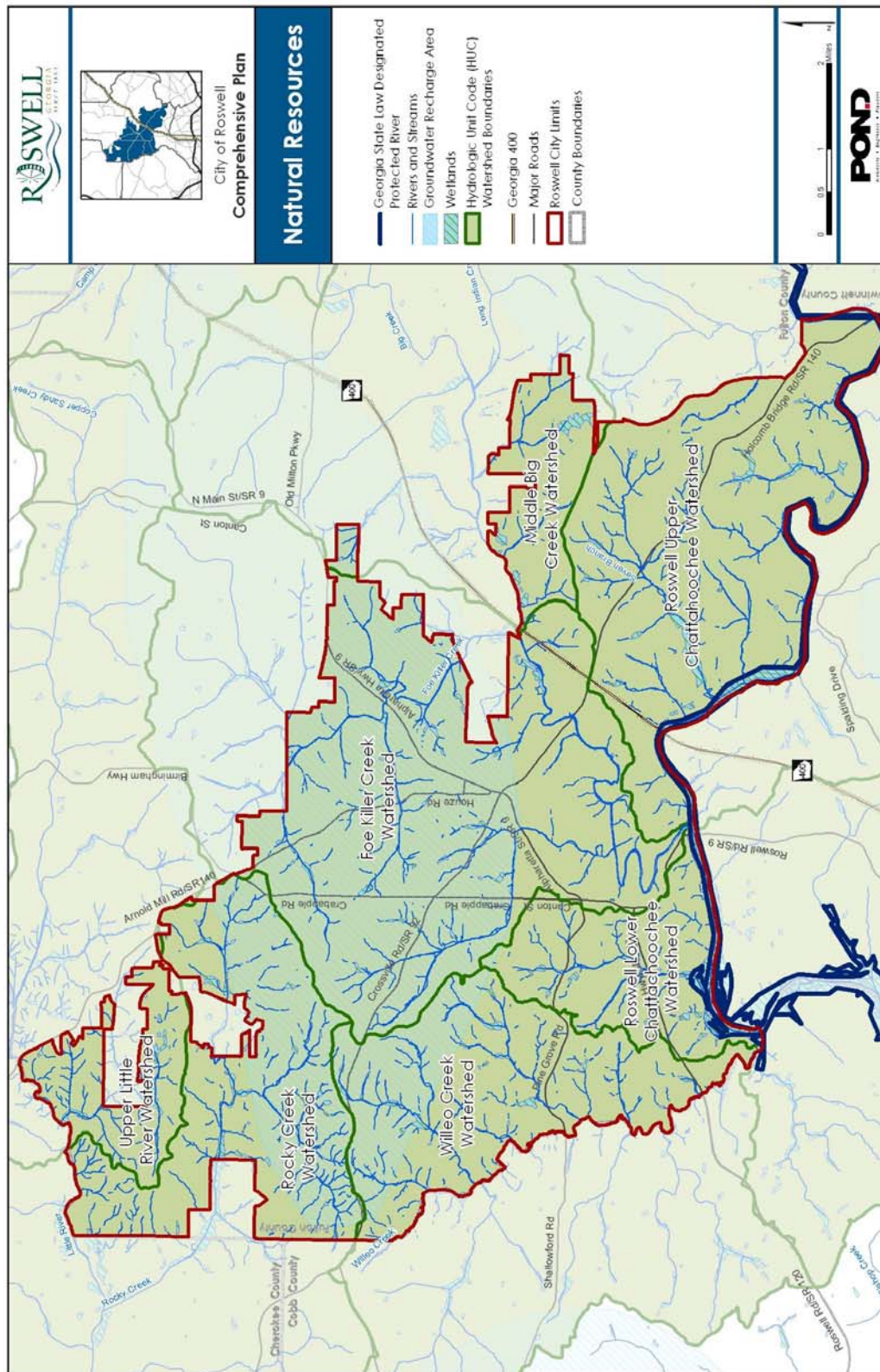
Part V Requirements have been adopted and are enforced in the City of Roswell.

Roswell began implementation of the Part V standards in 1997, via an amendment to the City’s Zoning Ordinance. The protection criteria for groundwater recharge areas are now codified as Chapter 21.2 of the Roswell Zoning Ordinance. By and large, these standards have not come into play because the City’s minimum lot sizes in unsewered areas are larger than the minimum lot sizes required by the Part V standards. Furthermore, the uses potentially dangerous to groundwater quality are excluded by the City’s Zoning Ordinance.

The following text provides an analysis of all the critical planning considerations for the Part V Requirements. Furthermore, Figures 5-1 through 5-7 provide a graphical representation of the natural resource elements and soils that make up Roswell’s topography.

**Protected Mountains.** In the Georgia Department of Natural Resources (DNR) Rules for Environmental Planning Criteria, protected mountains are defined as all land area 2,200 feet or more above mean sea level, that has a percentage slope of 25 percent or greater for at least 500 feet horizontally, and includes the crests, summits, and ridge tops which lie at elevations higher than any such area. The City of Roswell does not contain any land forms that are classified as protected mountains.

Figure 5-1 Natural Resources





**Protected Rivers.** This Section includes protected rivers and river corridors as defined in the “Rules for Environmental Planning” criteria. In DNR’s Rules for Environmental Planning Criteria, Protected River means any perennial river or watercourse with an average annual flow of at least 400 cubic feet per second as determined by appropriate U.S. Geological Survey documents. River corridors are of vital importance in order to preserve those qualities that make a river suitable as a habitat for wildlife, a site for recreation and a source for clean drinking water. River corridors also allow the free movement of wildlife from area to area, help control erosion and river sedimentation, and help absorb flood waters.

The Chattahoochee River, which flows all along the southern boundary of the City of Roswell, is a protected river. The Chattahoochee River Basin Management Plan, developed by the Environmental Protection Division (EPD) in 1997, is applicable in Roswell. There are other plans for all the major river basins in the State. These plans include strategies for reducing non-point source pollution in the streams of each basin, including Total Maximum Daily Load. Implementation Plans are developed by the affected local governments to control pollution in their watersheds.

The Chattahoochee River and its tributaries fall under the protection of the Metropolitan River Protection Act (MRPA). Figures 5-2 and 5-3 indicate areas affected by the MRPA rules. The Metropolitan River Protection Act provides for the development of comprehensive plans and regulations for the protection of any major stream which constitutes the primary source of public water supply in each Standard Metropolitan Statistical Area of the State having a population of more than 1,000,000. No land-disturbing activities may occur in the 35 foot riparian buffer along the main stem of the Chattahoochee River and along all tributaries within 2,000 feet of the river. The Chattahoochee River Corridor extends from Buford Dam to the downstream limits of Fulton and Douglas Counties.

**Groundwater Recharge Areas.** Groundwater recharge areas are portions of land where water is taken into the ground to replenish aquifers, the underground bed or layer of permeable rock, sediment, or soil that yields water. These areas are especially sensitive to hazardous substances, as their pollution could contaminate local drinking water. Groundwater Recharge Areas are protected by various restrictions enforced by the Georgia Department of Natural Resources. There is one large groundwater recharge area that lies under part of Roswell. This area is located in the northern part of Roswell containing the Foe Killer Creek Watershed, Willeo Creek Watershed and the Rocky Creek Watershed. Generally, that area lies north of Crossville Road and Holcomb Bridge Road, west of GA 400 (Figure 5-1).



The groundwater recharge area includes most of the Brookfield West subdivision in northwest Roswell, and the northern boundary follows generally Rucker Road. It is classified according to Hydrologic Atlas 18 as “low” pollution susceptibility (Figure 5-1).<sup>7</sup> In addition, the southernmost boundary of another significant groundwater recharge area lies just east of the Roswell city limits (north and south of Old Alabama Road, east of Nesbit Ferry Road), in unincorporated North Fulton County. Special land use considerations may be warranted in the area in order to appropriately protect this important resource.

**Water Supply Watersheds.** A water supply watershed is an area where rainfall runoff draws into a river, stream or reservoir used as a source of public drinking supply on land upstream from government owned public drinking intakes or water supply reservoirs. There are seven main water supply watersheds in the City of Roswell, as shown on Figure 5-1 and defined in the Rules for Environmental Planning Criteria. A watershed is defined as a ridge dividing two drainage areas and the area drained by a river. The Department of Natural Resources has two categories of watersheds – large (more than 100 square miles) and small (fewer than 100 square miles). The City of Roswell currently has a water supply intake at Hog Waller Creek.

All state waters, including the Chattahoochee River, are protected under Part V Requirements. Requirements include limitations on hazardous material, waste handling and storage. As part of the Georgia Planning Act, DNR developed minimum criteria for the protection of watersheds and water supply. The City of Roswell adopted these regulations in its Environmental Regulations Ordinance.

**Administration.** The City of Roswell actively provides environmental education. The City has an Environmental Education Specialist on staff who works with children and all other community groups. In addition, the City has an Environmental Compliance Officer. His duties include:

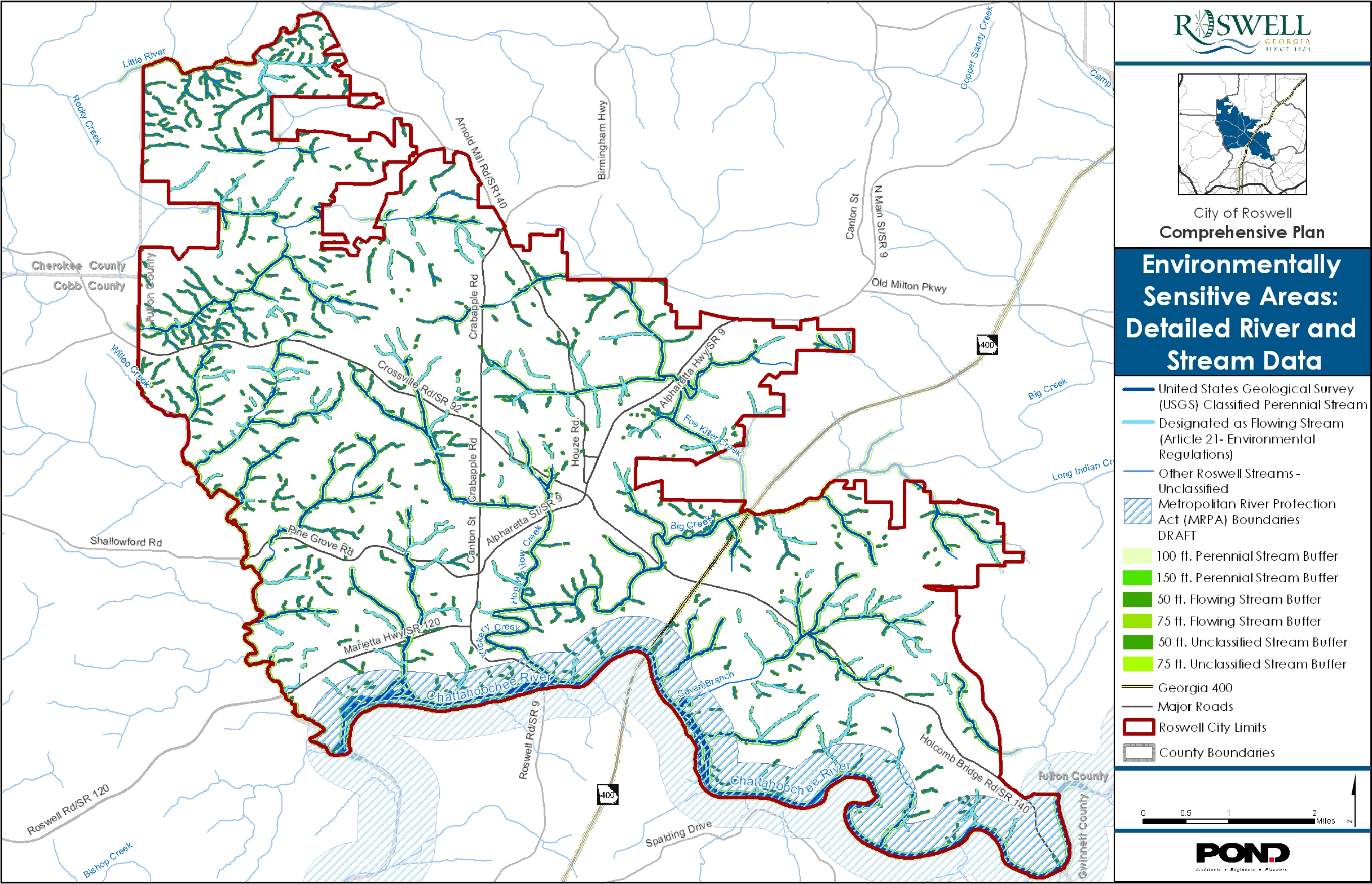
- Investigating water ban violations
- Illegal Dumping
- Stormwater issues

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<sup>7</sup> The United States is divided and subdivided into successively smaller hydrologic units which are classified into four levels: regions, sub-regions, accounting units and cataloguing units. The hydrologic units are arranged within each other, from the smallest (cataloguing units) to the largest (regions). Each hydrologic unit is identified by a unique hydrologic code (HUC) consisting of two to eight digits based on the four levels of classification in the hydrologic unit system. U.S. Geological Survey.



Figure 5-2 Environmentally Sensitive Areas: Detailed River and Stream Data







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Figure 5-2 (Environmentally Sensitive Areas: Detailed River and Stream Data), Figure 5-3 (Water), and Figure 5-1 (Natural Resources) illustrate the Ground Water Recharge Areas, Protected Rivers, Rivers and Streams, Wetland, Hydrologic Unit Codes, Flood Plains, Perennial Stream, Flowing Stream and the Metropolitan River Protections Act (MRPA) boundaries.

***Water Protection Regulations and Policies.*** See Section 7 for a discussion about the Metropolitan North Georgia Water Planning District management plans. In order to provide local tools for water protection, the Planning District established model ordinances for use by each county and all cities within a 16 county metropolitan area. The purpose of the model ordinances is to give local governments tools that effectively address stormwater management issues. Local governments in the district are required to implement the model ordinances. Roswell has adopted the ordinances as mandated. The City ordinances regulate the following:

- Post-Development Stormwater Management for New Development and Redevelopment
- Stream Buffer Protection
- Conservation Subdivision/Open Space Development
- Illicit Discharge and Illegal Connection
- Litter Control
- Floodplain Management/Flood Damage Preservation

In addition, the City has adopted Chapter 21.1 Tributary Protection, to comply with MRPA and the Rules for Environmental Planning Criteria relative to water supply watersheds as specified by the rules of the Georgia Department of Natural Resources, Environmental Protection Division. Instead of using this just in the MRPA regulated area this ordinance applies citywide. Chapter 21.1 has specific requirements for both Perennial and Flowing Streams.

***Perennial Streams.***

- A buffer is maintained for a distance of one hundred (100) feet on both sides of the stream as measured from the stream banks;
- No impervious surface is constructed within a one hundred fifty (150) foot setback area on both sides of the stream as measured from the stream banks; and
- Septic tanks and septic tank drainfields are not in the setback area.





## *Flowing Streams.*

- A buffer is maintained for a distance of fifty (50) feet on each side of the stream bank as measured horizontally from the stream bank;
- No impervious surface is constructed within a seventy-five (75) foot setback along each side of the stream bank as measured horizontally from the stream bank; and
- Septic tanks or septic tank drain fields are not located within one hundred fifty (150) feet of the stream bank.

***Big Creek Park Wetlands Enhancement Demonstration Project.*** Big Creek Park is located along Big Creek, approximately two miles north of where Big Creek joins the Chattahoochee River (east of State Route 400). The master plan for the park includes approximately 30 acres of property used for the Wetlands Enhancement Demonstration Project. It demonstrates improvements on the overall quality of an urban watershed and wetlands system through the use of innovative approaches to manage both the quality and quantity of urban stormwater runoff. Project objectives included the following:

- Demonstrate urban stormwater “best management practices” for improving water quality;
- Demonstrate groundwater recharge through the wetlands to improve low-flow conditions in Big Creek during drought periods;
- Demonstrate wetlands enhancement such as improved wetland hydrology and habitat diversity; and
- Construct a network of trails for public use with the ability to provide public education pertaining to water quality, wetlands, and stormwater management. The greenway trail connects with Alpharetta’s Big Creek Greenway.

This project was completed in 2005 and is run by the Roswell Recreation and Parks Department.

## **Significant Natural Resources**

***Prime Agricultural Land/Open Space Development.*** State minimum planning standards require that the City identify areas valued for agricultural and forestry. There is very limited undeveloped land in the City of Roswell, approximately 1,550 acres. There are limited working farms in North Roswell. One exists on Lackey Road with approximately 78 acres. Research indicates that this farm has been operating for over 100 years. There is an option for this farm to be classified as a Centennial Farm by the Department



of National Resources. The Georgia Centennial Farm Program encourages Georgia's residents to save and recognize farms that have contributed to Georgia's agricultural heritage for 100 years or more. Recognition is given to farmers through one of three distinguishing awards:

- The **Centennial Heritage Farm Award** honors farms owned by members of the same family for 100 years or more and are listed in the National Register of Historic Places.
- The **Centennial Farm Award** does not require continual family ownership, but farms must at least 100 years old and listed in the National Register of Historic Places.
- The **Centennial Family Farm Award** recognizes farms owned by members of the same family for 100 years or more that are not listed in the National Register of Historic Places.

There may be other small parcels of unidentified prime agricultural land but not enough to warrant special protection. The City has actively protected the **urban tree** canopy by enforcing the adopted tree ordinance, identifying specimen trees, providing an optional Tree Bank, and replanting at various locations in the City on a yearly basis. The City also celebrates Arbor Day each year with a ceremony and planting.

Roswell has a **conservation subdivision** option for residential subdivisions focused on the provision of open space but that accommodates the entire amount of development that would otherwise be legally possible under conventional subdivision design. Conservation subdivisions are permitted by right so that they are no more difficult to gain approval from the Planning Commission than conventional subdivisions.

### **Undeveloped/Forest Land**

The Existing Land Use Map presented in the Land Use Section (Section 2) identifies undeveloped and forest land. Much of this land may be in the floodplain or have other undevelopable environmental conditions.

***Soil Erosion and Sedimentation.*** Roswell's Soil Erosion and Sediment Control Ordinance, Article 7.3, regulates erosion control practices for any land disturbing activities.

### **Other Environmentally Sensitive Areas**

***Impaired Streams.*** Some of the City's streams are on Georgia's 303(d)/305(b) list of impaired and polluted streams monitored by the Environmental Protection Division.



Bodies of water are classified as either partially supporting use, meaning 11-25% of samples collected do not meet a standard for use, or not supporting use, meaning more than 25% of samples do not meet the standards for a pollutant. Table 5-1 shows the status of the streams in Roswell (Draft 2010). Further information on the Draft 2010 Integrated 305(b)/303(d) can be found: <http://www.gaepd.org/Documents/305b.html>.

Table 5-1 Streams – Not Supporting Designated Uses

Streams - Not Supporting Designated Uses								
Reach Name/ ID #/ Data Source	Reach Location/ County	River Basin/ Use	Criterion Violated	Potential Causes	Extent	Category	Priority	Notes
Hog Waller Creek R031300011001 17	Roswell Fulton County	Chattahoochee Fishing	FC	UR	4 miles	4a		TMDL completed FC 2003
Foe Killer Creek R0313000110031 7, 67, 68	Headwaters to Big Creek Fulton County	Chattahoochee Fishing	FC	UR	7 miles	4a		TMDL completed FC 2003
Willeo Creek R031300011107 10	Gilhams Lake to Chattahoochee River Cobb/Fulton Counties	Chattahoochee Fishing	FC	UR	5 miles	4a		TMDL completed FC 2003
Big Creek R031300011002 1	Hwy 400 to Chattahoochee River Fulton County	Chattahoochee Fishing/Drinking Water	FC	UR	5 miles	4a		TMDL completed FC 2003
Rocky Creek R031501040606 17	D/S Garrett Lake Fulton County	Coosa Fishing	FC	UR	1 mile	4a		TMDL completed FC 2004

Source: <http://www.gaepd.org/Documents/305b.html>

**Flood Plains.** Roswell regulations use the following definition of a 100-year floodplain: any area susceptible to flooding which has at least a 1% probability of flooding in any given year. Floodplain means any land area susceptible to flooding. Construction and development within floodplains is restricted to the following uses: public parks, agriculture, dams, bridges, parking areas, public utility facilities, and outdoor storage.

The City's Floodplain Prevention Ordinance was first adopted in 2003 and amended in 2008. Article IX, Section II of the Constitution of the State of Georgia and O.C.G.A. § 36-1-20(a) have delegated the responsibility to local governmental units to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry.

The floodplains have been mapped by the Federal Emergency Management Agency. These riparian areas are shown on Figure 5-3.

**Wetlands.** Wetlands (Figure 5-1) are areas that are flooded or saturated by surface groundwater often long enough to grow vegetation adapted water-saturated silt. Wetlands often include swamps, marshes, bogs, and similar areas. Developers can drain or fill wetlands to create more desirable land for development, but the environmental consequences of such actions are detrimental to the City. Georgia currently has no specific legislation protecting wetlands, so protecting wetlands is responsibility of the Army Corps of Engineers. The Corps regulates drainage or filling of wetlands and protects navigation channels. Development of wetlands is prohibited unless there is no practical alternative, and even then the environmental consequences must be mitigated.

**Regulations.** Local governments are required by the environmental planning criteria to 1) acknowledge the importance of wetlands for the public good in the land use planning process; and 2) wetlands are required to be appropriately identified and mapped in local land use plans (Ga. DNR Rule 391- 3-16-.03). Local jurisdictions may choose to adopt development regulations to protect these sensitive environmental areas. Nearly all of Roswell's wetlands are small areas within or adjacent to streams.

Beyond these two requirements, the DNR rules are somewhat ambiguous with regard to local land use plans and regulations. The rules indicate that land use plans should address eight considerations with regard to wetlands. It appears that the intent of the rules is to consider various impacts when the alteration of wetlands is proposed as part of the land use planning or development process. Accordingly, the eight considerations are included in the City's policies that apply in the case where the City evaluates a proposal to disturb a wetland. The only ordinance requirement suggested by the Georgia Department of Community Affairs relative to wetlands is that local permits should not be issued for projects that appear to contain wetlands until the Corps of Engineers has determined whether the wetlands are jurisdictional, in which case a Section 404 permit must be obtained prior to the issuance of a local permit.

Roswell began implementation of these standards in 1997, via an amendment to the City's Zoning Ordinance. Wetland regulations are codified as Chapter 21.3 of Roswell's Zoning Ordinance. The most significant wetlands in Roswell are located adjacent to the



Chattahoochee River south of Willeo Road and Azalea Drive, and along Big Creek just east of GA 400.

**Importance of Wetlands.** Wetlands serve many functions and have a number of values. Wetlands temporarily store flood waters, thereby preventing flood damage, and they can also protect lands from erosion by reducing the velocity of water currents. They serve as pollution filters by helping to remove sediment, absorb chemicals and nutrients, and produce oxygen. Wetlands have important environmental values including improving water quality by intercepting stormwater runoff, preventing eutrophication of natural waters, and supporting delicate aquatic ecosystems (nutrient retention and removal, food chain support, migratory waterfowl usage, providing other wildlife habitat, etc.). Many wetlands are areas of groundwater recharge, and they also can provide a source of recreation (hunting and fishing), aesthetics, and scientific research.

**Federal Regulation of Wetlands.** The United States Army Corps of Engineers' Section 404 permitting process governs the discharge of fill material into wetlands and other water bodies. Under Section 404 of the Clean Water Act (33 U.S.C. 1344), the Corps of Engineers is authorized to issue individual and general permits. For permits to be issued, they must be consistent with the U.S. Environmental Protection Agency's guidelines, which include limitations on the issuance of permits if there is a "practicable alternative" or if adverse effects would occur on the aquatic ecosystem. EPA can veto a proposed Corps 404 permit if unacceptable adverse effects would occur on water supply or natural areas.

**Steep Slopes.** This section discusses steep slopes (Figure 5-4), where the slope of the land is steep enough to warrant special management practices. Steep slopes are important for their scenic quality and for their hazard potential due to erosion or slippage.

Steep slopes are unique natural areas. Vegetation in steep slopes provides not only wildlife habitat but also natural beauty. Wildlife exists in relative safety due to the limited accessibility of such sites. The naturally occurring vegetation on such sites also stabilizes the slopes, preventing severe erosion or landslides. In addition, such slopes often serve as natural boundaries and buffers between land uses or districts in a community. Changing the character of a slope can thus bring adjacent incompatible land uses into more direct conflict.



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Roswell is located within the Piedmont physiographic province of the southeastern United States. The western half of North Fulton County lies within the Central Upland District, which is characterized by a series of low, linear ridges separated by broad, open valleys. The eastern half of North Fulton County lies within the Gainesville Ridges District, which is a series of northeast-trending, low, linear, parallel ridges separated by narrow valleys. Topography is generally rolling to hilly. Elevations in North Fulton County range from 1200 feet above mean sea level in the upper portion to 860 feet at the Chattahoochee River. Areas with the most severe slopes are situated along the banks of the Chattahoochee River and various streams that feed into the river.

Roswell passed an ordinance that requires submittal of a Steep Slope and Erodible Soils Evaluation for all land disturbing activities on any slope (or any fill) in excess of 25 percent within 500 feet of any state waters or stream identified on the Water Resources Protection Map, latest version. The evaluation process generates a numerical score for slope, slope length, soil erodibility, vegetative cover, and sediment delivery. If a segment of a subdrainage area has a total score of thirty-five (35) or greater it must be designated as a buffer and no development shall be approved in that segment. Segments with total scores of twenty-five (25) or thirty (30) require the application of additional protection measures. The City of Roswell has prepared a guide titled "A Methodology for Evaluating Steep Slopes and Erodible Soils Adjacent to Watercourses and Wetland".

**Soils.** This Section includes soil types (Figure 5-4) in terms of their suitability for development. Soils provide a variety of functions and affect septic tank usage and construction of public utilities. The major soils in the northwestern and western portion of the City include:

- Madison-Bethlehem complex at a two (2) to six (6) percent, moderately eroded;
- Madison-Bethlehem complex, six (6) to ten (10) percent, moderately eroded;
- Grover-Mountain Park complex at ten (10) to twenty (20) percent slopes, stony; and
- Grover-Mountain Park complex at a twenty (20) to sixty (60) percent slopes, stony.

The major soils located in the central and southeastern portion of the City include:

- Urban land
- Urban land-Madison-Bethlehem complex at two(2) to ten (10) percent slope, moderately eroded





- Urban land-Cecil complex at two (2) to ten (10) percent slopes, moderately eroded; and
- Urban land Grover-Mountain park complex at a ten (10) to twenty five (25) percent slope, stony.

Fulton County was one of the first counties to be updated to the above categories in 2008.

All of the soils listed are appropriate for development. The importance of soils with regard to on-site septic systems has diminished because only the far north portion of the City is not served by sanitary sewer.

To mitigate the adverse affects of sedimentation runoff, Roswell adopted the Soil Erosion and Sedimentation Ordinance discussed above. In order for Roswell to effectively implement this ordinance, personnel staffing of inspectors should be proportional to land development and growth.

***Plant and Animal Habitat.*** The U.S. Department of the Interior, Fish and Wildlife Service defines habitat as a combination of environmental factors that provides food, water; cover and space that living beings need to survive and reproduce. Habitat types include: coastal and estuarine, rivers and streams, lakes and ponds, wetlands, riparian areas, deserts, grasslands/prairie, forests, coral reefs, marine, perennial snow and ice, and urban areas.

***Ordinances.*** Although current City of Roswell policies, ordinances, and regulations address tree protection and coverage, as well as landscape there is no plant and animal habitat protection. These habitats are vulnerable to land development and are in danger of becoming permanently altered or completely lost because of sporadic land development in and around ecologically sensitive areas. Ecologically sensitive areas include wetland, forests, river corridors, and plant and animal habitats. Habitats specific to any endangered or threatened species should also be carefully protected. Currently, endangered and threatened species are listed only by County (see Table 5-2); however, the county level should provide a close enough look at species that may be endangered in Roswell as listed in the table on the following page.



## Comprehensive Plan

Table 5-2 Listed Species in Fulton County (updated May 2004)

Listed Species in Fulton County (updated May 2004)				
Species	Federal Status	State Status	Habitat	Threats
<b>Bird</b>				
<b>Bald eagle</b> <i>Haliaeetus leucocephalus</i>	T	E	Inland Waterways and estuarine areas in Georgia	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning
<b>Invertebrate</b>				
<b>Gulf moccasinshell mussel</b> <i>Medionidus penicillatus</i>	E	E	Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots	Habitat modification, sedimentation, and water quality degradation
<b>Shiny-rayed pocketbook mussel</b> <i>Lampsilis subangulata</i>	E	E	Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay	Habitat modification, sedimentation, and water quality degradation
<b>Fish</b>				
<b>Bluestripe shiner</b> <i>Cyprinella callitaenia</i>	No Federal Status	T	Brownwater streams	
<b>Cherokee darter</b> <i>Etheostoma scotti</i>	T	T	Shallow water (0.1-0.5m) in small to medium warm water creeks (1-15m wide) with predominantly rocky bottoms; usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and back waters	Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality
<b>Highscale shiner</b> <i>Notropis hypsilepis</i>	No Federal Status	T	Blackwater and brownwater streams	
<b>Plant</b>				
<b>Bay starvine</b> <i>Schisandra glabra</i>	No Federal Status	T	Twining on subcanopy and understory trees/shrubs in rich alluvial woods	
<b>Piedmont barren strawberry</b> <i>Waldsteinia lobata</i>	No Federal Status	T	Rocky acedid woods along streams with mountain laurel; rarely in drier upland oak-hickory-pine woods	

Source: [http://www.fws.gov/athens/endangered/counties/fulton\\_county.html](http://www.fws.gov/athens/endangered/counties/fulton_county.html)

To counteract negative or potentially negative impacts on the habitats of these plants and animals, the City of Roswell may decide to conduct an inventory to identify ecologically sensitive plant and animal habitats. Moreover, policies should be generated along with planning criteria to regulate future land development surrounding these areas.

The Habitat areas in the City of Roswell can be viewed by Quadrant. This can help planning for their protection (Figure 5-5). Table 5-3 lists the species by Quadrant.

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Table 5-3 Habitat Areas

Habitat Areas		
Quadrant Name	Species Type	Species Name
Mountain Park, Georgia NE	Plant	Cypripedium acaule (Pink Ladyslipper)
	Plant	Rhus michauxii (Dwarf Sumac)
Roswell, Georgia NW	Plant	Rhus michauxii (Dwarf Sumac)
Roswell, Georgia NW	Plant	Rhus michauxii (Dwarf Sumac)
Mountain Park, Georgia SE	Animal	Quincuncina infucata (Sculptured Pigtoe)
	Plant	Rhus michauxii (Dwarf Sumac)
Roswell, Georgia SW	Animal	Cambarus howardi (Chattahoochee Crayfish)
	Animal	Cyprinella callitaenia (Bluestripe Shiner)
	Animal	Hamiota subangulata (Shinyrayed Pocketbook)
	Animal	Notropis hypsilepis (Highscale Shiner)
	Animal	Quincuncina infucata (Sculptured Pigtoe)
	Plant	Cypripedium acaule (Pink Ladyslipper)
	Plant	Rhus michauxii (Dwarf Sumac)
	Plant	Panax quinquefolius (American Ginseng)
	Plant	Schisandra glabra (Bay Star-vine)
	Plant	Rhus michauxii (Dwarf Sumac)
Roswell, Georgia SW	Plant	Schisandra glabra (Bay Star-vine)
	Plant	Waldsteinia lobata (Barren Strawberry)
	Plant	Waldsteinia lobata (Barren Strawberry)
Sandy Springs, Georgia NE	Animal	Cambarus howardi (Chattahoochee Crayfish)
	Animal	Elliptio arctata (Delicate Spike)
	Animal	Pituophis melanoleucus (Northern Pine Snake)
	Animal	Quincuncina infucata (Sculptured Pigtoe)
	Plant	Rhus michauxii (Dwarf Sumac)
Chamblee, Georgia NW	Plant	Schisandra glabra (Bay Star-vine)
	Animal	Elliptio arctata (Delicate Spike)
	Animal	Hamiota subangulata (Shinyrayed Pocketbook)
	Animal	Notropis hypsilepis (Highscale Shiner)
	Animal	Quincuncina infucata (Sculptured Pigtoe)
Chamblee, Georgia NE	Plant	Rhus michauxii (Dwarf Sumac)
	Plant	Schisandra glabra (Bay Star-vine)
	Plant	Schisandra glabra (Bay Star-vine)

Source: [www.georgiawildlife.com](http://www.georgiawildlife.com)

***Etowah Habitat Conservation Plan.*** Rocky Creek and Little River, in northwest Roswell, are tributaries of the Etowah River. The City of Roswell has been a charter participant in the development of the regional Etowah River Habitat Conservation Plan (HCP). This plan, under the guidance of the University of Georgia, Institute of Ecology, establishes



goals and priorities for protection of wildlife habitat in the basin, as well as regulations for adoption by member governments.

**Habitat Protection Planning.** There are many ways that urban development affects the natural ecosystem that were, until recently, not well articulated. For instance, once an individual parcel or subdivision becomes bounded with walls and/or fences, that parcel ceases to be “an indistinct piece of a whole to being an independent element.” Nature does not need the boundaries that we draw and the walls that we build. Disturbing the soil on one property may increase the chance that exotic plants may grow there and eventually invade other portions of the site and beyond. Even a recreational trail creates small-scale disturbances that allow access to exotic plants that otherwise may not have been able to enter an area. Zoning boundaries and boundaries between developments create distinct ecological boundary zones that can filter, block, or concentrate the movement of animals, seeds, wind, water, and nutrients, thereby isolating areas from one another and resulting in long-term and far-reaching ecological impacts on lands abutting the boundary.

Landscape ecology, which analyzes how plants and animals are spatially distributed and move through land mosaics, has emerged in the past decade to be usable to practicing land use planners. Although the City of Roswell has few large areas of prime wildlife habitat (the Big Creek Unit of the Chattahoochee River National Recreation Area being one major exception), the principles of landscape ecology can apply to land use planning and environmental protection in suburban environments such as Roswell. Plan policies support the review of developments for their impact on wildlife habitats.

### Major Park, Recreation and Conservation Areas

In an effort to protect the Chattahoochee River and provide for recreation, Congress established the Chattahoochee River National Recreational Area in 1978. This area serves as a series of parks that dot the river and provide recreation opportunities for metropolitan Atlanta residents.

**Vickery Creek Unit.** The Vickery Creek Unit of the Chattahoochee River National Recreation Area is located within the City limits of Roswell. That area consists of approximately 280 acres and includes forests, Civil War trenches, and Cherokee Indian grounds, the house of the Ivy Mill Boss constructed in 1847, Allenbrook, adjacent to Vickery or Big Creek. This area is managed by the superintendent of the



Chattahoochee River National Recreation Area, United States National Park Service. The City has had an active cooperative relationship with the National Park Service with regard to planning for recreation facilities. The City has constructed a covered pedestrian bridge connecting Big Creek Park to the National Park.

***Chattahoochee River Park.*** Most of the Chattahoochee River fronting along Willeo Road and Azalea Drive between Willeo Creek and Atlanta Street is in the Chattahoochee River Park, which is administered by the United States National Park Service, Fulton County and the City of Roswell. The riverfront in this area contains a number of shallow inlets, marshes, and other wetlands that form one of the upper reaches of the Bull Sluice Lake impoundment. The Chattahoochee Nature Center includes a system of boardwalks and open pavilions that provide access to the Nature Center's wetlands and riverfront (Atlanta Regional Commission 1988). The City has expanded this along the river toward Don White Park and beyond GA 400.

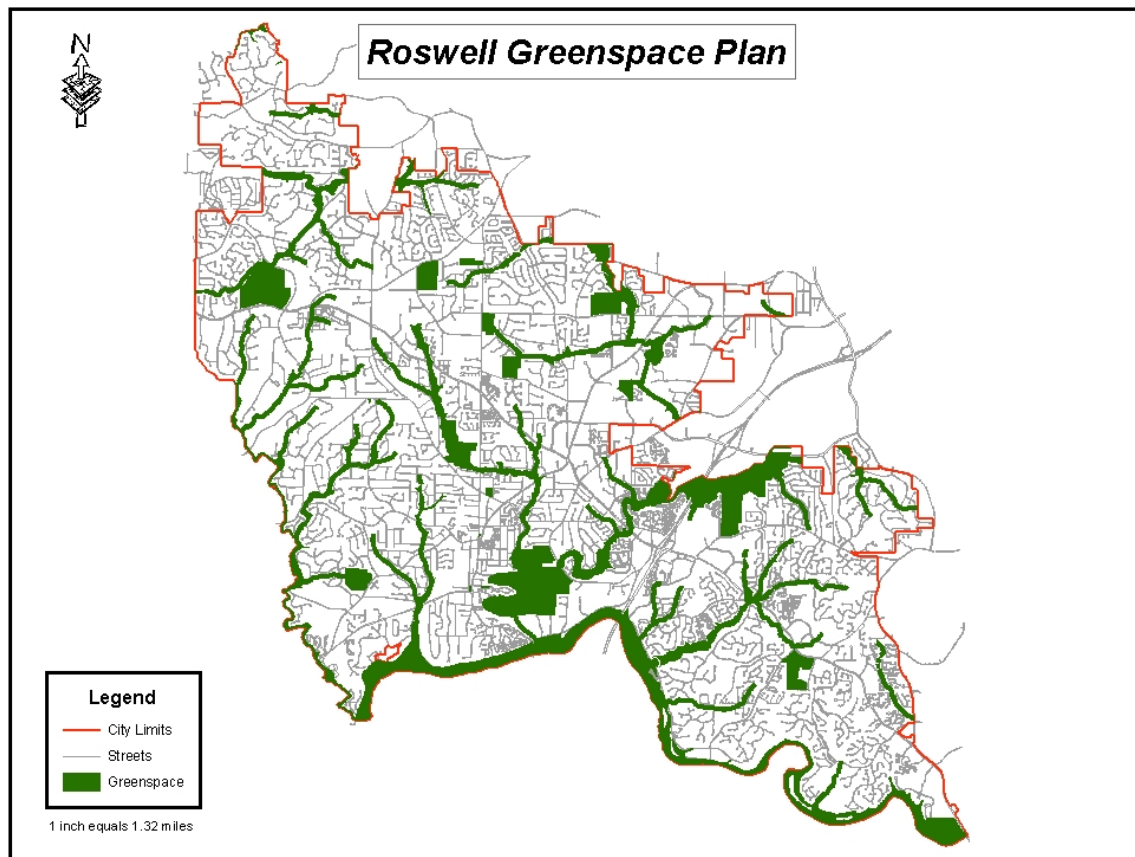
***Chattahoochee Nature Center.*** The Chattahoochee Nature Center, containing approximately 127 acres, provides unique learning experiences focused on the Chattahoochee River that connect people to the natural world and empower them to positively impact their local environments. They fill an important role in the community's educational, scientific and cultural life. There are 6 hiking trails, 3 gardens and an interpretive center on the Chattahoochee River.

The City of Roswell, Keep Roswell Beautiful and the Roswell Convention and Visitor Bureau are partners of the Chattahoochee Nature Center.

### **Greenspace Program**

Roswell, in 2000, made a commitment to permanently protect 5,000 acres of greenspace and has made efforts to attain a goal of providing 20 percent of the City's geographic area as greenspace (Figure 5-6). 20% of the total City acreage would be approximately 5,369 acres. If the 2030 Comprehensive Plan process shows continued support for this goal, the City needs to obtain 207.28 additional acres. Evaluating a realistic time frame and action plan to make this happen will be take dedicated staff resources. The 2000 plan has not been updated.

Figure 5-6 Roswell Greenspace Plan

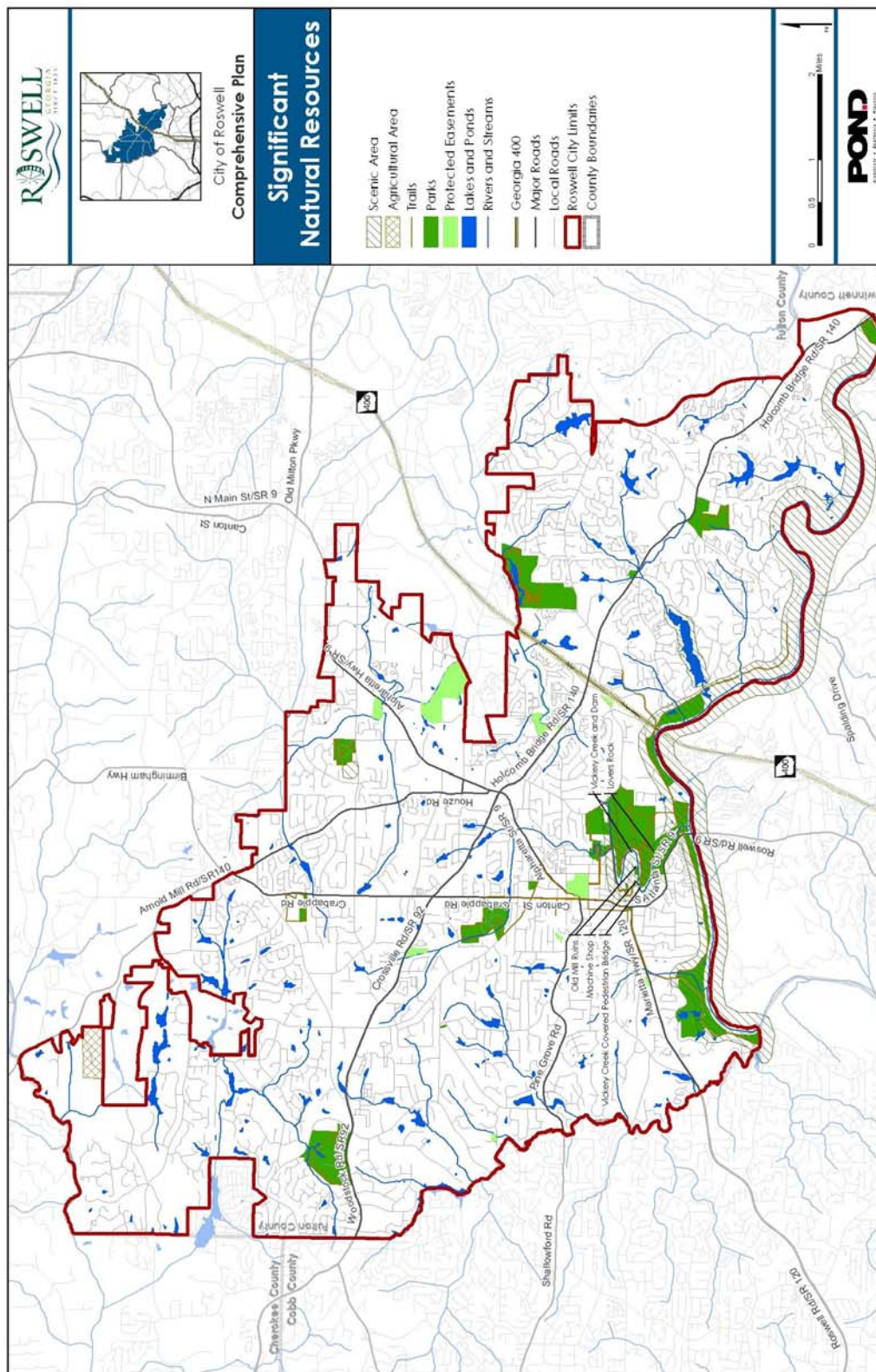


**Scenic Views and Sites.** Minimum Planning Standards require that the Natural Resources Element include significant visual landmarks and vistas that may warrant special management practices (see Figure 5-7). Significant natural features include the Big Creek Gorge, the Chattahoochee River, the Piedmont ridgeline and tree cover along the Chattahoochee River, and rolling wooded areas in the northwest sections of Roswell, the Roswell Historic District. The visual and aesthetic character of Roswell fulfills a vital function by attracting new, high quality development and providing positive psychological values for both residents and visitors.

**Locally Controlled Parks and Open Space.** The City of Roswell has an award winning parks department. There are over 900 acres of locally controlled park as shown in Table 5-4 and Figure 5-7. The approximate acreage for each park is shown, in addition to the Recreation and Parks Department's level of maintenance. A number of the resources listed are undeveloped which shows how much additional room there is for growth in the City.









The National Recreation and Parks Association established a benchmark for evaluating the need for new parks by calculating the acres of parkland per 1,000 residents. Roswell has 91,496 residents and 918.26 acres of park land both developed and undeveloped. This provides for a ratio of 10.04 acres per 1,000 residents. For comparison, the 1983 National Recreation and Park Association (NRPA) minimum core standard for parkland is a range of 6.25 to 10.5. A recent inventory of Metro Atlanta Greenspace shows the average ratio is 7.40 acres per 1,000 residents. Roswell's ratio is well above the Metro Atlanta region.

Surrounding communities provide:

- Johns Creek provides a ratio of 2.86 acres of parkland per 1,000 residents; and
- Alpharetta provides a ratio of 14.77 acres of parkland per 1,000 residents.

**Table 5-4 Roswell Recreation and Parks Department - Facilities**

Roswell Recreation and Parks Department - Facilities		Revised 8/02/10	
Facility Number	Parks/Area/Facility	Acreage	Maintained
F-1	Town Square (610 S. Atlanta St.)	1	Yes
F-2	Old Mill Park (75 Sloan St.)	1.5	Yes
F-3	Founders Cemetery (200 Sloan St.)	1	Limited
F-4	Waller Park (250 Oak St.)	16	Yes
F-5	Waller Park Rec. Center (250 Oak St.)	N/A	Yes
F-6	City Hall Complex	N/A	Yes
F-7	Triangle (War Memorial)	0.5	Yes
F-8	Woodstock Park (40 Woodstock Rd.)	5	Yes
F-9	Roswell Area Park (10495 Woodstock Rd.)	79.6	Yes
F-10	Roswell Area Park Pool	N/A	Yes
F-11	Community Activity Bldg. (Bldg. A)	N/A	Yes
F-12	Lake Charles (195 Windshadow Ct.)	0.5	Yes
F-13	Liberty Square	21.4	Limited
F-14	Terramont	2.5	Yes
F-15	Heart of Roswell Park (925 Canton St.)	0.5	Yes
F-16	Big Creek (Vickery Creek Park) (185 Sloan St.)	38.3	Yes
F-17	Oxbo Park/Trails (Oxbo Rd.)	12.6	Yes
F-19	East Roswell Park (9000 Fouts Rd.)	38.7	Yes
F-20	Barrington Park	14	Undeveloped
F-21	LaView Park	7	Undeveloped
F-22	Waller Park Extension (160 Dobbs Dr.)	31.3	Yes
	Maintenance Bldg. & Ranger Station (300 Dobbs Ct.)		
F-23	Adult Recreation Center (830 Grimes Bridge Rd.)	N/A	Yes
F-24	Maintenance Shop/RAP (Bldg. C)	N/A	Yes

Roswell Recreation and Parks Department - Facilities		Revised 8/02/10	
Facility Number	Parks/Area/Facility	Acreage	Maintained
F-25	Crabapple Fields	N/A	Yes
F-26	Roswell North Fields	N/A	Yes
F-27	Physical Activity Building (Bldg. B)	N/A	Yes
F-28	Visual Arts Center (Bldg. D)	N/A	Yes
F-29	East Roswell Recreation Center	N/A	Yes
F-30	Roswell River Landing (245 Azalea Dr.)	2.5	Yes
F-31	Hembree Park (850 Hembree Rd.)	34.5	Yes
F-32	Roswell High School Fields	N/A	Yes
F-33	Don White Memorial Park (925 Riverside Rd.)	1.5	Yes
F-33A	Riverside Property	4.2622	Yes
F-34	Hembree Park Recreation Center	N/A	Yes
F-35	Sweet Apple Park (11850 Crabapple Rd.)	8.152	Yes
F-35B	Two Baseball/Softball Fields (Sweet Apple) (12025 Etris Rd.)	N/A	Yes
F-36	Roswell Cemetery	N/A	Yes
F-37	Grimes Bridge Park (830 Grimes Br. Rd.)	11.292	Under Construction
F-38	Chattahoochee River Park * (203 Azalea Dr.)	N/A	Yes (Leased)
	Willeo Park (8700 Willeo Rd.)		
F-39	Ace Sand Property (875 Riverside Rd.)	28	Undeveloped
F-40	River Property – Wells Tract	38	Undeveloped
F-41	Donated Properties (River) – Baird	3.57	Undeveloped
	- Nature Conservancy	1.7	Undeveloped
	- Georgia Power		Undeveloped
	- 120/Willeo	4.23	Undeveloped
F-42	Malcolm Property (1355 Woodstock Rd.) (Part of Thompson Park)	34.6	Undeveloped
F-42A	Art Center West (1355 Woodstock Rd.)	--	Yes
F-43	Cowart Property (Holcomb Bridge/Adjacent to East Roswell Park)	26.8	Undeveloped
F-43A	Fouts Road (Gibson/Cheek) (9100 Fouts Rd.)	4.3	Undeveloped
F-44	Big Creek Park (1600 Old Alabama Rd.)	160	Undeveloped & Maintained
F-44A	Northwoods Elementary School (10200 Wooten Rd.)		Yes
F-45	Centennial High School	N/A	Yes
F-46	Garrard Landing (8000 Holcomb Bridge Rd.)	22	Undeveloped
F-47	Leita Thompson Memorial Park	102.34	Undeveloped
F-47A	Leita Thompson Memorial Garden	5	Yes
F-48	Old Mill/Machine Shop (95 Mill View Ave.)	4.5	Maintained
F-48A	Property next to Machine Shop	2.102	Maintained
F-49	Sun Valley Property	11.43	
F-50	Riverside Park (Pump Station Property) (575 Riverside Rd.)	20	Yes

Roswell Recreation and Parks Department - Facilities Cont'd			Revised 7/17/09
Facility Number	Parks/Area/Facility	Acreage	Maintained
F-51	Elkins Point and Hembree Springs Schools		Yes
F-52	Mansell Rd. donation (3/08)	1.14	Undeveloped
	<b>Total 803.31 + (114.95) =</b>	<b>918.26</b>	

\*\*Fulton County owns property; Roswell fully maintains this park and manages entire park.

Source: City of Roswell

During the past year (2009) the Recreation and Parks Department has implemented projects and programs to meet changing needs of the citizenry such as:

- Constructing a Community Garden at Leita Thompson Memorial Park;
- Completing a Community Garden at East Roswell Park;
- Completing the Historic Town Square renovations including an obelisk on the fountain;
- Opening a second off leach area (dog park) in East Roswell Park; and
- Completing a Sprayground at Riverside Park.

This does not include all the routine maintenance and programs the Department conducts throughout the year.

The 1983 NRPA guidelines classify local parks into three types: Mini-parks, neighborhood parks, and community parks.

- **Mini-parks** are small parks that address highly local recreational needs. The NRPA recommends that mini-parks be between 2,500 square feet and one acre in size. They have a service area of less than quarter mile and are best located within neighborhoods and in close proximity to apartments, townhomes, and other high-density areas. The NRPA recommends a quarter to half acre of mini-parks per 1,000 residents.
- **Neighborhood parks** serve as the recreational and social focus of a neighborhood and are areas for intense recreational activities. NRPA recommends that neighborhood parks should be a minimum of fifteen acres. They usually serve a single neighborhood within a quarter to half mile radius and a maximum population of 5,000. For each 1,000 residents there should be 1.0 to 2.0 acres of neighborhood parks.
- **Community parks** are intended to meet diverse needs for both active and passive recreational activities. They serve several neighborhoods in a 1 to 2 mile

radius and are 25 or more acres in size. For each 1,000 residents there should be 5.0 to 8.0 acres of community parks.

According to the NRPA classification, Roswell has a variety of parks in all categories.

### **Conservation Resources and Programs**

Two key resources in Roswell are the Roswell Urban Forest Foundation and the Chattahoochee Nature Center (discussed above). Additional resources available to Roswell are identified below.

***Georgia Urban Forest Council.*** The Georgia Urban Forest Council, headquartered in the City of Macon, works in conjunction with the Georgia Forestry Commission to improve urban forestry programs throughout the state. The Council provides education, technical support, leadership and policy development in order to improve the quality of life in urban areas. The Council is involved in projects such as the following: Landmark and Historic Tree Program; Urban and Community Forestry Assistance Grant Program; Arborist Certification; Project Learning Tree; tree protection and land development ordinances; increasing the availability of desirable trees for the public; Georgia's Annual Urban Forestry Conference; and the Annual Urban Forestry Awards Program.

***Tree City USA.*** Tree City USA recognition can contribute to a community's pride. Tree City USA can serve as a blueprint for planting and maintaining the community's trees. Roswell has been a "Tree City USA" since the early 1990's. To become a Tree City USA, a City must have: a tree board charged by ordinance to develop and administer a comprehensive city tree management program; a city tree ordinance; a community forestry program with an annual budget of at least \$2 per capita; and the City must issue a proclamation declaring the observance of Arbor Day in the City, and sponsor an Arbor Day celebration. The Roswell arborist works to maintain the City's Tree City USA certification.

***The Trust for Public Land.*** The Trust for Public Land, Southeast Region, is working to protect the Chattahoochee River, which is considered by some to be the most endangered urban river in America. The Trust has launched the Chattahoochee River Land Protection Campaign to protect natural lands along the river from North Georgia to Columbus - helping restore the quality of drinking water while providing a major new recreational resource for metro Atlanta (Trust for Public Land 1999). Roswell has worked



with the Trust to help fund and acquire a continuous greenway which protects five miles of natural lands along the Chattahoochee River.

**Sustainability Strategies.** The City of Roswell is certified **Silver** by the Atlanta Regional Commission's Green Communities Program. Roswell is the first city in the metro area to receive Silver level. Cobb County is the only other jurisdiction in Georgia to receive Silver Level.

**The Green Communities Program** is a voluntary certification program for jurisdictions in the 10-county Atlanta Region to encourage local governments to become more sustainable. ARC developed the program to assist local governments in reducing their overall environmental impact. Local governments earn points in 10 categories by implementing specific policies and practices that contribute to overall sustainability. The categories are:

- Green Building
- Energy Efficiency
- Green Power
- Water Use Reduction and Efficiency
- Trees and Greenspace
- Transportation
- Recycling and Waste Reduction
- Land Use
- Education
- Innovation

Green Communities set an example by conserving energy, investing in renewable energy, conserving water, conserving fuel, reducing waste and protecting and restoring the community's natural resources.

Measures are worth 5 or 10 points, depending on their difficulty and overall impact.

Three levels of certification are awarded:

- Level 1 - Bronze: 175 – 229 points
- Level 2 - Silver: 230 – 279 points
- Level 3 - Gold: 280 – 400 points

The City has put the following measures in place which contributed to the certification:

- Complete Streets
- Flex Work Arrangements
- "Green Fleet" Vehicles
- Lights Out/Power Down
- Green Purchasing



- No Net Loss of Trees
- Government LEED (new buildings over 5,000 square feet)
- Resolution for the use of non-bottled water
- Energy Star/Earthcraft
- Energy Star/LEED Renovation
- Clean Air Campaign Government Champion

***Sustainability Task Force.*** The City of Roswell has developed an internal group of City employees from all departments called the Sustainability Task Force. This group oversees the tasks involved in attaining the City's sustainability goals by researching policies and ordinances, engaging both internal and external audiences through education on the web and through RCTV, as well as assist in the implementation of sustainability policies approved by Mayor and City Council.

***Roswell Green Ribbon Committee.*** Roswell's Green Ribbon Committee, lead by Councilmember Kent Igleheart, is a group of community stakeholders who volunteer their time and expertise to assist the City of Roswell with sustainability visioning and planning efforts. This group of volunteers offers assistance with researching policies and/or new ordinances that support their mission, "to increase environmental accountability; to teach the principles of sustainable living; and to implement innovative programs that protect the environment, provide economic savings and enhance our quality of life."

***Roswell Green Events.*** The City of Roswell, in partnership with Keep Roswell Beautiful, coordinates and promotes a number of events in support of green living. Below is a list of these annual events.

- |                             |                                           |
|-----------------------------|-------------------------------------------|
| • Bring One for the Chipper | • Styrofoam Recycling                     |
| • Great American Clean-up   | • Rain Barrel Sale                        |
| • Graffiti Clean-up         | • Big Creek Walk-A-Thon & Festival        |
| • Green Hair Challenge      | • Environmental Film Competition/Festival |
| • Light Bulb Exchange       | • ShredFest                               |
| • Rivers Alive              | • Storm Drain Stenciling                  |
| • Bulky Trash Day           | • Adopt-A-Road Clean-ups                  |
| • Electronics Recycling     | • Adopt-A-Stream Clean-ups                |
| • Bottle Cap Recycling      |                                           |



**Green Hair Challenge.** Elected officials and other city officials participate in Keep Roswell Beautiful's Green Hair Challenge. The two participants -- a Council Member and a Department head -- who receive the most votes will wear green hair for a City Council Meeting.

The money raised through the Green Hair Challenge will be used to purchase water conservation kits to distribute to Roswell residents.

## Green Incentives

**Roswell Rebate.** The City of Roswell, in partnership with the Metropolitan North Georgia Water Planning District, is now participating in the Toilet Rebate Program. The program will allow Roswell residential water customers the opportunity to apply for a rebate if they have installed a new, low flow toilet in their residence. Toilet rebates are limited and are issued on a first come, first serve basis.

**Fulton County Toilet Rebate.** The Department of Public Works offers water customers an incentive to replace their older, inefficient toilets. The program provides \$50 and \$100 rebates to homeowners who replace existing high-water-use toilets with 1.6 or 1.28-gallon-per-flush toilets, respectively. Each qualifying homeowner is allowed a maximum rebate of \$200.

**Georgia Clean Energy Property Tax Credit.** As part of the Governor's Energy Challenge, Georgia offers tax credits for certain types of energy efficient and renewable energy property as well as for the delivery of wood residuals to qualified biomass facilities. The credits will be available to taxpayers placing qualified clean energy property in service between July 1, 2008, and December 31, 2012. Additional information can be found at <http://www.gefa.org/Index.aspx?page=423>.

## Green Videos

Roswell is working toward being more sustainable. The following videos are available for residents with illustrate simple and easy tips for everyday green living:

- Simple Solutions for the Kitchen
- Simple Solutions for Your Commute
- Simple Solutions for the Bathroom
- Simple Solutions for Your Pets
- Simple Solutions for Shopping
- Simple Solutions for the Holidays
- Simple Solutions for Cleaning
- Simple Solutions for the Garage

### ***Other Green Videos.***

- Weatherford Place: Keeping Roswell Beautiful
- One Planet Life
- Upper Chattahoochee Riverkeeper PSA
- Floating Classroom on Lake Lanier
- Get 'em Outside
- Create a Rain Barrel



### **Cultural Facilities**

The City of Roswell has the Cultural Arts Center located within the Roswell Municipal Complex. The facility features:

- 600-seat theatre for performing arts and corporate meetings
- Additional meeting rooms
- Large lobby / reception space
- Exhibit hall
- Archives and research library
- Ample free parking

The Research Library and Archives is a repository for research materials, historical records and collections of the Roswell Historical Society and the City of Roswell. The Research Library and Archives is administered by the Society's Certified Archivist and staffed by trained volunteers who are knowledgeable about the area's history. Volunteers assist patrons with research and organize and catalog materials.

The reading room contains over 1,000 volumes on the history of Roswell, the State of Georgia and its counties, as well as local church, census and cemetery records. There are collections pertaining to two U.S. Presidents with ties to Roswell (Theodore Roosevelt and Jimmy Carter), the Roswell Manufacturing Co. textile mills, the Civil War, the Cherokee Indians, and the area's Black heritage.

### **Cultural Programs**

In addition, the Roswell Recreation and Parks Department facilitates a number of cultural programs throughout the year (Table 5-5).



**Table 5-5 Cultural Programs Throughout the Year**

Cultural Programs Throughout the Year	
Program / Project	Description
Riverside Sound Series	A series of six free outdoor concerts that take place on the first Saturday of the month from May through October at Riverside Park, 575 Riverside Road.
Heritage Days in May	Along with the rest of the nation, Roswell celebrates its heritage during all of May with a month long festival of events known as Heritage Days in May.
Sundays on the Square	A series of free outdoor concerts at Roswell's beloved Historic Town Square.
Roswell Roots	"A Festival of Black History and Culture" - Numerous events taking place during the month of February that celebrate Roswell's African American culture and heritage.
Visual Arts Exhibition Series	A series of visual arts exhibits in the lobby of the Roswell Cultural Arts Center showing local and regional artists not otherwise exhibited in Roswell. (Not currently funded)
North Fulton Favorites: Points of Interest Program	A collaborative program with the City of Alpharetta and Fulton County which identifies unique and favorite places throughout North Fulton County then interprets those places through various artistic media such as photography, painting, writing, etc. (Not currently funded)
Roswell Kaleidoscope International Festival	Annual festival of international arts and crafts, food and music, and dance performances which celebrates a wide variety of ethnic cultures. (Not currently funded)
Roswell Reads	A Citywide "one book / one community" reading program in collaboration with the Roswell Library and Friends of Roswell Library.
Alive After Five	A monthly late night event throughout the downtown historic district held the third Thursday from 5:00 pm to 9:00 pm. Shops and restaurants offer discounts and specials, and live music plays throughout the district. A free trolley will transport participants to all event locations. A collaboration with the Historic Roswell Merchants' Association.
Arts & Culture Roundtable	Quarterly gatherings affiliated with the Roswell Cultural Arts Board, the Arts and Culture Roundtable facilitates connections between artists and arts and cultural organizations, thereby expanding their roles and collective visibility in our community. The Roundtable offers important opportunities to network, establish lasting relationships, and build collaborations. Meetings are free and open to the public. This program has been suspended.
H&ART BEAT	E-newsletter: A monthly electronic newsletter providing information about upcoming events taking place throughout the historic and arts district in downtown Roswell. Also includes informative educational content regarding topics relating to the arts and culture.
GalleryGoRound	A program of rotating monthly art exhibits presented by various Roswell galleries in the lobby of the Cultural Arts Center.
pARTners Power Lunch	Periodic luncheon gatherings of Roswell's arts and cultural leadership, business leadership, and elected officials with a featured guest speaker.

Source: City of Roswell

## **Historic Preservation**

The 2025 Comprehensive Plan provided an extensive Historic Preservation Section which has been updated, where necessary, and incorporated into the overall Natural and Cultural Resources Section<sup>8</sup>.

### **Introduction**

The Historic Preservation portion of the Natural and Cultural Resources Section of the Roswell Comprehensive Plan 2030 functions both as a component of the Comprehensive Plan and as an independent document intended to guide actions related to historic preservation. The Historic Preservation Element provides City of Roswell officials, the staff, the Historic Preservation Commission (HPC) and all residents of Roswell with a variety of background information as well as specific goals, objectives, and strategies to advance historic preservation in the City.<sup>9</sup> During the planning process of updating the Comprehensive Plan for the year 2030, this Historic Preservation Section was reevaluated, additional information was included, the original site-specific historic resources inventory data were omitted, and the results of a more recent historic properties survey were included in summary form.<sup>10</sup>

This Section provides a detailed report of the City's historic development and cultural resources, divided into landscape, archaeological and historic resources. The current status of the historic preservation program in Roswell is discussed. Historic preservation goals and objectives are outlined, and an action strategy based on these goals and objectives is presented in table form. The action strategy is the "work program" for the HPC and City Staff to make historic preservation as viable a part of community life and development in Roswell as possible. The action strategy also suggests other groups and individuals that should assist in completing the recommended actions. The action strategy has been designed as a flexible tool. It should be reviewed yearly with the Short Term Work Program to identify funding sources and revised to respond to the

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<sup>8</sup> References to external sources remain within the body of the text; see original document for full bibliography and source detail.

<sup>9</sup> This element was originally developed and adopted in the 2020 Comprehensive Plan. During the 2020 planning process, several work sessions were held with the HPC in the development of the Preservation Element. In addition, the HPC held a public hearing on the draft 2020 Preservation Element.

<sup>10</sup> The City prepared a framework for subdividing the single local Historic District into three or more character areas for purposes of fine-tuning design guidelines. A separate report was produced and the major results of which are integrated into this element. In 2010 a set of design guidelines were drafted by Georgia State University. These have not yet been adopted.

accomplishments and the changing conditions in the City. This element also summarizes an array of historic preservation tools and techniques.

Historic preservation in Roswell has maintained its preeminence since the establishment of the Historic Roswell Zoning District in 1971. The original district boundaries were established at the outset of the program and were expanded in 1988 to include a much larger area. The Historic Preservation Commission (HPC), established in 1988, provides the community with expertise in evaluating actions that might impact historic properties. Roswell became a Certified Local Government (CLG) in 1992, making the community eligible for grant funds that promote historic preservation (many of which have been acquired over the years). The CLG program makes Roswell's HPC part of a statewide network of preservation commissions.

Roswell's current National Register listings include three (3) individual properties and one (1) historic district. The individually listed properties are **Bulloch Hall**, **Barrington Hall** and the latest listing, Archibald Smith Plantation, known as the **Smith Plantation**. The listed district is the Roswell Historic District, which includes approximately one-third of the local historic district. Bulloch Hall, Barrington Hall and the Historic District National Register listings date from the 1970s. The Archibald Smith Plantation was listed in 2006.

This Section provides detailed information on how the City's significant resource base can be preserved and the planning tools available to accomplish this goal. In order to continue preserving Roswell's historic resources, it is necessary to understand its past. The following historical narrative provides readers a historical account from which contemporary preservation policies can be better understood. The history discusses the City's founding and early years; the early families associated with the City's beginnings and early growth; the first homes and community buildings constructed; early industrial development, particularly the Roswell Manufacturing Company; and the Civil War era and its effect on the City.

## Historical Narrative<sup>11</sup>

In the beginning Roswell was a planned community – a colony – on the newly opened North Georgia frontier. Streets, homes, a town square, industries, churches and a cemetery were carefully laid out taking advantage of the natural topography as it was

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<sup>11</sup> In 1973, Kidd and Associates prepared a *Historic Area Study: A Plan to Preserve Roswell's Historical Character* for the U.S. Department of Housing and Urban Development, as part of Roswell's first Comprehensive Plan. This historical account is drawn largely if not exclusively from that publication.

found. Vickery, now Big Creek, provided water power for a cotton factory and later a woolen mill which supported a New England village-type way of life with the well-sited and handsome, columned homes of mill-owners and the neat smaller homes of mill employees, all within walking distance of the Presbyterian Church. That was how it began.

What has happened to change the status quo largely came about because of the historical development of a nearby settlement, which coincidentally was also begun in the late 1830's when Roswell was colonized. In 1837, twenty miles south of Roswell, a railroad surveyor's zero mile post was set up in the red clay to mark a terminus of tracks from Tennessee. This railroad terminus, later named Atlanta, would grow to become one of the country's largest, and most typically modern metropolitan areas.

**1830-1865.** Histories of Roswell usually begin about 1830 with Roswell King's horseback trip from coastal Darien, Georgia to the gold fields of North Georgia. That aspect of the story must be told but for planning purposes a better beginning is February 16, 1854, when the Georgia General Assembly passed "An Act to Incorporate the Town of Roswell, in the County of Cobb." This is a better beginning, not because the events leading up to that Act are not important, but because the language used to describe the newly incorporated town contains several points of reference which help to put the early history of Roswell into proper perspective. The Act reads:

*The Village at and around the factory buildings of the Roswell Manufacturing Company in the County of Cobb. . . embracing an area of one mile in every direction from the Presbyterian Church in said Village, be and the same is hereby incorporated by the name and style of the Town of Roswell.*

Translated into the simplest modern terms, this quotation indicates that Roswell was originally a manufacturing village founded by Presbyterians in that part of Cobb County which was later added to Fulton. In other words, "Roswell Manufacturing Company," "County of Cobb" and "Presbyterian Church" are perhaps the most important reference points for the early history of the town. Which of these elements – the economy as represented by the company; the geography and politics as represented by the county; or the religion and philosophy of the founders as represented by the church – is more fundamental to the story is difficult to decide. Each aspect molded and gave a distinct pattern to the town; each aspect survives as a present day feature of modern Roswell; each played its part in the drama of Roswell's history; and each



needs to be recognized and protected as fundamental aspects of Roswell's ongoing heritage.

On December 11, 1839, at the request of seven individuals, the Georgia General Assembly incorporated the Roswell Manufacturing Company. (This was fifteen years before the town itself received an official charter.) These individuals were already doing business at a cotton factory erected by them in Roswell. The Act said:

*Certain individuals hereinafter named, have erected a Cotton Factory at Roswell, in the County of Cobb, and are desirous of being incorporated.*

Seven names are given; however, only five would be well-known to those who are already familiar with Roswell history. They are the heads of families which came up from coastal Georgia to begin a new colony on the North Georgia frontier. The five whose names will reoccur over and over again in Roswell history were:

- Roswell King (Town Name)
- Barrington King (Barrington Hall)
- John Dunwoody (Mimosa Hall)
- James S. Bulloch (Bulloch Hall)
- Mrs. Eliza King Bayard (Primrose Cottage)

Major credit for the entire Roswell enterprise is given to the two men – father and son – who head the list; and it is the first man on the list – Roswell King – who gave the enterprise its name. Short biographical sketches of these men will explain what led up to the 1839 incorporation of the Roswell Manufacturing Company, the 1854 incorporation of the town, and bring this section of the history up to 1864 when General Garrard burned the factories.

Roswell King moved to Darien, Georgia, in 1788 from Windsor, Connecticut where he was born in 1765. He became a religious, civic and business leader of that coastal community. In late 1829 and early 1830 (when King was 65 years of age), he represented the Bank of Darien on a trip through northeast Georgia and western North Carolina, both areas only just beginning to be opened for white settlement. He was sent by the bank to investigate opportunities to be found in the new gold mining developments in these areas. Traveling on horseback, he crossed the Chattahoochee at the ford near the mouth of Vickery (Big) Creek as he headed north for the gold mining town of Auraria near present day Dahlonega. As he rode up the trail which is now State Route 9, King evidently took careful note of the countryside. After he



returned to Darien, in thanks for his trip, the officers of the bank gave him a gold medal dated February 1, 1830. No known record exists as to what King told his associates about North Georgia, but he was evidently impressed with the potentialities of the area where Big Creek runs into the Chattahoochee. Some of the more important reasons he probably gave for future settlement include the following:

- Former Cherokee Indian lands now available for white settlement, including agricultural and manufacturing opportunities;
- An abundant water supply for domestic use but primarily as an energy source for powering mills;
- Topographic conditions – the plateau above the river and creek suitable for homesites and the narrow flood plain of the creek suitable for dam sites and mill buildings;
- Healthy upcountry climate when compared to that of the malarial coastal low country; and
- Natural beauty and scenery.

King was obviously able to sell himself and some of his associates on the move, for by 1838 a cotton factory and dam were being built on Big Creek, and King, with his son and son's family, were living in a log house on the north end of what is now Mimosa Boulevard. The next year, King's friends, relatives and associates were beginning to arrive in the new community. On October 20<sup>th</sup> King and fourteen others organized the Roswell Presbyterian Church. This took place not in a log cabin, but in the parlor of the first of the major houses in the settlement – "Primrose Cottage" – built by King for his widowed daughter who was one of the incorporators of the Roswell Manufacturing Company.

King, in 1839, when the company was incorporated, was 74 years of age and would live less than five more years. On February 15, 1844, he died and was buried in the newly selected burial ground on "Factory Hill" overlooking the factory he, his son, and friends had founded. It remains for his son, Barrington, to tell the rest of the story of how Roswell came into being.

Barrington King was born in Darien, Georgia on March, 9, 1798, and died in Roswell, Georgia on January 17, 1866. "On the sixth day of August in the year of our Lord one thousand eight hundred and thirty eight," he bought:

*All that tract of land, situated and lying in originally Cherokee, now Cobb County – and known in the survey of said County by the number three hundred and eighty three... containing forty acres.*

It was on part of this land that he built his home – Barrington Hall. While it was being built, he lived for a time, as mentioned above, in his father's log house. He also lived in a frame house later used as a kitchen, which stood until recently to the rear of Barrington Hall. To build Barrington Hall he engaged a builder-architect from Connecticut, Willis Ball, who used the Greek Revival style and remained in Roswell until 1844. Ball evidently assisted John Dunwoody (Mimosa Hall) and Major Bulloch (Bulloch Hall) in the design and construction of their homes.

The Kings, father and son, laid out the village with wide streets, a town square and gave building sites for an academy and two churches, Presbyterian and Methodist. Ball evidently built the Presbyterian Church but probably had no connection with the Methodist building, now a Masonic Hall. It is said that Barrington King was personally responsible for seeing to the design and construction of Holly Hill as a summer home for Robert A. Lewis of Savannah. Lewis was evidently not active in the factory project but came here to escape the coast during the hottest, most malaria-infested, time of the year. Other part-time residents went to nearby Marietta.

The architectural taste of the Kings, but particularly that of the son and younger man, deserves a separate paragraph. Their influence molded the town's original Greek Revival character, much of which survives today. At the time they planned and laid out Roswell, the Greek Revival style was the most popular and up-to-date fashion. The young American Republic, beginning in the days of Thomas Jefferson, looked for architectural inspiration to the ancient classical monuments of Greece and Rome. During the struggles of Greece for independence from the oppressive Turks, new American towns took on names like Athens and Troy. What one writer has said applies especially to what happened at Roswell:

*This manner called "Greek Revival" penetrated almost all sections of the country. It moved with the advancing frontier and is seen in surprising refinement and beauty in localities which were wilderness but a few years before. The designers of this period seemed to possess an innate talent for adapting the new architectural fashion to the requirements of the region.*



This applies especially to Roswell, for Barrington King in the early 1840's with Willis Ball's carpentry skills and the good taste of the first settlers, was able to transform the formerly Indian ruled wilderness plateau above the Chattahoochee River into a classical village which might have been located in settled old New England rather than on the North Georgia frontier. It is important also to note that the King's architectural talents were not confined only to the large temple-form residences and Presbyterian Church but also can be seen in the "Old Bricks," "Old Store," "Old Mill," and salt box type residences located on Factory Hill. No doubt it is partly due to the quality, refinement, suitability and lasting beauty of all of the original Roswell buildings which were touched by the Kings and their assistants that they have survived into the present day.

When Roswell King died in 1844 – Willis Ball evidently left that year – Barrington became president of the Roswell Manufacturing Company, and Roswell had its basic outlines with many of the major landmarks already standing. The Rev. George White, who lived in Marietta, gave the following description of Roswell as it existed in 1850:

*Roswell, a pretty village, so called from Roswell King, Esq., situated 13 miles from Marietta and one mile from the Chattahoochee. Settled by persons chiefly from the seaboard of Georgia and South Carolina, and is the seat of an extensive cotton factory. It has one store, one church, one male and female academy, etc. The water power is fine. Goods manufactured have a high character, and are sent to Tennessee, Alabama and to various parts of Georgia.*

Four years later the Rev. White noted that "1 wool factory" and "1 flouring mill" had been added to the "establishment of the Roswell Manufacturing Company."

The calm and business-as-usual atmosphere of this little manufacturing village began to be profoundly disturbed by the War early in July, 1864. On July 5th and 6th, Brigadier General Kenner Garrard's cavalry corps, a division of Major General Sherman's Union Army, occupied the town. Garrard sketched Roswell and described it as, "a very pretty factory town of about 4,000 inhabitants." General Sherman's own description of the occupation tells almost all that is necessary. In a dispatch to Major General H. W. Halleck, July 7, 1864, 11:00 a.m. Sherman wrote:

*General Garrard reports to me that he is in possession of Roswell where there were several valuable cotton and woolen factories in full operation, also paper mills, all of which, by my order, he destroyed by fire. They had been for years engaged exclusively at work for the Confederate*



*Government, and the owner of the woolen factory displayed the French flag; but as he failed also to show the United States flag, General Garrard burned it also. The main cotton factory was valued at a million of United States dollars. The cloth on hand is reserved for use of United States hospitals, and I have ordered General Garrard to arrest for treason all owners and employees, foreign and native, and send them under guard to Marietta, whence I will send them North. Being exempt from conscription, they are as much governed by the rules of war as if in ranks. The women can find employment in Indiana. This whole region was devoted to manufactories, but I will destroy every one of them.*

Most of Roswell's prominent families had refugeed to other parts of Georgia. The Barrington Kings went to Savannah leaving the factory operating to the last under the supervision of Olney Eldridge. Retreating in the face of General Garrard's calvary, on July 5<sup>th</sup>, the Confederates burned the wooden bridge over the Chattahoochee and by July 7<sup>th</sup>, Roswell was completely occupied by General Garrard's entire division. Dr. Nathaniel Pratt, minister of the Presbyterian Church, remained in Roswell during the Union occupation and managed to save the silver communion service and other church fixtures. According to Dr. Pratt, "45,000 to 50,000 men remained 15 days" and "1,000 wagons and 6,000 mules parked on my premises." Barrington Hall and Great Oaks were used as headquarters; the Presbyterian Church, Mimosa Hall and the Bricks as hospitals; and Holly Hill as a garrison.

It is perhaps a miracle that no more damage was done and that so much of original Roswell survived the war and occupation by thousands of troops.

**1865-1900<sup>12</sup>.** In June of 1865 Barrington King returned from Savannah. In a letter dated June 15<sup>th</sup> he wrote:

*I am astonished at so little destruction to the house and lot... Much is lost of the comforts we left – yet thankful to a kind Providence for what we have remaining.*

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<sup>12</sup> This section was originally subtitled 1865 to 1970 in the 1973 report. Many histories of early Roswell have been written over the years so that the stories of the City's founding and its first decades are well known. The growth and development of Roswell after the Civil War and into the late 20<sup>th</sup> century are documented in a number of written sources, such as *Roswell: A Pictorial History* published in 1985 and revised in 1994.



But perhaps more importantly he said:

*We will examine the mills in the morning. I think best to commence at once some improvements.*

This he did, for on November 18 of that year (1865) he wrote:

*The weather continues mild and we are pushing our brick work. 2nd story half up. We have about 70 men at work, requiring my whole attention.*

Unfortunately, Barrington King did not live long enough to see the fruition of this building program which he began almost immediately after the war was over. On January 17<sup>th</sup>, 1866, he died from injuries received when he was kicked by a horse and was buried in the Presbyterian Church Cemetery. The Roswell Manufacturing Company elected as his successor General Granger Hansell, who purchased Phoenix (Mimosa) Hall as his residence in 1869. Thereafter, the Manufacturing Company continued to prosper and continued to be a major feature of life in Roswell.

The industries that had defined Roswell in its first decades were rebuilt and restarted after the Civil War and flourished during the 1870s and 1880s. The Roswell Manufacturing Company had been rebuilt and opened a second factory in 1882. Oxbo Mill was opened around 1890. Ivy Mills was rebuilt and renamed Laurel Mills. The City itself grew during the decades of the 1870s and 1880s. By 1881, a railroad line had been completed from Chamblee to Roswell, providing important transportation links. The “Uptown Roswell” commercial area began to spring up several blocks north of the commercial downtown during this period. Main (Mimosa) Street served as the city center’s main corridor and the connection between these two significant business areas.

A description of Roswell in the 1883-84 issue of the Marietta and Acworth City Directory reads as follows:

*On through the town is a well kept street lined with cottages, some two hundred yards apart, leading to the store and offices of the Roswell Manufacturing Company, the same street leads you ½ mile further to the business portion, consisting of tasty stores, all enjoying a prosperous trade from the surrounding countryside. The greatest surprise awaits the visitor to learn that there are about 1,200 people living here. The buildings and general improvements are substantial, some of which are elegant,*

*standing on spacious and well kept grounds, evidently the good taste of the proprietors. Churches and good schools complete the list.<sup>13</sup>*

**The Early Twentieth Century.** In 1900 George G. Smith wrote in his *Georgia and the Georgia People*:

*Mr. Roswell King from Darien, when cotton manufacturing began on a large scale in Georgia, established the Roswell Cotton mills, and founded a charming village around them, which is now known as Roswell. This factory was well managed from its foundation, and has been one of the most profitable mills in the State.*

The turn of the 20<sup>th</sup> century continued Roswell's trend of progress and growth, yet the City remained a small town surrounded by rural countryside. By 1910, the town "...had a good public school system, two mills making an excellent cotton market for prosperous farmers, twenty business houses, two hotels, five physicians, and one of the finest railroad lines in Georgia."<sup>14</sup>

By 1900, the population of the Roswell Militia District, which included the City of Roswell, was 1,329. The City's population made up the majority of the militia district residents. The City consisted of a fairly small area focused around a central core. Most Roswell residents lived in neighborhoods closely clustered around the City's commercial centers and along its main corridors. Surrounding the city core was rural countryside dotted with farms and small crossroads communities. Area farmers grew largely cotton to supply nearby mills. Local African-American communities were located near the mills and on the outskirts of town. The Oxbo Road community on Pleasant Hill Street was an intown neighborhood where the African-American public school was located.

In 1901, the covered bridge over the Chattahoochee River was widened to two lanes, a sign of increasing transportation needs to and from the City. Automobiles arrived in Roswell soon after, and street paving had begun by the early 1920s. Due to increased car and truck traffic, the railroad discontinued its passenger service in 1921. In 1925, an eight-arch-span concrete bridge was constructed over the river to replace the covered bridge.

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<sup>13</sup> Darlene M. Walsh, ed., *Roswell: A Pictorial History* (Roswell: The Roswell Historical Society, Inc., 1985), Chapter IV.

<sup>14</sup> Walsh, Chapter V.

Other significant technological changes took place during these early decades of the 20<sup>th</sup> century to move Roswell quickly forward. Telephone service came in 1901, and electricity was placed in most homes and businesses in town during the early 1920s. Local industries that had long been in business began to slow during this period. Fire destroyed the Roswell Manufacturing Company's mill building that had been rebuilt after the Civil War, although the 1882 mill continued to operate. Laurel Mills also closed during this decade.

The 1924 Sanborn Fire Insurance Map provides a picture of the community during this decade. This is the only Sanborn Map of Roswell that shows the town; previous maps illustrate only the mill complexes.

In 1926, industry received an even worse blow than Sherman gave – the major buildings were destroyed by lightning, and due to the Depression, were never rebuilt. Dramatic and monumental ruins up and down Vickery Creek, the original rock dam constructed in the late 1830's, the dwellings on Factory Hill, the Old Mill, the Old Stores, the Old Bricks and the 1882 Southern Manufacturing Company, all survive to remind us that when the town was incorporated in 1854, the Act described Roswell as:

*The Village at and around factory building of the Roswell Manufacturing Company. . . . .*

The 1930s Depression slowed the City's overall economy and growth. While cotton farming continued to be strong into the early 1930s, the boll weevil and soil erosion eventually led to more diversified farming. Farmers planted pine trees to stop erosion and began to raise cattle and poultry rather than cotton.

In 1930, Roswell's population had grown to 1,432 within a militia district of 1,568. The Roswell Militia District seceded from Cobb County and became a part of Fulton County in 1932. Roswell's mayor at the time gave as the reasons for this action "...to secure a lower tax rate, better schools, more paved roads, and a more accessible county site for the transaction of legal business." <sup>15</sup>

***The New Deal Era.*** The Works Progress Administration (WPA), begun by President Franklin Roosevelt in 1933, brought several projects and a number of jobs to Roswell.

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<sup>15</sup> Walsh, Chapter VI.



Projects included the grading of the downtown Park Square and the addition of a wall of fieldstone around its edge, a fieldstone fountain, and walkways. Parts of Mimosa Boulevard and Atlanta Street were paved. The Public Works Administration (PWA) brought a new, modern water system to the City in 1936.

Aerial photographs taken over several decades provide a picture of the development of the City during the 20<sup>th</sup> century. The 1938 aerial shows a small town surrounded with rural, agricultural farmland and forested areas. Much of the farmland appears to have been under cultivation at the time. Development was concentrated in the City's central core along major streets and arteries.

Roswell remained a small town in 1940. The 1940 census documented a population of 1,622 in Roswell and 2,734 in the militia district. A 1940 article in *The Atlanta Constitution* chronicled the business atmosphere of Roswell at that time. The mayor was quoted as saying, "People drive to Atlanta to shop, and business is bad. Roswell needs more industries....If we can build Roswell up as a fine place for well-to-do Atlantans to come and build, they'd buy groceries and gas and stuff here. We want to see swank station wagons around the park where ox teams stood in the old days. Others say Roswell should draw trade on its history with antique shops. The combination of all three would be fine."<sup>16</sup> This quote seems to be a visionary prediction of the tremendous development to come.

**Post-World War II Era.** After World War II, more and more people began to move to North Fulton County to escape the urban city and enjoy the rural countryside. This movement brought steady and increased growth to areas such as Roswell. The 1950 census showed a population of 2,123 in the City. Businesses and industries had grown as well. However, Roswell remained in the middle of a rich agricultural section with major emphasis on poultry, feed and grains, and truck farming.

The 1949 aerial photograph substantiates these changes. More development had taken place within and along the edges of the City, while the City still retained its well-defined central core. Roads leading from the City were better established and had increased in number. More City streets had also been laid out. The surrounding area remained rural and agricultural.

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<sup>16</sup> Walsh, Chapter VI.

The 1950s were an era of rapid growth and change for Roswell. The business community was thriving. The 1912 City Charter had been revised in 1950 to provide for "...more efficient government, new town planning and zoning, improved traffic and parking regulations, better budget and financial procedures, and improved sanitary and health regulations—all being indicative of the move to a more responsible and a more responsive City government."<sup>17</sup> Plans for Georgia Highway 400 began in 1954, although the road was not completed and dedicated until 1971.

The 1960 aerial shows the result of this era of growth. While still a well-defined cluster, the City had begun to spread out into the surrounding countryside in several places. The first residential subdivisions on the outskirts of the City's core had been constructed during the 1950s, particularly south toward the river and on the east and west sides of the northern section of the City. Increased development and decreased agricultural land can be seen in the rural areas as well. More houses are located along major roads. Chicken houses can be seen. Less land appears to be under cultivation.

Annexation of land into the city limits began in earnest during the 1957-1962 mayoral administration. Aggressive annexation from this time on increased the City's size by leaps and bounds over the next several decades. The 1966 aerial shows continued growth in the same manner as in 1960.

***Decades of Modern Development.*** The City's population in 1970 was 5,430, increased by both new residents and continued annexation. By 1973, the population had almost doubled to approximately 10,000.

The 1972 aerial verifies this explosion of growth compared to the slow but steady growth of the previous decades. Georgia 400 had clearly been a catalyst for development along its corridor. Residential subdivisions had increased dramatically by this time. Development was beginning to significantly infill the rural agricultural land around the City.

The decades of the 1980s and 1990s brought unprecedented growth to Roswell. By 1982, the population had swelled to 25,000. The City continues to grow today both in size and in population. Annexations have added more land to the city limits, and people continue to relocate to the area. Roswell has become a large suburban

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<sup>17</sup> Walsh, Chapter VII.

community in metropolitan Atlanta. This growth and development has dramatically changed the historic landscape of Roswell and its surrounding area. Little is left of the once rural, agricultural land that surrounded the City's small core. Subdivisions and shopping centers have infilled almost all of the cultivated fields and forested areas that gave Roswell its rural environment.

The historic city core has been infilled and replaced in many areas with a great deal of new development yet much still remains of Roswell's intown historic fabric. Thanks to the City's aggressive historic preservation efforts begun during the 1970s and continuing through the last two decades of tremendous growth, many of the central city's historic houses and community buildings, downtown commercial structures, and historic open spaces have been kept intact and are interpreted to help both residents and visitors understand and appreciate the history of this significant city.

***Recent Past.*** The City of Roswell's Historic District has experienced unprecedented popularity and progress. One area this is evident is in the Mill Village or Factory Hill. Many of the homes suffered neglect and deterioration, as seen in the pictures below, through the 1990's. Happily, people have found value in these structures and area layout. The pictures below show how many of the same houses which were neglected have been rehabilitated. Interestingly, there is a mixture of residential uses and adaptively reused structures. The entire area is a desirable place to live with high quality compatible infill. This area offers residents a wide range of housing options with easy walkable access to retail, restaurants and cultural activities.

There are a number of modern buildings located in the historically commercial areas of Roswell. The City has not focused on this "style". Many communities are beginning to highlight these resources as significant and add to the historical fabric and context of their communities.







59 Vickery Street



88 Sloan Street



60 Sloan Street







65 Vickery Street



77 Vickery Street



72 Sloan Street



### **Roswell's Cultural Resources**

While Roswell has changed dramatically over the last three decades, the City has been able to maintain and expand cultural resources. These include structural and landscape resources as well as prehistoric and historic archaeological sites. The City has an intact concentration of cultural resources in its central core. These include historic buildings and structures; historic landscapes, greenspaces, and streetscapes; and archaeological sites associated with the prehistoric and historic occupation of the City's well-chosen site. Many of these intown resources are included in the local historic district, while fewer are listed in the National Register.

Other historic resources are scattered throughout the city limits outside the City's central core in areas that were largely rural until the 1970s and 1980s. These include scattered farmhouses and outbuildings, former fields and pastureland, and rural community buildings. These are shown on Figure 5-8.

The following sections provide an overview of the City's cultural resources (see Figure 5-8).

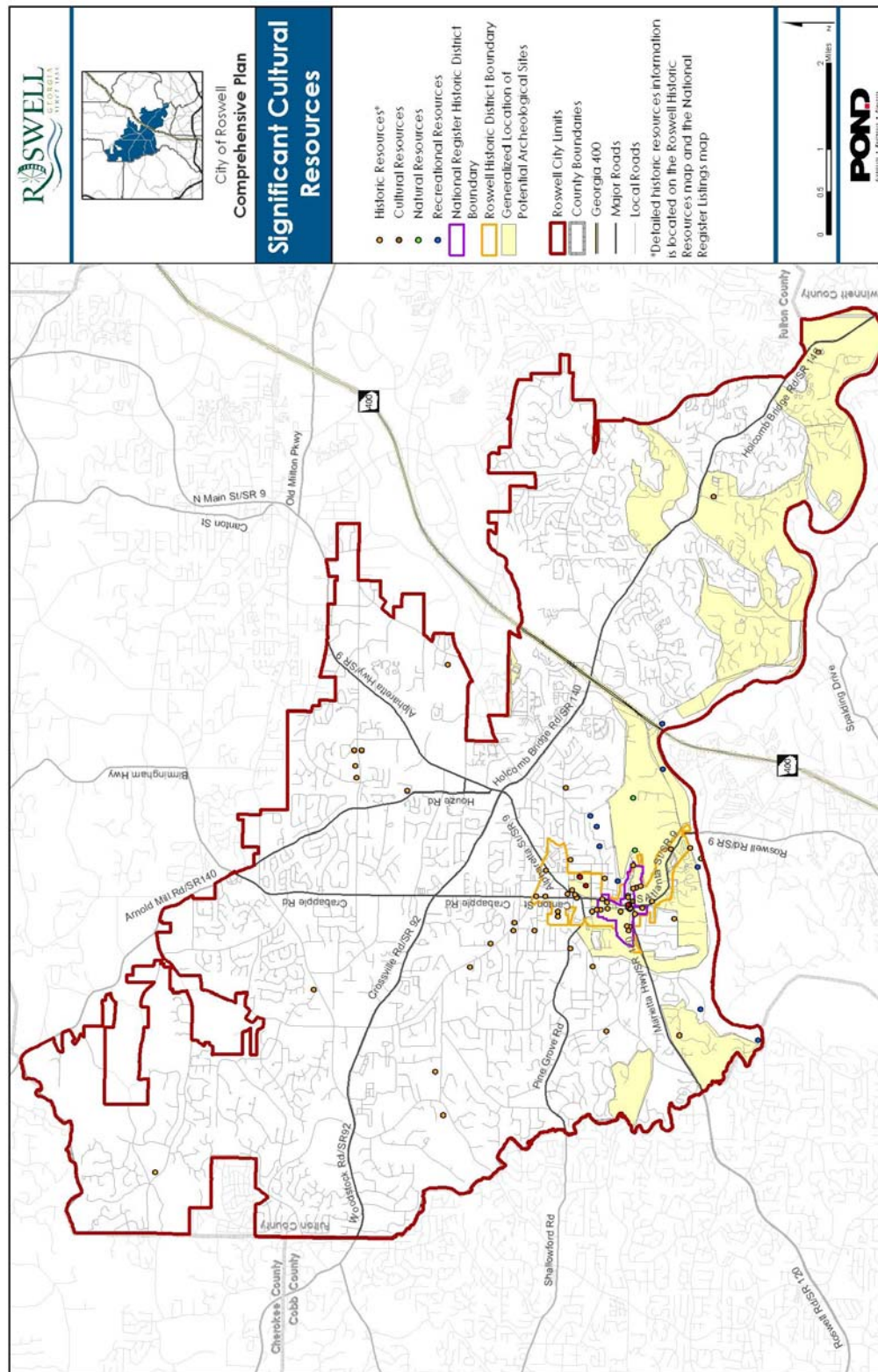
***The Cultural Landscape.*** Roswell's cultural landscape includes areas that are associated with historic events or persons or that exhibit cultural or aesthetic values. While much growth and land development has dramatically changed the City's cultural landscape, many areas remain that tell the story of the historic landscape.

One of the largest and most significant cultural landscapes in Roswell is the Big Creek Park area. The area consists of a natural bluff that overlooks the creek and the Chattahoochee River. It is historically significant as the site of Roswell's early industrial enterprises. The area is adjacent to the Chattahoochee River National Recreation Site, providing one large green space in close proximity to the City. A pedestrian covered bridge across Vickery Creek provides access to these significant public park spaces.

Additional parkland, much of which is also protected as part of the Chattahoochee River National Recreation Site, is located along the banks of the creek within the corporate limits of Roswell. Cultural resources, in addition to the mill ruins referenced above, are situated within this parkland.



Figure 5-8 Significant Cultural Resources



The remaining rural areas surrounding Roswell's central core are also significant cultural landscapes. They represent the farming activities that historically took place throughout the area. Open areas that were once cultivated fields, pasture land, forested tracts, and farmsteads with barns and other outbuildings are the remains of these rural and agricultural landscapes. Recent growth, both of residential subdivisions and commercial development, has infilled most of the historically open areas once abundant around the City.

**Hembree Farm, 1836** (see the Hembree Collection section in the structures inventory below for additional information regarding the farm), is now owned by the Roswell Historical Society.

In addition to this farm, there is a working farm in north Roswell on **Lackey Road (Full Bright Farm)**, which was recommended for National Register nomination. At the time of the original survey report, 2001, this property was not in Roswell. Nomination was not pursued. This property has been in operation for over 100 years.

Significant cultural landscapes in the City's core include the landscaped **Town Square**, which has been a central part of the City's town plan since its founding, as well as the streetscapes of the plan's historic grid street pattern. The town square was further developed as part of Work Project Administration (WPA). Intact landscape settings also remain adjacent to historic residences, institutions, and in a few cases, commercial buildings.

Several **major cemeteries** within the city limits offer a variety of historic landscape features – mature trees, funerary art, walls, and fences. Founders' Cemetery, Methodist Cemetery, and Presbyterian Church Cemetery are three such spaces. There are also other historic gravesites in other locations within the City.

### Historic and Archaeological Resources

Roswell's historic resources were inventoried in 1988, when the local historic district boundaries were expanded to their present configuration. The inventory, entitled "Official Historic Properties Map of the City of Roswell," was based on information from city and county tax records. This 1988 site-by-site inventory, which included those resources constructed up through 1970, was reproduced in total in the 2020 Comprehensive Plan but has been omitted here (but its importance is retained by this reference to it). The Roswell Historic Resources Survey Report, which included a report,



Historic Properties Map and Georgia Historic Resource Survey Forms, discussed below, conducted in 2001 has been incorporated here, and updated in 2010 to show “Lost” resources in the district (Figure 5-9).

The City of Roswell actively promotes the preservation of Archeological Resources. An archeological site is defined as any cultural or historical site in the City that is documented by a reputable source such as the Georgia Archaeological Site File of the University of Georgia Riverbend Research Laboratories (the official repository for information about known archaeological sites of all periods in the State of Georgia), the Office of the State Archaeologist, the Society for Georgia Archaeology, the Archaeological Services Unit of the Historic Preservation Division of the Georgia Department of Natural Resources, or the Roswell Historical Society, or which is discovered to have artifacts or burial objects, or which is predicted by a model (Figure 5-10) having a high probability of containing artifacts or burial objects. Artifacts may range from (include but are not limited to) early prehistoric sites with Aboriginal lithic (stone tool production) scatter, to 19th century textile mills, grist mills, saw mills, bridges, and ferries, to historic 20th century home sites, with standing structures or structural remains such as standing chimneys and foundations. The predictive model shows high probability of archeological resources along rivers and streams and in the highlands as well as in locations where artifacts have been found.<sup>18</sup>

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<sup>18</sup> The Georgia Archaeological Site File is a centralized location where archaeologists access information concerning Georgia's archaeological resources. Every site is plotted on a U.S. Geological Survey topographic map, which archaeologists can examine to view the site distribution in a given area. In addition, the data from every site form are entered into a computer database. Archaeologists can use this database to gather information about many aspects of a site or sites.



Figure 5-9 Survey of Historic Resources

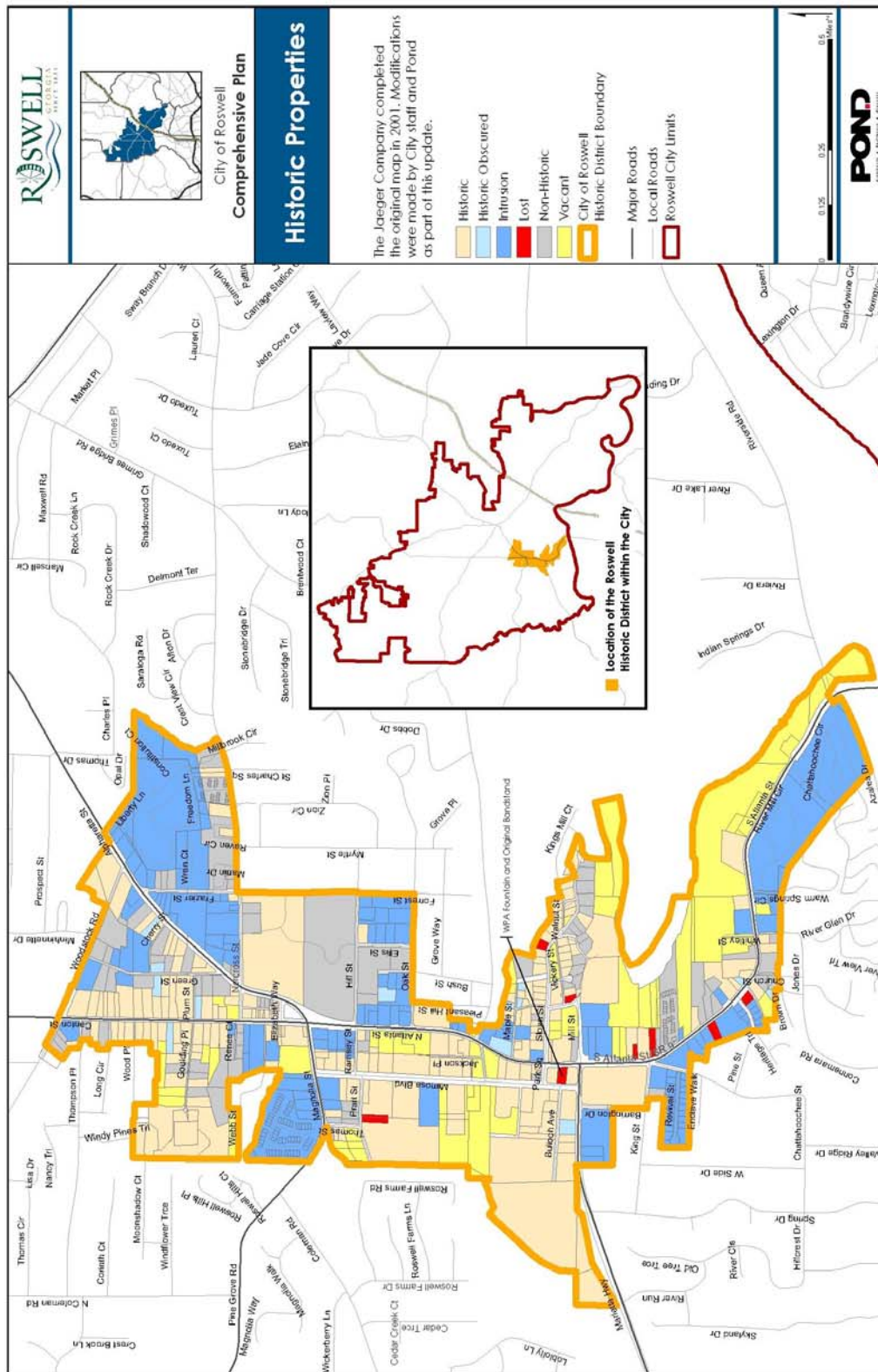
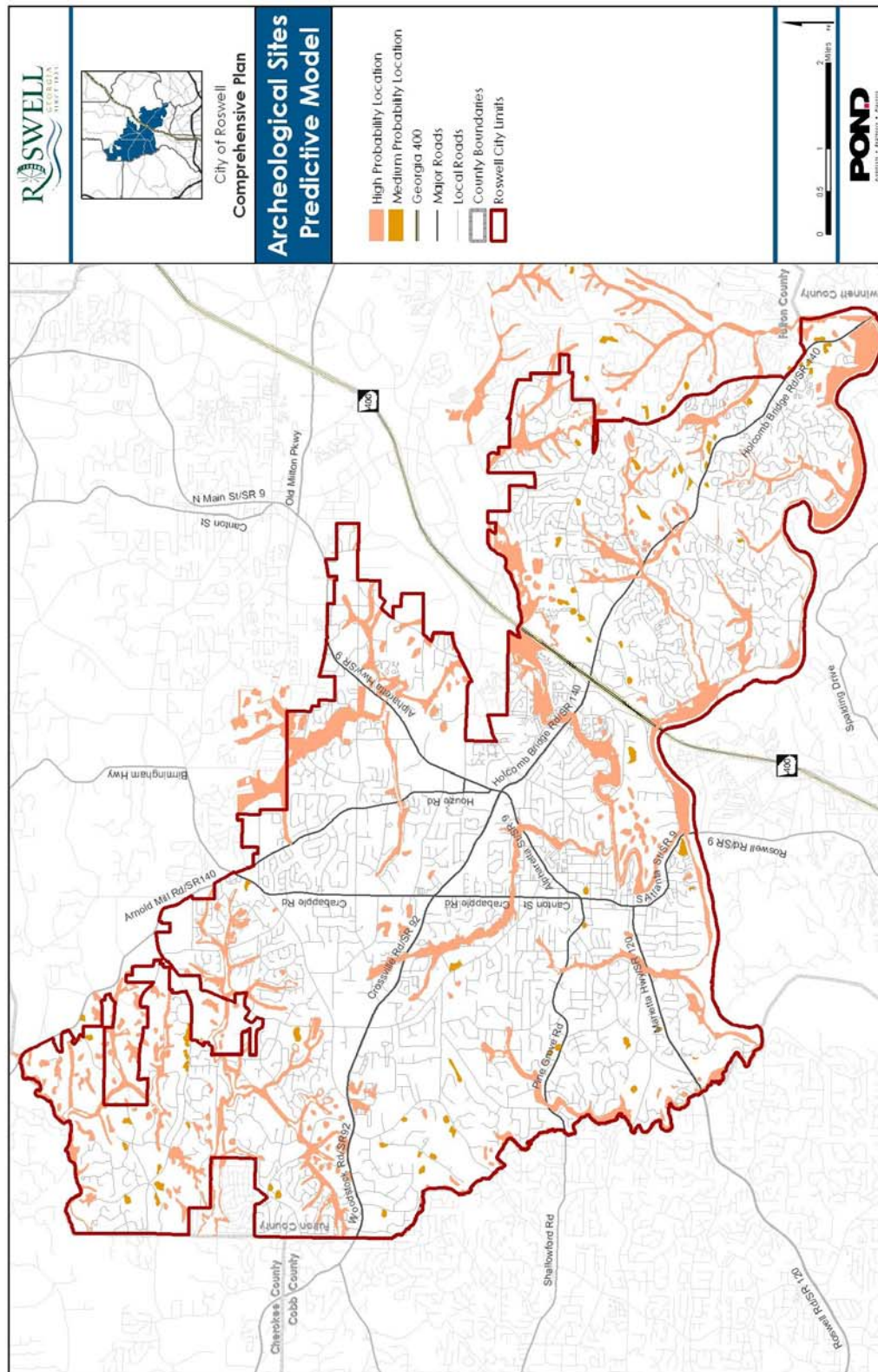


Figure 5-10 Archeological Sites Predictive Model





**Administration.** The Historic Preservation Commission has jurisdiction whenever there is a proposal to disturb land, develop property, or construct a building on or within one hundred (100) feet of an "archaeological site," as defined by this chapter. This is regulatory framework is rare in the State of Georgia.

When the zoning director receives a development proposal to develop property shown as having a high probability of containing an archaeological site on the Predictive Model and Archeological Sites Map, the zoning director shall require the development applicant to consult and report the findings of reputable sources such as the "Georgia Archaeological Site File" in order to determine whether an archaeological site has been documented to exist. No development application shall be approved until such documentation is provided to the zoning director. This is discussed in further detail later the Archeological Sites Subsection.

**Antebellum Historic Resources (Figure 5-8).** An exceptional "antebellum only" inventory was provided in the 1973 *Historic Area Study: A Plan to Preserve Roswell's Historic Character*. These landmarks remain critical to Roswell's sense of history. The inventory remains current except for minor changes in name or understanding.

- **Chattahoochee River Crossing:** SR 9 north of Atlanta, at Chattahoochee Landing Apartments. Roswell King crossed the River near here on his trip to Dahlonega and western North Carolina in 1839 when he discovered what later became Roswell. The first bridge to span the River was of the covered variety. It was burned in 1864 during the Civil War and later rebuilt.
- **Laurel or Ivy Mill:** on Big Creek near its confluence with the Chattahoochee River; antebellum. Not a great deal is known or remains of this woolen mill which was burned by federal troops in 1864, during the Atlanta Campaign. Women operatives of the mill were sent north after Roswell's capture so that their skills would not benefit the Confederacy. The mill stood from about 1855 until 1864 and then was rebuilt by Barrington King and his son, James Roswell King (1827-1897).
- **Lover's Rock:** northern end of an old railroad cut (post Civil War). This rock shelter is a scenic and cultural resource similar to others found along the Chattahoochee and its tributaries. The shelters were used by Indian inhabitants of the area as living areas.
- **Allenbrook:** Atlanta Street; circa 1857; two-story structure made of hand-molded clay bricks. It was both the home and office of the manager of Laurel Mill located below it on Big Creek.



- **Raised Cottage:** Atlanta Street; antebellum; high basement balustraded porch with slender columns supported by brick trellis, end chimneys. The raised cottage style was common along the Georgia coast and this example in the upcountry illustrates the many ties of Roswell's settlers with their low country homes. Located near the woolen mill area, this cottage was conceivably the residence of one of the mill superintendents.
- **Cottage:** opposite Raised Cottage, Atlanta Street; antebellum; simple frame structure with early mantelpiece in the front north room.
- **Fine Arts Alliance (now known as the Foster House):** Atlanta Street; antebellum; one-story frame structures; projecting pedimented porch was added later. The former residence of the John Foster family.
- **Barrington Hall:** Marietta Street and Mimosa Boulevard; 1842. Located on about six acres across from the Town Square, Barrington Hall is an essential component of the original planned community and is an outstanding example of the Greek Revival temple form house with columns on three sides. Built by Willis Ball, a Connecticut carpenter, for Barrington King, and is a constant reminder of Roswell's and Georgia's heritage.
- **Town Square:** bounded by Atlanta, Marietta and Sloan Streets and Mimosa Boulevard. This open space has been a fundamental element of the town plan as laid out by Roswell King. It serves as a connector between the older residential section and the business and mill section beyond Atlanta Street.
- **House Site:** Bulloch Avenue. The antebellum frame house which originally stood there has recently been relocated in Crabapple.
- **Dolvin House:** Bulloch Avenue; Late Victorian; frame with wide front veranda. One of the few Victorian houses in the City, it has added significance due to its siting adjacent to Bulloch Hall and across from Mimosa Hall – two of Roswell's irreplaceable landmarks.<sup>19</sup>
- **Bulloch Hall:** Bulloch Avenue; circa 1840. A vital element of original old Roswell, Bulloch Hall is one of Georgia's few examples of the full temple form Greek Revival house with pedimented portico. Built by Willis Ball, builder of Barrington Hall, to the desired design of Major James S. Bulloch, one of Roswell's earliest settlers. Here Bulloch's daughter, Mittie, married Theodore Roosevelt, Sr. Their son, Theodore Roosevelt, Jr. later became the 26th President of the United States. President Roosevelt visited Bulloch Hall in the fall of 1905 when the home belonged to Mrs. J. B. Wing.

<sup>19</sup> Emily Dolvin (Aunt Sissy), President Jimmy Carter's Aunt lived here until her death in 2006.



- **Mimosa or Phoenix Hall:** Bulloch Avenue; completed in 1847; Greek Revival with pedimented portico, brick stuccoed and scored to resemble stone. The first house built on the site in 1842 burned the night of its housewarming. In 1869 the house was purchased by the Hansell family. In 1917 Neel Reid, one of Atlanta's most gifted architects, purchased and restored Mimosa Hall and also designed the courtyard and grounds. The house has been back in the Hansell family for some time and is presently owned by Mr. and Mrs. C. Edward Hansell.
- **Holly Hill:** Mimosa Boulevard; built between 1842 and 1847; raised cottage with columned porticoes on front and rear facades. Barrington King built Holly Hill as a summer house for Robert A. Lewis, a Savannah cotton broker. An example of a coastal version of Greek Revival architecture, Holly Hill is yet more elaborate than its Atlanta Street kin, indicating the greater wealth and position of its original owner.
- **Primrose Cottage:** Mimosa Boulevard; circa 1839; two-story with hip roof, reminiscent of New England Greek Revival style houses with its one-story classic portico. An unusual hand-turned Rosemary Pine fence separates the house from the street. This fence is said to have been made by a Mr. Minhinett, an Englishman brought by Roswell King to help in building the town. The cottage was built for Mrs. Eliza King Hand, widowed daughter of Roswell King, (and) was the first permanent residence completed in Roswell.
- **Mimosa Boulevard Houses:** Several houses located across the street from Primrose Cottage are significant. Although not antebellum or especially distinguished individually, they contribute to the District as compatible later additions to the original Mimosa Boulevard neighborhood laid out by the Kings in the late 1830's.
- **Great Oaks:** Mimosa Boulevard; 1842; two-story with pediment in roof line and Classic portico. Built of locally fired bricks, Great Oaks was originally the home of the Reverend Nathaniel A. Pratt, minister of the Presbyterian Church. During the Civil War, federal troops used the home as their headquarters.
- **Roswell King's Cabin Site:** near the intersection of Mimosa Boulevard and Magnolia Street. This is the site of King's cabin in which he lived when the town was being settled. It is situated at the opposite end of the Boulevard from his son's magnificent home – Barrington Hall.
- **Presbyterian Church:** Mimosa Boulevard; 1840; simple temple form, Greek Revival style with four fluted Doric columns forming a portico and short square steeple. Designed and built by Willis Ball who also was responsible for Bulloch and Barrington Halls. The Church was organized in 1839 in Primrose Cottage.



- **Presbyterian Church Cemetery:** 300 yards to the rear of the Church on the east side of Atlanta Street. Set off and first used as a cemetery in 1841.
- **Old House:** south east corner of Maple Street; possibly antebellum; rests in high basement.
- **Roswell Stores:** Atlanta Street; circa 1839 to the early 1900's. This group of buildings, on the east side of the Town Square, became the center of commercial activities from a few years after Roswell was founded. The earliest structure, made of bricks and axe-hewn timbers, was built about 1840 and served as the commissary for the Roswell Manufacturing Company. It features unusual decorative brick work, similar examples of which are found in the Old Bricks and other historic structures in Roswell. It was on top of an old vault in this old bricks store that a sizeable quantity of Confederate currency and bonds was recently found.
- **The Old Bricks:** Sloan Street; circa 1840. These buildings originally housed workers at the Roswell Mills. Constructed in two units, the building closest to Atlanta Street has four units and entrances and the other has six. The roof line of the larger building terraces, at pilasters which separate the units, to fit the slope of the land.
- **Southern Mills Building:** Mill Street; 1882. This is one of the last surviving operational parts of the Roswell Manufacturing Company, chartered in 1839. After the original mill complex was burned during the Civil War, it was rebuilt but was burned again in 1926 when struck by lightning. This structure survived because it was separate from the main complex up stream. It has an interesting Victorian cupola and the date 1882 in wood over the entrance. (Converted to commercial space, now houses offices and retail space and special events facility.)
- **Old Mill (Machine Shop, Mill Ruins):** off Mill Street on Big Creek, circa 1853. A two-story brick building which is late Georgian in style and is the last surviving physical remains of the original 1839 Roswell Manufacturing Company.
- **Mill Ruins:** on Big Creek. The City of Roswell, without the Roswell Manufacturing Company, would never have been, for the Mill located here, seen now only as ruins, supported the town. Roswell King, discovering the site and realizing its suitability for manufacturing, set about establishing both a town and cotton mill – each to benefit the other. The Mills became important assets to Georgia and eventually the Confederacy, which is why Sherman destroyed the operations in 1864.
- **The Founders Cemetery:** east end of Sloan Street overlooking Big Creek. This is the original old town cemetery. A tall monument marks the grave of Roswell King.



James S. Bulloch of Bulloch Hall and John Dunwoody of Mimosa Hall are also buried here.

- **Factory Hill House:** Mill, Millview, Sloan and Vickery Streets; antebellum. The houses in this section of Roswell were built as residences for workers at the Roswell Mills. At least 15 houses are of an identifiable style or age. A modified New England like salt box style is seen in a number of these houses. Five of these houses have central chimneys as they would in New England, and each of these have the wooden detail mentioned in the discussion of the Old Bricks apartments.
- **Smith Plantation House:** Alpharetta Street; circa 1842-46. A simple but elegant 2-story frame structure with slender wooden columns constructed with wooden pegs. Original outbuildings, including a kitchen, barn, corn crib, carriage house and servants quarters, are still intact. When Archibald Smith came to Roswell in 1838, he acquired 160 acres to farm rather than investing in the mill industry.
- **The Smith Triangle (Heart of Roswell Park):** bounded by Alpharetta and Canton Streets and Elizabeth Way.
- **Elizabeth Way Stores:** circa 1900. Facing the Heart of Roswell Park, this group of old brick stores are part of Roswell's uptown business district and therefore contribute to the City's commercial life.
- **Canton Street Stores:** Located around the Heart of Roswell, the block of storefronts on Canton Street lend themselves well to historic preservation. The most significant building is a two-story brick structure with a white 2-story Victorian veranda, some of the smaller stores also have interesting architectural details.
- **Minton House:** Norcross Street; 1849; 1½ story brick building with small round columns and single central dormers. This building is set back from the street behind graceful trees.
- **Masonic Hall (Old Methodist Church):** Alpharetta Street at Green Street; circa 1859. Land on which this building sits was given to the Methodists by Barrington King. Church services were first conducted here in 1859 and continued until 1920 when the congregation was relocated.
- **Methodist Cemetery (Old Roswell Cemetery):** Alpharetta Street and Woodstock Street. This old cemetery served the Methodist Church, not the Masonic Hall.
- **Canton Street House (Perry House):** intersection of Canton and Woodstock Streets; 2-story white frame with hip roof and 1-story screened porch. This structure's appearance gives the impression of being out in the country as indeed it was at one time.
- **Naylor Hall:** Canton Street; antebellum; 2-story with 1-story wing additions and porte-cochere, 4 columns support a pedimented portico. The original portion of



this home was built by Barrington King for Mr. Proudfoot, manager of the Roswell Mills. During the Civil War, federal troops destroyed all but four rooms of the original structure. A later owner restored Naylor Hall and it is presently owned by Mrs. Jane Tuggle and her daughters. Sited far from the street, it makes a very real contribution to historic uptown Roswell.

- **Ball Place (now known as Founder's Hall):** Canton Street; circa 1872; 2-story white frame with green shutters, end chimneys and slender columns supporting the 1-story low-pedimented portico. Within the immediate neighborhood of Naylor Hall, the Ball Place illustrates how later, simpler houses encroach upon more significant historic landmarks and then are encroached upon themselves by even smaller, less significant structures. The Ball Place is itself compatible with Naylor Hall and the Canton Street House. Preservation plans, while allowing for inevitable neighborhood growth, must encourage the maintenance of the neighborhood's historical and architectural integrity.
- **Goulding House:** Goulding Place; circa 1857; 2-story brick with full pedimented portico, 2 massive doric columns and steep hip roof. This house was built for the Rev. Francis R. Goulding – minister, inventor and author of *Young Marooners* and *Marooner's Island*, two popular boys' books. Cresting a hill at the end of this tree shaded street, Goulding House is a major contribution to Roswell's sense of history. Owned and occupied by the James Wright family, it is another one of Roswell's several examples of private residential preservation which must be encouraged.

**Resource Inventories.** A comprehensive historic resources survey of unincorporated North Fulton County was completed in 1995. The City of Roswell was not included in this survey. The survey was sponsored by the Historic Preservation Division of the Georgia Department of Natural Resources.

In the year 2000, the City applied for and received a grant from the Georgia Department of Natural Resources to conduct a comprehensive historic resources survey. That survey, the Roswell Historic Resources Survey prepared by the Jaeger Company, was initiated in July 2000 and completed in 2001. It is on file with the Community Development Department. This windshield survey was not comprehensive, but it was the first step taken toward a more intensive survey effort. Resources identified in the windshield survey were placed within four categories based on probable date of construction: (1) antebellum; (2) postbellum-1949; (3) 1950-1959; and (4) 1960-1969. See (Figure 5-9) for a reproduction of that inventory (Central Roswell).

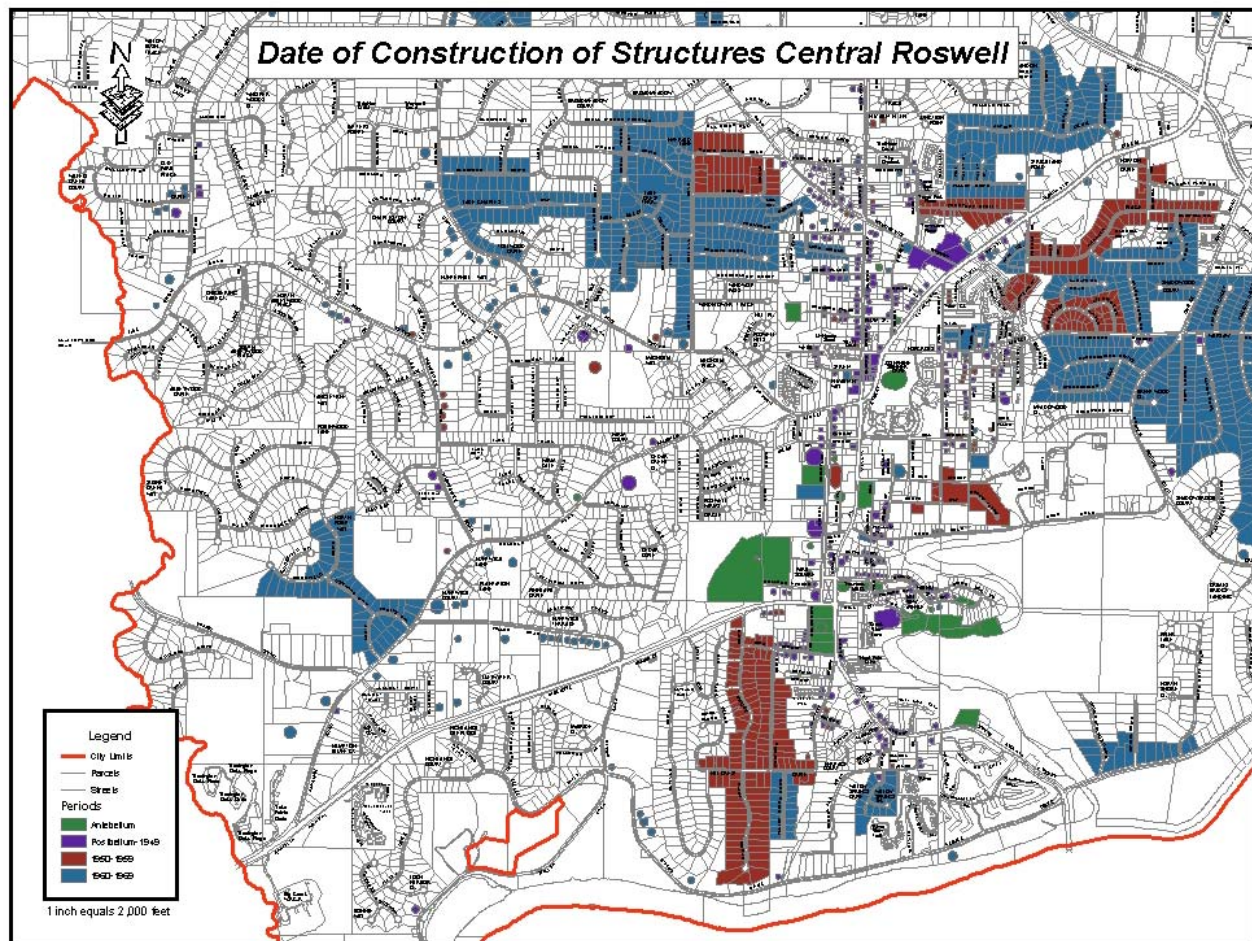
In addition to this farm, there is a working farm in north Roswell on **Lackey Road (Full Bright Farm)**, which was recommended for National Register nomination. At the time of the original survey report, 2001, this property was not in Roswell. Nomination was not pursued. This property has been in operation for over 100 years.

While “historic resources” are generally considered to be 50 years of age or older, resources constructed from 1950-1959 and 1960-1969 were identified to allow for planning purposes in the 2025 Comprehensive Plan and are included here because they become more relevant. There have been extensive discussions about the “ranch” house in recent years. Their prevalence as a building type after WWII leaves an important mark on most cities in Georgia and the country. Recently, this building type has had a resurgence in popularity. Figure 5-11 shows how many more resources, many of which are ranch homes, there are from the two latter periods. The Department of Natural Resources, Historic Preservation Division, published “The Ranch House in Georgia: Guidelines for Evaluation” in May 2010 to help people understand the relevancy of this building type, identify features and illustrate proper treatment of these structures.

***Structures Inventory Outside the Historic District (Figure 5-8).*** The majority of historic resources remaining in Roswell are focused in the City’s central core. The historic town plan of grid streets is itself a significant historic landscape. Other resources are scattered throughout the once rural areas outside the city center (Figure 5-8). These resources may be classified according to use based on the Georgia Department of Community Affairs’ Minimum Standards and Procedures for Local Comprehensive Planning.

A study conducted in 2002 highlighted some resources outside the district that have possible historical merit. The windshield survey completed in 2001 was used for this effort. The dates are approximate and information is limited. Additional research would be necessary to determine actual construction dates. If the City is interested in pursuing additional protection for resources outside the historic district this list provides a point of reference from which to begin.

Figure 5-11 Date of Construction of Structures, Central Roswell



- **200 Coleman Road (1840-1849)**

I-House/Georgia Elements

The survey indicates that this home was constructed between 1840 -1849. There is a carving on the existing chimney which dates the house to 1869. Elijah J. Coleman, son of pioneer Valentine Coleman, built this house. The smaller rear section may have been built earlier. Four generations of Coleman's have lived here. The house has transoms and sidelights. It has stone and ship lap siding. It appears that the dormers were added in the 1920's. Down the street a surviving member of the family lives on approximately six (6) acres. In 2002 this farm was known and labeled "Coleman Farm". In a personal interview Mr. Coleman indicated that he built his home at 410 Coleman Road about sixty years ago.



- **1600 Lackey Road (1870-1880)**

Single-pen rectangular, 1.401 acres

This house dates from approximately 1870 -1880. The survey report indicates that this house was constructed by having two log structures joined together. The dovetailed joints are visible. The structure was constructed with mortise and tenon joints and brace frame construction.

- **9050 Fouts Road (1900-1909)**

Georgian Cottage, 0.461 acres

This cottage has large windows that extend down to the porch level, which is unusual in a house of this type and size in Roswell. The pane structure is 36/36. The structure sits on stone piers. Unfortunately, the siding appears to be asbestos.

- **9000 Holcomb Bridge Road (removed, site of the new library) (1920-1939)**

Craftsman

- **9710 Hightower Road (1900-1910)**

Folk Victorian/Central Hall, 1.954 acres

The front gable has decorative wood shingles, return cornices and decorative porch columns.

- **625 Warsaw Road (1900-1919)**

Queen Anne Cottage

The original shell of the building is intact but, unfortunately new windows and vinyl siding have been added.

- **10460 Woodstock Road (1910-1919)**

Saddle Bag/Central Door

The view from the front remains intact. It sits high above the road and has a presence on the street.

- **11805 Chaffin Road (1910-1919)**

I-House/Hall Parlor

**Hembree Collection.** The next four examples are located in close proximity to each other. They paint a picture of the rural farm history that dominated Roswell outside the historic core until the recent past.

- **770 Hembree Road (1910-1919)**

I-House/Central Hallway, 0.6 acres

This house is located at the intersection of Hembree Road and Upper Hembree Road. There has been substantial suburban residential pressure in this area.



- **780 Hembree Road (1910-1919)**

Folk Victorian/Central Hallway, 3.04 acres

This example has more decorative features than the other examples.

- **775 Hembree Road (Hembree Farm) (1835)**

Plantation Plain with Out Buildings, Until recently 187 acres.

This property is known as Hembree Farm. It is complete with farm out building such as a corn crib and a barn. The Roswell Historical Society owns the property now. The Hembree house, with its detached kitchen building, is one of the oldest settler's farmsteads still existing in north Fulton County. Amariah Hembree, along with his son Elihu, purchased 40 gold lots or 640 acres of land near present-day Roswell during the 1830s and settled on the land most recently occupied by Cherokee farmers. The Hembrees may have lived in an abandoned Cherokee cabin upon their arrival in the area. The Gold Lottery drawings of 1832 occurred between October 22, 1832, and May 1, 1833, and applied to land once occupied by the Cherokee Indians. Those successful in the lottery paid a grant fee of \$10.00 per lot. Many lottery winners sold their lot immediately to ambitious farmers like the Hembrees.

The Hembree farm grew cotton for the Roswell Manufacturing Company along with other crops including vegetables and sorghum. The Hembree family and other local settlers established the Lebanon Baptist Church at the Hembree home in July 1836. The home has remained in the Hembree family for at least eight generations. The Hembree family's influence on the Roswell community is evident in the naming of two major thoroughfares, an elementary school, and two subdivisions for the family.

In April 2007, determined to preserve her pioneer family's 8-generation history and heritage, heir and owner Carmen Ford offered the Society an opportunity to preserve a portion of the original farm. The Roswell Historical Society accepted the generous gift of the historic Hembree Farm's circa 1835 house, detached kitchen, two hand-hewn log corn cribs, and one acre of land. Today, a portion of the original farmstead and some of the buildings are now owned and being restored by the Society while Ms. Ford remains very involved in this restoration process.

Because the frontage of the property was slated for development, the Society moved the four historic buildings to the reserved 1-acre plot at the rear of the property near Elihu Hembree's grave. Work has begun to restore the structures and preserve them for future generations. In February of 2009, the Society received a National Trust for Historic Preservation *Preservation Services* grant. This grant, matched by the Society, funded an historic preservation consultant to conduct a conditions assessment study of the structures. The consultant's report will guide future work and make it possible to apply for additional grants to fund the restoration project.

By accepting the Hembree Farm, the Society hopes to demonstrate the power historic preservation can have in a community by providing a sense of our past, our culture, and our heritage. Already, Roswell residents have noticed changes at the property, which lies near the intersection of Hembree and Upper Hembree roads, as the chimneys were dismantled and the structures were moved to their new site. In early 2008, Society members and volunteers conducted archaeological excavations at the site of the kitchen. The house and kitchen have been placed on permanent foundations, and a shelter roof was built over the corn cribs to protect them from weather until they can be restored.

Plans for the near future are to reconstruct the four chimneys, begin landscaping the property, and to begin restoration of the interiors of the house and kitchen.

- **11225 Crabapple Road (1900)**

Victorian

James Madison Strickland built this house for his wife, Clemintine Houze. The house was restored in 1968. The house features a turret room, original picture windows which open and close, and transom window over each interior door.

- **8240 Holcomb Bridge Road (1860)**

McAfee/Ellard House; Original Log Cabin

The house is hard, if not impossible during most times of the year, to see from the street. It was built by Robert McAfee for his daughter when she married. Thomas Ellard purchased it in 1918. In 2002, his daughter still lived there.

- **1380 Old Roswell Road (1900)**

Lickskillet Farm; Victorian

A mill and spring house was situated on the creek. This building was used as a restaurant until recently.

- **205 Norcross Street (1910-1930)**  
Queen Anne
- **10760 Woodstock Road (1900)**  
Fair Oaks Farm  
The house and outbuilding were probably part of a larger farm which was reduced for use as a residential subdivision. The brick on the exterior was probably added when the rear addition was constructed.
- **10645 Woodstock Road (1900)**  
Georgian Cottage  
The structure retains much of its original footprint and detailing such as the windows and porch accents.
- **1225 Bowen Road (1920-1929)**  
Pyramid Cottage; Windy Acres Farm (possibly former name)  
This is a farm complex with extant outbuildings. There is evidence of a rear addition and a screened porch. This is a well preserved example.
- **1009 Jones Road (1920-1929)**  
Folk Victorian  
Folk Victorian detailing is present on in the front gable and millwork on the porch. Some new doors and windows have been added on the front but the remainder of the structure appears to have its original detailing.

***Neighborhoods Outside the Historic District.*** There are a number of neighborhoods directly adjacent to the Historic District that, while not “High Style” architectural examples, are historic and create a cohesive character.

- **Oxbo Road/Pleasant Hill/ Bush Street/Myrtle/Forrest**  
Age of Structures: 1900-1949  
Building Types: Side-Gabled Cottages/Bungalow/ Minimal Traditional/Hall Parlor  
This area is known to be a historically African-American neighborhood. Additional study needs to be done to determine the boundaries.
- **Chattahoochee Street and Pine Street**  
Age of Structures: 1915-1944  
Building Types: Bungalow/Side-gabled cottage/Hall-parlor/Georgian Cottage/ Minimal Traditional/Some Craftsman detailing
- **Thompson Place**  
Age of Structure: 1905-1949  
Building Types: Minimal Traditional/Georgia Cottage/Bungalow/English Cottage/Extended Hall-parlor



- **Wood Place**  
Age of Structures: 1895-1930  
Building Types: New South Cottage/Central Hallway/Side Gabled Cottage/Minimal Traditional
- **Woodstock and Canton Streets**  
Age of Structures: Mixture  
Building Types: Bungalow, Minimal Traditional/Side Gabled Cottage
- **Cemetery:**  
11215 Houze Road  
Established: 1836  
Lebanon Cemetery

The Historic Properties Map (Figure 5-9), adopted in 2003, but created as part of the 2001 Roswell Historic Resources Report, divides the historic district into four categories to evaluate the resources and their condition. This Historic Preservation Commission uses this map as a tool when reviewing applications for certificates of appropriateness. The four categories are **Historic, Historic Obscured, Non-contributing, and Intrusive**.

- Historic: structures, buildings, or objects that are more than fifty years old and contribute to the historic character of the community;
- Historic-obscured: structures, buildings, or objects that are more than fifty years old but do not contribute to the historic character of the community due to unsympathetic but not irreparable alterations;
- Non-historic: structures, buildings, or objects that are less than fifty years old but contribute to the historic character of the community by possessing architectural character; and
- Intrusion: structures from any year that detract from the historic character of the district.

The staff made recommendations for changes based on the recent activity, which have been made. In addition, another category has been added to the Historic Properties Map, "Lost" (Figure 5-9). A number of resources have been lost in recent years to neglect or demolition. It is important to illustrate these resources because create a sense of place that makes Roswell unique and development should integrate with historic resources. This is not an exhaustive list but starts the dialogue and



establishes patterns. The properties were identified by staff and through researching the 1988 survey. A number of resources are shown along South Atlanta Street south of SR 120. It stands to reason that development pressure along this corridor in addition to traffic congestion has and is playing a major role in the loss of the character of this street. As shown on the map, a large portion of the east side of South Atlanta Street is considered Intrusive. Additional resources may have been lost and replaced with these building. The character of this area has slowly eroded.

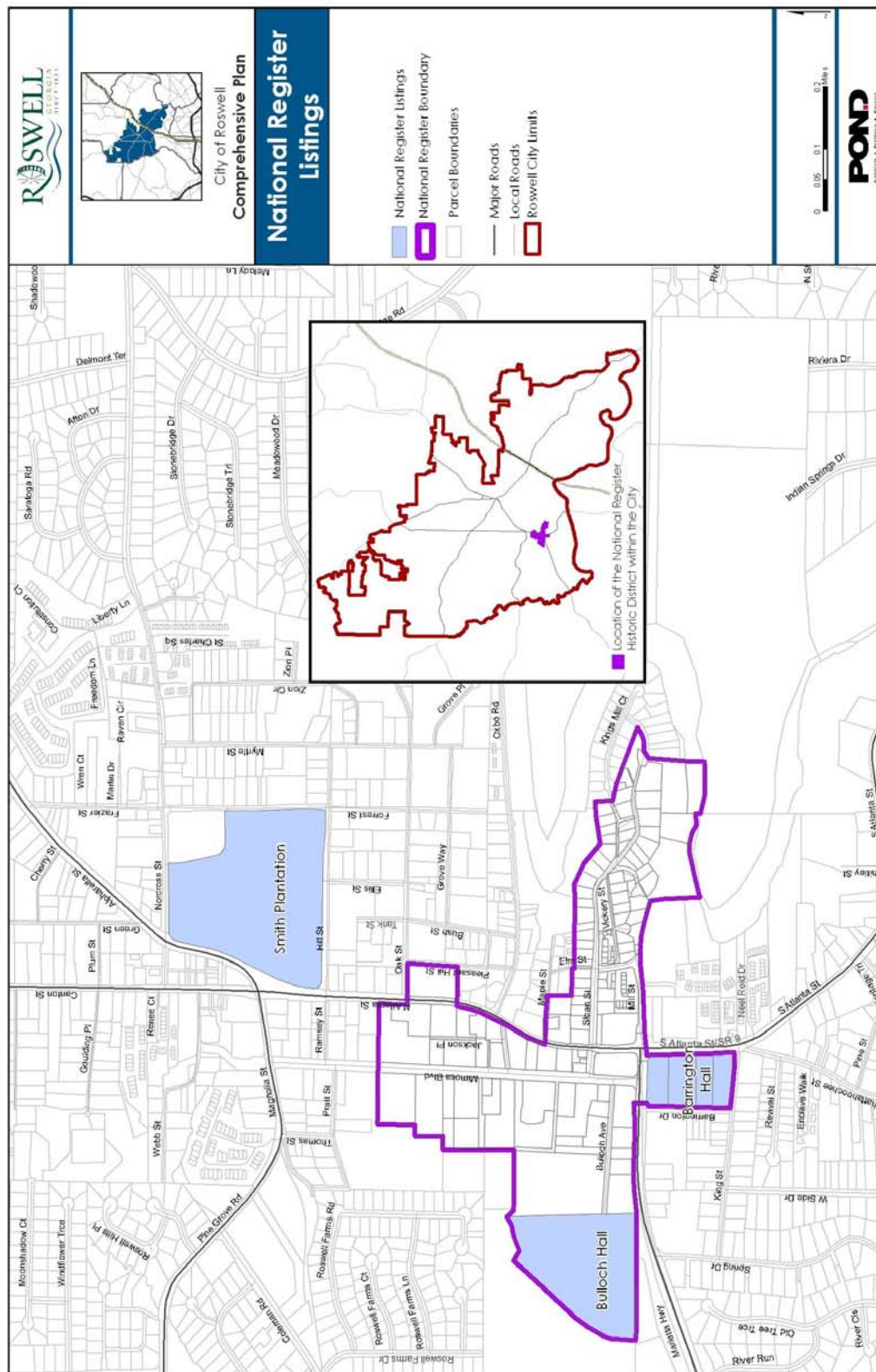
The City of Roswell is aware of traffic issues, development pressure and the importance of the character of this area. The City has begun a study which will attempt to lesson traffic issues, while protecting historic resources and re-creating a sense of place. This project is called the **Roswell Historic Gateway Project**. The South Atlanta Cultural Resources Analysis Report completed in 2009 also reviews the impact of transportation projects on historic properties in this area and possible solutions.

**Historic Districts.** Figure 5-11 shows the boundary of the City's National Register Historic District. The three shaded properties, Bulloch Hall (to the west). Barrington Hall (the southernmost property) and Smith Plantation (the northern most property), are individually listed on the National Register in addition to being an integral part of the Historic District.

Roswell's Historic Preservation Program has grown over the last four decades since the local historic district was first established in 1971. The City designated a special zoning district as Historic Roswell (H-R) that included properties fronting on Mimosa Boulevard, Bulloch Avenue, and Park Square. This local district, along with Sloan Street, Mill Street, Founders' Cemetery, the dam and mill ruins, and the Old Roswell Stores, was listed in the National Register of Historic Places soon afterward. In 1988, the local Historic District boundaries were expanded to its current size of approximately 640 acres.

**Residential Resources.** Roswell's residential architecture is one of its most outstanding features. The City's collection of large antebellum residences and estates as well as the more modest residential structures of the mill workers provide tangible evidence of Roswell's social and industrial history. Several outstanding examples of the Greek revival style fashionable in Georgia during the 1840s and 1850s can be found here. Only a very small number of antebellum houses remain outside the City's central core, and they generally have later additions and alterations that disguise their early construction date.

Figure 5-11 Natural Register Listings



The largest number of historic residences in the City date from the postbellum to early 20<sup>th</sup> century period. Concentrated particularly along Canton Street north of downtown, these houses include many fine Victorian-era structures, turn-of-the-century Neoclassical Revival examples, and 1910s to 1930s Craftsman bungalows. Houses from this period are also found scattered throughout the City limits. The older houses were built as rural farmhouses.

More modest houses from the early to mid 20<sup>th</sup> century were also constructed throughout the City. A number of small neighborhoods of modest houses remain around the fringes of the City's central core. These houses generally have minimal or no stylistic features, but are also important residential resources within the City's historic development.

During the 1950s, the first residential subdivisions were developed around the City's historic core. These neighborhoods were laid out with curvilinear streets and contain some of the first ranch houses to be constructed here. The apartment/housing complex on Oak Street and Grove Way was also constructed during this period. Many 1950s houses sprang up along the major roads leading out from the City through the countryside.

Subdivision development reached even farther out from the City's center during the 1960s and 1970s. Fully developed ranch houses on curvilinear streets were typical of these neighborhoods. More and more infill continued throughout the surrounding area that was becoming less and less rural. Several apartment complexes were constructed as well. By 1966, apartments on Myrtle Street at Zion Circle, on Renee Court off Canton Street, and on Mimosa Boulevard south of the Methodist Church, had been built. By 1972, another apartment complex had been constructed on Forrest Street west of the high school, and on the bluff overlooking the Chattahoochee River at Atlanta Street (although this complex has been significantly altered since its construction).

**Commercial Resources.** The majority of the City's historic commercial resources are concentrated around Park Square and on Canton Street at Elizabeth Way, the two main areas of historic commercial development in Roswell. Most of the commercial buildings in these two areas are attached brick structures typical of commercial buildings constructed during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The antebellum Old Roswell Stores are unique commercial resources.



A small number of historic commercial structures are located outside the central city. These remaining buildings were generally constructed as crossroads community stores that served nearby rural residents. Other scattered commercial resources constructed during the 1950s and 1960s as the City grew from increased development, will become historic over the next 10 to 20 years.

**Industrial Resources.** The most significant historic industrial resources in Roswell are the remains of the mill complexes located on Vickery Creek and the Chattahoochee River. These include the Roswell Manufacturing Company's remaining mill building, mill ruins, and dam in Vickery Creek Park. The mill building has been successfully re-used for office space, while the ruins and dam are highlighted as an educational component of a recreational green space.

**Institutional Resources.** Roswell contains a number of historic institutional resources including churches, schools, and governmental buildings. The 1840 Presbyterian Church and its associated cemetery is the City's oldest institutional building and dates from the early years of the community's founding. The 1859 Old Methodist Church building, which serves as the Masonic Hall, is located on Alpharetta Street. During the 1920s, both Baptist and Methodist churches were constructed on Mimosa Boulevard.

A number of historic rural church buildings remain scattered throughout the city limits, some with their associated cemeteries. Examples include a church and cemetery on Nesbit Ferry Road, and a church and cemetery at Nesbit Ferry and Jones Bridge Roads (outside the city limits).

The majority of school buildings in the City were constructed from the 1950s to the present. What now is Crossroads Second Chance North School was built in 1958 and is one of Roswell's only example of modernism and the international style. The elementary school on Mimosa Boulevard constructed in 1959 replaced previous school buildings and has had additions. The high school off Alpharetta Street was built in 1954 (now redeveloped as lofts and townhouses). The school in Mountain Park dates from the 1960s. An earlier school building remains on Nesbit Ferry Road at Haynes Bridge Road. The earliest section of the building appears to date from the 1920s or 1930s.

The original Fulton County Health Center constructed in 1945 by the City as a public works facility was located on North Atlanta Street. The building was used by the police



department during the 1950s. Previous city halls and other governmental buildings have been replaced with a new City complex constructed during the 1990s.

**Rural Resources.** Several types of resources remain that represent the rural, agrarian lifestyle common in the area surrounding the City's central core until the 1970s and 1980s. These rural resources include scattered farmhouses such as Hembree Farm and the farm located on Lackey Road, some remaining agricultural buildings such as barns, open fields that were once agricultural crop or pasture land, and community meeting places such as churches and cemeteries and crossroads stores.

**Archaeological Sites.** The Georgia archaeological site files were consulted to identify known archaeological sites within the project area. The known archaeological sites represent only a fraction of the archaeological sites that are likely to exist within the project area. Only small portions have actually been subjected to intensive archaeological survey.

Currently, 54 archaeological sites have been recorded within the study area. Seventy-eight percent (78%) of these sites have been identified by professional archaeologists. Almost all of the recorded sites have been identified according to their cultural period, or the period within which they were occupied. The sites in Roswell's study area exhibit a wide range of cultural periods, beginning in the Archaic period (c.8000 BC-c.4000 BC) and extending into the 20<sup>th</sup> century. The majority of those sites which have been dated (89 percent) are multi-component in nature, meaning that the site has a variety of cultural artifacts that have been deposited over multiple time periods.

The sites located within the study area encompass a rich and varied section of Georgia's history. These sites include many different types of artifacts, ranging from early prehistoric sites with Aboriginal lithic (stone tool production) scatter to historic 20<sup>th</sup> century home sites with standing structures. Many sites have been occupied over a long period of time and have a variety of site types represented, from Aboriginal artifact scatters to house structures which are evidenced by standing chimneys and foundations. Another very significant archaeological resource is the remains of several 19<sup>th</sup> century textile mills on Vickery (Big) Creek built by Roswell King and his descendants. There are also the remains of grist and saw mills constructed on several streams by the original settlers, who moved into the area with Roswell King in the 1830s and 1840s.



A predictive model, discussed earlier in the section, indicating areas with potential for archaeological sites was developed for the 2025 Comprehensive Plan (Figure 5-10), which is still used by the Community Development Department. The model used to locate archaeological resources within the Roswell planning area takes into account several factors. Commonly, large prehistoric habitation sites are located in close proximity to significant water sources, such as rivers and creeks. Smaller settlements and short-term use sites (campsites, hunting stations) may be located in a wider variety of physiographic locales, such as upland areas and stream terraces. Archaeological sites are less frequently found along steep ridge slopes or in swampy wetland areas. Historic archaeological sites are often found in proximity to historic roads or farm roads, agricultural fields, and waterways.

Areas associated with historic properties, such as houses, farmsteads, mills, and urban buildings have the potential to contain archaeological deposits. Both developed urban areas and areas of sparse development are located within the Roswell study area. Obviously, current land use was a factor in assessing the archaeological potential of the planning area. Topographic maps and maps showing floodplain areas, land parcels, and the location of structures were used to assess the archaeological potential of the modern landscape within the study area. The model outlines areas with “medium probability” and “high probability” that may contain archaeological sites. Areas not shaded on the model maps are considered to have a “low probability” of containing archaeological sites.

Although it would be impossible to map and accurately predict all areas that have the potential to contain archaeological sites, some general predictions can be made. All FEMA Q-3 floodplain areas, excluding wetlands, are considered high probability areas for archaeological sites. Generally, undeveloped ridges and ridge tops in close proximity to rivers, creeks, and drainages were also considered “high probability” areas. Similarly, undeveloped ridges farther from water sources were thought to have “medium potential” to contain archaeological sites. Houses, neighborhoods, golf courses, or other developments are situated on many of the ridges and ridge tops within the Roswell planning area. Grading associated with road and house construction has diminished the archaeological potential of these areas.

It should be noted that there is the potential for historic archaeological resources to be located near waterways and along historic roads. Some of these sites may contain

historic structures, while others may no longer contain standing structures. These sites may include the remains of mills, bridges, ferries, and house sites.

It is important to note that Roswell extended the jurisdiction of the Historic Preservation Commission to archaeological sites when it adopted a new zoning ordinance in 2003. Chapter 10.34 of the new zoning ordinance offers protection to archaeological resources by requiring that a certificate of appropriateness be issued by the HPC for any disturbance of land, development of property, or construction of a building on or within 100 feet of an archaeological site. Upon development being proposed on a site with an identified archaeological resource, the owner of property containing a documented archaeological site must file with the City a report prepared by a professional archaeologist recognized by the Georgia Council of Professional Archaeologists. That information is then used as a basis for the HPC deciding on a certificate of appropriateness.

### Historic Preservation Program History

Various preservation plans for the Historic District have been written. As already noted, in 1973, a plan for the Historic District entitled *Historic Area Study: A Plan to Preserve Roswell's Historic Character* was completed. A second plan, *Preservation Plan for the Roswell Historic District*, was compiled in 1987. A downtown revitalization report entitled *Historic Roswell: An Appraisal and Evaluation* was done in 1989, the Roswell Historic Resources Report and associated documents in 2001, and the Mimosa Boulevard Study in 2006.

The City's Historic Preservation Ordinance was adopted in 1988. With this ordinance, the Roswell Historic Preservation Commission (HPC) was created and charged with overseeing historic preservation activities within the Historic District. The City adopted the "City of Roswell Historic District Design Guidelines" in 1997 to provide guidance to the HPC and local residents when making alterations to properties within the Historic District.

Roswell's historic preservation program became a Certified Local Government (CLG) Program in 1992. This designation means that the City government has been certified to participate in the national framework of historic preservation programs. Requirements for certification include (a) enforcing appropriate state and/or local legislation for the designation and protection of historic properties; (b) establishing an adequate and qualified historic preservation review commission; (c) maintaining a



system for the survey and inventory of historic properties compatible with the state survey program; (d) providing for adequate public participation in the local historic preservation program; and (e) satisfactorily performing responsibilities delegated to local governments by the 1980 amendments to the National Historic Preservation Act.

***Expansion of the Local Historic District.*** As part of the initial draft of this element for the 2020 Plan, The Jaeger Company made a recommendation based on a windshield survey that the local historic district be expanded to include the following areas:

- African-American neighborhood in the Pleasant Hill Street area on the district's east side.
- Residential area along Woodstock Road and Canton Street on the district's north side.
- Residential areas on Webb Street drawn out of the district's original boundaries. (Since these recommendations were made most of the historic building have been removed.)

In addition to these recommended additions, The Jaeger Company recommended that the following areas be further studied for possible addition to the local historic district:

- Residential area along Forrest and Myrtle Streets on the district's east side.
- Residential structures on Wood Place and Thompson Place just outside the district's west boundary.

The City provided notice to owners of property proposed by The Jaeger Company for inclusion in the local historic district and held a public hearing before the Historic Preservation Commission on May 10, 2000. At that time, the City received some input about the proposed historic district boundary change. Concerns about this proposal centered on three aspects in particular:

1. There was some concern expressed that inclusion of certain residential properties (such as those along Bush Street and Pleasant Hill Street) would, because of the City's more liberal zoning provisions inside the local historic district boundary, cause these residential areas to destabilize and transition to office and/or commercial uses. It was apparent that certain residents would oppose inclusion of their properties within the local historic district, out of concern that the stability of their residential neighborhood be maintained.
2. Some residents proposed for inclusion within the local historic district raised concerns about the level of review required by the Historic Preservation





Commission for seemingly minor changes to the exterior of buildings, such as the colors of paint and minor additions. There was sentiment expressed by certain property owners that they did not want to be subject to the additional review by the Historic Preservation Commission.

3. Concern was raised as to increases in taxation that may result from inclusion within the local historic district, given the more liberalized land uses allowed within the Historic District and the propensity of tax assessors to value land and structures for their highest and best use.

As of 2010, there has been no further effort to include these areas into the Historic District boundaries, as recommended.

### Historic Character Areas

The 2020 Comprehensive Plan recommended that the City divide its single historic district (for purposes of administration of design guidelines) into three distinct “character areas.” This idea was pursued further as the primary need for updating Roswell’s Historic Preservation Element for the year 2025. Roswell’s overall historic district is large and encompasses areas with different historic characteristics (dates of construction, building types, scale of development, materials, etc.). Each has identifiable landscape and architectural characteristics within the greater historic district.

1. Town Square and Mimosa Boulevard
2. Mill Village
3. Canton Street

During fall 2004, the City commissioned an analysis of the distinctiveness of three character areas and made recommendations on how to refine the 1997 Historic District Design Guidelines. Through a windshield and walking survey of the Historic District, field measurements and a review of existing surveys, plans and studies of the area, the distinctiveness of three character areas was confirmed. This section provides a summary of salient features of that report. The Historic District Guidelines were rewritten in 2010 but have **not** been adopted.

***What Are Character-Defining Features?*** The analysis provided character-defining elements of each area. Such character-defining elements, when used in combination with general design guidelines that apply to the entire Historic District, can provide further guidance for alterations, additions, new construction and site improvements. Knowledge of characteristics that are prevalent within a certain area of the historic



district, such as setbacks, materials, and scale of development, can assist property owners in the design of compatible new development and landscaping that respects the surrounding historic environment.

***District-wide Character-defining Features.*** The Historic District in total has many character-defining features. It is appropriate to determine what characteristics define the Historic District as a whole, prior to determining whether such features are unique to areas of the larger district. Those character-defining features that were found to be on a district-wide basis are described below, followed by those unique to the three character district types.



- Streetscape pattern, including:
  - width of street
  - granite curb
  - width / appearance of planting strip
  - sidewalk
  - location of street trees
- Historic tree canopy (need to replace where missing or dying)
- Preservation of large lot estates (private and public ownership)
- Stone retaining walls, steps, foundations, culverts and curbing
- Wooden fencing around yards
- Brick and frame building construction with brick and stone foundations





***Town Square and Mimosa Boulevard.*** The Mimosa Boulevard character area features several of the City's antebellum estates and historic churches, in addition to the Historic Town Square. Some of the unique qualities, or character-defining elements, of this area include:

- Town Square with WPA era stone features
- Wider streets and planting strips with larger lot pattern for homes
- Two lane street with parallel parking and wider planting strip
  - Street ~ 33 to 34 feet wide
  - Granite curb
  - Planting strip/green buffer ~ 5 to 13 feet wide
  - Concrete sidewalk/brick pavers
  - Street trees / many street trees are in private yards back of sidewalk
- Deeper setbacks / front yards for buildings
- Irregular granite curbing; stone steps
- High style architecture homes
- Challenges: Loss of hardwood tree canopy; Expansion of institutional uses.



*A typical street scene on Mimosa Boulevard. Note the street tree canopy, the irregular granite stones on the edge of the yard, and the fairly deep setback of the historic homes.*



*Bulloch Hall is an example of one of many large lot antebellum estates that have been preserved in the Roswell Local Historic District. These estates give Roswell a unique character within the greater Atlanta area.*



**Mill Village.** The Mill Village character area contains original housing stock for mill workers, both single-family frame houses and brick townhomes. Conversion of historic mill buildings into retail and residential uses has been a popular development activity in this area over the last decade. Some of the unique qualities, or character-defining elements, of this area include:

- Narrow streets with small lots
- Houses set close to the street
- Historically, no curb or sidewalks
  - Street ~ 16 to 25 feet wide
  - Irregular granite curbing
  - Planting strip/green buffer
  - No sidewalk (City requires sidewalk now)
  - Trees in private yards in front of houses
- Small vernacular one-story mill houses; mostly frame construction with side gabled, hipped and pyramidal roofs
- Some two-story frame houses for dormitories
- Historic antebellum brick townhouses
- Public green
- Challenges: Large rear additions; infill cluster homes and multi-family; front porch infill; potential loss of simple character of mill housing as redevelopment occurs
- The Historic District Guidelines would benefit from the inclusion of more historic photographs. Such photographs allow the user to visualize how the district really looked in the desired historic period. Photographs also allow replacement features, such as fencing, to replicate historic models used in the Historic District.



*The historic street design of the Mill Village reflects the utilitarian function of the area as a home to mill workers. Streets were narrow, many without curbs, some with irregular granite stone curbing and no sidewalks.*



*Highly significant within the Mill Village are the rare antebellum brick townhouses called "The Bricks."*



**Canton Street.** The Canton Street character area contains both a historic commercial area and a residential district. This area has experienced a lot of conversions of historic residential housing to retail use, as well as the infill of modern developments. Some of the unique qualities, or character-defining elements, of this area include:

- Narrow streets, brick sidewalks, street trees
  - Street ~ 24 (residential) to 32 (commercial) feet wide
  - Granite Curb
  - Planting strip/green buffer ~ 2.5 to 8 feet wide
  - Brick sidewalk
  - Large canopy street tree are mostly in private yards back of sidewalk
- Varying lot sizes
- 1-2 story homes with generally uniform setback from street
- 1-2 story brick and frame commercial buildings built to sidewalk
- Use of hedgerows for yard divisions
- Historic stone retaining walls, culvert
- Some driveways unpaved
- Public park in commercial area
- Challenges: Inappropriate infill; Residential conversion to commercial; Intrusion in area by suburban land development patterns; Rear additions; Front porch infill; Crosswalks needed
- The Historic District Guidelines were developed before current streetscape elements were selected, such as lights, benches, bike racks and trash receptacles. It will be important in future guidelines to be specific about such elements, so that private development projects as well as public efforts will utilize the same community streetscape standards



*The view of the commercial streetscape on Canton Street; note the street trees and wide bricked sidewalks.*

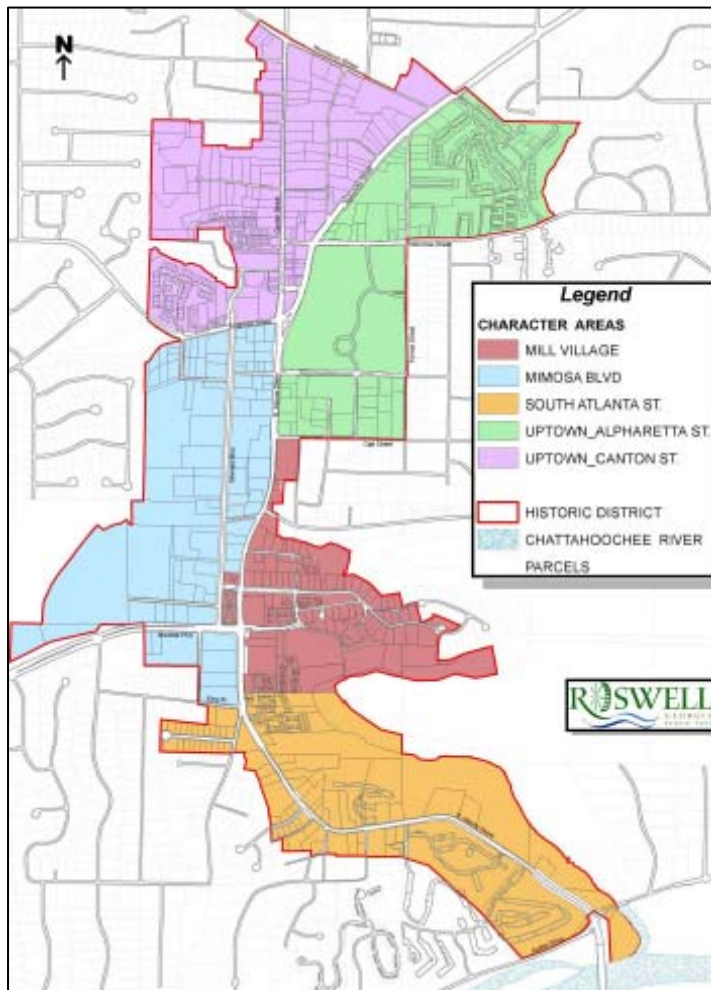


*Hedgerows are a common yard division in the Canton Street area.*

### Historic District Guidelines

The Historic District has a set of guidelines which help the Historic Preservation Commission and others determine the appropriate treatment of resources. These guidelines have been updated, but not adopted. The new guidelines propose that the Historic District be broken into different character areas than is presented above. Figure 5-13 shows the proposed character area boundaries.

Figure 5-13 Character Areas



### Historic Preservation Tools and Techniques

This section provides information concerning a wide variety of tools and techniques that may be used to identify, evaluate, and protect Roswell's historic properties.

***Evaluation and Designation of Historic Resources.*** Evaluating and designating properties for their historic and cultural significance is perhaps the most important



process of any historic preservation program. Without first evaluating the importance of a community's historic resources and identifying them as possessing significant historic value, it would be very difficult to achieve the other goals and objectives of a preservation effort. Members of the local community will be much more receptive to historic preservation efforts if they understand why historic properties are important and deserve protection. There are two types of designation: (1) listing in the National Register of Historic Places and (2) local designations by the Historic Preservation Commission.

***Listing in the National Register of Historic Places.*** The National Register of Historic Places was created by the National Historic Preservation Act of 1966 as the nation's official list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. The National Register, a federal program, is administered by the National Park Service in partnership with state governments. Its primary purpose is to recognize properties of historic and cultural significance and see that such properties are given consideration in federal undertakings such as highway construction and urban renewal. The National Register program is administered in Georgia by the "State Historic Preservation Officer" (SHPO), who is located within the Historic Preservation Division of the Georgia Department of Natural Resources. The SHPO has many responsibilities, including conducting a statewide survey of historic properties, coordinating nominations of eligible properties to the National Register, and conducting environmental review of federal and state projects that may affect properties listed in or eligible for listing in the National Register. Nominations to the National Register are prepared and reviewed at local and state levels, but final decisions concerning listing of properties in the National Register are made by the National Park Service.

Properties currently listed in Roswell include a portion of the Roswell Historic District and three individual properties, **Barrington Hall, Bulloch Hall and Smith Plantation**. The two former individual listings are also included within the Roswell Historic District boundaries. There are many other historic properties within Roswell eligible for listing in the National Register both as districts or individual properties. In particular, the Historic District could be expanded; or residential and commercial areas around the city center could be nominated; 1950s and 1960s neighborhoods may also become eligible as they become 50 years old.



**Local Designation by the Historic Preservation Commission.** Georgia state enabling legislation allows local governments to create historic preservation commissions and designate local historic districts and landmarks. Local designation is a separate program from the National Register of Historic Places and has different requirements and benefits. “Historic property” designation applies to individual properties such as buildings, structures, sites, and objects; “historic district” designation applies to areas such as neighborhoods, commercial districts, and rural communities. The City’s Historic Preservation Ordinance gives the Historic Preservation Commission the authority to recommend the designation of individual properties and districts.

Local designation of historic properties is an honor, indicating that the local community considers these properties deserving of recognition and protection. Owners of designated properties are required to obtain certificates of appropriateness from the Historic Preservation Commission prior to making significant alterations or additions to their properties. This requirement ensures that the special character of landmarks and historic districts will be maintained.

Roswell currently has one locally designated historic district, which was created in 1971 and expanded in 1988. This district comprises most historic properties in the City’s central area.

**Legal and Regulatory Protection at the Local Level.** The authority to protect historic properties at the local level is established in Georgia through state enabling legislation. It is at the local level that historic properties are most effectively protected.

Local preservation commissions often use *The Secretary of the Interior’s Standards for the Treatment of Historic Properties* as the basic criteria for determining the appropriateness of an alteration or an addition to a historic property. These standards are extremely general, applying to properties throughout the United States. The standards are also limited in subject matter. They are designed primarily to guide physical improvements to a historic structure and do not deal specifically with new construction within a historic setting. For that reason, commissions develop design guidelines to address the unique character of historic resources and settings in their locale. Historic District Design Guidelines were developed for the Roswell Historic District and adopted by the Roswell City Council in 1997. In 2010, Georgia State University students completed the new Design Guidelines, already mentioned in previous sections.



Design guidelines are helpful to both the applicant and the Commission. First, guidelines tell property owners in advance how proposed changes to their properties will be judged. Secondly, the use of the same guidelines for each applicant ensures that all property owners are treated equally. Guidelines make the Commission's job easier by providing a rationale framework for review.

Roswell's historic preservation program is a "Certified Local Government (CLG) Program." This designation, which took place in 1992, means that the City government has been certified to participate in the national framework of historic preservation programs. Requirements for certification include the following: (a) enforcing appropriate state and/or local legislation for the designation and protection of historic properties; (b) establishing an adequate and qualified historic preservation review commission; (c) maintaining a system for the survey and inventory of historic properties compatible with the state survey program; (d) providing for adequate public participation in the local historic preservation program; and (e) satisfactorily performing responsibilities delegated to local governments by the 1980 amendments to the National Historic Preservation Act. Certified Local Government historic preservation programs are eligible to apply for grant funds from the federal government.

Historic properties often feature construction details, materials, and fixtures that do not conform with modern construction and safety standards. Building codes in a number of states provide special provisions and alternatives that allow existing buildings, in particular historic buildings, to meet code standards without drastically altering a historic property's significant character-defining features. The State Historic Preservation Office (Historic Preservation Division of the Georgia Department of Natural Resources) can provide assistance in taking advantage of these special provisions for historic buildings.

**Rehabilitation Tax Credits.** The Federal Historic Rehabilitation Investment Tax Credit is an incentive to taxpayers who contribute to the preservation of historic properties by rehabilitating them. The program offers a dollar-for-dollar **reduction of federal income taxes** owed equal to twenty percent (20%) of the cost of rehabilitating income-producing "certified historic structures." The application process involves completion of a three-part "Historic Preservation Certification Application" and involves both the State Historic Preservation Office (Historic Preservation Division (HPD) of Georgia Department of Natural Resources (DNR)) and the National Park Service (NPS).

To be eligible for the 20% Investment Tax Credit:

- The building must be listed, or eligible for listing, in the National Register of Historic Places, either individually or as a contributing building within a historic district.
- The project must meet the “substantial rehabilitation test.” This test means that the cost of the rehabilitation must be greater than the adjusted basis of the property and must be at least \$5,000. Generally, projects must be finished within two years.
- After the rehabilitation, the building must be used for an income-producing purpose for at least five years.
- The rehabilitation work itself must be done according to *The Secretary of the Interior's Standards for Rehabilitation*. These are common-sense guidelines for appropriate and sensitive rehabilitation.

All rehabilitation tax credit projects must be reviewed by the Georgia HPD and passed on to NPS for a final certification decision. The application process has three parts: Part 1 documents that the building is a “certified historic structure,” eligible to receive the tax credit; Part 2 explains the scope of the rehabilitation work and should preferably be filed before the work begins; Part 3 includes the Request for Certification of Completed Work documents for the finished work.

The Investment Tax Credit Program also allows for a **10 percent tax credit** for certified “non-historic” properties and for a charitable contribution deduction. These projects are not subject to state or federal review. These credits have different qualifying criteria from the 20 percent credit. The Georgia HPD provides information, applications, and technical assistance for this program.<sup>20</sup>

The State of Georgia also has an income tax credit program for rehabilitated historic property. The program was signed into law in May 2002 and is administered by the Georgia HPD and Georgia Department of Revenue. The program, amended effective January 1, 2009, provides owners of historic residential properties, who complete a DNR-approved rehabilitation, the opportunity to take 25% of the rehabilitation expenditures as a state income tax credit, capped at \$100,000. The credit is a dollar-for-dollar reduction in taxes owed to the State of Georgia and is meant to serve as an incentive to those who own historic properties and wish to complete a rehabilitation. To be

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<sup>20</sup> Taken from Preservation Fact Sheet, *Historic Preservation Federal Tax Incentive Programs*, Historic Preservation Division, Georgia Department of Natural Resources, 2009.



eligible for the Georgia State Income Tax Credit Program, the property must be eligible for or listed in the Georgia Register of Historic Places.

**Property Tax Assessment Freeze.** In 1989, the Georgia General Assembly passed a preferential property tax assessment program for rehabilitated historic property. This incentive program is designed to encourage rehabilitation of both residential and commercial historic buildings that might otherwise be neglected. These rehabilitated buildings not only increase property values for owners, but eventually, increase tax revenues for local governments. The program was revised in 2009.

The law provides an owner of historic property which has undergone substantial rehabilitation an **eight and one-half year freeze** on property tax assessments. For the ninth year, the assessment increases by 50 percent of the difference between the value of the property at the time the freeze was initiated and the current assessment value. In the 10<sup>th</sup> year, the tax assessment will increase to the 100% current assessment value.

To be eligible for the Property Tax Assessment Freeze:

- The property must be listed, or eligible for listing, in the Georgia Register of Historic Places or the National Register of Historic Places either individually or as a contributing building within a historic district.
- If **Residential** (owner-occupied residential property): rehabilitation must increase the fair market value of the building by at least 50%.
- If **Mixed-Use** (primarily owner-occupied and partially income-producing property): rehabilitation must increase the fair market value of the building by at least 75%.
- If **Commercial and Professional Use** (income-producing property): rehabilitation must increase the fair market value of the building by at least 100%.
- The property owner must obtain preliminary and final certification of the project from HPD.
- Rehabilitation must be done according to *The Secretary of the Interior's Standards for Rehabilitation* and must be completed within two years.

The incentives program is carried out by the Historic Preservation Division (HPD) of the Georgia Department of Natural Resources and by the county tax assessor. The application process has two parts: Part A, Preliminary Certification, documents that the



building is a historic property, and that the proposed work meets the *Standards for Rehabilitation*. Part B, Final Certification, documents the finished work.<sup>21</sup>

### ***Revolving Loan Funds***

Revolving loan funds provide borrowers with loans for such things as acquisition, stabilization, rehabilitation, restoration, and site improvements. Many local communities with the support of local banks have developed such programs. Often such programs offer money at reduced interest rates.

***Endangered Properties Revolving Fund Program.*** The Georgia Trust for Historic Preservation established the Revolving Fund for Endangered Properties Program in 1990 to provide effective alternatives to demolition or neglect of architecturally and historically significant properties by promoting their rehabilitation and enabling owners of endangered historic properties to connect with buyers who will rehabilitate their properties.

The Endangered Properties Program accomplishes this goal by either accepting property donations or by purchasing options on endangered historic properties. The properties are then marketed nationally to locate buyers who agree to preserve and maintain the structures. Protective covenants are attached to the deeds to ensure that the historic integrity of each property is retained, and purchasers are required to sign rehabilitation agreements based on the work to be performed on the structure.

***Conservation and Preservation Easements.*** Conservation and preservation easements are agreements made by property owners restricting development of their properties. Easements are generally given to agencies such as land trusts or historic preservation organizations, which then become the easement holders. Each easement document specifically defines the rights being given up by the property owner and the restrictions being placed on the property's use; the easement holder has the right to enforce these restrictions.

Conservation and preservation easements are **tax deductible**, but in order to qualify for a federal tax deduction an easement must be: (a) donated in perpetuity; (b) donated

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<sup>21</sup> Taken from Preservation Program Fact Sheet, *State Preferential Property Tax Assessment Program for Rehabilitated Historic Property*, Historic Preservation Division, Georgia Department of Natural Resources, 2009.

to a qualified organization; and (c) donated strictly for conservation or preservation purposes. The amount a property owner can deduct is typically equal to the reduction in the property's value due to the easement. An appraisal must be conducted in order to determine the easement's value and must meet standards of the Internal Revenue Service.

**Public Awareness.** Informing the public about the City's history of an area is one of the best ways to build support for historic preservation. Although many Roswell residents may know some basic facts about the history, it is likely that most people do not have a very good understanding of Roswell's past. Educating the public about types of historic properties and the benefits of historic preservation would also be worth the effort.

**Oral History Initiatives.** Oral history is defined as "the collection of spoken memoirs from people who wish to relate historically significant personal experience." This tool can provide much information about a community that would otherwise never be assembled and would eventually be lost if not recorded through some other means. Undertaking an oral history program in Roswell will require the development of a cohesive plan that addresses issues such as: (a) establishing an advisory committee; (b) developing goals for the program; and (c) assigning an individual to direct the program. It will also be important that the basic approaches and techniques of conducting oral history interviews and transcribing tapes is learned by those who will be involved.

Until the recent past, people who worked in the mill still resided in the Mill Village, Factory Hill. A recent initiative by one of the former Historic Preservation Commissioners, to tape and transcribe interviews with the residents, was conducted. This project will provide great insight into this area since it has changed significantly in condition and demographics.

In addition, a more formal program administered by the Convention and Visitor's Bureau, called **Roswell Voices** is a community oral history and dialect study with Bill Kretzschmar at UGA and his linguistic students and faculty. The interview participants featured mostly residents in the 80-100 year old range but also incorporated people in their 50s and 20s. To date, around 55 people have full interviews on CDs, snippets of interviews on disk that go with two books produced for the project, as well as two display exhibit panels that are highlighted in the visitors bureau. See [www.roswellheritage.com](http://www.roswellheritage.com) for additional information.

Recently, Roswell Voices was the first U.S. program accepted into the European Living Lab program.

The **Roswell Folk & Heritage Bureau** and Roswell CVB created a downloadable audio Mill Village Tour that is free of charge and available for download to MP3s at [www.visitroswellga.com](http://www.visitroswellga.com). To help teachers better prepare for a field trip to Roswell, or for classroom study, the CVB also created a curriculum guide for grades 2 and 3, or grades 4, 5 and 8 also available free by download.

***Photograph and Slide Collections.*** The City of Roswell would benefit from assembling a slide/photograph collection to include at least one color image of every property included in a comprehensive survey of the City's historic resources. Once completed this collection would be a very valuable tool. Public presentations on the significance of Roswell's heritage and the importance of historic preservation can then easily be prepared using images from the collection. The images will also be useful as a record of the condition of historic properties at the time the photographs/slides were made. Historic photographs, in particular, would be of great benefit to future historic research and documentation. The 1988 and 2001 surveys can be helpful tools to show the changes in the historic district over time. The Research Library and Archives is an excellent tool for historical research.

***Public School Programs.*** Heritage education programs in the public schools are a growing trend in many parts of the country. People are now recognizing the need for students to learn about the places in which they live and about the historic buildings and sites that they may see every day but about which they may know nothing. Developing local history programs for the schools is not an easy undertaking but once completed these programs can be put in place and used year after year. A likely end result is that the young people coming out of the local schools will have a greater appreciation for Roswell's history and the historic properties located throughout the City.

***Heritage Tourism.*** Heritage tourism is presently considered one of the most promising areas of economic development for communities and rural areas. This fact is a result of a variety of changes, among which are: (a) better interpretation of historic resources; (b) increased levels of education; (c) higher levels of disposable income; (d) less time for lengthy vacations; and (e) a growing desire to find authentic experiences in a world increasingly dominated by television and video entertainment. In addition to providing



economic benefits and increasing the appreciation for historic properties, heritage tourism can also be an important tool in the actual preservation and rehabilitation of historic buildings. Unused and deteriorating buildings can be restored and utilized as tourist attractions or businesses that cater to tourists.

Roswell is fortunate to have in place an effective Convention and Visitors Bureau (CVB). The Visitors Center at Roswell's Town Square already promotes heritage tourism in the community. The National Trust for Historic Preservation's Heritage Tourism Program is a useful resource and should be contacted as Roswell expands its heritage tourism program.

***Georgia Scenic Byways Designation.*** The Georgia Department of Transportation administers the Scenic Byways Program through its Planning Unit. To date, 12 Scenic Byways have been designated in Georgia, and as a group these roads embody much of the diverse beauty and culture of Georgia. Designated routes are those that have been nominated and subsequently selected for the numerous cultural, historic, and natural features they offer. Scenic Byways are intended to present motorists with an alternative to the high traffic volumes and primarily commercial environments that typify many of the state's major highways and interstates.

Potential applicants to the Scenic Byways Program can be agencies, organizations, or individuals. The Designation Application requests a Corridor Management Plan and information on the proposed byway — proposed name, route, length, its significance, and local support. The applicant is asked to evaluate the potential "intrinsic qualities" of the byway which include scenic, natural, historic, cultural, archaeological, and/or recreational qualities. Local, state and/or federal government agencies with jurisdiction over the byway are listed. Community participation, which is an important part of the designation process, is described in the application as well.





## 6. COMMUNITY FACILITIES AND SERVICES

The purpose of this Section is to provide an inventory of a wide range of community facilities and services, and to assess their adequacy for serving the present and future population growth and economic needs of the City of Roswell, drawing upon existing plans. The information contained in this Section will assist the City in coordinating the planning of public facilities and services with new development and redevelopment projects, as well. This will allow for the efficient use of the existing infrastructure, the desired level of future investments and expenditures for capital improvements and appropriate set-asides for long term operation and maintenance costs. The City's goal is to provide the best possible public facilities and the highest level services in a cost-effective manner to all citizens and businesses.

Many of the services described in this section are provided by Fulton County. This includes schools, libraries, water and sewer, countywide health, emergency management, and some medical services. To meet the associated facilities and capital costs, the City adopted an impact fee in 1992 and a refined, new program in 2000, following state requirements. Eligible facilities for impact fee projects include public safety (police and fire), Transportation and Parks.

### Police Protection

The Police Department, consisting of **209 full time employees**, is one of less than 400 law enforcement agencies that have received accreditation from the Commission on Accreditation for Law Enforcement Agencies (CALEA). This designation includes international and state accreditation. The Department is comprised of three major divisions: a Field Services Division, consisting of all uniform officers, detectives, traffic enforcement, crime suppression, and special investigators; an Administrative Services Division, including crime prevention, training, community relations, background investigators, research and planning, accreditation staff, permits and staff inspections; and a Support Services Division, including all communications, records, crime analysis and detention staff. Police units respond as back-up to calls outside of their established beats. Public safety services are provided on a citywide basis. Thus, the service area for public safety facilities is the City limits of Roswell. The Department does have intergovernmental agreements with adjacent municipalities.

**Programs.** The Police Department has the following programs:

- The **Citizens Police Academy** is part of the community policing efforts of the Roswell Police Department. Each week the class focuses on a specific division of the Police Department, giving students an overview of the Department's duties and responsibilities. Some of the Divisions covered are:
  - Criminal Investigations Division;
  - Special Operations Unit;
  - 911 Center;
  - Uniform Patrol Division; and
  - Detention Center
- The **Crime Free Programs** consists of three phases that are completed under the supervision of local law enforcement. The intent of this program is to keep illegal activity out of rental property. In the recent past the City became aware of crime issues in rental property. The cornerstone of the Crime Free Programs is the partnership between law enforcement and the community working together to prevent crime. Law enforcement coordinators are certified trainers of the Crime Free programs and will provide the initial program training and property survey. Property owners and managers make the commitment to learn and apply the Crime Free Programs to help keep illegal activity off their rental property. This combination of resources has proven successful in fighting crime.

The International Crime Free Association is a partnership between law enforcement, rental property owners and managers, business owners, and experts in many specialty fields. The Crime Free Programs and combined expertise of members are dedicated to make rental property and businesses reasonably safe places to live and work.

**Special Services and Intergovernmental Agreements.** In addition to uniformed patrols and criminal investigations, the Roswell Police Department provides bicycle patrols, neighborhood watches, crime prevention services, residential security surveys, traffic calming, speed enforcement, school crossing guards, and ready access to the command staff for problem resolution. The Police Department has successfully implemented a **Community Oriented Policing Services (COPS) program** and received grants from the U. S. Department of Justice for new COPS officer positions and grants for DUI enforcement and commercial vehicle inspections. Roswell has an intergovernmental agreement with the City of Alpharetta and other surrounding

jurisdictions, regarding mutual assistance, where officers and detectives are sworn in both jurisdictions and are given limited authority to assist each other in investigations and traffic enforcement issues. Roswell also provides public safety services to the City of Mountain Park.

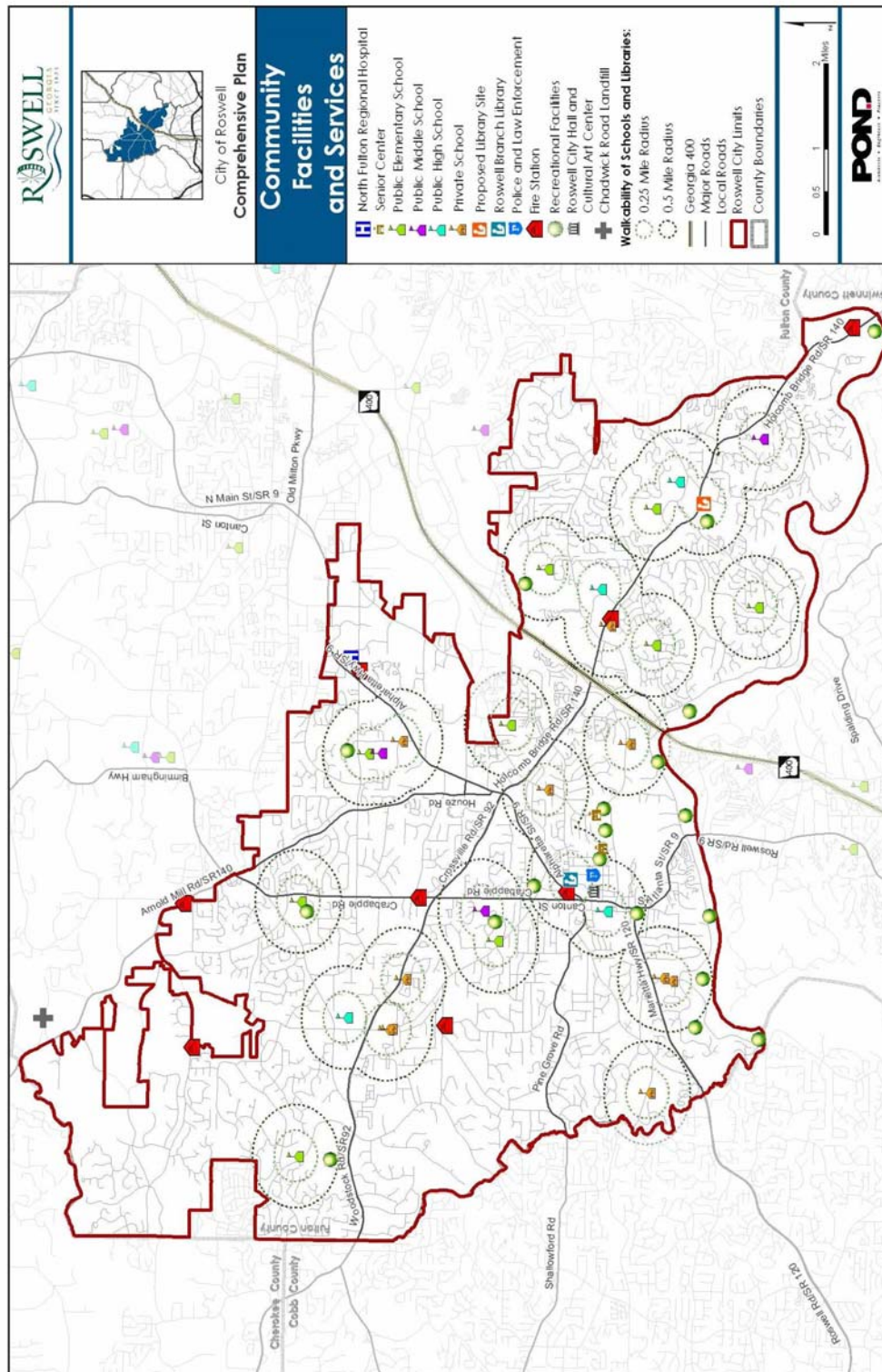
**Level of Service and Facility Needs.** The Roswell Law Enforcement Center was constructed in 1992 and is considered one of the finest and most modern facilities of its type in the State of Georgia. The 48,000 square foot facility includes a full-service jail with separate male and female areas. It also contains a state-of-the-art, centralized computer networking system that accepts input from officers utilizing laptop computers and a \$1.4 million communication system. A total of 51,150 square feet of police facility space currently exists. The City has adopted a level of service standard for purposes of impact fees that combines police with fire and rescue.

In addition to administrative space, an indoor police firing range is needed. Outside of equipment upgrades and roof replacement, there are no major needs identified or improvements scheduled for the Police Department in the capital improvement budget.

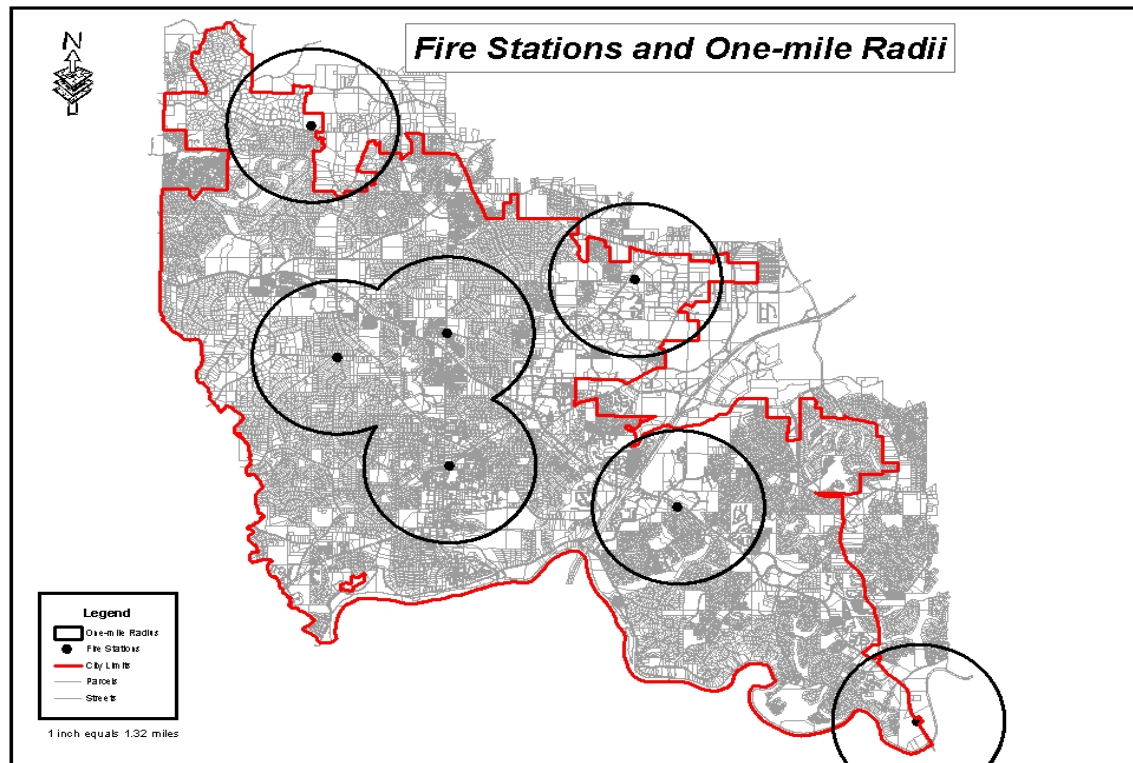
### **Roswell Fire Department**

The City of Roswell Fire Department was established in 1937. The Fire Museum located at Fire Station #1 on Alpharetta Street, highlights its long history. The museum contains numerous fire-related pictures and historical information that pertain to the Roswell area. There are also artifacts concerning fire history in Atlanta as well as information and static displays illustrating the fire service. The main piece of history that occupies the museum is a 1947 Ford American LaFrance Pumper. This is an original piece of firefighting equipment that was used by the City of Roswell. This fire truck is taken out of the museum occasionally to ensure proper maintenance and to allow it to operate for a period of time. The truck also participates in parades throughout the year.

The City of Roswell is presently served by seven fire stations as shown on Figure 6-1, distributed throughout the City. The City presently has an insurance rating for fire of "3," which it has determined as its minimum. The Roswell Fire Department (RFD) is currently staffed with 137 personnel. Eighteen personnel are full-time paid positions at fire headquarters (1810 Hembree Road). One hundred nineteen positions are part-time volunteers in the Fire Suppression Division.







**Figure 6-2 Fire Stations and One-mile Radii**

*Source: 2025 Roswell Comprehensive Plan*

**Locations.** The locations of fire stations are further described below:

- Roswell Fire and Rescue Headquarters: 1810 Hembree Road, Alpharetta GA;
- Station 1: 1002 Alpharetta Street at the intersection of Alpharetta Street and Norcross Street at the beginning of the Roswell Historic District. Size: 12,000 square feet; Bays: 6;
- Station 2: 1115 Crabapple Road, just north of the Crabapple Road and Crossville Road intersection. Size: 3,000 square feet; Bays: 2;
- Station 3: 740 Jones Road at the intersection of Jones Road and Lake Charles Drive; this is in the western section of the City. Size: 3,000 square feet; Bays: 2;
- Station 4: 1601 Holcomb Bridge Road, approximately one-half mile east of Old Alabama Road and one mile east of Georgia 400. Size: 4,295 square feet; Bays: 3;
- Station 5: 1200 Hembree Road, near the intersection of Hembree Road and Alpharetta Hwy in the shadows of North Fulton Regional Hospital. Size: 7,257 square feet; Bays: 3;

- Station 6: 825 Cox Road; located in the extreme northern section of the City just west of King Road. Size: 8,000 square feet; Bays: 3; and
- Station 7: Located at 8025 Holcomb Bridge Road, one mile east of GA 400. Size: 6,500 square feet; Bays: 3.

There is no distinction in Roswell between stations designed to serve residents or commercial land uses. For example, a ladder company responds to all structural fires whether commercial or residential. Stations physically located in residential areas may respond to commercial calls and vice versa. Since the fire insurance rating is applied to the entire city and not just particular parts that may have better or worse fire protection, future system improvements are geared toward assuring that the entire city maintains its fire insurance rating. Based on these considerations and the further consideration that all fire stations operate as a system, the City itself is the service area.

**Level of Service and Facility Needs.** The City has adopted a level of service standard for purposes of impact fees that combines police with fire and rescue.

**Other Services.** Emergency Medical Services (EMS) is a term used to describe the practice of the evaluation and management of patients with acute traumatic and medical conditions in the out-of-hospital environment. This practice is carried out by skilled technicians, operating under the medical oversight and guidance of knowledgeable physicians. The Emergency Medical Response Service is also part of the Roswell Fire Department. The service handles all EMS calls in the City and relies on Rural Metro Ambulance for transport service to hospitals. The Fire Department maintains overall regulatory compliance with state EMS laws; compliance of performance standards have been established within each contract. The RFD conducts regular performance reviews and meetings with the ambulance provider.

**Equipment.** The Roswell Fire Department has the following resources:

- Seven fire engines
- Three ladder trucks
- Two air and light trucks
- Five advanced life support rescue trucks
- One special rescue truck
- One hazardous materials response trailer
- One tanker truck
- One rescue boat
- Three pickup trucks
- 21 other vehicles



## Administration and Finance

**Functions.** The administrative arm of the City government includes Human Services, Legal services (office of the City Attorney), Community Relations, Building Operations, the City Clerk, City Administrator, IT, Grants, Budget Office and Municipal Court Services. There are a total of **60 full time positions** in the Administration Department.

The Finance Department provides for the safeguarding of all assets and collection of all receivables due to the City. This includes property taxes and utilities. The Department also provides the purchasing function of the City along with accounting and financial planning and reporting. Finally, the Department provides technology planning and support and strategic planning and budgeting. There are **24 full time positions**.

The City of Roswell also owns property at Hembree Road which is used as a public works facility and accommodates some of the needs of the Transportation and Public Works/ Environmental departments. The old City Hall building on Sloan Street consists of 3,150 square feet and is currently used by the **Convention and Visitor's Bureau**.

## Community Development

The Community Development Department provides regulatory and administrative services, including planning, zoning, building inspections, economic development, code enforcement, engineering, impact fees and geographic information systems. There are **38 full-time positions** in this department. Its office space in City Hall was reconfigured in order to be more customer-friendly, provide work spaces for expanded positions, and give the department more conference room space. This space was available because over the last few years the department has scanned all the hard copy records, which are now available digitally. These records have been moved to storage and will be retained as required by law.

## Transportation

The Transportation Department provides planning and design services to construct transportation facility improvements. Operations staff maintains and install signs, pavement markings, and traffic signals on local streets in the City. City transportation crews provide traffic control for accidents and other emergencies that require lane and/or road closures or the clearing of roads. Construction and maintenance staff provide street patching, street reconstruction and resurfacing, bridge reconstruction and repair, street sweeping, and overall maintenance of streets, curbs, gutters,



sidewalks, and drainage structures within the City's right-of-ways and easements. There are a total of **65 full-time positions** in the Transportation Department.

### **Public Works/Environmental**

The Public Works/Environmental Department consists of sanitation, fleet management, a recycling center, water resources, environmental protection/compliance and environmental education; and is organized into three Divisions: Water Resources, Environmental Protection and Public Works. There are a total of **92 full-time positions** in the Department. The Public Works/Environmental Department is responsible for water supply, treatment, and distribution to parts of the City (Figures 6-1 and 6-3).

Water resources and solid waste functions are described in sections below. The Roswell Public Works/Environmental Department administers the "Keep Roswell Beautiful" program, as well as initiatives to improve air quality and enhance water conservation.

### **Health, Hospitals and Human Service**

Grady Health System provides regional healthcare to all citizens of Georgia but is funded only by Fulton County and DeKalb County. Although Fulton County has a fiduciary responsibility to Grady Health System, it is also home to several, other widely known hospitals and health centers throughout the Atlanta area. These are:

- Children's Healthcare at North Point: 3795 Mansell Road, Alpharetta
- North Fulton Regional Hospital: 3300 Hospital Boulevard (Figure 6-1)
- Roswell Nursing and Rehabilitation Center: 1109 Green Street

The Fulton County Department of Health & Wellness, formerly the Fulton County Health Department, was established in 1952 through legislative action by the State of Georgia; this action merged the City of Atlanta's Health Department with that of Fulton County and placed all health services under the jurisdiction of Fulton County Government. The Fulton County Department of Health & Wellness is the only public health agency in the State of Georgia that is under auspices of local government.

**Services.** Today, services have evolved to include a vast array of programs that provide comprehensive health care for Fulton County citizens. They include both preventive care and treatment in the following areas:

- infectious diseases;
- women's and children's health;
- environmental health; and



- health education, stroke and heart attack prevention programs and refugee screenings.

With a workforce of more than 700 health care professionals and support staff, the Fulton County Department of Health & Wellness is the largest county health department in the State of Georgia, covering a 535 square mile area encompassing approximately 88 percent of the City of Atlanta. Included in its population are richly diverse communities of color, ethnicity and class, and a significantly large uninsured population. The department has 8 health centers, some within the City of Atlanta and others in the surrounding areas of Fulton County. The health centers are easily accessible via public transportation and convenient to a vast majority of clients. Mobile units further increase client access to Health and Wellness services. The department provides services for more than 350,000 visits annually, an average of over 1,500 visits per workday.

Fulton County ranks in the top quarter of Georgia counties on overall health outcomes and health factors according to the County Health Rankings report released by the University of Wisconsin and Robert Wood Johnson Foundation Project. Fulton's rankings were achieved based on relatively positive data on health behaviors and the availability of quality health care services in the county.

Health rankings were categorized in two areas: health outcomes and health factors. In comparison to other metro counties, DeKalb, Cobb and Gwinnett, Fulton ranked Number 4, Cobb was number two, Gwinnett was seventh and DeKalb was sixteenth.

**Service Facilities.** Fulton County Department of Health and Wellness offers a vast array of programs that provide comprehensive health care for Fulton County citizens. They include both preventive care and treatment in the following areas: 1) infectious diseases; 2) women's and children's health; 3) environmental health; and 4) other services which include health education, stroke and heart attack prevention programs and refugee screenings.

Roswell's 2025 Comprehensive Plan reported Fulton County plans to pursue a regional center approach to providing services, including the proposal of a North Fulton Regional Health Center. This is a facility located in Alpharetta that provides 14,625 square feet of clinic services.



Not all services are offered at every Public Health Center. The North Fulton Government Service Center is H1N1 Immunization site only. Three public health center locations in proximity to the City of Roswell include:

- North Fulton Health Center: 3155 Royal Drive, Suite 125, Alpharetta, GA 30004
- North Fulton Government Service Center (H1N1 Immunization site only): 7741 Roswell Road, Room 102, Sandy Springs, GA 30350
- Sandy Springs Health Center: 330 Johnson Ferry Road, Sandy Springs, GA 30328

In 2008, the Fulton County Health and Human Services cluster prepared a report entitled *Common Ground: Creating Equity through Public Policy and Community Engagement*. This report includes proposals to address differences in the overall health of population groups living in Fulton County. The report responds, in part, to data generated earlier that year by the Georgia Department of Community Health in a publication titled *Health Disparities Report 2008: A County-Level Look at Health Outcomes for Minorities in Georgia*. In the state-wide report, Fulton County received an overall failing grade for health outcomes and health inequity. This grade indicated “extremely poor outcomes and/or extremely severe racial inequality” in Fulton County. The report encapsulated the results of a long history of adverse environmental and social conditions that have affected the health status of Fulton County.

Research related to urban design, health, and the social costs of preventable disease has prompted cities around the nation, including, for example the City of Decatur, to make health considerations a policy objective when considering programs and infrastructure planning (for example, bicycle and pedestrian plans or urban design standards to promote walking and/or health service access). Others also focus on local food and nutrition based programs to manage the epidemic. The Centers for Disease Control provides community guides and policy recommendations for communities seeking to “Halting Obesity by Making Health Easier” (Centers for Disease Control and Prevention: [www.cdc.gov](http://www.cdc.gov)).

**Other Services.** The Fulton County Human Services Department provides oversight and direction to the County's Human Services Delivery System. This delivery system is comprised of partnerships with various community stakeholders that include nonprofit service providers, the private sector, governments, volunteers, and citizen advocates. The Human Services Department operates and manages the facilities listed below in the North Fulton and Sandy Springs service areas:

- Crabapple Neighborhood Senior Center;
- Roswell Neighborhood Senior Center;

- Dorothy C. Benson Senior Multipurpose Complex;
- Sandy Springs Neighborhood Senior Center; and
- North Fulton Career Service Center.

Clinic services include dentistry, children's health, communicable disease information, immunization, HIV advice and testing, primary pediatric care, school health screening, parenting programs, women's health information, and many others.

### Libraries

The Atlanta-Fulton County Public Library (AFCPL) system began in 1902 as the Carnegie Library of Atlanta, one of the first public libraries in the United States. In 1935, the City of Atlanta and the Fulton County Board of Commissioners signed a contract under which library service was extended to all of Fulton County. In 1982, voters passed a constitutional amendment authorizing the transfer of responsibility for the library system from the City of Atlanta to Fulton County. On July 1, 1983, the transfer became official, and the system was renamed the Atlanta-Fulton Public Library. The Atlanta-Fulton Public Library System is funded by the Fulton County Board of Commissioners, along with state and federal assistance grants. By state mandate, the Library System has a governing 17-member Board of Trustees, which oversees day-to-day operations and capital improvements. The Trustees are appointed by the Atlanta City Council and the Fulton County Board of Commissioners.

The mission of the Atlanta-Fulton Public Library System is to:

*Provide public access to the knowledge network to improve, enhance, and empower lives in our community, region and world;*

*Guarantee all Fulton County citizens access to library resources (access is defined by hours of service, library usage as reflected in circulation, in-house use, and program attendance).*

The Atlanta-Fulton Public Library System serves the citizens of Fulton County and the City of Atlanta (including the portion of the city in DeKalb County). As of May 2010, there were **509,216 registered library cardholders**. The library has a collection of more than **2,437,444 items** for adults and children, including books, magazines and other periodicals, CDs, DVDs, and videocassettes. Services provided by the library include: reference services, data bases, internet access, on-line reference services, on-line periodicals, computer labs offering word processing and other learning services, on-line renewal and reservation processes for books and other materials, computerized literacy

training, homework help centers, workshops, summer reading programs, story hours, art exhibits, special programs and telephone references.

**Level of Service and Facility Needs.** The AFCPL System is composed of the Central Library (located in downtown Atlanta), thirty-four branch libraries, two book mobiles, and The Auburn Avenue Research Library on African-American History and Culture. It contains one of the foremost collections of African-American literature and historical documents in the nation. There is **one library located in the city limits** of Roswell at 115 Norcross Street – Branch No. 25 (see Figure 6-1), which contains 21,700 square feet. There are also libraries in Johns Creek, located at 5090 Abbotts Bridge Road, and in Alpharetta at 238 Canton Street.

An additional library branch has been approved and funded. In 2008, 65% of Atlanta-Fulton County voters approved a **\$275 million dollar** bond referendum to fund eight new libraries, two newly expanded facilities and 23 renovations. Roswell will receive one of the eight new libraries, and it will be located at the intersection of Fouts Road and Holcomb Bridge Road (see Figure 6-1). This will serve the residents on the East side of the City who do not have convenient access to library services currently.

The Library System has various types of libraries: main, regional, area, community, and neighborhood. There are five regional libraries, each approximately 25,000 square feet in size. Regional libraries employ 20 full-time staff members. The Roswell library was built in 1989, yet it is considered a regional library even though it does not comply with the standard.

In 1997, the Library Board of Trustees adopted a policy which established design standards for all new branch libraries as shown in Table 6-1.

**Table 6-1: Adopted Design Standards**

Adopted Design Standards						
	Neighborhood	Community	Area	Regional	Auburn Avenue	Central
Square feet	3,000-5,000	7,000	10,000	25,000	50,000	285,000
% Compliance	33%	90%	100%	60.00%	100.00%	100.00%
Hours/week open	33	40	52	61	44	65
% Compliance	100%	100%	0%	0%	100%	0%





The current level of service is based on a general view of the use of the library system over a variety of indicators. The material holdings of the Roswell library are **129,550** as of May 2010. In **2009** circulation at the Roswell Library was 533,454, the patron count was **264,992**, there were 479 programs and the facility had 24 public computers. The Roswell library is deficient in terms of facility space. The facility now meets the projected target hours. It did not reach the target hours of operation in 2003.

Operational and capital funds are budgeted through Fulton County's General Fund and state revenues. The system also derives some revenues through fees, fines, and fundraising activities. In the past, major expansions have been funded through bond referendums. The Library system provides services to all residents of Fulton County, regardless of location of residence within the county (i.e., including municipalities).

Another potential source of funding for libraries is impact fees. The City does not charge an impact fee for libraries. Such a fee would necessitate an intergovernmental agreement between the City of Roswell and the Atlanta-Fulton Public Library System. In lieu of impact fees, the City has donated the aforementioned site for the new library.

Figure 6-1 shows a quarter mile and half mile radius around the existing and proposed library facilities. Most people will walk within a 1/4 mile radius of their starting point. This is considered a reasonable distance for most. If people walk about 2 to 2 1/2 miles an hour, a 1/2 mile walk would take about 12 to 15 minutes each way. 1/2 mile walk is usually the walkability threshold. As can be seen in Figure 6-1, the majority of the City cannot walk to a local library.

## Cultural Facilities

Fulton County operates cultural facilities and provides cultural services through the Fulton County Arts Council (FCAC) and the Parks and Recreation Department. Fulton County is the home of major cultural institutions in the Atlanta region and the State of Georgia. Many of these facilities, such as museums, theatres, amphitheatres, auditoriums, civic centers and botanical gardens are operated by private non-profit institutions and/or by municipalities within Fulton County.

Through the Contracts for Services program (CFS), the FCAC invests public funding, in the form of contracts for services, to support the programs of Fulton County nonprofit arts and cultural organizations. The goals of the program are to foster artistic

development, to support arts services delivery, and to serve as seed money to leverage additional corporate and private dollars for arts programming.

In 2009/2010, FCAC awarded over \$1.5 million to nonprofit and community organizations that present arts and cultural programs in Fulton County. Funds are awarded in dance, literary, media, multi-discipline, museum, music, theatre, visual arts, community development, grassroots arts programs. The Convention and Visitor's Bureau and the City of Roswell received funds during this round of grants.

**Facilities.** The following facilities are located in and around Roswell:

- **Chattahoochee Nature Center.** The Chattahoochee Nature Center, a county facility, is an educational and environmental center that serves an average of 35,000 children and 200,000 visitors annually. It contains over 187 acres of river marsh, fresh water ponds, woods, and a zoo for injured animals.
- **Community Arts Centers.** The FCAC operates five community arts centers. These facilities serve North Fulton County, Sandy Springs, Atlanta, South Fulton County, and Southwest Fulton County. FCAC operates the programs in the facilities while the General Services Department of Fulton County maintains the facilities. FCAC provides a variety of classes and workshops in visual and performing arts programming. Last year, approximately 6,000 residents participated in 349 classes. FCAC operates the following facilities near the City of Roswell:
  - Johns Creek Art Center: 6290 Abbots Bridge Road, Johns Creek, GA 30097; and
  - Abernathy Art Center, 254 Johnson Ferry Road, Sandy Springs, GA 30328
- **Cultural Art Center.** In addition to county services, the City of Roswell operates a 33,041 square foot cultural arts center which includes a 600-seat theater, community/multi-purpose rooms, and a historic research archives and two visual arts centers located at Roswell Area Park and Leita Thompson Park. The City also operates three historic properties, Bulloch Hall, Smith Plantation and Barrington Hall. Improvements to the cultural arts center and historic properties are included as appropriate in the City's Capital Improvements Element.

**Current and Future Needs.** All areas of Fulton County are served by FCAC facilities. The level of service for these community arts centers is based on community needs. The goal of the department is to have 80 percent capacity at the facilities.

## Schools

The Fulton County School System was founded in 1871. It is one of the oldest and the fourth largest school district in Georgia. The system serves the cities of Alpharetta, Roswell, Mountain Park, College Park, East Point, Fairburn, Hapeville, Union City, Palmetto and unincorporated portions of Fulton County. There are approximately 12,000 full-time employees compared to 9,900 in 2005; 6,800 of whom are teachers and other certified personnel, who work throughout the county in 99 schools and other administrative buildings. During the 2009-2010 school year more than 90,000 students will attend classes in 58 elementary schools, 19 middle schools, 16 high schools (includes two open campus schools) and six charter schools. A total of fifteen public schools are located in Roswell, including nine elementary, three middle, and three high schools (Figure 6-1).

Involved, active and informed parents and community members contribute greatly to the success of the system. Every school encourages parent involvement. All schools have business partners and local school advisory councils. The Fulton Education Foundation provides additional resources. With a focus on student achievement and a commitment to continual improvement, Roswell's schools have earned a reputation as a premier school system.

**Facilities and Need.** Several of the City's schools are over capacity. Table 6-2 provides data on existing student enrollments and capacities. Of the elementary schools in Roswell, two were over capacity and seven were under capacity during the 2009-2010 school year. Six Elementary Schools in Roswell are projected to be under capacity, and three will be over capacity through the 2010-2011 school year. By the 2010-2015 school year, five elementary schools are projected to be under capacity while four schools will be over capacity. Roswell North Elementary School will change from under capacity to over capacity by this time. All three of the middle schools located in Roswell are currently under capacity, and are projected to remain so through the 2014-2015 school year. The Fulton County School system is in the process of a building expansion program at Centennial High School which will increase the enrollment capacity from 1,775 students to 1,950 students beginning in the 2010-2011 school year. Once this addition is completed, the school is projected to be under capacity through 2015. A new high school will also open in the adjacent city of Milton in 2012. This new high school will reduce the enrollment of both Centennial and Roswell High Schools. The City of Roswell has one public Alternative School, Crossroads Second Chance North,

which serves grades 6-12. The school is a Learn and Serve school, with 121 students currently enrolled.

The overcrowding of Fulton County's public schools has long been a concern in North Fulton County. Roswell's elected officials have expressed particular concern about school overcrowding and the pace of continued residential growth. The overcrowding problem has been somewhat alleviated at the high school level with the expansion of Centennial High School and the planned construction of the new high school in the City of Milton. At the elementary school level, overcrowding remains a problem both currently and according to future projections.

**Table 6-2 Fulton County Public Schools in Roswell**

Fulton County Public Schools in Roswell							
School Name and Type	Acreage	GADOE Capacity (SPLOST)	Enrollment 2009-2010	Over/Under State Capacity	2009-2010 Portable Classrooms	Enrollment 2010-2011	Enrollment 2014-2015
Centennial HS	54.1	1775	1931	Over	16	1894	1862
Crabapple MS	14.0	1000	770	Under	5	755	873
Elkins Pointe MS	35.0	1200	891	Under	0	870	1034
Hembree Springs ES	23.7	850	743	Under	5	755	729
Hillside ES	22.3	850	805	Under	1	863	1007
Holcomb Bridge MS	20.3	1000	669	Under	1	701	860
Jackson, Esther ES	15.3	625	642	Over	5	668	799
Mimosa ES	14.9	1000	1043	Over	0	1074	1144
Mountain Park ES	20.2	1000	901	Under	0	902	891
Northwood ES	25.8	800	727	Under	3	706	714
River Eves ES	23.2	775	759	Under	0	748	763
Roswell HS	50.2	1975	2381	Over	9	2333	2152
Roswell North ES	10.2	1000	958	Under	0	981	1056
Sweet Apple ES	34.8	950	833	Under	8	787	736

Source: Scott Stephens, Planning Analyst, Fulton County Schools. Information provided to Pond & Co. July 15, 2010.

**Private Schools.** U.S. Census Bureau statistics indicate that in 1990, 13.2 % of Roswell residents, three years and over enrolled in school (approximately 1,100 persons)



attended private schools. As of the 2000 Census, for grades 1 through 12, 1,962 persons out of 13,607 attended private schools, or 14.4 % of the total students attending such school grades. The Census American Community Survey 2006-2009 indicates that 22,209 persons attended private school, or 16.4% of the total students enrolled attended private schools.

An inventory of private schools with Roswell addresses is provided in Table 6-3.

**Table 6-3 Private Schools**

Private Schools	
School Name	Location
Blessed Trinity Catholic High School	11320 Woodstock Road
Chrysalis Experiential Academy	10 Mansell Court East, Suite 500
Cross of Life Montessori School	1000 Hembree Road
Eaton Academy	800 Old Roswell Lakes Parkway
Fellowship Christian Academy	480 West Crossville Road
High Meadows School	1055 Willeo Road
Howard School (North Campus)	9415 Willeo Road
ILM Academy	11660 Alpharetta Highway, #155
Jacob's Ladder	11705 Mountain Park Road
Queen of Angels School	11340 Woodstock Road
St. Francis Day School	9375 Willeo Road
The Atlanta Academy	2000 Holcomb Woods Parkway, Suite 36
The Cottage School	770 Grimes Bridge Road
The Porter Academy	200 Cox Road
The Swift School of Roswell	300 Grimes Bridge Road
Village Montessori School	1610 Woodstock Road

Pursuant to House Bill 251, signed into law by Governor Sonny Perdue, allowing Public School choice, residents of Fulton County Schools can attend a public school outside of their assigned school area when space is available. The 2010-11 eligible schools are:

- Roswell North Elementary;
- Elkins Point Middle School; and
- Roswell High.

### Higher Education

Reinhardt College, whose main campus is in Waleska, Georgia, has a North Fulton Center located on Old Milton Parkway. Georgia State University has an Alpharetta

Campus originally on Old Milton Parkway and is now on Brookside Parkway. Other major colleges in the Atlanta region include, but are not limited to: Agnes Scott College, Brenau University, Emory University, Georgia Institute of Technology, Georgia Perimeter College, and Kennesaw State University. A number of technical institutes, including DeVry Tech in Alpharetta and Lanier Tech in Cumming, are within convenient driving distances of Roswell.

## Court System

Municipal court is authorized by the state constitution and statutes and is mandated to dispose of violations of municipal ordinances. The mission of the Roswell Municipal Court is "to provide professional, efficient and courteous service for all people having business with the Municipal Court of Roswell, in a manner that reflects the positive quality of life within the community."

The Municipal Judge is a full-time, elected official who provides judicial determination of alleged violations of municipal ordinances in a just, speedy and cost-effective manner. These procedures include the initial appearance (bond hearing), probable cause hearing, and arraignment where the defendant is advised of the charge and notified of his or her rights and possible sentence before a plea is accepted. The Court holds additional hearings to consider the possible indigence of the defendant and the need for an appointed attorney; issues administrative orders; and, rules on various motions presented to the Court. Additionally, the Court convenes for non-jury trials. Further duties as required by state law include record-keeping, accounting with monthly reporting to state agencies, and the disbursement of monies tendered for fines, bonds, courts costs and related fees. Dispositions of traffic offenses are reported to the Department of Motor Vehicle Services, as well as requests for suspension of driving privileges for failure to comply with terms of citations.

The Roswell Municipal Court also has a full-time Solicitor who prosecutes various state laws and municipal ordinances. The Solicitor will conduct pre-trial negotiations, if requested, for defendants representing themselves. For defendants who are represented by attorneys, pre-trial negotiations are conducted in person or via telephone conference.

The Roswell Municipal Court is located at 38 Hill Street, Suite 210.



The State of Georgia is divided into ten (10) districts containing several circuits and counties. Fulton County constitutes the Atlanta Judicial Circuit, First Judicial Administrative District. The Atlanta Superior Court provides services for administrative appeals, civil, major criminal and domestic relations cases. The Fulton County Justice System is composed of Superior Court, Superior Court Administration, Superior Court Clerk, State Court, Juvenile Court, Solicitor General, District Attorney, Public Defender, Medical Examiner's Office and the Sheriff.

There is a Fulton County Court Services facility located at the North Fulton Service Center located at 7741 Roswell Road.

### **Recreation and Parks**

The Recreation and Parks Department employs 107 people full-time employees and numerous part-time/seasonal employees. The Roswell Recreation and Parks Department was the 4<sup>th</sup> agency in the State and the 37<sup>th</sup> in the United States to be accredited. The Department has prepared a short-term recreation master plan for the year 2005, its fifth master plan since 1969. The master plan was based on public information meetings, workshops, and a leisure survey.

The recreation master plan provides an inventory of existing recreation sites (see also the Greenspace Plan). The Recreation and Parks Department has a joint development and operation agreement with the Fulton County School system at Crabapple Middle School, North Roswell Elementary School and Roswell High School. The school properties are leased to the City and are maintained by the City.

There are 18 parks encompassing over 900 acres. Section 5, Natural and Cultural Resources, goes into great depth about the Department.

An inventory of all park facilities is shown on Figure 6-1. Since Roswell charges development impact fees for parks and recreation facilities, more detailed planning is required in terms of assessment, delineation of service area, establishing level of service standards, and assessing facility needs.

**Project Updates.** The following list represents current park projects:

- Woodstock Soccer Complex -  
Renovation of the restrooms;

- Leita Thompson Memorial Park -  
Asphalt resurfacing to the entrance of park drive;
- East Roswell Park -  
Scorekeeper stands;  
East Roswell Recreation Center will be painted;
- Waller Park Extension -  
Scorekeeper stand;
- Garrard Landing Park -  
New playground and landscaping around the new parking area and trail;
- Old Mill Park -  
A brick plaza will be added around the Machine Shop and Covered Bridge;
- Visual Arts Center -  
Repairs to the siding, decks and classrooms;
- Hembree Park -  
Hembree Recreation Center will be painted;
- Riverside Park -  
Pavilion/stage renovated; and
- Roswell Riverwalk -  
The Riverside Road trail has been extended to Eves Road.

### **Water**

**Supply and Treatment.** The City of Roswell obtains water from two sources: the City intake located on Big Creek, and Fulton County. The City of Roswell provides water to 20% of the City area, with Fulton County providing water to the other 80%. The water provided to the City by Fulton County is through the Atlanta – Fulton County Water Resources Commission (AFCWRC) Water Treatment Plant. The source for this plant is the Chattahoochee River. On average the AFCWRC Plant treated 35 MGD and pumped approximately 24 MGD in 2009. The current capacity of the AFCWRC is 90 MGD. The water is distributed through the Fulton County network of water lines which range in size from 6 to 24 inches in diameter and adequately serve the average and peak daily needs. Some deficiencies have been noted in the system hydraulic capacity to meet sufficient water flows for firefighting needs. These deficiencies are currently being addressed by Fulton County through both capital improvement projects and annual replacement projects. The recent construction of the Riverside Water Main Project helps meet current and projected demand for potable water. Fulton County has also added three elevated storage tanks and two new booster pump stations to insure proper pressure during the day. It is the goal of Fulton County Public Works to design



new water lines to meet both present and future demands. The County will continue to coordinate development activities with the City of Roswell to ensure adequate water capacities are planned to meet future demands, and to enforce water conservation measures in all new development in the City within the Fulton County Water Services area.

The Fulton County infrastructure network includes all of the City of Roswell with the exception of the City Roswell water services area. The City of Roswell has an EPD-approved permit to withdraw raw water from Big Creek, which allows withdrawals for municipal water supply purposes of up to 1.2 mgd while not exceeding 1.2 mgd in any 24-hour period. Water from the Big Creek intake is treated at the Cecil Wood Water Treatment Plant. The City's service area is shown as the shaded area on Figure 6-3. Since the City has two sources, Roswell's system is classified as a "blended water source." Both plants serve residential and commercial development.

**Table 6-4 Summary of 2008-2009 Water Use**

Summary of 2008 -2009 Water Use		
	2008	2009
City of Roswell Water Production (Daily Average, mgd)	0.94	1.00
Purchased from Fulton County (Daily Average, mgd)	0.59	0.57
Total System Use (Daily Average, mgd)	1.53	1.57
Peak Month/Annual Average	1.51	1.19

**Table 6-5 Water Supply and Treatment**

Water Supply and Treatment	
Water Treatment Plant	Geographic Service Area
Atlanta-Fulton County Water Treatment Plant	North Fulton County, Sandy Springs (majority), Atlanta, Roswell, Alpharetta, Forsyth County
Cecil B. Wood Water Treatment Plant	Roswell downtown area

*Source: Fulton County*

The County water service area serves approximately 80% of the City. The design capacity of drinking water facilities for the two plants is in Table 6-6.

Figure 6-3 Community Facilities and Services: Water

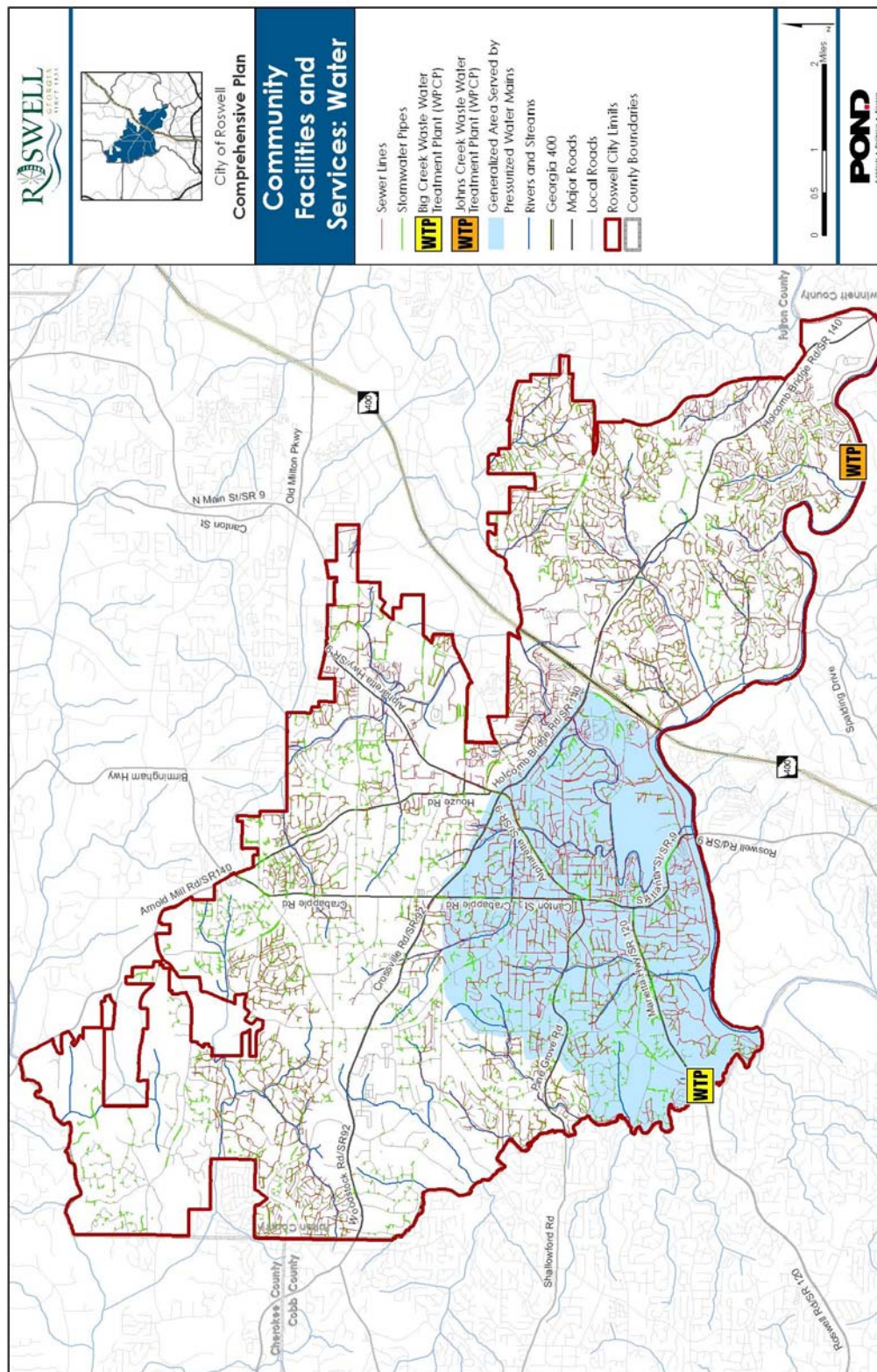


Table 6-6 Water Treatment Plant

Water Treatment Plant		
Water Treatment Plant	Plant Capacity in 2005	Useful Life of Facility
Atlanta-Fulton County Water Treatment Plant	90 mgd	Through the 2021-2030 period
Cecil B. Wood Water Treatment Plant	1 mgd	Plan to decommission during the 2011-2020 period

Source: Fulton County

The Atlanta Regional Water Supply Plan (as amended) includes Roswell in its forecast of water demand for Fulton County north of the Chattahoochee River. That plan provides estimates and projections of water demands for north Fulton County. These demands were based on a forecasted population of 82,000 people in the year 2020. According to estimates provided in Section 1 of this document (Population Element), Roswell has already exceeded that number as of 2005 and well surpassed it in 2010. According to demand forecasts made in 1999, the City will need 72.03 mgd in 2010. Based upon the design capacity of the facilities above, there will be sufficient water in the short term, but this issue will have to be examined in light of the City's projected increase in population as the need may grow to over 91 mgd by the year 2010.

### Storage and Distribution

The City of Roswell's water system has 432,966 linear feet of water lines, 1 to 12 inches in diameter, which distribute up to 3 mgd in one pressure zone. A number of water distribution improvements are programmed, including major trunk line extensions, a fire hydrant upgrade and replacement program, a water line cleaning and lining program, and a water line looping program. Water conservation and leak detection programs have reduced unaccounted for water from 26% to 12% in the past three years and will continue.

Fulton County owns and operates the water distribution, storage and pumping system outside the City's service area, which served more than 70,000 customers in 2009. The ground storage tanks are used to maintain service during seasonal demand peaks and temporary service interruptions. The elevated storage tanks are used to maintain pressure in the distribution system as well as to provide the system with fire flow protection. Table 6-7 provides information on storage capacities of Fulton County's water system. It appears from the information available that Roswell will have adequate raw water supply during the planning horizon with purchases of water from the Atlanta-Fulton County water system.



Table 6-7 Fulton County Water Storage and Distribution System

Fulton County Water Storage and Distribution System	
<b>Length</b>	275 miles of water mains
<b>Size of mains</b>	8 inches and 54 inches in diameter
<b>Elevated storage tanks</b>	Hembree Road - 1.0 mg Hembree Road - 0.2 mg Bethany Road - 2.0 mg Bethany Road - 2.0 mg Jones Bridge Road - 1.0 mg Jones Bridge Road - 0.5 mg
<b>Ground storage tanks</b>	Webb Bridge Road - 1.0 mg Webb Bridge Road - 0.5 mg Freemanville Road - 4 mg

Note: mg represents million gallons

Source: Fulton County

**Sanitary Sewer Basins and Capacities.** Sanitary sewerage collection and treatment is provided by Fulton County. The County is the primary provider of sewerage and wastewater treatment for North Fulton. Fulton County also provides sewer collection for unincorporated South Fulton and wastewater treatment services for all South Fulton Cities and the City of Atlanta via Camp Creek Water Reclamation Facilities. In addition, Fulton County also provides wastewater treatment for Cobb County, Dekalb County and Forsyth County via Big Creek WRF, Cauley Creek WRF and Johns Creek Environmental Campus (JCEC). Fulton County owns and operates five water reclamation facilities (WRFs). Cauley Creek Inc., a privately owned company also exclusively treats wastewater generated in Johns Creek sewershed through an agreement with Fulton County at its 5 MGD water reclamation facility. Four of the water reclamation facilities serve North Fulton Cobb County, Dekalb County and Forsyth County. Camp Creek WRF and Little Bear Creek WRF provide wastewater treatment for South Fulton.

Big Creek WRF treat wastewater generated in Alpharetta, Roswell, a portion of Milton, a portion of Sandy Springs, Cobb County, Dekalb County and Forsyth County. Approximately 20% of total wastewater treated at Big Creek WRF is from Cobb, Dekalb and Forsyth Counties. Johns Creek Environmental Campus and Cauley Creek WRF treat wastewater from Johns Creek, a small portion of Roswell, Dekalb County and Forsyth County. Approximately 15% of total wastewater treated at JCEC and Cauley Creek is from Dekalb and Forsyth Counties. Portion of wastewater generated in Fulton County is conveyed to City of Atlanta and Cobb County for treatment via City of



Atlanta - R. M. Clayton Water Resource Center (WRC), City of Atlanta - Utoy Creek WRC and Cobb County – R. L. Sutton WRF.

**Big Creek.** The Big Creek Water Reclamation Facility (WRF) was originally constructed in 1969 with a design capacity of 0.75 mgd. The plant was expanded numerous times and has a current capacity of 24 mgd. The collection area flowing to the Big Creek WRF consists primarily of residential and commercial users and covers approximately 63 percent of the sewered area in North Fulton.

**Little River.** The Little River Water Pollution Control Plant (WPCP) is in neighboring Cherokee County. The plant serves Mountain Park and nearby communities in North Fulton and parts of Cherokee County. The plant originally had a capacity of 0.175 mgd. In March 1992, the plant was expanded to 3 mgd. The Little River Land Application System (LAS) began operation in April 1995 and is permitted to discharge up to 200,000 gallons per day (gpd). The plant serves approximately 6 square miles, or 6 percent, of the sewered area in North Fulton.

**Johns Creek.** The Johns Creek WPCP was originally constructed in 1980 with an average design capacity of 5 mgd. The plant was expanded in 1992 and its permitted discharge capacity is 7 mgd. The plant currently serves approximately 27 square miles or 26 percent of the sewered area in North Fulton County. This plant is proposed to be phased out and replaced by the new plant recently constructed on Holcomb Bridge Road at the Chattahoochee River and described below.

**Johns Creek Environmental Campus (JCEC).** The Johns Creek Environmental Campus is situated on 43 acres off Holcomb Bridge Road in the City of Roswell adjacent to the Chattahoochee River, near Garrard Landing. This facility meets the needs of the Johns Creek Basin and community. The facility uses a Membrane Biological Reactor. The design capacity of the facility is 15 mgd. All treatment processes are covered. In addition, the facility is shared by an educational campus and park. Although the facility is brand new, it was intentionally developed with adjacent park land in order to accommodate any potential future expansion need.

The water pollution control plants and their design capacities, and their service areas are shown in Table 6-8. Each is operated by the Fulton County Department of Public Works. Service areas and predominant land uses served are shown in Table 6-9.

Table 6-8 Water Pollution Control Plants in Fulton County

Water Pollution Control Plants in Fulton County	
Plant Name	Design Capacity
Big Creek Water Reclamation Facility	24 mgd
Johns Creek Water Pollution Control Plant	7 mgd (scheduled to be decommissioned)
Little River Water Pollution Control Plant	3 mgd
Johns Creek Environmental Campus (JCEC)	15 mgd

Source: Fulton County

Table 6-9 Service Areas of Water Pollution

Service Areas of Water Pollution Control Plants in Fulton County		
Water Pollution Control Plant	Service Area	Predominant Land Uses Served by the Facility
Big Creek Water Reclamation Facility	Roswell, Alpharetta, and areas of Cobb, Fulton, DeKalb counties and a portion of Milton	Residential and commercial
Johns Creek Water Pollution Control Plant	North Fulton including the City of Johns Creek and a portion of Roswell, Sandy Springs and DeKalb County	Residential and commercial
Little River Water Pollution Control Plant	Mountain Park and nearby communities in North Fulton and parts of Cherokee County	Residential and light Commercial
Johns Creek Environmental Campus (JCEC)	North Fulton including the City of Johns Creek and a portion of Roswell, sandy Springs and DeKalb County	Residential and Light Commercial

Source: Fulton County

### Service in Roswell

Sewerage does not extend throughout the City and is not planned in very low-density residential areas. This is the case in the northwest portion of the City, north of Cox Road (Figure 6-2). Most of the land in the City is drained by Big Creek. The wastewater treated at the Big Creek Plant discharges at the confluence of Willeo Creek and the Chattahoochee River. The Big Creek facility has a diversion pump which can pump up to 3.0 mgd (one way) to the Johns Creek Plant for treatment and discharge.

Some residential subdivisions north of Woodstock and Hardscrabble Roads lie in the Little River drainage basin. The Brookfield West and Litchfield Hundred residential subdivisions, among others, are in this basin. The Little River Wastewater Treatment Plant is located just across the Fulton County border in Cherokee County. The Georgia Department of Natural Resources has determined that the Little River can assimilate no

additional discharge. At this time, it is the policy of Fulton County that all new development in this basin will have to be **served through septic tanks or the privately funded** application of treated wastewater. The county has no plans to extend or expand sewerage in this basin.

Part of eastern Roswell – south of Holcomb Bridge Road – naturally drains into the Chattahoochee River. Much of the eastside annexation is within the Johns Creek Wastewater Treatment Plant service area. As noted previously, the Johns Creek Plant will be phased out and replaced with the Johns Creek Environmental Campus (JCEC) at Holcomb Bridge Road and the Chattahoochee River, which is now operational.

**Collection System.** The Fulton County wastewater collection system serves approximately 285 square miles of service area. The county's wastewater collection system provides service to the cities of Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs in North Fulton and unincorporated South Fulton.

The collection system consists of approximately 2,100 miles of sanitary and interceptor sewers. The County's wastewater collection system is comprised of both privately-owned and county-owned gravity sewers, force mains, and pumping stations. The larger-diameter lines and service connections are generally made of concrete pipe.

The total service area in North Fulton is approximately 104 square miles. The North Fulton Wastewater Service Area includes approximately 750 miles of gravity sewers and 30 pumping stations. Unsewered areas comprise approximately 46 square miles, or 33 percent of the land area in North Fulton.

The Big Creek collection system includes seven pumping stations and three primary collection trunk sewers. The interceptor trunk sewers range in size from 12 to 72 inches in diameter. The Riverside pump station handles the majority of the flow received at the Big Creek WRF. During rainfall events, overflows of manholes along Riverside Drive upstream of the Riverside pump station can occur.

The Johns Creek collection system consists of two primary interceptors located along Johns Creek and the Chattahoochee River. The system includes six pumping stations. The Old Alabama and the Chattahoochee III pump stations have the capability to divert up to 5.0 mgd to the Cauley Creek WRF.

The Little River collection system consists solely of gravity sewers from residential neighborhoods and light commercial areas.

### Level of Service

The Water Protection Section of the Fulton County Public Works Department assesses level of service by comparing the maximum monthly flow to the average monthly flow. The higher the number above 1.0 means the greater the difference between average flow and maximum flow capacity. See Table 6-10 for treatment facility levels of service.

**Table 6-10 Level of Service Provided by Water Pollution Control Plants**

Level of Service Provided by Water Pollution Control Plants	
Water Pollution Control Plant	Ratio of Level of Service Ratio of Maximum Monthly Flow to Average Monthly Flow (Maximum divided by Average)
Big Creek Water Reclamation Facility	1.14
Johns Creek Water Pollution Control Plant	1.12

Source: Fulton County

### Programmed Improvements

In order to maintain the current level of service and meet expected needs, the Department of Public Works has an approved plan for system improvements for wastewater treatment. The projects within this budget reflect the priority needs for the plants and the collection system.

### Stormwater Management

The City recognizes that stormwater management is an important function of local government. Land development generally increases the rate and amount of stormwater runoff and potentially the amount of water pollution. Excessive runoff contributes to flooding and associated damage. Water contaminated during runoff results in water treatment challenges and threats to habitat. For these reasons, stormwater management is a necessary function of local government.

Increased development along with the increase in impervious surfaces such as parking lots, rooftops, and roadways has resulted in significant increases in stormwater runoff. Flooding of homes, businesses, and city and county managed roads and bridges



occurs because stormwater systems and stream channels simply cannot handle the amount of water entering them during and following rainfall events.

Since all actions within a watershed ultimately impact Georgia's and Roswell's downstream waters, a holistic approach to stormwater management is being developed by the City.

Roswell has adopted the state's guidelines for stormwater management. The MS4 stormwater discharge permit establishes guidelines for municipalities to minimize pollutants in stormwater runoff to the "maximum extent practicable".

The City of Roswell will utilize the policy, criteria and information including technical specifications and standards in the latest edition of the *Georgia Stormwater Management Manual* and any relevant local regulations or procedures of the Engineering Division of the Community Development Department for the proper implementation of its stormwater management regulations. The manual may be updated and expanded periodically, based on improvements in science, engineering, monitoring, and local maintenance experience.

**Needs.** Many of the City's stormwater pipes are 20 to 30 years old or older and near the end of useful life. Replacing these older pipes now will also prevent collapse of roads and sidewalks which are costly to repair and pose a threat to drivers and pedestrians.

**Solid Waste Management.** The Georgia Comprehensive Solid Waste Management Act of 1990 requires that local governments adopt solid waste management plans and update the short-term work program of that plan every five years. The plan is required to contain an inventory of existing solid waste management practices, identify potential alternative disposal methods, include strategies to reduce solid waste by 25 percent, and define disposal options for a ten-year planning period.

The City prepared and adopted its Comprehensive Solid Waste Management Plan in early 1994 and 2005. Another update of the plan is underway at the time of this writing and is due to be completed and adopted in October 2010. Goals, objectives, and actions are stated in the City's Solid Waste Management Plan and update of the short-term work program.

The Georgia Comprehensive Solid Waste Management Act requires the City of Roswell to develop a strategy for reducing the amount of solid waste going into landfills and other disposal facilities. This reduction may be accomplished by many techniques, including recycling materials such as plastic, aluminum, and newspaper. It can also be accomplished by diverting yard waste from disposal facilities into backyard and other composting operations. Based on state goals, the City currently diverts 28.25 percent of its solid waste from Subtitle D landfills. Many other methods for reducing our local waste stream are also available. Summary information about the Comprehensive Solid Waste Management Plan is provided in the following paragraphs.

**Collection.** The City provides weekly curbside collection of household garbage. The City has a fleet of rear-loading garbage trucks for residential collection operations. Curbside exemption pickup is available to disabled and elderly persons via one-ton trucks. The City provides commercial garbage collection service for all commercial building/complexes and many of the multi-family residential units such as bulky items like televisions, sofas, and furniture for an additional fee to residential customers. Customers can also make arrangements to have larger quantities of yard waste to be picked up by the City's preferred contractor, Community Waste Services (CWS).

The City's sanitation policies are designed to minimize waste in landfills and maximize recycling opportunities. Such policies help to protect the environment and preserve the quality of life for future generations. Roswell encourages recycling and disposal of trash in an environmentally sound and safe fashion. Building materials and/or construction debris are not collected by the City of Roswell. Such items cannot be mixed with garbage or yard waste. The Chadwick Road Landfill, which is located on Chadwick Farm Boulevard (off SR140) near the Fulton/Cherokee County line, receives such materials for a fee.

**Recycling.** Recycled materials are collected at the curb and at a recycling center at Hembree Road and Maxwell Road. Curbside recycling services are provided to single-family residential units (1-4 dwelling units). Only approved recyclable materials inside a City of Roswell recycling bin are collected. Unapproved recyclable materials are left in the recycling bin.

**Utilities.** The City does not provide utility services, except for water to a portion of the City and sanitation services as described above. Electricity is provided by Georgia Power Company, Cobb EMC, and Sawnee EMC. Natural gas is provided by a number

of different private companies, including Atlanta Gas Light Company. BellSouth provides telephone services, and cable television services are provided by Charter Communications and Comcast.

**Emergency Management.** Emergency management is a term used to describe the steps taken by governments to plan, organize, and prepare for the saving of lives, protection of property, and the recovery from the effects of an emergency, disaster or catastrophe. The Atlanta-Fulton County Emergency Management Agency is a joint, cooperative effort between the City of Atlanta and Fulton County and serves the City of Roswell. It is responsible for maintaining and implementing the Emergency Operations Plan. The Emergency Operations Plan is the legal and organizational basis for coordinated emergency and disaster operations in the City of Atlanta and Fulton County. The Agency also assigns broad responsibilities to local government agencies and support organizations for disaster mitigation preparedness, response and recovery functions. Level of service guidelines have yet to be approved by the state.

The City does, however, have an emergency warning system to alert residents to severe weather and other emergencies.

The emergency warning sirens are located at:

- Waller Park Extension
- 575 Riverside
- Roswell Area Park
- Hardscrabble, near Roswell High School
- Sweetapple Park
- Hembree Park
- Fire Station #4
- East Roswell Park
- Minhinette Street



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## 7. INTERGOVERNMENTAL COORDINATION

The City of Roswell actively works with other local jurisdictions and organizations to take advantage of shared resources for the benefit of the City and the region. This cooperation has been evident more in recent years than at any other time in the region's history. The cities considered part of "North Fulton" – Alpharetta, Johns Creek, Milton, Mountain Park, Roswell and Sandy Springs – have realized that many planning efforts are more effective and garner more public and financial support, if acted on together.

In addition to its partners in "North Fulton", the City of Roswell coordinates its activities with Fulton County, local municipalities and other agencies. This section identifies existing coordination mechanisms and further opportunities for such coordination. Effective planning efforts for community facilities, environmental protection and natural resources, cultural and historic resources, transportation, and land use are outlined here. These efforts are increasingly beyond the abilities of single jurisdictions. This analysis allows the local government to inventory existing intergovernmental agreements as well as determine possible partnerships in the future. This section also itemizes details from other sections of the technical appendix that require intergovernmental agreements or other coordinating measures.

### Adjacent Municipal Governments

The adjacent local governments are the cities of Alpharetta, Johns Creek, Milton, Mountain Park and Sandy Springs.

### Adjacent County Governments

The adjacent counties Roswell currently coordinates with, and has potential partner with in the future include Cherokee, Cobb, Fulton and Gwinnett counties.

### Section Cross-Reference

Intergovernmental agreements are essential for a City or County government to function effectively. The comprehensive plan is divided into focused sections. The following text is a description of specific agreements which directly relate to the sections of the Comprehensive Plan.

### *Housing.*

- *CDBG/HOME.* Roswell has access to Community Development Block Grant (CDBG) funds and HOME Investment Partnership Program funds administered through Fulton County. Roswell is an entitlement City. The City has maintained a policy on how these funds can be spent based on the Federal requirements. The City has historically used CDBG funds for streets, sidewalks, waterlines, parks and facilities rather than housing. In the past the City has not partnered with the County on projects. CDBG and HOME funds could be coordinated and targeted to make the greatest impact on community development needs. HOME funds have been used for housing by Community Housing Development Organizations (CHDOs).
- *Roswell Housing Authority.* The City's Public Housing Authority, Roswell Housing Authority, is required to report to and interact with the U.S. Department of Housing and Urban Development. The City does not run the housing authority. It is administered through the Office of Public and Indian Housing (PIH) which is funded and controlled by the U.S. Department of Housing and Urban Development (HUD). It is the only project of its kind within the City boundaries.
- *LCI (Livable Centers Initiative) and Master Planning.* The City of Roswell has undertaken many successful studies. Roswell partnered with the Atlanta Regional Commission on three of those efforts.
  - *Midtown Roswell Redevelopment Plan:* The Midtown Roswell Redevelopment Plan was approved by the Roswell Mayor and City Council in January of 2003 and is now formally incorporated into Roswell's Comprehensive Plan. Midtown Roswell extends from Norcross Street to the Holcomb Bridge Road area along Highway 9.  
To assist with the implementation of the Midtown Roswell Redevelopment Plan, the City was awarded a grant of \$2,246,400 through the Atlanta Regional Commission's Livable Center Initiative (LCI), which the City matched with \$561,000 to implement the Alpharetta Street beautification and Access Management and Intersection Improvements at Thomas/Strickland and Mansell Circle at Highway 9 projects. The design phase is complete and construction has begun.
  - *Atlanta Street Corridor Study:* The Atlanta Street Corridor study was approved by Mayor and Council in 2008. The study area encompasses all land within approximately one-quarter mile of Atlanta Street (State Route 9) from the Chattahoochee River to Norcross street, including the Town Square, Mimosa

Boulevard, Factory Hill and the Mill, which is now a heavily traveled regional commuter route and a local roadway connecting all the historic and cultural assets in the corridor. Regional growth has resulted in significant peak hour traffic congestion and safety concerns. The unique historic character is one of the City's greatest assets. Historic antebellum and turn of the century homes, subdivisions, strip retail centers and underutilized industrial areas are all present along the corridor. This study analyzes possible solutions for economic development, pedestrian connectivity, land use and zoning changes, as well as other factors that play a role in the sensitive redevelopment of this area.

- o *Grove Way Community Study*: One area that the plan specifically focused on is the Oak Street/ Grove Way area which recommended redevelopment of this area as an "Arts Village" which will have an impact on the Housing Authority Development. The City is involved in discussions about how the limited public housing, or future lack of, in Roswell might evolve or change, consistent with changes in federal housing policies.
- *CHDO*. There are also private or quasi-public social service providers, CHDOs (Community Housing Development Organization), described in the Housing Chapter. Those groups, while not governments per se, deserve attention in terms of coordinating common objectives, especially in order to secure federal funds. Many of these groups have utilized HOME funds to assist them in funding projects.
- *Other Housing Funding*. The Community Development Department also monitors housing programs and resources available from the Georgia Department of Community Affairs and other funding sources.

### ***Economic Development.***

- *Data Sources*. State and federal agencies are a source of continuing data collection and reporting on economic conditions. These include the U.S. Bureau of Labor Statistics, the U.S. Census Bureau, the Georgia Department of Labor, Department of Community Development and ARC, among others.
- *Other Data Sources*. The Community Development Department should continue to monitor available data on economic conditions, labor force, and employment as needed. This does not require "coordination," per se, but it is important to highlight the relationship of these agencies as data service providers to the City.
- *Unemployment Assistance*. Unemployment assistance is largely a state function that does not involve Roswell. In light of the recent economic conditions the City

should provide residents with help finding state resources through the City's website.

- *Strategies.* Economic development policies of the City and County, to the extent they intersect with one another, will need to be coordinated. Roswell should solicit any available resources available through Fulton County in the pursuit of large economic development or redevelopment opportunities. The Economic Development Section describes a number of government, quasi-public and private agencies that can assist with the pursuit of economic development strategies in Roswell. These include the Greater North Fulton and Metro Atlanta Chambers of Commerce, among others. Various resources of state agencies, such as the Georgia Department of Technical and Adult Education, can be capitalized upon in the pursuit of Roswell's economic development objectives. Colleges and universities, as well as the Fulton County School System, are potential partners in future efforts to improve educational levels of the population and labor force.
- *North Fulton CID.* The North Fulton Community Improvement District (CID) was formed in 2003 by a group of business leaders committed to maintaining and enhancing the North Fulton community. With the goal of investing in an even more vibrant and sustainable North Fulton, the CID serves as a catalyst for transportation planning, investment and improvement.

The North Fulton CID is a self-taxing district that spans from Mansell Road north to McGinnis Ferry Road. A voluntary tax, paid by commercial property owners within the District's boundaries, funds the CID's efforts to improve the area. The cities of Alpharetta, Milton and Roswell fall within the CID's boundaries, and all three cities partner with the CID on projects, planning and initiatives.

The North Fulton CID is committed to enhancing the community and improving the quality of life for the nearly 400 property owners along the GA 400 corridor and area's more than 77,000 employees represented by the District.

- *Convention and Visitors Bureau (CVB).* The City has a Convention and Visitors Bureau (CVB) that conducts economic development-related functions, including but not limited to event planning, promotion, marketing and studies, that require continued attention with regard to coordination. The CVB is "The Official Destination Marketing Organization for the City of Roswell."



***Natural and Cultural Resources Coordination.***

- *Big Creek.* Implementation of protection measures in the Big Creek water supply watershed is a key coordination challenge. The Natural Resources Section describes the requirements and this section discusses further the intergovernmental coordination efforts implemented to date. The protection of wetlands in the City requires the Engineering Division of the Community Development Department to work with federal agencies – the U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers, and sometimes the U.S. Fish and Wildlife Protection Agency – in the delineation and protection of wetlands (or disturbance of them and mitigation of losses to the wetland inventory).
- *Air Quality.* The U.S. Environmental Protection Agency has designated a 20-county area around Atlanta as a non-attainment jurisdiction for ozone. Ozone is created by a photochemical reaction of a mixture of organic compounds and nitrogen oxides (created by fuel combustion) and is a major air pollutant in the lower atmosphere. The City of Roswell will need to cooperate with any regional air quality plan mandated by the U.S. Environmental Protection Agency and transportation plan prepared by the ARC and GRTA.
- *Joint Training in Erosion Control Inspection.* In 1998, Roswell, Alpharetta, and the Fulton County Soil and Water Conservation District formed a partnership for on-going erosion control training.
- *Big Creek Water Supply Watershed Protection.* This has been one of the more important and challenging areas of intergovernmental coordination Roswell has faced. The Big Creek Water Supply Watershed (see Natural Resources Element) includes six local governments: Roswell, Alpharetta, Cumming, Fulton County, Forsyth County, and Cherokee County. The City has participated in a process with other local governments and the Atlanta Regional Commission to ensure that its watershed protection efforts meet or exceed state administrative rules and regional requirements. After many years, the Atlanta Regional Commission published a Big Creek Watershed Study Master Plan. The Big Creek Study was a cooperative effort among the affected jurisdictions and was sponsored by the Atlanta Regional Commission.

Rules of the Georgia Department of Natural Resources, Environmental Protection Division, require protection measures for small water supply watersheds. Big Creek, as noted in the Natural Resources Section of this plan, is a water source for the City of Roswell.



- *MRPA and Other Reviews.* Review of development within the Chattahoochee River Corridor requires special reviews for consistency with the Atlanta Regional Commission's Chattahoochee Corridor Plan. The Community Development Department coordinates those reviews with ARC's participation. When development occurs in flood plains (which is largely prevented by Roswell's regulations), flood plain maps must be updated, and the Department of Community Development has to report variances to the flood plain regulations to the Federal Emergency Management Agency. The Fulton County Extension Agent and the Soil and Water Conservation District serve as resources to the City in terms of soil conservation and certain development and erosion control practices.
- *Endangered Species.* While Roswell does not directly enforce federal laws and rules for endangered species, there is some interaction with the U.S. Fish and Wildlife Service and the State Department of Natural Resources if issues of protected or endangered species arise in development proposals. As noted later in this chapter, the existence of the Chattahoochee River National Recreational Area in Roswell suggests that the City can coordinate with the National Park Service and ideally look for ways to co-deliver certain law enforcement activities in nationally designated areas.
- *Historic Preservation.* The City of Roswell coordinates with the Historic Preservation Division of the Georgia Department of Natural Resources in terms of the future designation of historic properties, districts and sites to the National Register, as well as when investigating funding sources through the various grants available through the State. Working regionally with existing and new cities will be beneficial for tourism.  
Internally, policies regarding Historic Preservation are implemented by the City's Historic Preservation Commission. Policies support coordination with the Convention and Visitors Bureau, the Roswell Historic Society and the Historic Roswell Merchants Association, as well as others, with regard to historic preservation efforts.
- *Preserve America.* The City has been designated a Preserve America Community and received two grants through this program. One was directly from Preserve America and the other was from the State Historic Preservation Division, based on a grant they received from the Preserve America Program to preserve historic cemeteries in Georgia.

Every effort should be made to capitalize on these funds as long as they are available.

- *Taxation.* Federal and state fiscal and taxation laws and programs can significantly benefit the success of individual efforts to preserve historic structures and sites.
  - *Federal:* Two federal tax incentive programs (Public Law 99-514) currently apply to preservation activities: the **Rehabilitation Investment Tax Credit (RITC) program**, and the **charitable contribution deduction**.

The Federal Rehabilitation Investment Tax Credit Program (RITC) provides owners of "certified historic structures" the opportunity to apply for a federal income tax credit equal to 20% of the rehabilitation cost. Only income-producing properties are eligible to participate in the program and the National Park Service must certify the rehabilitation in order to receive the credit.

A one-time charitable contribution deduction may be taken for the donation of a preservation easement to an organization qualified by IRS Code Section 170. This easement ensures the preservation of a "certified historic structure's" facade by restricting the right to alter its appearance. The donation of a preservation easement is usually made in perpetuity. Both residential and commercial properties are eligible for this program. Qualified professionals should be consulted on the matters of easement valuations and the tax consequences of their donation.

- *State:* Historic residential and commercial properties are eligible to participate in both programs. The property must be a "certified structure" and the Historic Preservation Division must certify the rehabilitation.

The Georgia Preferential Property Tax Assessment Program for Rehabilitated Historic Property allows eligible participants to apply for an 8-year property tax assessment freeze. The Georgia Preferential Property Tax Assessment Program fact sheet provides an overview of the state tax abatement program and those properties that may be eligible to apply for this incentive.

The Georgia State Income Tax Credit Program for Rehabilitated Historic Property allows eligible participants to apply for a state income tax credit equaling 25% of qualifying rehabilitation expenses capped at \$100,000 for personal, residential properties, and \$300,000 for income-producing



properties. The Georgia State Income Tax Credit Program fact sheet provides an overview of the state income tax credit program and those properties that may be eligible to apply for this incentive.

**Land Use.** Primary intergovernmental coordination activities with regard to land use include: (1) coordination of land use planning; (2) developments of regional impact; and (3) coordination with regional development plan policies of the Atlanta Regional Commission. This coordination involves reviews of adjacent government comprehensive plans and zoning applications for parcels adjacent to city or county borders. As part of the North Fulton Comprehensive Transportation Plan, each land use and zoning map has been analyzed for possible consistency issues as well as appropriate recommendations for changes to implement the policies in the plan.

### **Developments of Regional Impact (DRIs)**

This process was created by the Georgia Planning Act of 1989 and rules adopted by the Georgia Department of Community Affairs. It provides for regional and local government review of projects that meet certain thresholds for size (e.g., number of dwelling units). This process provides an opportunity for local governments to communicate and coordinate with regard to land use policy and improvements to community facilities and services. After the Georgia Regional Transportation Authority was created in 1999, it established its own rules for developments of regional impact. GRTA, ARC, and the Georgia Department of Community Affairs all play significant roles in this process.

**Community Facilities and Services.** The coordination of the delivery of facilities and services is complex and multi-faceted. Many of the facilities and services that Roswell's residents and businesses receive are provided by Fulton County (as well as the Fulton County School System). Hence, the City is required to cooperate with numerous county departments. Policies of the Community Facilities and Services Chapter specifically address ways in which Roswell needs to cooperate with the Fulton County School System and other providers. Intergovernmental agreements with Fulton County are specifically identified in the Community Facilities and Services Section and reiterated in this Section.

### **Governments and Agencies**

The following sections identify specific governments and agencies that Roswell will need to coordinate with during the planning horizon. The discussion begins with North



Fulton, as defined above, and then moves to discussions about individual cities, the counties and ends with state and federal agencies.

### ***North Fulton Region.***

- *North Fulton Comprehensive Transportation Plan (NFCTP).* The program provides a mechanism for North Fulton cities to coordinate their local transportation plans. Coordinating priority improvements in the sub-region helps leverage the projects the cities identify within the regional transportation planning process. A key outcome of the program is identifying or reconfirming local community visions and priorities. Coordination with the regional transportation planning process and regional development plan policies helps ensure jurisdictions will develop plans meeting regional goals. Land development regulations for site development can help address many transportation issues and the NFCTP provides recommendations to address these issues.
- *EverGreen School Program.* The mission of the EverGreen School program, administered by the Roswell Environmental Education officer, promotes environmental stewardship by providing resources and support for all public and private schools in North Fulton. Home school providers in North Fulton County are also eligible to participate in the program.
- *The Greater North Fulton Chamber of Commerce (GNFCC).* The mission of the GNFCC is to be the catalyst for economic development, business growth, and quality of life in North Fulton. As such, this organization acts as a coordination tool for the City of Roswell to participate in the larger North Fulton economy.

The GNFCC promotes the interests of its members by assuming a leadership role in making North Fulton an excellent place to work, live, play and stay. They provide one voice for all local businesses to influence decision makers, recommend legislation, and protect the resources that make North Fulton a popular place to live.

### **Specific City Coordination Efforts**

***“North Fulton” Cities.*** All of the cities, excluding the City of Sandy Springs, have a contract with E.M.S. Ventures, Inc. for ambulance service. The Georgia Department of Human Resources has approved a Regional Ambulance Zoning Plan which designates Rural/Metro for North Fulton as the 911 EMS provider. In addition, all of the cities, excluding Johns Creek, have a fire call/protection mutual agreement.



- *City of Alpharetta.*
  - *Traffic Signal Interconnect System:* The cities of Roswell and Alpharetta have formed a partnership to improve traffic flow along various arterial roadways within both cities and to connect to the Georgia Department of Transportation's navigator system at GA 400. This covers design, construction and the interconnect system for traffic lights.
  - *Roswell - Alpharetta Public Safety Training:* Roswell and Alpharetta have a joint training facility used by both municipalities' Fire and Police Departments. The cities also have a memorandum of understanding which provides for cross-swearing of certain officers and mutual aid. This provides an unprecedented opportunity for the departments to work together on crimes on a regional scale. In addition, they have launched a new unit with dedicated staff focused on crime analysis and intelligence gathering working with developers, apartment and business managers. One of the tools being used is "Crime through Environmental Design."

The Roswell Fire Department is capable of offering many different types of fire safety classes to various ages, businesses, and community interest groups. Classes are available to any public or private school, day care center, church, business, or civic group. The Fulton County Public Schools that are located within the City limits provide the greatest number of people.
  - *North Fulton Favorites - Points of Interest Program:* The North Fulton Favorites program, although not currently funded, is a collaborative program between the City of Roswell, the City of Alpharetta and Fulton County which identifies unique and favorite places throughout North Fulton County then interprets those places through various artistic media such as photography, painting, and writing.
  - *Future Opportunities:* Potential exists for Roswell and Alpharetta to coordinate city actions in the areas of land use (as described further below), and community facilities planning. Three areas that are particularly worthy of future intergovernmental coordination include: (1) further reciprocity agreements with regard to public safety services and road improvements; (2) green space and park planning; (3) historic preservation.
- *City of Sandy Springs.* The City of Roswell and the City of Sandy Springs have a joint services/joint use of **facilities and equipment agreement**. This agreement covers Sandy Springs Fire Engine #1 and Roswell Fire Station #7. This is a mutual aid agreement.

- *City of Mountain Park.* Mountain Park, established in July 1927, is a small municipality that is surrounded by Roswell's city limits and the Cherokee County line. Roswell is responsible for 911 calls. Because of the limited population, staff and resources, additional agreements may be necessary in the future.
- *City of Sandy Springs and Alpharetta.* The Cities of Roswell, Sandy Springs and Alpharetta entered into an agreement to provide preliminary engineering and concept design for State Route 9 advanced transportation management system from Abernathy Road in Sandy Springs to the Forsyth County line. This cooperative venture ensures a cohesive design for the major thoroughfare in each city. The road conditions in each city are problematic.

### **Alternative Forms of Governance in North Fulton County**

The former Milton County was merged with Fulton County during the 1930's for financial reasons. Because of dissatisfaction among North Fulton residents, however, about the distribution of taxes, unprecedented growth, and many residents feeling underrepresented and overlooked, discussions have emerged to revive Milton County. This would be the first new county in 86 years. There are legislative hurdles to overcome for this effort to be successful.

There was a study of governance in North Fulton County by the Carl Vinson Institute of Government which looked at prospects for consolidation of Roswell, Alpharetta, and North Fulton into one municipality (among other options).

Sandy Springs was incorporated in December 2005, followed closely by Milton and Johns Creek, March 2006 and July 2006, respectively. This left no unincorporated land in the area of the County known as North Fulton.

### **Fulton County**

Because Fulton County is a major service provider to the residents of Roswell, there are almost unlimited opportunities to coordinate service provision. Some of the areas where coordination is ongoing or recommended are described below.

The City of Roswell and Fulton County have an agreement of mutual aid and automotive aid which encompasses fire prevention, fire suppression, emergency medical, hazardous material, technical rescue and support assistance to the other party in the event of a fire, emergency medical and hazardous materials.



**Fulton County Fire Department.** Mutual aid agreements already exist between Roswell and Fulton County for the joint response to fire calls. Such agreements should be revisited periodically to determine whether they continue to reflect the most appropriate arrangements for intergovernmental cooperation.

**Fulton County Board of Education (FCBE).** Planning for schools is the responsibility of the Fulton County Board of Education. The school board generally requests input on capital facilities plans for short-term facility improvements, including the location of new schools. The public participation process revealed a need for better coordination with the Board of Education with regard to school size, location, and off-site impacts. The Roswell Recreation and Parks Department has fostered a cooperative relationship with the county school system with regard to joint recreational facilities. The City's Sweetapple Soccer Fields, located adjacent to the Sweetapple Elementary School, are one example of cooperation in facility planning. Another is the agreement between Crabapple Middle School and the City Recreation and Parks Department for joint use of the ballfields. In addition, the Board of Education, Fulton County, the City of Roswell and the City of Alpharetta have a memorandum of understanding to the joint use of a refueling facility located at the FCBE's North Transportation Facility.

**Fulton County Water Department.** Fulton County provides water supply and distribution services to approximately three-quarters of the City limits. Roswell provides its own water service only to a limited geographical area of the City. Service Delivery Strategies require that service areas be clearly defined and adopted via intergovernmental agreement to reduce prospects for future conflicts.

**Fulton County Sanitary Sewer Service.** All sanitary sewer services in Roswell are provided by Fulton County. Roswell has a contract with the County to provide sewer capacity. The northern portion of the City is served by the Big Creek Sewage Disposal Plant and Interceptor Systems (includes Big Creek Interceptor Sewer and Hog Wallow Creek Outfall Sewer).

**Atlanta-Fulton County Library System.** The City and the Atlanta-Fulton County Library Board have selected a new library site along Holcomb Bridge Road on the East side of town. The funding for this facility has been approved. The existing facility, located adjacent to City Hall and the Cultural Arts Center is run by the Atlanta-Fulton County Library System.



***Fulton County Parks and Recreation.*** Roswell's Recreation and Parks Department has forged partnerships with Fulton County with regard to the provision of parkland to Roswell's residents. Fulton County's agreement to lease the linear park along the Chattahoochee River west of SR 9 for its "Riverwalk" project is an outstanding example of cooperation.

***Fulton County Arts Council and Cultural Facilities.*** The City has participated with the Fulton County Arts Council in a variety of planning activities over the years. The Roswell Convention and Visitor's Bureau received a grant this year for their story telling activities which have been very successful.

***Johns Creek Environmental Campus.*** The Johns Creek Environmental Campus (JCEC) is situated on 43 acres off Holcomb Bridge Road in the City of Roswell adjacent to the Chattahoochee River near Garrard Landing. Construction is complete and the facility is up and running. The new facility meets the needs of the Johns Creek basin and replaces the existing Johns Creek Water Reclamation Facility (WRF) located in the Horseshoe Bend community. The treatment facility is an integrated educational campus on a park-like setting with architectural features that will blend with the community and the City of Roswell. A key component incorporates the use of the wastewater treatment process as an educational tool – explaining to adults and children the issues and benefits related to water quality and aquatic life in the Chattahoochee River, water conservation, reuse water, and the value of water.

The 43-acre environmental campus includes a park that is open to the public, 30 acres of nature trails, historic markers and an 8,000-square-foot educational facility that will be used to educate schoolchildren about the impact of water quality on the environment. This award winning facility was truly a cooperative effort with staff, historic preservation and design review board members weighing in on the architectural features associated with the facility.

***Atlanta-Fulton County Emergency Management Agency.*** This agency is responsible for the preparation and implementation of emergency management contingency plans in response to catastrophic events such as flood, earthquake, and other natural disasters, as well as toxic waste spills and other events. Roswell, as part of Fulton County, is covered under such contingency plans and should play an active role in the preparation, update, and implementation of such plans.



***Disability Programs & Services.*** The Fulton County Department of Human Services operates a Disability Information and Assistance Line (DIAL) that links the disabled, their families, friends, and others in need of program information or services to providers in Fulton County.

### **Cobb County**

The City of Roswell and Cobb County have an intergovernmental agreement to update their floodplain mapping such that future conditions floodplains are established for all drainage basins greater than 100 acres, update existing floodplain elevations and develop future floodplain elevations at Willeo Creek.

### **Regional Agencies and Authorities**

***Atlanta Regional Commission (ARC).*** The Atlanta Regional Commission is the regional planning and intergovernmental coordination agency for the 10-county area including Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale counties, as well as the City of Atlanta. For 60 years, ARC and its predecessor agencies have helped to focus the region's leadership, attention and resources on key issues of regional consequence.

ARC is dedicated to unifying the region's collective resources to prepare the metropolitan area for a prosperous future. It does so through professional planning initiatives, the provision of objective information and the involvement of the community in collaborative partnerships.

ARC provides services and performs regional planning and coordination in the areas of: aging services, community services, environmental planning, government services, job training, land use and public facilities planning, transportation planning, and data gathering and analysis. ARC is designated as the Area Agency on Aging by the Georgia Department of Human Resources and administers federal funds for projects. The regional agency is also working with the Georgia Regional Advisory Council (Region 3) in various workforce development programs.

ARC provides demographic and transportation forecasts for a 20-county area that includes those areas in non-attainment for federal air quality standards. Therefore, the ARC travel demand model encompasses this 20-county area.

The City of Roswell works with ARC on a variety of projects including, but not limited to, Land Use, Transportation, Regional Planning, Environment, Recreation and Aging.

The City received a Community Choices grant during this funding cycle. The Community Choices program provides a broad range of tools, resources and technical assistance to help local governments design communities that work for them. The goal is to assist local governments with making good, long-term decisions about where, when and how they should grow in order to achieve the unique and individual vision of each community.

Through this grant, the City of Roswell plans to develop a tool to implement the vision of a mixed-use, pedestrian friendly area identified in the recent Grove Way Community charrette.

**Metropolitan Atlanta Regional Transit Authority (MARTA).** MARTA operates two local bus routes in Roswell, routes 85 and 185, as shown in Figure 8-19. These routes travel along major roadways such as Holcomb Bridge Road/SR 140, Atlanta Street/Alpharetta Highway/SR 9, and Mansell Road. Roswell has been working with MARTA to implement a bus shelter program, which has been successful. Roswell will need to work with MARTA to gain additional bus lines as needed and possibly get an express bus which would connect to the North Springs heavy rail station. In addition, park and ride lots at key locations along arterials should be investigated. As traffic congestion increases in Roswell, MARTA will likely play an increasing role in the transportation needs of Roswell's residents and work force. See the Transportation Section for a complete discussion on public transit; as well as the survey conducted that includes transit desires.

**Metropolitan North Georgia Water Planning District.** Since its creation by the Georgia General Assembly in 2001, the Metropolitan North Georgia Water Planning District has worked with local governments, water and wastewater utilities and stakeholders to carry out its central mission – *the development of comprehensive regional water resources plans that protect water quality and water supply in and downstream of the region, protect recreational values of the waters in and downstream of the region, and minimize potential adverse impacts of development on waters in and downstream of the region.*

With limited water resources and population expected to nearly double during the District's 30-year planning horizon, the metro Atlanta region faces increasing challenges

in managing its vital water resources. The District Plans were created to respond to these water resources challenges. Beginning in 2001, the District engaged in a comprehensive 2-year planning process for stormwater, wastewater, water supply and water conservation. The original plans were adopted in September 2003. In 2007 the Metro Water District began the process of updating the plans. In May 2009 the Metro Water District adopted new plans which replace the 2003 plans as amended. These plans will help protect water quality and public drinking supplies, guard valuable recreational sites, and minimize the potential detrimental environmental impacts of continued urban and suburban development of the region.

The three integrated plans, Water Supply, Water Conservation Management and Wastewater Management Plan, offer metro jurisdictions and state officials a set of recommendations for actions, policies, and investment in watershed, wastewater, and water supply and conservation management. These plans were carefully developed to meet state laws, local needs and District goals. They offer a blueprint that supports anticipated growth while preserving the environment. Most importantly, the District plans have laid a foundation for water resources management upon which a future generation may proudly build.

Roswell's Cecil Wood Water Treatment Plant, Big Creek, is projected to be expanded before 2035.

The plan provides for the continued use of existing reservoirs, the completion of three new reservoirs that are in the planning process, three additional reservoirs needed in the future, and the construction of two new storage facilities to drought proof and extend existing supply sources. The plan also calls for the expansion of 28 existing water treatment plants and construction of 6 new water treatment plants.

Since the development of these plans, a legal challenge regarding permits for drawing water from Lake Lanier resulted in a June 2009 federal court decision with potentially dramatic implications for the Atlanta metro region and the entire state. This decision resulted from several years of legal disputes and disagreements across the states of Georgia, Alabama and Florida (colloquially known as the "tri-state water wars"). The ARC Environment Division offers a web-page with resources and extensive background information regarding the issue; a summary is provided below. For Roswell, new legislation resulting from the Governor's Task Force charged with recommending





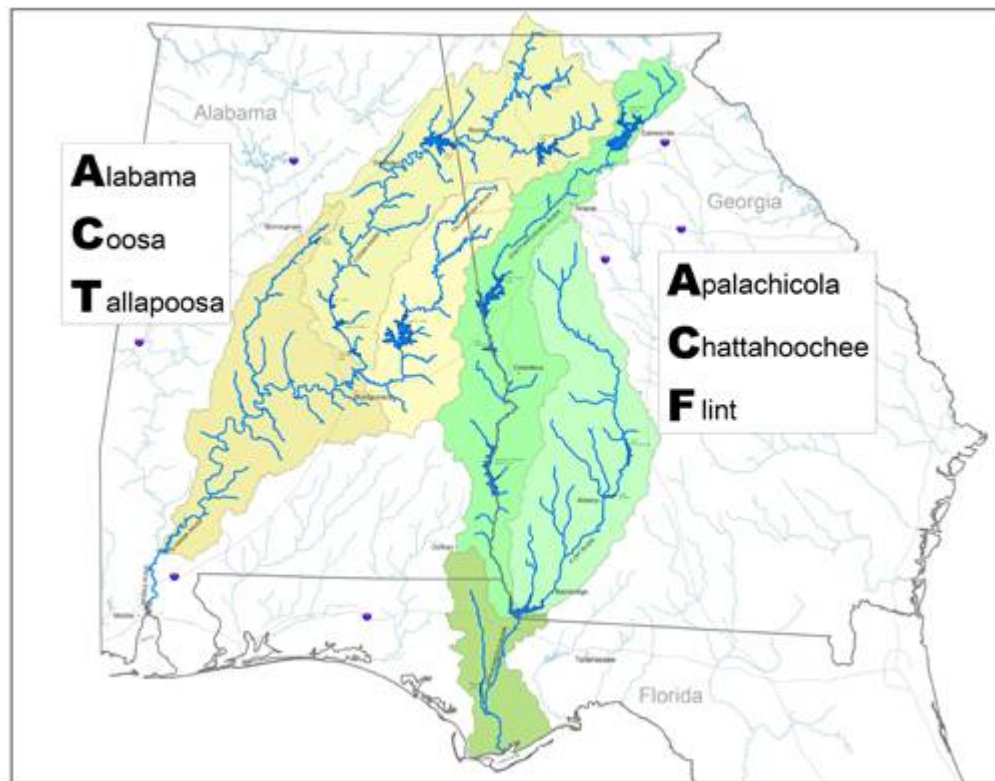
strategic state action means likely new intergovernment coordination regarding water conservation measures enacted by the **June 2010 Water Stewardship Act**.

Depending on the outcomes of tri-state negotiation, the Task Force identifies potential contingency options that rely upon mandating additional conservation measures. Implementation of the recommendations involve several government entities - DCA, DNR/EPD, GEFA, the Metro Water District (and their respective local governments and water utilities), Soil and Water Conservation Commission, the Georgia Forestry Commission and Regional Water Planning Councils, the Governor's office and the Georgia State Legislature.

- ***Tri-state water wars summary.*** In the June 2009 ruling, U.S. District Judge Magnuson found that water supply was not an authorized purpose of Lake Lanier. Additionally, Judge Magnuson determined that the US Army Corps of Engineers' operation of Lake Lanier for water supply exceeded its authority under the Water Supply Act of 1958. Judge Magnuson concluded that, absent further Congressional authorization, water supply operations at Lake Lanier must cease by mid-July 2012. That is, except for certain limited withdrawals that predate construction of the reservoir, all withdrawals directly from Lake Lanier will be prohibited, and releases from Buford Dam to meet downstream water needs will be severely curtailed (excerpted from the *Water Contingency Planning Task Force Findings and Recommendations* report, Dec 21, 2009).  
The tri-state litigation involves eight cases in two district courts. Seven of those cases concern issues in the Apalachicola-Chattahoochee-Flint (ACF) basin and one concerns issues in the Alabama-Coosa-Tallapoosa (ACT) basin .
  - The dispute includes Lake Lanier, which is located in the ACF basin, and Lake Allatoona, which is located in the ACT basin.
  - The ACF litigation involves Florida, Georgia and Alabama. The ACT litigation involves Georgia and Alabama.
  - The seven cases concerning the ACF basin were consolidated and assigned to the United States District Court in Jacksonville to be heard by a retired chief judge from Minnesota, Judge Paul Magnuson.
- Judge Magnuson separated the case into two phases:
  - The first phase deals with the challenge to the U.S. Army Corps of Engineers' authority to operate Lake Lanier for water supply and recreation (ruling issued July 17, 2009).



- o The second phase deals with the Endangered Species Act and its impact on water supply and allocation. The case concerning issues in the ACT basin was stayed to allow the states to negotiate in good faith.



**Hospitality Highway.** Hospitality Highway, the official name for GA 400, was recognized during the Southeast Tourism Society (STS) annual fall meeting, September 5-7, 2008, with the Society's Shining Example Award for the Travel Attraction of the Year. Currently spanning two travel regions and including seven Georgia communities, Hospitality Highway began as the brainchild of Janet Rodgers (Alpharetta Convention and Visitor's Bureau) and Dotty Etris (Roswell CVB) in 2005, as an effort to draw visitors from their normal route of interstate travel through Georgia, letting them discover what lies beyond the highways and encouraging overnight stays in hotels along the route. On July 30, 2007, Governor Sonny Perdue signed into legislation GA 400 as the state's official "Hospitality Highway".

### Key State Agencies

This section has already identified several agencies by planning type. Additional agencies that Roswell officially coordinates with include:

**Georgia Regional Transportation Authority (GRTA).** The Georgia Regional Transportation Authority (GRTA) was created in 1999 by the Georgia General Assembly via the Georgia Regional Transportation Authority Act (Senate Bill 57) at the urging of then-Governor Roy Barnes. The authority has jurisdiction over any county that is designated by the U.S. Environmental Protection Agency as a nonattainment area under the U.S. Clean Air Act amendments of 1990. Currently, the authority has jurisdiction over 20 counties in the metropolitan Atlanta area. The authority has many broad powers, including development of a regional transportation plan and control over public transportation systems. Roswell's transportation plans are also subject to review and approval of the authority if the City's plans fail to meet the overall vision of the authority. Developments of Regional Impact (DRIs) are subject to GRTA review. In addition, GRTA has powers to restrict access to roadways within its jurisdiction. Failure of the City to cooperate with the authority would result in the loss of all state grants except those related to physical and mental health, education, or police protection.

The Georgia Regional Transportation Act also creates special districts in each of Georgia's 159 counties, and these are deemed activated when the authority obtains jurisdiction over the county through the nonattainment designation. Hence, there exists a special district for Fulton County, and the special district has authority to levy taxes, fees, and assessments to pay for the cost of providing services and constructing facilities to further the authority's mission. The 15-member board of the authority is also the Governor's Development Council, which is responsible for formulating a statewide land use plan. In this sense, the authority has statewide jurisdiction.

**Georgia Department of Transportation (GDOT).** In addition to the need to maintain a cooperative relationship with the Georgia Regional Transportation Authority, the need also exists to continue to maintain new strong relationships with the Georgia Department of Transportation (GDOT). Roswell receives state and federal transportation funds through GDOT. The City has for some time now worked on beautification and streetscape improvement projects (including the proposed installation of bus shelters) for major highway corridors in the City. These proposals and plans require approval of GDOT, and some of the ideas for streetscape improvement probably necessitate reconsideration of state standards and rules. Often, street trees along roads with a speed limit over 45 miles per hour are a problem. There is evidence that GDOT is beginning to embrace principles of "context sensitive street design." Roswell has been a regional leader for this principle.



**Georgia Department of Natural Resources, Historic Preservation Division.** Interaction with the Department of Natural Resources is required in terms of the City's historic preservation activities. In addition, there is close and routine coordination between this state agency and the Engineering Division of the City's Community Development Department, as well as the Public Works/Environmental Department.

**Georgia Department of Community Affairs.** The Department of Community Affairs establishes the rules for local and regional planning functions, including the requirements for this comprehensive plan. DCA operates a host of state and federal grant programs; serves as the state's lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state's solid waste reduction efforts. City and county financial information collected by DCA can serve research regarding municipal budget practices. The City of Roswell already takes advantage of some of the funding programs operated by DCA; the City's successful planning efforts to date make it a great candidate for the Signature Communities program, which awards grants and technical assistance to implement comprehensive plan action items.

**U.S. National Park Service.** The City owns property adjacent to the Vickery Creek Unit of the Chattahoochee River National Recreation Area, which lies within the City limits. The national recreation area is managed by the National Park Service. The City has cooperated with the National Park Service in the past with regard to planning and coordinating recreational opportunities. The City recently constructed a covered pedestrian bridge which spans the waterway from Vickery Creek Park and Dam to the National Recreation area. The Roswell side has a walking trail and interpretive signage for the mill ruins and the Machine Shop (1853). The National Recreation Area side features Allenbrook (1857), train trail and the Ivy Mill Ruins as well as hiking and rock climbing amenities. There are other opportunities for cooperation with the National Park Service, including joint-management and policing arrangements, among others. Park Service rangers and City police should be open to coordination mechanisms that will help satisfy common objectives and secure economies in service provision. Any additional pedestrian or vehicular bridges for the Chattahoochee River path system within the National Recreation Area will require coordination with the Park Service.



### Service Delivery Strategies (SDS)

In 1997, the state passed the Service Delivery Strategy Act (HB 489). This law mandates the cooperation of local governments with regard to service delivery issues. Each county was required to initiate development of a service delivery strategy between July 1, 1997, and January 1, 1998. Service delivery strategies must include an identification of services provided by various entities; assignment of responsibility for provision of services and the location of service areas; a description of funding sources; and an identification of contracts, ordinances, and other measures necessary to implement the service delivery strategy. The city administrator and various department heads were involved in the process of discussing service delivery strategies since those discussions were initiated by Fulton County in 1997. Changes to service arrangements described in a service delivery strategy require an update of the service delivery strategy and an agreement by all parties. Because of this provision, it is likely that the need for intergovernmental coordination with regard to service delivery strategies will continue into the future. In addition, service delivery strategies must be updated every ten years concurrent with the comprehensive planning process. The Service Delivery Strategy Act also mandates that land use plans of different local governments be revised to avoid conflicts. The agreements will need to be evaluated by GRTA during the Community Agenda process for consistency with Roswell's future plans.

The City is updating the SDS in cooperation with the Comprehensive Plan.



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## 8. TRANSPORTATION SYSTEM ANALYSIS

The following components of the local transportation system have been evaluated in terms of existing conditions and potential improvements:

- Road Network
- Alternative Modes
- Parking
- Railroads, Trucking, Port Facilities, and Airports
- Transportation and Land Use Connection

### Road Network

The following facilities related to the road network have been evaluated:

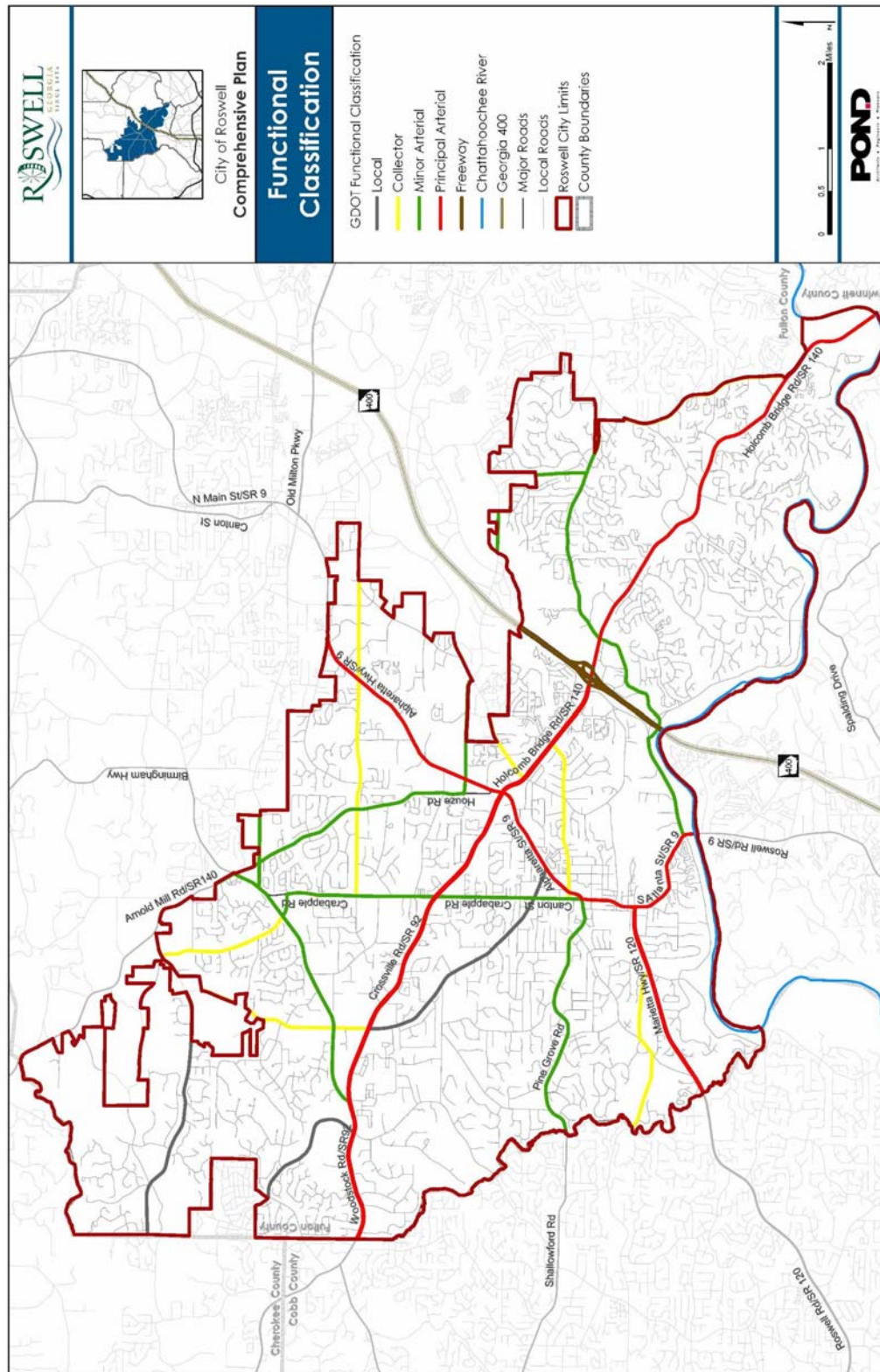
- Roads, Highways, & Bridges
- Connectivity, Signalized Intersections, & Signage

**Roads, Highways, & Bridges.** There are **804.5 lane-miles of roadways in Roswell**. 101.7 lane-miles are maintained by the Georgia Department of Transportation (GDOT). The remaining 702.8 lane-miles are maintained by the City.

Roadways in Roswell are assigned a classification based on the roadway's function, accessibility, and mobility. On one end of the spectrum are expressways or interstates, which provide the greatest mobility but the least accessibility. On the other end are local roads which provide the greatest accessibility but the least mobility. Characteristics about each roadway by **functional class** are described below, and the functional classification of the Roswell roadway system is shown in Figure 8-1.

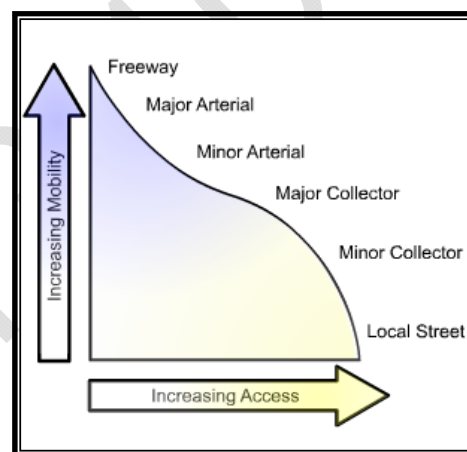
- **Interstate, principal arterial/urban freeway and expressways** provide the greatest mobility because they permit high-speed movement and access is generally limited to intersections with the network at defined interchanges. No interstate highways are located within the City of Roswell. The City is served by one limited access freeway, GA 400 (US 19). GA 400 runs from the southwest to the northwest within the city limits. It is generally a north-south roadway providing a connection from the City of Atlanta in the Buckhead area to Metro Atlanta's northern suburbs. GA 400 connects Atlanta, Sandy Springs, Roswell, Alpharetta, Cumming, and unincorporated Forsyth County, before continuing into more rural counties outside of the Metro Atlanta area. It is the primary route used by residents of Roswell to access the City of Atlanta as well as interstate highways that provide access to most of the rest of Metro Atlanta.

Figure 8-1 Functional Classification





- **Urban principal arterial** and minor arterial streets serve as the backbone of the surface roadway network and typically connect major activity centers. Arterials carry large volumes of traffic at moderate speeds. All principal arterials within the City are state routes and include the following roadways:
  - Atlanta Street/Alpharetta Street/SR 9
  - Holcomb Bridge Road/SR 140/Crossville Road/SR 92/Woodstock Road
  - Marietta Highway/SR 120
- **Minor arterials** within the City include the following roadways:
  - Houze Road/Arnold Mill Road/SR 140
  - Mansell Road east of Houze Road/SR 140
  - Canton Street/Crabapple Road
  - Hardscrabble Road
  - Pine Grove Road
  - Riverside Road
  - Old Alabama Road
  - Old Alabama Road Connector
- **Collector streets** connect activity centers and residential areas. Their purpose is to collect traffic from streets in residential and commercial areas and distribute it to the arterial system. Collector streets carry traffic at low to moderate speeds. Collector Roadways within the City include the following roadways:
  - Willeo Road
  - Coleman Road between the eastern and western segments of Willeo Road
  - Norcross Street/Warsaw Road
  - Old Roswell Road
  - King Road
  - Etris Road
  - Hembree Road east of Crabapple Road
- **Local streets** offer the greatest access but the least mobility. Local streets feed the collector system from low volume residential and commercial areas at low speeds. Local streets are often found in subdivisions. All roadways in the city that are not freeways, arterials, or collectors are local streets.



**Roads: Crash Data.** The North Fulton Comprehensive Transportation Plan analyzed crash data from GDOT for the 3-year time period of 2006-2008. The study found that in general, more crashes took place on roadways with higher classifications and with higher traffic volumes. State routes, including particularly SR 9, showed the highest crash rates. Figure 8-2 shows the **crash history at intersections** in Roswell from 2006-2008. This figure shows the crashes along with the roadway classification data so that the correlation between the two can be seen. As the figure shows, the highest crash intersections were: Holcomb Bridge Road/SR 140 at Alpharetta Highway/SR 92 and Alpharetta Highway/SR 9 and Mansell Road.

Figure 8-3 shows the rate of **crashes along roadway corridors** within the City. Again, the highest crash rates can be seen on roadways with the highest classification. The roadway corridors with the highest crash rates are:

- Holcomb Bridge Road/SR 140 east of Alpharetta Highway/SR 9
- S Atlanta Street/SR 9 south of Magnolia Street
- Alpharetta Highway/SR 9 north of Holcomb Bridge Road/SR 140

**Roads: Traffic Volumes.** Average annual daily traffic (AADT) volumes are the number of vehicles that travel on a segment of roadway on an average day. The 2008 AADT volumes for roadways in Roswell were obtained from GDOT and are shown in Figure 8-4. GA 400, with an AADT of nearly 150,000, is the heaviest traveled roadway in the City. Principal arterials typically have the highest AADT volumes after GA 400. The segment of Holcomb Bridge Road/SR 140 between Alpharetta Highway/SR 9 and Grimes Bridge Road/Old Roswell Road, with a 2008 AADT of over 67,000, stands out as the roadway segment with the highest AADT volume other than GA 400.

The growth in AADT volumes from 2003 to 2008 is shown in Figure 8-5. The largest amount of growth is shown in the northern part of the City, primarily along Houze Road/SR 140. This is due primarily to increased growth in Cherokee County. Many roadways saw a decrease in traffic volumes during this time period. These volume decreases are similar to those observed throughout the Atlanta region, correlated to reduced economic activity over the past two years. Sections of Atlanta Street/Alpharetta Street/SR 9, in particular, saw a decrease in AADT volumes.

**Roads: Geometric Features.** The number of through lanes on each roadway directly impacts the capacity of each roadway. Figure 8-6 shows the number of lanes for all freeways, arterials, and collectors. Nearly all roadways in the City of Roswell are 2-lane

Figure 8-2 Crash History

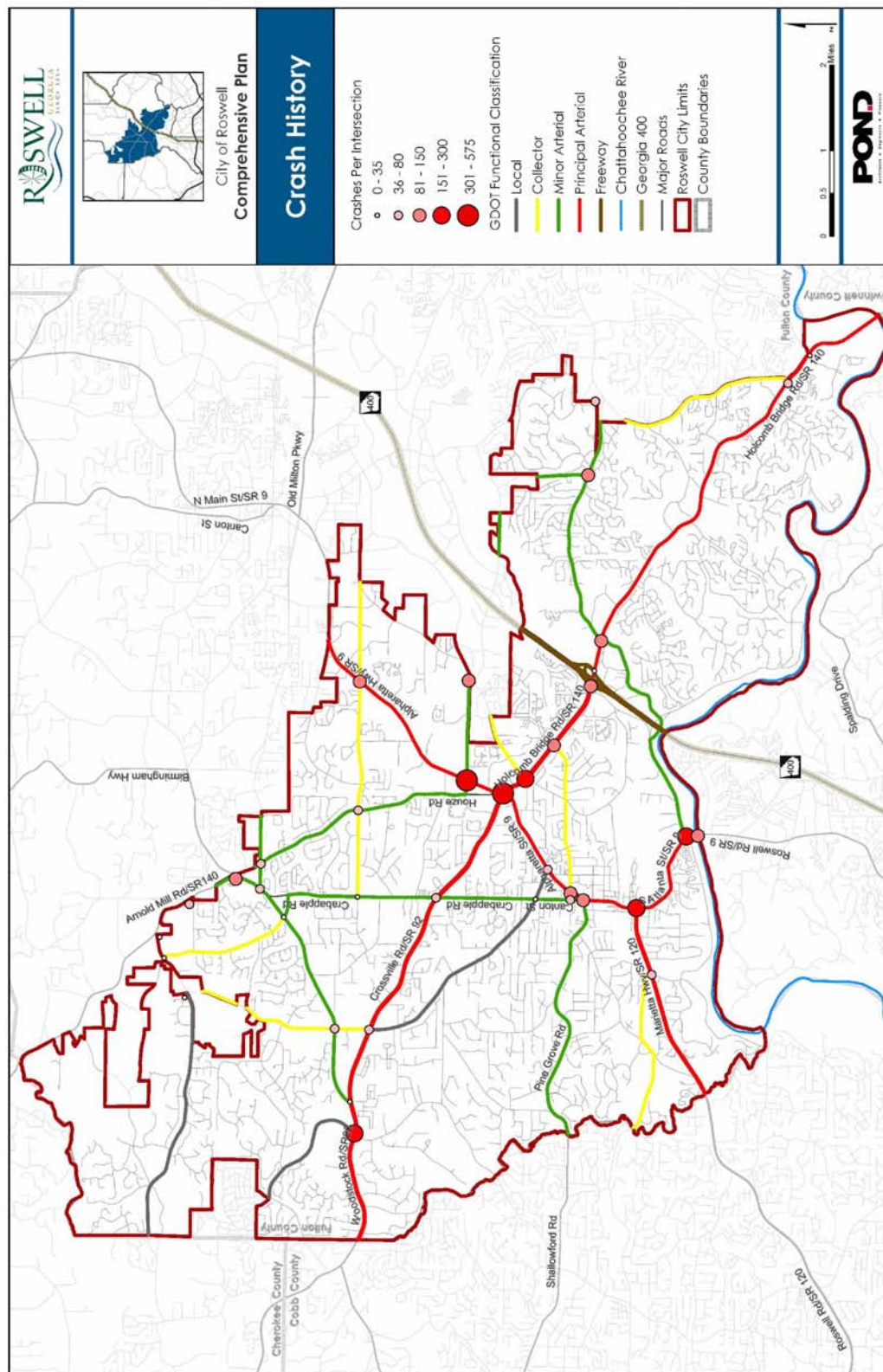




Figure 8-3 Corridor Crashes

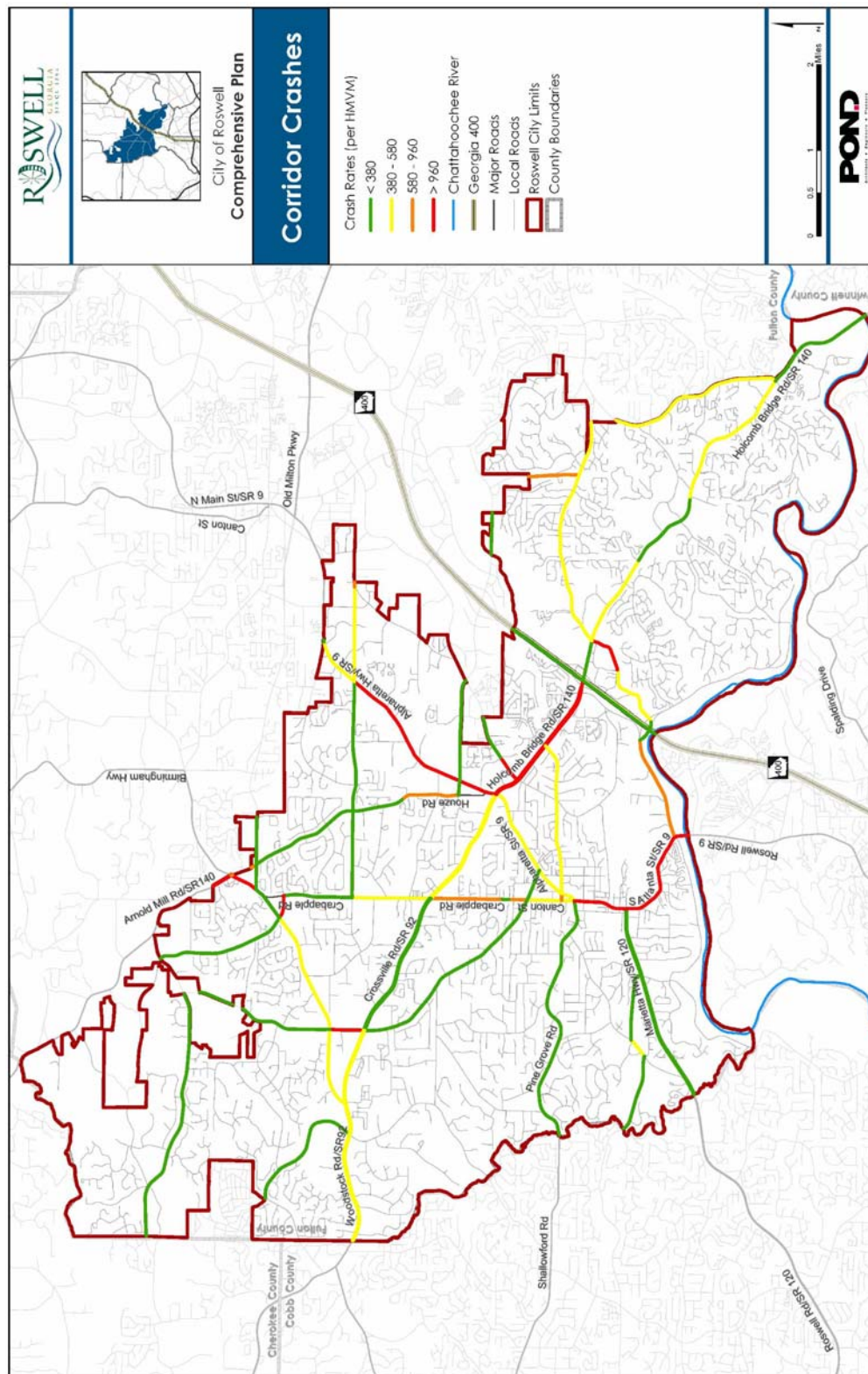




Figure 8-4 2008 AADT

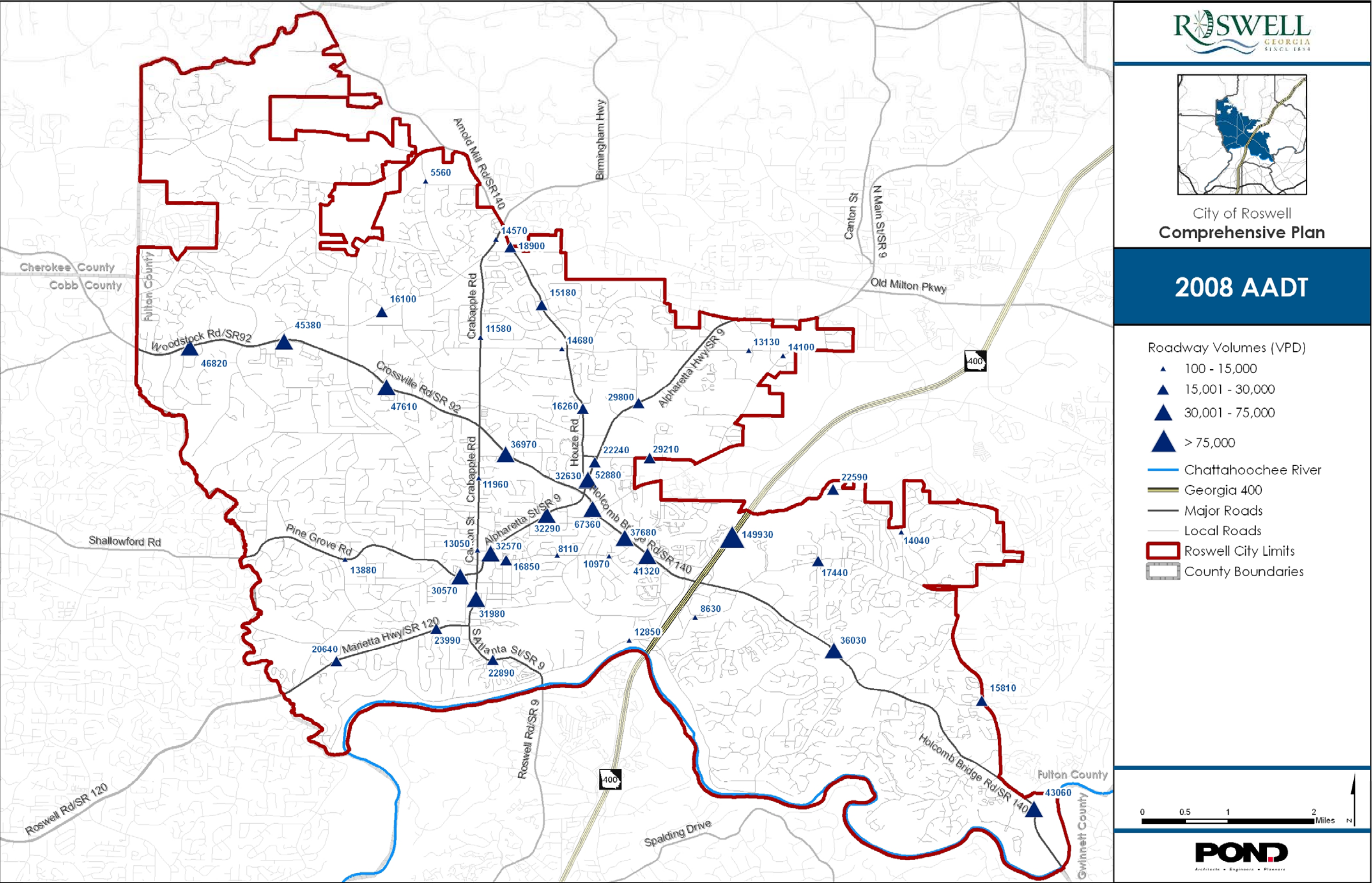




Figure 8-5 AADT Growth 2003 - 2008

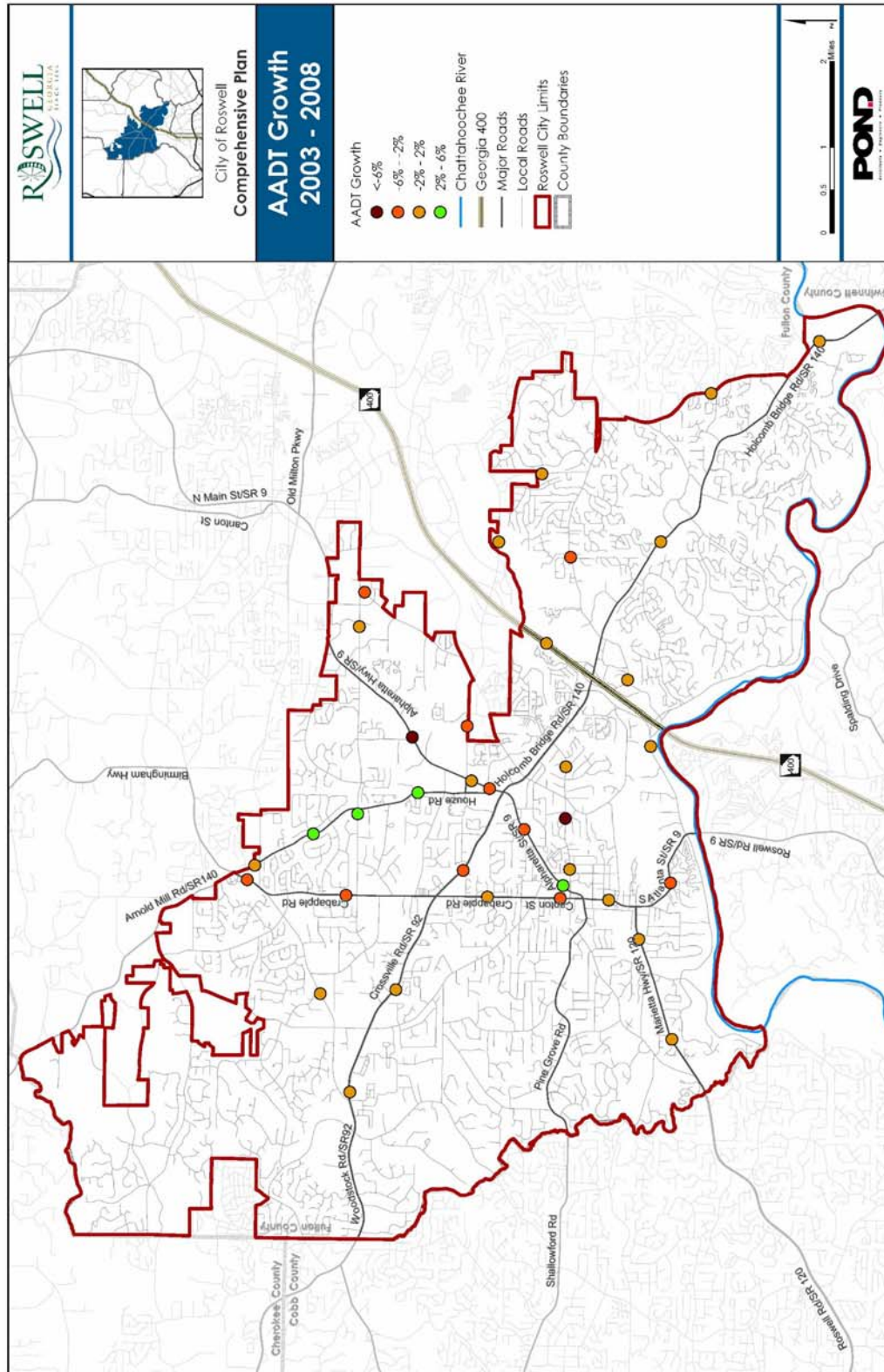
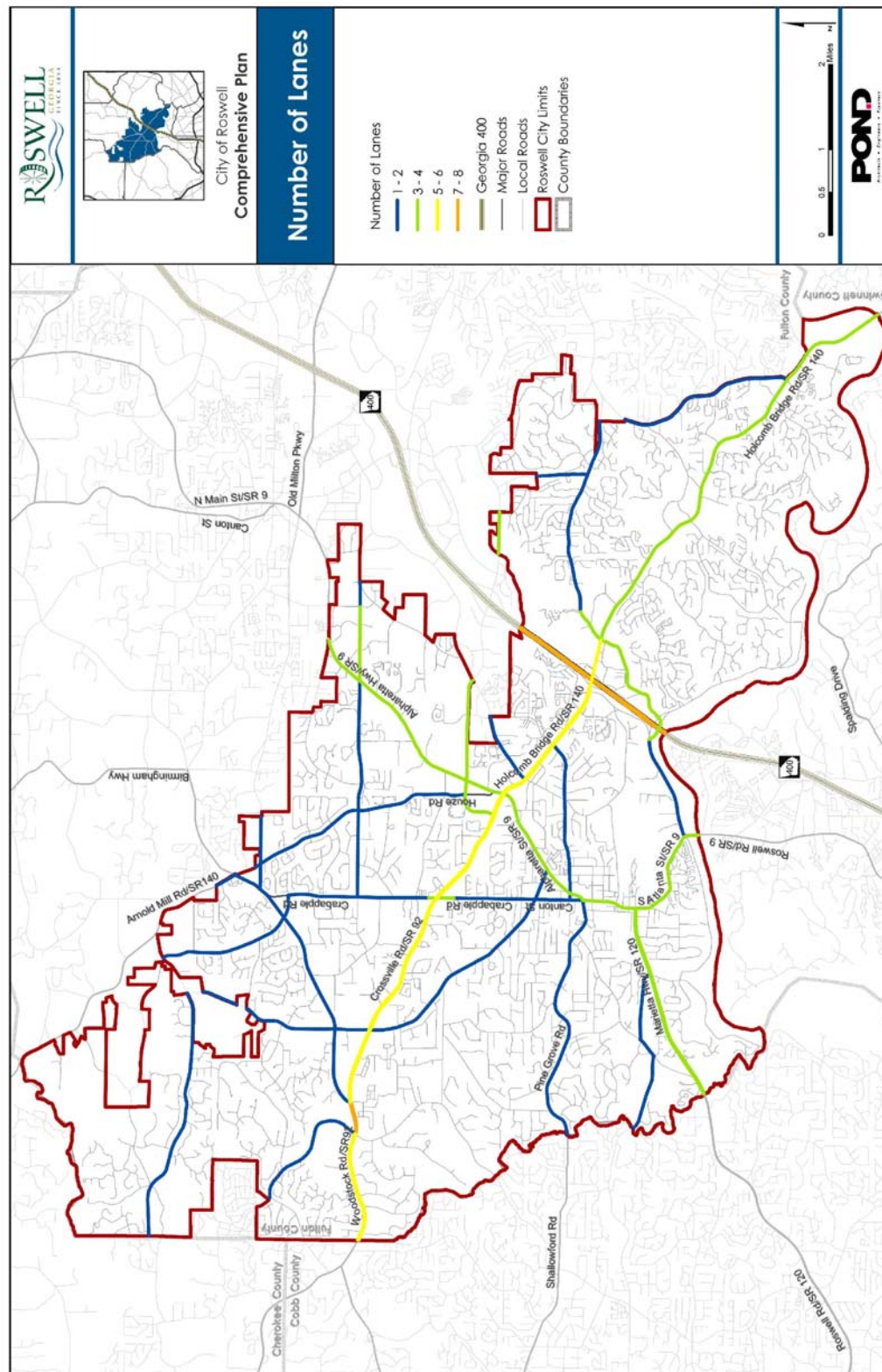




Figure 8-6 Number of Lanes





roadways (one through lane of travel in each direction). All of the urban principal arterials in the City have at least four through lanes (two in each direction). Segments of Old Alabama Road (minor arterial) and Hembree Road are also wider than two lanes.

Local streets are typically 2-lane roadways, with one notable exception. The portion of Mansell Road that is located between Crossville Road/SR 92 and Houze Road/SR 140 is classified as a local road. However, this segment of Mansell Road is a 4-lane roadway with a raised, landscaped median. Turn lanes are also located at many intersections throughout the City as well as on many roadway segments.

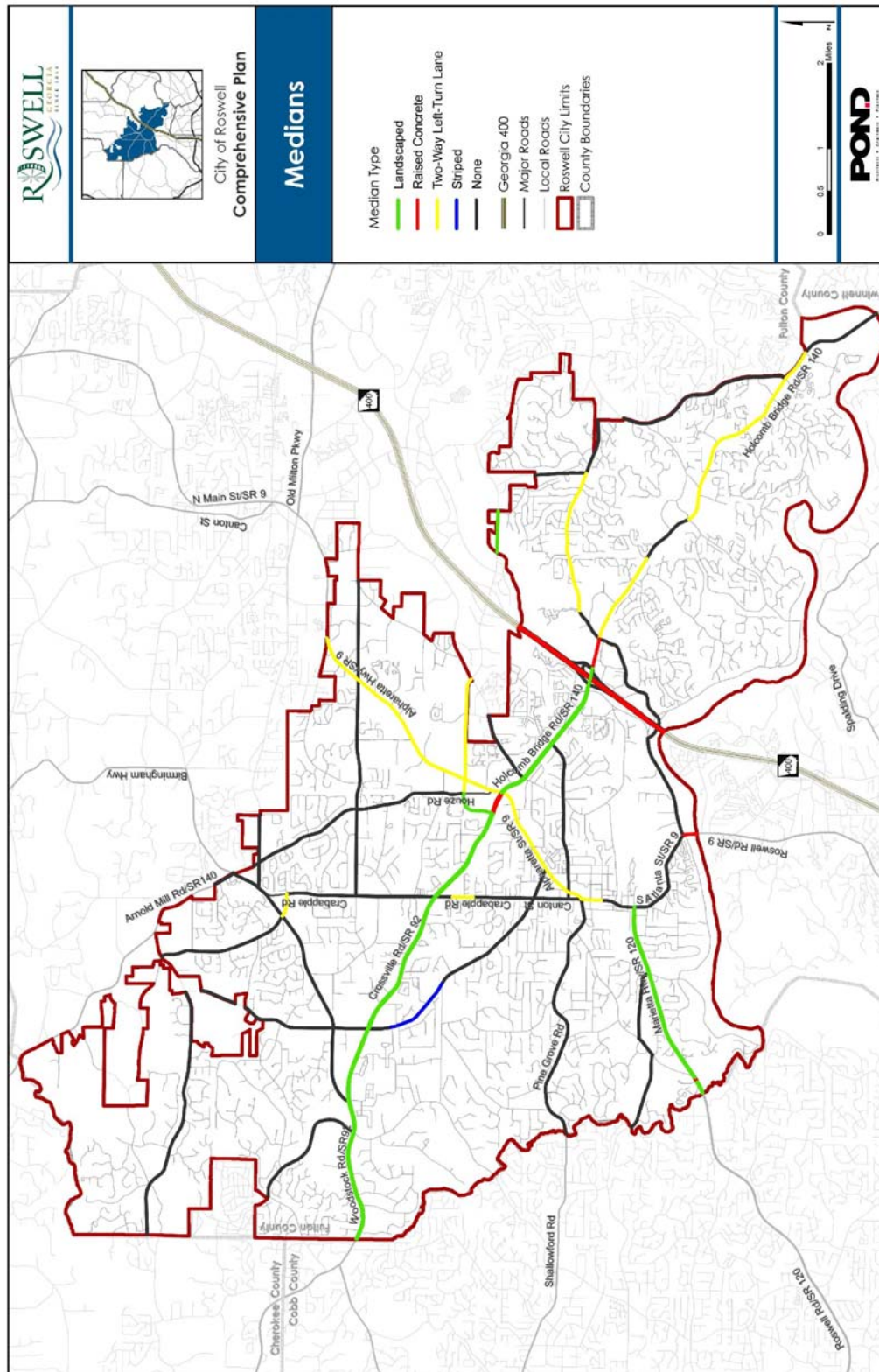
Medians on roadways reduce crash frequency and severity and reduce traffic congestion. All roadways, regardless of the number of through lanes, typically follow one of the following median designs – undivided (no median), continuous two-way left-turn lane (TWLTL), or non-traversable median.

An undivided roadway is a roadway that has no median. This design is appropriate primarily for 2-lane local roads that operate at low speeds and do not have an excessive number of driveways. A continuous two-way left-turn lane (TWLTL) is a left turn lane in the middle of the roadway that serves traffic travelling in both directions. A non-traversable median is any median that is not designed for vehicular traffic to cross. These include concrete or landscaped medians with a raised curb and may include a wall or other physical barrier to prevent high-speed traffic from crossing the roadway. Non-traversable medians typically have openings and storage bays for left-turning traffic at signalized intersections and at major driveways or unsignalized intersections.

The Transportation Research Board (TRB) *Access Management Manual, 2003*, shows that average crash rates on roadways with a TWLTL are 35% lower than crash rates on undivided roadways. However, according to the TRB *Access Management Manual, 2003*, roadways with a non-traversable median provide additional benefits and have average crash rates 30% lower than roadways with a TWLTL.

The locations and types of medians on roadways in the City are shown in Figure 8-7. As the figure shows, medians exist on nearly all segments of principal arterials in the City. They are also present on a small number of other roadways in the City.

Figure 8-7 Medians



Right-of-way constraints are the biggest barrier to adding medians along existing roadways. In some situations, the purchase of additional right-of-way can be prohibitively expensive or can impact existing development, historic structures/sites, or wetlands.

The posted speeds on roadways within the City are shown in Figure 8-8. GA 400 has a speed limit of 65 mph. Principal arterials within the City typically have a speed limit of 45 mph. However, Atlanta Street/Alpharetta Street/SR 9 has a lower speed limit in and near Roswell's historic downtown area. The roadway lanes in this area are generally not as wide as the lanes on other principal arterials. Additionally, the land use along this section of the roadway includes historic buildings, small lots, and structures that are relatively close to the roadway. These conditions contrast with land use along principal arterials throughout much of the City, which consists of relatively new suburban development on large lots with buildings setback significantly from the roadway. Minor arterial and collector roads typically have speed limits of 35 mph to 45 mph. Local roads typically have speed limits of 25 mph.

**Bridges.** In Georgia bridges are inspected for sufficiency every two years as required by the Federal Highway Administration. These inspections produce a sufficiency rating for each bridge inspected. The locations of bridges within the City are shown in Figure 8-9, which identifies bridge locations by sufficiency rating. Bridges with a sufficiency rating of 50.0 or below qualify for federal replacement funds. It should also be noted that bridges with a sufficiency rating of 80.0 or below qualify for federal rehabilitation funding. Two bridges in the City have a sufficiency rating of 50.0 or below. They are:

- Old Holcomb Bridge Road over Big Creek
- Riverside Road over Big Creek

**Connectivity.** Connectivity in Roswell is problematic due to the suburban style street network that developed in the City. Both regional and local traffic are served by GA 400 and the principal arterials in the City:

- Atlanta Street/Alpharetta Street/SR 9
- Holcomb Bridge Road/SR 140/Crossville Road/SR 92
- Marietta Highway/SR 120

A number of minor arterials and collectors provide connectivity throughout the rest of the City, serving primarily local traffic. The remainder of the roadway network is comprised of local roads, primarily in residential neighborhoods.



Figure 8-8 Posted Speeds

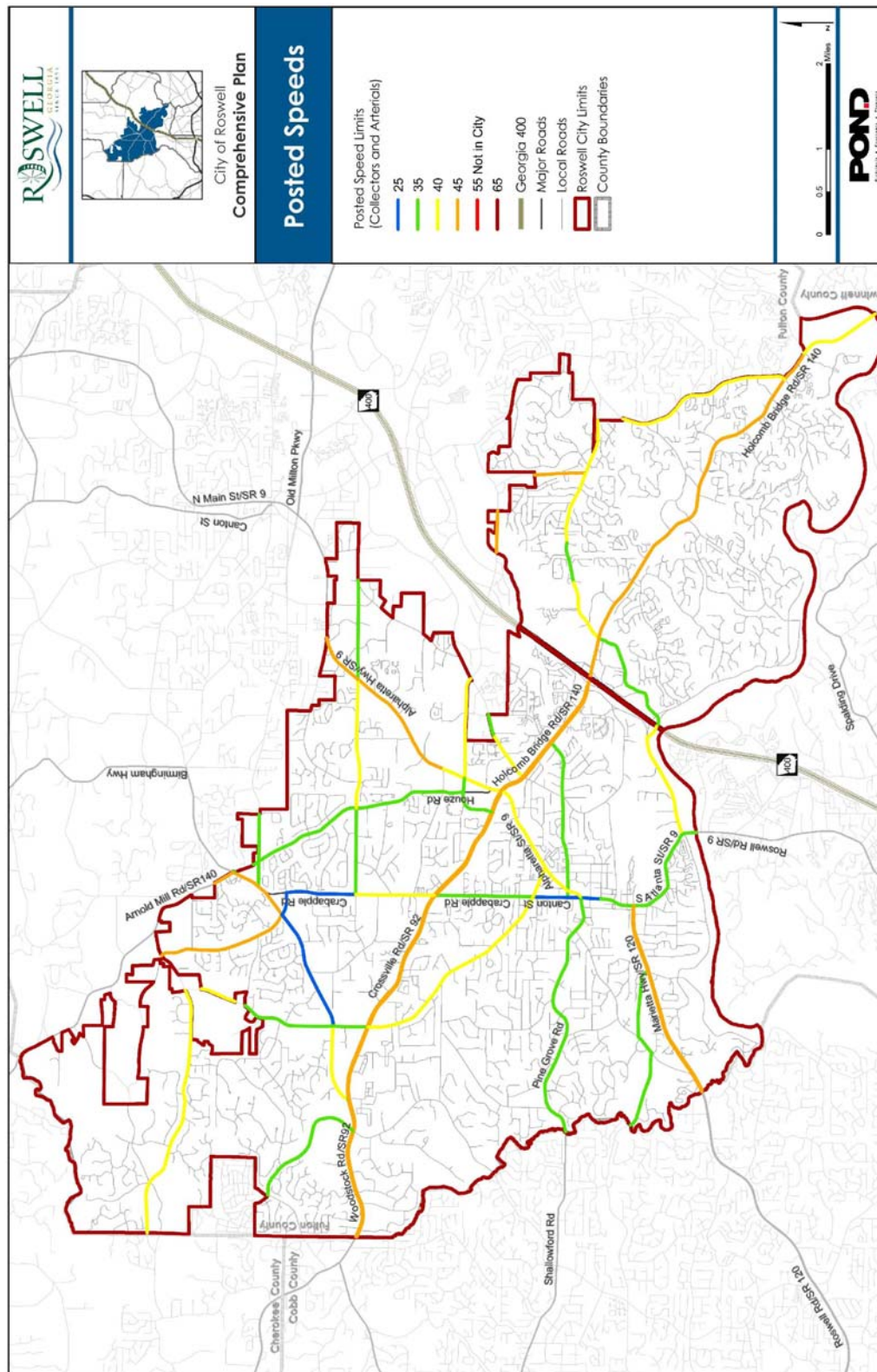
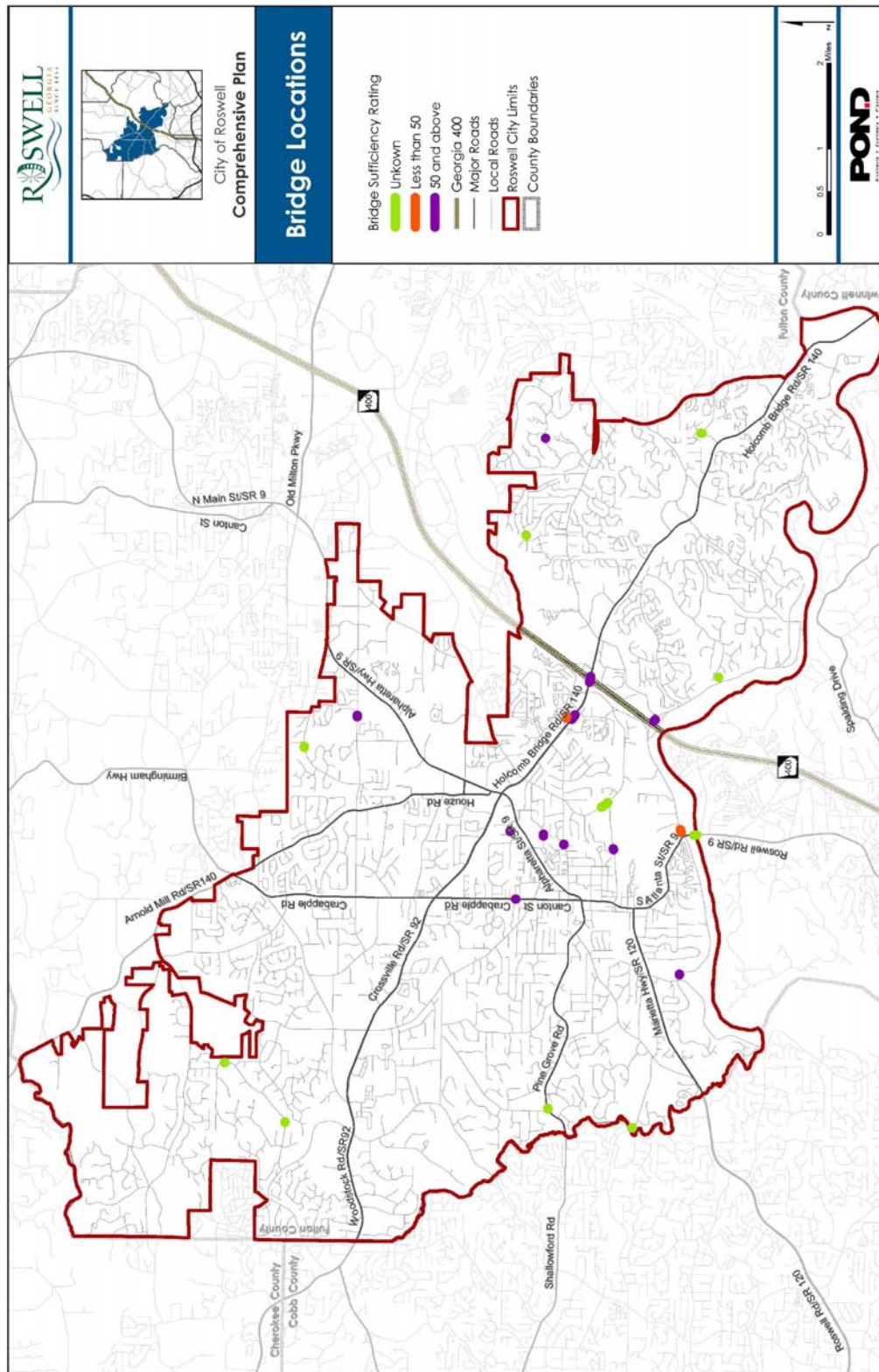




Figure 8-9 Bridge Locations



Many neighborhoods in Roswell do not provide connectivity to adjacent neighborhoods. Local roadways in neighborhoods commonly end in cul-de-sacs or loop back to another roadway within the neighborhood. This is a common development pattern throughout most of Metro Atlanta's suburbs. It should be noted that while this is a common problem throughout the City, it is not pervasive in all residential developments. For example, the Martin's Landing neighborhood is accessible from Holcomb Bridge Road/SR 140, Riverside Road, and Eves Road.

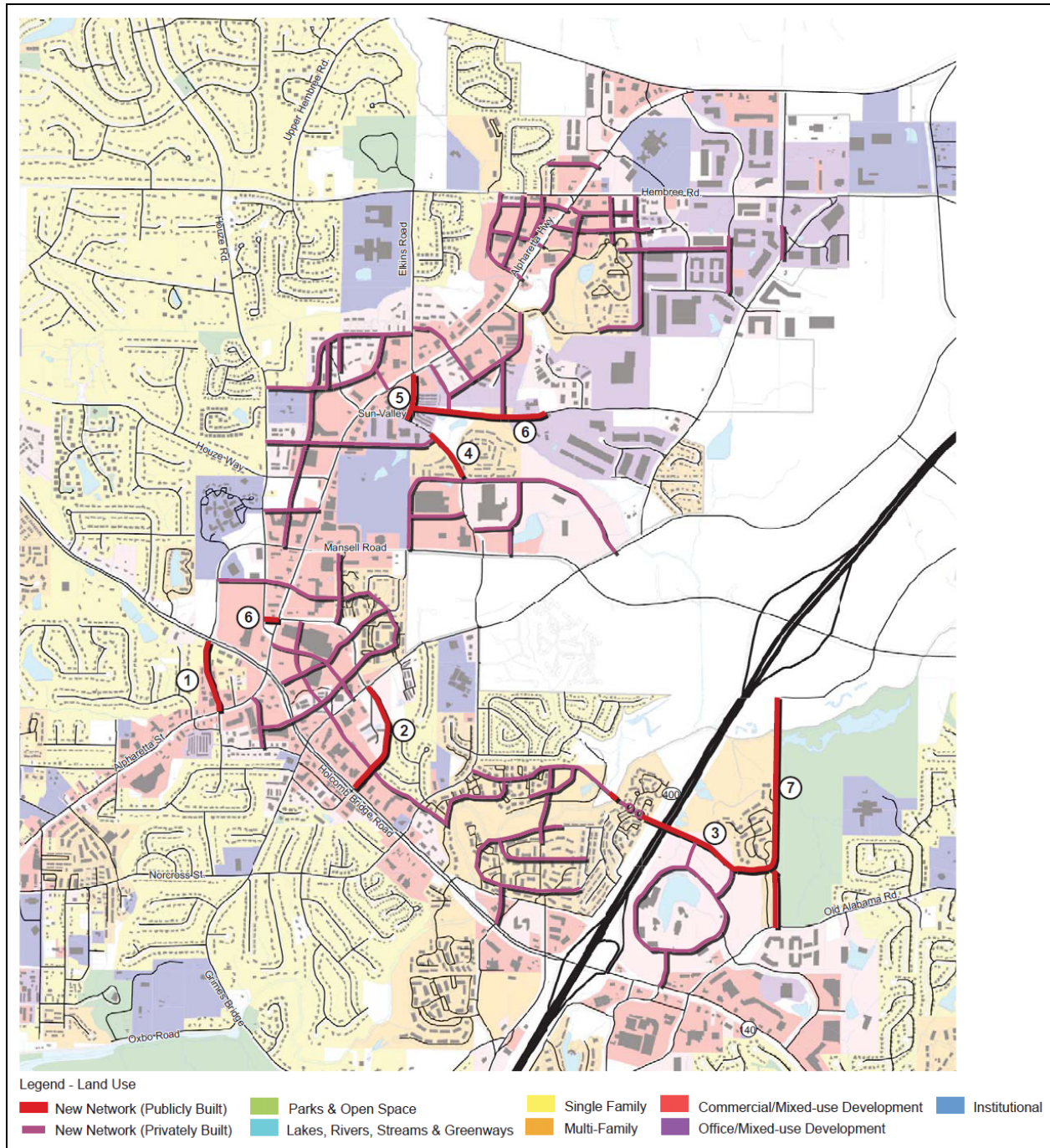
The City of Roswell is well aware of the connectivity issues in the City. In the *City of Roswell, Transportation Master Plan 2006*, the City stated that there is a need to **enhance the grid network**, suggesting that latent demand and degradation of the pedestrian environment would negate any benefits from widening roads in Roswell. The report stated that **7% of trips in the City are internal to Roswell**, 52% are external, meaning they originate or end in Roswell, and **41% of the trips are regional through trips** with no start or end in Roswell. Therefore, over half of the trips (59%) can benefit from the installation of an enhanced grid network.

Another feature limiting connectivity is the Chattahoochee River. The only roadways that cross the Chattahoochee River from Roswell are GA 400, Atlanta Street/SR 9, and Holcomb Bridge Road/SR 140. Existing development, primarily residential, on both sides of the river and environmental impacts limit options for new crossing points.

The *City of Roswell, Transportation Master Plan 2006* identified a new recommended roadway network for the City. Figure 8-10 shows the **recommended roadway network in the Alpharetta Highway/SR 9, Holcomb Bridge Road/SR 140, and GA 400 area**. Detailed plans for individual nodes throughout the City were also created. Figure 8-11 shows the plan for the **node at the intersection of Alpharetta Highway/SR 9 & Holcomb Bridge Road/SR 140**. In addition to providing new connecting roadways, the plan recommends breaking up superblocks such as the Roswell Town Center, as the figure shows.



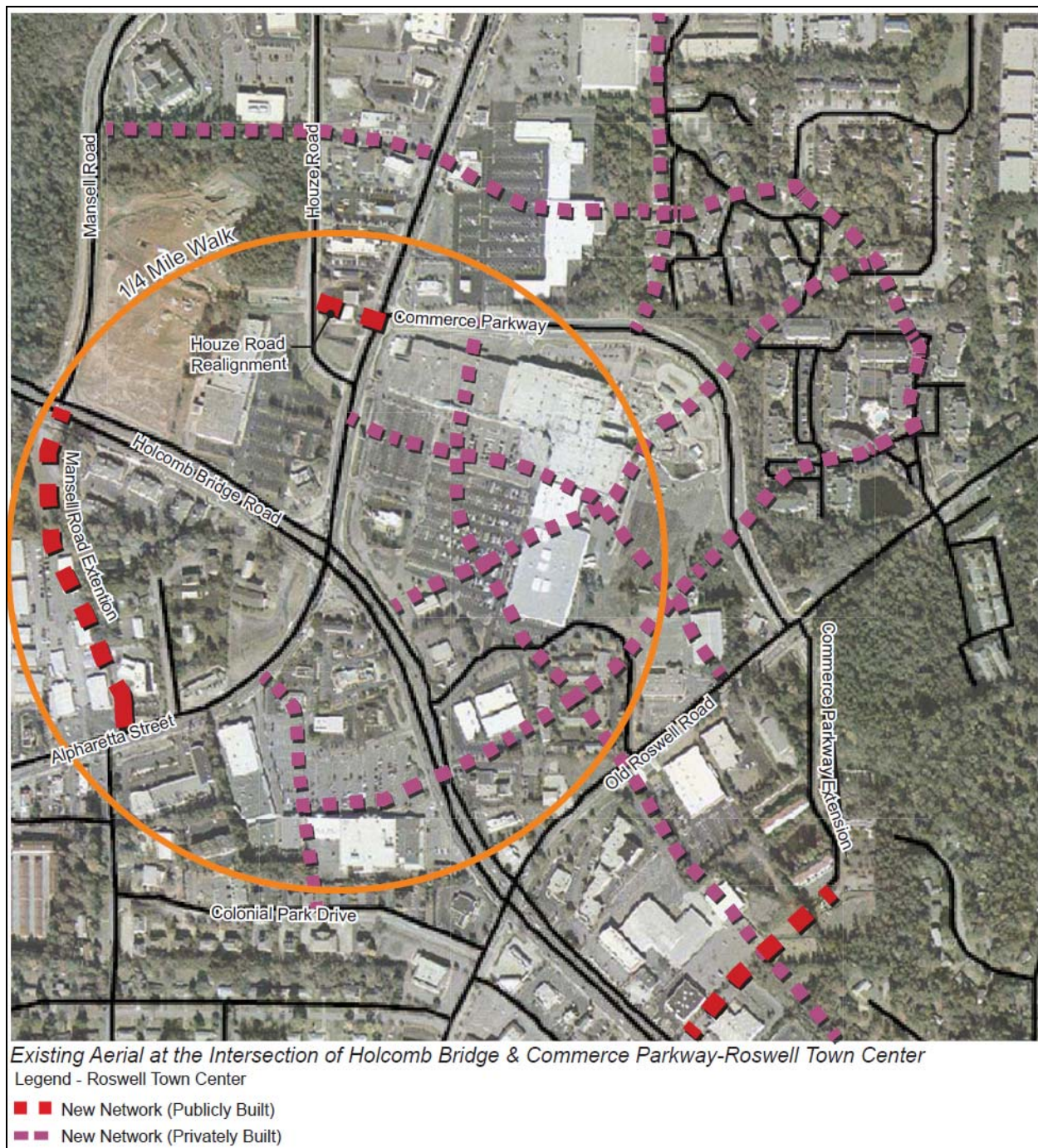
**Figure 8-10 Recommended Roadway Network**



Source: City of Roswell, Transportation Master Plan 2006



Figure 8-11 Recommended Roadway Network --Roswell Town Center Area



Source: City of Roswell, Transportation Master Plan 2006



The addition of a new point to cross the Chattahoochee River in North Fulton County has been an issue for many years. As a part of the *North Fulton Comprehensive Transportation Plan*, an ongoing study, the Schapiro Group conducted a scientific survey of 1,000 residents in North Fulton County. The survey was conducted in September and October of 2009. One question asked residents if they supported or opposed the addition of a new crossing over the Chattahoochee River. The survey found that 79% of respondents that are Roswell residents strongly supported or somewhat supported a new crossing. Overall, 77% of residents of cities in North Fulton strongly supported or somewhat supported a new crossing. While there is significant support for a new crossing, the addition of a new crossing is both expensive and problematic as previously discussed.

***Signalized Intersections and Signage.*** There are 103 traffic signals in the City of Roswell. The locations of traffic signals throughout the City are shown in Figure 8-12. The City is in the process of converting the existing signalized intersection of Grimes Bridge Road and Norcross Street/Warsaw Road into a modern roundabout. This will result in the removal of the traffic signal at this intersection. A modern roundabout was chosen for the improvement at this location because this intersection has the 12<sup>th</sup> highest crash rate in the City, and additionally, there is a 5<sup>th</sup> leg that will be incorporated into the re-designed intersection. Roundabouts have been shown to improve safety, and reduce delay when applied to roads with appropriate traffic volumes.

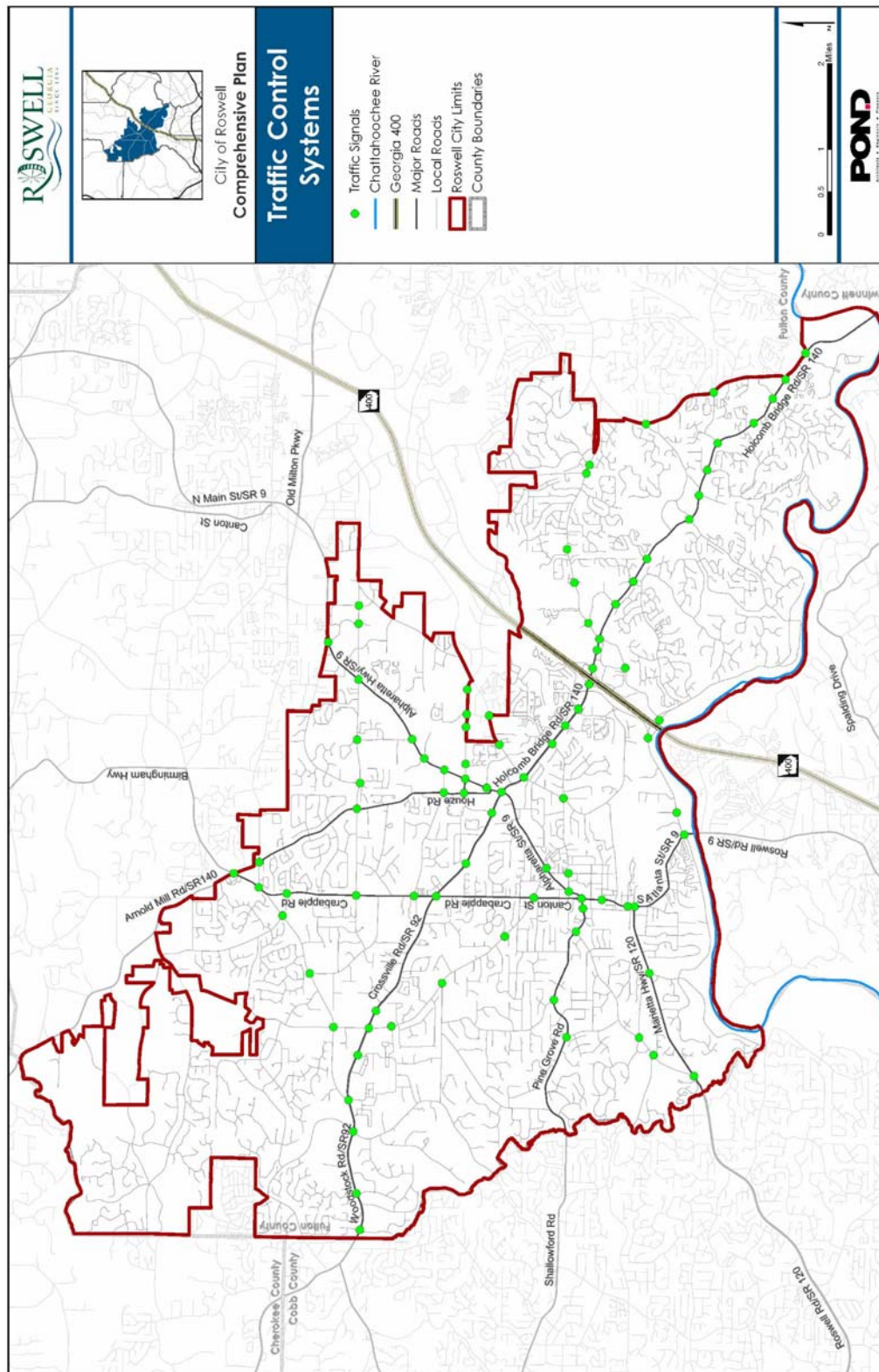
Signage appears generally adequate in the City of Roswell, appropriately displayed and maintained. A mix of state, county, and city signs can be seen along roadways throughout the City. Historic Downtown Roswell also has wayfinding signage. Historical markers throughout the City inform guests and remind residents of City history.

### **Alternative Modes**

The following facilities, services, and significant issues related to alternative transportation modes were identified and evaluated:

- Bicycle Facilities
- Pedestrian Facilities
- Public Transportation

10



**Alternative Modes: Bicycle Facilities.** The *North Fulton Comprehensive Transportation Plan* included an analysis of the Level of Service (LOS) of bicycle travel on roadways throughout North Fulton, including Roswell. This analysis used a nationally recognized bicycle LOS model that takes into account roadway data such as traffic volumes, posted speeds, roadway design, the presence of bicycle facilities, and other factors. The results of this analysis are shown in Figure 8-13. LOS A is considered the best, while LOS E and F are considered failing.

As the figure shows, major roadways in the City, particularly principal arterials, are not bicycle-friendly. This is due to relatively fast travel speeds (outside of peak traffic hours when traffic congestion is common) and high traffic volumes.

No bicycle LOS analysis was conducted on local roadways within the City. Local roadways in the City are well suited to bicycle travel due to their slow vehicular travel speeds and relatively low traffic volumes. However, as mentioned previously, connectivity is a problem with local roadways in the City as most local roadways in neighborhoods do not connect to adjacent neighborhoods or other developments. Some local roadways, particularly in or near the historic downtown area, have better connectivity than other local roadways throughout the City. These local roadways provide access for bicyclists to destinations with little or no travel on arterial or collector roadways.

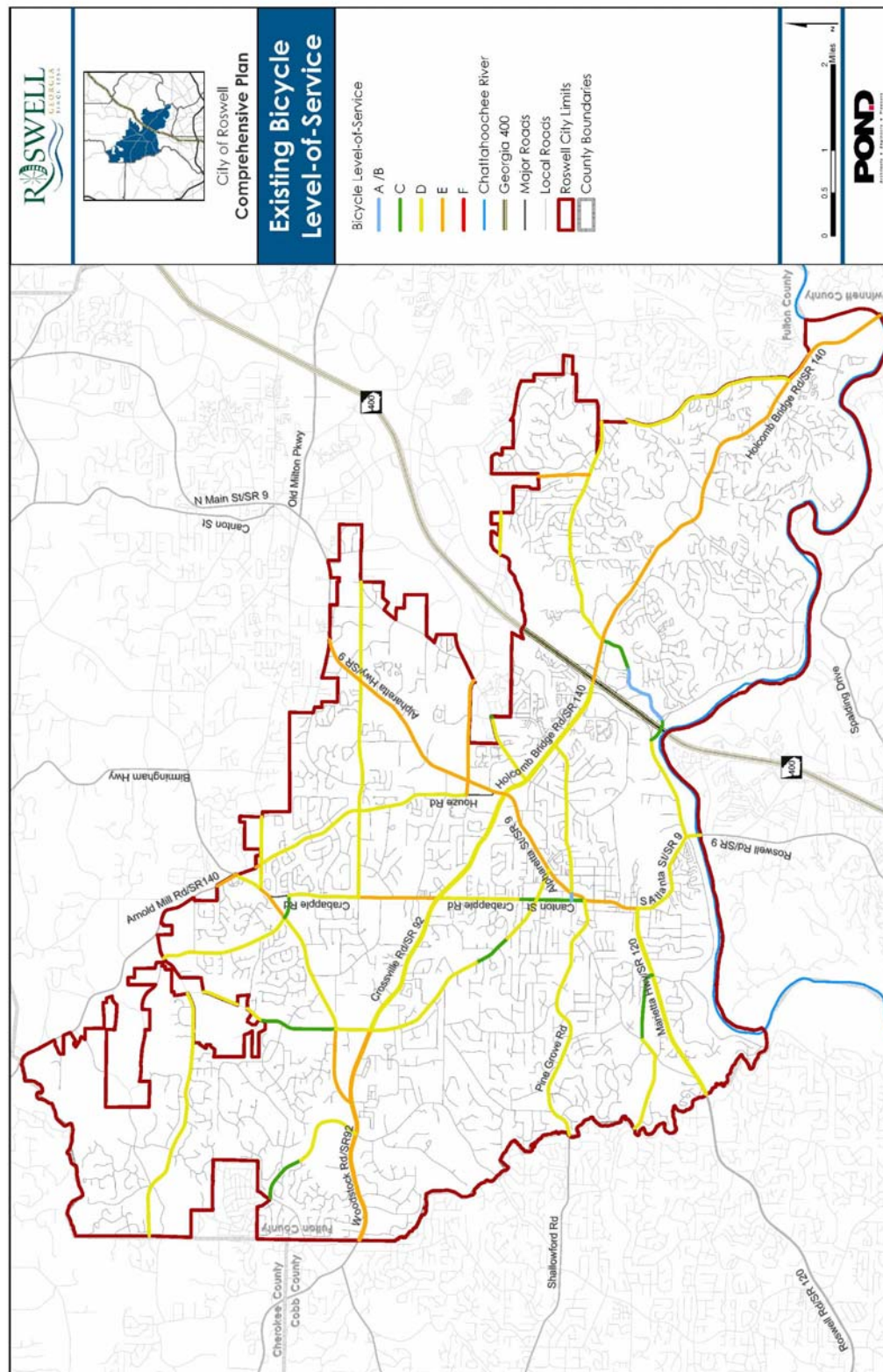
Roswell has 43.5 miles of bicycle facilities, which include the following:

- 11.9 miles of marked bicycle lanes (width: >4 feet)
- 25.4 miles of bicycle shoulders (width: 2-4 feet)
- 6.2 miles of paved shoulders (width: 0.5-2 feet)

Existing bicycle facilities in the City are shown in Figure 8-14. As the figure shows, even with the facilities described above, the majority of roadways in the City do not have exclusive bicycle facilities. However, most roadways in the City are local roadways. As previously discussed, local roadways in the City are well suited to bicycle travel due to their slow vehicular travel speeds and relatively low traffic volumes. As such, they typically do not need exclusive bicycle facilities. The existing bicycle facilities are spread throughout most of the City, providing relatively good bicycle connectivity. While the City would benefit from additional bicycle infrastructure, particularly along arterial roadways, it is feasible to make local trips in Roswell using a bicycle.



Figure 8-13 Existing Bicycle Level-of-Service





**ROSWELL**  
GEORGIA  
SINCE 1858

City of Roswell  
**Comprehensive Plan**

**Bicycle Facilities**

- Bike Lane at Intersection
- "Bike Box"
- Shared Lane Markings
- Bike Facilities (Segments)
  - Bike Lane
  - Wide Paved Shoulder
  - Narrow Paved Shoulder
  - Wide Outside Lane > 13 ft
  - State Bike Route
  - Riverside Rd Multi-Use Trail
  - Georgia 400
  - Major Roads
  - Local Roads
- Roswell City Limits
- County Boundaries

Map labels include: Canton St, N Main St/SR 9, Old Milton Pkwy, Arnold Mill Rd/SR 100, Birmingham Hwy, Alpharetta Hwy/SR 9, Volturna Bridge Rd/SR 140, Roswell Rd/SR 9, Marietta Rd/SR 120, Pine Grove Rd, Shallowford Rd, Roswell Rd/SR 120, Spaulding Drive, and various county names like Cherokee County, Cobb County, and Fulton County.

In addition to on-street bicycle facilities, the **Riverwalk Trail**, a multi-use trail, is located along Azalea Drive, Riverside Road, and the Chattahoochee River. This trail includes an underpass at S Atlanta Street/SR 9, allowing bicyclists and pedestrians to cross this busy roadway without interacting with vehicular traffic. Riverside Road also passes under GA 400, providing a safe route for bicyclists to cross GA 400. Old Alabama Road has bicycle lanes and connects Riverside Road to Holcomb Bridge Road/SR 140. Combined, the bicycle facilities along Azalea Drive, Riverside Road, and Old Alabama Road connect the west and east sides of the City, including connections to Atlanta Street/SR 9 and Holcomb Bridge Road/SR 140 and the destinations along these major roadways. Multiple parks are also located along or near these roadways.

The City also has one unique bicycle feature that is not common in the area, a **"Bike Box."** Bike boxes are located at the intersection of Riverside Road and Dogwood Road (near GA 400 and the Chattahoochee River) and at the intersection of Grimes Bridge Road and Oxbo Road. A Bike Box assists bicyclists in making a left turn by providing exclusive right-of-way for bicyclists to use when making the turn. This allows bicyclists to turn adjacent to vehicular traffic rather than in front of or behind the vehicular traffic.

As previously mentioned, a survey of residents of North Fulton County was conducted as a part of the *North Fulton Comprehensive Transportation Plan*. The survey found that 55% of Roswell residents considered transportation improvements that make it safer to ride bicycles in the City to be either **an extremely high priority** or a high priority. The survey found that 4% of residents bike to work more often than to other destinations. However, 56% bike most often for recreation and another 33% bike most often to visit parks. The **survey results also show that 66% of residents would definitely or probably walk or ride a bike** more if roads were more bicycle and pedestrian friendly.

An interest in improving the bicycle infrastructure in the City is a constant in all transportation studies conducted in the City of Roswell. For example, the *Holcomb Bridge East Revitalization Study*, completed in the fall of 2005, recommended a pedestrian and bicycling network linking neighborhoods, parks, and activity centers. The *South Atlanta Street LCI*, completed in April 2008, recommends a multi-use path along Atlanta Street. On-street bicycle lanes are also recommended along Mimosa Street.

In addition to these specific area studies, the 2006 *City of Roswell Transportation Master Plan* analyzed the bicycle needs of the City. It identified **the Roswell Loop**, a series of

routes throughout the city that connect the City's parks, schools, historic downtown district, several neighborhoods, and other city resources. The majority of the multimodal connections would be located along the existing roadway system. The projects would include the installation of multi-use paths next to the road and the addition of on-street bicycle lanes. Since completion of that study, City staff has gone into the field and reviewed each segment of the Roswell Loop to determine issues such as constructability, right-of-way constraints, connections to City amenities, and other factors. The refined Roswell Loop is shown in Figure 8-15. Route specific data is shown in Table 8-1.

Table 8-1 Loop Route Data

Roswell Loop Route Data			
Route	Area of City Covered	Approximate Mileage (mi.)	Selected Roads Included on the Route
Purple	Northeast	9.3	Crabapple, Hembree, Sun Valley, Warsaw, Grimes Bridge, Oxbo, Mimosa
Green	Northwest	9.1	Woodstock, Jones, Bowen, Hardscrabble, Etris, Crabapple
Red	Southwest	8.3	Dogwood, Riverside, Azalea, Willeo, Coleman, Oxbo, Grimes Bridge
Orange	Southeast	9.4	Riverside, Eves, Scott, Old Alabama
Blue	North	18.4	See Purple and Green above
Brown	South	17.6	See Red and Orange above
Black	All	36	All of the above

Source: City of Roswell

The 2006 *City of Roswell Transportation Master Plan* identified the foundation of the bicycle and pedestrian plan as a system of **"complete streets."** The Complete Streets policy is one of the City's adopted green policies. It is one of the contributing policies to the City's certification in the ARC's Green Communities Program. This program is a voluntary certification program for jurisdictions in the 10-county Atlanta Region to encourage local governments to become more sustainable.

A complete street is defined as a street that is safe, comfortable and convenient for travel via automobile, foot, bicycle and transit. For Roswell this means establishing standards for its streets that ensure pedestrian facilities (sidewalks or trails) and bicycle facilities (lanes, shoulders, trails) are included with equal priority as the automobile. The Master Plan identifies a system of "complete streets" based on their importance and ability to connect all of Roswell's neighborhoods to parks, schools and major



destinations. It builds upon Roswell's current "Safe Routes to School" program by establishing city-wide "complete street" corridors. At a minimum, these streets should include sidewalks on at least one side and bicycle facilities (lane or bikeable shoulder).

**Figure 8-15 Roswell Loop**

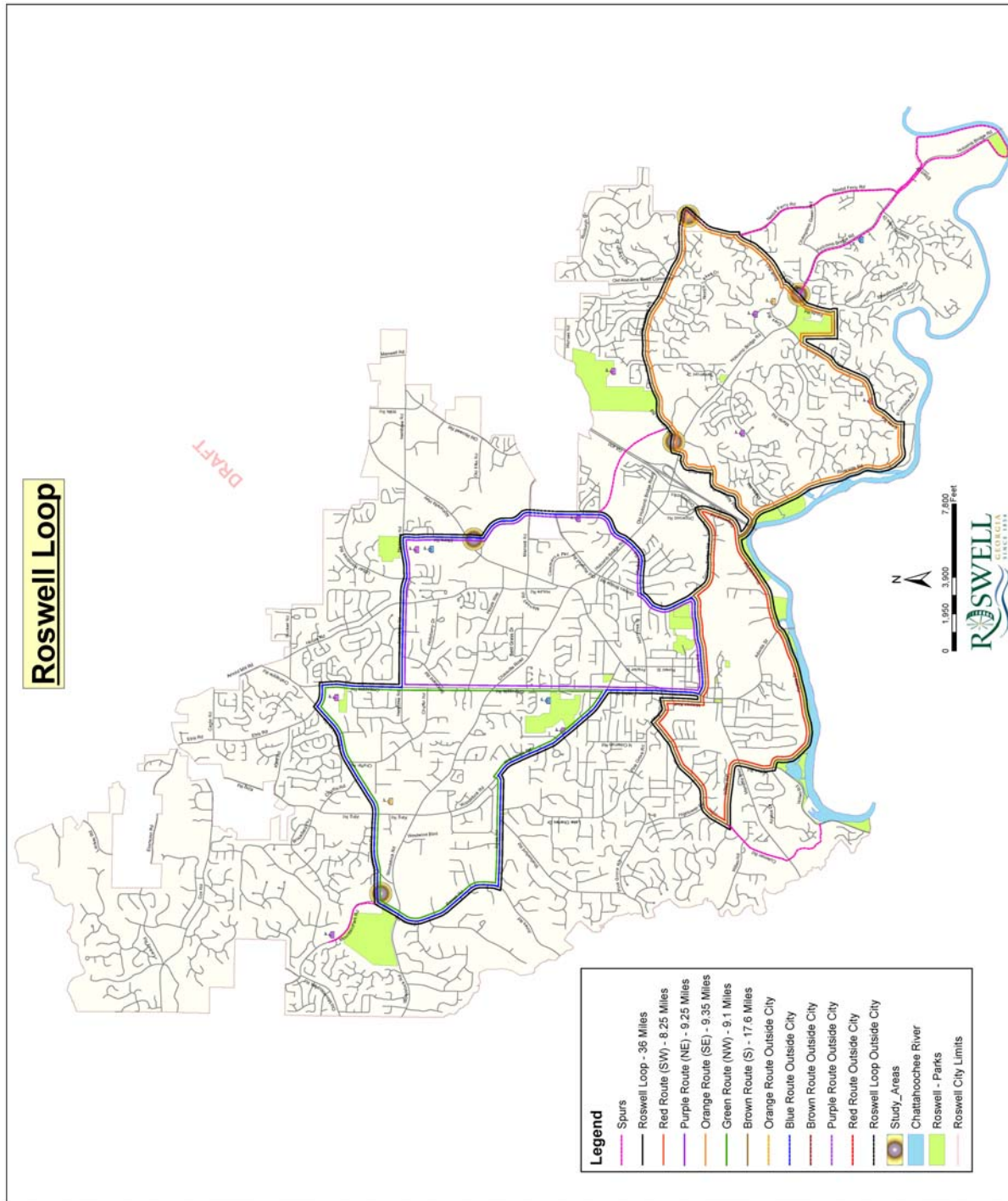




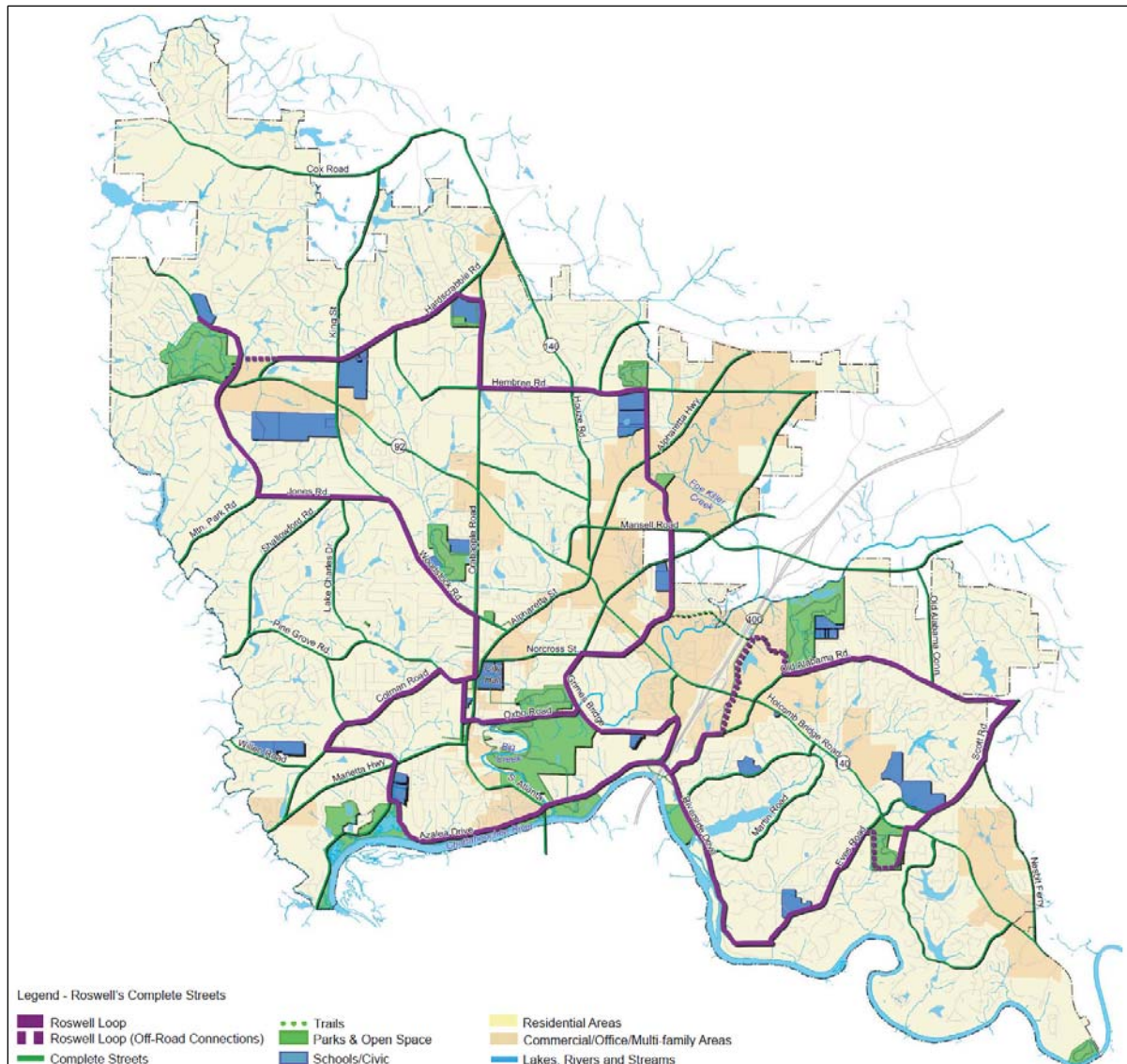
Figure 8-16 shows the “complete street” network in Roswell, along with the original routes for the Roswell Loop. This “complete street” system will be built incrementally over time with the **“Safe Routes to School”** program as the first priority, the Roswell Loop as the second priority, and then completing the remaining system over time. When complete, this system will provide a safe pedestrian and bicycle connection to every neighborhood in Roswell.

The City interest and commitment to bicycling is also seen in the Bike Roswell organization. This group’s mission: *“From recreation to sport to alternative modes of transportation, Bike Roswell! strives to actively promote safe cycling, provide an advocacy platform for Roswell citizens and implement programs to encourage participation with improved parks, roadways and private facilities.”* Bike Roswell organizes group ride events, provides bike commuting information, conducts an education program, acts as an advocate for bicyclists to lawmakers, and takes part in other activities. Additional information can be found at <http://www.bikeroswell.com/>.

**Alternative Modes: Pedestrian Facilities.** The *North Fulton Comprehensive Transportation Plan* includes an analysis of the Level of Service (LOS) of pedestrian travel on roadways throughout North Fulton, including Roswell. This analysis used the same methodology that was used for the bicycle LOS model that takes into account roadway data such as traffic volumes, posted speeds, roadway design, the presence of pedestrian facilities, and other factors. The results of this analysis are shown in Figure 8-17. LOS A is considered the best, while LOS E and F are considered failing.



Figure 8-16 Roswell Complete Street Network



Source: *City of Roswell, Transportation Master Plan 2006*





As the figure shows, many roadways in the City, particularly principal arterials, are not pedestrian-friendly. This is due to relatively fast travel speeds (outside of peak traffic hours when traffic congestion is common) and high traffic volumes. The *North Fulton Comprehensive Transportation Plan* found that the average mile of roadway in North Fulton has a pedestrian LOS of D. LOS D is also the most common pedestrian LOS on major roadways in Roswell. Two major roadway segments that operate at LOS E are Holcomb Bridge Road/SR 140 east of GA 400 and Atlanta Street/SR 9 south of Marietta Highway/SR 120.

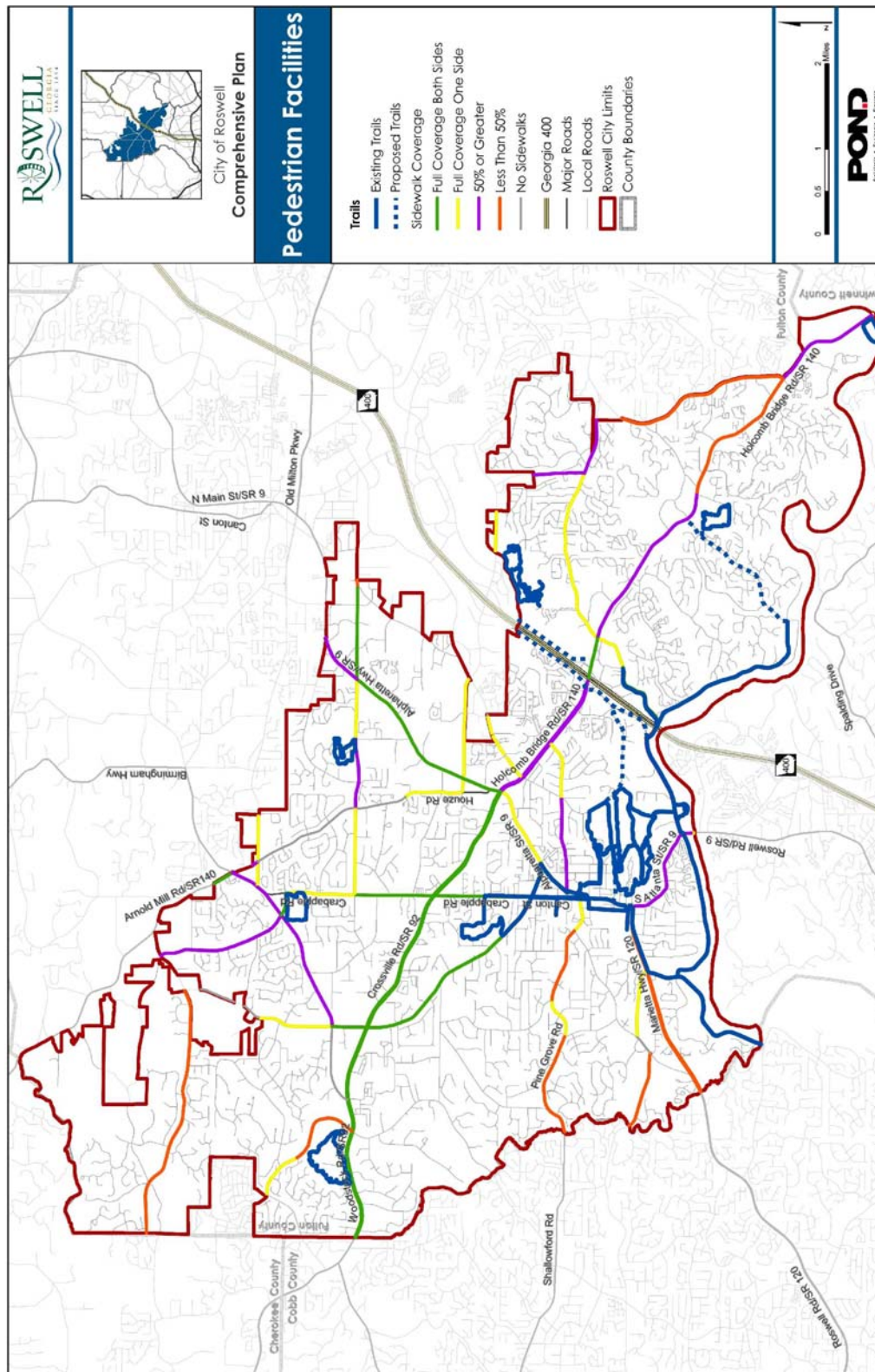
No pedestrian LOS analysis was conducted on local roadways within the City. Local roadways in the City are well suited to pedestrian travel due to their slow vehicular travel speeds and relatively low traffic volumes. However, as mentioned previously, connectivity is a problem with local roadways in the City as most local roadways in neighborhoods do not connect to adjacent neighborhoods or other developments.

Roswell has 178 miles of sidewalk facilities covering about 48% of the City's roadways. City policies prioritize the need for sidewalks within 1/2 mile of a school, park, or transit route. Existing pedestrian facilities in the City are shown in Figure 8-18. As the figure shows, most major roadways in the City have sidewalk coverage on at least one side of the roadway. Segments of Holcomb Bridge Road/SR 140 and S Atlanta Street/SR 9 are the most significant roadway segments that are lacking some sidewalk coverage.

The *North Fulton Comprehensive Transportation Plan's* survey found that 65% of Roswell residents considered transportation improvements that make it easier and safer for people to walk to destinations around the City to be either an extremely high priority or a high priority. It also showed that 52% walk most often for recreation and another 24% walk most often to visit parks. Finally, the survey indicated that 66% of residents would definitely or probably walk or ride a bike more if roads were more bicycle and pedestrian friendly.



Figure 8-18 Pedestrian Facilities



The need for an improved pedestrian environment is a constant in all transportation studies conducted in the City of Roswell. For example, the *South Atlanta Street LCI* study, 2008, which focused on S Atlanta Street/SR 9 from the Chattahoochee River to Norcross Street, described pedestrian features in the area as generally poor. They were considered lacking, insufficient, in need of repair, and often do not meet ADA requirements. The *Mimosa Boulevard Connectivity Study*, 2006, includes parts of Historic Downtown Roswell and has some overlap with the *South Atlanta Street LCI* study. The *Mimosa Boulevard Connectivity Study* stated that sidewalks in the study area were viewed as unfriendly to pedestrians due to high traffic volumes and high traffic speeds. The study recommended the addition of a streetscape along Mimosa Boulevard and the installation of new crosswalks in the area, particularly to improve access to Barrington Hall. The *South Atlanta Street LCI* study identified numerous pedestrian oriented projects. Some of the most significant include a multi-use trail along the east side of Atlanta Street and intersection crossing improvements at the intersection of S Atlanta Street and Marietta Highway/SR 120, and the intersection of S Atlanta Street and Sloan Street.

As discussed in the Bicycle Facilities subsection, the 2006 *City of Roswell Transportation Master Plan* recommended the Roswell Loop, a series of routes throughout the city that connect the City's parks, schools, historic downtown district, several neighborhoods, and other city resources. Portions of the Roswell Loop would be on-street bicycle lanes, while others would be multi-use paths that would serve pedestrians as well as bicyclists. The recommended Roswell Loop is shown in Figure 8-15. The plan also recommended a "complete streets" approach. A "complete street" is defined as a street that is safe, comfortable and convenient for travel via automobile, foot, bicycle and transit. The recommended "complete streets" network is shown in Figure 8-16.

Roswell DOT staff is currently considering implementation of HAWK (High intensity Activated crossWalk) signals in the City. A HAWK signal is a mid-block pedestrian crossing signal. When a pedestrian presses the button at a mid-block crossing with a HAWK signal, vehicular traffic sees a flashing yellow light for a few seconds. This light is followed by a solid red light, requiring drivers to stop. Pedestrians can then safely cross the road. When several potential locations for HAWK signals have been identified, staff will bring them before the Mayor and City Council for guidance and identification of funding.

**Alternative Modes: Public Transportation.** Public Transportation in Roswell is provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA). No heavy rail transit operates in the City of Roswell. The nearest MARTA heavy rail station is the North Springs station in Sandy Springs. It is approximately 7 miles from Roswell, located at 7010 Peachtree Dunwoody Road, just east of GA 400.

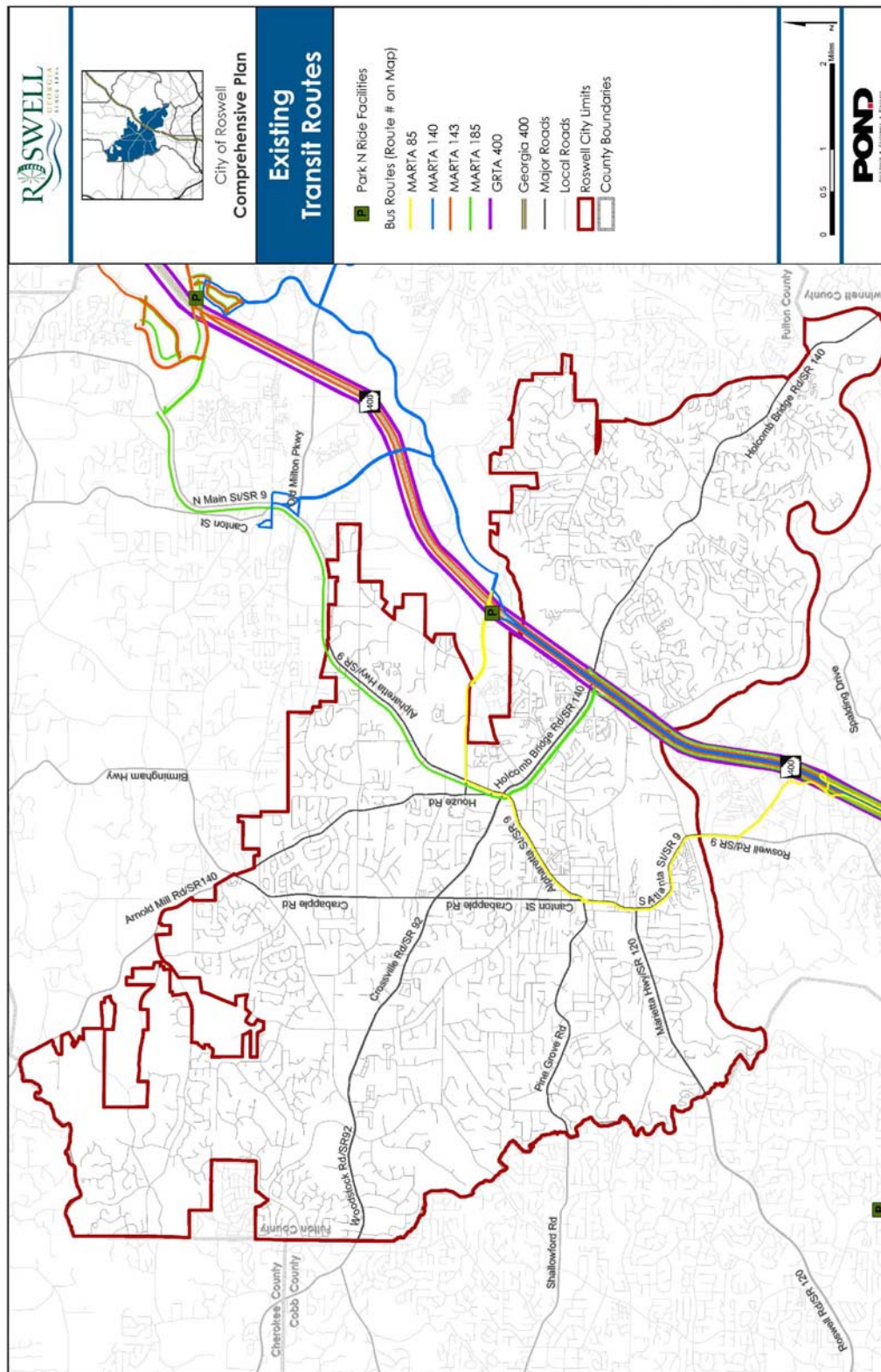
**MARTA operates two local bus routes in Roswell**, routes 85 and 185, as shown in Figure 8-19. These routes travel along major roadways such as Holcomb Bridge Road/SR 140, Atlanta Street/Alpharetta Highway/SR 9, and Mansell Road. Route 140 passes through Roswell and has stops just outside the Roswell city limits. This route has multiple stops in Alpharetta, including a stop at the park and ride lot at GA 400 and Mansell Road, and provides a connection to the MARTA North Springs station. This park and ride lot is close enough to Roswell to serve some of the residents of the City.

DRAFT 8/13/20





Figure 8-19 Existing Transit Routes





MARTA Route 143 passes through the City on GA 400 but has no stops in the City. It originates at the Windward Parkway area of Alpharetta and connects to the North Springs MARTA station. This route generally does not serve residents of Roswell. It should be noted that MARTA is currently facing a significant budget shortfall for fiscal year 2011. This budget shortfall is expected to reduce service throughout MARTA's coverage area. At this time, the exact service cuts have not been finalized, and the routes in Roswell may or may not be affected.

The Georgia Regional Transportation Authority (GRTA) operates commuter express bus routes under the name Xpress. **GRTA Xpress Route 400** passes through the City of Roswell on GA 400. This route also does not serve residents of the City. Instead, it connects the City of Cumming in Forsyth County to the North Springs MARTA station as well as downtown and midtown Atlanta.

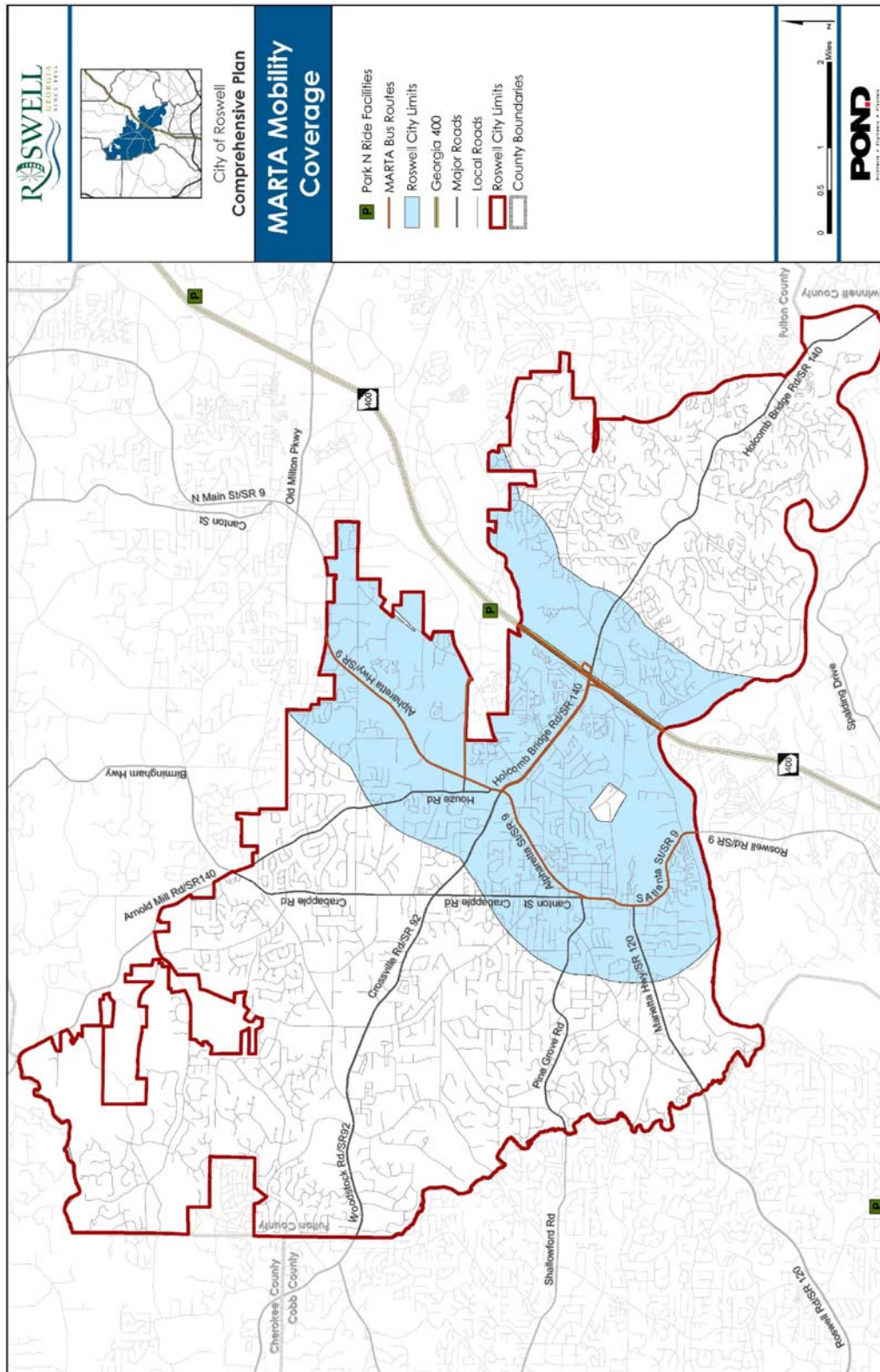
MARTA provides, through their MARTA Mobility services, ADA complementary paratransit service to eligible persons with disabilities who are unable to board, ride or disembark from an accessible vehicle in MARTA's regular bus or rail services. The MARTA Mobility coverage area is shown in Figure 8-20. MARTA Mobility coverage includes all area within  $\frac{3}{4}$  of a mile of MARTA's fixed route (bus and rail) system. It operates as an advanced reservation service during the same times and days that the fixed route service runs.

The North Fulton survey found **that 74% of Roswell residents considered developing more transit options to be either an extremely high priority or a high priority.** The survey found that 66% of residents in all of North Fulton considered developing more transit options to be either an extremely high priority or a high priority.

The survey also found that 62% of Sandy Springs residents considered developing more transit options to be either an extremely high priority or a high priority. This was the lowest percentage of support of all of the cities in the survey. However, it should be noted that Sandy Springs is the only city in this study that currently has heavy rail transit service. In fact, it has three heavy rail stations – Medical Center, Sandy Springs, and North Springs. Additionally, the Dunwoody transit station is located within one-quarter mile of the Sandy Springs city limits. Having multiple existing stations means demand for new service is not quite as strong as in cities that do not have these stations. However, the majority of Sandy Springs residents still support additional transit service.



Figure 8-20 MARTA Mobility Coverage



The survey results show that **8% of Roswell residents use transit several times a week**. In all of North Fulton, 7% of residents use transit several times a week. Sandy Springs had the highest rate of transit usage, with 14% of residents using transit several times a week, while Johns Creek had the lowest rate at 3%. The full details of this survey question are shown in Table 8-2.

The survey found that 60% of Roswell residents consider making it easier to get to Atlanta an extremely high priority or a high priority. In all of North Fulton, 57% of residents showed the same support. Johns Creek fared the lowest, with 55% of residents showing this same support. However, this is still a majority of residents supporting improved transit options to Atlanta.

Table 8-2 Transit Usage

Transit Usage						
How often do you ride public transit?		Several times a week	About once a week	A couple of times a month	Once a month or less	Don't know/refused
	Total	7%	4%	16%	64%	10%
City	Alpharetta	5%	3%	18%	62%	12%
	Johns Creek	3%	3%	19%	71%	5%
	Roswell	8%	4%	13%	61%	14%
	Sandy Springs	14%	6%	16%	56%	8%

Source: North Fulton Comprehensive Transportation Plan

The survey found that 61% of Roswell residents consider making it easier to get to other parts of Metro Atlanta an extremely high priority or a high priority. In all of North Fulton, 56% of residents showed the same support. While Johns Creek again showed the lowest level of support, a majority (53%) of residents there consider this type of transit expansion an extremely high priority or a high priority. The detailed results regarding transit expansion are shown in Table 8-3.

When residents were asked if the state government and nearby counties should provide funding to MARTA, a large majority were in favor of this throughout North Fulton. In all of North Fulton, 80% of residents thought that either the state, other counties, or both should provide funding to MARTA. In Roswell and Johns Creek, 79% of residents thought that either the state, other counties, or both should provide funding to MARTA. Detailed results from this question are shown in Table 8-4.

Table 8-3 Transit Priority

Transit Priority						
Possible public transit improvements: Making it easier to get to Atlanta from your area?		Extremely high priority	High priority	Somewhat high priority	Not a priority at all	Don't know/ refused
	Total	19%	38%	24%	9%	9%
City	Alpharetta	25%	39%	21%	5%	11%
	Johns Creek	16%	39%	22%	11%	12%
	Roswell	26%	34%	24%	11%	6%
	Sandy Springs	14%	42%	27%	9%	8%
Possible public transit improvements: Making it easier to get to other parts of the metro area		Extremely high priority	High priority	Somewhat high priority	Not a priority at all	Don't know/ refused
	Total	18%	38%	26%	9%	9%
City	Alpharetta	19%	35%	28%	7%	11%
	Johns Creek	15%	38%	24%	12%	12%
	Roswell	20%	41%	23%	9%	6%
	Sandy Springs	19%	36%	28%	9%	8%

Source: North Fulton Comprehensive Transportation Plan

Table 8-4 Transit Funding

Transit Funding						
Do you support the state government and nearby counties providing funding to MARTA?		Yes, state only	Yes, other counties only	Yes, both	No	Don't know/ refused
	Total	3%	5%	72%	13%	6%
City	Alpharetta	2%	4%	79%	10%	5%
	Johns Creek	1%	8%	70%	16%	4%
	Roswell	9%	6%	64%	16%	5%
	Sandy Springs	1%	2%	79%	11%	8%

Source: North Fulton Comprehensive Transportation Plan

In 2002, MARTA initiated the **North Line Alternatives Analysis** to study the extension of high capacity transit services from the North Springs Station to Windward Parkway. The results of the study showed that while significant growth had taken place in North Fulton, **land use densities within the corridor were not transit supportive** and would need to increase further to support a potential expansion of the North Line. In 2005, MARTA moved forward with a Transit Oriented Development (TOD) study, modeled after ARC's LCI program. The North Line TOD study examined seven potential cluster areas along the corridor. These clusters are considered to have strong potential for development as



a regional draw. The study identified the following key findings for development in and near these clusters:

- Ample sidewalks linking the transit station to the surrounding development, particularly within a fourth of a mile of the station,
- A mix of residential, commercial, and retail options that are within easy reach of the transit station,
- Land development intensity that is conducive to high capacity transit investment, particularly within a fourth of a mile of the station.

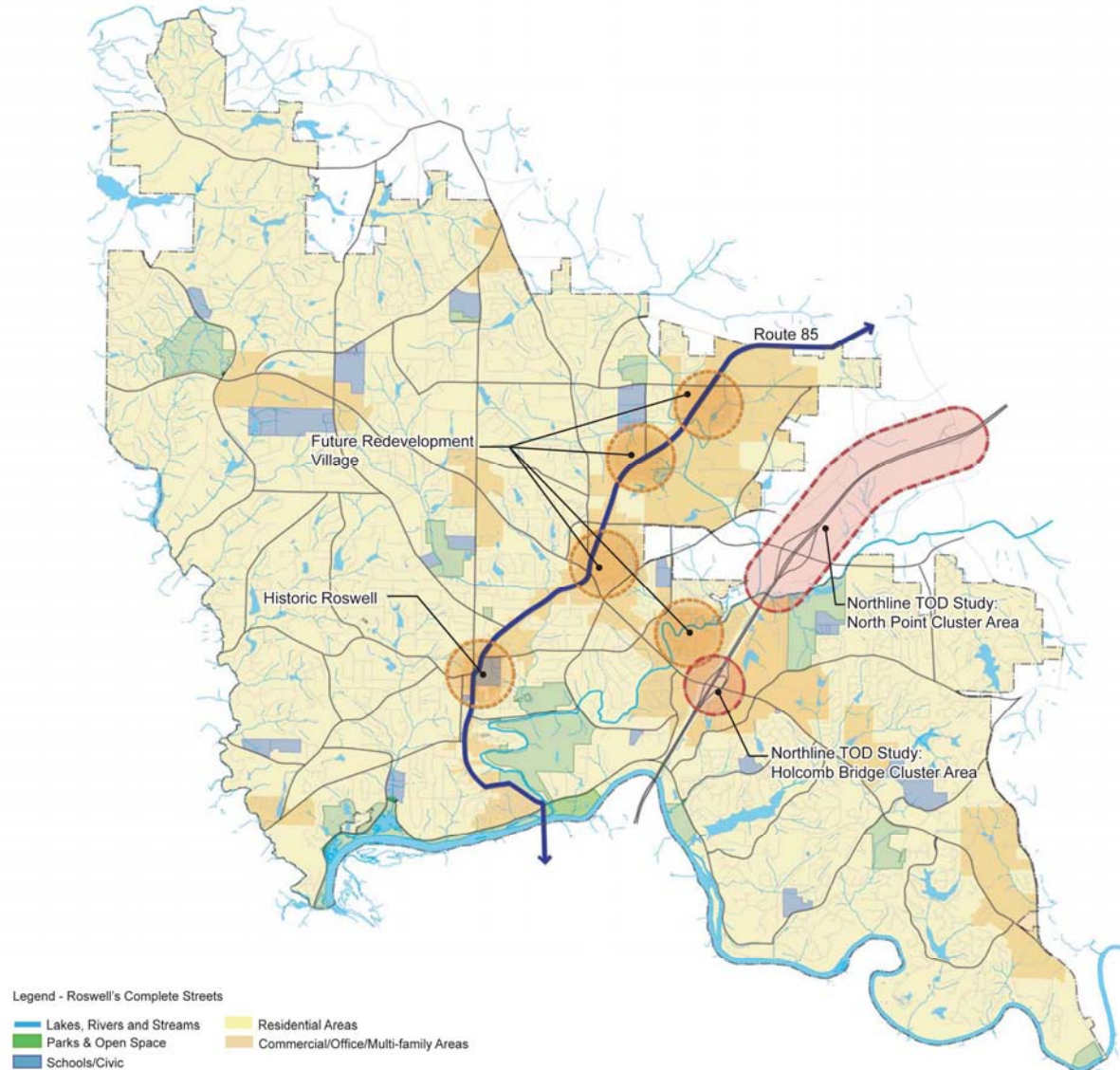
The 2006 *City of Roswell Transportation Master Plan* states that the City should continue to support the extension of MARTA's rail service north to Windward Parkway and actively participate in the station selection process and station area planning. Future rail service north of the Chattahoochee River, and its associated bus service, will provide a valuable transportation alternative for commuters in North Fulton County. The plan identified the Holcomb Bridge Cluster Area and the North Point Cluster Area that were a part of MARTA's Northline TOD Study. It also identified locations where Future Redevelopment Villages should be supported, as shown in Figure 8-21. The *City of Roswell Transportation Master Plan* stated that the goal of identifying these areas is to encourage long-term redevelopment and land use planning that will support a wide variety of viable transit options open for future consideration. While future plans for transit expansion are not definitive, the City wants to be ready for whatever transit mode might be viable in the future.

## Parking

Insufficient or inadequate parking does not appear to be a significant issue in the City of Roswell. Most of the City's land area has developed with residential uses which typically provide adequate parking on each parcel. Commercial and retail properties throughout most of the City also provide adequate off-street parking to serve their needs.



Figure 8-21 Recommended Transit Supportive Redevelopment Locations



Source: City of Roswell, Transportation Master Plan 2006

Historic downtown Roswell is the only part of the City where parking has been an issue at times. Since downtown Roswell developed before the invention of the automobile, parcels were not developed with parking lots. However, there are a number of surface parking lots throughout the downtown area as well as on-street parking spaces on a number of streets. Downtown Roswell has generally suffered more from a *perception* of a lack of parking rather than a true lack of parking. This has been attributed to the fact

that parking does not always exist directly in front of or adjacent to businesses in the downtown area, as is common with newer, strip commercial development.

The City considered the construction of a new parking deck downtown to help alleviate this problem. However, parking decks are very expensive, and a deck is no longer being pursued. Mimosa Boulevard was extended from Magnolia Street to Webb Street, and the extension included on-street parking. The City also constructed a new 27-space surface parking lot in the downtown area on Mimosa Boulevard. These projects were completed in July 2009.

In addition to off-street parking lots and on-street parking in the downtown area, the parking lot at City Hall is available for overflow parking on nights and weekends. City Hall is located on the east side of Atlanta Street/SR 9. It is connected by a pedestrian trail as well as sidewalks. The parking lot is located approximately 500 feet from downtown, making it a reasonable distance from downtown for parking.

Excess parking can be found in certain areas of the City. For example, some strip commercial development, particularly along Alpharetta Street/SR 9 north of Holcomb Bridge Road/SR 140, does have excess parking. These developments have large parking lots and little outparcel development. For example, the Roswell Mall shopping center, located at the northeast corner of the intersection of Alpharetta Street/SR 9 and Holcomb Bridge Road/SR 140 has a large parking lot in front, as well as significant parking on the sides and rear of the development. This is one example of a parking lot that is in need of retrofitting or redevelopment. However, market studies have indicated that there is an excess of retail development in the City of Roswell. This may hinder redevelopment of this and similar parking lots. These lots would potentially make good candidates for park and ride lots or for shared use parking arrangements with adjacent developments.

### **Railroads, Trucking, Port Facilities, and Airports**

**Railroads.** No freight rail, passenger rail, or rail intermodal facilities are located in the City of Roswell. When rail lines were first construct in Metro Atlanta, none were built directly north of the city because the Appalachian Mountains block the path of rail lines out of the state. Rail lines were built to the northeast of the City, east of the Appalachian Mountains, as well as to the northwest of the City, west of the mountains. As such, no rail lines of any type pass through the City.



The nearest passenger rail station is the Amtrak Station in Atlanta, approximately 17 miles from Roswell. It is located at 1688 Peachtree Street, in the Brookwood neighborhood of Atlanta. The nearest heavy rail station used for commuting purposes is the North Springs MARTA Station in Sandy Springs, approximately 7 miles from Roswell. It is located at 7010 Peachtree Dunwoody Road, just east of GA 400.

**Trucking.** All state routes and interstates are available for use to commercial truck traffic. In the City of Roswell, this includes the following roadways:

- GA 400
- SR 9
- SR 92
- SR 120
- SR 140

GA 400 (US 19) is also a part of the federally designated Surface Transportation Assistance Act (STAA) truck network. Oversize trucks that are up to 14' wide, 14'6" high, and 100' long, with a gross weight up to 100,000 pounds, are also permitted on GA 400.

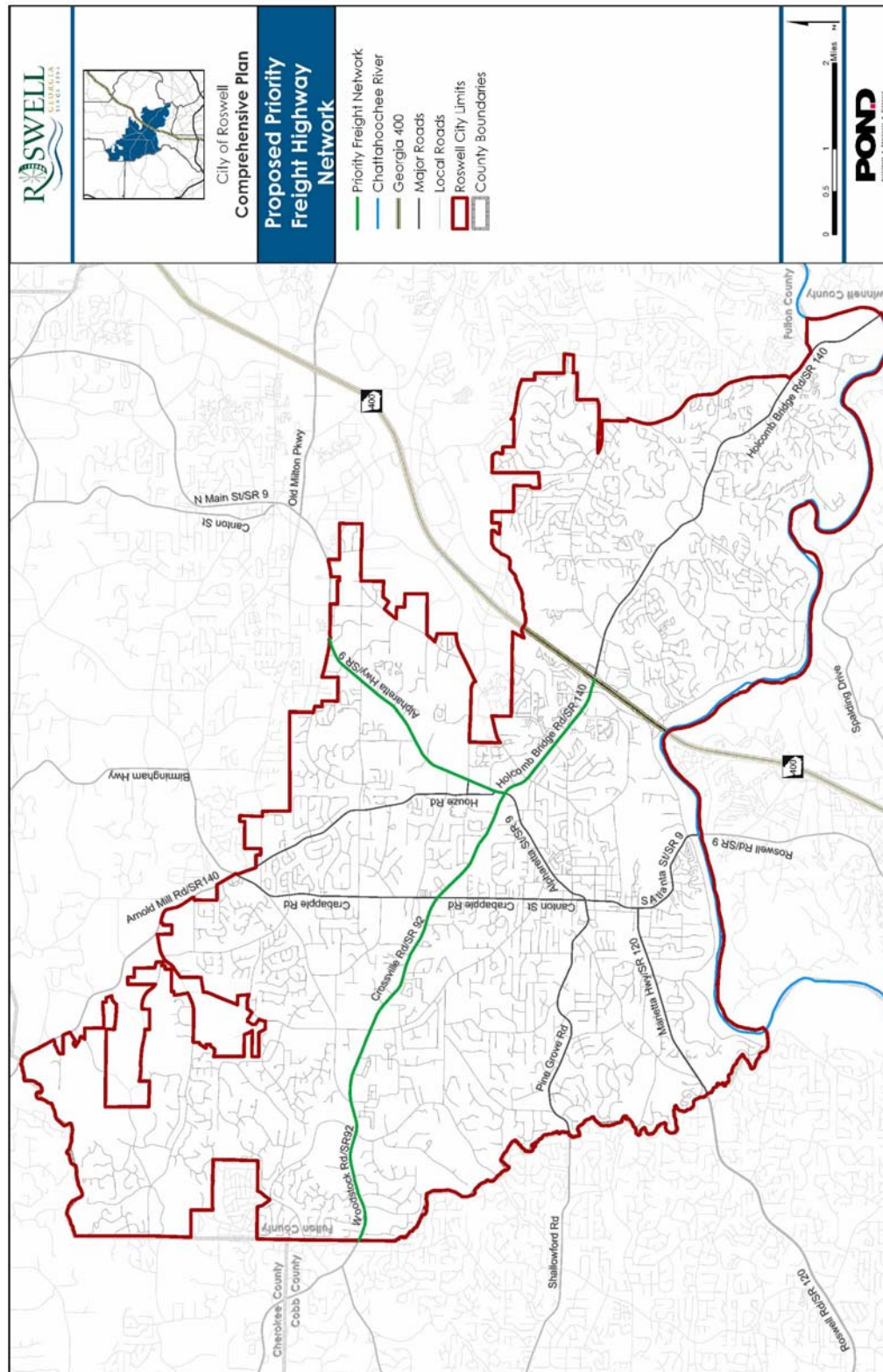
In 2008, the ARC finished the *Atlanta Regional Freight Mobility Plan*, which was intended to address freight in a comprehensive manner for the Metro Atlanta area. The results of the plan, as it affects the City of Roswell, are shown in Figure 8-22. As the figure shows, segments of Alpharetta Highway/SR 9 and Holcomb Bridge Road/SR 140/Crossville Road/SR 92 are designated as part of the Proposed Priority Freight Highway Network.

**Port Facilities.** There are no seaports or harbors in the City of Roswell. The Chattahoochee River is accessible from the City, but only for recreational purposes. No travel takes place on the river and no freight is shipped on the river.

**Airports.** There is no airport in the City of Roswell. **Hartsfield-Jackson Atlanta International Airport** located approximately 31 miles from the city limits, serves the City of Roswell as well as the rest of the Metro Atlanta area. As the world's busiest airport, it also serves as a major connecting hub for numerous destinations around the world. The airport is currently implementing a \$6 billion-plus Capital Improvement Program (CIP). This includes a recently completed 5<sup>th</sup> runway, the recently completed consolidated car rental facility and automated people mover, and a new 12-gate international terminal that is currently under construction. These improvements will help Hartsfield-Jackson Atlanta International Airport continue to serve the Metro Atlanta area for years to come.



10



**The DeKalb-Peachtree Airport (PDK)**, located approximately 14 miles from the City, sits on part of the old Camp Gordon, a World War I Army training base. The airport is classified as a general aviation reliever airport for the Atlanta metropolitan area. A reliever airport is a general aviation airport which reduces air carrier airport congestion by providing service for the smaller general aviation aircraft. The DeKalb-Peachtree Airport is the second busiest airport in the State of Georgia in its number of operations, behind only Hartsfield-Jackson Atlanta International Airport. PDK's location only 8 miles from the heart of downtown Atlanta makes it the airport of choice for those operators of corporate, business, and general aviation aircraft visiting the Atlanta area.

**Gwinnett County Airport** is located slightly more than 34 miles from Roswell on approximately 500 acres just one mile northeast of the city of Lawrenceville. The airport consists of a single 6,021-foot-long by 100-foot-wide runway capable of handling all light general aviation and most corporate jet aircraft in operation today. In 1991, Gwinnett County Airport completed a \$25 million series of improvements which included the expansion of airport property to the current 500 acres and the construction of the current runway and parallel taxiway. Currently, Gwinnett County is considering leasing the airport to a private company and allowing commercial use. However, this plan is preliminary and may not be implemented.

### Transportation and Land Use Connection

**Regional Context.** Traffic congestion is a significant problem in the Metro Atlanta area. Congestion is a result of both the existing transportation infrastructure and the existing land use in an area. Existing development generates trips which travel on the area's transportation network, primarily on roadways. As development intensifies, more trips are made, increasing the demand on the transportation network.

Mobile pollutant emissions from traffic are a major contributor to common air pollutants in north Georgia. These include ozone and particulate matter. The National Environmental Protection Agency (NEPA) has set standards for air quality that have not been met for several years in the Atlanta Region. In order to maintain eligibility for federal transportation funds, the ARC Regional Transportation Plan (RTP) must demonstrate that it will lead to conformity with air quality standards. This is accomplished through pollution modeling based on output from the regional travel demand model. Thus, linkage of transportation needs and improvement recommendations to the ARC travel demand model is critical to maintaining air quality conformity.

The *North Fulton Comprehensive Transportation Plan* analyzed the ARC travel demand model in North Fulton. The existing daily vehicular Level-of-Service (LOS) for roadways in Roswell is shown in Figure 8-23. This figure shows the daily LOS using 2010 traffic volumes. The roadway network includes all existing roadways as well as all projects committed to in the 2008-2013 short-term Transportation Improvement Program (TIP). Projects included in the TIP are shown in Table 8-5.

**Table 8-5 ARC Envision6 Transportation Improvement Program (TIP)**

ARC Envision6 Transportation Improvement Program (TIP) Programmed Short-Range Projects in Roswell (Funding Committed)					
ARC ID	Completion Date	Project Type	Project Description	From	To
FN-177	2010	Pedestrian Facility	Holcomb Bridge Road/SR 140	Old Holcomb Bridge Road	GA 400
FN-244	2010	Roadway Operational Upgrades	Upgrades to traffic signal equipment and pedestrian facilities at the following 8 intersections: Norcross at Forest Street/Frazier Street; Old Alabama Road at Holcomb Woods Parkway, Market Boulevard, Old Alabama Connector, Riverside Road, Rouse Lane, Roxburgh Drive/Pine Bloom, and Wooten Road.		
FN-191E	2011	Roadway Operational Upgrades	Improvements to the intersection of Holcomb Bridge Road/SR 140 and Alpharetta Highway/SR 9 include improved turn lanes and signalization.		
FN-199	2011	ITS-Smart Corridor	ATMS project on SR 9 to include upgrades to the traffic signal system	Abernathy Road (Sandy Springs)	Forsyth County Line
FN-203	2011	ITS-Smart Corridor	Holcomb Bridge Road/SR 140	Alpharetta Highway/SR 9	Barnwell Road
FN-243	2011	Roadway Operational Upgrades	Upgrade existing traffic signal equipment and pedestrian facilities at four intersections - Magnolia Street at Mimoso Boulevard; Pine Grove Road at Coleman Road, Hightower Road, and Lake Charles Drive.		
FN-AR-208	2011	Roadway Operational Upgrades	Alpharetta Street/SR 9 pedestrian and access management improvements	Norcross Street	Holcomb Bridge Road/ SR 141
FN-204	2013	ITS-Smart Corridor	ATMS (Advanced Traffic Management System) project on SR 92/Crossville Road	Cobb County Line	Alpharetta Highway/ SR 9
FN-192H	2014	Multi-Use Bike / Ped Facility	This project will construct a segment of the Roswell Loop, Green Route along Hardscrabble Road connecting Roswell High School to Sweet Apple Elementary School and Sweet Apple Park	King Road	Etris Road
FN-253	2014	Pedestrian Facility	Construction of two 10-foot wide multi-use paths on either side of the existing bridge on SR 9 at the Chattahoochee River		

It should be noted that the figure shows the daily LOS rather than peak hour LOS. Traffic congestion may exist during the AM and PM peak periods even if the daily LOS is not problematic. Additionally, the LOS is representative of roadway segments. Individual intersections or even individual movements at intersections may experience congestion problems even if the roadway segment operates with an acceptable LOS.

The Highway Capacity Manual (HCM) 2000 states that LOS is a measure of operating conditions experienced by motorists. The LOS is an indication of delay and is measured on a grading scale from “A” to “F” – “A” represents the best conditions and “F” represents the worst conditions. LOS A typically occurs on roadways with free-flowing conditions and little delay, while LOS F typically occurs on roadways with high congestion and heavy delay (approaching gridlock). LOS D is generally considered acceptable because the roadway is busy, yet traffic is still flowing at a reasonable speed. LOS E is typically when a roadway is operating at capacity.

As the figure shows, a number of roadway segments have a daily LOS that is currently failing. Some of the most notable roadways include GA 400, Holcomb Bridge Road/SR 140, Houze Road/SR 140, Old Alabama Road, and Hembree Road.

Figure 8-24 shows the daily vehicular Level-of-Service (LOS) for roadways in Roswell in 2030 using the existing plus committed network. The figure shows that by 2030, nearly every major roadway in the City will have a failing daily LOS. Few roadways have excess capacity in 2010, while almost none are projected to have excess capacity in 2030. Other transportation improvements have been programmed in the City as a part of the ARC’s long-range Regional Transportation Plan (RTP). The projects in the RTP, listed in Table 8-6, extend through the year 2030 and do not have specific funding allocated to them yet. However, as projects in the TIP are completed, projects in the RTP are selected for the next TIP and are allocated funding as it becomes available. Projects in the TIP and the RTP are shown in Figure 8-25.

**Table 8-6 ARC Envision6 Regional Transportation Plan (RTP)**

ARC Envision6 Regional Transportation Plan (RTP) Planned Long-Range Projects in Roswell (No Funding Allocated)					
ARC ID	Completion Date	Project Type	Project Description	From	To
FN-123A	2020	General Purpose Roadway Capacity	Old Alabama Road: Segment 1 (Widen 2 to 4 lanes)	Holcomb Bridge Road/ SR 140	Jones Bridge Road (Johns Creek)
FN-126	2020	General Purpose Roadway Capacity	Houze Road/Arnold Mill Road/ SR 140 (Widen 2 to 4 lanes)	Mansell Road	Ranchette Road (Milton)
FN-140	2020	General Purpose Roadway Capacity	Mansell Road Extension (New location 4-lane roadway)	Crossville Road/SR 92	Alpharetta Street/SR 9
FN-145	2020	General Purpose Roadway Capacity	Commerce Parkway Extension (New location 4-lane roadway)	Old Roswell Road	Holcomb Bridge Road/ SR 140
AR-936	2020	General Purpose Roadway Capacity	Upgrades to the shoulders of GA 400 to permit their use as general purpose travel lanes during peak periods.	Spalding Drive (Sandy Springs)	McFarland Road (Forsyth County)
AR-H-400	2020	Managed Lanes - Auto/Bus	Addition of two managed lanes to GA 400 in both directions for 8.1 miles	I-285	McFarland Road (Forsyth County)



Figure 8-23 Existing Vehicular Level of Service

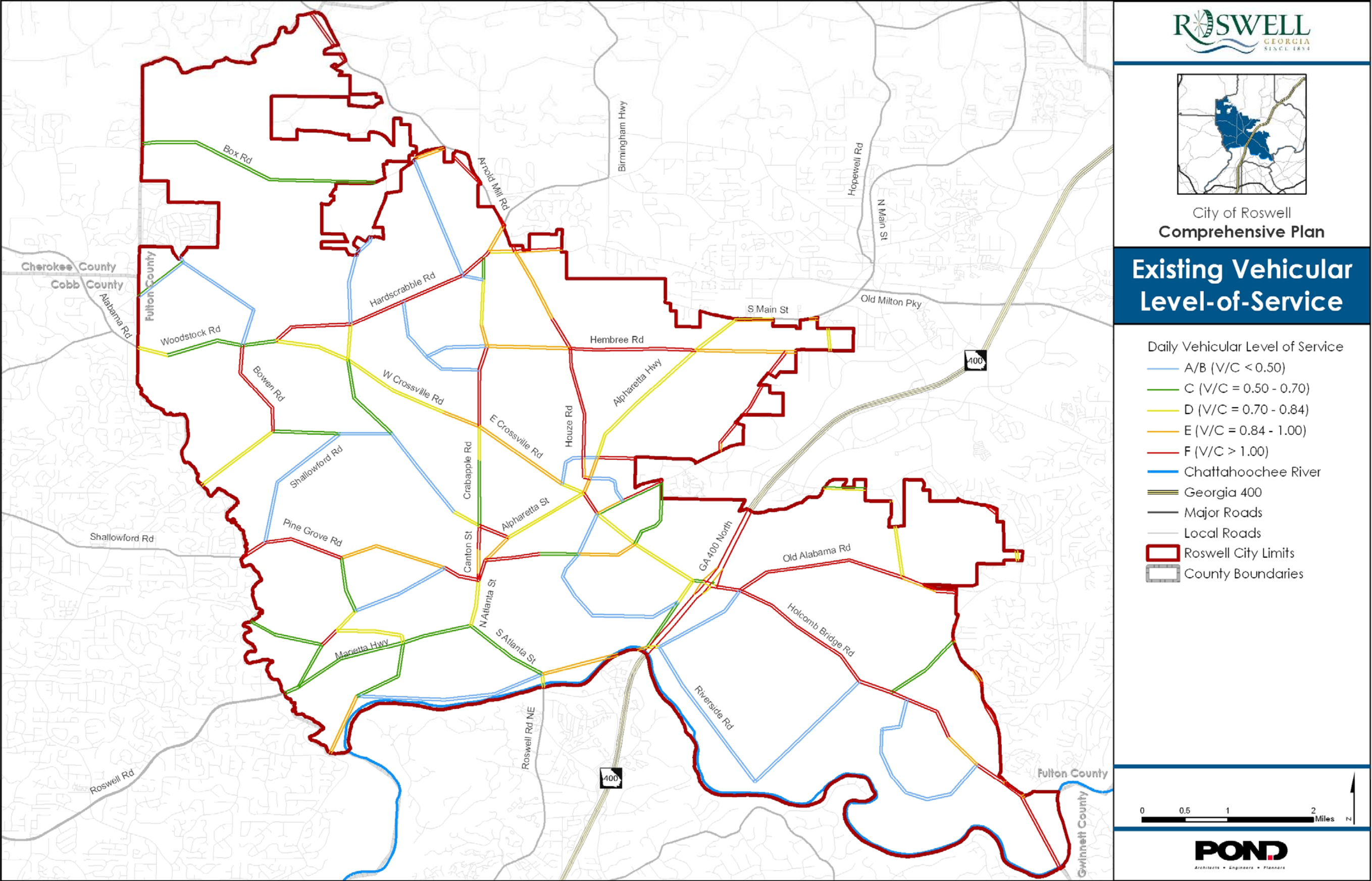




Figure 8-24 2030 Existing Plus Committed (E+C) Level of Service

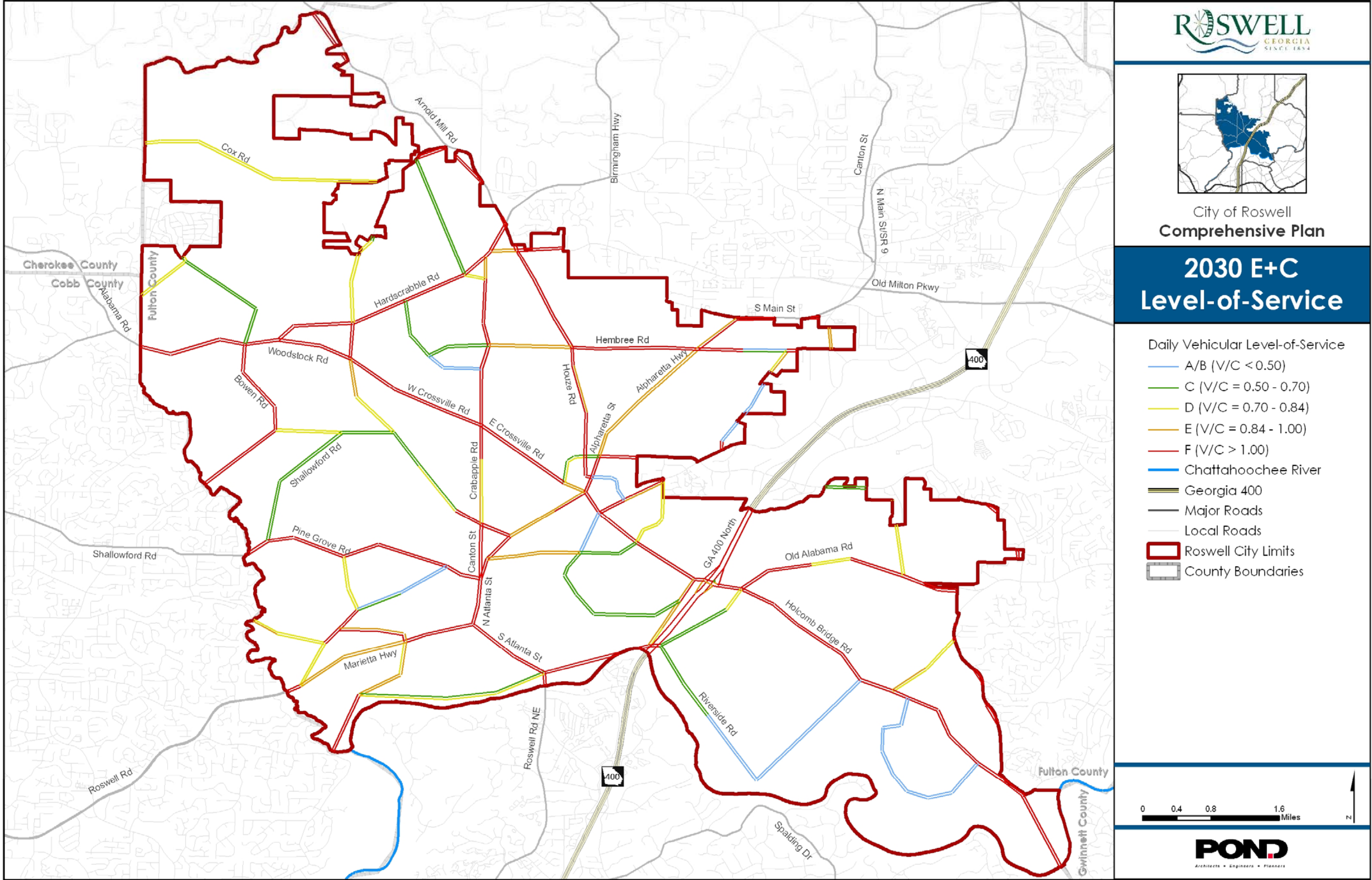
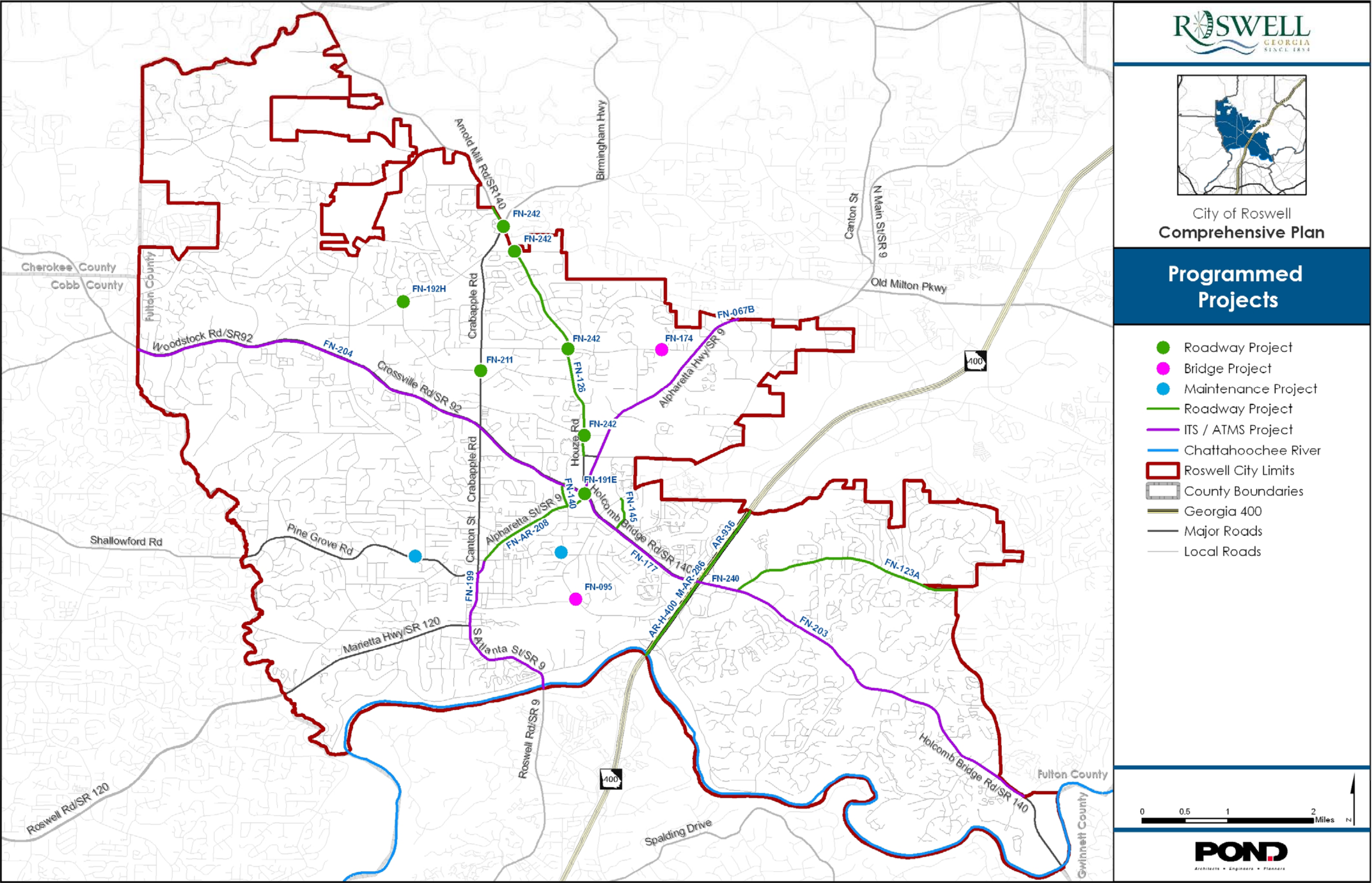






Figure 8-25 Programmed Projects



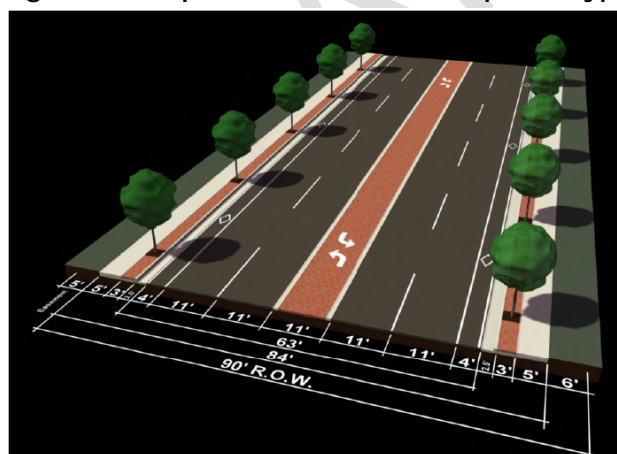


The *City of Roswell, Transportation Master Plan* was completed in 2006. While the ARC RTP and TIP are transportation projects that have been planned and programmed regionally, the *City of Roswell, Transportation Master Plan, 2006* focuses on projects at the local level. This plan was updated in 2010. The updated plan includes a project list that will guide the actions of the City of Roswell's planning department in the future. The draft project list is shown in Table 8-7 and a map of the project locations is shown in Figure 8-26. The final project list and the map of project locations will be added when the project list is finalized.

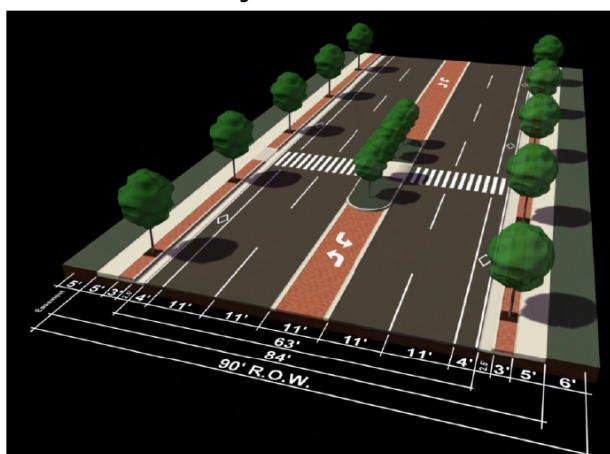
**Livable Centers Initiative.** The City of Roswell undertook two Livable Centers Initiative (LCI) studies in recent years which offer subarea transportation plans. These include the *Midtown Roswell Redevelopment Plan, 2003* and the *Roswell Town Center/Atlanta Street Study 2008*.

The *Midtown Roswell Redevelopment Plan* study area is located along Alpharetta Street/SR 9 from Woodstock Street to Holcomb Bridge Road. It provided a number of possible options for redesigning Alpharetta Street/SR 9 within the study area. Figure 8-27 shows the proposed options for Alpharetta Street/SR 9 that include bicycle lanes. These options add bicycle lanes to the roadway, reduce the width of the existing lanes, and convert the surface of the center two-way left-turn lane to brick with a concrete band on either side. The second of these options also includes pedestrian islands to facilitate mid-block crossings. Streetscape improvements are also made in both options.

Figure 8-27 Alpharetta Street/SR 9 Proposed Typical Section with Bicycle Lanes



Proposed Street Section: Bike Lanes Option



Bike Lanes Option with Pedestrian Island

Source: *Midtown Roswell Redevelopment Plan*

Table 8-7 *DRAFT* City of Roswell Transportation Master Plan Project and Program List

SHORT-RANGE PROJECTS (FY 11-15)					
Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
08-1005	Program	Citywide Resurfacing Program		N/A	
01-1001	ATMS	SR 9 ATMS	From Abernathy Road (in Sandy Springs) To Forsyth County Line (in Milton)	17.5	CST (See note 1)
03-1001	Bridge	Atlanta Street (SR 9) Multi-Use Connection	From Roberts Drive (in Sandy Springs) To Riverside Road/Azalea Drive	0.2	PE (FY 11); ROW/CST (FY 12) (See note 2)
10-1001	Study	Holcomb Bridge Road (SR 140) Interchange Study	From SR 400 To Old Alabama Road	N/A	(See note 3)
05-1002	Intersection Improvement	Atlanta Street (SR 9/120)	At Oxbo Road	N/A	PE (FY 11); ROW/CST (FY 13)
09-1002	Roadway	Sun Valley-Warsaw Connector	From Warsaw Road To Sun Valley Drive	0.3	PE (FY 11); ROW/CST (FY 14)
09-1006	Roadway	Mansell Road Extension	From SR 9/120 at Mansell Circle To SR 92 at Mansell Road	0.3	PE (FY 11); ROW/CST (FY 14)
05-1001	Intersection Improvement	Old Roswell Road	At Warsaw Road	N/A	PE (FY 12); ROW/CST (FY 15)
03-1002	Bridge	Willeo Road	At Willeo Creek	N/A	PE (FY 12); ROW/CST (FY 14)
01-1002	ATMS	Holcomb Bridge Road (SR 140) ATMS	From SR 9/120 To Barnwell Road	6.5	CST
01-1003	ATMS	Crossville/Woodstock Road (SR 92) ATMS	From Cobb County Line To SR 9/120	5.0	CST
04-1001	Complete Street	and Bike Shoulder Extension (Part of Roswell Loop Orange Route)	From Northcliff Trace (end of current sidewalk) To Eves Road	0.7	PE (FY 14); ROW/CST (FY 15)
05-1004	Intersection Improvement	Crossville Road (SR 92)	At Mansell Road	N/A	PE / ROW / CST
09-1001	Roadway	Elm Street	From Slone Street To Maple Street	0.1	PE/CST
09-1003	Roadway	Old Ellis-Mansell Connector	From Mansell Place To Old Ellis Road	0.5	PE (FY 15); ROW / CST (MR)



Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
05-1007	Intersection Improvement	Houze Road (SR 140)	At Mansell Road	N/A	PE/ROW/CST
09-1005	Roadway	Big Creek Bridge Road - Phase 1	From Old Holcomb Bridge Road To Holcomb Woods Parkway	0.5	PE (FY 15); ROW/CST (MR)
09-1007	Roadway	Houze Road Realignment	At SR 9/120 and Commerce Parkway	0.1	PE (FY 15); ROW/CST (MR)
05-1003	Intersection Improvement	Hardscrabble Road	At Chaffin Road (West and East)	N/A	PE / ROW / CST (See note 4)
05-1005	Intersection Improvement	Holcomb Bridge Road (SR 140)	At SR 400 SB Ramp	N/A	PE / CST
02-1002	Bicycle	Oxbo Road bikable shoulder (Part of Roswell Loop Red Route)	From Mimosa Boulevard To Grimes Bridge Road	1.0	
04-1003	Complete Street	Eves Road Multi-Use Path and Bike Lanes (Segment 1) (Part of Roswell Loop Orange Route)	From Riverside Road To River Eves Elementary School	0.4	
02-1008	Bicycle	Riverside Road Bike Lanes	From Dogwood Road To Old Alabama Road	0.3	
02-1009	Bicycle	Riverside Road Bike Lanes	From Old Alabama Road To 800 feet east of Old Alabama Road	0.2	
05-1011	Intersection Improvement	Woodstock Road (SR 92)	At Hardscrabble Road	N/A	
06-1001	Multi-Use Path	Dogwood Road Multi-Use Trail (Part of Roswell Loop Red Route)	From Riverside Road To Grimes Bridge Road	0.6	
08-1001	Program	Traffic Calming Program		N/A	
08-1002	Program	Street Lights Program		N/A	
08-1003	Program	Road Safety Program		N/A	
08-1004	Program	Sidewalk Connectivity Program		N/A	
08-1006	Program	Bridge Maintenance Program		N/A	
<b>NOTES</b>					
(1) - In partnership with the Cities of Sandy Springs and Alpharetta, the cost shown represents Roswell's share. The total project cost is \$3,499,000.					
(2) - Project includes \$2,580,500 of Federal funding and approx. \$363,000 from the City of Sandy Springs making the total project cost \$3,705,000.					
(3) - Project includes \$320,000 of Federal funding making the total project cost \$400,000.					
(4) - Project includes \$1,600,000 of Federal funding making the total project cost \$2,000,000.					

MID-RANGE PROJECTS (FY 16-25)					
		Description			
Project #	Type	Project	Limits	Length (miles)	Phase
01-1004	ATMS	The "Silos" Area along Hardscrabble, Crabapple, Houze, Etris, and Rucker Roads		2.0	
01-1005	ATMS	Mansell Road	From Crossville Road (SR 92) To Old Roswell Road/Westside Parkway	1.0	
01-1006	ATMS	Upgrade of Traffic Control Center (TCC)			
01-1007	ATMS	Upgrade of SR 140 (Holcomb Bridge Road ) ATMS		N/A	
01-1008	ATMS	Upgrade of SR 92 (Crossville Road) ATMS		N/A	
02-1001	Bicycle	Riverside Road Bike Lanes (Part of Roswell Loop Red Route)	From Atlanta Street (SR 9) To Dogwood Road	1.1	
02-1003	Bicycle	Eves Road Multi-Use Path and Bike Lanes (Segment 2) (Part of Roswell Loop Orange Route)	From River Eves Elementary School To Holcomb Bridge Road (SR 140)	1.3	
02-1004	Bicycle	Hardscrabble Road Bike Lanes (Part of Roswell Loop Green Route)	From Woodstock Road (SR 92) To Etris Road	2	
02-1005	Bicycle	Grimes Bridge Road bikeable shoulder (Part of Roswell Loop Red Route)	From Oxbo Road To Dogwood Road	1.1	
02-1006	Bicycle	Old Alabama Road bikeable shoulder	From Market Boulevard To Johns Creek city limits	2.3	
02-1007	Bicycle	Grimes Bridge Road bikeable shoulder	From Norcross Street To Oxbo Road	0.6	
03-1004	Bridge	Multi-Use Bridge over SR 140 (Holcomb Bridge Road)	At Market Boulevard	0.3	
05-1006	Intersection Improvement	Old Alabama Road	At Old Alabama Road Connector	N/A	ROW/CST
05-1009	Intersection Improvement	Holcomb Bridge Road (SR 140)	At Warsaw Road	N/A	
05-1010	Intersection Improvement	Atlanta Street (SR 9/120)	At Magnolia Street/Canton Street	N/A	
05-1012	Intersection Improvement	Pine Grove Road	At Hightower Road / Waterford Way	N/A	
05-1013	Intersection Improvement	Old Alabama Road	At Kings Lane	N/A	

Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
05-1014	Intersection Improvement	Crossville Road (SR 92)	At Woodstock Road	N/A	
05-1015	Intersection Improvement	Holcomb Bridge Road (SR 140)	At Dogwood Road	N/A	
05-1016	Intersection Improvement	Hardscrabble Road	At King Road	N/A	
06-1002	Multi-Use Path	Big Creek Multi-Use Trail across Holcomb Bridge Road (SR 140) (Part of Roswell Loop Orange Route)	From Market Boulevard (end of existing multiuse trail) To Old Alabama Road / Big Creek Park Entrance	1.0	
06-1003	Multi-Use Path	Holcomb Bridge Road (SR 140) Multi-Use Trail (Segment 4 - Middle School)	From Steeplechase Drive (east) To Nesbit Ferry Road	1.3	
06-1004	Multi-Use Path	Holcomb Bridge Road (SR 140) Multi-Use Trail (Segment 3)	From Eves Road To Fouts Road	0.3	
06-1005	Multi-Use Path	Hardscrabble Road Multi-Use Path	From Woodstock Road (SR 92) To Crabapple Road	2.1	
06-1006	Multi-Use Path	Old Dogwood Road Multi-Use Trail	From Grimes Bridge Road To Holcomb Bridge Road (SR 140)	0.5	
06-1007	Multi-Use Path	Foe Killer Creek Multi-Use Trail (Northern Trail)	From Hembree Road To Old Roswell Road Multi-Use Trail	0.6	
06-1008	Multi-Use Path	Holcomb Bridge Road (SR 140) Multi-Use Trail (Segment 2)	From Martins Landing Drive To Eves Road		
06-1009	Multi-Use Path	Old Holcomb Bridge Road Multi-Use Trail	From Holcomb Bridge Road (SR 140) To Big Creek Park Greenway	1.4	
06-1010	Multi-Use Path	Centennial High School Multi-Use Trail	From Centennial High School To Nesbit Lakes Drive	0.2	
06-1011	Multi-Use Path	Crabapple Road/Rucker Road	From Etris Road To Houze Road (SR 140)	0.6	
06-1012	Multi-Use Path	Holcomb Bridge Road (SR 140) Multi-Use Trail (Segment 5)	From Nesbit Ferry Road To Roswell City Limits	1.2	
06-1013	Multi-Use Path	Leita Thompson Park Connection (Target Connection)	From Mountain Park Road To Hardscrabble Road	0.5	

Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
06-1016	Multi-Use Path	Multi-Use Underpass connecting Canton Street/City Hall Complex/Groeway Connection	From Canton Street To City Hall Complex	0.2	
07-1001	Pedestrian	Warsaw Road Sidewalks	From South of Bainbridge Lane To Worthington Hills Drive	0.3	
07-1002	Pedestrian	Mountain Park Road Sidewalks	From Crossville Road (SR 92) To Mountain Park ES	0.8	
07-1003	Pedestrian	Old Roswell Road Sidewalks	From Holcomb Bridge Road (SR 140) To Lowe Lane	0.2	
08-1007	Program	Safe Routes to Schools Program		N/A	
09-1004	Roadway	Roswell High School Area Improvements		N/A	
09-1008	Roadway	Forrest Street Extension	From Oxbo Road To End of Current Street	0.1	
09-1009	Roadway	Big Creek Bridge Road - Phase 2	From Warsaw Road To Old Holcomb Bridge Road	0.7	
09-1010	Roadway	Sun Valley-Old Ellis Connector	From Sun Valley-Warsaw Connection To Mansell Place-Old Ellis Connection	0.5	
09-1011	Roadway	Atlanta Street Improvements (Historic Gateway)	From Riverside Road/Azalea Drive To SR 120/Marietta Highway	1.1	ROW/CST
09-1012	Roadway	Hackett Road Extension	From Hackett Road To Cochran Farms Drive	0.1	
09-1013	Roadway	Big Creek Bridge Road - Phase 3 (North Point Parkway Extension)	From Big Creek Bridge Road To Mansell Road	0.7	
09-1014	Roadway	Kent Road	From King Road To Etris Road	0.7	
09-1015	Roadway	Holcomb Bridge Road (SR 140)	From SR 400 NB On-ramp To Old Alabama Road	0.2	
09-1016	Roadway	Holcomb Bridge Road (SR 140)	From SR 400 NB Off-ramp To Holcomb Woods Parkway	0.8	
09-1017	Roadway	Mountain Park Road/Hardscrabble Road Connection	From Mountain Park Road To Hardscrabble Road	0.3	
09-1018	Roadway	Commerce Parkway Extension (East)	From Old Roswell Road To Holcomb Bridge Road (SR 140)	0.4	



## Comprehensive Plan

Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
09-1020	Roadway	Champions Green Parkway Extension	From Scott Road To Champions Green Parkway	0.5	
09-1021	Roadway	Steeplechase Extension	From Holcomb Bridge Road (SR 140) To Champions Green Parkway	0.2	
09-1022	Roadway	Widen/improve Rucker Road		N/A	
10-1002	Study	Houze Road and Rucker Road Corridor Studies	From SR 9 To City limits	N/A	
10-1003	Study	Eves Road	From Riverside Road To Holcomb Bridge Road (SR 140)	N/A	
10-1004	Study	Chaffin Road	From Crabapple Road To Hardscrabble Road	N/A	
10-1006	Study	Pedestrian Crosswalk Study	From To	N/A	
10-1007	Study	Crabapple Road	From Woodstock Road To Etris Road	N/A	
10-1008	Study	Hardscrabble Road Corridor study	From Woodstock Road (SR 92) To Crapabble Road	N/A	
10-1009	Study	Citywide Roadway Safety Audit		N/A	
10-1010	Study	Connectivity Study for East Roswell		N/A	
10-1011	Study	Nesbit Ferry Road	From Holcomb Bridge Road (SR 140) To Johns Creek city limits	N/A	
10-1012	Study	Hightower Road	From Coleman Road To Pine Grove Road	N/A	
10-1013	Study	Old Roswell Road	From Westside Parkway To Hembree Road	N/A	
10-1014	Study	Pedestrian/Bicycle Master Plan		N/A	
11-1001	Other	Park and Ride Lot	Road (SR 140)	N/A	

LONG RANGE PROJECTS (FY 26-35)					
		Description			
Project #	Type	Project	Limits	Length (miles)	Phase
02-1010	Bicycle	Jones Road bikeable shoulder	From Bowen Road To Woodstock Road	1.1	
02-1011	Bicycle	Fowler Avenue bicycle connection	At Woodstock Road	0.1	
02-1012	Bicycle	Martin Road/Martins Landing Drive Road Bike Lanes	From North Pond Trail To Holcomb Bridge Road	0.2	
02-1013	Bicycle	Scott Road Bike Lanes	From Holcomb Bridge Road To Old Scott Road	0.7	
02-1014	Bicycle	Holcomb Woods Parkway	From Old Alabama Road To Holcomb Bridge Road	0.6	
02-1015	Bicycle	Hembree Road	From SR 9 To Wills Road	0.8	
02-1016	Bicycle	Marietta Highway (SR 120) Bike Lanes	From Willeo Road To Spring Drive	0.4	
02-1017	Bicycle	Grimes Bridge Road bikeable shoulder	From Holcomb Bridge Road (SR 140) To Norcross Street	0.5	
02-1018	Bicycle	Pine Grove Road bikable shoulder	From Cobb County Line To Coleman Road	2.3	
02-1019	Bicycle	Steeplechase Drive Bike Lanes	From Haven Wood Trail To Holcomb Bridge Road	0.9	
03-1005	Bridge	SR 400 Bridge Multi-Use Path	At Chattahoochee River	N/A	
03-1006	Bridge	Jones Road	At Willeo Creek	N/A	
03-1007	Bridge	Oxbo Road	At Hog Wallow Creek	N/A	
03-1008	Bridge	Old Holcomb Bridge Road	At Big Creek	N/A	
05-1018	Intersection Improvement	Holcomb Bridge Road (SR 140)	At Nesbit Ferry Road	N/A	
05-1019	Intersection Improvement	Pine Grove Road	At Lake Charles Road	N/A	
05-1020	Intersection Improvement	Woodstock Road (SR 92)	At Bowen Road	N/A	
05-1021	Intersection Improvement	Holcomb Bridge Road (SR 140)	At SR 400 NB Ramp	N/A	
05-1022	Intersection Improvement	Nesbit Ferry Road	At Brumblelow Road	N/A	
05-1023	Intersection Improvement	Pine Grove Road	At North Coleman Road	N/A	
05-1024	Intersection Improvement	Nesbit Ferry Road	At Scott Road	N/A	
05-1025	Intersection Improvement	Riverside Road	At Dogwood Road	N/A	

## Comprehensive Plan

Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
05-1026	Intersection Improvement	Houze Road (SR 140)	At Hembree Road	N/A	
05-1027	Intersection Improvement	Houze Road (SR 140)	At Saddle Creek Drive	N/A	
05-1028	Intersection Improvement	Atlanta Street (SR 9/120)	At Oak Street	N/A	
05-1029	Intersection Improvement	Woodstock Road	At North Coleman Road	N/A	
05-1030	Intersection Improvement	Crapabble Road	At Hembree Road	N/A	
05-1031	Intersection Improvement	Nesbit Ferry Road	At Nesbit Lakes Drive	N/A	
05-1032	Intersection Improvement	Old Alabama Road	At Riverside Drive	N/A	
05-1033	Intersection Improvement	Pine Grove Road	At Shallowford Road	N/A	
05-1034	Intersection Improvement	Riverside Road	At Eves Road	N/A	
05-1035	Intersection Improvement	Woodstock Road	At Roswell Area Park Entrance	N/A	
05-1036	Intersection Improvement	Grimes Bridge Road	At Dogwood Road	N/A	
05-1037	Intersection Improvement	Hardscrabble Road	At Wexford Club Drive	N/A	
05-1038	Intersection Improvement	Mansell Road	At Warsaw Road	N/A	
05-1039	Intersection Improvement	Norcross Street	At Frazier Street/Forrest Street	N/A	
06-1014	Multi-Use Path	Holcomb Bridge Road (SR 140) Multi-Use Trail (Segment 1)	From Holcomb Woods Parkway To Martins Landing Drive		
06-1015	Multi-Use Path	Roswell Loop - Red Route	At Magnolia Street, Mimosa Boulevard, Oxbo Road, Grimes Bridge Road, Dogwood Road, Riverside Road, Azalea Drive, Willes	8.3	
06-1016	Multi-Use Path	Eves Circle Multi-Use Path	From River Eves Elementary School / Eves Road To End of Eves Circle	0.6	

Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
07-1008	Pedestrian	Eves Circle Sidewalks	From Windfaire East Subdivision To Eves Road	0.6	
07-1009	Pedestrian	Fouts Road Sidewalks	From Holcomb Bridge Road (SR 140) To East Roswell Park Entrance	0.3	
07-1010	Pedestrian	Grimes Bridge Road Sidewalks	From Holcomb Bridge Road (SR 140) To Dogwood Road	1.4	
07-1011	Pedestrian	Hembree Road Sidewalks	From Houze Road (SR 140) To Alpharetta Highway (SR 9/120)	0.9	
07-1012	Pedestrian	Improve Crosswalk at Roswell North Elementary School	At Woodstock Road	N/A	
07-1013	Pedestrian	Jones Road Sidewalks	From Bowen Road To Woodstock Road	0.7	
07-1014	Pedestrian	Old Alabama Road Sidewalks	From Holcomb Bridge Road (SR 140) To Johns Creek City Limits	1.5	
07-1015	Pedestrian	Old Holcomb Bridge Road Sidewalks	From Dogwood Road To Chadds Ford Way	0.5	
07-1016	Pedestrian	Old Scott Road Sidewalks	From Holcomb Bridge Road (SR 140) To Scott Road	0.2	
07-1017	Pedestrian	Scott Road Sidewalks	From Old Scott Road To Nesbit Ferry Road	0.8	
07-1018	Pedestrian	Warsaw Road Sidewalks	From Singing Hills Drive To Old Roswell Road	0.2	
07-1019	Pedestrian	Webb Street Sidewalks	From Canton Street To Mimosa Boulevard	0.1	
07-1020	Pedestrian	Market Place Sidewalks	From Grimes Bridge Road To Holcomb Bridge Road (SR 140)	0.2	
07-1021	Pedestrian	Cagle Road sidewalk	From Etris Road To Milton City limits	0.1	
07-1022	Pedestrian	HAWK Beacon on SR 9/120	At Rosemont Parkway	N/A	
07-1023	Pedestrian	Coleman Road Sidewalks	From Marietta Highway (SR 120) To Willeo Road (west)	0.4	
07-1024	Pedestrian	Crabapple Road Sidewalks	From Kenemere Point To Crossville Road (SR 92)	0.2	
07-1025	Pedestrian	Etris Road Sidewalks	From Existing Sidewalk To Existing Sidewalk	0.3	
07-1026	Pedestrian	Jones Road Sidewalks	From Cobb County line To Bowen Road	0.7	



Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
07-1027	Pedestrian	King Road Sidewalks	From Hardscrabble Road To Cox Road	0.8	
07-1028	Pedestrian	Marietta Hwy Sidewalks	From Coleman Road To Willeo Road	0.6	
07-1029	Pedestrian	Marietta Hwy Sidewalks	From Cobb County line To Coleman Road	0.1	
07-1030	Pedestrian	Nesbit Ferry Road Sidewalks	From Holcomb Bridge Road (SR 140) To Scott Road	1.2	
07-1031	Pedestrian	Nesbit Ferry Road Sidewalks	From Scott Road To Old Alabama Road	0.4	
07-1032	Pedestrian	Old Alabama Road Connector Sidewalks	From Old Alabama Road To Alpharetta City Limits	0.5	
07-1033	Pedestrian	Old Mountain Park Road Sidewalks	From Cobb County line To Mountain Park Road	0.4	
07-1034	Pedestrian	Old Roswell Road Sidewalks	From Lowe Lane To Warsaw Road	0.3	
07-1035	Pedestrian	Old Roswell Road Sidewalks	From Old Ellis Road To Hembree Park Drive	0.4	
07-1036	Pedestrian	Pine Grove Road Sidewalks	From Cobb County line To Coleman Road	1.4	
07-1037	Pedestrian	Upper Hembree Road Sidewalks	From Hembree Road To Alpharetta City Limits	1.4	
07-1038	Pedestrian	Willeo Road (North) Sidewalks	From Cobb County line To Coleman Road	0.4	
07-1039	Pedestrian	Old Dogwood Road Sidewalks	At South of Grimes Bridge Road/Dogwood Road	0.1	
07-1040	Pedestrian	Cagle Road sidewalk	From Etris Road To Etris Road	0.5	
07-1041	Pedestrian	Mansell Road Sidewalks	From East of Big Creek Bridge To Alpharetta City Limits	0.3	
07-1042	Pedestrian	Old Alabama Road Sidewalks	From Market Boulevard To Holcomb Bridge Road (SR 140)	0.2	
07-1043	Pedestrian	Rucker Road Sidewalks	From Houze Road (SR 140) To Alpharetta city limits	0.2	
07-1044	Pedestrian	HAWK Beacon on SR 9/120	At South of Thomas/Strickland Streets		
09-1024	Roadway	Big Creek Bridge Road - Phase 4 (Old Holcomb Bridge Road Extension)	From Old Holcomb Bridge Road (Big Creek Bridge Road) To Mansell Road	0.7	
09-1025	Roadway	Eves Road/Steeplechase Connection	From Eves Road To Steeplechase Drive	0.6	

Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
09-1026	Roadway	Frazier Street Re-alignment with Cherry Street	From Canton Street To Frazier Street	0.3	
09-1027	Roadway	Sanctuary Parkway Extension	From Sanctuary Parkway To Westside Parkway	0.3	
09-1029	Roadway	Coleman Drive Extension	From Coleman Drive To Thistlewood Drive	0.3	
09-1030	Roadway	Cranberry Trail/Turner Road Connection	From Cranberry Trail To Turner Road	0.2	
09-1031	Roadway	Dobbs Drive Extension	From End of Existing Road To Grimes Bridge Road	0.1	
09-1032	Roadway	Myrtle Street Extension	From Oxbo Road To End of Current Street	0.1	
09-1033	Roadway	Oak Street Extension	From End of Existing Street To Dobbs Drive	0.1	
09-1034	Roadway	Sun Valley Drive - Houze Road Connection	From Sun Valley Drive To Houze Road	0.3	
09-1035	Roadway	Old Alabama Road - Extend merge lane	At Holcomb Woods Parkway	0.2	
09-1036	Roadway	Norcross Street Extension	From Coleman Road To End of Current Street	0.7	
09-1037	Roadway	Business Frontage Road	At Adjacent to SR 9	0.1	
09-1038	Roadway	Business Backage Road	At To Colonial Park Drive	0.1	
09-1039	Roadway	Bulloch Avenue Extension	From Bulloch Avenue To SR 120	0.2	
09-1040	Roadway	Old Roswell Road	From Westside Parkway To Hembree Park Drive	0.9	
09-1041	Roadway	Hembree Road Extension	From Hembree Road To SR 92	0.5	
09-1042	Roadway	Broad Meadow Cove Realignment	From Woodstock Road To	0.1	
11-1002	Other	Oak Street Streetscape - Phase 2	From Bush Street To Forrest Street	0.3	
11-1003	Other	Oak Street Streetscape - Phase 3	From Forrest Street To Waller Park	0.2	
11-1004	Other	Hill Street Streetscape	From Ellis Street To Myrtle Street	0.2	
11-1005	Other	Park and Ride lot	At SR 9/120 and SR 92/140	N/A	
11-1006	Other	Median Beautification along Crossville/Woodstock Road (SR 92)	From Cobb County line To Holcomb Bridge Road (SR 140)	5.0	

## Comprehensive Plan

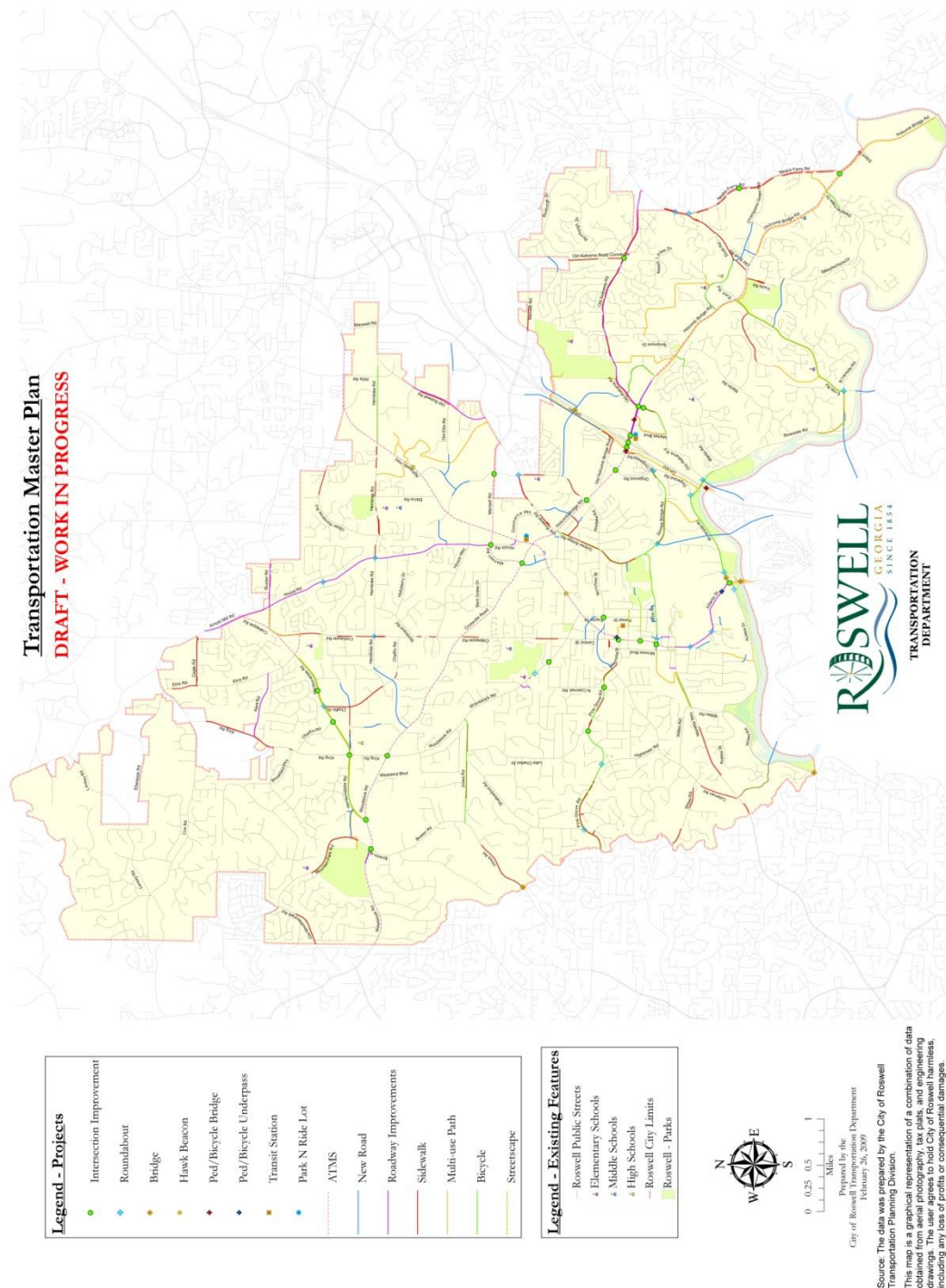
Project #	Type	Description		Length (miles)	Phase
		Project	Limits		
11-1007	Other	Transit Center	From Holcomb Bridge Road (SR 140) To SR 400	N/A	
11-1008	Other	Transit Center	From Holcomb Bridge Road (SR 140) To Alpharetta Street (SR 9/120)	N/A	
11-1009	Other	Transit Center	At City Hall Complex	N/A	

Source: Roswell Transportation Master Plan 2010 Update

DRAFT 8/13/10



Figure 8-26 Transportation Master Plan Project Map



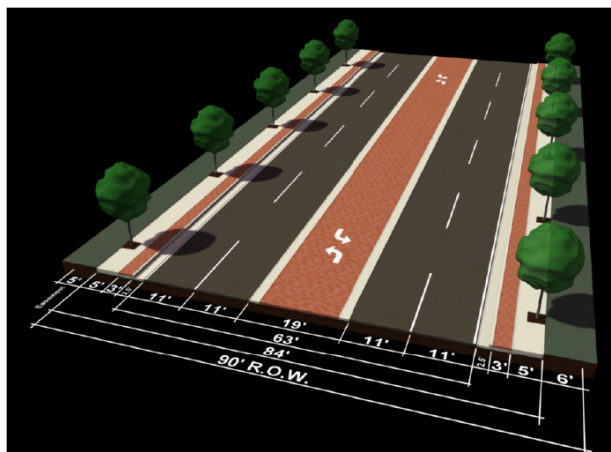
Source: Roswell Transportation Master Plan 2010 Update



The study also provided two options that incorporate a wide center two-way left-turn lane. As Figure 8-28 shows, these options do not include bicycle lanes but do provide a center two-way left-turn lane that is 19-feet wide. One of these options also includes pedestrian islands to facilitate mid-block pedestrian crossings.

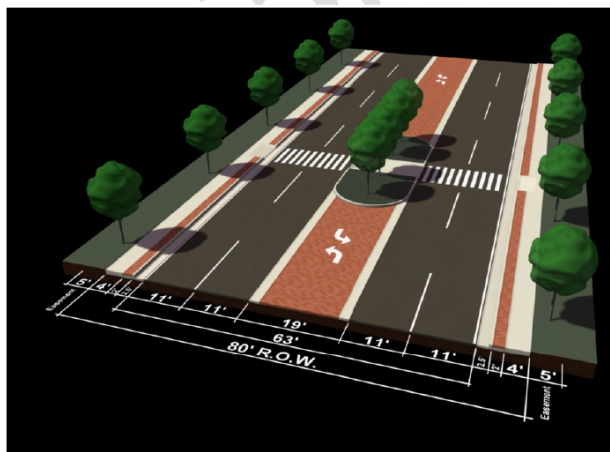
This project on Alpharetta Street/SR 9 as a part of the *Midtown Roswell Redevelopment Plan* has moved from planning to implementation. It is currently under construction with an estimated completion date of March 2011. The final design includes stamped asphalt in the center two-way left-turn lane, new sidewalks, street trees, and pedestrian-scale lighting. This design is shown in Figure 8-29.

**Figure 8-28 Alpharetta Street/SR 9 Proposed Typical Section with Wide Turn Lane**



**Proposed Street Section: Wide Turn Lane Option**

Source: *Midtown Roswell Redevelopment Plan*



**Wide Turn Lane Option with Pedestrian Islands**

**Figure 8-29 Midtown Roswell (Alpharetta Highway/SR 9/120) Beautification**



Source: City of Roswell Project Fact Sheet

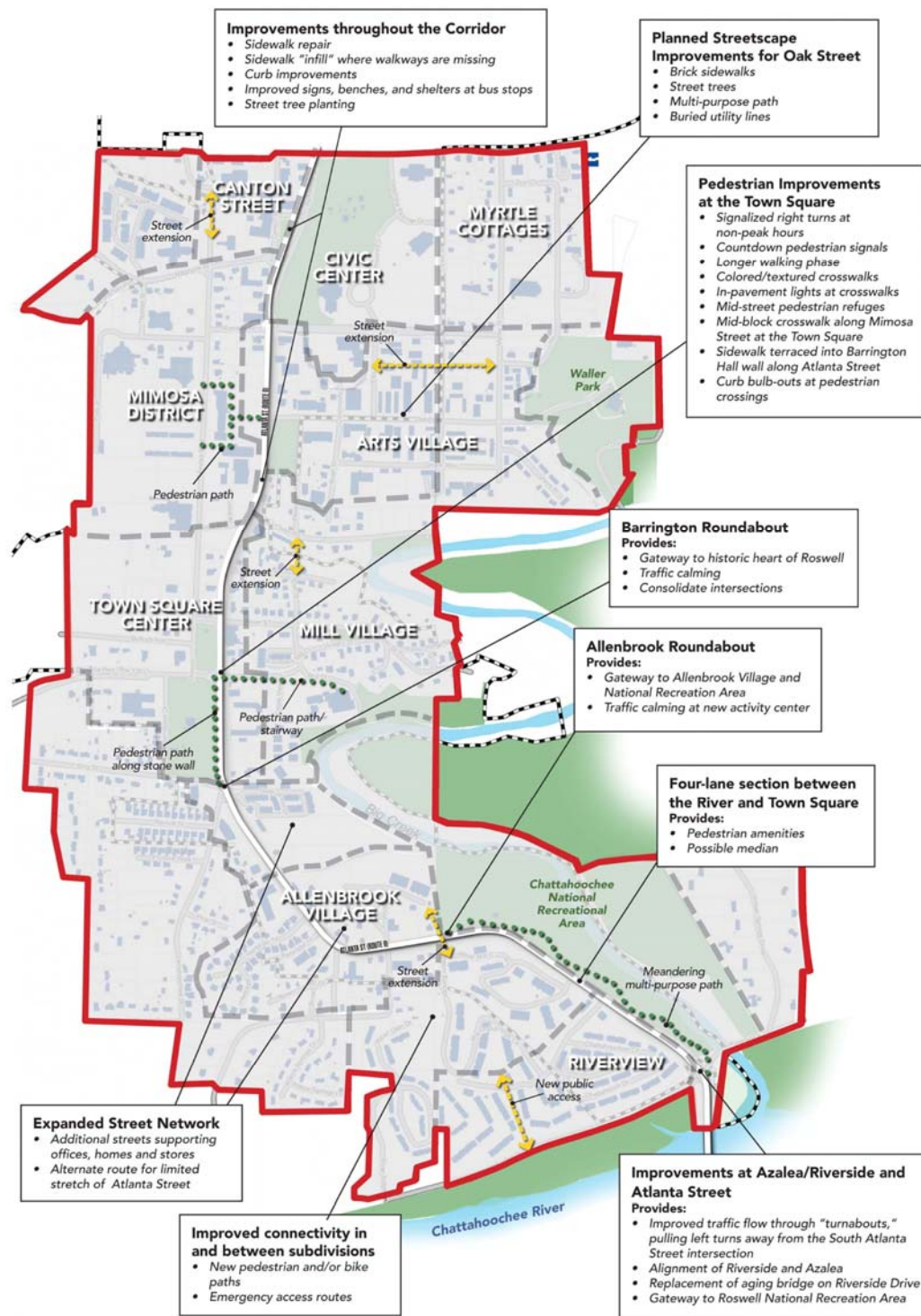
The *Roswell Town Center/Atlanta Street Study* focused on all land within approximately ¼-mile of Atlanta Street/SR 9 from the Chattahoochee River to Norcross Street, including Roswell's historic heart: the Town Square, Mimosa Boulevard and the old mill area. The Conceptual Transportation Plan from the *Roswell Town Center/Atlanta Street Study* is shown in Figure 8-30. A detailed recommended project list is available in the study, while general transportation recommendations include the following:

- Sidewalk/streetscape improvements throughout the Atlanta Street/SR 9 corridor and on Oak Street
- Pedestrian improvements at the Town Square
- Roundabouts on Atlanta Street/SR 9 at King Street (Barrington Hall) and at Warm Springs Circle (Allenbrook Village)
- A 4-lane section for Atlanta Street/SR 9 between the Town Square and the Chattahoochee River
- An expanded street network
- Improved bicycle and pedestrian connectivity
- Improvements at the intersection of Atlanta Street/SR 9 and Riverside Road/Azalea Drive

The *Roswell Town Center/Atlanta Street Study* analyzed potential projects at the intersection of Atlanta Street/SR 9 and Riverside Road/Azalea Drive. The study determined that the previously proposed "River Shaker" alternative – a modified roundabout with through lanes for north and southbound traffic – would not operate adequately during the AM and PM peak hours due to the failing operation of the side streets and a queue of at least half a mile in the eastbound and westbound directions. The "Low Build" alternative, which is simply the addition of a northbound left turn lane, also failed during the AM peak hour.

A third alternative, the "Azalea / Riverside Turnabout," was then developed as a part of the study. This alternative would remove all left-turning movements from the intersection. Left turns would instead be redirected to the appropriate side street and become a through movement at the intersection. For example, a northbound vehicle trying to turn left onto Azalea Drive would instead turn right onto Riverside Drive, make a u-turn and become a westbound through movement. While this design would operate adequately today, it is projected that in 10 years (2017 from the time of the analysis) this design would begin to experience significant delay and queuing problems.

Figure 8-30 Transportation Concept Plan, Roswell Town Center/Atlanta Street Corridor Study



Source: Roswell Town Center/Atlanta Street Corridor Study



A grade separated intersection was the only design identified that would provide an acceptable LOS on all approaches. However, this design is very costly and has the potential to draw additional regional through traffic due to the projected lack of delay at this intersection. This design also makes the intersection very unfriendly to pedestrians. The *Roswell Town Center/Atlanta Street Study* recommends that a regional river crossing study be conducted to determine the most appropriate location(s) for additional river crossings in North Fulton County. This study would help determine the future needs at the intersection of Atlanta Street/SR 9 and Riverside Road/Azalea Drive.

***Roswell commute patterns.*** A commute shed analysis of Roswell shows that residents travel throughout the Metro Atlanta area to reach their jobs. However, as Figure 8-31 shows, the majority of residents work either along the GA 400 corridor in Roswell, Alpharetta, Sandy Springs/Perimeter Center, or Buckhead, or in downtown or midtown Atlanta. Providing transit service to a small number of locations like this is more economically feasible than providing service to a large area. Additionally, many of these areas already have heavy rail transit service. This makes an extension of transit to Roswell more viable since residents would have accessible work destinations along the existing transit line.

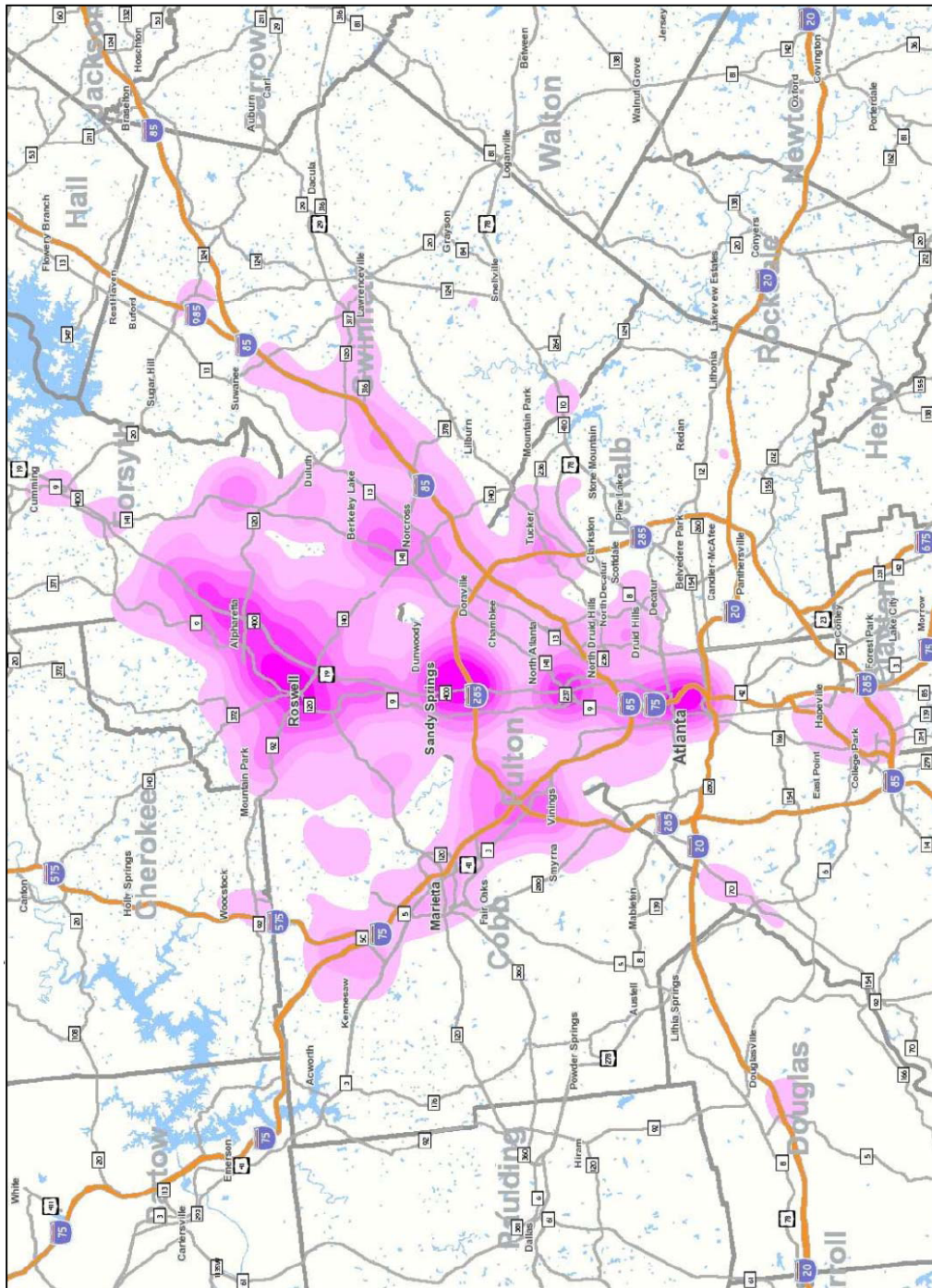
Figure 8-32 shows the labor shed analysis for Roswell which indicates that some of employees working in Roswell also live in Roswell. However, the remaining employees live throughout Fulton, Dekalb, Cobb, Gwinnett, Cherokee, and Forsyth Counties.

Since the City of Roswell is largely built-out, few large new developments are projected to take place in the future. Most development will be redevelopment of existing properties, primarily along the commercial corridors of Holcomb Bridge Road SR 140/Crossville Road/SR92 and Atlanta Street/Alpharetta Highway/ SR 9 as well as near GA 400. These are the areas where transit is most likely to be constructed to help relieve future traffic congestion. Additional bicycle and pedestrian connections will also help provide alternatives to automobile travel along these corridors. As mentioned in the transit subsection, specific nodes have been targeted along these roadways as future redevelopment villages. These redevelopment villages, and the corridors they are located along, fall in the Highway 9 – Corridor Commercial, GA 400 – Mixed Use, Highway 92 – Corridor, and Industrial/FLEX character areas. During the comprehensive planning process, residents will have the opportunity to provide their input on the areas



where redevelopment should be targeted and help to refine the purpose of these character areas and their transportation needs.

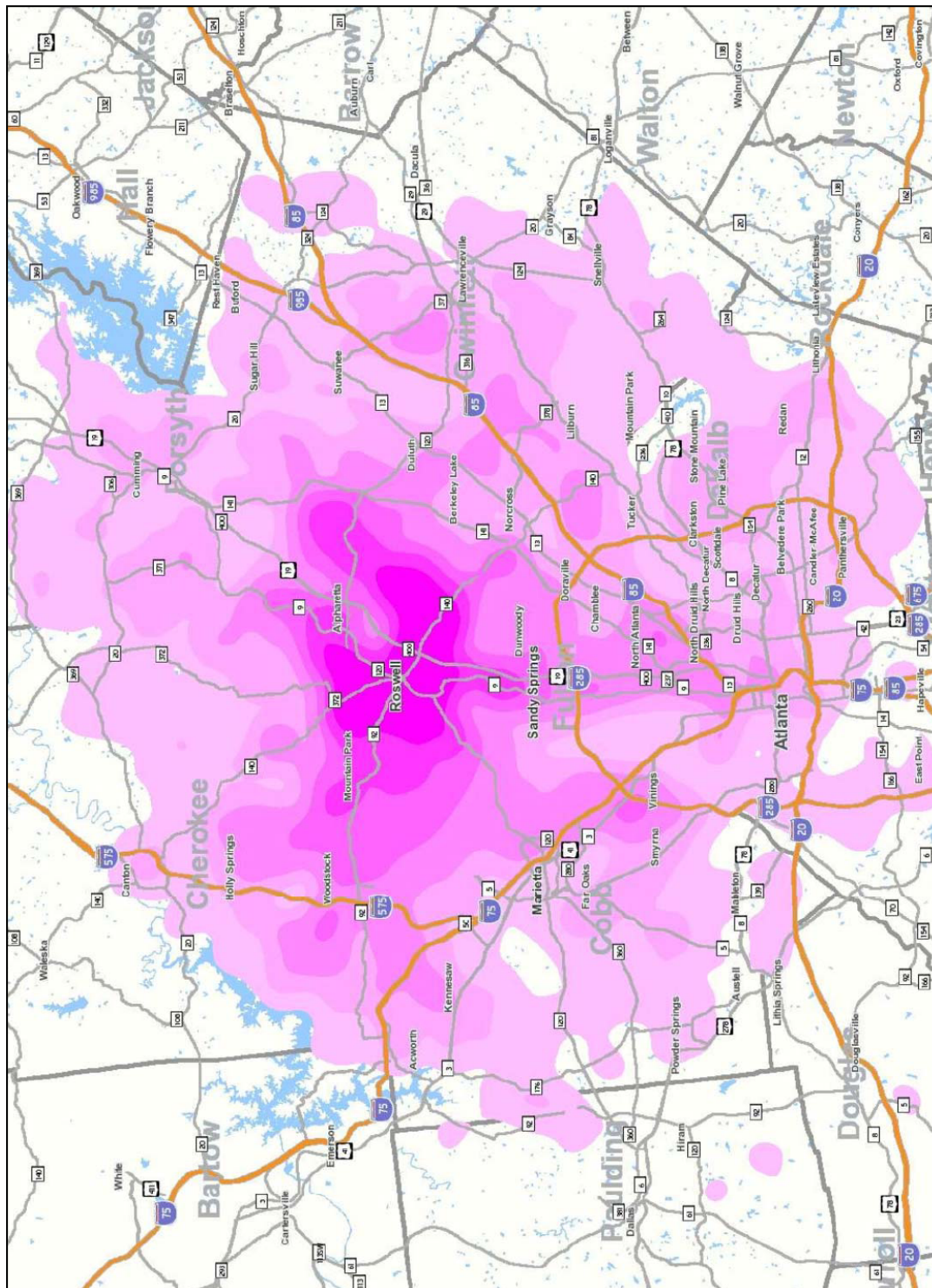
**Figure 8-31: Roswell Commute Shed Analysis**



Source: North Fulton Comprehensive Transportation Plan 2010



Figure 8-32: Labor Shed Analysis



Source: North Fulton Comprehensive Transportation Plan 2010