



City of Milton



2030 Comprehensive Plan



Draft Community Agenda



01-06-2011





City of Milton



Mayor and City Council



Mayor Joe Lockwood

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**RESOLUTION REQUESTING THE TRANSMITTAL OF THE DRAFT CITY OF
MILTON 2030 COMPREHENSIVE PLAN: THE COMMUNITY AGENDA TO THE
ATLANTA REGIONAL COMMISSION (ARC) AND THE STATE OF GEORGIA
DEPARTMENT OF COMMUNITY AFFAIRS (DCA)**

BE IT RESOLVED by the City Council and the Mayor of the City of Milton, GA while in a Regular Meeting on December 20, 2010 at 6:00pm as follows:

WHEREAS, prior to the City of Milton's incorporation in 2006, the area was under the direction of Fulton County's Comprehensive Plan: *Focus Fulton 2025 Plan*, and upon incorporation in 2006 the City adopted this plan as an interim comprehensive plan; and

WHEREAS, in 2007, the preparation of the City's first Comprehensive Plan was initiated and a 16-person Comprehensive Plan Advisory Committee (CPAC) was appointed by the Mayor and City Council to facilitate the development of the Comprehensive Plan; and

WHEREAS; in May, 2008 the City of Milton completed the first two requisite components, the Community Assessment and Community Participation Program documents; and

WHEREAS; the City prepared and adopted a Partial Plan Update in December, 2009 that replaced the *Focus Fulton 2025 Plan* and serves as a bridge document to the final comprehensive plan component, the Community Agenda

WHEREAS, the City has prepared a draft of the final component of the comprehensive plan documents, the Community Agenda; and

WHEREAS, this document was prepared in accord with the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held on November 15, 2010.

NOW THEREFORE BE IT RESOLVED, that the City Council and the Mayor of the City of Milton does hereby transmit the Draft 2030 Comprehensive Plan, the Community Agenda to the Atlanta Regional Commission and the State of Georgia Department of Community Affairs for official review.

RESOLVED this 20th day of December 2010.

Approved:



Joe Lockwood, Mayor

Attest:



Sudie AM Gordon, City Clerk



Table of Contents

Part	Section	Page
I.	Executive Summary <ul style="list-style-type: none"> • Community Assessment and Community Participation Plan • Partial Plan Update • Community Survey • Community Agenda • Community Vision • State Planning Goals and Objectives 	1
II.	Community Issues and Opportunities <ul style="list-style-type: none"> • Overall • Development Patterns and Land Use • Community Facilities and Services • Housing • Intergovernmental Coordination • Natural and Cultural Resources – Preservation, Protection, and Conservation • Transportation and Mobility • Economic Development • Financing 	7
III.	Future Development Map and Supporting Narrative	18
IV.	Character Area Map and Supporting Narrative <ul style="list-style-type: none"> • Birmingham • Arnold Mill • Central Milton • Deerfield • Bethany • Crabapple • Milton Lakes • Sweet Apple 	24
V.	Future Land Use Map and Supporting Classifications	49
VI.	Polices	55

Part	Section	Page
VII.	Implementation Measures <ul style="list-style-type: none">• Implementation Matrix• Short Term Work Program• Long Term and Ongoing Activities	68
VIII.	Report of Accomplishments	94
IX.	Consistency with Service Delivery Strategy	99
X.	Supplemental Plans	106
XI.	Glossary	107

I. Executive Summary

The City of Milton, chartered in 2006, has been diligent in drafting the required components of its Community Comprehensive Plan. As its charter plan, this document will help guide growth and development within the community, therefore great care and attention to detail have been undertaken in this process. Citizens of Milton have demonstrated a high degree of civic-mindedness with their active participation in the Comprehensive Plan process.

Community Assessment and Community Participation Plan. The City of Milton was incorporated in November 2006, and at this time, the city adopted *Focus Fulton 2025* as their Comprehensive Plan. Shortly thereafter, in 2007 they implemented the development of their Comprehensive Plan. By mid-2008, the city had successfully completed the Community Assessment and Community Participation Plan, and both documents had been reviewed and accepted by ARC and DCA by the end of the year

Partial Plan Update. As the City was approaching a deadline for plan adoption, it was agreed by local and state officials that completing a Partial Plan Update to *Focus Fulton 2025* would allow for more time to complete the Community Agenda of the Comprehensive Plan. By January 2008, ARC and DCA had accepted this Partial Plan update and local officials were ready to initiate the development of the Community Agenda and move toward adopting their local Comprehensive Plan.

Community Survey. As identified in the Community Participation Plan, prior to undertaking the Community Agenda, the city of Milton and its Comprehensive Plan Advisory Committee (CPAC) initiated a community-wide survey early in 2008. In an effort to better clarify and understand the values of the citizens of Milton, approximately 40 survey questions queried responses to a variety of issues, including the city's mission and vision, future development patterns, and financing of future programs and projects. One survey was sent to each address in the city which resulted in the issuance of about 12,000 surveys. To achieve 95% confidence level in the survey results, the city needed to receive at least 372 responses (or 3%). The city received 2,925 responses, which translates into an impressive 24% response rate.

The results of this survey provide a guide to the development of the Community Agenda and underscore many of the key points that were repeated throughout the process. A summary of survey findings presented to the community in August 2008, is still relevant at the conclusion of the Community Agenda facilitation process. The survey demonstrated overwhelming support of the city's stated Mission and Vision. The Mission Statement holds that *the city of Milton is committed to maintaining the unique quality of life for our constituents while efficiently delivering essential services to residents and businesses in a community interactive environment*, and the Vision Statement indicates *Milton is a distinctive community embracing small-town life and heritage while preserving and enhancing our rural character*.

The survey provided further details about quality of life and community development issues. It showed strong citizen support for a growth management strategy that does not exceed the capacity of public infrastructure and limits density by use of septic tanks. The preservation of community character was an important issue and could be accomplished by mechanisms such as requiring capital improvements that are characteristic of historic precedent, preserving historic assets, and providing incentives for the preservation of open space, natural areas, and environmental resources. Respondents generally did not favor tax increases, but identified that any additional tax revenue should be spent on improvements for transportation, parks and recreation, and greenways and trail systems. Respondents also noted wanting more dense development to remain where it already exists or where it is targeted.

The Community Agenda underscores many of the ideas generated through the initial steps in the city's Comprehensive Plan process, as well as key issues articulated in the community-wide survey. A dynamic process of review and feedback among CPAC representatives, community members, and public officials allowed for the capture of citizens' perspectives and input throughout the process. This has been translated to the policies, issues, opportunities, and implementation measures herein with the goal that the Community Agenda will be a key component in maintaining the balance between accommodating growth and preservation in the Milton community.

Community Agenda

Per state standards, the Community Agenda is the *road map for the community's future, developed through a very public process of involving community leaders and stakeholders in making key decisions about the future of their community*. This section is *the most important part of the plan*, and it provides the momentum to move community plans and programs forward. Whereas the Community Assessment serves as a snapshot of the existing conditions of the City of Milton, and the Community Participation Plan ensures appropriate public involvement in the Comprehensive Plan process, the Community Agenda is fundamentally an action plan driving goals, policies, and decision-making.

Community Vision

Throughout the planning process, the city's vision has guided discussion and consideration of the various plan elements. Per state standards, *the community vision is intended to paint a picture of what the community desires to become, providing a complete description of the development patterns to be encouraged within the jurisdiction*. The City of Milton has adopted a simple and straightforward vision statement for its community: ***Milton is a distinctive community embracing small town life and heritage while preserving and enhancing our rural character***. To the extent that a community vision reflects what the community desires to become, the City of Milton is content with what they are, a sentiment underscored repeatedly in public hearings and workshops for the development of the Community Agenda. In making such a straightforward assertion, the community recognizes that growth pressures are inevitable, but growth should be weighed in balance of preserving those elements of the community that have attracted its existing residents and businesses.

State Planning Goals and Objectives

In addition to the Community Vision, the State of Georgia has outlined Goals and Objectives that are broadly applicable to all of its communities. As each community considers their future patterns of growth and development, pursuit of these Goals and Objectives established by the state will ensure that each community is incrementally contributing to the overall improvement of the State.

- **Statewide Planning Goals**

- **Economic Development Goal.** To achieve a growing and balanced economy, consistent with the prudent management of the state's resources, that equitably benefits all segments of the population.
- **Natural and Cultural Resources Goal.** To conserve and protect the environmental, natural and cultural resources of Georgia's communities, regions and the state.
- **Community Facilities and Services Goal.** To ensure the provision of community facilities and services throughout the state to support efficient growth and development patterns that will protect and enhance the quality of life of Georgia's residents.
- **Housing Goal.** To ensure that all residents of the state have access to adequate and affordable housing.
- **Land Use and Transportation Goal.** To ensure the coordination of land use planning and transportation planning throughout the state in support of efficient growth and development patterns that will promote sustainable economic development, protection of natural and cultural resources and provision of adequate and affordable housing.
- **Intergovernmental Coordination.** To ensure the coordination of local planning efforts with other local service providers and authorities, with neighboring communities and with state and regional plans and programs.

- **Quality Community Objectives**

- **Regional Identity Objective.** Regions should promote and preserve an "identity," defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.
- **Growth Preparedness Objective.** Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer, and telecommunications) to support new growth, appropriate training of the

workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.

- **Appropriate Business Objective.** The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
- **Educational Opportunities Objective.** Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.
- **Employment Options Objective.** A range of job types should be provided in each community to meet the diverse needs of the local workforce.
- **Heritage Preservation Objective.** The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community and protecting other scenic or natural features that are important to defining the community's character.
- **Open Space Preservation Objective.** New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/ wildlife corridors.
- **Environmental Protection Objective.** Air quality and environmentally sensitive should be protected from the negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.
- **Regional Cooperation Objective.** Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources.
- **Transportation Alternatives Objective.** Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

- **Regional Solutions Objective.** Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.
- **Housing Opportunities Objective.** Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
- **Traditional Neighborhood Objective.** Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.
- **Infill Development Objective.** Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.
- **Sense of Place Objective.** Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

II. Community Issues and Opportunities

The community issues and opportunities are a snap shot of the community's concerns, and its perception of the strengths they possess and the challenges they face. The articulation of issues and opportunities began as a part of the Community Assessment, and after thoughtful review and deliberation, culminates in this final form in the Community Agenda. The issues and opportunities included herein were formulated by CPAC as a result of initial public facilitation during the community assessment and community participation plan processes. For the development of the community agenda, community members were given opportunities to review and comment on the proposed list. Feedback from community members was used to generate the final list presented here and provide direction toward crafting the policies and implementation goals for the city.

Overall

Overall Issues and Opportunities were derived from the consistent concerns that have been reiterated throughout the Comprehensive Plan process from its initiation with the Community Assessment to its completion with the Community Agenda. These include an emphasis on community aesthetics, the need for more parks and greenspace, the need to enhance community connectivity, and the importance of accessibility and universal design to benefit citizens of all abilities.

Issues

- Community residents have articulated a desire for more public greenspace and/or active/passive park land.
- Unattractive commercial sprawl detracts from the community's appearance.
- Current development patterns do not encourage interaction with neighbors.
- Current development patterns do not reflect a comprehensive awareness of accessibility and universal design concepts.

Opportunities

- The city currently has acquired land that can be developed into public greenspace and active and passive parkland, and there are additional opportunities for the further acquisition of land for similar purposes.
- The development and implementation of commercial design standards for each character area will enhance community aesthetics.

- New residential development should be connected to existing neighborhoods and commercial service areas.
- The development and implementation of rural design standards within appropriate character areas will enhance community aesthetics.

Development Patterns/Land Use

Development within Milton boomed through much of the 1990s and into the early 2000s while the city was still a part of unincorporated Fulton County. This is a timeframe that coincides with the rising awareness of many of the negative impacts sprawling commercial and residential land use patterns. The issues and opportunities identified for *Development Patterns/Land Use* emphasize the importance of limiting sprawl and preserving the unique rural character of much of the city. Community preference has been articulated for Master Plans tied to existing and potential development, rigorous aesthetic design controls, specific geographic boundaries and specified densities to prevent sprawl, and the protection of open space, woodlands, specimen trees stream buffers, steep slopes, the night sky, agricultural land and other environmentally sensitive areas.

Issues

- Unattractive sprawl development has lead to visual clutter along roadways that can distract drivers and detract from the community's appearance.
- Lack of design standards have resulted in unattractive subdivisions and subdivision entrances.
- Sprawl development threatens the indistinct boundary between town and countryside.
- Widespread opposition to typical high-density development patterns limits the diversity of housing options available in the city.
- Large tracts of land suitable for continued agricultural uses are being sold for residential development.
- New development threatens to encroach upon areas that are not suited for development.

Opportunities

- Milton has preserved a unique pattern of equestrian-oriented development as well as open/green space and woodlands that should be enhanced and promoted.
- Plentiful scenic areas, pastoral areas and woodlands are the hallmark of community character and should be preserved.
- Proactive stewardship of the community's extensive greenspace and woodlands can be an asset for current and future generations.
- Emphasis on the redevelopment of existing areas can preserve and enhance the community's greenspace and sense of place.
- Policies and regulations should maintain and promote the rural character of the city, including the preservation of "open road" neighborhoods, inclusion of a conservation subdivision option, and locating new residential development in areas contiguous to existing neighborhoods.

- Policies and regulations should protect and enhance current agricultural land by defining zoning districts that appropriately differentiate agricultural and residential land uses to preserve character and limit potential land use conflicts.
- Preserve the gravel roads in Milton – along with the larger lots (minimum 3 acres) required on gravel roads – as a part of the special character of Milton as well as including this asset as a part of the transportation and recreation plans for the City.

Community Facilities and Services

The City faces unique challenges and prospects to maintaining its identity. Issues and Opportunities for *Community Facilities and Services* focus on the broad themes of community spaces, community character and sense of place. The city can concentrate its efforts on preserving the high quality of existing development and enhancements that will improve community aesthetics.

Issues

- Milton needs to better define its community character – including areas around municipal boundaries and gateways – to foster a sense of place so visitors know they have arrived to a unique community.
- The city lacks both indoor and outdoor community gathering spaces, including spaces for arts activities and performances.

Opportunities

- Currently there are virtually no areas of decline due to the relative newness of development in Milton. Policies and regulations can promote high development standards to prevent the decline of existing development.
- The city should support the build out of Birmingham Crossroads consistent with its adopted plan as the village activity center that anchor the Birmingham character area; and support the continued build out of Crabapple Crossroads as would be recommended per a revised Crabapple plan as the activity center to anchor the Crabapple character area.
- The redevelopment of the Highway 9 Corridor consistent with an adopted set of community design guidelines would enhance the character and sense of place in the Deerfield character area.
- Implementing a community branding campaign – including standards for the design and placement of signage – can foster a visual aesthetic and sense of place within the city.
- The design and location of a city hall/government center should consider an area which best serves all residents and visitors and enhances a sense of community for the city.

Housing

The relative newness of development and the limited infrastructure in the city of Milton have resulted in property values and housing stock that tends toward the higher end. The needs of land-extensive agricultural uses, such as equestrian estates, also impact housing, land values and development patterns. There are higher density residential options within the city that include townhomes and single family homes on small lots. However, the perceptions of a lack of housing diversity underscore the need for more study and analysis of the existing housing stock before any significant changes are made to current zoning policies or land use patterns. Additionally, diversity should not just focus on smaller-lot, higher-density development but also consider preserving choices for individuals who need large acreages for land-extensive agricultural and recreational uses as well as a life style choice.

Issues

- Current development patterns include little mix of housing sizes, types and income levels within neighborhoods.
- Current development patterns include limited development of housing in proximity to employment centers.

Opportunities

- Undertaking a comprehensive inventory of current housing stock would enable better planning and preparation for future growth and development patterns
- Based on a comprehensive inventory of current housing stock, identify ways to create greater diversity in housing options within the city.
- Identify opportunities to create housing and employment centers within the city to mitigate the need to commute outside of the city for employment.

Intergovernmental-Coordination

Multi-jurisdictional coordination provides partnership opportunities that more efficiently allocate public resources to accomplish the programs of the Community Agenda. As a new city, Milton has the opportunity to engage with the adjacent cities in Fulton County, but also has the benefit of working with established departments within Fulton County and regional and state entities that facilitate economic development, environmental monitoring, and infrastructure improvements.

Issues

- The city needs to proactively engage in regional/multi-jurisdictional coordination and cooperation.
- Local officials and/or neighborhoods are resistant to new or innovative development ideas.

Opportunities

- The city can work with adjacent jurisdictions to adopt consistent design standards for new development that will promote community aesthetics and sustainability.
- There is potential to form partnerships with adjacent jurisdictions for pursuit of LCI/CID funds for Hwy 9 (SR 9), Windward Parkway, and Arnold Mill Road (SR 140).
- The City of Milton can help educate and leverage its unique characteristics for the benefit of the region and our citizens.

Natural and Cultural Resources – Preservation, Protection and Conservation

The city of Milton contains numerous examples of locally significant historic resources as well as environmentally sensitive areas, including lakes, streams, floodplains, and wetlands. In addition to those natural resources protected by state and local legislation, citizens have identified preservation of tree canopy and wildlife habitat as important priorities. All of these elements contribute to the rural character and rural lifestyle that plays a central role in community identity.

Issues

- The disappearance of rural scenery threatens the character of the community and detracts from the community vision.
- The community lacks the necessary regulations to adequately protect our historic resources, and their loss jeopardizes our collective heritage.
- Loss of tree canopy and specimen trees detracts from community aesthetics, threatens environmentally sensitive areas, and exacerbates heat-island effects experienced throughout the metropolitan area.
- The effects of environmental pollution and contaminated properties compromise public health and welfare and should be mitigated.
- There is a lack of active/passive recreation programs and recreational areas for the community.

Opportunities

- Development of Birmingham Park according to a master plan with sensitivity to the vision of Milton's citizen expectations would provide active/passive recreational and greenspace amenities for the city.
- Development of Providence Park could create opportunities for active and passive recreation for citizens of all ages, lifestyles, and abilities.
- Giving priority to the protection of environmentally sensitive areas with further compliance with state and federal environmental regulations and avoid detrimental actions to our natural ecosystem and costly fines and/or penalties for lack of compliance.
- The development of pocket parks in areas that are already established would enhance the community's greenspace and provide recreational opportunities for its citizens.

Transportation/ Mobility

Milton faces traffic challenges that result from development patterns within its municipal boundaries, but also significant impacts from development in adjacent communities, including the cities of Roswell and Alpharetta, and Cherokee and Forsyth Counties. Mobility could be further enhanced by implementing alternative forms of transportation. Concurrent with the development of the Comprehensive Plan, the city has worked to develop a comprehensive transportation plan that provides detailed analysis and specific recommendations for transportation improvements.

Issues

- Traffic congestion is a persistent problem within the community.
- The city lacks a network of sidewalks, bike lanes, pedestrian and bridle paths, and trails that would enhance transportation choices.
- The city lacks options for public transit, with the exception of the southeastern edge.
- Adequate funding is needed to implement road improvements.

Opportunities

- Policies and regulations can be modified to promote the use of context sensitive design to maintain roadway characteristics – including the protection of our gravel roads.
- Policies and regulations can promote localized activity centers to concentrate development at specific locations to mitigate traffic congestion.
- Funding and implementation of the 2006 Milton Trails Plan (or subsequent revised version) will enhance alternatives for pedestrian mobility, including walking and cycling.
- A local shuttle service could provide transportation services for people within the city.
- Promote connectivity when evaluating new/existing development, road abandonment, closures, alternative roadways, etc.

Economic Development

A creative and innovative economic development agenda will have impacts on many community issues and opportunities. Commercial and professional employment opportunities will balance the city's tax digest, alleviate commuting times as well as traffic congestion, and provide needed services to local residents. Encouraging commercial and professional development in Milton should also balance impacts on residential, rural and environmentally sensitive areas of the community.

Issues

- The city needs to pursue innovative economic development initiatives.
- The city needs greater employment opportunities to serve local residents within Milton.
- Future development plans need to include opportunities for greater commercial densities.

Opportunities

- The city should continue to promote the unique residential niche of low density development with high value properties that is found in Milton.
- The city should promote the creation of economic development centers.
- New developments can be mixed-use without necessarily being high-end.
- Proactively work to educate the region and adjacent jurisdictions regarding the value that Milton's unique characteristics bring to the entire region with respect to economic benefits.

Financing

Fiscal responsibility was reiterated throughout each step of the Comprehensive Plan process. The overwhelming response to the community survey underscored a resistance to new taxes and a preference for creative alternatives to generate revenues needed for city improvements. Only a small percentage of survey respondents were willing to consider an annual tax increase. Of those, the amount specified as an acceptable increase was less than \$100.00.

Issues

- The high cost of providing public services and facilities for new development is a challenge for a new city.
- The capacity of existing public facilities may need to be expanded to attract new development.
- Financing can be difficult to obtain.
- City revenues need to fund desired service levels without an increase in taxes on current residents.
- Based on the limited financial analysis of this plan, it appears there would be a potential shortfall in revenue versus expenses as early as 2013.
- The City lacks a long term capital plan.

Opportunities

- The city can explore innovative management and governance policies as a result of the lack of pre-existing bureaucratic commitments.
- A financial planning model should be a tool to help evaluate planning alternatives and scenarios to ensure an optimized development plan.
- Opportunities for alternative sources of funding and revenues can enhance programs and projects and should be pursued.
- Modifying expenses is another necessary approach in order to balance fiscal requirements.
- The City should develop a five year capital spending plan that is “base-loaded” with those capital expenditures that are required to maintain the City’s assets and then identifies opportunities for growing or enhancing that asset base.

III. Future Development Map and Supporting Narrative

The Future Development Map along with the Future Land Use Map represents the City's future development policy and will be used to guide City officials in land use decisions. The Future Development Map is a general illustration of development policy showing the City's eight Character Areas as the base, and further identifies areas that requires special attention for either rural preservation or economic development. Such areas are Gateways, Rural Viewsheds, Future Development Area, Master Planning Area, and Priority Master Planning area. These areas deserving special classifications will be discussed in more detail below. The Future Land Use Map is a more specific illustration of development policy showing allowable land uses for each parcel and this will be discussed in more detail in the Future Land Use and Supporting Narrative section.

The Future Development Map also identifies community facilities such as schools, churches, parks, and fire stations. The current City Hall is identified, as well as sites of cultural significance such as cemeteries. Environmentally sensitive areas including floodplains, streams and lakes are identified, and the proposed city trail networks is overlaid on top of existing transportation networks. Areas with concentrations of equestrian estates were highlighted, though not every horse farm was noted on the map.

The areas identified as requiring special attention for rural preservation and/or economic development are:

Gateways.

Gateways are important identifiers that distinguish the community from all others. Having a distinguished community lends itself to niche marketing for economic development purposes. The community expressed a desire for the city's branding efforts to be carried out at key entry points into the city by posting "Welcome to Milton" signage accompanied by specific landscaping.

The gateways into the city of Milton are identified on the Future Development Map at principle roads leading into the community, including:

- Arnold Mill Road/SR 140 (North and South points with the city limits)
- Batesville Road
- Hickory Flat Road at the Cherokee County line

- Birmingham Highway (SR 372) at the Cherokee County line
- Crabapple Road (SR 372) at Green Road
- Cogburn Road (North and South points within the city limits)
- Hamby Road
- Francis Road at the Forsyth County line
- Hwy 9 (North and South points within the city limits)
- McGinnis Ferry Road
- Deerfield Pkwy at Windward Parkway
- Hopewell Road
- Broadwell Road
- Bethany Road at Mayfield Road

In 2010 Milton received a recommendation for grant funding from the GA Department of Transportation's GATEway grant program. The grant program offers grants for communities to enhance and beautify roadways (state routes) at gateway points. Milton applied for Hwy 9 (SR 9) at the Forsyth County line, Hwy 9 at Webb Road, Birmingham Hwy (SR 372) at the Cherokee County line, and Crabapple Road (SR 372) at Green Road. Plans are set to install signs and landscaping in Spring 2011. The other gateway points along local roads will be funded through the City's General Fund.

Rural Viewsheds.

The rural viewshed refers to the characteristic pastoral views that can be seen along the roads as one travels through Milton. Rural viewsheds contribute to the rural character and sense of place of the city of Milton. The bucolic scenic qualities of many of Milton's roads are considered to be character defining features within several of the larger character areas, and concerns have been expressed about maintaining and preserving these viewsheds and cherished characteristic of Milton.

The Future Development Map identifies the roads that should be considered for protection as rural viewsheds. Ideas about a context sensitive design standards overlay, as well as placing potential value as sending areas for a Transfer of Development Rights program, have been discussed as tools that can be used along these identified rural viewsheds to protect their rural character.

These are priority areas for resource surveys and development of design guidelines and buffers as part of a larger program to mitigate development pressures along the rural roadways.

Future Development Areas.

There are two areas identified on the Future Development Map that are referred to as future development areas. They are Crabapple Crossroads and Birmingham Crossroads. The development of these areas proceeded after a Master Plan was done; Crabapple Crossroads Plan 2003 and Birmingham Crossroads Plan 2004. In addition to a Master Plan, both areas are governed by respective overlay zoning districts as well as a city-wide zoning overlay district. The Master Plans provide aesthetic and design controls that cover the build out of the existing areas within their plan boundaries. Non-residential development should be concentrated within these areas according to the specifications of their Master Plans and zoning controls.

The Birmingham Crossroads Master Plan is defined as the area at the intersection of Birmingham Highway and Birmingham Road/Hickory Flat Road. At this writing the Birmingham Crossroads has not built out to the limits of the Master Plan and the surrounding area has not been a source of development pressure, or brought unmanageable traffic volume to the area. The existing Birmingham Crossroads Master Plan is still viable for its continued growth as defined in the master plan.

The Crabapple Crossroads Master Plan boundary is significantly larger and located at the intersection of Crabapple Road, Birmingham Highway, Mayfield Road, Mid-Broadwell Road and Broadwell Road. At this writing, there have been several discussions among community members, community leaders, the business community and councilmembers about the status and future of Crabapple and its Master Plan. The sentiment at these discussions has been that the Crabapple Crossroads Master Plan should be revised given the age of the plan, the development pressure from its surrounding area, the overwhelming traffic volume through the area, and the current square footage limitations in the plan and the deviations from the plan prior to incorporation. This plan recommends the revision of the Crabapple Master Plan as a short term work program item to be done within the next twelve to eighteen months. With the revision of the Crabapple Master Plan, the area may be considered as a receiving area for a possible Transfer of Development Rights program.

Master Planning Areas.

Arnold Mill Road (SR 140) (also designated as a rural viewshed) is an area of limited development with mostly rural residential and agricultural uses. However, community feedback identified it as an area that could potentially accommodate the development of limited non-residential uses at some point in the future (possibly beyond the 20 year scope of this plan). The zoning and future land use classifications for this area are predominantly

residential, though the area is subject to a zoning overlay that includes aesthetic controls and design review requirements for any new non-residential development. The community has expressed a desire to develop a Master Plan for the area similar to those for the Crabapple Crossroads and Birmingham Crossroads.

The Master Plan should avoid strip commercial development¹, such as the pattern of most of Hwy 9. Non-residential development should be clustered in sections along the roadway and emphasis should be placed on preserving open space, rural viewsheds, and protecting environmentally sensitive features. If more than one development cluster is formed along this road way, they should respect the rural viewshed and be separated by areas of open space and/or attractive rural-residential development. During the Master Planning process, the area will be thoroughly studied to determine the appropriate land uses. The comprehensive future land use map in this document does not forecast the future land uses for this area, but will be amended to reflect the determination of the master plan.

Though the lack of non-residential zoning or future land use classifications will help mitigate the demand for commercial uses along Arnold Mill Road (SR 140) at this time, it is recommended that the master planning get underway ahead of any development pressure; and give ample time to be considered as a receiving area for a possible Transfer of Development Rights (TDR) program. TDR's should be aggressively pursued following the adoption of a master plan before any commercial nodes are considered or allowed to develop so as to ensure the protection of the more rural areas in Milton. Also, proactively approach the City of Roswell given the shared territory along Arnold Mill Road (SR 140).

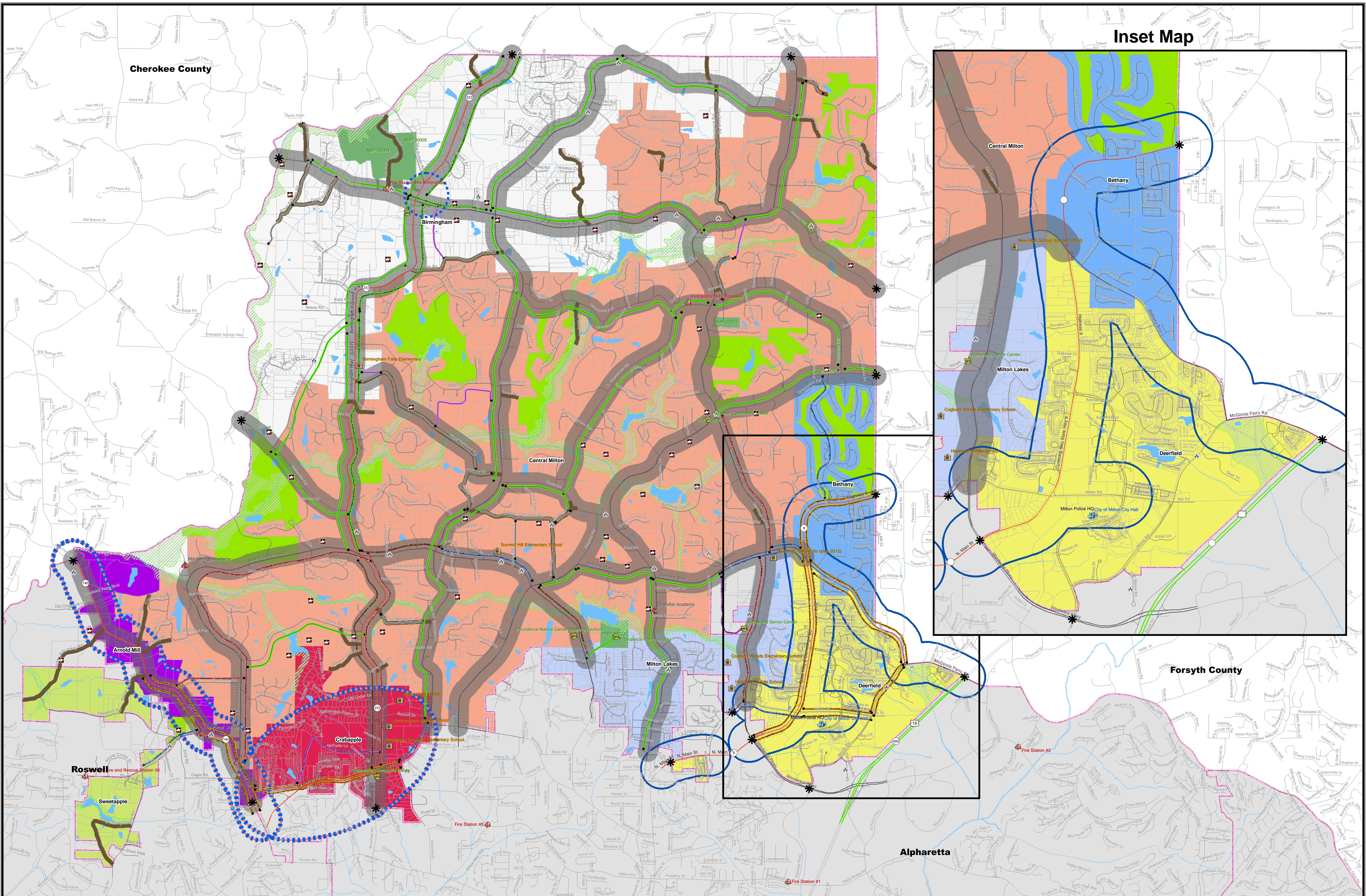
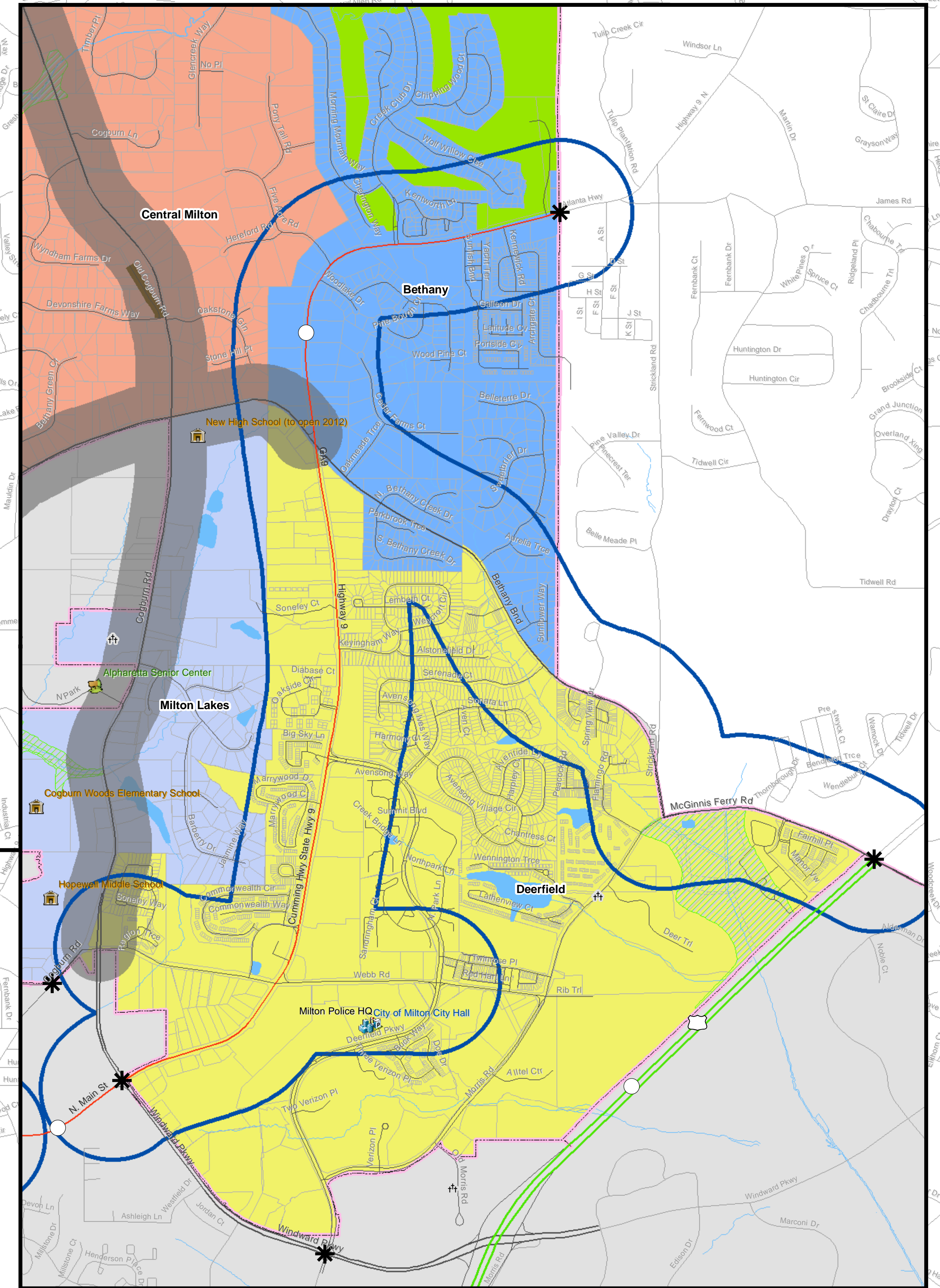
Priority Master Planning Area.

The Hwy 9 area has developed a concentration of commercial and service uses for the city of Milton. Though the area is subject to a zoning overlay district that includes aesthetic controls and design review requirements, the community has expressed the desire to develop a full Master Plan and Market Study for the area similar to those for Crabapple Crossroads and Birmingham Crossroads. The Master Plan should ensure that the area remains economically viable, avoids unattractive strip development and recruits businesses and services that will benefit the city of Milton while being sensitive to the many residents that live in the area.

¹ Strip commercial development refers to a group of commercial (especially retail) establishments located parallel to a road way and with buildings designed to relate primarily to automobile traffic by facing the road way and including expansive parking in the front. Typically this type of development has little or no defined end points along the roadway. This design ignores pedestrian needs and would not be appropriate for an area promoting pedestrian oriented amenities.

Unlike Arnold Mill, Hwy 9 has commercial zoning in place that would allow new development and redevelopment to occur. This allows Hwy 9 to be vulnerable to unplanned development. Realizing this threat, the master planning of Hwy 9 is considered a high priority and is designated as a Priority Master Planning Area on the Future Development Map. Regardless, any development project posed in the area prior to the completion of the master planning will be scrutinized for compliance with goals and policies of this document. As an area identified for future development, the master plan should consider the Hwy 9 area as a receiving area for a possible Transfer of Development Rights program that should be pursued in the short term. During the Master Planning process, the area will be thoroughly studied to determine the appropriate land uses and suggest any amendments to the comprehensive future land use map in this document.

Inset Map



Draft Future Development Map City of Milton

- City Hall
- Fire Station
- Parks and Rec
- Police Station
- Public School
- Private School
- Cemeteries
- Equestrian Facilities
- Gateway Locations
- US Highway
- State Highway
- Major Road
- Street
- Ramp
- Gravel Roads
- Rivers & Streams
- Rural Watershed
- Fulton County Boundary
- Parks
- Parcels
- Lakes & Ponds
- 100yr Floodplain
- Private Recreation
- Priority Master Planning Areas
- Master Planning Areas
- Future Development Areas
- City Boundaries
- Character Areas
- Arnold Mill
- Bethany
- Birmingham
- Central Milton
- Crabapple
- Deerfield
- Milton Lakes
- Sweetapple

IV. Character Area Map and Supporting Narrative

Pursuant to state standards, the foundation for the Future Development Map should be the character areas identified as a part of the Community Assessment. However, the Character Area Map created as part of the Community Assessment was deemed too complex and therefore unsuitable for the purpose of creating the Future Development Map.

Therefore, as a part of the Community Agenda process, CPAC, city staff, and project consultants undertook a revision to the previously developed Character Area Map, which included eleven Character Areas. Following several opportunities for public review and feedback, the initial Character Area map was revised to reflect eight Character Areas: Birmingham, Arnold Mill, Central Milton, Deerfield, Bethany, Crabapple, Milton Lakes, and Sweet Apple.

The following narratives were developed for each of these eight Character Areas, including development patterns, appropriate zoning districts and land use classifications, and Quality Community Objectives that should be pursued in each Character Area. A summary of appropriate implementation measures for each Character Area also follows each of the narratives.

Birmingham

Birmingham displays the rich, rural nature of the City of Milton. Located in the northwest portion of the City of Milton, this Character Area is dominated by horse farms, pastures and woodlands. Other uses include large estates, residential lots and large land holdings. There are undeveloped natural areas and environmentally sensitive steep slopes in areas such as Pritchard Mountain. In addition, at the intersection of Birmingham Highway and Birmingham Road is the Birmingham Crossroads, which is a rural, mixed use village. This limited rural-style village that includes commercial activities and limited residential use was comprehensively planned for a 27.1 acre parcel that covers the four corners at this intersection. Birmingham Crossroads provides a sense of place as well as services to residents in the Birmingham Character Area. There are several active farms near Mountain Road with cattle pastures and chicken houses located along the Cherokee County border. Many of the roads, including Hickory Flat/Birmingham Road, Mountain Road, and Freemanville Road provide scenic and linear greenspace corridors. Also, the largest park in the City of Milton is located in this area – 200 acre Birmingham Park. Currently, this park is undeveloped and has limited access. The terrain is rolling and includes both floodplain and steep slopes along the Little River. This parkland includes beautiful viewsheds, woodlands, specimen trees and some endangered flora and fauna. This park needs to have a unique approach to take in its design and development to protect the special characteristics of this land. There are several institutional uses including schools and places of worship in the Birmingham Character Area. The Birmingham Character Area also includes gravel roads, waterways, woodlands, specimen trees, historic areas and structures.



Development Patterns in this Area

- Birmingham Crossroads serves as the activity center for this Character Area, and is typical of mixed use village developments with buildings clustered at the center, a clearly defined perimeter, and surrounded by open space. Buildings are and should be architecturally integrated with the site and one another, and developed at a sufficient scale to be identified as an activity center. But, this activity center should nonetheless retain a pedestrian friendly environment. Birmingham Crossroads is connected to the larger community via existing transportation networks as well as the proposed community trail system. Any additional non-residential development within the Birmingham Character Area should be limited to the boundaries of Birmingham Crossroads as defined in the master plan for that area. A continued focus on strong development and design standards, including context sensitive transportation considerations, remain essential as do the protection of specimen trees, tree coverage, and the overall unique setting in which this rural village co-exists.
- Birmingham includes areas that are typical of Milton's distinct rural-residential land use pattern. Active agricultural and equestrian estates co-exist with low density residential land uses. New development should match the typical densities found within this area and should minimize undesirable impacts on surrounding rural/agricultural uses. Significant site features, such as view sheds and environmentally sensitive areas, should be enlisted as amenities that shape identity and character of new development within this character area.



Appropriate Land Uses in this Area <ul style="list-style-type: none"> • Agriculture, Equestrian and Estate Residential (AEE) • Residential Low: 1 unit/Acres or less • Parks, Recreation and Conservation • Community Facilities • Living-Working/Mixed Use 	Appropriate Zoning Districts in this Area <ul style="list-style-type: none"> • Agricultural District (AG1) • Mixed Use District (MIX) • Community Business District (C1) • Birmingham Crossroads Overlay District • Northwest Fulton Overlay District
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Quality Community Objectives pursued in this Area

- Regional Identity Objective: *Preserve Birmingham Crossroads which was established in the early 1900s with a general store, school, and several churches that served an adjacent residential community.*
- Appropriate Business Objective: *Implement the Master Plan for Birmingham Crossroads which includes additional non-residential development for commercial, professional and civic uses.*
- Employment Options Objective: *The Master Plan for Birmingham Crossroads is one of four development areas in the City that allow for non-residential development and creates employment opportunities.*
- Heritage Preservation Objective: *The Birmingham Character Area typifies the type of rural character valued by the community, including horse farms, pasture and woodlands. The rural village at Birmingham Crossroads is designed to be compatible with the historic development patterns of northwest Fulton County.*
- Open Space Preservation Objective: *The preservation of rural character typified by open spaces and limited development, Birmingham Park is included in this Character Area and should be developed in a way that is in keeping with the unique characteristics of the area.*
- Environmental Protection Objective: *Preserve environmentally sensitive resources, this Character Area including significant portions of floodplain along the Little River.*
- Traditional Neighborhood Objective: *The development of Birmingham Crossroads allows for mixed-use, pedestrian oriented amenities within this Character Area. Residential uses are planned for the southeast corner of the intersection, including both single-family residential lots and higher density, town homes.*
- Infill Development Objective: *Implementing the development of Birmingham Crossroads per its Master Plan will minimize the demand for inappropriate development in rural areas of the community. This will include the ultimate development of the northwest corner of the Birmingham Crossroads in a way that is consistent with the development of and access to Birmingham Park.*

- Sense of Place Objective: *Birmingham Crossroads serves as a focal point of small scale development activity in the northwestern portion of the community intended to serve the local community. The protection of gravel roads is also important for this character area as is the protection of the waterways that run through this more rural part of Milton.*

Arnold Mill

Narrative This Character Area serves as one of the gateways into the City. State Route 140 is now a two-lane route that provides access from Cherokee County across the Little River into Milton, Alpharetta and Roswell. It is anticipated that this will become a four-lane route during the span of this plan. The Milton Transportation Plan, however, makes it clear that any future widening of this roadway should be done with context-sensitive design. The Character Area includes several large properties, but the nature of the area changes as it approaches the Crabapple Silos area. The southern portion of the area includes a difficult angles intersection with New Providence Road, and is adjacent to the relatively densely developed residential subdivisions located along Green Road. Also, Chadwick Landfill is located in this character area. There is only so much capacity left in the landfill and there needs to be proactive plans for this land once that capacity is met so that the area can become a community asset.

Development Patterns in this Area

- The area along SR 140/Arnold Mill Road is typical of the rural, low density character of Milton. Future development within this character area should respect existing rural character and rural-residential development predominant in its adjacent character areas, Sweet Apple and Central Milton.
- SR 140/Arnold Mill Road should include some mixed use development along its travel from Cherokee County to the Silos, but should avoid strip commercial development. Clustering higher density, predominantly non-residential development intermittently along the corridor preserves open space and protects environmentally sensitive features. If more than one commercial area is developed along this corridor, they should be separated by areas of open space and/or attractive rural-residential development.
- Development should be tied to a Master Plan with specific boundaries, design specifications, and



allowable uses, similar to Crabapple Crossroads or Birmingham Crossroads including historic preservation, tree save of woodlands and specimen trees, viewsheds and buffers transitioning from higher density areas back to residential and agricultural settings.

- Planning for development along Arnold Mill/SR 140 must involve the City of Roswell given that parts of Arnold Mill are adjacent to the City of Roswell.

<p>While Specific Land Use and Zoning will be determined in the Master Plan, Appropriate Land Uses in this Area Include:</p> <ul style="list-style-type: none"> • Agriculture, Equestrian, and Estate Residential (AEE) • <i>Residential low: 1 Unit/ Acre or Less</i> • <i>Residential medium: 1-3 Units/ Acre</i> • Retail & Service • Parks, Recreation & Conservation 	<p>While Specific Land Use and Zoning will be determined in the Master Plan, Appropriate Zoning Districts in the Area Include:</p> <ul style="list-style-type: none"> • Agricultural District (AG1) • <i>Single-Family Dwelling District (R2A)</i> • <i>Community Business District (C1)</i> • <i>Commercial District (C2)</i> • <i>Office Institutional District (OI)</i> • Northwest Fulton Overlay District • Arnold Mill Overlay (Master Plan)
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Quality Community Objectives pursued in this Area

- Growth Preparedness Objective: *The potential for pockets of non-residential development along SR 140/Arnold Mill Road necessitate an analysis of infrastructure needs to support this transitional pattern. In anticipation of future growth potential for development along Arnold Mill the area is designated as a Master Plan Area.* This designation indicates that a detailed master plan of the area should be completed before further development of the area.
- Appropriate Business Objective: *The Arnold Mill Character Area is currently sparsely developed, but there are areas appropriate for areas of non-residential development in the future. Care is taken to ensure appropriate commercial development.*
- Employment Options Objective: *Non-residential development in small separated areas along SR 140/ Arnold Mill Road would create employment opportunities in the western portion of the community.*
- Open Space Preservation Objective: *Preservation of rural, open spaces between small areas of non-residential development has been identified as a priority for the transitional development of the Arnold Mill Character Area.*

- Environmental Protection Objective: *Transitional development from rural, low-density to small areas of mixed, predominantly non-residential development should protect environmentally sensitive resources.*
- Regional Cooperation Objective: *Regional cooperation with Alpharetta and Roswell should be an integral part of this Character Area's Master Plan, particularly with respect to transportation and design/aesthetics with well defined geographic boundaries and appropriate transitions back to residential and agricultural areas.*
- Regional Solutions Objective: *A regional solution to development along SR 140/Arnold Mill is needed due to the jagged nature of adjacent jurisdictional boundaries of Roswell and Alpharetta in this area.*

Central Milton

Narrative This largest character area in Milton and is dominated by residential subdivisions with large lots in excess of 1 acre – some of the most expansive in the city. These high value residential developments with very large houses are anchored by golf courses and other private amenities such as swim and tennis. Many were developed in the 1990s and with similar lot sizes, have created a uniform overall density in the area. Even with the existing development, this area has retained much of the rural characteristics of the City of Milton. Along with the many subdivisions within this area, it is also characterized by several horse farms, pastures, woodlands and several large properties. In addition, many of the roads provide scenic and linear green space corridors such as Birmingham Highway, Freemanville Road, Thompson Road and Hopewell Road. Most of these scenic corridors include rural home sites, horse farms, wetland crossings and access to country clubs, equestrian facilities and more open space. The visual aesthetics of this Character Area should be maintained even as residential development continues.

Development Patterns in this Area

Central Milton includes areas that are typical of the city's distinct rural-residential land use pattern. Equestrian estates co-exist with low density residential land uses. Newer developments with private recreational amenities have integrated with older, established open road neighborhoods. New development should match the typical densities found within this area and should minimize undesirable impacts on surrounding rural/agricultural uses. Significant site features, such as view sheds and environmentally sensitive areas, should be enlisted as amenities that shape identity and character of new development within this character area. New development should incorporate elements that enhance connectivity to the proposed Milton trail system and



other alternative modes of transportation. Residential developments should consider clustering to maintain scenic, linear green space without increasing overall residential density.

Appropriate Land Uses in this Area	Appropriate Zoning Districts in this Area
<ul style="list-style-type: none"> • Agricultural, Equestrian, and Estate Residential (AEE) • Private Recreation • Parks, Recreation, and Conservation • Residential low: 1 Units/Acre or Less • Community Facilities 	<ul style="list-style-type: none"> • Agricultural District (AG1) • Single Family Dwelling District (R2) • Single Family Dwelling District (R2A) • Community Unit Plan District (CUP) • Northwest Fulton Overlay District

Quality Community Objectives pursued in this Area

- Heritage Preservation Objective: *Central Milton comprises the largest Character Area in the community and includes examples of historically and culturally significant resources, including residential and farm structures.*
- Open Space Preservation Objective: *Central Milton has a low-density pattern of residential development with large open spaces including pasture and woodlands separating residential uses and suburban subdivisions.*
- Environmental Protection Objective: *Central Milton contains a significant network of creeks, streams, wetlands and floodplains among other environmentally sensitive areas.*
- Transportation Alternatives Objective: *The city has developed an extensive plan for recreational trails throughout Central Milton that provide options for pedestrian, cycling and equestrian uses. A transportation solution that moves traffic around Central Milton rather than through it should be the goal.*
- Housing Opportunities Objective: *A significant amount of residential development is concentrated in central Milton with a mix of lot sizes that generally exceed one-acre.*



Deerfield

Narrative One of the Deerfield Character Area's primary assets is its location adjacent to Georgia 400, a limited access expressway, its proximity to the Windward Parkway interchange in Alpharetta and to Forsyth County. This character area represents a quality of life that embraces the concept of "live, work, play." It is characterized by a mixture of higher density residential, commercial and office uses. The retail and commercial uses along Highway 9, the office uses along Deerfield Parkway and the numerous apartment units located south of Bethany make this Character Area one of the main activity centers for the City of Milton. There are also several single family subdivision and townhouse developments located within this area. The properties along both sides of Deerfield Road and Morris Road provide a campus-style employment center and office park. A significant amount of space in this area has been developed and is available for lease. This area provides a strong and realistic opportunity for mixed uses at a regional scale in association with nearby development in Alpharetta and with Forsyth County in conjunction with the possible creation of a McGinnis Ferry Road interchange on GA 400. The City of Milton recognizes the development pressure that this character area faces. In anticipation of the major growth projected for this area, the city is taking a proactive approach to prevent or mitigate the ill effects of unmanaged growth by designating the area along Highway 9 and Bethany Bend as a *Priority Master Plan Area*. This designation indicates that a detailed master plan of the area should be completed before further development of the area.

Development Patterns in this Area

- Creating a Master Plan for the Highway 9 Corridor including Bethany Bend is a high priority for the community, and it is strongly recommended that



development occur in this area only after the Master Plan has been adopted.

- The existing patterns of mixed-use development within this Character Area should be encouraged and expanded. There are a limited number of undeveloped parcels, but there nonetheless are opportunities for redevelopment along the Highway 9 Corridor and within the Deerfield Character Area.
- New non-residential development should adhere to the Highway 9 Overlay District regulations and the Highway 9 Design Guidelines, where innovative design elements such as locating parking to the rear, limiting signage and incorporating street trees and pedestrian amenities are encouraged. To mitigate overdevelopment of parking areas, new parking should only be developed in areas where shared parking or existing parking is not an option. If necessary, new parking should utilize permeable paving alternatives and landscaping to mitigate the deleterious effects of stormwater run-off, heat islands and other environmental considerations.
- To further the demand for employment opportunities in proximity to residential development in the city of Milton, redevelopment of the Deerfield Character Area should encourage professional uses and office space in addition to expanding existing commercial and service sectors.
- The majority of higher density residential development is currently within or adjacent to the Deerfield Character Area, and new development in this Character Area should continue to reflect traditional neighborhood design principles, such as smaller lots, mix of housing types, access to pocket parks and pedestrian access to commercial services and community amenities. Preservation of environmentally sensitive areas by setting them aside as public parks, trails, or greenbelts should be encouraged.

Appropriate Land Uses in this Area	Appropriate Zoning Districts in this Area
<ul style="list-style-type: none"> • Parks, Recreation, and Conservation • Residential low: 1 Unit/ Acre or Less • Residential medium: 1-3 Units/ Acre • Residential high: 3-5 Units/ Acre • Residential Multi: 5 or more • Living-Working/Mixed Use • Retail & Service • Office • Community Facilities 	<ul style="list-style-type: none"> • Single Family Dwelling District (R5A) • Townhouse Residential District (TR) • Medium Density Apartment District (A) • Community Unit Plan District (CUP) • Mixed Use District (MIX) • Community Business District (C1) • Commercial District (C2) • Office Institutional District (OI) • State Route 9 Overlay District

Quality Community Objectives pursued in this Area

- Growth Preparedness Objective: *The infrastructure to support the continued development and redevelopment of the Highway 9 Corridor and adjacent areas within this Character Area makes Deerfield stand out for its potential for live, work play development in the city.*
- Appropriate Business Objective: *This area accounts for much of the existing and future development potential for commercial and service sectors to meet the needs of the community.*
- Employment Options Objective: *Continued development and redevelopment of this area will localize employment opportunities in the Deerfield Character Area.*
- Open Space Preservation Objective: *The need for pocket parks within this development has been articulated by members of the community. Pocket parks will enhance and diversify greenspace opportunities with the community.*
- Environmental Protection Objective: *Future development within the Deerfield Character Area should be mindful of significant environmental resources. Continued development within this Character Area will lessen the demand for sprawl patterns of development in other parts of the community.*
- Regional Cooperation Objective: *There is recognized potential and efforts underway for the city of Milton to cooperate with adjacent jurisdictions (City of Alpharetta and Forsyth County) for an LCI/ CID project for the Highway 9 Corridor.*
- Transportation Alternatives Objective: *The 2006 Milton Trails Plan identifies the expansion of trails along both sides of the Highway 9 Corridor, portions of Webb Road, and McGinnis Ferry Road in the Deerfield Character Area. The North Fulton 2010 Comprehensive Transportation Plan identifies trail connections between Milton and Forsyth County. MARTA service access in the southeastern portion of the city and local transportation within Milton should be considered.*
- Regional Solutions Objective: *The development of this Character Area, clustered around Highway 9, Deerfield Parkway, and Windward Parkway, ties into adjacent developments within Forsyth County (east) and City of Alpharetta (south), therefore a regional planning approach to this area will be beneficial.*
- Housing Opportunities Objective: *The Deerfield Character Area currently includes a diversity of housing types, including apartments, townhouses, and single family detached homes. It also includes potential for future development and redevelopment that will expand the diversity of housing that currently exists within the community.*
- Infill Development Objective: *The Deerfield Character Area has potential for redevelopment that will include both new commercial and residential development, all of which should be done in a way that results in a more homogeneous streetscape consistent with Highway 9 design guidelines.*

- *Sense of Place Objective: The Deerfield Character Area is a gateway for the city of Milton, and development of commercial and residential design standards in this area will enhance future development. Developing a Master Plan for the Highway 9 Corridor is a priority. As it redevelops, it has the potential to emerge as a new activity center and focal point of the community. Given the loss of tree coverage in this area, particular attention should be given to specimen trees, overall tree coverage and tree canopy. Undisturbed buffers in and among development - whether that be residential, commercial or office - will remain essential to this area.*

Bethany

Narrative This area is made up of a variety of subdivisions developed in the 1990s and early 2000s. These neighborhoods are stable with a mixture of lot sizes and open space. Although this area is located in close proximity to commercial activity centers in both the City of Milton and Forsyth County, Bethany is unique in that it also retains some private amenities provided within these residential subdivisions such as the golf course adjacent to the Crooked Creek subdivision.

Development Patterns in this Area

- The predominant land use of the Bethany Character Area should remain residential. Given its proximity to the Deerfield Character Area and small pockets of non-residential zoning, there may be pressure to expand non-residential uses into stable residential areas, but this should be strictly limited. Redevelopment of the area to include higher density multi-family residential uses should be avoided, and new residential development should match the mix of housing types and styles of established neighborhoods in this character area. Existing recreational amenities should be preserved and enhanced and connectivity to the proposed Milton trail network should be encouraged. This area would benefit from the creation of pocket parks that would serve the residential neighborhoods that lack such amenities.
- The Highway 9 Corridor, which extends through both the Deerfield and Bethany Character Areas, has been identified as a corridor in need of a Master Plan. Creating a Master Plan for the Highway 9 Corridor is a high priority for the community, and development is only encouraged in this area after the Master Plan has been adopted. Development along Highway 9 in the Bethany area should respect the unique character of Bethany and should be distinct from, but compatible with, development along Highway 9 in the Deerfield Character Area. Development in close proximity to the



new Fulton County high school should be done in a way that ensures appropriate transition between residentially zoned land and higher density uses.

Appropriate Land Uses in this Area	Appropriate Zoning Districts in this Area
<ul style="list-style-type: none"> • Private Recreation • Parks, Recreation, and Conservation • Residential low: 1 Unit/ Acre or Less • Residential medium: 1-3 Units/ Acre • Residential high: 3-5 Units/Acre • <i>Live Work/Mixed Use</i> • <i>Retail & Service</i> • Office 	<ul style="list-style-type: none"> • <i>Agricultural District (AG1)</i> • Single Family Dwelling District (R2A) • Single Family Dwelling District (R4A) • Single Family Dwelling District (R5) • Townhouse Residential District (TR) • Community Unit Plan District (CUP) • <i>Community Business District (C1)-Limited to what currently exists</i> • <i>Office Institutional District (OI)</i> • State Route 9 Overlay District • Northwest Fulton Overlay District

Quality Community Objectives pursued in this Area

- Open Space Preservation Objective: *Golf courses and other recreational amenities account for much of the open space within the Bethany Character Area. There is a need for multiple pocket parks throughout the area.*
- Transportation Alternatives Objective: *The 2006 Milton Trails Plan identifies the expansion of the trail network into this area.*
- Housing Opportunities Objective: *This area contains a higher density of residential development than other Character Areas, but residents are nonetheless attuned to their sense of rural community. This area provides diversity to the pattern of large lot development that is typical of the rest of the community.*
- Infill Development Objective: *The residents within the Bethany Area have expressed a strong sense of community identity. Though much of the development is relatively new (within the last 20 years), the existing character and pattern of development should be respected. Sensitivity to buffers, woodlands, specimen trees, waterways and remaining agricultural areas within the Bethany Character Area should remain a priority as one way of helping to protect and uphold the residential component of this area.*

Crabapple

Narrative This Character Area has seen intense mixed use development at the crossroad of Crabapple Road and Birmingham Highway with low density residential development radiating outside of the core. There are at least two 1-acre lot subdivisions located in the Crabapple character area. In addition, within Crabapple there are several institutional uses – including schools and places of worship. Crabapple represents a unique rural based village center that would lend itself to becoming the “City Center” for Milton. Crabapple has the highest concentration of historic resources of any character area in Milton.

Development Patterns in this Area

- Crabapple Crossroads serves as the activity center for this Character Area, and is typical of village developments with buildings clustered at the center, a clearly defined perimeter, and surrounded by open space and rural residential development. Buildings will be architecturally integrated with the site and one another, and developed at a sufficient scale to be identified as an activity center, but will nonetheless promote pedestrian friendliness. Uses may include a mix of residential, commercial and community facilities. Crabapple Crossroads is connected to the larger community via existing transportation networks as well as the proposed community trail system.
- Crabapple includes areas that are typical of Milton’s distinct rural-residential land use pattern. New development should match the typical densities found within this area and should minimize undesirable impacts on surrounding rural/ agricultural uses. Significant site features, such as view sheds and environmentally sensitive areas, should be enlisted as amenities that shape identity and character of new development within this character area.



Appropriate Land Uses in this Area	Appropriate Zoning Districts in this Area
<ul style="list-style-type: none"> • Community Facilities • Residential low: 1 Unit/ Acre or Less • Residential medium: 1-3 Units/Acre • Live Work/Mixed Use • Residential high: 3-5 Units/Acre • Parks, Recreation, and Conservation • Private Recreation 	<ul style="list-style-type: none"> • Agricultural District (AG1) • Single Family Dwelling District (R2) • <i>Single Family Dwelling District (R3)</i> • <i>Single Family Dwelling District (R4)</i> • Mixed Use District (MIX) • Community Unit Plan District (CUP) • Community Business District (C1) • Crabapple Crossroads Overlay District • Northwest Fulton Overlay District

Quality Community Objectives pursued in this Area

- Regional Identity Objective: *The Master Plan for Crabapple Crossroads defines traditional architectural elements and patterns of growth for this area that reflect a tangible link to its rural, agrarian roots.*
- Growth Preparedness Objective: *Crabapple is identified as an area of future growth for the community, and it contains the water/wastewater infrastructure to support the build out concept for the Master Plan. However, transportation infrastructure in this area still needs improvement to support the build out of the concept for the Master Plan. The Master Plan for this Character Area should be updated to reflect the current state of development, to address the transportation issues/opportunities and to ensure that the development of this area is completed in a way that is consistent with the original objectives of the Master Plan. Additional development should not be promoted until this revised Master Plan is completed and there are specific design standards in place for any such additional development.*
- Appropriate Business Objective: *As a rural village center, Crabapple provides limited businesses that serve the needs of the local neighborhoods and is also a destination for visitors from adjacent communities.*
- Employment Options Objective: *Crabapple is one of three Character Areas that foster concentrations of non-residential development and employment opportunities.*
- Heritage Preservation Objective: *With the highest concentration of historic resources in the city of Milton, Crabapple can inform design standards that are unique to the character of the community.*
- Open Space Preservation Objective: *The Crabapple Crossroads Master Plan considers the need for open space preservation within its development boundaries. The revised master plan should consider the need for more open space.*

- Environmental Protection Objective: *As a rural village center, future development in Crabapple will need to be environmentally sensitive.*
- Transportation Alternatives Objective: *The 2006 Milton Trails Plan identifies the expansion of the trail network into this area.*
- Housing Opportunities Objective: *The Crabapple Crossroads Master Plan allows for the development of single-family and multi-family housing options within its boundary.*
- Traditional Neighborhood Objective: *The Crabapple Crossroad Master Plan calls for a mix of uses at an appropriate scale for the area. However, a revised Master Plan will address the need for more “balanced” development on both the east and west sides of this intersection.*
- Infill Development Objective: *The Crabapple Character Area has potential infill development opportunities that should be pursued in order to achieve a better balance of uses around this intersection.*
- Sense of Place Objective: *Crabapple is probably the closest thing the Milton community has to a traditional downtown area, even though it historically didn’t serve that function. It should be considered for development as the Milton “City Center.”*

Milton Lakes

Narrative This area represents a variety of neighborhoods in the southernmost portion of the City, bordering the City of Alpharetta. There are environmentally sensitive areas such as several water bodies and floodplain. The major corridors are Hopewell Road and Cogburn Road. These corridors include mostly suburban neighborhoods developed in the late 1990s with a mixture of lot sizes. Included in this area is Providence Park. There are several institutional uses such as places of worship, schools and the site of the new high school at the intersection of Bethany Bend and Cogburn Road.

Development Patterns in this Area

- This area reflects the rural-residential development pattern typical of much of the city, but its access to limited sewer connections as well as its proximity to commercial zoning and institutional uses within the area suggest it may be appropriate for a live-work pattern of development. The intensity to which the live-work concept has been developed within the Deerfield Character Area would not be suitable for Milton Lakes, and unlike Crabapple or Birmingham, there is no identifiable “crossroads community” to anchor a mixed use development. The possibility of sprawling patterns of development exists in this area, and mitigation against this should be a priority.
- The predominant land use of the Milton Lakes Character Area should remain residential, even though there may be pressure to expand non-residential uses into stable residential areas. Redevelopment of the area to include higher density multi-family residential uses should be minimized, and new residential development should primarily match the mix of housing types and styles of established neighborhoods in this character area. Existing recreational amenities should be preserved and enhanced and connectivity to the proposed Milton trail network should be encouraged. This area would benefit from the creation of pocket parks that would



serve the residential neighborhoods that lack such amenities.

- Development should be well designed and blend into existing neighborhoods and buffers should separate more intense areas of development from nearby neighborhoods or other lower intensity areas. New development on the edge of urbanized areas should minimize undesirable impacts on surrounding residential uses.
- The Milton Lakes character area contains a diversity of residential lot sizes, and future residential development should reflect an average of the current diversity of densities and housing patterns. Enhancements such as scenic corridor overlays and bicycle and pedestrian trail options may augment existing development and mitigate the effects of sprawling development.

Appropriate Land Uses in this Area	Appropriate Zoning Districts in this Area
<ul style="list-style-type: none"> • Parks, Recreation, and Conservation • Private Recreation • Community Facilities • Residential low: 1 Unit/Acre or Less • Residential medium: 1-3 Units/ Acre • Residential high: 3-5 Units/ Acre 	<ul style="list-style-type: none"> • Agricultural District (AG1) • Single Family Dwelling District (R2) • Single Family Dwelling District (R2A) • Single Family Dwelling District (R3) • Single Family Dwelling District (R3A) • Single Family Dwelling District (R4A) • <i>Single Family Dwelling District (R5A)</i> • <i>Townhouse Residential District (TR)</i> • Community Unit Plan District (CUP) • <i>Community Business District (C1)</i> Limited to what already exists • State Route 9 Overlay District • Northwest Fulton Overlay District

Quality Community Objectives pursued in this Area

- Open Space Preservation Objective: *Providence Park provides open space and recreational opportunities within this Character Area. Additional pocket parks would benefit the area.*
- Environmental Protection Objective: *Milton Lakes contains water features including lakes, floodplain and waterways that should be protected as this area transitions and development continues to occur.*
- Transportation Alternatives Objective: *The 2006 Milton Trails Plan identifies the expansion of trails into this area.*
- Housing Opportunities Objective: *The Milton Lake Character Area contains a concentration of “open road” subdivisions, or neighborhoods that developed using existing road frontage. There is a sense of identity among residents of these “open road” subdivisions.*
- Traditional Neighborhood Objective: *This area contains civic/ institutional uses such as schools and churches and will probably experience development pressure for additional*

non-residential uses, but the area should remain predominantly residential. Design standards should ensure traditional neighborhood development patterns are implemented.

Sweet Apple

Narrative Sweet Apple is made up of two areas located in the southwest portion of the City of Milton, bounded by the City of Roswell on three sides (north, south and to the west). Horse farms, pastures and woodlands dominate this Character Area. Two of the equestrian estates in the City are located in this area as well as Georgia Golf Center - a golf practice facility driving range. Other uses include churches, estate residential, large rural sites and pleasant pastoral views.

Development Patterns in this Area

The Sweet Apple character area is typical of Milton's agricultural and rural-residential pattern of development. It is dominated by its rural character and equestrian uses, but is unique in that it is virtually surrounded by land within the city of Roswell, outside of Milton's jurisdiction. The land use patterns in this area may be impacted by land use decisions within the City of Roswell, as well as the potential development of SR 140/ Arnold Mill Road, but care should be taken to protect the existing uses and rural character on the urban/ rural fringe. Economically viable agricultural uses, such as forestry and equestrian facilities, can be sustained in this area with the assistance of preferential taxation programs. Estate residential uses with limited hobby agricultural will also preserve the pastoral character of the area.

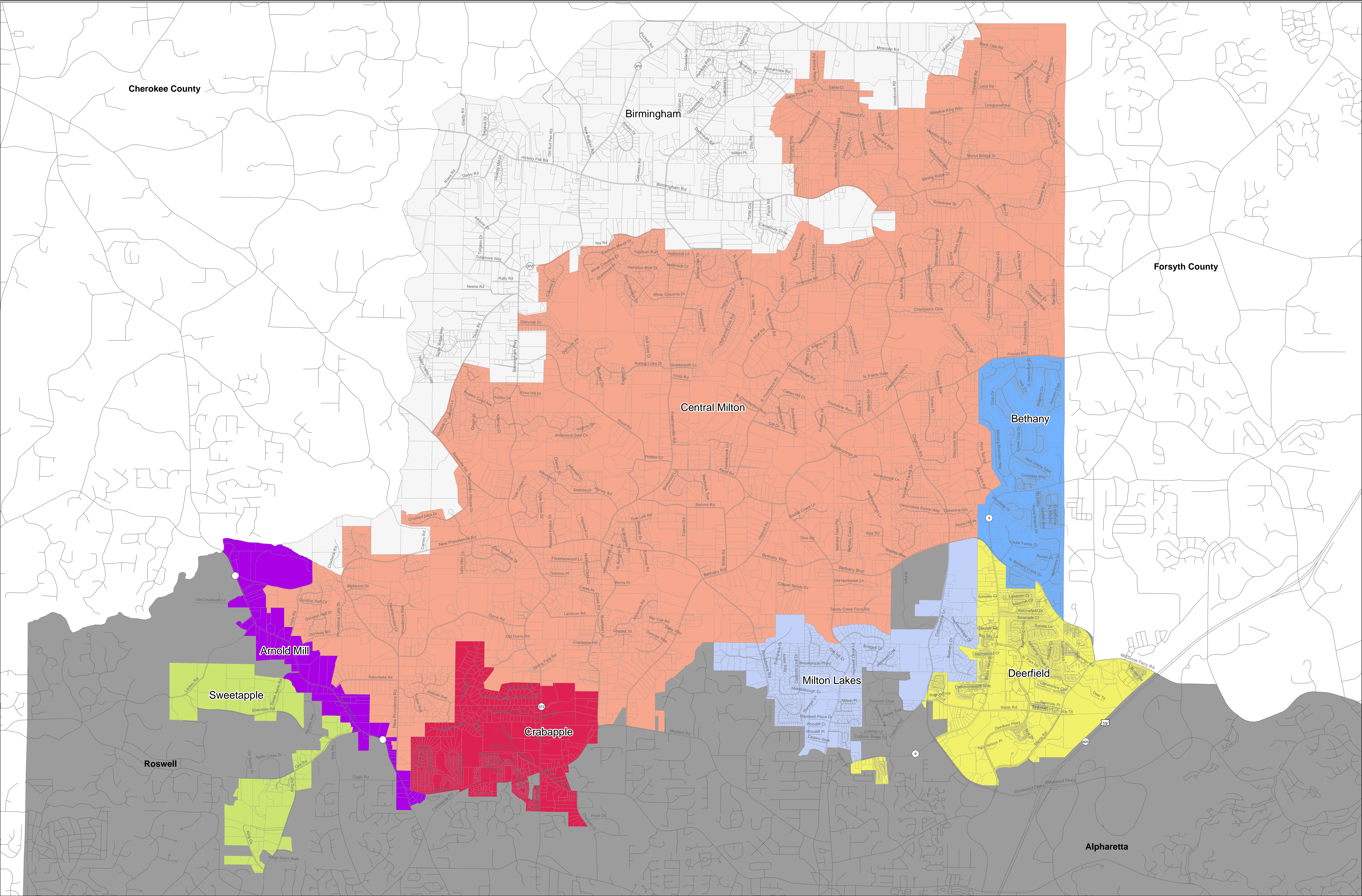


<p>Appropriate Land Uses in this Area</p> <ul style="list-style-type: none"> • Agricultural, Equestrian, Estate Residential (AEE) • Residential low: 1 Unit/ Acre or Less • Community Facilities • Parks, Recreation, and Conservation • Private Recreation 	<p>Appropriate Zoning Districts in this Area</p> <ul style="list-style-type: none"> • Agricultural District (AG1) • Single Family Dwelling District (R1)
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Quality Community Objectives pursued in this Area.

- Regional Identity Objective: *The Sweet Apple Character Area is typical of the rural character embraced by the City of Milton. The City must work closely with the City of Roswell to ensure that the character of this area is maintained in the face of future non-residential development along SR 140.*
- Heritage Preservation Objective: *The rural character of these areas is a traditional feature of the community, and mechanisms to ensure the preservation of land use patterns and scenic views should be encouraged.*
- Open Space Preservation Objective: *The agricultural land use in this area lends itself to open space amenities.*
- Environmental Protection Objective: *The Sweet Apple Character Area contains creeks, lakes, floodplain and other environmentally sensitive areas.*

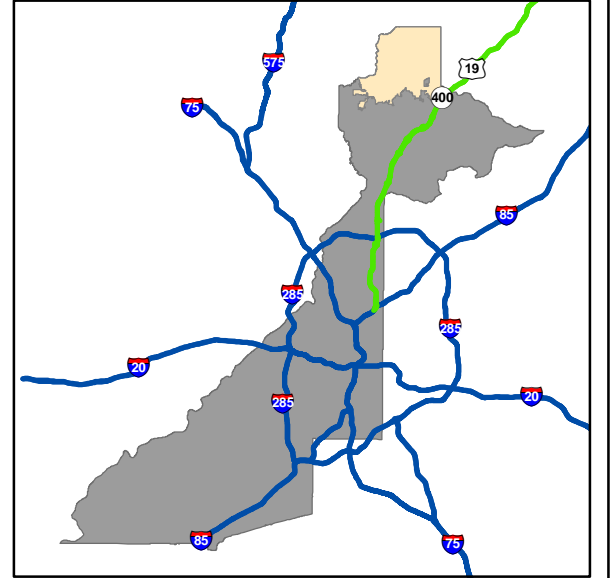




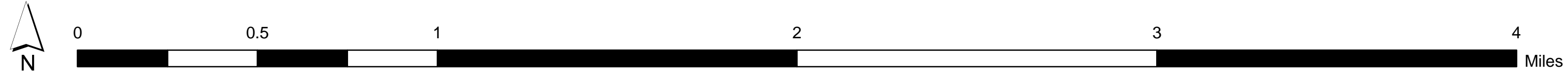
Draft Character Areas Map

City of Milton

- Street Centerlines
— Rivers & Streams
- Character Areas**
- Crabapple
 - Deerfield
 - Bethany
 - Milton Lakes
 - Birmingham
 - Sweetapple
 - Central Milton
 - Lakes & Ponds
 - Milton City Limits
 - Fulton County Boundary



City of Milton
Department of IT - GIS Division



V. Future Land Use Map and Supporting Classifications

The Future Land Use Map is a parcel-based map that identifies land use patterns using standard categories, such as Residential, Commercial, Industrial, Public/Institutional, etc. The land use designation for a particular parcel of land represents the City's official policy for the recommended future development of that parcel over the next 20 years. The Future Land Use Map shows the land use designations of all the parcels of land within the City of Milton, and this map will continue to guide future development and be an important tool in making zoning decisions. A detailed description of each future land use classification is below.

There are eleven land use designations recognized and portrayed on the City's future land use map. They are 1) Agriculture, Equestrian, Estate Residential (AEE); 2) Low Density Residential (LDR); 3) Medium Density Residential (MDR); 4) High Density Residential (HDR); 5) Multi-Family Residential (MFR); 6) Retail and Services (RS); 7) Office (O); 8) Community Facilities (CF); 9) Private Recreation (PR); 10) Parks, Recreation and Conservation (PRC); 11) Mixed Use/Living-Working (MLW).

Land use relates to zoning in that the zoning should be compatible with the land use designation (see compatibility chart). Each land use designation is more generalized than any individual zoning district and may be considered to be compatible with several zoning districts. Since land use is more general and less specific, there are more zoning classifications than land use designations. Zoning is a very specific means of regulating property as compared to land use designation. The land use map and policies guide the land use pattern of the city in general, while the zoning districts impose specific controls and permissions on property.

Residential: Residential uses include all properties where the principal structures are designed for human habitation. Several residential categories, listed below, are shown on the Land Use Map. The categories show the recommended densities per acre.

- ***Agriculture, Equestrian, Estate Residential (AEE)*** – This category consists of scattered single family homes, each on at least one acre, but are typically on several acres. This land use promotes hobby farms, equestrian facilities, and large lot residential estates including minimum 3 acre lots on gravel roads.
- ***Low Density Residential (LDR)*** – This residential category consists of one single-family home on at least one acre.
- ***Medium Density Residential (MDR)*** – This residential category consists of one to three single family homes per acre.
- ***High Density Residential (HDR)*** – This residential category consists of three to five single family homes per acre.
- ***Multifamily Residential (MFR)*** – This residential category consists of five or more residential units per acre. This could be single family homes, duplexes, townhomes and low to moderate density apartments

Land Use Designation	Compatible Zoning District
<i>Agriculture, Equestrian, Estate Residential</i>	AG1, R1, R2
<i>Low Density Residential</i>	R1, R2, R2A
<i>Medium Density Residential</i>	R1, R2, R2A, R3
<i>High Density Residential</i>	R1, R2, R2A, R3, R3A, R4, R4A
<i>Multifamily Residential</i>	R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, TR, A

Commercial: Retail, services and offices are appropriate uses in this category.

- **Retail and Service (RS)** – Retail, service and office uses are appropriate uses in this category. These uses may be located in a single building or as part of a shopping center.
- **Office (O)** – Office uses are appropriate for this category. The office uses may be in single office buildings as well as office parks.

Mixed-Use/Live Work (MLW): The purpose of the Mixed-Use/Live Work land use district is to allow an appropriate and balanced mix of uses to create a living, working environment at a scale and character that is compatible with its surrounding community. Mixed-Use/Live Work areas will be activity centers where the community can live, work, shop, meet and play. These areas should be compact, pedestrian-oriented, with a mix of office, commercial and residential uses and incorporate open space. This will result in the protection of environmental resources, accessible open space, a balance of all modes of transportation, housing choices and civic interaction. Detailed development standards are outlined below. Density will be defined by the specific zoning conditions or overlay district as applicable.

Land Use	<ul style="list-style-type: none"> • Live Work land uses should have a compatible mix of office, commercial, services, institutional, civic and residential uses. These should be integrated both vertically and horizontally. The uses within the live/work areas should be in proximity to each other in order to encourage walking and to increase mobility to those who do not drive, especially the elderly and the young. Within the Live/Work land use there should be transition of land uses, height and density. The Live/Work land use should also serve the adjacent community. • Live/Work areas should have an integrated transportation system. The transportation system should provide connectivity within the node and to and from the surrounding community. The transportation system should incorporate automobile, transit when available, bicycle, and pedestrian facilities. The streets should form an interconnected transportation network. This street network will create options, improve access and mobility, shorten auto trips and reduce congestion. Interconnected networks of streets should be designed to promote walking, biking, and transit usage where present. The pedestrian and bicycle facilities should facilitate safe, attractive and convenient pedestrian and bicycle circulation and minimize conflicts between pedestrians and vehicles.
Open Space	<ul style="list-style-type: none"> • A range of parks and open space, from village greens to active recreation and passive open space, should be distributed throughout the Live Work district. Open space should be centrally located and accessible for the enjoyment of residents and workers. Open space and parks could be used to define and connect neighborhoods and uses. Environmentally sensitive areas should be protected and their fragmentation should be avoided. At least 20% of a development should be set aside as open space.
Housing	<ul style="list-style-type: none"> • Live Work areas should have a diversity of housing types to meet the needs of the workforce and of City residents.

General	<ul style="list-style-type: none"> • 20% of the project shall be comprised of open space of which the community gathering space is a part. • Projects that are 15 acres or less shall have two uses of which residential is one of the uses. • Projects that are 15 acres or more shall have three uses of which residential is one of the uses. • Live Work projects shall provide a balance of uses with a minimum of 20% of each of the uses on the site and/ or in the area.
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Land Use Designation	Compatible Zoning District
<i>Retail and Service</i>	MIX, C1, C2
<i>Office</i>	OI, MIX, M1-A
<i>Mixed Use/Living- Working</i>	AG1, R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, TR, A, OI, MIX, C1, C2, CUP, NUP

Community Facilities (CF): this land use includes public uses such as community centers, government facilities such as senior centers, health centers, fire and police stations, libraries, government centers, and schools, semi-public uses such as churches and cemeteries and institutional uses such as hospitals.

Private Recreation (PR): Privately owned recreational facilities such as golf courses and common open spaces are included in this land use.

Parks, Recreation and Conservation (PRC): This includes parks, open space and recreational facilities owned by public entities.

Land Use Designation	Compatible Zoning District
<i>Community Facilities</i>	AG1, R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, TR, A, OI, MIX, C1, C2, CUP, NUP, M1, M2, M1-A
<i>Private Recreation</i>	AG1, R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, TR, A, OI, MIX, C1, C2, CUP, NUP, M1, M2, M1-A
<i>Parks, Recreation and Conservation</i>	AG1, R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, TR, A, OI, MIX, C1, C2, CUP, NUP, M1, M2, M1-A

Compatibility Chart

Land Use Designation	Zoning Classifications																		
	AG1	R1	R2	R2A	R3	R3A	R4	R4A	R5	R5A	TR	A	CUP	NUP	OI	MIX	C1	C2	M1
Retail & Service																			
Office																			
Mixed Use/Living Working																			
Community Facilities																			
Private Recreation																			
Parks, Recreation, Conservation																			
Agricultural, Equestrian, Estate Residential																			
Low Density Residential																			
Medium Density Residential																			
High Density Residential																			
Multifamily Residential																			

VI. Policies

The following policies identify the recommendations of the community and give direction to community leaders for future decision-making. They are derived from the broad issues identified in the Community Vision and Issues and Opportunities and have been refined through feedback from CPAC and community members throughout the comprehensive planning process. Consideration was also given to a variety of existing plans and small area studies adopted by the community, including *The Crabapple Crossroads Plan* (2003), *Birmingham Crossroads Plan and Development Standards* (2004), *Maintaining Rural Character in Northwest Fulton County, Georgia* (2001), *The Milton Trails Plan* (2007), *The Milton Transportation Plan* (2009) and the *Partial Plan Update for the City of Milton, Georgia* (2010).

1. Economic Development Policies

1.1. We will identify and put in place the requisites of the desired quality of life within our community and carefully consider costs as well as benefits in making decisions on proposed economic development projects.

Strategy: Balance housing, transportation, infrastructure, resource protection and economic development considerations in decision making.

Strategy: Utilize the unique economic assets of Milton to attract appropriate and sustainable economic activities that can be accommodated without changing the character of the City.

Strategy: Encourage diversified economic development centers within mixed-use non-residential areas and balance commercial densities with local demand, being mindful of existing vacant commercial space as well as commercial density approved, but not yet built.

Strategy: Ensure the city's economic development initiatives are fiscally sustainable and will enhance community revenues to support the Comprehensive Plan.

Strategy: Implement use of a financial model as one criterion in decision making on economic development projects.

1.2. We will support programs that retain, expand and create businesses that provide a good fit for our community's economy in terms of job skills required and links to existing businesses and locate them appropriately within the City.

Strategy: Support the existing agricultural and equestrian related economy of the city.

Strategy: Support the development of small businesses within the community.

Strategy: Support the growth of knowledge-based industries and office/professional uses in designated employment centers.

1.3. We will consider access and/or impacts to housing and transportation when considering economic development projects.

Strategy: Support the use of planning studies, value studies, cost/benefit studies and analyses of sustainability to identify cost effective projects.

Strategy: Limit the expansion of business and/or commercial uses into established, stable residential areas. Embrace and protect defined geographic boundaries and defined density levels for specific areas including those with a master plan as well as other areas not yet planned.

Strategy: Identify primary employment areas that motivate out-of-city commuting patterns and focus economic development initiatives to recruit those employment sectors to the city.

1.4. We will consider impacts on infrastructure and natural resources in our decision making on economic development projects.

Strategy: Limit the expansion of facilities and services to areas close to existing infrastructure before extending into areas that require larger extensions and/or greater costs.

Strategy: Encourage adaptive reuse of existing facilities and infill development in established areas to accommodate new commercial enterprises where appropriate and consistent with the land use and infrastructure development policies and vision of the City of Milton.

1.5. We will consider employment needs and skill levels of our existing population in making decisions on proposed economic development projects.

Strategy: Work with the Greater North Fulton Chamber of Commerce, Cherokee and Forsyth Counties, the cities of Alpharetta, Roswell, and Johns Creek, and other organizations to encourage expansion and retention of professional jobs within employment centers in the City of Milton and surrounding jurisdictions.

Strategy: Encourage recruitment of individuals with disabilities for jobs in various employment sectors.

2. Natural and Cultural Resources

2.1. We will encourage the preservation of natural resources areas and preserve contiguous green open spaces development of land in appropriate designated areas as development occurs.

Strategy: Maintain density neutral development practices through innovative land development techniques, such as conservation subdivisions and transferable development rights.

Strategy: Acquire conservation easements for the protection of environmental sensitive land.

Strategy: Promote low impact site development that encourages maintaining the natural topography and existing vegetation on a site when feasible, and in some cases when required.

Strategy: Encourage projects that protect and/or integrate the preservation of natural areas, stream corridors, and green space as amenities and required development.

2.2. We will encourage new development to locate in suitable locations close to transportation and infrastructure resources in order to protect environmentally sensitive areas, agricultural lands, and valuable historic, archaeological or cultural resources from encroachment.

Strategy: Cross check proposed development sites with inventories of existing natural, historic, archaeological, and cultural resources to prevent encroachment on these sites.

Strategy: Designate areas of valuable historic archaeological or cultural resources through the city's historic preservation ordinance to mitigate impacts of new development.

Strategy: Ensure development/infill projects are consistent with land use policies and citizen wishes to protect and preserve the low-density rural areas of Milton.

Strategy: Work with public utilities to protect the rural viewshed and other natural and scenic views.

2.3. We will consider potential impacts to air and water quality in making decisions on new developments and transportation improvements, and we will steer new development away from sensitive natural resource areas.

Strategy: Encourage new development projects to commit to providing water, storm water, and air pollution control facilities that fully meet and exceed city standards.

Strategy: Encourage changes to current codes that address air and water quality improvements and/or which provide flexible design that results in a reduction of air or water quality impacts.

Strategy: Encourage local governments and/or local land trusts to acquire stream corridors along the Little River corridor and their tributaries to provide floodway protection, natural habitat corridors, and passive recreation resources.

2.4. We will expand the identification, documentation, and protection of historic, cultural, and archaeological resources in the city, and when possible encourage access by the public.

Strategy: Review and refine existing inventories of historic, cultural, and archaeological resources to include previously undocumented resources.

Strategy: Collaborate with local and regional libraries and archives, as well as local historians and long-time residents, to document previously undocumented resources.

Strategy: Ensure historic and cultural sites that are open to the public are barrier-free, ADA accessible venues.

Strategy: Identify those elements of the rural landscape (i.e. specimen trees, tree canopies, woodlands, fences, hedgerows, structures, etc.) that contribute to rural character and scenic viewsheds within the community.

2.5. We will promote the protection and maintenance of trees and contiguous green open space in new development.

Strategy: Promote community awareness regarding the economic value and sustainability of green space preservation and maintenance of existing vegetative cover and protection of trees.

Strategy: Promote design standards which prefer the retention of existing trees and tree coverage to new plantings.

Strategy: Ensure existing tree canopy along scenic streets and other public rights of way are protected.

Strategy: Increase setbacks and undisturbed buffers between roadways and developments including both residential and commercial.

2.6. We will protect ground and surface water sources to promote the maintenance of safe and adequate supplies of water.

Strategy: Adopt the appropriate recommendations to protect existing water quality consistent with the City's land use policies, and as recommended by the Metropolitan North Georgia Water Planning District, ARC, Fulton County Water Resources that protect ground and stream water quality.

Strategy: Coordinate with Fulton County, Forsyth County, Cherokee County, and other local governments in implementing the three comprehensive plans adopted by the Metropolitan North Georgia Water Planning District to ensure adequate supplies of

drinking water, protection of water quality, and minimized impacts of development on the District's watersheds and downstream water quality.

Strategy: Consider expansion of riparian buffers for sites affected by topography, soils, wetlands, or other conditions that may accelerate groundwater or surface water intrusion.

Strategy: Coordinate programs of Fulton County Water Resources to conserve outdoor water use.

Strategy: Create and implement a septic tank maintenance program for the unsewered areas of Milton which are consistent with the lower density areas of the city.

3. Facilities and Services

3.1. We will incorporate sustainable policies and practices in projects undertaken and services offered by the City of Milton.

Strategy: Design government buildings and projects including parkland, transportation projects, etc. to meet "Green" certification standards. Encourage these standards for private development.

Strategy: Work with the Milton Grows Green (MGG) committee to implement environmentally responsible policies and practices throughout Milton.

Strategy: Explore certification through the Atlanta Regional Commission's Green Communities program.

3.2. We will explore opportunities for multiple transportation alternatives.

Strategy: Implement the recommendations of the Milton Transportation Plan and Milton Trails Plan.

Strategy: Consider the development of bicycle and pedestrian transportation modes to provide barrier free alternative travel opportunities for short trips.

3.3. We will invest in parks and open space to enhance the quality of life for our citizens.

Strategy: Develop and implement Master Plans for Birmingham Park, Providence Park and Bell Memorial Park, ensuring that multiple needs of multiple users are met (i.e. children, youth, adults, the elderly, individuals with disabilities, etc.) with a sensitivity towards the unique characteristics of the area in which the park is being developed and the land itself.

Strategy: Ensure parks and parkland are developed with the city's mission and vision statements in mind including the protection of the rural characteristics of Milton as well as "green" practices and development standards.

Strategy: Identify and protect other areas that serve as parks or parklands to the City's residents, such as pocket parks, equestrian areas, greenways, and other recreational lands.

Strategy: Work with Fulton County to provide community parks, regional parks, and large active and passive recreation facilities, including consideration of barrier free access to all amenities, to serve City residents and visitors.

Strategy: Encourage parks and other green spaces to be protected in perpetuity through appropriate legal mechanisms.

3.4. We will seek opportunities to provide pleasant, accessible, public gathering places and parks throughout the community.

Strategy: Develop community gathering spaces and pocket parks in village and neighborhood centers to serve as meeting places and destinations.

Strategy: Establish appropriate requirements for new development to set-aside specific amounts of land for green space or meet acceptable alternative requirements to provide for future needs for green space.

Strategy: Ensure public gathering spaces have barrier-free, ADA compliant amenities.

3.5. We will determine an appropriate location(s) for a city hall/government center within the city.

Strategy: Consider a location that will best serve residents and visitors to the community.

Strategy: Consider a location that will allow for future expansion of municipal functions.

Strategy: Maintain current levels of service for fire and police protection to the southeastern area of Milton if the fire/police are relocated to a city hall/government center elsewhere in the community.

Strategy: Consider an area that can accommodate the traffic demands without exacerbating congestion or posing a burden upon the city's transportation networks.

Strategy: Ensure the site is ADA accessible and planned with barrier free access.

3.6. We will work with the Fulton Public Schools to encourage school location decisions that support overall growth and development plans of the community.

Strategy: Encourage the Fulton County Public Schools to improve access and egress into existing school properties to minimize traffic disruption and congestion.

Strategy: Encourage Fulton County Public Schools to locate future facilities that are consistent with the Milton future land use plan.

Strategy: Encourage Fulton County Public Schools to design new schools consistent with the design standards unique to Milton including site planning, building design, the

utilization of “green” standards, access/egress, parking configuration, tree preservation/replacement review, appropriate buffers and the integration of trailways where possible.

Strategy: Work with Fulton County Public Schools to identify opportunities to use recreational fields during periods when the schools are not using the facilities.

3.7. We will seek ways for new growth to pay for public infrastructure and services to support the development to the maximum extent possible.

Strategy: Work with private developers to encourage the development of public infrastructure by building connections to existing infrastructure and new development sites.

Strategy: Adopt an impact fee ordinance and use impact fees for specific improvements allowed by state law.

Strategy: Actively pursue partnerships and grant opportunities to facilitate infrastructure expansion and enhance community services.

3.8. We will use planned infrastructure expansion to support development in areas identified as suitable for such development in the Comprehensive Plan.

Strategy: Encourage the balanced development of Crabapple Crossroads, Birmingham Crossroads, Hwy 9 and Arnold Mill that is 1) consistent with land use policies and adopted overlays or master plans for the areas, and 2) concurrent with needed infrastructure improvements.

Strategy: Encourage the stated development of character areas concurrent with the growth of service infrastructure as a method of maintaining sustainability.

Strategy: Establish and protect defined development boundaries and sustainable density levels as defined specifically by the Master Plan for that given area to identify and maintain appropriate edges between areas with planned infrastructure and adjacent areas where infrastructure may be unplanned or deferred.

3.9. We will promote enhanced initiatives for solid waste reduction and recycling.

Strategy: Coordinate solid waste management with Fulton County and other cities in the County.

Strategy: Reduce the volume of waste entering the solid waste disposal system by sponsoring recycling education, and provide opportunities and incentives to sort plastics, paper, glass, metals and other materials.

Strategy: Require private waste management contractors to provide curbside recycling options. Encourage and educate recycling throughout the city including the integration

of development standards that create a recycling pick up location at commercial and non-commercial sites.

Strategy: Consider the long term alternatives to use of landfills.

4. Housing

4.1. We will accommodate our diverse population by encouraging a compatible mixture of housing types, densities and costs within the City.

Strategy: Encourage a mix of housing types, densities and amenities appropriate for the development patterns of each character area to accommodate a mix of income and family needs.

Strategy: Develop accessibility guidelines and policies for ADA accessible homes concept to accommodate full participation in housing choice by people with disabilities.

Strategy: Promote policies that protect the existing low-density, rural residential housing throughout the Birmingham, Central Milton, Arnold Mill, and Sweet Apple Character Areas of the City.

Strategy: Promote policies that provide more housing choices, including apartments, town homes, condominiums, and single family homes with smaller footprints on smaller lots in the Deerfield Character Area.

4.2. We will encourage development of housing opportunities that enable residents to have easier access to commercial services and employment opportunities.

Strategy: Increase and expand mobility in neighborhoods with more barrier free bicycle, wheelchair, and pedestrian options.

Strategy: Construct more sidewalks or alternative pathways that connect homes to work and shopping facilities as well as parks/gravel roads and institutional uses, as appropriate.

Strategy: Integrate housing transportation and land use plans to improve mobility to and from jobs and other primary destinations.

4.3. We will encourage housing policies, choices and patterns that increase opportunities for people to move into affordable owner-occupied housing.

Strategy: Encourage the completion of undeveloped parcels in existing subdivisions.

Strategy: Identify opportunities for infill residential development in existing neighborhoods.

Strategy: Assess community housing stock to accurately determine the current mix of residential uses and identify areas of need.

5. Land Use and Development Patterns

5.1. We will encourage development that is sensitive to the overall setting of the community and will contribute to our community's character and sense of place.

Strategy: Obtain broad support for the Comprehensive Plan from community leaders and the public through education initiatives and consensus-building meetings.

Strategy: Encourage the maintenance of equestrian and agricultural areas with large tracts of land in order to maintain this important aspect of the community.

Strategy: Protect natural areas, viewsheds, floodplains, wetlands, tree canopy, heritage, and specimen trees through strict adherence to codes during site preparation and construction, and avoidance of clear-cutting.

Strategy: Encourage land uses which integrate the rivers and streams and environmental aesthetics into their planning and design.

Strategy: Protect the dark night sky especially in lower density residential, conservation and natural areas of the city.

Strategy: Work with utility companies to protect city assets.

5.2. We will encourage development of a balanced network of commercial activity centers that are vibrant areas of the community which, 1) improve overall attractiveness and local quality of life 2) meet the service needs of our citizens and 3) avoid unattractive and inefficient sprawling strip development.

Strategy: Emphasize the development of barrier-free smaller, pedestrian oriented streets, shops and parking in the denser areas of the city to support existing structures and appropriate commercial uses.

Strategy: Encourage compact mixed-use development in the Crabapple Crossroads Area as reflected in the Crabapple Crossroads Master Plan; the Birmingham Crossroads Area as reflected in the Birmingham Crossroads Master Plan; and along Hwy 9 and Arnold Mill Road pursuant to their recommended Master Plans.

Strategy: Provide safe accessible crossings for persons who are blind, deaf, and/or wheelchair users.

5.3. We want development whose design, landscaping, lighting, signage and scale add value to our community.

Strategy: Create more specific, detailed design guidelines for Hwy 9, Arnold Mill Road (SR 140), and other specific areas of the City.

Strategy: Develop context sensitive standards for protecting and enhancing rural viewsheds in the City.

Strategy: Develop context sensitive residential development standards for entrances and right of way amenities for residential subdivision developments.

5.4. We will create gateways to establish a “sense of place” for our community.

Strategy: Create consistent images (including the equestrian logo) to help “brand” Milton as a unique and desirable community on street signs, public buildings, and public vehicles. Incorporate branding images into City documents, special event signage, and gateways to the City.

Strategy: Identify prospective sites for unique public signs at the major gateways to the City and acquire rights to place substantial gateway signs that convey pride and sense of place.

Strategy: Identify specific design standards for public gateway investments (i.e. signage, landscape, hardscape, sidewalks, lighting, street furnishings etc.)

5.5. We will encourage mixed-use developments, where appropriate, that are human-scale, less auto-oriented and include neighborhoods that are walkable, bicycle and wheelchair friendly.

Strategy: Coordinate infrastructure design where appropriate to provide barrier-free, safe, walkable connections between activity centers, institutions and residential neighborhoods.

Strategy: Encourage developers to incorporate appropriate amenities such as sidewalks or pathways, shallow front setbacks, porches, streetlights, street furnishings, and small green space sites in grid-style TND development patterns close to existing transportation and community facility infrastructure.

Strategy: Provide local street and/or pedestrian connections between existing and new subdivisions in addition to access from primary streets.

5.6. We will be open to land planning and development concepts that may be new to our area, but have been tried successfully in other places.

Strategy: Consider using transfer of development rights as a method to protect the low-density, rural and agricultural areas of the city.

Strategy: Consider adopting policies and standards related to “Universal Design” and/or “Visitable Homes” concepts.

Strategy: Consider implementing context sensitive and form based zoning.

Strategy: Consider conservation subdivisions in rural and environmentally sensitive areas in addition, consider a conservation subdivision classification that incorporates gravel roads.

5.7. We support appropriate residential and non-residential infill development and redevelopment in ways that complement surrounding areas.

Strategy: Support infill development that meets appropriate design standards on local streets within the city.

Strategy: Encourage infill of existing subdivisions and development projects as a priority before constructing new residential subdivisions.

6. Transportation

6.1. We will encourage walking, biking, car-pooling, and other alternative transportation choices in making development decisions.

Strategy: Encourage new development projects adjacent to the proposed Milton Trail Network.

Strategy: Support the inclusion of sidewalks, alternative pedestrian pathways, bicycle lanes, equestrian trails and multipurpose lanes in the design of local and collector streets where feasible.

6.2. We will target and encourage transportation improvements that support desired development patterns for the community.

Strategy: Consider creating a “Complete Streets” program to establish road design criteria that includes consideration of transit, bicycle, and pedestrian measures of service in addition to automobile levels of service.

Strategy: Promote connectivity of our road network through fostering a grid network of streets in newly developing areas as well as those already in place and establishing multiple local street access connections between residential subdivisions.

Strategy: Consider options for an internal transit shuttle, that may connect to MARTA services, to serve as a transportation alternative for local residents.

6.3. We will require that our new and reconstructed roadways be appropriately designed using context sensitive design considerations to enhance community aesthetics and to minimize environmental impacts and accommodate multiple functions, where appropriate.

Strategy: Coordinate context sensitive road design with adjacent development design, including identification of appropriate rural road standards on city roads in the low-density rural, agrarian, and equestrian areas.

Strategy: Encourage the use of bioswales, rain gardens, and other forms of natural drainage adjacent to transportation corridors to mitigate stormwater run-off and enhance community aesthetics.

Strategy: Leverage rural road design, roundabouts, context sensitive design characteristics, and other alternatives to enhance community aesthetics.

Strategy: Keep and maintain gravel roads where they encourage preservation of existing rural character consistent with policies of the City of Milton and consider new gravel roads in environmentally sensitive areas.

Strategy: Ensure the night sky is a consideration when evaluating lighting of roadways. In the more rural roadways of Milton allow the roadways to remain unlit, or minimally lit.

6.4. We support the creation of a community-wide barrier free pedestrian/bike path network.

Strategy: Implement the recommendations of the 2006 Milton Trails Plan.

Strategy: Establish priorities for sidewalks and bicycle lanes not reflected in the 2006 Milton Trails Plan and identify criteria for their development.

6.5. We will limit the impacts of excessive vehicular traffic on the peaceful nature of our existing residential neighborhoods by using traffic calming, signage, and other design considerations.

Strategy: Implement the recommendations of the 2009 Milton Transportation Plan.

Strategy: Protect existing neighborhoods from traffic impacts along travel corridors through traffic calming methods such as signage, lane markings, warning signals, speed humps, reduced speed limits, or other means.

Strategy: Appropriate traffic calming methods should also be applied to arterials and collectors as needed to improve protection of automobile, transit, freight, bicycle, or pedestrian users and adjacent land uses.

7. Intergovernmental Coordination Policies

7.1. We will proactively identify opportunities to share facilities and services with neighboring jurisdictions when they would be mutually beneficial.

7.2. We will initiate efforts to work with neighboring jurisdictions to develop shared solutions for regional issues (such as growth management, watershed protection, transportation solutions, etc.)

7.3. We will initiate efforts with neighboring jurisdictions to pursue joint processes for collaborative planning and decision-making.

- 7.4. We will consult with Fulton County and other public entities in our area when making decisions that are likely to impact them.**
- 7.5. We will provide input to Fulton County and other public entities in our area when they are making decisions that are likely to have an impact on our community or our plans for future development.**
- 7.6. We will engage in cooperative planning between the City of Milton, Fulton County, and Fulton County Public Schools in regard to the appropriate location and use of schools as community facilities, as well as needed transportation improvements to accommodate traffic to, from and around schools and improve opportunities for walking, biking, and other forms of alternative transport for individuals of all abilities.**

8. Financing

8.1 We will be fiscally responsible by developing and maintaining a five-year capital spending plan that is updated annually as an integral part of our annual budget process.

Strategy: Financial modeling capacity will be used by the city as a tool to proactively guide the City's financial decisions in the future.

Strategy: Alternative funding sources will be identified and aggressively pursued to support the City's short and longer term capital requirements.

Strategy: The City's five year capital plan will be based on funding those expenditures that are needed to maintain the quality of life desired by our residents and only then funding those opportunities that provide enhancements as funds are available.

VII. Implementation Measures

The Implementation Measures pursued in each Character Area were compiled from the State Planning Recommendations as well as community feedback throughout the Comprehensive Planning process. The list was reviewed by CPAC, city staff, and project consultants to streamline options and include those that were most effective and practicable within the community vision and scope of this plan. Utilizing State Planning Recommendations as a guide, descriptions of each implementation measure tailored to the specific needs of Milton were developed by CPAC, city staff, and project consultants. Citizens provided feedback on how and where these measures would be most effective. The following summary identifies proposed implementation measures considered for the scope of the plan, and the following table identifies each character area to which the implementation measure is particularly relevant.

Economic Development Implementation Items

- Choosing Businesses to Recruit and Support: Prepare an economic development plan targeting specific needs in the community
- Evaluating Business Formation: Analyze the rate and causes of growth and decline in local businesses.
- Financial Impact: Evaluate the financial implications of prospective businesses; use modeling software to evaluate alternatives and tax implications for prospective businesses with and without incentives
- Coordination: Proactively engage and coordinate development activities with the Milton Business Alliance and the Greater North Fulton Chamber of Commerce; actively seek opportunities for partnerships with these organizations and leverage these opportunities for additional community development and improvement
- Seek Synergies: Identify and proactively recruit businesses just outside Milton to relocate to Milton; promote employment opportunities for those that live in Milton.
- Gathering Community Opinions on Economic Development: Input on types of businesses stakeholders support and want in the community.
- Identifying Workforce Training Resources: Finding training opportunities to match the need of the local workforce. These may be from formal educational programs, private providers, specialized workforce training (such as from a department of labor), or other sources.
- Tracking Business Needs: Collecting information on local economic conditions and local business needs.
- Agricultural Marketing: Assisting local farmers in selling their products. This can include agri-tourism, farmers' markets and similar activities. Revise zoning ordinance to reflect the allowance of agri-tourism and farmer's market activities.
- Equestrian Marketing: Investigate the opportunity to make the equestrian facilities become a profit center for the city.
- Niche Marketing: Marketing the community as a regional center for a particular purpose or attraction, such as commercial activity, tourism, education, medical services, arts, recreation, etc.

Natural and Cultural Resource Protection Implementation Items

1. Cultural Resources

- Archaeological Sites Survey: Collect and record information about archaeological sites for future protection from development. The completed survey should be kept in GIS database for use in reviewing planning, zoning and development applications.
- Historic Resources Design Standards: Develop and implement design standards for infill and material design changes to historic properties or districts to maintain historic integrity and significance.
- Grants: Identify grant opportunities to preserve and improve historic structures.

2. Environmentally Sensitive Resources

- Proactively Manage Water Resources: Manage and protect watersheds; ensure integrity and quality of aquifers
- Environmental Planning Criteria for Wetlands: Establish local protection for wetlands that may extend beyond the regulations recommended by state or federal agencies.
- Environmental Planning Criteria for Steep Slopes: Establish local protection for areas with steep slopes that may extend beyond the regulations recommended by state or federal agencies.
- Enforce Riparian Buffer Standards: Require strips of land along banks of streams and rivers to be set aside from development to protect water quality.
- Floodplain and River Protection: Study potential greenway and greenspace protection through land trusts, preservation via easements, etc.

3. Ordinances and Regulations

- Environmental Impact Review: Modify current ordinance to require a formal, comprehensive analysis of environmental effects of proposed developments that may suggest mitigation measures.
- Storm water Management: Consider low impact design for new developments.
- Conservation Design: Include conservation design techniques in new development, study the use of conservation subdivision regulations and transfer of development rights and prepare ordinances as needed to implement them.
- Green: Create an ordinance to support a green infrastructure.

4. *Alternative Ownership*

- Conservation Easements: Develop a mechanism for the protection of natural resources or open space that involves donation of private property development rights in exchange for income tax, property tax or estate tax benefits. A conservation easement is a legally binding agreement between a property owner and a governmental body or land trust that restricts the amount and type of development on the land in perpetuity.
- Preserve Land: Identify land that can be permanently protected natural resources, open space or farmland.
- Utilize a Land Trust: Non-profit land trusts, working with communities, to save valued areas (generally environmental resources) through voluntary land conservation; typically a private, non-profit entity that may serve multiple functions include holding and monitoring easements, education and advocacy.

Facilities and Services Implementation Plan

- Create Pocket Parks: Small (1-3 acres) open spaces throughout a community that may be publicly owned or owned and managed by nearby residents and property owners. They provide free, open access to green space and contribute to protection of wildlife and landscape. They may feature the work of local artists, provide small-scale play equipment or simply provide a welcome resting place for pedestrians.
- Create Trails and Greenway Networks: Trails and greenways positively impact individuals and improve communities by providing not only recreation and transportation opportunities, but also by influencing economic and community development. Study the feasibility of creating a Milton Greenway.
- Milton Trails Plan: Update the Milton Trails Plan to be consistent with the Milton Parks Master Plan.
- Creation of City Center: Complete City needs analysis and develop a short and long range plan for the location and development of a “city center” for Milton.
- Integration of School Locations: Proactively seek to engage with the School Board to anticipate locations for new and/or rebuilt schools and ensure that the infrastructure requirements are clearly understood and addressed as a part of any such development as well as encouraging adherence to development standards including tree preservation, stream buffer protections, adjacent landowner buffering, design standards, etc.

- Park Development: Develop and implement a comprehensive parks plan (including programming) that considers the entirety of parklands and/or programs available; work with surrounding communities to realize any economies of scale that are feasible. Ensure park plans and development include adherence with the Milton vision and mission including the preservation of the unique rural and equestrian character of the city. “Green” standards should be employed along with protection of specimen trees, woodlands, stream buffers, steep slopes, appropriate buffering, etc. when creating plans for any of Milton’s parklands. Preservation of the parklands for perpetuity via a conservation land trust is a consideration when planning our parklands to ensure active and passive parkland availability for future generations.
- Fire and Police Services: Location analysis study to determine locations for new police precincts and fire stations,

Housing Implementation Items

- Inventory Current Housing: Conduct in-depth study of existing housing availability, condition and status in a locality, providing important information about communities' housing needs and the health of the housing market.
- Conventional Residential Subdivisions: Develop and enforce an ordinance requiring that as new subdivisions are developed they are required to be livable and sustainable; providing more connectivity, pedestrian and bicycle accessibility, open space and amenities.
- Redevelopment/Retrofitting of Existing Residential Subdivisions: Develop and enforce an ordinance that requires connectivity, pedestrian/bicycle accessibility, open space and amenities as appropriate
- Development Standards: Create, adopt and enforce a development standard ordinance for residential development in each Character Area. Increase setbacks and expand visual buffers along roadways and adjacent lands when residential subdivisions and neighborhoods are developed.
- Encourage Creative Design for Higher Density: Encouraging the design of higher density development to blend with the surrounding neighborhood, perhaps by masking the high-density aspects of the development through landscaping or architectural details. For example, multi-family housing can be designed to appear as a single-family residence from the street, or heavy landscaping can be used to hide parts of the development.

Land Use and Development Controls Implementation Items

1. *Land Use*

- Agricultural Buffers: Require new non-agricultural development adjacent to active agricultural uses to provide an agricultural buffer to minimize future potential conflicts between them; require new agricultural development adjacent to residential uses to provide a buffer to minimize future potential conflicts between them.
- Agricultural Use Notice and Waiver: Require new non-agricultural uses abutting or within 1,000 feet of active agricultural land uses to sign a waiver and deed restriction against future nuisance complaints about agricultural operations and their noise, odor or other effects into perpetuity.
- Agricultural Land Use Regulations: Develop incentives to encourage preservation of agricultural and equestrian operations
- Agricultural Zoning: Establishing zoning districts with very large minimum lot size requirements appropriate for agricultural and equestrian uses in order to protect farmland and rural character and limit development of urban uses.
- Agricultural Residential Zoning: Divide current AG-1 zoning classification into truly agricultural uses and residential uses. Create an “Estate Residential” zoning district.
- Conservation Use Valuation: A property tax system based on the current use of land (agriculture, forestry, or environmentally sensitive) instead of the Fair Market Value for ad valorem taxation; enrollment in this program is at the discretion of the local Board of Assessors and requires commitment to a 10-year renewable covenant that restricts the use of the property during the covenant period. Proactively educate Milton residents and landowners about this program and work with Fulton County to expand the program and options.
- Arnold Mill, Highway 9 and Crabapple Areas: Create a master plan for each of these areas to guide land use and/or redevelopment; prepare a Traditional Neighborhood Development (TND) ordinance or Form Based Code to allow for more traditional neighborhood design within appropriate character areas.

2. *Development Standards*

- Develop Landscape Design Guidelines: May include requirements for protection of existing trees, planting of trees that will create a certain amount of shade over time, establishment of landscaped strips as buffers between

developments, etc. Benefits include creation of safe shaded areas for pedestrians and bicyclists, preservation and restoration of natural scenic qualities, mitigation of building and parking lot impact, and addition of aesthetic character.

- Promote Environmentally Sensitive Site Design: Designing parkland or a development to protect environmentally sensitive areas and prevent mass grading and clear-cutting.
- Sustainable/Green Design for Development: Creating environmentally-sound and resource-efficient buildings by using an integrated approach to design; promoting resource conservation, energy efficiency, renewable energy and water conservation features; reducing operation and maintenance costs; and addressing issues such as historic preservation, tree preservation, required open space, access to public transportation and other community infrastructure systems. Create and adopt minimum Green Design Standards for, at a minimum, specific areas of the City.
- Development Performance Standards: Establishes minimum criteria for assessing whether a particular project is appropriate for a certain area in terms of its impact upon, and compatibility with, surrounding land uses. For example, performance standards might seek to reduce traffic impacts instead of restricting the type of land use for a particular site.
- Develop and Enforce Design Standards and/or Guidelines: Review architecture, aesthetics, and site characteristics of new commercial and multifamily development as well as parklands to achieve compatibility with existing development and maintain community character. Review and revise as necessary existing design overlay districts and criteria, including the Arnold Mill area.
- Create Consistent Imaging. Provide entryway signage denoting the city limits on important corridors. Further, require signage to be designed as part of overall signage package plans within specific areas that will reinforce/promote the Milton brand (e.g., at Crabapple and Birmingham).

3. *Development Controls/Regulations*

- Purchase of Development Rights: Purchase of private development rights, by a qualified conservation organization or government agency, to protect properties from development and preserve open space.
- Provide for Transferable Development Rights: Develop an ordinance that will enable landowners in an area planned to remain as open space to sell their

property development rights for use in other “receiving” areas of the community where higher density development can be accommodated. Purchasing these additional development rights enables developers to build at higher density than would otherwise be allowed in the receiving areas.

- Establish an Impact Fee Ordinance: Impose a fee collected by a local government on new or proposed development to help assist or pay for a portion of the costs where new development may increase needed public services; impact fees may only be assessed for capital improvements and may not be used for operating expenses.
- Create a Conservation Subdivision Ordinance: Residential or mixed use development with a significant portion of site set aside as undivided, protected open space while dwelling units or other uses are clustered on the remaining portion of the site.
- Create micro Parks. Create small (less than 1 acre) public spaces that may or may not be green, but will serve as gathering places and respite areas for the public. Typically these are found in commercial areas. They may also feature public art or other amenities. These are sometimes referred to as “micro-parks.”
- Monitor Septic Systems: Develop an ordinance that will require septic systems to have a maintenance and operating permit that runs with the land. Renewal would require inspection by City or a third party authorized by City. Permits would require a fee that would be used to educate property owners and enforce minimum requirements for monitoring and maintenance of existing septic systems.

Transportation Implementation Items

1. Pedestrian and Alternative Transportation Options

- Walkability Audit: Conduct a walkability assessment based on commonly used measurements such as connected street networks, high densities at intersections, few dead ends, short block lengths, and mixed land uses in close proximity to one another.
- Transportation Linkages: Explore transit and multi-modal linkages especially between Crabapple and Deerfield.
- Transit: Explore opportunities for the expansion of transit in appropriate areas of Milton.

2. *Corridor Enhancements*

- Perform Commercial Corridor Studies: Identify and plan for needed improvements along a strip commercial corridor. Such a study typically involves key stakeholders (property owners, businesses, neighborhood leaders, service providers) to achieve consensus on improvements to be made along the corridor.
- Develop Rural Viewshed Districts: Protect rural views by requiring land uses to complement rather than detract from the rural experience. Also ensure a proactive working relationship and suggested approaches for utility companies.

3. *Design Elements*

- Roadway Planning, Design and Operation: Use context sensitive design for streets as appropriate for roadway planning, design, and operation that takes into account compatibility, livability, sense of place, urban design, cost and environmental impacts while meeting transportation goals of safety, efficiency, capacity, and maintenance. This should include the consideration and use of roundabouts in and around Milton.
- Utilize Flexible Street Design Standards: Revising street design requirements in local development regulations to adjust streets to the scale of the neighborhood and types of traffic they serve. Revisions may include reducing required street widths, requiring bicycle lanes, or adding on-street parking.
- "Complete Streets Model": Create a complete streets program to establish road design criteria that includes consideration of bicycle and pedestrian measures of service in addition to automobiles levels of service.

4. *Traffic Movement*

- Traffic Impact Studies: Develop and implement criteria for conducting traffic impact studies that will enable the local governments to determine the transportation demands of development proposals and provide for reduction of adverse impacts on the transportation system.
- Incorporate Traffic Calming Measures: Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic calming improvements include bump-outs, pedestrian refuges,

landscaped medians, raised crosswalks, narrower traffic lanes, and creation of on-street parking as well as the use of roundabouts.

- Connectivity. Required connections in and between new residential developments.
- Transportation Plan: Implement recommendations set forth in the Milton Transportation Plan

Intergovernmental Coordination

- Identify Areas of Coordination with Other Programs, Jurisdictions, Agencies and Organizations: Local governments, within other planning or program jurisdictions, must ensure consistency regarding goals, objectives, plans and programs, such as the Governor's Greenspace Program, Water Planning Districts, etc.
- Identify Areas of Planning Coordination with Other Governments and Public Entities: Local governments should strive to maintain consistency regarding goals, objectives, plans, and programs with other local governments, agencies and authorities, including comprehensive plans of adjacent or potentially affected local governments; annexation, municipal incorporation, and joint service delivery areas; applicable portions of plans of school boards and other public entities related to the siting of new facilities that may require local government service support and affect land use patterns.
- Be Proactive: Seek participation by Milton residents/representatives in regional and intergovernmental activities; promote community involvement in regional opportunities.

Implementation Matrix

L= Long Term Item to be initiated in 5+ years; **S**= Short Term Item to be initiated in 1 - 5 years.

[illegible][illegible]

Implementation Matrix

L= Long Term Item to be initiated in 5+ years; S= Short Term Item to be initiated in 1 - 5 years.

Character Areas:	Arnold Mill	Bethany	Birmingham	Central Milton	Crabapple	Deerfield	Milton Lakes	Sweet Apple	ALL Character Areas
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Facilities and Services Implementation Plan								
Create Pocket Parks	S	S			S	S		
Create Trails and Greenway Network								S
Milton Trails Plan update								S
Creation of City Center					S&L	S&L		
Integration of School Locations								S
Park Development								S&L
Fire and Police station and precinct locations study								S

Housing Implementation items								
Inventory Current Housing								S
Conventional Residential Subdivisions								S
Redevelopment/Retrofitting of existing residential subdivisions								L
Development Standards								S
Encourage Creative Design for Higher Density	L	S			S	S		

Land Use and Development Controls Implementation Items								
Land Use								
Agricultural Buffers	S	S	S	S			S	S
Agricultural Use Notice and Waiver	S	S	S	S			S	S
Agricultural Land Use Regulations			S	S				S
Agricultural Zoning			S	S				S
Agricultural Residential Zoning		S	S	S			S	S
Conservation Use Valuation								S
Arnold Mill, Highway 9 and Crabapple Areas	S	S			S	S		
Development Standards								
Develop Landscape Design Guidelines								S
Promote Environmentally Sensitive Site Design								S
Sustainable/ Green Design for Development								S&L
Development Performance Standards								S

Implementation Matrix

L= Long Term Item to be initiated in 5+ years; **S**= Short Term Item to be initiated in 1 - 5 years.

[illegible]

Transportation Implementation Items									
Pedestrian and Alternative Transportation Options									
Conduct a Walkability Audit	L	S	S		S	S	L		
Transit									L
Transportation Linkages									L
Corridor Enhancements									
Perform Commercial Corridor Studies	L	S				S			
Develop rural viewshed districts			S	S	S		S		
Design Elements									
Use Context Sensitive Design for Streets									S
Utilize Flexible Street Design Standards									S
Complete Streets									S

[illegible]

Implementation Matrix

L= Long Term Item to be initiated in 5+ years; **S**= Short Term Item to be initiated in 1 - 5 years.

[illegible]

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
Economic Development										
ED1	Economic Development Plan to attract businesses to Milton. Including agricultural and equestrian economic development	X	X				Community Development & Chamber	Staff	General Fund	
ED2	Create an information database of economic development resources including a list of vacant buildings and available commercial properties that can be identified and managed by a GIS system	X	X				Community Development & Chamber	Staff	General Fund	
ED3	Evaluate tax implications for prospective businesses.	X	X	X	X	X	Community Development	Staff	General Fund	
ED4	Evaluate business license requirements and fees for Milton as compared with adjacent jurisdictions to insure that rates are competitive and will encourage new businesses to locate inside the city.		X				Community Development	Staff	General Fund	
ED5	Encourage the expansion of the North Fulton CID to include Deerfield and along Hwy 9		X	X			Community Development, CID and Chamber	Staff	General Fund	
Natural and Cultural Resources										
NRC1	Create an historic zoning code			X	X		Community Development	Staff		

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
NRC2	Develop and implement Design Standards for historic properties				X	X	Community Development	Staff		
NRC3	Pursue grant funding from GA Forestry Commission to conduct a Tree Canopy Study to establish a baseline for tree preservation		X	X			Community Development	\$30,000	Georgia Forestry Commission Grant	2011 application for 2012 award and implementation
NRC4	Implement an inventory of current street trees within key areas of Milton, such as Crabapple Crossroads, Birmingham Crossroads, and Highway 9 Corridor that can be identified and managed by a GIS system.			X	X		Community Development		Georgia Forestry Commission Grant	
NRC5	Review ordinance for adequate local protection for wetlands	X					Community Development		General Fund	
NRC6	Review ordinance for adequate local protection for areas with steep slopes					X	Community Development		General Fund	
NRC7	Study potential greenway and greenspace protection through easements, land trusts, etc.	X	X				Community Development & Parks and Recreation	\$120,000	General Fund	To be proposed as part of the 2012 budget
NRC8	Create ordinance to support the creation of green infrastructure	X					Community Development	Staff	General Fund	
NRC9	Adopt DNR Part 5 Criteria 4. Groundwater Recharge areas and Wetland protection	X					Community Development	Staff	General Fund	

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
Facilities and Services										
	Parks and Recreation									
FS1	Parks and Recreation 15-year Comprehensive Plan	X					Parks and Recreation	\$25,000	Capital	Based on survey results and assessment plans
FS2	Complete a Greenprint Plan to identify key elements of Milton's green infrastructure and identify mechanisms and recommendations for its acquisition, preservation and community use.		X	X			Community Development & Parks and Recreation		Capital	
FS3	Revise the Birmingham Park Master Plan	X					Parks and Recreation	\$25,000	Capital	Revisit 2005 Plan/New Concept Plan
FS4	Trail Plan Update	X					Parks and Recreation	\$15,000	Capital	Revisit existing Trail Plan using Needs Assessment Data and staff input
FS5	Trail Plan Implementation	X	X	X			Parks and Recreation	\$1,000,000	\$300,000 Trail Fund/ \$700,000 Capital Fund	
FS6	Crabapple Crossing Park Partnership	X					Parks and Recreation	\$75,000	Capital	Partnership with Crabapple Crossing to develop 2 acres as neighborhood park

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
FS7	Crabapple Community Center/Park	X					Parks and Recreation	\$40,000	Capital	Site Plan, Construction Doc, Site Improvements
FS8	Bell Memorial Park Improvements	X					Parks and Recreation	\$50,000	\$40,000 - HYA Reinvestment/\$10,000 Capital Fund	Phase II - Drainage Project, New Dugouts (2-4), Green Initiatives-RR Faucets, lights, heaters, field netting, Bennett House interior
FS9	Bethwell Community Center & Park	X					Parks and Recreation	\$110,000	Capital	Site Plan, Construction Doc, Playground, Arbor, Parking, Building Improvements
FS10	Hopewell Middle School/Cogburn Woods and Birmingham Fall Elementary School and Northwestern Middle School Improvements	X					Parks and Recreation	\$75,000	Capital	Based on IGA for facility usage, will allow City to utilize field space for several years-includes 3 multi-purpose fields, 1 baseball/softball field, etc.
FS11	Park Sign Program	X					Parks and Recreation	\$15,000	Capital	New Park entrance signs and add directionals along roadways

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
FS12	Land Acquisition/Site Improvements	X	X	X	X	X	Parks and Recreation	\$200,000	\$100,000 Capital Fund/ \$100,000 MARTA Funds - \$160,000 for purchase, \$40,000 for improvements	
FS13	Identify and Create Pocket parks in the Bethany, Deerfield, Crabapple and Arnold Mill Character Areas consistent with the future Master Plans of the Character Areas	X	X	X	X	X	Parks and Recreation & Community Development		Capital	underway in Deerfield and Crabapple. Bethany forthcoming. Arnold Mill is a longer term priority
FS14	Create a Master Plan for Providence Park and implement construction per the Master Plan recommendations		X	X			Parks and Recreation		Capital	
	Community Development									
FS15	Pursue LCI grant funding for Hwy 9	X	X				Community Development	\$150,000	General Fund & ARC Grant	
FS16	Pursue LCI grant funding for Crabapple Town Center		X	X			Community Development	\$120,000	General Fund & ARC Grant	
FS17	Pursue LCI grant funding for Windward Parkway/Deerfield with Alpharetta and North Fulton CID			X	X		Community Development	\$120,000	General Fund & ARC Grant	

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
FS18	Pursue certification through the Atlanta Regional Commission's Green Communities program working with the Milton grows Green Communities (MGG).	X	X	X			Community Development	Staff	General Fund	More information on this program is available at http://www.atlantaregional.com/html/4708.aspx
FS19	Gateway Grant Program	X	X				Community Development & Public Works	\$10,000	Gateway Grant & General Fund	
	Police									
FS20	Improve current training curriculum options for city police officers.	X					police/ administration			
FS21	Improve reporting software for police department.	X					police/ administration	\$200,000		
FS22	Plan the location for police stations to maintain adequate service coverage throughout the city. Also applies to Fire Dept	X	X	X			police/fire/ administration			
	Fire									
FS23	Improve current training curriculum options for city fire personnel.	X					fire/ administration			
FS24	Expand EMS service to Advanced Life Support (ALS)	X					fire/ administration	\$80,000		
FS25	Continue to expand the large animal rescue program.	X					fire/ administration			

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
FS26	Continue renovations to Station 41	X					fire/ administration	\$60,000		
FS27	Plan the location for fire stations to maintain adequate service coverage throughout the city. Also applies to Police Dept	X	X	X			police/fire/ administration			
	Public Works									
FS28	Continue to make improvements to the city Maintenance Facility.	X					Public Works	\$50,000	Capital	
FS29	Develop and implement a stormwater management plan for Bell Memorial Park.		X				Public Works		Capital	in progress
	Administration									
FS30	City Hall	X					Administration	\$200,000	General Fund	in progress
FS31	Sponsor recycling education programs and increase opportunities for curbside recycling options.	X	X	X	X	X	Administration		General Fund	
Housing										
H1	Undertake a city wide housing survey to determine the existing diversity of housing types, sizes, and values throughout Milton.		X				Community Development		General Fund	

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
H2	Ordinance for New Subdivisions		X	X			Community Development & Public Works		General Fund	
H3	Develop Creative Design Guidelines for higher density housing			X			Community Development		General Fund	
Land Use and Development Controls										
LUDC1	Review and evaluate city wide buffer requirements and establish alternative requirements as needed to mitigate incompatibilities of adjacent land uses and to protect viewsheds.	X					Community Development	Staff	General Fund	
LUDC2	Agricultural/Equestrian incentive land uses and zoning. Review and evaluate the standards of the Northwest Fulton Zoning Overlay and the AG-1 Zoning District to ensure protection of residential uses, traditional agriculture, and equestrian uses. Assemble a committee of citizens and stakeholders to discuss alternatives and make recommendations for improvements.	X	X				Community Development	Staff	General Fund	
LUDC3	Adopt Development Regulations - Unified Development Code		X				Public Works	Staff	General Fund	
LUDC4	Create a Master Plan for the Highway 9 Corridor, including visual design standards.	X	X				Community Development	\$80,000	Capital	

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
LUDC5	Create a Master Plan for the SR 140/ Arnold Mill Road Corridor, including visual design standards collaborating with the City of Roswell	X	X				Community Development	\$120,000	Capital	
LUDC6	Prepare a Traditional Neighborhood Development (TND) ordinance or appropriate Form Based Code			X			Community Development		Capital	
LUDC7	Develop Rural Viewshed Districts	X	X				Community Development	Staff	General Fund	
LUDC8	Establish a Green Building Ordinance			X			Community Development		Grants & Capital	
LUDC9	Establish a Transfer of Development Rights and Purchase of Development Rights program	X	X				Community Development	\$75,000 (feasibility study)	Capital	
LUDC10	Establish an Impact Fee Ordinance		X	X			Community Development	\$80,000	Capital	
LUDC11	Develop a conservation development design ordinance that is compatible with vision and policies of the Comprehensive Plan for the City of Milton.	X	X				Community Development	Staff	General Fund	
LUDC12	Establish a system to monitor septic systems		X				Community Development & Fulton Health Department		General Fund	

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
LUDC14	Conduct a parking audit of existing surface parking in the city to determine if the amount is disproportionate to need and review current parking regulations to determine if too much surface parking is required for new development.		X				Community Development		General Fund	
LUDC15	Develop digital and web-based information systems to better inform citizens of land use and development matters and other elements of the planning process.	X	X	X	X	X	Community Development & GIS	Staff	General Fund	ongoing
LUDC16	Crabapple Master Plan Update including transportation	X	X				Community Development		General Fund	
Transportation										
T1	Context Sensitive design for Streets improvements	X	X	X	X	X	Public Works		Capital	
T2	Create a Complete Streets Program	X	X	X	X	X	Public Works & Community Development		Capital	
T3	Develop criteria for traffic impact studies for development proposals	X					Public Works & Community Development			
T4	Install new compliant road signs, as required by safety studies and engineering review.		X				Public Works			

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
T5	Rebuild Cogburn Road Bridge	X					Public Works	\$500,000	Capital/GDOT	\$100,000 is Milton's portion, the balance is GDOT
T6	Replacement of Landrum Road Bridge	X					Public Works	\$320,000	Capital/GDOT	\$64,000 is Milton's portion the balance is GDOT
T7	Pavement Management Plan	X	X	X	X	X	Public Works	1.75M	Capital	ongoing
FN-199	Install fiber optic cable and upgrade traffic signal system along SR 9.		X				GDOT		State Funding	
FN-206	SR 140/Arnold Mill Road at New Providence Road installation of turn lanes, intersection realignment and streetscape improvements and the use of roundabouts.	X	X	X			Public Works & GDOT	\$2.8M	State High Priority Project Fund	
FN-209	SR 372/Birmingham Highway at Providence/ New Providence Road intersection realignment and improvement, as well as streetscape improvements.	X	X	X			Public Works & GDOT	\$4M	State High Priority Project Fund	
FN-237	Mayfield Road and Mid-Broadwell Road intersection realignment with drainage and streetscape improvements.		X	X	X		Public Works		State High Priority Project Fund	

2011 - 2015 Short Term Work Program

Project #	Project Description	2011	2012	2013	2014	2015	Responsible Party	Cost Estimate	Funding Source	Notes/ Explanation
Intergovernmental Coordination										
IC1	Proactively seek opportunities for Milton's Council, staff & residents to be involved in development discussions/coordination with other jurisdictions, esp. Forsyth, Cherokee, Alpharetta and Roswell	X	X	X	X	X	Administration Community Development			
IC2	Increase Milton's presence/influence with the North Fulton Chamber	X	X	X	X	X	Administration Community Development			
IC3	Work with Alpharetta and Roswell to develop an amicable system for non-resident park usage	X	X				Administration Parks and Recreation			

Long Term and Ongoing Activities

Economic Development

- Maintain relationships with partners to foster coordination and leveraging of opportunities
- Track and collect information on local economic conditions and local business needs
- Proactively recruit businesses outside Milton to relocate to Milton
- Promote employment opportunities for those who live in Milton
- Continue to utilize financial software and tools to evaluate the financial impact of new businesses to the city
- Periodically audit business fees and incentives to ensure economic competitiveness

Natural and Cultural Resources

- Continue to aggressively seek grant opportunities for various projects
- Proactively manage water resources
- Enforce the City's buffer standards
- Preserve land and utilize all tools available including land trusts to aid in the acquisition of lands

Facilities and Services

- Continue developing the Parks and Recreation system to include parks and programming, the greenway network and trails
- Continue to be proactive in engaging the Fulton County School Board to appropriately locate new schools
- Implementation of the fire and police facilities plan
- Proactively work with utility companies regarding the placement of transmission lines, sub-stations, buffering of existing sub-stations as well as transfer stations, pruning of trees along roadways, etc.

Housing

- Redevelopment/Retrofitting of existing residential subdivisions
- Encourage creative design to mitigate the look of higher density housing developments

Land Use

- Maintain the rural character of the city
- Institute and maintain sustainable/green building practices
- Transfer and purchase of development rights

Transportation

- Expand regional public transit to parts of the city where expansion is most appropriate
- Create and maintain intra-city transit and multi-modal linkages within the city
- Promote inter-neighborhood connections in new developments to aid in traffic movement
- Continue the implementation and periodic review of the Comprehensive Transportation Plan

Intergovernmental Coordination

- Identify areas of planning coordination with other governmental and public entities
- Proactively seek opportunities for Milton's council, staff and residents to be involved in development discussions/coordination with other jurisdictions, especially with Forsyth County, Cherokee County, the City of Alpharetta and the City of Roswell
- In the event that Milton County actualizes the Comprehensive Plan should be revised accordingly

**2009-2013 Short Term Work Program
Report of Accomplishments**

Project #	Project Description	Completed	Underway	Postponed	Not Accomplished	Notes/ Explanation
Economic Development						
	Expansion of North Fulton CID to include Deerfield				X	This is part of Milton's economic developemtn strategy,informal discussion have been initiated with the North Fulton CID.
Housing						
	<i>None Identified</i>					
Natural and Historic Resources						
	Write the Historic Preservation Ordinance	X				
	Write the Tree Preservation Ordinance	X				
	Storm water Maintenance/ NPDES Projects		X			
	Develop a septic tank education program		X			The Community Development Department plan to publish online newsletters on various topics including septic tank education.
	Support a hazardous waste education program		X			
Community Facilities						
	Public Safety Department Vehicles and Radios	X				
	Renovation of Milton Fire Station on Thompson Road including furniture, fixtures and equipment				X	
	Reconstruct or relocate fire station on Arnold Mill Road			X		
	City of Milton Park Development - General Park Development Projects		X			
	Bell Memorial Park/ Playground/ Parking Lot/ Lighting/ Restoration	Partially complete				The playground and parking lot are complete

**2009-2013 Short Term Work Program
Report of Accomplishments**

Project #	Project Description	Completed	Underway	Postponed	Not Accomplished	Notes/ Explanation
	Assessment and Inventory of Parks in Milton	X				
	Birmingham Park Master Plan/ Phase 1: Construction		Partially underway			The Master Plan is budgeted for 2011. Phased items will be scheduled per the master plan
	Bell Memorial Park Enhancements		X			
	Providence Park Building Repair and Renovation				X	This Park is not yet under the City of Milton's jurisdiction. The park will become the City of Milton's property in 2012, after which a master plan will be initiated.
	Bell Memorial Park Maintenance Facility				X	This project was mis-identified. The maintenance facility was slated for Birmingham Park not Bell Memorial Park (see item below)
	Birmingham Park Maintenance Facility		X			See explanation above
	Birmingham Park Phase II				X	The Master Plan is budgeted for 2011. Phased items will be scheduled per the master plan
	Providence Park General Site Improvements				X	This Park is not yet under the City of Milton's jurisdiction. The park will become the City of Milton's property in 2012, after which a master plan will be initiated.
	Park Land Acquisition and Park Enhancements		X			
	New 25,000 sq ft library to be located in Milton			X		Fulton County has not yet identified a site for this library.
	Miscellaneous Unit Price Water Lines	N/A	N/A	N/A	N/A	This is County function

**2009-2013 Short Term Work Program
Report of Accomplishments**

Project #	Project Description	Completed	Underway	Postponed	Not Accomplished	Notes/ Explanation
	Land Acquisition for Water System Projects	N/A	N/A	N/A	N/A	This is County function
	DOT Reimbursement for Water Main Relocations	N/A	N/A	N/A	N/A	This is County function
	Sewer Standby Projects	N/A	N/A	N/A	N/A	This is County function
	Wastewater Control Improvements	N/A	N/A	N/A	N/A	This is County function
FCS-M1	New Birmingham Elementary School with 54 instructional units and elementary school support facilities	X				
FCS-M2	New Bethany/ Cogburn Road High School with 99 Instructional Units and high school support facilities		X			
FCS-M3	New Freemanville Road Middle School with 77 instructional units and middle school support facilities			X		
Land Use						
	Design Guidelines for State Route 9 Highway Corridor	X				
	Update to Comprehensive Plan	X				
	LCI Plan for Design of Streetscape				X	
	Arnold Mill Road Master Planning Study				X	Budgeted for 2011
	Land Use/ Economic Development Information Database		X			
Transportation						
PI#7312a-b	Transportation Master Plan	X				
FN-206 (#533)a	SR 140/ Arnold Mill Road at New Providence Road - Intersection Improvement		X			
FN-209 (#544)b	SR 372/ Birmingham Highway at New Providence Road - Intersection Improvement		X			

**2009-2013 Short Term Work Program
Report of Accomplishments**

Project #	Project Description	Completed	Underway	Postponed	Not Accomplished	Notes/ Explanation
	Landrum Road Bridge - Bridge Replacement		X			
	Milton Trail - inspect trail sites and include compliance with ADA in planning before plan is adopted				X	The new revised Trail Plan will consider ADA criteria in planning and design
	Citywide Sidewalks Program and Safe Routes Program		X			This is an ongoing maintenance project
	Traffic Calming		X			This is an ongoing maintenance project
	Traffic Signs and Signals Maintenance		X			This is an ongoing maintenance project
	Bridges and Dams Inventory and Maintenance	X				The inventory is complete, the maintenance is ongoing
	Pavement Management		X			This is an ongoing maintenance project
CC-1a FN-237 (PI#7313)b	Crabapple Traffic Improvements Projects		X			
CC-2b	Crabapple Streetscape Implementation Projects			X		
	New High School related improvements to Cogburn Road corridor, stream crossings and intersections		X			

IX. Service Delivery Strategy

Consistency with Service Delivery Strategy Agreement

In 1997, the Georgia General Assembly enacted the Local Government Services Delivery Strategy Act (HB 489). This bill was created to limit duplication among local governments and authorities that provide local services and establish processes to assist in the resolution of disputes between local governments. This legislation is important to avoid the past problems that have arisen when cities and counties were in dispute over public services or annexation of unincorporated lands.

When the City of Milton was established in December 2006, a formal ordinance was adopted to maintain the laws and ordinances of Fulton County as the laws of the City of Milton. Ordinance No. 06-11-01 was the first ordinance adopted by the City of Milton and provided for the continuation of the ordinances and the laws adopted by Fulton County during the two-year transition period allowed by the State of Georgia for the establishment of the City of Milton and the adoption of new ordinances and laws by the City of Milton. The Service Delivery Strategy agreements with Fulton County are assumed to be continued until the City of Milton adopts such ordinances to establish a replacement for services provided by the county or until an agreement is made between the City and some other entity to provide those services.

The status of the current Service Delivery Strategy agreement among incorporated and unincorporated Fulton County jurisdictions is unsettled. Therefore there is no Service Delivery Strategy agreement that Milton is a part of.

Table X is a list of all the services in the last Service Delivery Strategy agreement (October 2005) along with notes on the current provision and whether the City of Milton should consider providing those services in the future.

Actions to Update the Service Delivery Strategy

The City of Milton's service delivery strategy is based on providing excellent local services for the city with the resources available to the city and working with Fulton County and other communities to provide those services that could best be provided at a larger scale. The constitutional county officers will continue to provide services to the residents of the city. However, a Service Delivery Strategy is needed to provide formal agreements regarding what services are needed, what the probable costs are expected to be, and what level of services are sought.

Shared Agreements for Facility or Service Provision

The following table identifies some of the groups that have been formed by potential governmental partners to participate an aid in coordination of issues and service delivery.

Multi-Jurisdictional Committees, Work Groups and Associations		
Group	Participants	Purpose
Metro Atlanta Mayors' Association	Mayors of most cities within the core Metro Atlanta area	Discussion and coordination of general issues and needs among the jurisdictions
Fulton County Mayors' Luncheon	Mayor of all cities in Fulton County and the Chair of the Fulton County Commission	Discussion and coordination of general issues and needs among the jurisdictions
Atlanta Regional Commission	All jurisdictions within the designated Metro Atlanta Area	Regional strategies to address growth and development issues as required by GA DCA.
Fulton County Schools Transportation Committee	Elected officials from North Fulton and members of the Board of Education	Discuss transportation issues and promotion of the use of school buses

Substantive Issue Areas

Annexation. Each local government is required to have and follow a dispute resolution procedure for annexations and land use changes, and the Atlanta Regional Commission is responsible for determining compatibility of proposed land use plans and comprehensive plans with other affected local governments. The recent incorporation of the City of Milton and the concurrent annexation of unincorporated land up to Milton's city limits by Alpharetta and Roswell have left no room for the annexation of any additional land by the City of Milton in Fulton County. Even though the adjacent portions of Cherokee County and Forsyth County are unincorporated, the City of Milton is unlikely to annex any property in either of the adjacent counties.

Schools. The Fulton County Board of Education serves the area of Fulton County outside the city limits of Atlanta, including the cities of Milton, Alpharetta, Roswell, Johns Creek, and Mountain Park in the north, and College Park, East Point, Fairburn, Hapeville, Union City, Palmetto, Chattahoochee Hills, and unincorporated portions of Fulton County in the south.

Past efforts by the Fulton County Board of Education tended to site school facilities based on the availability of large parcels of land with good transportation access rather than working with local land use and transportation planners. Recently Fulton County Board of Education purchased property in northern Milton for the location of a high school and a middle school occurred shortly after the city denied zoning for a private school to be built on the same property. These gestures have led to Milton residents calling for better intergovernmental coordination for school siting between the school board and the City.

Independent Development Authorities. The North Fulton Community Improvement District (CID) is a self-taxing district that uses additional property taxes on land within the CID area to help accelerate transportation and infrastructure improvement projects. CIDs provide a mechanism to charge for the implementation of vital transportation enhancements and relevant land use and zoning strategies to enhance mobility and improve access to the North Fulton activity centers.

Although the North Fulton CID does not include land in Milton, it is active in Alpharetta and one of its board members is appointed by the city of Milton. The city's Director of Engineering and Public Works serves as the chief staff-level transportation planner and is a participant in all meetings of the CID. The CID is working closely with the cities of Alpharetta and Roswell on advancing the completion of Westside Parkway, a key arterial and vehicular roadway for relieving congestion on Highway 9, North Point Parkway and to a degree, Georgia 400 and the City of Milton. In this capacity, the CID leverages private sector funds to accelerate the project and coordinates the efforts of the two cities. The North Fulton CID thus aids the city in advancing transportation infrastructure projects at a more rapid pace.

The City of Milton does not have an independent development authority. Adjacent cities partner with the Fulton County Development Authority (FCDA), which is an independent authority, on specific projects. While not an active participant in local land use planning, the Fulton County Development Authority can serve as a tool by which commercial projects are attracted to the city, thus contributing to the realization of the future land use plan.

Additionally the City is actively coordinating with economic development specialists at the Greater North Fulton Chamber of Commerce. A local economic development plan is being prepared by staff with assistance from community stakeholders and business groups.

Developments of Regional Impact (DRIs). Developments of Regional Impact (DRIs) are those developments that are likely to have effects outside of the local government jurisdiction in which they are developed. The Georgia Planning Act of 1989 established the DRI process. The Department of Community Affairs (DCA) established the procedures for review of these projects. The DRI process is utilized to improve communication between affected governments and provide a means of assessing potential impacts and conflicts the development may create.

City of Milton 2030 Comprehensive Plan: Draft Community Agenda 01-06-2011

Service Delivery 2010						20 year Comprehensive Plan Considerations for future service
Service	Provider					
	Milton	Fulton	Alpharetta	Atlanta	Other/Notes	Comments
911			X			
Animal Control		X				Milton should consider taking the lead on large animal control and rescue.
Arts Grants Program		X				
Arts Program		X				
Atlanta/Fulton County Public Library		X				
Boards of Equalization		X				
Building Inspections & Permits	X					
Building Maintenance	X					
Code Enforcement	X					
Courts (Superior,State, Juvenile)		X				
Courts (Municipal)	X					
Computer Maps (GIS)	X					
Disability Affairs		X				
District Attorney		X				
Drug Task Force	X	X			Milton will have own HIDTA	Milton should coordinate with Fulton County.
Economic Development	X	X			Cities and county work cooperatively	Mitlon should take the lead in its own economic development and programs.
Elections		X			Countywide elections are provided by Fulton. Municipal elections are handeled by Fulton on a cost reimbursement basis	Milton should consider and study the feasibility of providing its own elections.
Electricity	X				Provided through contacts with GA power & Sawnee EMC	Milton will continue this arrangement.
Emergency Management	X	X				Milton should consider and study the feasibility of providing its own emergency management.
Engineering	X					

City of Milton 2030 Comprehensive Plan: Draft Community Agenda 01-06-2011

Service Delivery 2010						20 year Comprehensive Plan Considerations for future service
Service	Provider					
	Milton	Fulton	Alpharetta	Atlanta	Other/Notes	Comments
Environmental Health	X	X				
Environmental Regulations	X					
Fire	X					
Fulton County Airport		X				
Hartsfield Jackson Atlanta International Airport				X		
Homelessness		X				
Housing		X			No housing programs in Milton	
Indigent Care		X				
Law Enforcement (Police)	X					
Law Enforcement (Marshal)		X				
Management Information System	X					
Marta		X				
Medical Examiner		X				
Mental Health/Development Disabilitiy/Addictive Disease (MH/DD/AD)		X				
Parks	X					
Physical Health		X				
Planning and Zoning	X					
Public Defender		X				
Purchasing	X					
Recreation Programs	X					
Recycling Programs/Curbside	X				Provided through contacts with private waste haulers.	Milton will continue this arrangement
Refuse Collection	X				Provided through contacts with private waste haulers.	Milton will continue this arrangement
Senior Centers		X			None located in Milton.	Milton will consider providing senior centers for its senior residents.
Solicitor	X	X				

City of Milton 2030 Comprehensive Plan: Draft Community Agenda 01-06-2011

Service Delivery 2010						20 year Comprehensive Plan Considerations for future service
Service	Provider					
	Milton	Fulton	Alpharetta	Atlanta	Other/Notes	Comments
Street Construction	X					
Street Maintenance	X					
Storm Water	X					
Tax Assessment		X				
Vehicle Maintenance	X					
Voter Registration		X				Milton should consider and study the feasibility of providing its own voter registration
Wastewater (Treatment & Collection)		X				
Water System (Treatment & Distribution)		X				
Welfare Services		X				
Workforce Development		X				Milton should consider and study the feasibility of providing its own workforce development per Milton's own economic development plans.
Yard Waste Collection	X				Provided through contacts with private waste haulers	Milton will continue this arrangement

X. Supplemental Plans

Supplemental Plans

This section incorporates by reference the following documents that focus on special areas, situations or issues of importance to the community.

- Crabapple Crossroads Plan, approved June 4, 2003
- Birmingham Crossroads Plan and Development Standards, approved March 3, 2004
- Maintaining Rural Character in Northwest Fulton County, Georgia plus appendices (also known as *The Rural Preservation Ordinance*), approved December 5, 2001
- Milton Trails Plan Trails Plan, approved July, 2007
- Milton Transportation Plan, approved December 21, 2009

XI. Glossary of Terms

ADA: Americans with Disabilities Act: The Americans with Disabilities Act was passed in 1990 and later amended in 2009 to protect individuals with a disability from discrimination on the basis of disability in employment, State and local government, public accommodations, commercial facilities, transportation, and telecommunications.

ARC: Atlanta Regional Commission: is the agency responsible for regional planning and intergovernmental coordination for the Atlanta Metropolitan Area which includes ten counties (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale Counties) and all the cities within those counties. The ARC reviews the comprehensive plans of all these jurisdictions along with the state's planning/coordinating agency, GA Department of Community Affairs (DCA).

Bioswales: are vegetation and compost filled landscape elements designed to filter silt and pollution from surface runoff water before it is released to the watershed or storm sewer. Common applications are along roadways and around parking lots, where substantial automotive pollution is collected by the paving and then flushed into the watershed or stormwater by rain. The bioswale collects the runoff and slows the water flow, maximizing the time water spends in the swale, which aids the trapping of pollutants and silt. Biological factors also contribute to the breakdown of certain pollutants.

Bucolic: of the countryside, rural, pastoral

CPAC: Comprehensive Plan Advisory Committee: is the sixteen member citizen group formed in 2007 by the Mayor and Council to initiate the comprehensive planning process. The group consists of the seven members of the Planning Commission, Chairperson of the Board of Zoning Appeals, Chairperson of the Design Review Board, and seven citizen appointees of the Mayor and City Council.

Context Sensitive Design: refers to the concept of taking community values and environmental preservation into account in the designing and engineering of projects. The concept impresses that a project should be sensitive to their surrounding environment, especially in scenic or historic areas and should include public involvement by collaborating with local communities during the projects design phase. An understanding of the natural and built environments including roadways as part of the valued landscape must be accomplished before the engineering design progresses begins.

Complete Streets: Streets that provide multiple travel choices such as vehicle travel lanes, bike travel lanes, pedestrian sidewalks, and amenities such as lights, benches, shade trees that make all users safe. A balanced transportation system that includes complete streets can increase the overall capacity of the transportation network and bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.

Conservation Design: refers to design of any build project that considers the conservation of open and green space and configures the build elements in such a way that it maximized the conservation area.

Conservation Subdivision: refers to the design of a residential subdivision that maintains its zoned/permitted project density, but configures the home placement/arrangement in such a way that it maximizes open and green space for conservation.

DCA: Department of Community Affairs: is the state agency created in 1977 to serve as an advocate for local governments. On July 1, 1996, the Governor and General Assembly merged the Georgia Housing and Finance Authority (GHFA) with the Department of Community Affairs. Today, 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.

Feasibility Study: A combination of a market study and an economic analysis that provides the facts about a proposed project and estimates the expected return on investment to be derived from the project.

Gateways: are locations that signify the entrance to a community.

GATEway grant: GATE is an acronym for GA Transportation Enhancement. The GATEway Grant is an annual grant opportunity provided by the GA Department of Transportation to assist communities in their efforts to enhance and beautify roadsides along state routes especially at gateway locations.

GDOT: Georgia Department of Transportation: The State of Georgia's transportation management authority.

Green Infrastructure system: where a network of parks, recreation, and conservation areas are, or planned to be, interconnected throughout the city or region.

Heat-island or urban head island: refers to areas which consistently record significantly warmer temperatures than its surrounding areas. This is generally the case in metropolitan areas where modification of the land surface by urban development, i.e. uses of materials which effectively retain heat and waste heat generated by energy usage increase the average temperatures. Mitigation of the urban heat island effect can be accomplished through the use of green roofs and the use of lighter-colored surfaces in urban areas, which reflect more sunlight and absorb less heat.

Open Road Neighborhood: residential homes/neighborhoods are that located along public open two-lane country roads; which contrast conventional subdivision neighborhoods where the homes are situated off the main thorough-fare along a web of internal streets that do not allow through traffic and sometimes are private.

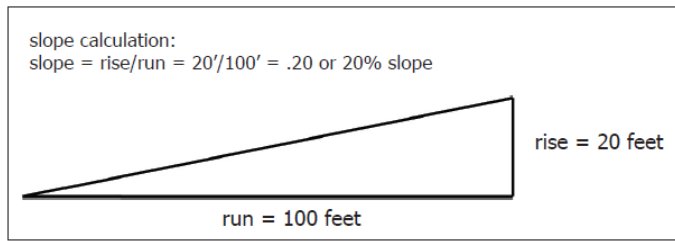
Rain gardens: refers to a planted depressed area designed to collect rainwater runoff from impervious surfaces like roofs, driveways, walkways, parking lots, and compacted lawn areas, and allow it the opportunity to be absorbed into the ground as opposed to flowing into storm drains and water ways. This reduces the pressure on stormwater systems and reduces the risk of flash flooding. It also replenishes groundwater.

Rural Viewshed: refers to the pastoral views that can be seen along the roads as one travels through Milton.

Scenic Byways: A Georgia Scenic Byway is defined as any designated highway, street, road, or route, which features certain intrinsic qualities that should be protected or enhanced. The qualities that give the byway its character and appeal are its scenic, historic, natural, archaeological, cultural, or recreational nature. Currently, twelve corridors have achieved Georgia Scenic Byways status as designated by the Georgia Department of Transportation, with more to follow.

SR: State Route: roads/highways that are part of the state's network of roads that are managed/maintained by the state's department of transportation. Milton has three state routes: SR 9 (Hwy 9), SR 372 (Birmingham Hwy), and SR 140 (Arnold Mill Road).

Steep Slopes: 20 to 30 percent.



Traditional Neighborhood Development (TND): A basic neighborhood unit which contains a center that includes a public space and commercial enterprise; an identifiable edge, ideally a five minute walk from the center; a mix of activities and variety of housing types; an interconnected network of streets usually in a grid pattern, high priority of public space, with prominently located civic buildings and open space that includes parks, plazas, squares; Reminiscent of traditional neighborhoods and increasing in popularity as a component in New Urbanism concepts. TND may occur in infill settings and involve adaptive reuse of existing buildings, but can also occur as all-new construction on previously undeveloped land.

Tree Canopy: refers to the shade or coverage provided by forests. It is above the ground portion of trees including the branches and foliage.

Universal Design: also known as "design for all," "inclusive design," and "life-span design," refers to broad-spectrum architectural planning ideas meant to produce buildings, products and environments that are inherently accessible to both the able-bodied and the physically disabled. It is based on the idea that all environments and products should be usable by all people, regardless of their ages, sizes, or abilities. Universal Design encompasses Visitable Homes.

Visitable Homes: refers to homes that are designed to accommodate families and visitors, regardless of age, size or physical ability by providing easy access, easy passage and easy use for everyone. A step-free entrance into the central living area, wider doorways/passageways and a self-contained main floor with a bedroom, entertainment area, accessible kitchen and full bathroom makes it possible for residents or visitors who rely on mobility aids, or who may develop serious medical conditions, to maneuver through the home with relative ease.