

# City of Milton

2008-2028 Comprehensive Plan



## Community Assessment

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# City of Milton

2008-2028 Comprehensive Plan



## Community Assessment Introduction

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## **City of Milton 2028 Comprehensive Plan Community Assessment**

### **Overview**

The City of Milton was established in 2006 and has initiated the preparation of the City of Milton 2028 Comprehensive Plan to identify key issues that may affect the City over the next 20 years and to establish a comprehensive program to guide the City's decision-makers as they deal with future needs, challenges, and opportunities. The mission of the Comprehensive Plan is to:

- Provide an assessment of existing conditions,
- Identify future needs,
- Consider how the anticipated growth and changes will affect the health, safety, and welfare of present and future community residents, workers, and visitors, and
- Advance the mission statement and values of the community through consistent policies and procedures.

The Comprehensive Plan should serve as a policy guide regarding the future needs, limitations and opportunities facing the community and advance the coordination of land use and transportation planning. Furthermore, it should address the provision of infrastructure and services, support sustainable economic development, protect natural and cultural resources, and provide adequate housing for the entire community.

### **1. Purpose of the Community Assessment**

The Community Assessment is one of three required elements of a comprehensive plan as required by the Georgia Department of Community Affairs (DCA) under the Minimum Standards and Procedures for Local Comprehensive Planning, Chapter 110-12-1, Rules of the Georgia Department of Community Affairs (effective May 1, 2005). The three components of a comprehensive plan meeting the quality growth requirements of the DCA are the Community Assessment, the Community Participation Program, and the Community Agenda.



The Community Assessment provides a baseline of information regarding existing and projected conditions in the subject city or county. The Community Participation Program (CPP) provides the program for engaging public input and participation. The Community Agenda provides the action plan, short-term work program, future development map, and implementation programs for the city or county.

The Community Assessment is the first part of the City of Milton 2028 Comprehensive Plan and is a professional and objective review and evaluation of information about the City of Milton. While the development of the Community Agenda portion of the Comprehensive Plan relies more heavily on public

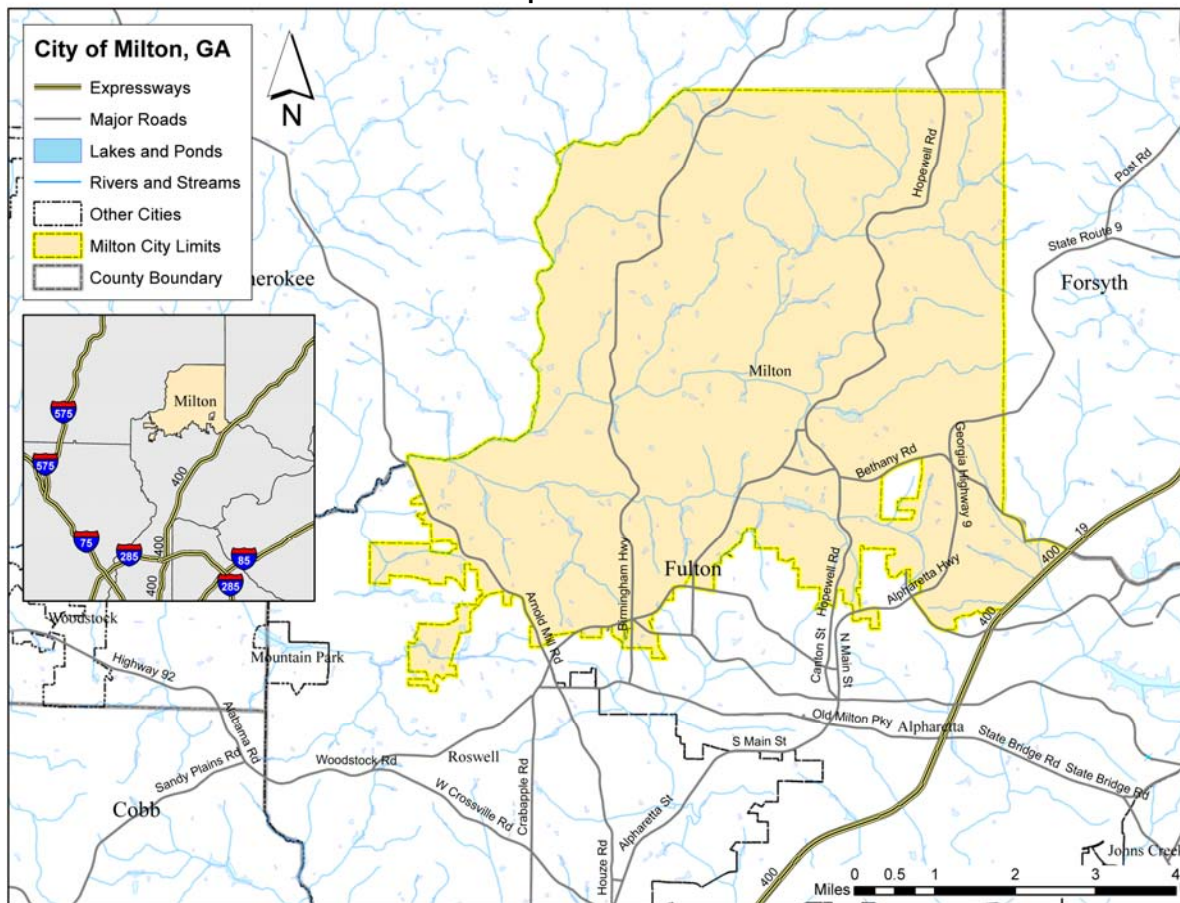




input, visioning, and strategic planning, the Community Assessment provides an observational baseline inventory of the community and should include a list of potential issues and opportunities the community may wish to take action to address.

Other aspects of the Community Assessment include an analysis of existing development patterns, including a map of recommended character areas for consideration in developing an overall vision for

**Map 1.1: Location**



future development of the community. Also included in this phase are an evaluation of current community policies, activities, and development patterns for consistency with the State's Quality Community Objectives and a review of the evaluations and preliminary issues and opportunities.

The product of the Community Assessment must be a concise and informative report (such as an executive summary) to encourage its use to provide a base of information to decision-makers regarding the issues raised by stakeholders during development of the Community Agenda portion of the plan.



## **2. Scope**

The bill creating the City of Milton was passed in the Georgia House of Representatives (127-21) and in the Georgia Senate (49-0) on March 9, 2006. On March 28, 2006, Governor Sonny Perdue signed HB 1470 into law at 2:00 p.m. On July 18, 2006, the referendum to establish the City of Milton was approved by 85% of the voters (3876 yes vs. 651 no), and the first general election for mayor and city council was held on Tuesday, November 7, 2006. The City of Milton began operations on December 1, 2006.

The area encompassed by the City of Milton was part of unincorporated northern Fulton County prior to the City's establishment on December 1, 2006. Fulton County has created and worked with a comprehensive plan for many years and the current comprehensive plan for the area including Milton is the Focus Fulton County 2025 Comprehensive Plan Update, adopted by the Fulton County Board of Commissioners in November 2005. As part of the incorporation program for the City of Milton, the City accepted and will continue to operate under the Focus Fulton County 2025 Comprehensive Plan Update until its city council adopts a new comprehensive plan for the City.



The Community Assessment element of the 2028 Comprehensive Plan is intended to provide baseline information and establish basic assumptions for planning. Some of the materials regarding existing conditions are included in a Data Appendix which forms an integral part of the Community Assessment. However, the heart of the Community Assessment is the professional planning review of the issues and opportunities that are recommended to be addressed in the Community Agenda and the discussion of existing development patterns and their consistency with the Quality Community Objectives established by the State of Georgia.

Relevant supporting information regarding existing conditions and current trends provides dimension and background to the community's list of issues and opportunities. The planning analysis should also consider how the community's issues, goals and objectives may be affected over a 20 year time frame. Environmental protection of air and water quality, important natural areas, cultural and historic resources, protected farmlands, and other elements of the National Environmental Policy Act (NEPA) should be observed as part of the assessment.

The State requires that the analysis also consider whether "Part V" ordinances have been adopted to comply with the State's Rules for Environmental Planning Criteria and whether action has been taken or is underway to address the City's service delivery strategy in the Comprehensive Plan and its updates.

Milton includes the northwest portion of Fulton County and is bordered by Cherokee County to the north and west; Forsyth County to the east; Roswell to the southwest (a little west of Arnold Mill Road); and Alpharetta to the south and southeast.

According to the City's website, Milton has a population of approximately 20,000 persons and covers approximately 23,000 acres. However, projections by county and regional agencies indicate an estimate



of more than 24,000 persons in 2007, and boundary agreements between the City of Milton and the adjacent cities of Roswell and Alpharetta have identified an area slightly greater than 25,000 acres.

For comparison, the area of the City of Milton is approximately twice the physical size of the City of Alpharetta, but has approximately half the population of that city.

Historically, plans for the area that now comprise the City of Milton were prepared by Fulton County as a small part (7.4%) of a very large county (528.7 square miles) that ranged from rural farms on AG-1 zoned land in the northern and the southern ends of the County to the highly developed urban center of the City of Atlanta, the political and cultural hub of the State of Georgia. Milton, Atlanta and Fulton County are part of the surrounding Atlanta/Sandy Springs Combined Statistical Area of 28 Piedmont-region counties.

The City of Milton is unique! The City is adjacent to the Georgia 400 mega corridor and has received strong interest from developers to develop residential, commercial, and office projects due to the City's desirable location. The rolling topography, scenic roadway corridors, pastoral nature, and equestrian lifestyle make the City a highly sought after location for home buyers and companies offering services to successful residential communities. Consequently, Milton's per-capita and household incomes are significantly higher than county, State, and national averages, and intense development pressures are centered on high-value residential development. Prices for new housing units range from \$300,000 for an attached unit to more than \$2,500,000 for a single family home with acreage.

Although there are some areas of older homes, primarily on larger lots that developed along the rural road corridors, most of the development in the City is recent, built since the 1990's. Businesses that cater to these economic generators seek locations along the major highways near important intersections.

The pace of growth in the area that comprises the City of Milton followed the widening of Georgia 400 from four lanes to eight lanes between I-285 and Holcomb Bridge Road in 1989 and the extension of the Georgia 400 Toll Road to Interstate 85 in 1993. Originally opened in 1971, the segment between Holcomb Bridge Road and Windward Parkway was widened to six lanes in the 90's. In 2006, the Georgia Department of Transportation widened the six-lane portion of the corridor to eight lanes. Georgia 400 is a limited-access highway between I-285 and State Route 306 (Keith Bridge Road) in Forsyth County.

The great majority of the City of Milton was developed in traditional residential subdivisions on one-acre or larger lots with septic tanks providing wastewater treatment. Residents have strenuously maintained support for AG-1 (Agricultural) zoning throughout the majority of the area for many years when the area was unincorporated Fulton County and since the City was formed in 2006. The unique pastoral character of the area has been cited in previous plans as a major "quality of life" asset, and local citizens have strongly supported the efforts of the Fulton County Comprehensive Land Use Plan to maintain rural character.







Only a small portion of the City is served by wastewater collection sewer systems. The largest area is located along and to the east of State Route 9 Corridor in the Camp Creek tributary basin of Big Creek. The Crooked Creek community also is served by sewer, as are other, smaller areas located along the southern edge of the City near Crabapple Crossroads and at the southern ends of Hopewell and Cogburn Roads at the edge of the city boundary between Milton and Alpharetta. Some portions of The Manor subdivision have purchased sewer services from Forsyth County to allow development of the golf and country club in the City's northeastern quadrant.

The majority of the City is located in the Upper Etowah River Basin along the eastern flank of the Little River. The Cooper Sandy Creek and Chicken Creek tributaries of Little River flow from east to west across the City. These drainage basins are not served by sewer, and the dominant development forms are small equestrian farms and one-acre and larger residential lots that allow site development for a residential structure and septic tank wastewater treatment. The rolling green pastures throughout Milton, characteristic of the Appalachian foothills, provide scenery which is unmatched throughout most of the Atlanta Region.

City policies have continued a long-standing resistance to the extension of sewer lines into Northwestern Fulton County. This policy has received strong support from numerous local citizens as a means of preserving rural character and maintaining low density in approximately 75% of the City.

The Georgia Department of Community Affairs (DCA) designates the appropriate planning level for all communities in Georgia as "Advanced", "Intermediate", and "Basic" Planning levels based on the population of the County. As a city within Fulton County, the most populous county in Georgia, Milton is required to be considered as an Advanced Level Planning Community. The designation as an Advanced Level planning jurisdiction is consistent with the previous planning efforts prepared by Fulton County, including the current Focus Fulton 2025 Comprehensive Plan. An "Advanced Level" Planning Community requires additional transportation analysis in the preparation of the Community Assessment because of the importance of the effects of transportation infrastructure and congestion on air quality, environmental preservation, economic development, and land use. In addition to considering the impacts of transportation facilities and conditions, alternative routes and modes should be addressed within the Community Assessment.

### **3. City of Milton Profile**

The City of Milton covers approximately 39 square miles in the northernmost area of Fulton County, which is the heart of the 28-County Atlanta Metropolitan Statistical Area (MSA) and the 10-County Atlanta Regional Commission (ARC) Region. Milton is a new city, incorporated and beginning operations in 2006. The City was established a year after the City of Sandy Springs was established and at the same time as the City of Johns Creek as all of the unincorporated areas in northern Fulton County were either annexed into existing cities or formed new ones.

The City of Milton takes its name from its location in the area of the former Milton County, which was named for John Milton, Georgia's first Secretary of State. Alpharetta was the county seat of Milton County from the 1850s until 1931.



Milton County's topography and soils were not suited to most agricultural uses, and the area remained rural and poor. After the soils became too depleted for cotton or other cash crops, many acres were returned to woodlands and pastures for raising horses, cattle, and goats. To the south, Fulton County and the City of Atlanta thrived, as Atlanta became the State capital and emerged as a powerful economic engine for Georgia. In 1931, Milton and Campbell Counties merged with Fulton County to prevent bankruptcy during the height of the Great Depression, and Atlanta became the center of local government for what is now the City of Milton.



Milton is located in an area where there are no railroads and few highways or expressways, and the area remained relatively rural even as metropolitan Atlanta experienced rapid growth between 1945 and 1990. However, the rate of growth dramatically changed when the State constructed the Georgia 400 limited access highway in the 1980s and then widened the expressway to eight lanes in the early 1990s.

In the 1960s, the growth of the City of Atlanta spawned new suburbs that continued to expand for the remainder of the century. Property was assembled for Georgia 400 and unincorporated Sandy Springs, and the Cities of Roswell and Alpharetta began to grow rapidly as development occurred along the existing rural road network feeding the new expressway. Although significant areas of small farms and large rural lots remained, many new subdivisions were established providing single-family homes to serve the region's economic vitality and employment growth. Some of the more valuable properties for residential development were located on metro Atlanta's northern side, and the 3,000 acre Windward development heralded a planned community that offered numerous amenities.

As new businesses located along the northern arc of Interstate 285 and then along Georgia 400 to the north, economic activity moved much closer to northern Fulton County. Residential development along the existing road system accelerated, followed by the development of new subdivisions creating nearby demand for commercial retail and offices for local services. Although a number of subdivisions were located north and west of Highway 9 and Mayfield Road, most of the homes in this segment of the City were sited on large, one acre (and larger) lots, and the area retained a rural, residential character that was desired by both existing and new residents for its combined low density and rural lifestyle.

The area southeast of Highway 9 developed on much smaller lots including subdivisions to the north and south of Bethany Road. The southeastern corner of the City between Georgia 400 and State Route 9 was acquired by Hines Interests, Inc. in 1996 and incorporated into a mixed use development named Deerfield. Construction of the Deerfield mixed use commercial, office, and residential development began in 1997 with an expected build-out period of approximately eight years. Even with a slow-down in the economy, much of the original plan for Deerfield was complete by 2007, although the office buildings were not fully leased and a number of residential units were still to be completed.



#### **4. Population Estimates**

The Fulton County Department of Environment and Community Development (FCE&CD ) tracks zoning changes, building permits, housing starts, occupancy averages and other information within the cities and the unincorporated areas of the County to generate population estimates and projections. Estimates can be compared to the US Census Bureau's decennial census to determine changes to the methodology for estimating or forecasting. The following table illustrates the population data for the portion of Fulton County located north of the Chattahoochee River in 1980, 1990 and 2000:

Year:	1980	1990	% Change	2000	% Change
Alpharetta	3,128	13,002	(315.66%)	34,854	(168.07%)
Mountain Park	376	242	(-35.64%)	496	(104.96%)
Roswell	23,337	53,743	(130.29%)	79,334	( 47.62%)
Unincorporated	<u>12,859</u>	<u>34,152</u>	(165.59%)	<u>91,400</u>	(167.63%)
<b>Total North Fulton</b>	<b>39,700</b>	<b>101,139</b>	<b>(154.76%)</b>	<b>206,084</b>	<b>(103.76%)</b>

Based on re-sampling the 2000 Census information using the new boundaries, FCE&CD revised the Year 2000 population of the area encompassing the City of Alpharetta's current (2007) boundaries to 47,097. This illustrates that annexation added more than 12,240 persons to Alpharetta's Year 2000 population. We assume that it reduced the unincorporated area population by the same amount.

FCE&CD has been working with the City of Alpharetta to develop a new estimate for 2007. Using the revised Base Year 2000 population for the City of Alpharetta in 2007 and considering household size, vacancy rates, permits, and other data, the estimated population (April 1, 2007) for Alpharetta was 51,045.

The City of Johns Creek recalculated their population for 2007 as 70,050 persons using housing counts, vacancy rates, and economic development information.

Using the 2000 Census (based on April 1, 2000) and permits, housing starts, and other information to determine growth rates between 2000 and 2007, the FCE&CD provided the following population estimates and projections for the City of Milton:

- Existing Population Estimate (2006): 23,014
- Existing Population Estimate (2007): 24,218



It is assumed that FCE&CD used approximately 3% as the vacancy rate for the existing housing stock to determine the population figures. A variation of 2% would mean approximately 500 persons. Therefore, if the vacancy rate has increased because of the slowdown in the housing market, it may be likely that the original projection from FCE&CD may add population faster than should be expected if this trend were projected forward.



## 5. Population Projections

The FCE&CD estimated population projection for Milton in 2008 was 25,400. However, the housing market has visibly slowed since 2006. Although the number of foreclosures has increased along with vacancy rates, developers have indicated that the vacancy rate in Alpharetta is still about 3%. With wary lenders reducing the flow of money into the real estate construction market and the reduction in the rate of housing absorption, the real estate market can be assumed to remain slow for at least one or two years.

This difficulty in selling existing stocks of completed housing units has resulted in fewer housing starts than were originally projected. Therefore, population projections for 2008 and the near future may be higher than expected, as the future economic conditions assumed when those projections were made have changed.

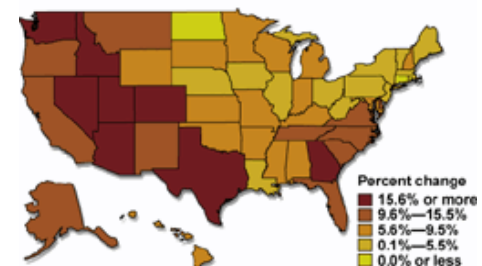
The projections prepared by Fulton County as part of the Focus Fulton 2025 Comprehensive Plan provided the following trends through 2025:

Year:	2005	2010	2015	2020	2025
Alpharetta	37,132	42,210	44,027	45,509	47,194
Mountain Park	500	606	642	672	687
Roswell	82,912	90,587	94,911	98,325	101,274
Unincorporated	<u>93,192</u>	<u>100,300</u>	<u>106,553</u>	<u>111,850</u>	<u>117,211</u>
<b>Total North Fulton</b>	<b>213,736</b>	<b>233,703</b>	<b>246,133</b>	<b>256,356</b>	<b>266,366</b>

In 2006, the cities of Milton and Johns Creek were created, and the rest of the unincorporated areas of northern Fulton County were annexed by the Cities of Roswell and Alpharetta. The above projections for Unincorporated Fulton County need to be redistributed to show the population gains added by annexation in Roswell and Alpharetta and the split increases. The projections for the unincorporated areas were not broken out by sub-areas in the 2025 Plan. However, on request, the Fulton County D.E.&C.D. provided a population projection for the City of Milton based on their allocation of historical trends and the available land remaining that could be absorbed into residential uses. The initial Fulton County Department of Economic & Community Development's demographic projections for the City of Milton identified a growth of approximately 109% over 20 years as shown here:

- Projected 2010 Pop: 27,800
- Projected 2015 Pop: 33,850
- Projected 2020 Pop: 39,900
- Projected 2025 Pop: 45,800
- Projected 2030 Pop: 51,900

This estimate provided a **projected population estimate for the City of Milton of 49,400 in 2028 and 51,900 in 2030.** This estimate provides one basic scenario for future planning purposes.



The population increases for the City of Milton estimated by FCE&CD are about four times the projected growth rates for the formerly-unincorporated area of northern Fulton County or the City of Alpharetta and





five times the rate of projected growth for the City of Roswell proposed by the Focus Fulton 2025 Comprehensive Plan. But, Milton has very small areas for providing infill at higher densities because that would require sewer services, and less than 20% of the City's land area is served by public wastewater collection systems. The great majority of existing development in the City is new, stable, and located on septic tanks at low density. The community has expressed a desire to maintain low residential densities to maintain its rural and rural residential character.

The majority of the land area in northwestern Milton is located in the Little River basin; however, the Little River and its tributaries in Milton have limited water flow in dry seasons. They also are part of the Etowah River tributary of the Coosa River drainage basin that provides water for several communities in Northwest Georgia including the City of Cartersville. The uppermost elements of the river basin are the most sensitive to impacts on water flow and water quality, and they could not accommodate any significant addition of treated effluent.

There are no existing gravity-flow wastewater collection (sewer) lines in the Little River drainage basin located in Milton. With the exception of a small existing pump station for the Manor Club facilities and portions of Forsyth County west of State Route 9, and the existing Crooked Creek pump station near the State Route 9 corridor, the portion of the drainage basin to the east of the Little River has no public wastewater collection and no public wastewater treatment facilities. City policies in Milton do not support the extension of sewer into the Little River basin, and embrace the concept of no inter-basin transfers.

The majority of the City of Milton lies within the interstitial area between the two northern regional growth corridors along Georgia 400 and Interstate 575. State Route 140 connects Roswell and Alpharetta with Canton on the I-575 corridor and establishes the primary transportation corridor serving the western half of the City. The location of the City between the two prongs of northern growth helps affirm the likelihood that the City will develop to a lesser extent than areas closer to the major transportation corridors. Although these existing conditions could be changed by major investments in roads and transportation assets, increased accessibility through Milton was identified as a threat rather than an opportunity.

Cherokee County and the cities of Canton and Holly Springs to the northwest and Forsyth County and the City of Cumming to the northeast are positioned to receive more growth than can be accommodated in Milton, and the new City of Johns Creek to the southeast is in a much better position to add sewer lines, waste treatment capacity, infill development, and population. These areas are considered much more likely to accommodate and welcome growth than Milton.

Therefore, the initial population projections provided by the Fulton County Department of Environment and Community Development (FCE&CD) may be assumed to represent a high projection of population growth than desired by the City. Assuming that the City of Milton adopts stringent policies to protect the existing rural, low density residential, and environmentally sensitive areas, it is likely that the future population may be significantly lower than the FCE&CD projections suggest. Based on the strong input and desire of the residential community to maintain lower densities and the continued policies to support existing agricultural zoning and restrict sewers from the Little River basin, a lower estimate of future population can be expected.



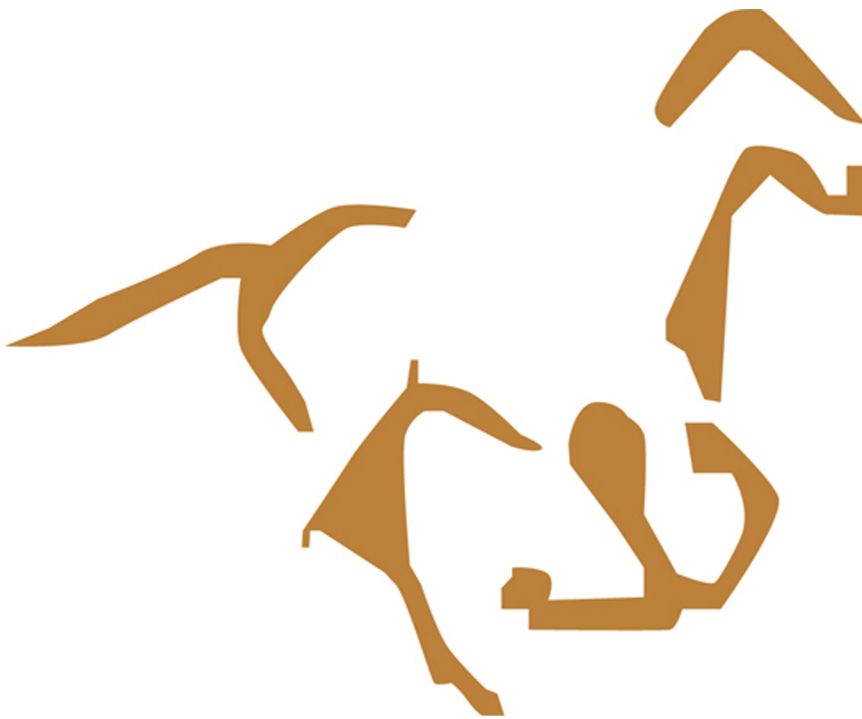
A growth rate of 26% (as projected for the 2005 unincorporated area of Fulton County north of the Chattahoochee River) is only slightly higher than that projected for Alpharetta (27% compared to 26% over the next 20 years) and would yield the **2028 population for Milton as approximately 31,500**. This estimate provides a second scenario for future planning and is recommended as an alternative for consideration for the City of Milton's growth and development.

Whereas the City has a policy to limit any expansion of the sewer system into the Coosa River basin and supports maintenance of the existing rural suburban character of the community, this estimate of 31,500 may be appropriate as the low growth scenario for the City's future. The visioning element of the forthcoming Community Agenda process will help resolve the future recommendations by identifying areas where growth can occur and their extent.

Additional scenarios may be developed as more information is shared between the five cities north of the Chattahoochee River, Fulton County and the Atlanta Regional Commission. The Community Agenda will provide the opportunity to use one of these alternatives or to consider whether another population projection should be created based on additional information.

# City of Milton

2008-2028 Comprehensive Plan



## Community Assessment

### Part A: Issues and Opportunities

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## A. Issues and Opportunities

The City of Milton crafted the following Vision Statement for the City: *Milton is a distinctive community embracing small-town life and heritage while preserving and enhancing our rural character.* The vision statement serves as a reminder that the City is a singular and unique community within the larger Atlanta Region and that it seeks to hold onto and maintain the pastoral and lower density character of the historic agrarian community. The City was created with the idea that the rapid pace of urban development since 1990 would displace the rural-based assets that attracted the City's current citizens to Milton, and that the City should establish and adhere to its own resources to balance future development and services with the City's vision for preservation of existing lifestyles and community character. Maintenance of the unique agricultural elements, lower density development patterns, lifestyle, and character of the existing community is central to the wishes of many local citizens.

A list of potential issues and opportunities was created by the State of Georgia Department of Community Affairs as a tool to assist in the local government comprehensive planning process. The list of issues and opportunities was presented to the City of Milton Comprehensive Planning Advisory Committee (CPAC) in a worksheet format for discussion. The CPAC began by working in small groups and reviewing each issue to consider how the issue applied to Milton and to identify any potential priorities, opportunities, or threats that might affect the City's health, safety, and welfare.

The CPAC ranked each issue or opportunity as "Not Important", "Important", or "Very Important", and identified six issues as "Very Important". Most of the other issues were identified as "Important". The City should emphasize these "Very Important" and "Important" issues as key elements of concern in preparing the Comprehensive Plan and in considering recommendations for future capital investments, transportation, land use, zoning, development, and construction codes. Each of the "Very Important" and "Important" issues discussed by the CPAC is described below.

The CPAC noted that the majority of the City is outside the Georgia 400 "mega-corridor" and only the easternmost areas of the City are able to accommodate the types of urban development intensities anticipated along the expressway corridor.

***Sidebar:** The Atlanta Regional Commission (ARC) identified the Deerfield development as part of the northern "mega-corridor" for growth along Georgia 400 in the ARC Unified Growth Policies Plan draft map prepared in 2007. The remaining area south and east of State Route 9 and south of Bethany between Hopewell Road and the Deerfield area was identified as "urban residential" by ARC while the remaining majority of the City was designated as "suburban residential" in the ARC Policies Plan. The nearest "rural areas" were located north of Ball Ground in Cherokee County.*

### 1. Development Patterns

#### a. Development Patterns Issues

**(1) Unattractive sprawl development/visual clutter along roadways (Very Important)** - The Atlanta Region has the reputation of a sprawling consumer of land for the development of subdivisions ever further out and away from the region's urban core. Development sprawl adds to the length and number of automobile trips, creates additional congestion and pollution, and consumes





attractive land for suburban residential and related uses rather than preserving the existing rural character of the small communities like Milton that surround the central urban area of the region.

Subdivisions (mostly new developments created since 1990) are the dominant form of development throughout the City and are not likely to be changed. Local zoning, site plan, and permit review procedures have been important mechanisms to preserve the existing character of the community and guide development towards compatible land uses and an attractive mix of urban, suburban and rural forms along the City's road corridors. However, as attractive natural vistas or rural agricultural scenes are eliminated by new development, developers need to provide attractive visual alternatives to replace the lost scenic opportunities. Safe, sustainable developments minimize unattractive views and add trees, vegetation, attractive walls, or buffer space to enhance transitions and eliminate intrusions (intended or unintended) into floodplains, steep slopes, and other sensitive areas that cannot sustain more intensive development. Attractive road corridors must also be able to be adequately supported by local community services (fire, police, et al.).

Buffers along scenic highways, preservation of tree cover, and consideration of environmentally sensitive areas remain important. Development patterns and actual site plans and their appropriate fit into the rural landscape remain important, too. As an example, rural design may emphasize a specific separation between houses to meet rural design expectations rather than placing them on a condensed site. Embracing the existing topography will help to protect the rural character. Another example is to recognize that Community Unit Plans (CUP's) may not be the best approach for residential development patterns in this more rural, agricultural area as they tend to force more houses to the road and next to each other. In other words, urban design concepts are not likely to be successful for creating a rural place.

As new residential and non-residential development occurs along major highways, arterials, and collector streets, the City desires to identify and create appropriate requirements to minimize obtrusive signage and undesired visual clutter along roadways. The visual appearance of a prosperous, well-groomed, pastoral community demonstrates that Milton is a highly desirable place to live, work or play as has been identified in the City's current vision statement. Existing methods to protect the City from visual clutter include buffers for residential and commercial development, and the careful use of the tree preservation ordinance, the historic preservation ordinance, and the overlay zoning districts for Northwest Fulton, Birmingham Crossroads, Crabapple Crossroads, and the Highway 9 Corridor. The combined review process through the City Council, the Planning Commission, the Design Review Board, and the Zoning Board of Appeals provides oversight and structure for considering development and site design, but the visual results may be difficult to understand without better means to engage visual appearance and finishes.

**(2) Unattractive commercial or shopping areas (Very Important)** - Some of the commercial retail uses along State Route 9 were developed when the Milton community was still rural and the population was still small. These older facilities are being replaced by new commercial development constructed to service the population that has come to the area since 1990. The target population for this non-residential development is based on the social and economic character of the projected population within the community. Commercial development has been based on an automobile-



oriented society with the assumption that there would be little or no transit or other alternatives for access.

Low density commercial development also assumes that walking or bicycle ridership may be less viable as an alternative to the automobile although they provide an alternative that is desired for quality of life and a means to reduce vehicular travel for short trips.

There is little strip commercial development in the City except along the Highway 9 corridor although this issue may also need to be addressed for the State Route 140 corridor (Arnold Mill Road). Strip development along major corridors is linear, automobile dependant and very mobile. A business may occupy a storefront location within a strip center for a short period and then close or move if the business is not successful at that location or if the business needs more space or wants to pay less for another location.



Over time competing strip centers may siphon occupants away from each other especially if there are too many commercial storefronts and not enough customers. Unsuccessful centers may not bring in the revenues to justify reinvestment in maintenance or in updating the center to meet new trends in marketing and customer interest. Whereas these strip centers are on the major roadway corridors, they help form and define an image of the City by the people who travel these corridors. Therefore, the community should try to maintain a balance between commercial structure demand and supply to encourage adequate maintenance or replacement of older shopping areas by appropriate new facilities to meet local needs. Commercial shopping areas also may require enhanced architectural standards to help ensure design quality and sustainability. Curb cuts, vehicle parking, and outside display elements should be included in the design review process to enhance the physical and visual elements that control appearance and desirability.

**(3) Unattractive subdivisions and subdivision entrances (Very Important)** – The rural mix of farms and woodlands that made up Milton prior to the rapid growth of the community has meant that a number of subdivision developments that have been built in former pasture lands or in areas where the former woodlands have been stripped away to create home sites that have little or no character. One acre minimum lot sizes were promoted with the intention that developers could leave adequate space for houses to be located on lots that retained some woodland vegetative cover and to protect streams and steep slopes as interesting site design assets on the property. Open lots without natural vegetative cover require more landscaping and man-made design elements such as farm fences and new tree plantings to promote site interest.

The design and aesthetics of subdivision entrances contribute to the long-term desirability of the subdivision. Poorly-designed entrances may create visibility problems or provide too little space for school buses and other service vehicles to operate within the neighborhood effectively. Subdivision



entry areas need better designed spaces for children and parents waiting on the school bus. Signage should be easy to read and safe for motorists, bicyclists, and pedestrians to maneuver.

Residential buffers establish and protect the visual impact of new development along scenic roadways. Development standards within the development are important to establish separation between housing units, recreation areas, and unattractive elements such as stormwater detention facilities or an electric power substation.

Detention facility design should consider location, services provided, and opportunities to blend the design into the surroundings. Earthen structures present a much less severe appearance than concrete structures. Detention facilities also should be located away from entrances and heavy traffic areas within the neighborhood and screened to reduce visual impacts.

**(4) No mix of uses or neighborhood centers to serve adjacent neighborhoods** – Subdivision development is predicated on segregation of unlike land uses. The CPAC and Council members have made it clear that the community wants to maintain the existing residential and rural character of Milton and do not want sprawl. However, development of residential one-acre lots in the AG-1 zoning district continues to increase the number of low density residential units in the City, and the fear that a neighborhood use like a corner grocery or drugstore in the neighborhood will eventually turn into a larger commercial intrusion into the community has made it difficult to site neighborhood facilities into these large areas of subdivision activity.



By design, the Birmingham Crossroads Community area is specifically limited regarding the uses allowed within the overlay area and the size of the commercial area to serve the rural residential neighborhood that surrounds it and the areas in Northwestern Milton adjacent to State Route 372 (Birmingham Highway) and the Birmingham and Hickory Flat Road corridor.

The Bethany Road intersection with State Route 9 provides a similar opportunity for a neighborhood intensity center in the northern third of the State Route 9 overlay area. The Publix shopping center is at the nexus of the east/west crossing and is close to denser housing to the east and the less dense (unsewered) areas to the west. The intersection also provides a location that appears to be ideal for equestrian based commerce serving Milton and Forsyth County.

The Crabapple Crossroads Community Plan addresses another neighborhood center that has received much attention, but there is still heated debate regarding how the center will develop and what limits to development can be provided to ensure that the neighborhood node does or does not expand into a larger commercial center.





There may be additional opportunities elsewhere in the City, but these sites deserve careful discussion and attention regarding how and to what extent they should be developed before they can be identified as a neighborhood or community center. In addition, the City of Milton does not have an established primary center for downtown services such as the City Hall or related development.

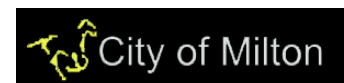
**(5) Development patterns don't encourage interaction with neighbors** – The majority of Milton is developed as residential in subdivisions with one-acre minimum lot sizes to provide septic tank wastewater treatment. The one-acre minimum lot size is recommended to allow builders to identify the location for and construct a septic tank field that could meet Fulton County environmental standards. Sewer services to collect and take wastewater to advanced treatment plants downstream were limited to a portion of the Big Creek drainage basin that covers only the eastern 20% of the City's land area.

Houses are located much farther apart in one-acre minimum lot size subdivisions than in more urban areas recommended in current planning literature and in the State and Regional planning guidelines. Added distances between houses reduce the likelihood that opportunities for interaction can be provided, especially as a neighborhood gets older and different age groups with different interests occupy the housing units. However many new residents have made a recent decision to locate in Milton and did not consider smaller lots as affecting neighborhood interaction. In addition, the overwhelming pace of recent development and the similarity of housing construction and sizes within a subdivision tend to attract buyers with similar interests (children in school, golf and country club activities) that can foster interaction.



Although it is not a problem with a new community, the continuing relationships found in schools, churches, social clubs, and neighborhood organizations may be constrained by limited access to automobile travel in the future as communities and neighborhoods age. Mobility for all elements of the population is expected to be required to maintain these relationships and offset the greater distances in the future.

**(6) No clear boundary where town stops and countryside begins** – The City of Milton intends to establish the City as being unique among the cities of northern Fulton County by nurturing its equestrian agricultural and rural residential community to set the City apart from the surrounding cities.



To establish and maintain the City's identity as a meaningful *"place"*, Milton should establish and maintain gateways to the community to provide a visual feel that you have entered a distinct new



“place” and as a means of promoting citizen pride, commitment and visitor awareness. Once in Milton, the community should continue to protect, preserve and enhance the unique features and characteristics that attracted residents to the City.

## **b. Development Patterns Opportunities**

**(1) Unique equestrian-oriented development** – Milton has established an image of black-painted four-board fenced equestrian development that makes a statement that the community intends to preserve the quality of life and support the existing horse-based, socioeconomic culture that celebrates the rural nature of the City. The theme is based on an existing culture that can be defined and used to help determine when the design of a new subdivision might hurt or harm the existing character of the City.

**(2) Plentiful scenic views and natural and agricultural land uses** – Preservation of the attractive agricultural and rural character of the Milton countryside, and the conservation of existing rural, agricultural, and natural areas located throughout the City require a balance between two philosophies regarding the best use of existing land – preservation and development. The scenic views of pastures, barns, corrals, equestrian exercise rings, and other farm outbuildings, woodlands, stream valleys, ridgelines, and the attractive man-made structures provide resources that are important to maintaining the aesthetic atmosphere of the City and the quality of life.



Existing agricultural land uses and scenic views should be documented to allow the community to consider whether they should be maintained. Knowledge regarding the potential loss of view sheds, historic sites, or iconic images of Milton’s past provides the opportunity to demand that future development limit its impact on the aesthetic nature of the community before the losses occur by promoting appropriate development that enhances the scenic views and pastoral feel of the community instead of development that detracts from the existing landscape.



**(3) Extensive green space still available** – Most of the existing development within the City of Milton is still relatively new and stable, and numerous opportunities remain for the continuing infill of residential development on one-acre lots to allow builders to include elements of the existing woodlands, pastures, stream corridors, and steep slopes when they site streets, housing, and amenities. Unfortunately, large parcels are disappearing and being replaced by the one-acre lot subdivisions that maintain some green space but limit accessibility to private property owners.



Natural stream corridors and some existing gravel road corridors that have been maintained by choice are assets that require cooperative decisions between property owners and City services to sustain access, services, and maintenance of green spaces. The 2007 Milton Trail Plan proposes to use some of these corridors to provide opportunities for pedestrian and bicycle activities. Steep slopes provide opportunities to integrate areas unusable for development into sustainable green space.

## **2. Community/Sense of Place**

### **a. Community/Sense of Place Issues**

**(1) Not enough green space or parkland** – There are four parks located within the boundaries of the City of Milton.

**Providence Park** is located just off Providence Road in south central Milton. Existing facilities include a park center building, a pavilion, hiking trails, an outdoor amphitheater, grills, picnic tables, overnight camp sites, a lake, a rappelling and rock climbing area and climbing walls. The 40-acre Park was closed in 2004 following the discovery of numerous 55 gallon drums is not usable at the current time due to pollution of the lake and stream that must be cleaned up prior to re-opening.

Numerous compounds were detected in the soil and groundwater samples including lead, tetrachloroethene, trichloroethene, vinyl chloride, benzene, xylenes, phenols, PCBs, pesticides and herbicides. More than 40 private drinking water supplies were identified within a one mile radius of the site.

An environmental services firm was contracted by Fulton County to provide environmental consulting services and the removal and disposal of several dozen drums and other materials visible at the surface. A subsequent initial assessment of the park included collecting surface soil samples, sediment sampling at the lake, the installation of monitoring wells, and a receptor survey. A Compliance Status Report (CSR) was prepared for submittal to the Georgia EPD Hazardous Site



Response Program, and an expanded assessment has been initiated in order to provide the complete horizontal and vertical delineation of the impact to soil and groundwater.

A tentative plan for the City of Milton to buy the Park from Fulton County after the environmental cleanup is completed is under consideration. Both parties are sensitive to the potential liabilities for the environmental contamination at the site, and negotiations are expected to continue until a satisfactory conclusion allows the City to assume ownership and be indemnified from any future legal action or fines created by the existing contamination.

**Birmingham Park** on the northwestern side of Birmingham Crossroads was recently acquired and is not developed or usable until planning is completed and access is constructed. The park encompasses 203 acres and three ~~has a~~ master plan alternatives identify ~~with~~ equestrian and pedestrian trails, picnic pavilions, soccer/lacrosse/football fields, basketball/tennis/volleyball courts, a skate plaza, a mountain bike trail, and a habitat overlook. Decisions regarding the plan and access and egress for the Park will be considered by the City in the development of the final master plan for the design of the Park.

**Bell Memorial Park** is currently open and includes four baseball fields, a concession stand, a community house, and picnic pavilions. The Park is operated by the Hopewell Youth Association as a baseball facility.

**North Park** is a City of Alpharetta park that is located in a City of Alpharetta enclave on Cogburn Road, completely surrounded by the City of Milton. Alpharetta's North Park includes a community activity center and seniors' center, among other amenities. City of Milton residents may use the park, but are considered non-residents of the City of Alpharetta.

**The Crabapple Crossroads Community Plan** identified the need for pedestrian-oriented green space development in the Crossroads area but did not guarantee that any of the land would become publicly owned. The Master Plan identified a recommendation that approximately 41.5 acres of land in the Crabapple Crossroads area be set aside and maintained for green space. The John Wieland low density residential development left approximately 10 acres along the stream corridors as green space. Other projects also have provided green space along the edges of the properties to meet the greenspace requirements. However, these areas have not created any new park lands, and a proposed "town green" at the intersection of Mayfield Road and Mid Broadwell Road is yet to be programmed or built.

**No sense of place (Visitors do not sense that they've arrived at an activity center)** – As a rural place, Milton does have a number of attractive natural and scenic vistas and many of the equestrian farms and suburban estates are very attractive places. However, Milton does not have a unique "town center" with the sense of a downtown focal point for community activities. City Hall is located in a non-descript office building along Deerfield Parkway.

Although the Crabapple Crossroads Community was identified as a unique location with rural character that contributed to and helped promote the idea of the City of "Milton", Crabapple is at the edge of the City on the border with the City of Alpharetta. An Alpharetta Community Center building is located on the southwest corner of the intersection. The western half of the Crabapple





Crossroads area is being developed at a very fast rate with suburban commercial structures and town homes replacing the former rural housing and farmlands along Crabapple Road. Three schools are located immediately to the northeast of the Crossroads activity area. East of the intersection, the older agricultural commercial buildings and rural housing still provide rural charm, but they are impacted by heavy peak hour traffic volumes and narrow rights of way that would require removal of some of the iconic buildings to accommodate additional road lanes.

The Birmingham Crossroads activity center in northwest Milton is (intentionally) small and compact. The 27-acre site includes old commercial buildings and infill by new shopping, restaurant, and office facilities clustered closely around the crossroads. Institutional uses nearby include Birmingham Park to the northwest, a fire station and a church to the west, and two churches to the south. These facilities help frame the commercial village.

The State Route 9 Corridor Overlay Area is also being developed at a very fast rate with new strip centers and “big boxes” replacing the some of the older rural highway-oriented structures on the Cumming Highway that were typical of rural corridors throughout northern Georgia. The intersection of Bethany Road and State Route 9 provides local neighborhood commercial services and the commercial development at the intersection at Windward Parkway seems to serve a larger community level function spawned by the growth of Alpharetta north of Old Milton Parkway and the development of Deerfield and other employment centers on the western side of Georgia 400.

At present, the neighborhood and community centers at Birmingham Crossroads, Crabapple Crossroads, Deerfield, and the SR9/Bethany Road intersection appear to provide local focus rather than a focal center to serve the entire City of Milton. The City’s Community Agenda planning process needs to identify which of these centers should be identified as the focal center for the City or if another location may be more appropriate as the core location for City government and services.

**(3) Unattractive commercial or shopping areas** – Attractive commercial centers tend to draw people into the center to shop or visit the stores located there. The more unattractive, the less desire there is to visit the development. Well-run commercial centers try to encourage customer visits by providing unique and attractive developments that maintain occupancy by updating the look, amenities, and accessibility of the center and improving the mix of occupants in keeping with the changing tastes of the surrounding community. Too little competition may result in empty stores as the businesses go else where. Too much competition may result in empty stores as centers try to compete by lowering rents and end up attracting less desirable tenants. The City supports the creation of well-designed, sustainable commercial centers by ensuring that new construction meets or exceeds local standards that satisfy community expectations to balance the short term costs of construction with the long term costs of maintaining operational sustainability.



**(4) No mix of housing sizes, types, and income levels within neighborhoods** – The mix of housing sizes, types and income levels in the City of Milton is significantly one-sided favoring more expensive homes due to the very recent amount of development that has occurred in the City (there are no older neighborhoods or subdivisions) and the significantly high value placed on parcels of residential property in the City. The lack of sewer services throughout most of the City presents few opportunities to locate lower priced homes on smaller lots with the exception of the Crabapple Crossroads Community Area or the State Route 9 Corridor Overlay Area where services can be provided in close proximity.



**(5) No pleasant community gathering spaces** – The two community centers at Bethwell and Crabapple are both in very old inadequate buildings that need to be renovated. The City of Alpharetta’s Crabapple Center does provide a resource but with limited availability. Bell Memorial Park provides outdoor space and the facilities at Milton High School, the two Middle Schools, the three Elementary Schools, and several local churches may provide additional space for meetings. The Crabapple Crossroads Community Plan specifically points out the need for a public “green” space to serve as the center for a pedestrian walkway system to serve the neighborhood center.

**(6) Development patterns don’t encourage interaction with neighbors** – A community that is spread out community over a larger land area may reduce neighborhood interactions. As the neighborhood grows older, it is more likely that interaction between neighbors will be reduced as different age groups find different interests. As a family ages and children move away, family activities give way to different individual interests, and continuing interaction and relationships may be reduced by reduced personal mobility or fewer incidental contacts in the neighborhood. A smaller area creates more opportunities to meet and interact on a continuing basis, but larger communities may require maintenance of personal mobility to succeed.



**(7) No mix of uses or neighborhood centers to serve adjacent neighborhoods** – The location of a local neighborhood use like a corner grocery or drugstore into an area where there were no previous services may be regarded as a harbinger of change that allows additional uses to become an intrusion into the community. The past inability to limit intrusive uses in a community once one has been introduced has made it difficult to locate any neighborhood facilities into residential areas because of the fear that they would be followed by other similar uses and competitors that expand beyond the



level needed. Also, there are conflicting concepts regarding whether the use is needed or what size the facility should be, especially in a highly mobile community where auto travel is easily available. Milton's recent history of development appears to indicate that this is not a current problem and it may take a significant change in economic conditions before this is significant problem for local citizens.

**(8) Not enough affordable housing** – Milton did not immediately gain every aspect of a complete city when it was chartered. The existing community includes the former unincorporated northernmost parts of Fulton County including the rural farms and equestrian estates, new subdivisions, a rapidly developing commercial corridor section of State Route 9 immediately to the west of Georgia 400, and a planned unit development (PUD) adjacent to Georgia 400 that was intended to emulate the success of the Windward development project located east of Georgia 400 with updated ideas based on 1990s ideas regarding planning and development opportunities. The economics and demographics of Milton are a slice of the region rather than a self-contained economy.



The extremely quick pace of development and the high asking prices for both raw land and developed land made providing "affordable" housing in northernmost Fulton County more difficult. Average income in Milton in 1999 was \$93,620.81 per household, approximately double the national average and more than 112% of the Fulton County average. Average sales prices of residential real estate in the Milton zip code rose from \$368,541 in 2004 to \$449,060 in 2007. Average home prices in the Atlanta region in 2007 were about \$272,716 in Fulton County and \$148,021 in Georgia (Source: HomeGain website).

Townhouses and apartments in the City are concentrated in the State Route 9 Overlay area where they do provide some opportunities for affordable housing. Milton also has a number of older homes built in the era between 1950 and 1980 that provide opportunities for a wide segment of homebuyers.

Milton needs to address affordable housing as part of the Comprehensive Plan to ensure that the work force for the City (the teachers, police and fire fighters, staff for companies within the office parks, personal service providers, and equestrian support workers) have the opportunity to live in Milton or close by. The provision of affordable residential alternatives also may provide enhanced opportunities for current residents to remain in the community as they go through different life stages. As residents age, they may desire to maintain the close relationships they developed when they lived in the community.

**(9) Not enough places for arts activities and performances** – The City has many residents that may have time and interests in the arts or in community activities. There are few places where



performances can be held although some of the equestrian facilities and golf and country clubs may be open to considering this need as an opportunity. Churches and schools also have facilities that may provide opportunities for community activities that can enrich the lifestyles of Milton's residents. Milton High School provides one such venue. Other opportunities are available in nearby Alpharetta and Roswell.

## **b. Community/Sense of Place Opportunities**

**(1) Attractive residential development and housing stock** – The existing housing stock in Milton is generally very good although there was some concern expressed at the CPAC meetings about some of the older rural homes that were built prior to the 1990s that may have not been maintained as well as the community would like. These older homes provide some of the “unique” character of the City. Many of the older properties include “flag” lots where the only access into the home site is by a shared driveway that provides access to more than one homeowner. .



**(2) No pre-existing areas in decline** – The “new” quality of the City resulted in there not being any significant areas that are in decline. Although some individual properties may be declining, the area of the City as a whole is stable and continuing to fill in.

**(3) Interest in maintaining unique equestrian places** – The City of Milton has stated its vision and its intention to remain a “rural” community with open space and opportunities to own and maintain horses throughout much of the City. There are some existing conflicts between agricultural uses and adjacent residential uses that need to be addressed in the Comprehensive Plan including noise, odor, and other potential nuisance factors that may be applicable when the concentration and location of equine activities is too large or too close to adjacent properties. Also, the existing zoning category for agricultural uses needs to be redefined to eliminate some incompatible uses that may be allowed in the current AG-1 zoning category.



**(4) Crabapple Crossroads is providing test bed for implementing density in a localized area** – The Crabapple Crossroads Community Plan was adopted in 2004 to identify a specific level of development tailored to a “neighborhood node” with plans for development in one of the few areas of what is now the City of Milton where some sewer wastewater collection could be provided. The





Crabapple Crossroads Community Plan was adopted by Fulton County as an overlay to the *Focus Fulton County 2025 Comprehensive Plan* and the Northwest Fulton County Overlay to the Fulton County Zoning Ordinance. These instruments were adopted by the City of Milton as the current plan and the current zoning regulations for the City upon its formation.

A review of the Plan and the current status of the zoning ordinance show that the development opportunities that were allowed by the Fulton County Crabapple Crossroads Community Plan Zoning Overlay were consumed in two years in a rush to develop non-residential and higher density (more than one unit/acre) within the Crabapple Crossroads area after adoption by the County. When the responsibility to provide planning and zoning was transferred to the City of Milton, the proposed capacities for development in the area had been permitted (although only about 20% of the proposed development was constructed as of January 2008).



An interim plan for the Crabapple Crossroads Community Area was considered as part of the Community Assessment for the Comprehensive Plan to guide the Milton City Council during the planning period. The analysis of the existing zoning and permits provided an improved understanding of the status of development in the area. Although improvements to local streets can be required to be made by developers to ensure appropriate access and egress to their properties and reduce the creation of additional congestion on the existing road network, road improvements that would need to be created by the public realm are limited until the City can develop its Comprehensive Plan and the Short Term Work Program (including the City's Capital Improvements Plan).



The recommendations of the interim plan were to defer or limit the addition of any additional non-residential permits until the Comprehensive Plan could establish a vision for the City (including Crabapple Crossroads), define the City's Short Term Work Program, and create new guidelines for development and permits in the Crabapple Crossroads Community Area. Future development opportunities in the Crabapple Crossroads Overlay area should be considered in appropriate context with the real concerns regarding density beyond the current levels of density already planned and permitted in the Crabapple Crossroads Overlay Area. The City's new Comprehensive Plan should serve as the initial point for this discussion and this area should be considered as a unique character area.



### **3. Zoning Process/Government Regulations**

#### **a. Zoning/Regulations Issues**

**(1) Regional and multi-jurisdictional coordination and cooperation (Very Important)** - Milton is a new city that hopes to continue working with Fulton County to allow the County and its successors to provide some services and for the City to deliver other services. The level of government that can best provide the best cost and level of services desired by Milton's citizens should be the level of government that provides that service. The City also will work with adjacent municipal jurisdictions (Roswell and Alpharetta) and with Forsyth and Cherokee Counties to provide mutual support for establishing local services and back-up responsibilities.



Other cooperation agreements will be maintained with utility providers, planning agencies, and regulators such as Georgia Power, MARTA, the Metropolitan North Georgia Water Planning District, the Atlanta Regional Commission, GRTA, GDOT, and other elements of State and Federal agencies to ensure that information and decisions regarding infrastructure are shared to the benefit of the public.

**(2) Developers complaining about local development approval process, especially for innovative projects (Very Important)** - The City of Milton understands that unanticipated delays created by the development process cost the developer additional money in the design, development, construction, and sale of improved property. The City wants to make the process flow more efficiently to help developers achieve their projects on time as long as the process accomplishes the goals of the City to result in the best and most appropriate development possible. As a new city, Milton has adapted the rules of Fulton County and may have had some delays in expediting some of the initial applications submitted by developers as new reviewing organizations and boards were set up and new procedures and application deadlines were developed in the first year of the City's existence.

Developer comments regarding the process should be answered by clear instructions and terminology explaining the requirements and the process that should be provided to make sure that both the City and the developer have a consistent understanding regarding what is expected, when it must be provided, and how to work together to allow innovative projects to fit in with the process. The Plan should also consider how to provide design flexibility for innovative projects that may be brought to the City by creative developers.



**(3) Neighborhood opposition to higher density** – More opposition to increased density (residential or non-residential) should be expected as neighborhoods seek to protect the investments of homeowners in their residences. When a project is presented by a developer, information should be provided that makes it easy for residents to understand exactly what is proposed, how it will be implemented, the appropriate sequencing of development, and what actions are included to minimize impacts on adjacent communities. The City should provide support to facilitate meetings between developers and homeowner groups and insist that meetings take place prior to creating “all or nothing” scenarios at the stage where the proposal is presented to the Planning Commission and the City Council. The maintenance of an open dialog between the developer and the community is to protect the intent and the policies of the Comprehensive Plan as expressed by the Future Development Plan element of the Comprehensive Plan and any adopted Zoning Overlays or Future Land Use Plans.

**(4) Local officials or neighborhoods are resistant to new or innovative development ideas** - The zoning process is continuously changing as new development ideas are created to allow development to move forward in accordance with local zoning and development codes and procedures. Techniques to support, encourage, or control development in one jurisdiction may require a different approach in another jurisdiction in order to enjoy success. The extent of control provided by an existing rule may be reduced by a new process. Gaining favor for innovative approaches often requires the education of the applicant, the planning staff, the appointed officials making up the Planning Commission, the Variance Review Board or the Zoning Board of Appeals, the elected Council, the plan and building inspection officers, and other interested citizens.

#### **b. Zoning/Regulations Opportunities**

**(1) Local interest in application of design with new development including sustainability** – The Comprehensive Plan and zoning, development and building code ordinances are inherently restrictive documents, but the City of Milton seeks to develop these in a way which will benefit the City, apply consistent application of the land use and development policies, and reassure developers that the process will be fair. If the restrictions are onerous, there may be opportunities which will allow more to be done with using design to limit a negative impact or to create a positive tone for the development that results in a “win-win” scenario in which all parties are satisfied.







## **4. Preservation, Protection and Conservation**

### **a. Preservation/Conservation Issues**

**(1) Not enough green space or parkland** – AS stated previously, there are three City-owned parks in Milton, but only one of those, Bell Memorial Park, is usable at the current time. It is operated by the Hopewell Youth Association as a youth baseball facility. Providence Park is waiting for the required environmental cleanup of pollution found at the site, and Birmingham Park is still undeveloped. Some elements of the Master Plan for Birmingham Park are needed prior to opening the area for public access. Both Providence Park and Birmingham Park provide a balance of active and passive recreation facilities.

The City must determine what are its priorities for parks and recreation? This includes determination if the development of the three existing parks or if the acquisition of additional green space to preserve the land before it is absorbed by development is a higher priority. The absorption of green space into residential developments since 2000 has been widespread, and many aesthetically-attractive parcels are being acquired for development, leaving only remnants for the community.

**(2) Disappearing rural scenery** – The maintenance of a rural lifestyle was identified as a major force in the creation of the City of Milton as the City was being hemmed in by new subdivisions in which former pastures and woodlands were being converted to home sites. While many of these developments are attractive and have left green space around the edges or along undevelopable streams, they do not provide the pastoral feel of their former appearance. The removal of old barns, outbuildings, orchards, and specimen trees to provide more housing sites exchanges the rural quality for a suburban image and feel resulting in the loss of the primary low-density “rural lifestyle” driver that encouraged people to move to the City.

**(3) Inadequate protection of historic resources** – There are not many nationally or regionally significant historic resources in the City of Milton although there are up to 200 or more sites that were identified in a historic structures database for the area including Milton. For most of its history, the area was a quiet backwater to major events. However, the City does have locally significant resources that are being lost or obscured by new development. Older churches and farmsteads are scattered throughout the City. Many of the churches include small cemeteries that have existed in the area since it was on the Cherokee frontier in the early 1800s. There also are some older houses, barns, and outbuildings that provide local landmarks that remain to identify former rural communities at Fields Crossroads, Bethwell and other locations.





The Crabapple Crossroads and Birmingham Crossroads communities are noted as neighborhood activity centers, but their appearances may be drastically changed if the existing context of the historic buildings and the boundaries of the defined activity centers are not protected along with the buildings. The context of location and setting also provide important elements regarding the successful preservation of historic structures.

**(4) New development locating in areas that should not be developed** - The community assessment identified several areas of woodlands and farmland that appear to be potential resources for the City to use as exemplar properties that demonstrate the City's commitment to maintaining the rural nature of the City. However, the review of permit records identified that plans to develop some of these properties are already underway. Portions of Pritchard Mountain and some of the environmentally sensitive areas along the Little River and its tributaries are being developed as home sites on large lots. Although careful site development, preservation of specimen trees, design of structures to blend with sites, and strong standards to meet environmental requirements during construction can be used to ameliorate negative impacts, they cannot totally prevent the structure and its accompanying site development from intruding into and replacing wildlife habitat with human development. The ideal is to minimize intrusion through proactive mechanisms to protect critical wildlife areas, especially when planning, zoning, site plans, or design controls cannot completely block the intrusion of impacts created by development into these areas.

**(5) Too many trees have been lost to new development** - Clear cutting trees for new development may provide a short-term benefit for the builder in allowing access to the site for the house and for the septic field, but it also provides a long term disadvantage for the buyer. Trees can provide shade for the southern or western side of the house, reducing air-conditioning costs in the summer. Trees intercept water, store some of it, and reduce storm runoff and the possibility of flooding. Trees also moderate the heat-island effect caused by pavement and buildings in commercial areas resulting in cooler temperatures in the vicinity of trees.



The leaves on deciduous trees also absorb or deflect radiant energy from the sun during the summer and allow the sun to shine through in winter. The indirect economic benefits of trees are even greater providing lowered electric bills when power companies use less water in their cooling towers, build fewer new facilities to meet peak demands, use reduced amounts of fossil fuel in their furnaces and fewer measures to control air pollution. Communities also can save money if fewer facilities are required to control storm water. Although the individual savings to each person may be small, reductions in these expenses may save thousands of dollars for the community.

The "Milton Grows Green" Committee expresses the desire to designate Milton as a "Green Community" which includes protection of the trees, and a commitment to being a "city of trees".





**(6) Environmental pollution problems & contaminated properties** - The protection of the existing quality of the stream systems in the Coosa (Etowah) River basin is needed to ensure that the water quality of the Little River and Lake Allatoona are not affected by development and/or erosion. The drought of 2007 resulted in severe restrictions in water use emphasizing the fact that the Little River, Chicken Creek and Cooper Sandy Creek in the Coosa River basin and Big Creek in the Chattahoochee River basin are at the uppermost extents of their drainage basins and that the Highway 9 corridor provides the general location of the ridge between the Coosa and Chattahoochee River watersheds.

The contamination at Providence Park has illustrated the significant environmental and financial costs of dealing with contaminated properties. In addition to the costs to Fulton County for the environmental cleanup, the issue has significantly delayed the City of Milton's proposed acquisition and use of the park's recreation facilities.

#### **b. Preservation/Conservation Opportunities**

The City has the opportunity to consider what rational standards should be applied to meet recreation needs for public parks and recreation facilities. The unique nature of the community and the large number of private equestrian operations, golf courses, and community pools and tennis courts provide significant existing facilities that probably should not be duplicated by public facilities. Even youth soccer fields have been developed by private interests on land that is unusable for residential development.

**(1) Birmingham Park** – The new park is undeveloped, and the planning process can be used to help define what local intentions for the area and whether its development should have a higher or lower budget priority relative to other recreation or local infrastructure needs. Should the Master Plan prepared by Fulton County be adopted to serve Milton, or are other opportunities preferred by the City.

**(2) Providence Park** - The site needs to be assessed to identify costs and responsibilities for cleanup, timing for the environmental process to be completed, and uses which can be accommodated on the site after its cleanup. Existing facilities may be reopened or replaced with different facilities once negotiations with the County are complete.

**(3) Flood Plains** – Protecting existing stream quality is a paramount component of the regional watershed protection plans. Undeveloped floodways provide space for water flow in peak rain events and a continuous corridor from their headwaters to the next larger stream may permit wildlife to travel from one area to another without cutting through human-occupied areas. These areas also add to the natural scenic vistas that are located throughout the City.





These areas and adjacent wetlands provide woodlands and vegetative cover for songbirds and small animals including amphibians, reptiles and mammals that are helpful to the diversity of the vegetation and which provide a filter for pollutants such as oil and gas droppings on roadways and driveways or along lakes and streams. Wooded stream corridors also provide visual barriers for adjacent development with increased privacy.

## **5. Mobility**

### **a. Mobility Issues**

**(1) Traffic problems (Very Important)** - There are few indications that public transit is sought after by the majority of Milton's residents. However, there are strong voices seeking walking trails, equestrian trails and bicycle trails as pointed out in the 2006 Milton Trail Plan. The most immediate local issue affecting mobility is congestion at many of the local intersections and the inadequate design of what were originally rural farm-to-market roads.



The existing roads were designed as rural pathways for light traffic in a rural environment. Poorly angled intersections may have been appropriate for horses and carriages but now are much more dangerous due to high speed automobile traffic with many more vehicles on the roads. Some of these intersections can be improved with local design changes to correct the angle to a 90-degree intersection where crossroads visibility can be significantly improved and where rights of way are more easily discerned. Signalization is needed at some of these intersections to prioritize traffic flow and allow different operations during peak hours when traffic flow is significantly heavier.

Rural road standards that are contextual to Milton are important. Typical rural highway sections emphasize wide rights of way and divided medians to segregate traffic and maintain higher speeds. Milton should adopt its own design standards to help preserve the more rural characteristics of the City. These standards may require some specific design motifs to enhance the existing character and create more elegant solutions for intersections, roundabouts, acceleration/deceleration lanes, peak period stormwater removal, etc.

**(2) No alternatives to using a car to go anywhere** – The rural nature of the community and the larger lots needed to accommodate rural-oriented lifestyles mean there is additional distances between houses than would be found in a more urban community. Therefore, the average trip between houses will inherently be longer and may require a vehicle rather than walking. Schools are more likely to have been developed where a larger parcel of land was available and are not be close to many of the City's residential neighborhoods requiring school buses or parents to transfer students between their homes and the school.



**(3) Not pedestrian or bike friendly** – The longer distances between houses and the few neighborhood centers in the City mean that sidewalks are a desirable asset within a residential neighborhood but that there is a much higher per-residence cost relative to a sidewalk in a more densely developed area. Alternative pathways are desired.

**(4) No public transit except at southern edge of the City** – The City has access to the MARTA bus systems through only two routes (Route 185 and Route 143) that give access to the Deerfield development and Windward Parkway. Access is not available to Milton's northern or western areas, but previous citizen surveys have indicated that bus service to the City's interior residential areas is not desired.

**(5) Not enough sidewalks and bike trails** – The City's Trails Plan identified the need to provide pedestrian, equestrian and bicycle trails across the City and tie them into a regional network to allow improved non-automobile-oriented access for commuting and for recreation. Schools, parks, churches, and activity centers need to be tied together.

#### **b. Mobility Opportunities**

**(1) Use of context-sensitive design to maintain corridor characteristics** – Context-sensitive design for roadway corridors has received support from the Institute of Transportation Engineers (ITE) and would allow additional access albeit more limited than widening the corridor. The intent is to reduce the congestion bottlenecks at intersections, curved sections of roadway, or at locations where better design can create significant improvements to traffic flow. Improvements can include a variety of measures from providing better clues to the driver about what to expect around the next bend to physical reconstruction to allow vehicles to travel safely at design speeds.

Roundabouts may be able to provide an alternative to signalization and maintain traffic flow in peak and off-peak hours with minimal delays

**(2) Localized activity centers concentrate development at specific locations** – The City has adopted the Fulton County overlays for Birmingham Crossroads, Crabapple Crossroads, and the State Route 9 Corridor as the most appropriate areas where the concentration of non-residential and higher density development can be accommodated. The Birmingham Crossroads Overlay District has a prescribed limit to density and the area in which land can be developed. The Crabapple Crossroads Overlay Area also provides limited opportunities for additional expansion and has been permitted for its maximum allowed capacity for commercial development although space does remain for office and residential development. Although the Highway 9 Overlay district is limited by existing development and traffic congestion, it offers the best opportunities for accommodating any additional concentrated development in the Deerfield mixed use development.

**(3) Funding and implementation of the Milton Trails Plan** – The City Council approved the City of Milton Shared Use Trail Plan prepared by the Georgia Institute of Technology City and Regional Planning Program in the fall of 2007. Funding is needed to implement the plan using federal, State, and local financing resources. An annual expenditure of approximately \$200,000 per year is



recommended by the Trail Plan. The Trail Plan provides a means for expanding mobility without increasing the pressures on the existing road network.

## **6. Economic Development**

### **a. Economic Development Issues**

**(1) Not enough innovative economic development taking place** – Milton does not have a large existing commercial economic base established within the boundaries of the City and must identify a unique combination of economic development forms to ensure minimal impacts on the existing residential, pastoral, and rural community while allowing the development of needed access improvements, stormwater drainage, environmental protection, and other elements of local infrastructure. The “rural” lifestyle community provides an ideal that is sought after, but appropriate decisions must be identified and supported to achieve a balance between community desires and the ability to achieve healthy changes without corresponding negative impacts.

The community may be willing to trade off some services normally provided by a “city” in exchange for maintaining the perceived benefits of lower density.

**(2) Not enough jobs or economic opportunities for local residents** – Milton is a bedroom community with most workers leaving the City to attend to work at locations in Roswell, Alpharetta, Atlanta, or other locations. Many of the people that work inside the City commute from other cities and unincorporated Forsyth, Cherokee, or other counties. The development or relocation of more high-paying jobs to locations in the City is desirable as a means to reduce traffic congestion and a method to balance the services needs of residential development with high-value, non-residential development that pays significant taxes with fewer demands for services.



Although this is not considered a primary goal of the City at this time, the development of a model to compare costs with perceived benefits will be part of the Community Agenda process to ensure that Milton gets the best information available upon which to identify required services for specific costs.

**(3) Not enough affordable housing** – The relatively high existing values for residential land and housing in the City of Milton create a higher average price for a home than in other cities nearby. The City is at the center point for intensive demand for luxury homes by well-paid executives that work in the northern Atlanta region and want a quasi-rural lifestyle relatively close to where they work.





The City's basic work force of teachers, police officers, clerical workers, and many of the personnel in the services jobs in the City provide important services, but the average housing prices in Milton may make it beyond their ability to purchase a local home once the existing resources are depleted. However, Cherokee and Forsyth Counties have substantial stocks of existing homes and there are a few locations within the City where the price of housing can be kept below the regional average (\$272,216).



Given the attractive nature of the community, the City needs to consider how it will change over the next 20 years as lifestyles and families change and how it can provide affordable housing that can accommodate all age groups and productive families within the City (or close by) at the end of the planning period.

**(4) Imbalance between location of available housing & major employment centers** – The City of Milton has one significant employment center in the State Route 9 Overlay district. Smaller employment centers are located at Crabapple Crossroads and Birmingham Crossroads, and there are scattered employment opportunities for a few personnel at the golf and country clubs and some of the equestrian farms located in the City and along State Route 9 in Forsyth County. The offices and healthcare and services facilities in Windward and other centers in Alpharetta and Roswell require much of the traffic generated in Milton to travel through the existing employment centers to the east and south.

Housing located closer to the centers of activity would be one means to reduce the trip length and the congestion in and around these centers. Also, if Cherokee and Forsyth County residents could be diverted to development along Georgia 400 in Forsyth County and Interstate 575 in Cherokee, they would not need to travel through Milton thus reducing the number of vehicles and some of the congestion on Birmingham Highway and on Hopewell, Bethany, and Arnold Mill Roads.



The development of a Livable Centers Initiative (LCI) project in Forsyth County along Georgia 400 north of McGinnis Ferry Road should be considered as a potential asset to the City of Milton by reducing thru traffic.

## **b. Economic Development Opportunities**

**(1) Strong market for low density development with high value properties** – The City of Milton is the location of one of the strongest concentrations of high-income individuals in Georgia. The average per-capita income is significantly higher than Alpharetta or Roswell and signifies that the



Milton's location has attracted many wealthy individuals and heads of households to build their homes and live in Milton. Higher income levels of the residential population in Milton may be expected to mean that local residents may prefer to purchase more desired services rather than try to manufacture them locally. Higher disposable income may also allow local residents to purchase more recreation, restaurants, boutique and shopping center goods, and personal services.

Higher income levels also mean that the local population may have more resources to pay for some of these services as may be demonstrated in the number of local stables and golf courses. The survey of local residents and businesses identified by the Community Participation program may be helpful in determining what services are considered most important to the community and the services that are considered less important.

## **7. Financing**

### **a. Financing Issues**

**(1) Excessive cost of providing public services/facilities for new development** – Planning theory states that development on larger lots is assumed to have added costs per household required by the longer distances for the extension of water pipes, roads, driveways, electric and communications cables and other services. Financing options for the expansion of these services should consider how they affect the existing community and if the services can be extended at competitive rates with other communities that will allow homebuyers to determine if they are willing to accept the local tax rates.

There are no expectations or requirements for the City to provide all of the services. However, the Comprehensive Plan is required to identify whether the service is provided and if so, by whom?

**(2) Inadequate public facility capacity for attracting new development** – The City has no room available to add territory or expand the City limits in Fulton County, and legislative approval would be required to expand into an adjacent county. Therefore, financing public products and services cannot be increased by annexation, and there is very little room for expanding physical infrastructure within the City boundaries to attract new development or locate additional public facilities. Therefore, where opportunities exist for additional development, they should be examined in light of the limited growth policies desired by the City Council and the objectives of the Comprehensive Plan.



**(3) Financial Institutions are resistant to new development ideas** – Most financial institutions are conservative institutions. They support the development market by making loans to builders and homeowners and are collecting profits to return to their investors or into the business. Many of these financial institutions are suffering from the significant over-construction of housing and other



development products provided since the mid-1990s and the increased numbers of foreclosures where investments did not pay off. In addition, many institutions are resistant to trying new ideas until they can see solid evidence that the market can absorb new development. Fortunately, the high-end market for construction of the more expensive homes has seen much less foreclosure, and the supply and demand for estates of \$1,000,000 or more does not seem to have been significantly affected (yet) by the housing crisis of 2007.

## **b. Financing Opportunities**

**(1) No pre-existing bureaucratic commitments with new City** – The City of Milton was created in 2006, and most of the employees are providing services on a contract basis. This allows the City to start defining financial needs on a “fresh page” without accepting pre-existing financial costs that may have been incurred by past decisions to delay local government costs to a later year that has now come due.

**(2) Financial model will help identify requirements** – A financial model is being prepared for use in the Community Agenda to help identify and compare the City’s anticipated revenue income for different mixes of land use type and development density. The basic model will use existing land use and development as the basis for making assumptions regarding existing property taxes, fees and other revenues to establish a per-unit-revenue in dollars for each land use and its average density. Cost information is more difficult to establish due to the very short history of the City of Milton, but some analysis that can be modeled through comparison with Fulton County statistics and the demand for services stated by the public and other stakeholders to be included in the Short Term Work Program.

Using the costs and benefits defined by the model, the Comprehensive Plan community participation process will form the basis for the “Vision” and the “Strategic Plan” for the City by establishing “What the community wants” and “What the community wants to prioritize.” The scenarios provide the alternatives to determine the City’s recommendations for various land uses as a percentage of the City’s future land uses and the timing for public works projects and expansion of public services.



The model will help identify what assumptions are sustainable and how the mix of land uses and development densities can be accommodated in a community that forms a limited part of a much larger region. However, the original priority of many residents is to continue to preserve the unique rural character of Milton.

# City of Milton

2008-2028 Comprehensive Plan



## Community Assessment

### Part B: Existing Development Patterns

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## **B. Existing Development Patterns**

Existing development patterns within a community provide a physical basis for identifying, defining, and planning a future for the jurisdiction. One of the tools used by planners to prepare a Comprehensive Plan for the new City of Milton was an examination of the existing land use maps prepared by Fulton County in 2005 and comparing the maps to aerial photographs and a “field” survey by automobile traveling throughout the City to identify changes, corrections and alternations to the existing land use map. Text information regarding the area that now comprises the City was used to update information and consider changes, additions, and historic trends that have affected the area. Regional, County and local planners have identified numerous changes in land use and development that have been created over the past several years as rapid growth enveloped northern Fulton County and the adjacent Cherokee and Forsyth Counties.

The review process helped to identify certain areas within the City that should be singled out as requiring special attention in the comprehensive planning process. Character areas were defined by the planning team with significant input and recommendations by the Comprehensive Plan Advisory Committee. Some of these character areas were identified by consistent characteristics and similarities such as typical subdivision development with curvilinear streets, lack of connectivity between lesser roads and other characteristics. Several areas were identified as economic activity areas that provided employment and commercial opportunities, and other areas were determined to be “corridors” with the same or similar issues along the corridor regarding traffic, congestion, scenic preservation, design consistency, or other factors.

### **1. Existing Land Use**

The inventory of existing land uses is presented in map form and descriptive text. The following discussion provides an inventory by type, acreage, and density of existing land uses. The map and the written descriptions of existing land uses are based on the categories established by the Minimum Standards and Procedures for Local Comprehensive Planning required by the Georgia Department of Community Affairs. .

The existing land use map was confirmed by examining aerial photographs, field surveys, and review of data from the Fulton County tax assessors, current zoning and use permits, and other Geographic Information Systems (GIS) resources. The combined use of the Fulton County data with Fulton County and City of Milton GIS systems and other sources provided a solid picture of existing uses and helped to identify recent trends and transitions.








#### **a. Existing Land Use Map**















The Existing Land Use Map provides a framework for accommodating employment, service, retail, institutional, and housing needs of Fulton County’s existing and future population and businesses, while maintaining the community character of individual neighborhoods and planning areas of the County. The Existing Land Use Map is attached on the following page.

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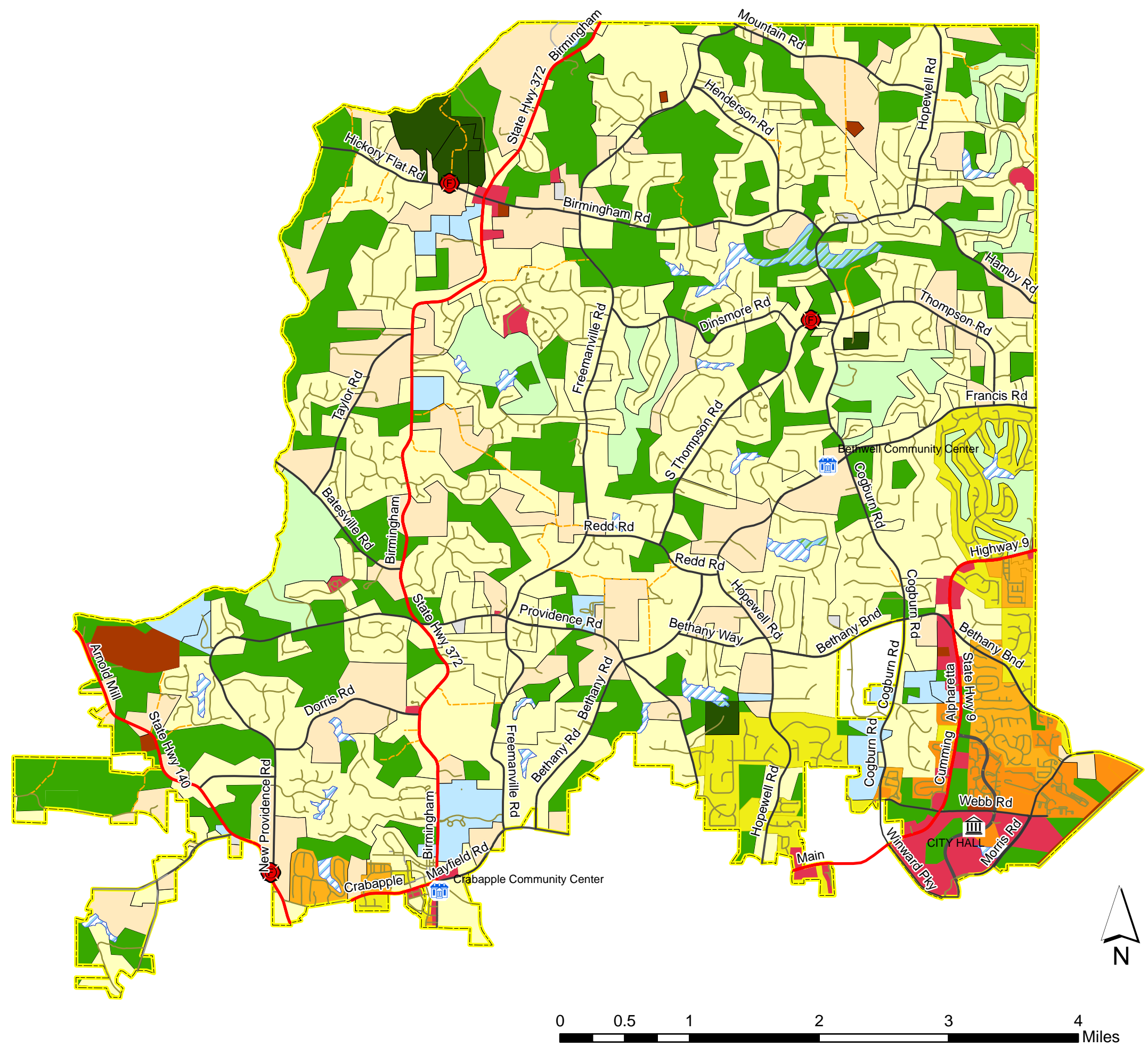
## 2007 Land Use

### City of Milton

-  Community Center
-  City Hall
-  Fire Stations
-  State Route
-  Collector
-  Street
-  Unpaved Road

- #### LAND USE NAME
-  AGRICULTURE/WOODLAND/PASTURE
  -  AGRICULTURE/EQUESTRIAN
  -  RES\_LOW
  -  RES\_MED
  -  RES\_HIGH
  -  RES\_MULTI
  -  COMMERCIAL
  -  INSTITUTIONAL
  -  CEMETERIES
  -  TRANS/COMM/UTIL
  -  PARKS
  -  GOLF COURSE/PRIVATE PARKLAND
  -  WETLANDS
  -  RESERVOIRS

This map has been compiled from the most accurate source data from Fulton County and the City of Milton. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Milton.  
 1984-2006 TeleAtlas, Rel. 10/2006  
 Copyright 2007 City of Milton, GA. All rights reserved. Maps may be reproduced or transmitted for personal and informational purposes, but not for commercial use. No part of this work may be reproduced or transmitted for commercial purposes, in any form or by any means, electronic or mechanical, including photocopying and recording, or by any information storage or retrieval system, except as expressly permitted in writing by the City of Milton. Requests should be made to the City's GIS Department at dawn.abercrombie@cityofmiltonga.us



Map Updated: March 30, 2008





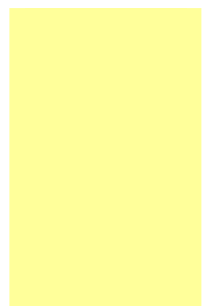
The Existing Land Use Map is composed of land use categories for all land uses. The following categories provide a spectrum of different land uses found within the City of Milton:

- (1) **Agricultural, Forestry and Estate Residential:** This land use category allows for farming, including grazing and cultivation, timber production and harvesting, estate residential comprised of single family homes at a density of one acre or more. These residential uses may be on private wells or public water and on private septic systems or public sewers.



- (2) **Residential:** These uses include properties where the principal structures are designed for human habitation. Several residential categories, listed below, are shown on the Land Use Map. The following categories include the approximate densities per acre.

**Low Density Single Family Residential** (Less than One Unit per Acre) – This residential land use category consists of single family detached homes, located on one (1) acre lots or in residential subdivisions with lot sizes of one (1) acre or larger. These residential uses may be on private wells or public water and on septic systems or public sewer. This category may include a few residential lots in a subdivision that are slightly less than one acre in size if the majority of the lots are one acre or more in size and the average lot size is one acre or more.



**Medium Density Single Family Residential** (One to Two Units/Acre) – This residential land use category consists of single family detached homes served by public water and septic tank or sewer facilities and a density of up to two (2) family homes per acre.



**High Density Single Family Residential** (Two to Five Units per Acre) – This residential land use category consists of single family detached homes served by public water and public sewer services and a density of up to five (5) units per acre served by public water and sewer.



**Multi Family Residential** (Five to Twenty Units per Acre) – This residential land use category consists of attached residential units served by public sewer and water. This category may include five to eight residential units per acre, eight to twelve residential units per acre, or twelve to twenty residential units per acre or it could include single family homes, duplexes, townhouses and low density apartments.



- (3) **Commercial:** Retail, services and offices are appropriate uses in this







category as permitted by the City of Milton’s zoning ordinance.



**Retail and Service** – Retail, service, and office areas are appropriate uses in this category. These uses may be located in a single building or as part of a shopping center.



**Office** uses in single office buildings or office parks are appropriate for this category.



- (4) **Industrial:** This land use category allows for processing, refining, manufacturing, warehousing, mini-warehouses, rail and truck distribution terminals, industrial parks and related services. Business parks with mixed offices and warehouses would also be included.  
*Note: There are no industrial land uses in Milton*



- (5) **Public, Semi-Public and Institutional:**

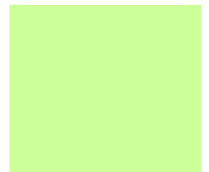
**Community Facilities** – This land use category includes public schools, community centers, senior centers, fire and police stations, libraries, other government centers, churches, attached cemeteries, hospitals, and other institutional uses. The land use map illustrates the locations for fire stations, community centers, and city hall by icons.  
*Note: Cemeteries not adjacent to a church are shown in light gray.*



**Parks, Recreation and Conservation** - This land use category includes public parks, open space and recreational facilities owned by Milton, Fulton County, and other local, State or Federal governments.



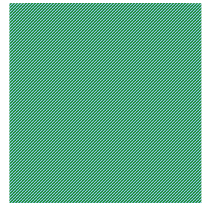
**Private Recreation and Conservation** – Privately-owned recreational facilities such as golf courses, ball fields, country clubs, or equestrian activity areas are included in this land use category. Recreational amenities in subdivisions such as neighborhood swimming pools, tennis court or similar uses are not included.



**Water Bodies** - This land use category includes existing lakes, ponds, streams and other bodies of water.



**Wetlands** – This land use category identifies existing defined wetlands areas. The 100 year flood plain, as determined by FEMA maps is not included in this category. Although the 100 year flood plain should remain undeveloped, some communities allow the 100 year floodplain can be used for buffers, recreation areas, parking or other ancillary uses and may be used in calculating allowed densities







## b. Land Use Categories

The existing land uses in the City of Milton planning areas are described in further detail in Table B.1. The table identifies the acreage for each major land use category, the percent of that type of land use and the percent of the total area for the City of Milton. These estimates were generated by the current review of land use as part of the Comprehensive Plan. The conservation category identifies land that is currently identified in conservation easements. The acreages are based on calculations by the GIS systems for Fulton County and Milton.

**Table B.1.**  
**City of Milton Existing Land Uses**

Type of Land Use	Acres (Estimated)	Percent Agricultural Land Area	Percent of Total Area
Agricultural/Woodland & Pastures	5,129.48	59.41%	20.47%
Agricultural/Equestrian	3,505.18	40.59%	13.99%
<b>Subtotal Agricultural</b>	<b>8,634.66</b>	<b>Total Agricultural 100.0%</b>	<b>34.46%</b>
Type of Land Use	Acres (Estimated)	Percent Residential Land Area	Percent of Total Area
Single Family Residential Low Density	11,580.84	84.94%	46.22%
Single Family Residential Medium Density	1,227.25	9.00%	4.90%
Single Family Residential High Density	470.22	3.45%	1.88%
<b>Subtotal Single-Family Residential</b>	<b>13,278.31</b>	<b>Total Single Family 97.39%</b>	<b>53.00%</b>
Residential – Multi-Family	355.35	2.61%	1.42%
<b>Subtotal Residential</b>	<b>13,633.66</b>	<b>Total Residential 100.0%</b>	<b>54.42%</b>
<b>Subtotal Residential and Agricultural</b>	<b>22,268.32</b>	<b>Total Res. + Ag. 100.0%</b>	<b>88.89%</b>
Type of Land Use	Acres (Estimated)	Percent Non-Residential Land Area	Percent of Total Area
Commercial	527.53	18.94%	2.11%
Industrial	0.00	0.00%	0.00%
Public/Institutional/Cemeteries	567.61	20.37%	2.27%
Transportation/Communications/Utilities	183.30	6.58%	0.73%
Conservation (Wetlands)	90.77	3.36%	0.35%
Parks/Recreation (Pubic & Private)	1,416.64	50.85%	5.66%
<b>Subtotal Non-Residential</b>	<b>2,785.85</b>	<b>Total Non- Residential 100.0%</b>	<b>11.12%</b>
<b>Total Amount of Acres in the City</b>	<b>25,054.28</b>	<b>Not Applicable</b>	<b>100.00%</b>

Source: BRPH, Inc. Planning Department, 2007



### c. The Planning Area

The Planning Area for the City of Milton consists of approximately 39.13 square miles (about 25,014 acres) and has an estimated population of more than 24,000 residents (2008 estimate). The Planning Area was established by the creation of the City of Milton in 2006 from unincorporated parts of northern Fulton County west of Georgia 400 and north of Roswell and Alpharetta. The area was primarily rural agricultural land until the 1990s, but has become a mix of rural/agricultural uses, residential subdivisions, golf courses and small neighborhood commercial nodes with defined densities and geographic boundaries. The existing Land Use Map of Milton illustrates the land resources in conjunction with the planning area as referenced in MAP- B-1 – Existing Land Use.

**(1) Agriculture/Forestry:** Agricultural and forestry land uses occupy 34% of the land area (8,635 acres) within the City of Milton. This category includes second growth forest, vacant land (undeveloped, including cleared land) as well as agricultural and pastoral land uses. The majority of the agricultural uses in Milton are large tracts (usually three acres or larger) with residential structures ranging from modest 1200 SF houses to large 5000 square feet and larger mansions on rural highways and connecting roadways. Many of the estates and farms have barns and outbuildings, fenced gardens, pasture lands, corrals, and equestrian training facilities.



Numerous gravel roads provide access to rural residences and equestrian buildings and pastures. Chicken houses and cattle are located on Mountain Road along the Cherokee County line and cattle can be seen grazing at a few other locations in pastures along Cooper Sandy and Chicken Creeks. Small farms have been typical in the area since settlement in the early 1800s. However, the maintenance of this land use has been intentional as the community has worked to preserve the rural ambiance. The rural residential estates may be identified as agricultural land uses in the DCA definition of the agriculture and forestry category. However, as stated: “This category is for land dedicated to farming (fields, lots, pastures, farmlands, specialty farms, and livestock production), agriculture, or commercial timber or pulpwood harvesting.”

Most of the agricultural land uses in Milton can best be described as hobby farms mixed with rural residential land uses along the rural roadways. About 40.6% is equestrian pastureland, training and residences and about 59.4% is forested woodlands and open pasture. Much of the forested acreage in Milton is located in areas adjacent to low density residential development, especially along floodplains and steep slopes.



**(2) Residential:** Residential land uses accommodate approximately represent approximately 54.4% of the City’s land area (13,633 acres) as of December 2007. The great majority of residential land uses are low density single family residential development (about 85% of the residential land and more than 46% of the total land area).



**Multi-family residential land uses** are located in the Deerfield and along Windward Parkway and the Highway 9 corridor. This land use includes more than 355 acres and accounts for about 2.6% of the residential land area and 1.4% of the City's total land area.

**High density single family residential** land uses occupied approximately 470 acres, only 3.5% of residential land uses (1.9% of the City's total land area). As would be expected since these areas require public water and sewer, the high density land uses in Milton are limited to the areas along Highway 9 and between that corridor and Georgia 400 and in areas along Crabapple Road. The high density single family residential category represents all single family development where the residential density exceeds two units per acre.

**Medium density single family residential** land uses occupy approximately 9% of residentially used land and 4.9% of the City's total land area. Medium density and high density residential uses are located along the State Route 9 and Georgia 400 corridors and some small areas of medium density residential are located at Crabapple Crossroads along the City's southern boundary. The medium density single family residential land use category illustrates locations where the single family residential density exceeds one unit per acre but is still less than two units per acre. The locations this land use category include Crooked Creek, the north side of Bethany Road east of Highway 9, along the southern end of Hopewell and Providence Roads and the south side of Crabapple Road adjacent to Alpharetta.

**Low density single family residential** land uses occupy 46.2% of the City and about 85% of the residential land area. Low density single family residential land uses are located throughout the City and are interspersed by woodlands, pasture lands, equestrian farms and institutional uses such as schools and churches. Many of the low density subdivisions in Milton were constructed on AG-1 Agriculture zoned property and may include some rural elements. Others were constructed in Community Unit Districts that included private recreation facilities. Where possible, the existing land use was segregated out to evaluate density and character. The areas identified as agricultural land uses also include low density single family residences, but these were considered a part of the agricultural estate and not separated.

Low density single family residential development has been the trend for development in most of the United States for the past 50 years. Existing laws and established practices in construction lending, mortgage lending and development trends are well known. However, the past trends are generally acknowledged to consume lots of land and energy in development of sprawling subdivisions and more energy in providing access and services to a spread out community. However, Milton has already extended water, power, and road services throughout the City and there is a defined environment that is not expected to grow beyond the current limits of the city.

Cherokee and Forsyth Counties are developing their own personalities. The portion of Forsyth County to the east includes the State Route 9 corridor and Georgia 400 and may affect the rural residential areas of Milton by the proximity of commercial development along Highway 9 and residential subdivision development along the City of Milton's eastern edge. Cherokee County's existing development adjacent to Milton's northern edge is a combination of agricultural and rural



residential land uses similar to development in the City. However, plans are being considered that could have a significant impact on transportation in Milton.

The Milton CPAC introduced a different point of view regarding the community's existing and future density and development. Lower density development is the stated preference of the community. The CPAC noted that bigger lots may mean fewer taps onto the existing (or future) infrastructure requiring less demand, lower throughput and lower pumping pressures than for services in a city where growth continues to expand at the edge of the community boundaries. This is consistent with the lower population forecasts rather than continued increases based on past trends. Although Milton is a new city, the CPAC identified a limit to growth based on the fixed land area, the maintenance of existing character, and general satisfaction that the density needed to be kept low due to the economic and environmental limits of the City.

Finally, before leaving the topic of residential development and density, the combination of one acre minimum lot size subdivisions on agriculturally zoned land and the numerous small pre-existing rural farm and residential lots along the road corridors provides an average density significantly below one unit per acre. Fulton County identified an average density for subdivision development on agriculturally zoned land as 1.64 acres per residential unit (Source: 2015 North Fulton Comprehensive Plan Amendment, Page 14, Table 4) once the addition of access roads, neighborhood amenities, and geometric setbacks are included. Additional areas for small gardens, floodplains, wetlands, and horse pastures increase the average parcel size even more. The average density for built out single family residential subdivisions with a minimum lot size of one unit per acre on land zoned for agriculture (AG-1) is approximately one residential unit on 1.23 acres. When roadways, transmission lines, floodplains, wetlands and amenities are added, the acreage increases to 1.64 acres per residential unit.

**(3) Commercial:** Commercial land uses occupy 2.07 % of the City's land area. The commercial category includes existing office and retail land uses developed or with substantially complete construction as of the field surveys and aerial photography review in December 2007. It does not include permitted uses that have not been built.

A mix of both office and retail development is centered on the State Route 9-Windward Parkway-Georgia 400 area. Deerfield, the main office park development, is located along Windward Parkway with the northern portion inside the City of Milton jurisdiction. A few older developments are mixed in with more recent retail projects on Route 9 toward the Forsyth County boundary, and a new retail center is under construction between Webb Road and Deerfield Parkway.

**(4) Industrial:** Industrial land uses occupied 83 acres of land in unincorporated northern Fulton County in 2005. However, these areas were to the east of the Georgia 400 corridor and there are no existing industrial tracts located within the City of Milton. Some small areas of existing industrial M-1 zoning are located in the City but the structures and grounds are currently used for commercial purposes. As a note, there are some land uses that may be considered as industrial, but these areas (the Chadwick Landfill and several Georgia Power sub-stations) were defined to be transportation, communications, and utility land uses and were assigned to the TCU land use category. These areas may be found in the TCU section below.





**(5) Public/Institutional:** Public and Institutional land uses make up 2.19 % of the land uses in Milton. The several subcategories of uses within the Public and Institutional category include government lands, public schools, and other institutional uses including private schools, churches, church-owned cemeteries, fire stations, and community centers. There are six existing public schools and four private schools located in Milton.



Other public facilities include three fire stations, one police station, the city maintenance yard, the County water tanks, and two closed community centers (Crabapple and Bethwell). City Hall is located in leased facilities in the Deerfield office park.

Family-owned and public cemeteries should be included in the institutional category, but smaller cemeteries may have been counted under other categories when the surrounding uses were dominant and the small size of some of these facilities may be smaller than an acre and would not be easily seen at the scale of the maps in this document. Independent cemeteries should be included in this category.

**(6) Transportation/Communication/Utilities (TCU):** The Transportation/Communication/Utilities category represents 183.20 acres (0.73 %). The primary use is in roadways and electricity distribution substations. This land use included transportation uses such as airports, transit stations, park and ride lots, communication facilities, and utilities such as water treatment plants, pumping stations, water storage tanks, wastewater treatment facilities, quarries, and solid waste land fills.



The largest single existing TCU property is the Chadwick Landfill located off Arnold Mill Road near the Little River. Right of way along Georgia 400 and other road corridors and electrical transmission lines and substations make up the remaining components of the TCU category. The existing land use plan shows the entire property as TCU and did not identify the buffers separately.

Roadways, electrical transmission lines and gas pipelines were not identified as separate land uses. Historically, the linear nature of these facilities has been difficult to measure and planners have included these facilities as part of the adjacent land use.

**(7) Park/Recreation/Conservation:** Park, recreation, and conservation uses occupy 5.67% (1,198 acres). This includes 1,141.33 acres used for private recreation, primarily golf courses and private soccer and play fields. As of January 2008, the City of Milton owns two public parks and is prepared to acquire another former Fulton County park as soon as environmental remediation and indemnification is complete.



Bell Memorial Park (14.04 acres) is developed park owned by Milton and is used as a baseball facility. The proposed park system will total 277.779 acres upon the acquisition of Providence Park. Additional sites should be considered for acquisition.

Birmingham Park was acquired by Fulton County in 2004 and will be developed on the basis of a master plan to be approved by the City. The 203-acre Park is located northwest of the Birmingham Crossroads Neighborhood Overlay area adjacent to the Little River. Three Master Plan alternatives for the have been prepared but not finalized. Access and egress also remain to be determined. These plans identify potential equestrian and pedestrian trails, picnic pavilions, soccer/lacrosse/ football fields, basketball/tennis/ volleyball courts, a skate plaza, a mountain bike trail, and a habitat overlook.



Providence Park is developed with a park center building, a pavilion, hiking trails, an outdoor amphitheater, picnic tables, a lake, and rappelling and rock climbing facilities. Unfortunately, the 40-acre Park is not currently usable due to environmental pollution and ongoing remediation and

Alpharetta North Park is located within a 177.90 acre City of Alpharetta enclave inside the Milton City Limits but is not part of the City. Also, the Alpharetta Crabapple Community Center and a small lake adjacent to the center are located in a separate 9.65 acre enclave of the City of Alpharetta that is totally surrounded by the City of Milton.

Milton also has numerous private equestrian farms and riding facilities including stables, barns, riding rings, riding trails, and equestrian training areas that are included in other the agricultural and rural residential land use categories. Although recreational equestrian facilities are a recreation resource, they are counted in the Milton Comprehensive Plan as rural residential or agricultural uses.

Over 330 acres in Milton are identified as conservation land uses. These properties include areas that are specifically reserved by over 120 existing conservation agreements. Some of these areas provide buffers between subdivisions and road corridor or streams. Others may include reservoirs, wetlands, and floodplains.

#### d. Development Patterns

The 2005 assessment of Northern Fulton County was prepared as part of the Focus Fulton County 2025 Comprehensive Plan adopted by the County provided a baseline for considering the development history and circumstances that shaped development in and around Milton: The following information refers to the unincorporated area of northern Fulton County located north of the Chattahoochee River in 2005.



**(1) Residentially Zoned Land:** Single family residential development has been the largest factor in shaping the development patterns of Milton and northern Fulton County. Approximately 26% of the land in the unincorporated portion of Fulton County north of the Chattahoochee River (about 45,000 acres), was zoned for low to medium density residential development. Of the 27,388 acres that were rezoned in northern Fulton County in the years between 1990 and 2005, 47% of the land area rezoned was from AG-1 agricultural zoning to low density residential zoning districts. Most of these properties were larger tracts that could be subdivided into residential building sites and developed at less than one unit per acre. residential developments were built with suburban curvilinear subdivision layouts and were characterized by multiple cul-de-sac streets and limited entry points.

During the 1990s, residential development accelerated in North Fulton. In 2005, about 34% of the land in Fulton County north of the Chattahoochee was zoned for low to medium density residential uses. In Milton, single-family residential zoning (R-2, R-2A, R-3, R-3A, R-4, R-4A, R-5, and R-5A) was obtained for slightly more than 1178 acres. R-2 has a one acre minimum lot size and occupied 538.45 acres in locations along Cox, Road, Dorris road, Kensington Farms Drive, Hagood Road, Providence Oaks, and Five Acres Road. These properties are located south of Bethany, Providence, and New Providence, Roads and the Chadwick Landfill with the exception of portions of Laurel Oaks, Five Acres, Woodbranch, Sweetbriar, and Belleterre Drives close to Hopewell Road and State Route 9. Although the number of units per acre rose with the increase in densities, several of these areas near Georgia 400 provided the few areas that were zoned for residential uses rather than agricultural.

**(2) Agricultural Zoned Land:** As late as 2004, over 55% of unincorporated Fulton County north of the Chattahoochee River was zoned for agricultural uses allowing farming, timbering, etc. The Focus Fulton County 2025 Comprehensive Plan identified 26,650 acres zoned for agricultural uses in the AG-1 – Agricultural zoning category. This zoning category also but also allows single-family residential land uses at a maximum of one unit per acre of land. Although more than 600 acres of this agricultural land was in the areas annexed by Roswell and Alpharetta and in the area that became the city of Johns Creek, most of this land (about 19,616-acres) was included within the area that became the City of Milton in December 2006.

Most of the AG-1 agriculturally-zoned land in Milton is not served by sewer by choice. Some small agriculturally zoned properties located along Highway 9 and Cedar Farms Court in the eastern part of the City are located along the sewer lines along Crooked Creek, and portions of Mayfield, Broadwell, Mid-Broadwell, and Charlotte Drive in the Crabapple Crossroads Overlay Area, as well as the southernmost ends of Arnold Mill Road, Providence Road, Hopewell Road and Cogburn Road are accessible to sewer lines along Big Creek. Sewer services are also available to the country club facilities in The Manor off Hamby Road although the homes are located on large lots and are on septic tanks instead of sewer.

The 2015 North Fulton Comprehensive Plan Amendment – Maintaining Rural Character in Northwest Fulton County, Georgia was prepared by the Rural Residential Steering Committee and the Fulton County Environment and Community Development Department staff and approved by the Fulton County Board of Commissioners on December 5, 2001. Section IV of the document is titled: Our Future Plan: “Rural by Design”. The 2015 Amendment established rural character preservation





goals, environmental goals, development goals, and parks, recreation and community facility goals for the rural community and identified current issues and strategies. Issues included the preservation of rural character, environmental sensitivity, development standards, and parks facility plans, and strategies to facilitate these needs. The policies to preserve rural character are included in the appendices to the 2015 Comprehensive Plan, and the implementation program provides a framework to continue maintaining rural character in the appropriate parts of the City in the future.

Agriculturally zoned land has been attractive to residential developers and buyers who are looking for a house built on a large lot or for those who would like to live in a rural area. These large-lot developments have been built in areas that have less infrastructure than is normally found in an urban setting; however, many citizens have not considered the area underserved.

Although much of the growth has been low density residential, the development has been significant and there has been a need to expand the water, power, transportation, and public services infrastructure systems, and add schools, traffic signals, and other elements of suburban development. The low density development in areas not served by sewers has created a reliance on septic systems in the City. The number and similar age of the septic systems may be cause for concern in several years as the systems age and begin to fail, but the facilities are modern and normal lifetime is usually more than 10 or 15 years.

The expansion of population, housing, and services into Milton has increased the consumption of natural resources, especially as undeveloped or agricultural land has been absorbed. There will be less intensive development and fewer homes located within the City than would be provided by allowing higher densities. Also, the low density residential development on large lots has created a very long-term commitment to a single form of urban residential development that is considered less sustainable than more compact forms. However, this land use form is consistent with the wishes of the community.

### **(3) Commercial, Office and Industrial Development:**

Business uses, both commercial and office, and mixed use zonings accounted for 3.7% of the land in northern Fulton County over the last fifteen years. Mixed use zonings have increased over the past 15 years. Commercial uses are mostly located on arterials and collectors and are developed in an auto-oriented pattern. Industrial uses were 5.8% of zonings in unincorporated Fulton County, but these did not include any properties within Milton.



In Milton, large office and commercial developments are located along SR 9 and Georgia 400, and smaller commercial centers are located at intersections of major roads such as Arnold Mill Road and SR 9. Commercial, office, and industrial zoned land accounts for 4.6% of all zoning activity.

The City has made a concerted effort to limit the development of more intensive land uses through containing non-residential development in limited activity center areas. Only a few arterials provide access and egress to commercial uses long the corridor; Windward Parkway, State Route 9, and State Route 140 provide some opportunities for strip commercial development with strong site





development and design requirements to ensure quality development. Commercial and office development in the Crabapple Crossroads and Birmingham Crossroads areas are strictly monitored to ensure that development does not exceed the limits carefully negotiated in the Overlay zoning process.

**(4) Strip Commercial Development:** Since the 1960s, commercial/office centers have been developed throughout Fulton County. Many of these centers are located along State roads, easily accessed by the interstate system and in close proximity to residential uses. Many of these commercial developments in unincorporated Fulton County can be characterized as strip commercial developments. These centers were coined “strip centers” because the elevation of the structure(s) spans the length of the site and includes large areas dedicated to parking (they were not constructed to be pedestrian oriented).

The typical commercial center is spread across several acres of land and includes an anchor store with several smaller stores. As development continued to move to green fields, these strip commercial centers followed. In several areas, older strip commercial centers have declined, particularly when the anchor has closed. This has resulted in large amounts of vacant spaces along major roadways. Although this form of development has spread throughout the metropolitan area, the CPAC and others in Milton have stated that this is not desired by local residents. Several similar centers in Alpharetta and Roswell are vacant and the City of Milton has committed significant investment in the Highway 9, Crabapple Crossroads, and Birmingham Crossroads activity centers and commercial nodes.

**(5) “Leap-Frog” Development:** “Leap-frog” development is common throughout Fulton County and the metro-Atlanta area. This type of development pattern is not always consistent with the availability of infrastructure. In Milton there is no sewer available, except certain locations to the southern edge of the City and along Highway 9. Some developments are under construction north of where sewer services are available even though these other locations already have access to sewer, water, and the road network. Cheaper land costs have contributed to this pattern.

“Large-lot” single family developments, “strip” commercial/office centers and “leap-frog” developments are development patterns that are expected to continue to be proposed by developers. However, good land use policies such as mixed use development within specially designed (and specifically defined) activity nodes, or design review using stringent but consistent design standards, can counteract the negative impacts of these patterns and support ideas such as subdivisions that maintain low density. These uses could promote higher densities in appropriate locations, protect existing natural resources, and ensure that goods and services are delivered in an efficient manner when used collectively.

**(6) Live Work Mixed Use Centers:** The purpose of the Live, Work, Mixed, land use district is to allow a mix of appropriate and balanced uses to create a Live-Work environment at a scale and character that is compatible with the surrounding community. Live-Work areas will be activity centers where the community can live, work, shop, meet, and play. These areas should be compact, geographically defined, and pedestrian-oriented, with a mix of 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.



Fulton County recommended that a majority of the forecasted population and employment growth should occur in the areas designated as Live-Work Mixed Use Centers. These centers require higher densities within specific geographic locations that can accommodate access and egress, investment in adequate infrastructure and public facilities, and recognizable boundaries that provide transitional gateways between the centers and the surrounding low density areas. Most planners include a requirement that Live-Work Mixed Use Centers include public transportation and higher densities along with the mixed uses although Hamlet and Village activity centers like Birmingham may not be considered to provide the density required for public transit (with the possible exception of on-call services for handicapped, elderly or youth engaged in school and extracurricular activities). Larger Neighborhood or Community Level Live-Work development is sensitive to transportation resources and is not considered to be likely to work in Milton except in the State Route 9 Overlay Mixed Use Area at Deerfield and possibly at the Crabapple Silos Community activity area.

Live-Work land uses should have a compatible mix of office, commercial, services, institutional, civic and residential uses 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, and there should be a transition of land uses, heights and densities.

Live-Work areas should have integrated pedestrian and non-motorized transportation in addition to automobile and public transit systems to provide a range of methods and connectivity within the Live/Work district, to and from the surrounding community, and to and from other activity centers. The design of local streets, collectors and arterials should form an interconnected transportation network within the district to add modal options, improve access and mobility, shorten automobile trips and reduce vehicular congestion. .



Streets should also promote walking, biking and transit usage, where present. The pedestrian and bicycle facilities should aid safe, attractive, and convenient pedestrian and bicycle circulation and minimize conflicts between pedestrians and vehicles.

A range of open space and public green space should be distributed throughout the Live Work district. Open space should be centrally located and accessible for the enjoyment of residents and workers and could be used to define and connect neighborhoods and uses. Environmentally sensitive areas should be protected, and their fragmentation should be avoided.

Live-Work areas should have a diversity of housing types to meet the needs of the workforce and residents. Live-Work areas located at employment centers should have affordable housing for those that work there.

Three types of Live-Work districts were identified by Fulton County in 2005 and integrated into the Northwest Fulton County Zoning Overlay.



The intent of each is described below.

**(a) Live-Work Neighborhood:** This is a low density residential and mixed use land use intended to serve a single neighborhood or small group of adjacent neighborhoods. Birmingham Crossroads and Crabapple Crossroads were identified as Neighborhood Centers in the Fulton County Plan.

**(b) Live-Work Community:** This is a medium density residential and mixed use land use along corridors and nodes intended to serve a group of adjacent neighborhoods. The Crabapple Silos activity area may be an appropriate example of this level center.

**(c) Live-Work Regional:** This is a high density residential and mixed land uses along major transportation corridors and/or rail transit stations intended to serve larger areas and provide larger commercial uses with a significant employment concentration.

The following policies for Live-Work-Play areas were established by Fulton County:

- (a) Twenty percent (20%) of the project shall be comprised of open space, where the community may use as a gathering location.
- (b) Projects that are 15 acres or less shall have two uses; residential is one of the uses.
- (c) Projects that are 15 acres or more shall have three uses; residential is one of the uses.
- (d) Mixed Use and/or Live-Work projects shall provide a balance of uses with a minimum of 20% of each of the uses on the site or in the area.

Historically, commercial development in Northwest Fulton was located at the intersections of two or more roads. Commercial uses were built close to the intersection with institutional churches and schools located nearby and residential uses extending along the roads. Large tracts of agricultural land, with rural vistas and views, bordered the residential areas.

These crossroads communities maintained their historic integrity and their rural, informal character and charm. Many of the commercial buildings are close to the street with setbacks from zero to twenty feet. Buildings were grouped informally and asymmetrically to each other to form a village atmosphere. Most of the commercial buildings were built from the late 1800s to the late 1930s in different types and styles.

Building design and architectural details formed elements that illustrated local values and contributed to creation of identity, ownership, and the sense of community and place. Principal building materials were brick and clapboard siding, however, stone is also used. The roofs were gable or hip and are made out of standing seam metal or asphalt shingles.

Landscapes and the space between buildings were informal for human scale and comfort.



**Birmingham Crossroads** is a small (27.1 acres) neighborhood center located at the intersection of Birmingham Highway (State Route 372) at Hickory Flat and Birmingham Roads. The purpose and intent of this Overlay District was to implement the Birmingham Crossroads Plan, the Birmingham Design Guidelines and the 2015 North Fulton Comprehensive Plan “Maintaining the Rural Character in Northwest Fulton County”. Specific reasons include the following statements from the adoption of the ordinance:

- *To implement village type pattern development at the Birmingham Crossroads by having buildings with a pedestrian scale, variation in building size, architectural detailing, variation in building massing, and street-orientation.*
- *To protect at least 10% of the Birmingham Crossroads as open space.*
- *To promote a pedestrian oriented development by dividing the land in the Birmingham Crossroads into small walkable blocks with the construction of an internal road system.*
- *To balance the needs of pedestrians and automobiles by incorporating on-street parking, cross walks, pedestrian crossings, landscape strips, alternative paths and sidewalks along existing and internal roads.*
- *To contain development at the Birmingham Crossroads, within the physical boundaries of 27.1 acres, by placing septic systems at the perimeter of non residential development and then by having a buffer at the exterior of the septic systems. To encourage the preservation of historic resources and to encourage incorporation of historic resources identified in the 1996 North Fulton Historic Resources Survey into new developments.*
- *To encourage the preservation of the rural area by preserving the night sky.*

The Birmingham Plan calls for the existing roads – Birmingham Highway, Birmingham Road and Hickory Flat Road to promote village and pedestrian oriented development by balancing the needs of pedestrians and automobiles. Specific design guidelines provide directions for streams and drainage swales, retaining walls, street design, sidewalks and pedestrian paths, lighting fixtures, street furniture, landscaping and tree management.

Commercial building guidelines were set for “Village Center” or “Rural Section” depending on their location within the Birmingham Crossroads. Village center buildings are to be located along the existing roads and within 400 feet of the intersection of Birmingham Highway, Birmingham Road and Hickory Flat Road. Rural section buildings are to be located beyond 400 feet of this intersection. Façade, exterior material, roof design, color palette, parking, lighting, signage, and outdoor storage were also defined in the regulations to create a small, attractive, rural village center.

**The Crabapple Crossroads Overlay** was designed to implement the Crabapple Crossroads Plan of June 4, 2003 and to regulate development in such a way that it will be consistent with the Crabapple Crossroads Plan of June 4, 2003 and with Crabapple’s character. Specific elements of the resolution were:





- *To promote the public health, safety, welfare, history and education by ensuring architectural integrity in the Crabapple area and by preserving the cultural heritage of the Crabapple area.*
- *To implement and to provide opportunities for mixed-use development which promote the live work concept and are comprised of commercial, office, institutional, and residential uses that are compatible with Crabapple's historic and rural village oriented development.*
- *To preserve and to ensure the harmony and compatibility of the character of Crabapple by ensuring that building and site design are human in scale.*
- *To provide design standards against which plans will be judged for harmony, compatibility and appropriateness as developed based on Crabapple's historic rural character.*
- *To protect 20% of the Crabapple Crossroads as open space. To protect 10% of each project/development as open space. To encourage open space in areas identified in the Crabapple Crossroads Plan. To provide open space that is usable, accessible and lessens the visual impact of development.*
- *To develop an interconnected transportation network and to implement a pedestrian-oriented core surrounded by residential uses at its perimeter.*
- *To increase transportation modes, to improve mobility, and to improve pedestrian circulation by planning and promoting pedestrian oriented developments.*
- *To preserve and promote rehabilitation of Crabapple's historic resources and ensure that existing design characteristics of Crabapple are incorporated into the design standards and that new construction is compatible and complementary with the architectural characteristics of historic resources.*
- *To ensure that new construction is compatible and sensitive with Crabapple's existing character including the spatial relationships between buildings, proportion, scale, design, placement, position and architectural qualities and that a building's architectural elements are carried out in all four elevations.*
- *To ensure that the design of all buildings is compatible with the scale, design, style, placement, position, uniqueness, historic building elements architectural detailing, variation in building massing, visual variety, and street-orientation of buildings in Crabapple, and with planning policies and goals of the Crabapple Crossroads Plan of June 4, 2003.*
- *To preserve Crabapple's historic development pattern that is characterized primarily by single-family residences and neighborhood commercial buildings, many of which were constructed between the late 1800s and early 1900s.*



- *To encourage a variety of housing choices in Crabapple through the construction of a diverse housing stock.*
- *To promote uses that encourage walking, neighborhood businesses as identified in the Crabapple Plan and retail uses that promote the village character.*
- *To maintain Crabapple's existing topography, mature vegetation and natural resources and to minimize severe changes that would impact Crabapple's established visual character.*

The Crabapple Crossroads section of the Northwest Fulton Overlay District applies to the parcels in the Crabapple Crossroads Plan of June 4, 2003. The boundary of Crabapple Crossroads section of the overlay shall include all parcels within the map below. The Crabapple Crossroads section of the overlay, approximately 511 acres in 119 parcels, contains the historic mixed-use center of Crabapple and land surrounding it. It is bounded in part by the following subdivisions: Kensington Farms to the north, Waterside to the west, Crabapple Chase and Arbor North to the southwest, Westminster at Crabapple to the south and Mid-Broadwell Trace and St. Michelle to the east. The center of the Crabapple community is at the intersections of Crabapple Road, Birmingham Highway, Mid-Broadwell Road, Mayfield Road and Broadwell Road. Milton High School and Northwestern Middle School are not within the area of the Overlay, but do have significant ties to the activity center.

Specific site design standards incorporated on site streams, retaining wall design, three types of street designs, sidewalks and pedestrian paths, street lighting fixtures, street furnishings, landscaping buffers and requirements, and small blocks for development. Commercial facilities required street front, exterior material, and roof design, and restricted parking, lighting, signage, and outdoor storage. The regulations for commercial and residential development were intended to establish a small, attractive, neighborhood center.

Prior to the implantation of the Overlay Area Plan, there were approximately 20,408 SF of commercial development and 5,229 SF of office development within the Overlay Area. The maximum capacity proposed for commercial and office land uses in the Crabapple Crossroads Overlay would allow 100,000 SF of Village Mixed Use Commercial zoning and 100,000 SF of Village Office and Mixed Use zoning within the area.

An attached document has been added as Section G of this Community Assessment to illustrate the current allocation of land uses and density permitted by zoning decisions since the adoption of the Overlay ordinance. At the end of 2007, a total of 122,088 square feet of Village Mixed Use and Commercial zoning has been permitted. This includes several parcels that were previously zoned as C-1, Commercial zoning, and a small additional amount of 1,953 SF of Village Mixed & Commercial zoning that was allowed for protecting and re-using an historic structure.

Another 65,758 SF of Village Office Mixed Use zoning has been permitted in addition to the Village Mixed and Commercial zoning. Assuming that 22,000 SF of the Village Mixed Use and Commercial zoning will be developed as office space (residential space is separate and counted by units); the total allocation that has been granted is approximately 187,846 SF. If the calculations include the pre-



existing and grandfathered commercial development, the total amount zoned exceeds the 202,000 SF defined as the capacity for the Crabapple Crossroads Community Overlay district.

If standards are not specified in the Crabapple Crossroads Section, then standards of the Northwest Fulton Overlay District shall prevail. If standards are not specified in the Northwest Fulton Overlay District, then the Fulton County Zoning Resolution (as adopted by the City of Milton) shall apply. The Crabapple Crossroads Zoning Overlay also limits residential zoning to five units per acre. Zoning for 433 housing units also has been approved including three units that were allowed. The Comprehensive Plan will need to identify a specific strategy to complete the development within the Crabapple Crossroads Overlay Area and define the requirements for any capital improvements to be provided by the City.

#### **(7) Proposed “10-Acre Residential Land Use”**

**Designation** - As the County became increasingly developed; many rural parts of the County experienced the effects of suburban sprawl. In an effort to address community concerns about protecting open space, agricultural uses and rural character, Fulton County proposed a new land use designation to limit development to one residential unit per 10 acres in some rural areas as a way of curbing the practice of one-acre residential development.



Fulton County distributed surveys to property owners with 10 or more contiguous acres of Northwest Fulton County not served by sewer to gauge community interest in the proposed land use designation for a 10-acre minimum lot size as part of the Focus Fulton County 2025 Comprehensive Plan. The results from receiving more than 125 returned surveys identified that there was very little interest (less than 25%) in the proposed 10-acre designation. Responses stated their concern that the designation would devalue property and restrict property sales.

### **e. Infrastructure Development History**

The availability, capacity, and lack of infrastructure are key factors in determining the shape, intensity, and location of development. This section discusses transportation, water, sewer, and stormwater infrastructure.

**(1) Transportation** – Initial development throughout northern Fulton County was concentrated along the State roads and the collector streets. Downtown Roswell and Alpharetta both originated along State Route 9. The construction of Georgia 400 in the late 1980s increased access to North Fulton. This resulted in the construction of significant office space and major commercial and retail centers along Georgia 400 interchanges. At the same time, construction of low density residential uses accelerated.





Office and commercial activity is mostly linear along major thoroughfares. The low density land uses have created a limited transportation network that resulted in increased congestion of the road network with lower levels of service. To enhance the operation of the roads, many of the roads throughout northern Fulton County were programmed for widening and/or improvements. However, the pace of road improvements has been reduced as right of way acquisition and costs for construction have increased. This is a national trend reflecting the increased costs for labor and fuel and the trends of increased prices for real property. The Atlanta Regional Commission recently purged numerous projects from the Regional Transportation Plan to illustrate that the financial resources were significantly less than the costs for acquisition, design and construction of roadways throughout the region.

The lack of sewer services in Milton was a choice of the community that has helped preserve rural character consistent with the policies of the local community. Where subdivision activity has occurred it has resulted in the platting and construction of residential subdivision developments with one-acre minimum lot sizes. Moreover, residents from adjacent counties travel through the limited road network to reach the Georgia 400 expressway and employment centers along Georgia 400. This low density development pattern is one factor that contributes to making residents dependent on the automobile for shopping, school and work trips and limits the effectiveness of alternative transportation modal choices. The rural and low density residential character of the areas northwest of the Highway 9 Overlay area do not provide enough current density to warrant public transportation. Also, there are no alternative mode resources such as bicycle trails as yet.

These and other factors have led to a local dependence and local preference on automobiles that has been accepted by new residents locating in Milton. The addition of more persons and more cars has added more congestion at intersections, especially those with significant left turn movements, sharp angles, or offsets. Specific problems occur at the southeastern and southwestern edges of the City around Deerfield, the Highway 9 intersections at Bethany, Webb and Windward Parkway, at Crabapple Crossroads and along Arnold Mill/State Route 140. .

**(2) Water Treatment Facilities** - The capacity of the area's water supply and wastewater infrastructure is largely determined by the permitted capacity (legal limit) levels of the plants. Areas of rapid growth throughout northern Fulton County (including Milton) are tracked by monitoring water demand, sewer flows, the increase in number of new accounts added to the system, zonings, increases in population and households, and population and household forecasts. Most of the City's land area is in the Coosa/Etowah/Little River basin and development has been mostly limited to residential except at Birmingham Crossroads. The Georgia 400 corridor is located in the Big Creek Basin and has been identified as a high growth area. The other potential growth corridor is along State Route 140 and appropriate planning is needed to determine appropriate facility requirements.

The current capacity and the capacity needs of water treatment facilities that serve Milton are shown in the Comprehensive Assessment Data Appendix. The Atlanta Fulton County Water Treatment Plant (AFCWTP) has a current capacity of 90 MGD which is equally divided between Fulton County and the City of Atlanta. The net capacity requirement for North Fulton to meet future needs is between 27 to 42 MGD. Currently, the plant does not have sufficient capacity to meet the needs in 2020. Therefore, there is minimal capacity to allow an increase in the water supply for the City of





Milton. Lower density residential development in Milton should result in fewer total homes requiring public water.

The Fulton County Public Works Department prepared a two-phase Capital Improvement Program. Phase I of the 2004 CIP for water infrastructure includes booster pump stations, general water system projects, water allocation, water mains, water storage, water treatment facility work, and program/construction management services. The plan will increase the capacity of the AFCWTP to 145 MGD. This should meet the forecasted demand for North Fulton including Milton.

Increases in land use density would generally increase the strain on infrastructure for water and sewer facilities due to the required increase in sizes of interceptors and treatment facilities. While lower-density development would reduce the strain on infrastructure size requirements, costs for new development may be increased for developers and new home buyers responsible for new segments of the network by the construction of longer runs of pipeline with fewer tap-on connections over the same distance.

Areas without public water service rely on wells for water supply and in general develop at a lower density.

According to a report in the Atlanta Journal Constitution, a 2003 report by the Metropolitan North Georgia Water Planning District estimates that the 16-county Atlanta Region will have a shortfall of 284 millions gallons of water a day if water conservation and storage facilities are not put in place.

**(3) Wastewater Treatment** - The Fulton County wastewater system currently serves a land area of more than 280 square miles. Six wastewater treatment facilities are currently permitted to treat a combined total average flow of approximately 45 million gallons per day. The extensive collection system consists of more than 1,600 miles of gravity sewer pipelines and 42 wastewater pump stations with associated force main pipelines. However, only a very small portion of the demand comes from the small areas of the City of Milton that are served by the Fulton County wastewater collection and treatment facilities. Long term plans are to decommission both Little Bear Creek and Little River plants.

Existing policies have been identified to maintain wastewater treatment services using septic tanks and no extensions of sewer lines to serve any additional areas of the City. Other policies resist any inter-basin transfers of water and restrict the expansion of residential density exceeding one unit per acre.

During the 1990s, rapid development in North Fulton was not matched by additional water and wastewater infrastructure leading to moratoriums in the Big Creek and Johns Creek basins. The Fulton County CIP anticipates future growth areas based on the future land use plan and other studies. If the service area begins to approach the permitted levels for water treatment or wastewater treatment, the Department of Public Works would recommend additional moratoriums.





Availability of sewer affects the density of development. Areas without sewer service must rely on septic system. Fulton County Health Department regulations for residential septic require one acre of usable land within the majority of the City of Milton land area.



## **2. Areas Requiring Special Attention**

The map on the next page illustrates the Areas Requiring Special Attention.

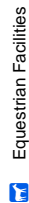
### **a. Matrix**

The following matrix indexes each character areas to identify common problems that may require special attention. The issues are based on the State of Georgia requirements. Several of these categories are not current issues in Milton due to the very recent development of residential subdivisions in the area now constituting the City of Milton and the local feeling that one unit per acre development can be considered rural rather than suburban.

Areas Requiring Special Attention	Areas with significant natural or cultural resources	Areas where rapid development or change of land uses is likely	Areas where development has outpaced community facilities, services, and transportation	Areas needing redevelopment or improvements to aesthetics or attractiveness	Areas with abandoned structures or sites including contaminated sites	Areas with significant infill development opportunities	Areas of disinvestment, poverty, or unemployment
State Route 9 Corridor		X		X		X	
Crabapple Crossroads	X	X	X			X	
Birmingham Crossroads	X						
Arnold Mill Corridor		X	X	X	X	X	
Scenic Highway Corridors	X	X				X	
Agricultural Areas	X	X					
Conservation Areas/Parks	X				X*		
Little River Greenway	X						
Gravel Road Corridors	X		X				
Equestrian Estates	X	X					

\* Note: Specifically refers to Providence Park

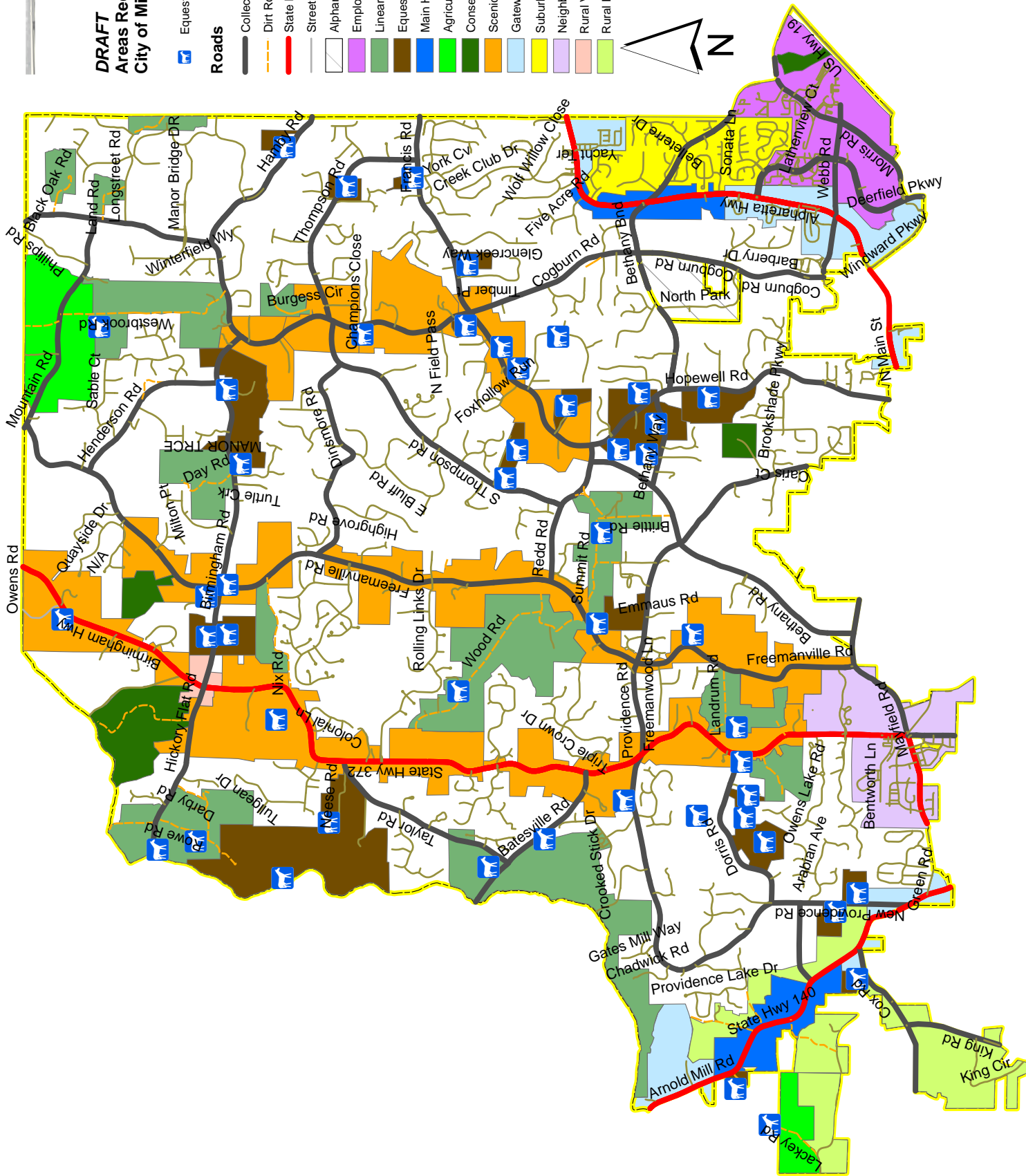
# DRAFT Areas Requiring Special Attention City of Milton



## Roads

- Collector
- Dirt Road
- State Route
- Street

- Alpharetta Endaves
- Employment Center/Office Park
- Linear Greenspace
- Equestrian Estates
- Main Highway Corridor
- Agricultural Area
- Conservation Area and Greenspace
- Scenic Corridor
- Gateway Highway Corridor
- Suburban Area Built Out
- Neighborhood Centers
- Rural Village
- Rural Residential



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Map updated: February 27, 2008







## b. Specific Areas Requiring Special Attention

The areas designated as requiring special attention are the locations where most land uses, transportation systems, and community facilities have the most conflicts. Two of these areas (the State Route 9 Overlay Area and the Arnold Mill Road (State Route 140) Corridor) actually identify collections of unique character areas that together form a “community” within the City. Per Georgia DCA recommendations, these corridors should be considered as a whole. The Crabapple Crossroads and Birmingham Crossroads are smaller (neighborhood) activity centers, but also provide places where land uses and activities are the most likely to find tension created by the desire by some to change and the desire by others not to change.

The Birmingham Overlay Area is specifically defined and has been reaffirmed as a limited 27.1 neighborhood activity center. It provides a crossroads of two scenic road corridors that may need specific design criteria to preserve the scenic vistas and the charm they provide and the growth of surrounding residential land uses around the activity center should be monitored closely to ensure that transitions provide an attractive environment as local neighborhood residential traffic increases and passes through the intersection.

Scenic corridors, linear greenways and preservation areas identify where assets are here now, but have the greatest potential to change with uncertain results. Each of the areas requiring special attention is described below.

**(1) State Route 9 Corridor** - This gateway highway corridor contains three segments on the southeastern edge of Milton. The area surrounding this corridor has an employment center and a suburban built out area to the east of State Route 9. A greater amount of density is available due to the use of sewer. State Route 9 provides access to the City of Milton from adjacent Forsyth County, the City of Roswell, and Alpharetta. This area is unique because of the density of development and the employment center.



Specific design criteria are needed to ensure the addition of safe, attractive sidewalks and bicycle lanes, curb and gutter, street trees, light fixtures and street furniture, and quality landscape and hardscape finishes that preserve a small town feel that supports local commerce rather than a through road

**(2) Crabapple Crossroads** - Mixed use center with intensive development pressures to increase density around a mixed use neighborhood commercial center. Unique rural-based nature of the old village center is overshadowed by the incoming mix of nearly 200,000-SF of “village mixed retail” and “village mixed office” development plus more than 430 residential units, most of which is on the west side of Birmingham Highway and Mid-Broadwell Road.





The Crabapple Crossroads Overlay Area is definitely an “area requiring special attention” in establishing an updated vision for Milton and to determine the appropriate level of activity center (neighborhood or community) desired and means to reduce traffic congestion beyond the Community Area Plan prepared in 2005 by the Sizemore Group. The area is also home to Milton High School and Northwestern Middle School.

In addition to the above referenced Plan prepared by the Sizemore Group and a prior study prepared by Georgia Tech, extensive information regarding this area was developed as part of the effort to refine the Northwest Fulton County Zoning Overlay District and to add specific criteria regarding the Crabapple Crossroads Overlay as an additional overlay. As an initial part of this Community Assessment, the City requested that the professional planners evaluate the status of the existing zoning overlay to determine if available capacity remained from the zoning overlay. Additional background regarding the Crabapple Crossroads Mixed Use area is provided in the attached Summary of the Crabapple Crossroads Interim Plan Update (Section G below) including a matrix identifying the conceptual.

**(2) Birmingham Crossroads** - Commercial activity area located at Birmingham Highway and Birmingham Road intersection. Access is via automobile. A mixture of uses serves highway and surrounding rural residential areas. The Birmingham Crossroads Zoning Overlay represents a 10-Year effort to protect small hamlet at the intersection of Birmingham Highway with Birmingham and Hickory Flat Roads.



One of the goals of the Birmingham Crossroads Zoning Overlay was to specifically limit the Crossroads to an appropriate 27.1 acre footprint and tightly govern zoning and development in this area to maintain the small rural village atmosphere. The rural village activity area includes property along the road corridor for 400 feet to maintain ‘village’ activities close to the historic crossroads where pedestrians could easily walk to various destinations within the village instead of driving. The boundaries also establish limits to redirect potential development sprawl back into the rural village activity area. Areas along the roadways beyond 400 feet are considered “rural sections” and provide the transition into the scenic corridors along the roadways. The small commercial area is surrounded by a rural setting and scenic vistas. Sidewalks and short blocks maintain a walkable activity center. The northeast and southeast corners are committed to 13,000 SF of open space at each location.

**(4) Arnold Mill Corridor** - State Route 140 cuts across the southwestern edge of the City of Milton, producing two gateways. The majority of the highway corridor is surrounded by scenic rural residential parcels. This area also contains the Chadwick Road Landfill. Traffic volumes remain high and alternatives to reduce congestion are warranted. The Focus Fulton County 2025 Comprehensive Plan identifies the intersection as a Neighborhood Node although the combination of shopping centers in Roswell and Alpharetta appear to provide a significantly larger area than Crabapple Crossroads.



**(5) Scenic Highway Corridors** - Three north/south road corridors are identified as scenic corridors that should be preserved to maintain their existing pastoral character. These include Birmingham Highway, Freemanville Road and Hopewell Road. Scenic corridors are needed to maintain attractive appearances along the rural, pastoral segments of these roadways and to ensure that residential subdivision activity includes attractive entrances and buffers to maintain the rural atmosphere of these corridors.

**(a) Birmingham Highway Scenic Corridor** - State Route 372 follows Crabapple Road and turns left to the north on Birmingham Highway at Crabapple Crossroads. North of Milton High School the road assumes a rural highway design as it winds northward to Birmingham Crossroads. A site for a new elementary school has been submitted just south of the White Columns Subdivision. Although several large subdivisions are located along the corridor, a number of large lots provide farms, open space, woodlands, scenic view sheds, and a range of attractive housing types and styles along the corridor.



Residential standards are needed to regulate subdivision buffers, signage, entrances and setbacks from the road if the community is to conserve the rural nature of this corridor. Rural road design standards and context sensitive design provide the opportunities to identify alternatives to open ditch rural design vs. suburban curb and gutter design for drainage, traditional sidewalks, over-used (and crowded) school bus stops, and roadside design elements that blend in with the accompanying scenery. The rural nature of the corridor provides a pastoral and scenic setting that is highly desired by the local residents.

**(b) Hopewell Road Scenic Corridor** - This Corridor provides a north-south scenic collector that includes key access points into and out of Forsyth County. The key intersections of Francis and Thompson roads as well as the Hamby Road intersection would be considered potential locations for a small neighborhood or convenience center in other communities that are less concerned about preserving their past rural heritage. Although the streets are collectors, the access points on the eastern edge of the City to and from State Route 9 in Forsyth County supply Francis, Thompson and Hamby Roads with high volumes of traffic.



The potential location of a neighborhood center in the area could benefit from the increased traffic flow and the suburban developing areas to the east of the Hopewell Road corridor. However, the rural, pastoral setting along the corridor is highly desired by the local residents and rural road standards and residential development standards are needed to regulate road and drainage design, subdivision buffers and entrance points, setbacks from the road, and the rustic appearance of the community to maintain the rural ambience.





**(c) Freemanville Road Scenic Corridor** - Freemanville Road parallels Birmingham Highway approximately one half (1/2) mile to one mile to the east. The road corridor is approximately six miles long (from Mountain Road in the north to Mayfield Road in the south) and was designed as a rural collector road with no curbs and gutters except where a few subdivisions intersect with the roadway. The dominant land use along the corridor is large lot rural residential development. A private school was proposed on the west side of Freemanville Road; however a large number of City residents rejected the proposal and campaigned strongly against the proposal until a decision was made by the school to locate elsewhere. Now Fulton County is developing a much larger public high school and public middle school at the same 116-acre site with significant potential impacts on the corridor. This will have a major effect on the future of the corridor if the schools are built including added school traffic with limited east/west roads to take pressure off of Freemanville Road, numerous buses, extra-curricular activities, ball games and increased light emissions at night. The Board of Education projects that this school will open in the 2010-2011 school year at the earliest, but the current economy may delay the opening for an unknown period. The existing pastoral scenery is comparable to Birmingham Highway.

**(6) Agricultural Areas** - Most of the agricultural uses that used to dominate the area that now comprise the City of Milton have retreated from urban and suburban development as land costs and taxes increased to provide home sites and services. The Mountain Road and Lackey Road sub-areas include working farms that are still active and include pastures for cattle and goats as well as horses. Chicken houses are still located in these areas where they have disappeared from the rest of the City. Cattle are also located adjacent to Birmingham Highway and several horticultural farms provide plant and tree nurseries at locations off Freemanville Road, Birmingham Highway, and several other locations. These locations also include horse farms similar to the equestrian estates that exist throughout the rest of the City, demonstrating visual and educational opportunities to see and experience the heritage of the general agricultural land uses that were practiced in the area for 150 years.

**(a) - Mountain Road** - Mountain Road includes active farms with cattle pastures and chicken houses located along the Cherokee County border. The equestrian estates developed along the Westbrook Road gravel road corridor protect the area from encroachment on the southeastern flank. However, new large lot subdivisions along Freemanville Road create potential conflicts to the southwest and the east/west access along Mountain Road connecting Freemanville Road with Hopewell provides additional development pressure on this area.



**(b) – Lackey Road** - Lackey Road extends southwestward from the equestrian area near Arnold Mill Road and provides access to farmland, pastures, and woodlands on both sides of the road. The location of the farm adjacent to the heavily traveled Arnold Mill Road portends likely development for residential uses with excellent access to Roswell

**(7) Conservation Areas** - These areas have been identified as special areas deserving to be protected to maintain the natural elements that exist within their boundaries. They include areas set-aside for





conservation, wetlands, steep slopes, rock outcrops, and unique natural habitat. Floodways including the 100-Year floodplains identified by the Federal Emergency Management Agency (FEMA) may be added in the future plan for the community. Other areas may include areas set aside for trails and scenic view sheds. Two unique areas in northwestern Milton include the following examples:

**(a) - Birmingham Park** - The newly acquired Birmingham Park is undeveloped and has limited access. Terrain is rolling and includes floodplain along the Little River. Only a certain percentage of the Park will be developed due to wetlands, steep slopes and transmission lines.

**(b) – Pritchard Mountain** – The area is primarily undeveloped natural land and environmentally sensitive steep slopes in private holdings. The area is subject to significant development of single-family homes with large lots. Pritchard Mountain could become a potential conservation area due to the mixture of steep slopes and woodlands although single family development at one unit per acre is rapidly reducing the natural area available for preservation. A county water tank is proposed to be sited on top of mountain to take advantage of the elevation. However, local residents dislike the location despite its advantages because it creates an urban intrusion into what has been a natural area and growth in this area will be facilitated with improved water supply resources. This site should be revisited if additional preservation areas are recommended in the Comprehensive Plan.

**(8) Little River Greenway Corridor Linear Greenspace** - This area provides a mix of agricultural, private recreation, institutional, equestrian, and woodland uses along the Little River's eastern bank from north of Batesville Road to the Chadwick Road Landfill. The area includes the rear portion of Mill Springs Academy, the Atlanta National Golf Course and a large equestrian farm across Batesville. The scenic corridor includes the floodway along the Little River and steep slopes along the valley in addition to the above uses.



**(9) Gravel Road Corridors Linear Greenspace** - The remaining linear green space areas focus on the numerous gravel roads that have resisted improvements to date. Rural oriented single family residential developments on large lots cover these areas and some local residents have stated that they prefer maintaining gravel roads to paving the corridors even though paved roads would be less expensive to maintain. Closing these corridors to through traffic is unlikely because the roads are public thoroughfares providing bus and emergency vehicle access. Several parcels on these roads provide equestrian centers in addition to large lot single family homes. The gravel road with the scenic pastures and steeply wooded slopes provide an attractive natural setting desired by local residents.

The City needs to determine how the continuing costs to maintain these gravel roads compares to the capital costs of paving these roads and reducing the maintenance requirements and costs. The most appropriate course of action is recommended to evaluate the costs and benefits of maintaining gravel roads with the preservation of rural land uses along these corridors.



**(10) Equestrian Estates** - Equestrian estates are scattered throughout the City. Sixteen major equestrian training and show facilities were identified along with approximately 55 horse farms within the city. Major equestrian facilities included stables for rental and significant riding, jumping or dressage facilities. Other farms appeared to include owner-operated stables and practice facilities. Most of these equestrian estates were located on sites five-acres or larger, and most of these properties included homes as well as stables. Horses also may be found on many smaller properties as well.



Equine activities share a rich history with the City of Milton. A galloping horse provides the primary logo image for the City and horses and attending facilities such as Kentucky-style black-painted, flat board fences have been adopted as part of the City's imagery. Protecting the aesthetics and feel of these equestrian estates should be made a priority in trying to preserve the character, history, and creative "feel" of the City of Milton for future inhabitants.

Equestrian facilities and other small farms also have a negative impact when they are too close to single family residential properties that do not have horses and do not want animal odors to intrude into their homes. This category of the areas requiring special attention is intended to define areas where the horse farms currently exist and where there should be some reliable expectations that the equestrian facilities will remain throughout the planning period. Appropriate buffers, setbacks, and design criteria can then be assigned to help maintain these character-setting elements of the City.



### **3. Recommended Character Areas**

The City of Milton is located in northern Fulton County. The area was part of Milton County from December 1857 until 1931 when the County was merged into Fulton County. The majority of the City of Milton can be described as rural, suburban or within the suburban/rural transition zone between Atlanta and the rural northern Georgia Piedmont region. A number of private golf clubs and equestrian farms and training facilities are located in the City. Most of the housing in the City is large lot single family development along paved collector and minor arterial roadways or on subdivision streets. Several enclaves of residential uses on maintained gravel roads continue to exist within the City.

Prior to being established as the City of Milton in 2006, the area was part of unincorporated Fulton County, a large county more than 70 miles in length from northeast to southwest, with Atlanta in the center and rural areas to the northeastern and southwestern ends. The area including Milton was part of the Northwestern Fulton County Overlay District requiring new development to meet specific guidelines to guide growth into small activity center nodes and areas where appropriate services could be provided or larger activity centers such as the Highway 9 Overlay Area where public transportation and sewer services could be located.



The intent has been to protect the rural agricultural and equestrian areas from intrusive residential subdivision development and to protect the low-density residential areas from overly ambitious development that would place density in locations where it could not be adequately served.

The discussion regarding existing land use density in Section 1.c.(2) above identified the average residential densities for single family residential subdivisions developed on agricultural zoning (AG-1) based on Maintaining Rural Character in the 2015 Fulton County Comprehensive Plan Amendment. A review of the acreage, numbers of parcels, and estimated percentage of parcels with housing units provides the following average residential densities for each of the following character area types:

<b>Type Character Area</b>	<b>Acres</b>	<b>Current Acres/Residential Unit</b>
Suburban Built out	6076	1.2 acres
Suburban Developing	2575	2.3 acres
Rural Residential;	6467	5.4 acres
Linear Greenspace on Gravel Roads	1712	6.9 acres
Equestrian Estates	1305	10.7 acres
Agricultural Areas	439	14.2 acres
Scenic Corridors	1305	5.7 acres

The Existing Character Areas Map for the City of Milton is attached on the next page.

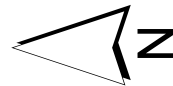
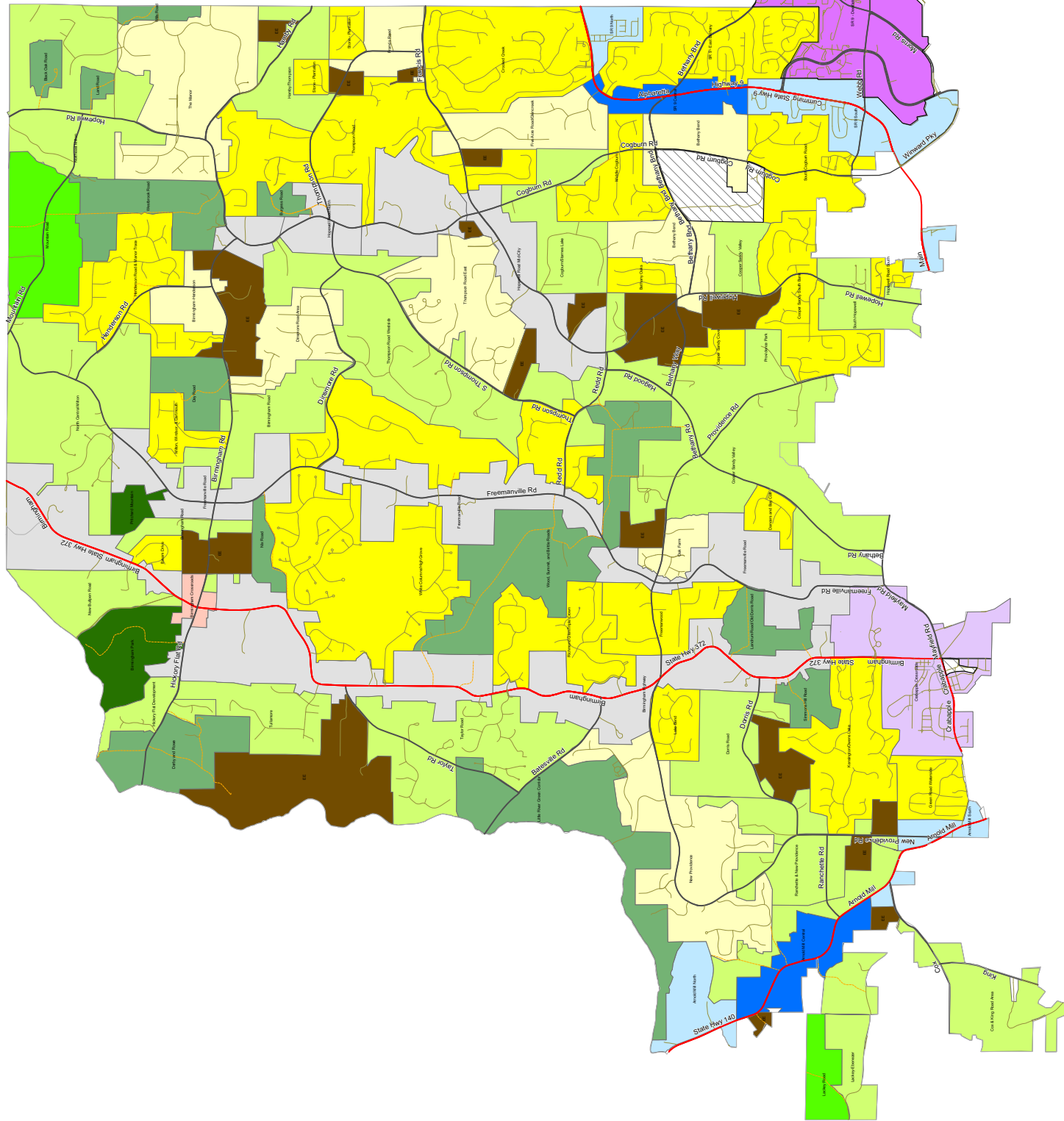
**DRAFT**

- Legend:
- Linear Greenspace
  - Suburban Area Developing
  - Equestrian Estates
  - Rural Residential
  - Suburban Area Built Out
  - Agricultural Area
  - Scenic Corridor
  - Employment Center/Office Park
  - Gateway Highway Corridor
  - Neighborhood Center
  - Conservation Area and Greenspace
  - Rural Village
  - Main Highway Corridor
  - Dirt Road
  - State Route
  - Collector
  - Street
  - Million City Limits
  - Alpharetta Enclaves

Map updated: April 7, 2008

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#### a. Character Area Descriptions

The Milton Comprehensive Plan Community Assessment identifies 14 different character area types existing within the City.

Character Area	Summary Description	Applicable Land Uses
Conservation Greenspace	Undeveloped and environmentally sensitive land and areas protected for recreation and conservation uses	Public and private recreation and open space
Linear Conservation Green Space	Undeveloped and environmentally sensitive land along linear corridors that are used for recreation or conservation	Public and private recreation and open space
Agricultural Area	Rural areas used for agricultural production and ancillary residential uses	Agriculture and ancillary operations & residential
Equestrian Estates	Mixed rural and residential areas that include small equestrian horse farms and training facilities	Low density residential, hobby farms and ancillary operations
Gravel Road Rural Green Space Corridors	Rural residential and agricultural development along unpaved roadways that are likely to face pressures to develop at low densities if paved	Low density residential, hobby farms and ancillary facilities
Rural Residential	Rural undeveloped land likely to face pressures to develop at low densities	Low density residential and ancillary facilities
Suburban Area Developing	Areas where typical residential subdivisions are being constructed	Low density residential
Suburban Area Built Out	Areas where typical residential subdivisions have been constructed	Low density residential
Rural Village (Birmingham Crossroads)	Small activity center with concentration of retail, services, office, institutional, and residential development	Local retail, professional office, and low density residential defined by geographic limits and specific design criteria
Neighborhood Center (Crabapple Crossroads)	Focal activity point with concentration of general retail, services, professional office, institutional, public and higher density residential development	Medium density residential, local retail and professional office
Major Highway Corridor (Parts of SR 9 & SR 140)	Developed or undeveloped land along a major highway	Retail, office & medium density residential
Gateway Highway Corridor (Parts of SR 9 & SR 140)	Developed or undeveloped land along major roads that create a positive image	Office professional, institutional,
Scenic Highway Corridor (Birmingham Highway, Freemanville Road, & Hopewell Road)	Developed or undeveloped land along a major road corridor that has significant natural, historic or cultural features and scenic or pastoral views	Agricultural, low density residential and institutional
Major Employment Center (Highway 9 Overlay Area)	Concentration of regional commercial retail, office and employment areas with higher density housing and services	Mixed use commercial, office, institutional and high density residential



## b. Character Area Narratives

Each of the 14 different character area types in the Milton Comprehensive Plan Community Assessment may have an unlimited number of community or neighborhood areas where the character area type is located. The following narratives provide a discussion of each character area by type and the examples as depicted on the Character Areas map:

The term “Character Area” is used to define the visual and functional differences of communities, corridors and natural areas. They are used to help form future development strategies based on the “Areas Requiring Special Attention” element of the Community Assessment.

Character Area Type	Description	Issues and Opportunities
<b>Agricultural Areas</b> 439 acres 39 parcels Avg. 11.2 acres/parcel	<p><b>Mountain Road</b> - includes active farms with cattle pastures and chicken houses located along the Cherokee County border.</p> <p><b>Lackey Road</b> - extends southwestward from the equestrian area near Arnold Mill and provides access to farmland, pastures, and woodlands on both sides of the road.</p>	<p><b>Issues:</b> Preservation &amp; economic viability of existing agricultural uses; interaction of agricultural odors or other impacts affecting adjacent residential land uses; code enforcement for unique uses.</p> <p><b>Opportunities:</b> Possible re-use of land; maintenance of open space and rural heritage.</p>



Character Area Type	Description	Issues and Opportunities
<b>Mixed Equestrian Estates and Rural Residential Areas</b> 1305 acres 142 parcels Avg. 9.2 acres/parcel	<p>Horse farms and woodlands dominate these areas. Other uses may include large lot rural residential parcels and wooded lots. There are 18 such areas identified. Up to 50 separate horse farms were identified although several were located in other character areas that provide compatible land uses such as scenic and linear greenspace corridors and rural residential areas. The largest area is adjacent to the Little River and is heavily wooded. Other parcels are scattered across the middle and northern portions of Milton along arterials, collectors and local streets. Two of the equestrian estate areas are located on the west side of the Arnold Mill corridor on Cox Road and Lackey Road.</p>	<p><b>Issues:</b> Preservation &amp; economic viability of existing equestrian uses; interaction of equine odors, operations, signage, or other impacts affecting nearby residential land uses; code enforcement for unique uses.</p> <p><b>Opportunities:</b> Possible re-use of land; maintenance of open space and unique lifestyle; reinforcement of existing community identity. Could improve definition of special use permits for AG-1 Agriculture zoning.</p>



Character Area Type	Description	Issues and Opportunities
<b>Little River Linear Conservation Greenspace Corridor</b> 478 acres 27 parcels Avg. 17.7 acres/parcel	<b>Little River Greenspace Corridor -</b> This area is a mix of agriculture, private recreation, institutional, and woodland uses along the Little River's east bank from north of Batesville Road to the Chadwick Landfill. The area includes the Mill Springs Academy, Atlanta National and Crabapple Golf Courses, agricultural farms and equestrian areas.	<b>Issues:</b> Preservation & economic viability of existing network of land uses adjacent to Little River;  Development of steep slopes,  Impacts on water quality of Little River,  Impacts on and by adjacent Chadwick landfill and its buffers;  Buffers and impacts on adjacent land in Cherokee County.  <b>Opportunities:</b> This scenic corridor includes the floodway along the Little River and steep slopes along the valley in addition to the above uses.  Maintenance of open space and green links through the City and provide potential trail connections.



Character Area Type	Description	Issues and Opportunities
<b>Linear Gravel Road Rural Green Space Corridors</b> 1712 acres 308 parcels Avg. 5.6 acres/parcel	<p><b>Westbrook Road</b> - Links Mountain and Hopewell Roads and is characterized by large estates, farms, rural home sites, and pleasant pastoral views</p> <p><b>Day Road</b> - Located north of Birmingham Road between two built out subdivisions. Part of this property is under a conservation easement.</p> <p><b>Wood, Summit, and Brittle Roads</b> - Existing roads link equestrian estates and large lot residential development.</p> <p><b>Nix Road</b> - Existing road provides access for large lots on the north side of the road, but the south side is adjacent to rear lots in White Columns</p> <p><b>Landrum, Old Dorris and Simmons Hill Roads</b> – provide access for large rural residential lots on either side of Birmingham Highway south of Cooper Sandy Creek</p> <p><b>Darby, Clarity, and Rowe</b> – Accesses rural residential and large farms adjacent to the Little River.</p> <p><b>Burgess Road</b> – Connects nine rural residential parcels between Hopewell corridor &amp; Orchard Bend subdivision.</p> <p><b>Black Oak, Land and Wills Roads</b> – Connect to Hopewell and Longstreet.</p>	<p><b>Issues:</b> Cost of maintenance for gravel roads versus paved roads; preservation of existing community’s rural character; impacts on traffic and access.</p> <p>A portion of Cowart Road is included in one of the areas but the road is blocked to limit cut through traffic to Summit Hill School to the south of the area.</p> <p>Rowe Road is closed to the south although some maps identify a connection.</p> <p>The Black Oak, Land and Wills enclaves connect to Hopewell and Longstreet. Recent development of The Manor and residential subdivision growth along Campground Road in Forsyth County to the east provided Forsyth County based sewer service to adjacent properties that may have implications on preservation of low density residential uses in Milton.</p> <p><b>Opportunities:</b> Maintenance of open space and trail connections.</p> <p>Pastoral views and rural character can be preserved along with agricultural uses.</p>



Character Area Type	Description	Issues and Opportunities
<b>Rural Residential Areas</b> 6467 acres 1403 parcels Avg. 4.6 acres/parcel	<p><b>New Bullpen Road</b> – Area adjacent to new Park and the Little River is developing as large lot residential.</p> <p><b>Taylor Road</b> – Small agricultural farms, horse estates and residences located between two subdivisions</p> <p><b>Dorris Road</b> - Provides large residential lots and pastures</p> <p><b>Lackey/Ebenezer</b> – Area includes open pastures, rural residential and woodlands</p> <p><b>Cox &amp; King Road Area</b> - Area west of Arnold Mill Road includes new large lot subdivisions developing along the existing roads.</p> <p><b>Ranchette/New Providence</b> – Area of large residential lots and small horse farms includes Old Holly and Holly tracts east of Arnold Mill.</p> <p><b>Cooper Sandy Valley</b> – Small farms in south-central Milton were developed along existing road corridors.</p> <p><b>North Central Milton</b> - Includes Georgia Tech Club at Echelon and new sub-divisions on Freemanville.</p> <p><b>Birmingham Road</b> - Area south of Birmingham split by developing subdivisions includes large lots and horse farms.</p> <p><b>Hamby/Thompson</b> – Adjacent areas provide access to large subdivision lots including active equestrian estates surrounded by subdivisions.</p> <p><b>Cogburn/Starnes Lake</b> - Area provides access to large residential lots including equestrian farms</p>	<p><b>Issues:</b> Preservation of existing rural character; pressure to increase densities; interaction of rural and equestrian uses with adjacent residential uses; costs to serve large lots.</p> <p>No sewer in all of these areas and continued future policies.</p> <p>Undeveloped parcels along New Bullpen face pressure for low density residential development. Typical low pedestrian orientation and access.</p> <p>Location of Lackey/Ebenezer and Cox/King Road Areas at the western extreme of the City will require significant extension of public infrastructure if developed. Major issues will include roads, storm drainage, water, public safety, parks/recreation, and access to city government services that could require capital and increased operational revenues.</p> <p><b>Opportunities:</b> Maintenance of rural image and identity.</p> <p>Dorris Road provides opportunities for small equestrian farms, and a high degree of building separation.</p> <p>Opportunities for planned development in the Lackey/Ebenezer Area although no sewer is available</p> <p>The Cox and King Roads Area provides opportunities for planned development on large lots.</p> <p>Hilly terrain, no sewer, and the natural wooded nature of the area make the North Central Milton area very scenic and attractive for preservation of rural and agricultural development or the development of residential development on large lots that conserve open space.</p>

Residential appears to be the dominant use.

**South Hopewell** - Large lots developed along the existing roadways in the southern edge of the City prior to incorporation

**Tullamore** – Rural large lot subdivision with equestrian estate lots located between Taylor Road and Hickory Flat Road and west of Birmingham Highway scenic corridor. Including deep lots and the site of Birmingham UMC

**Hickory Flat Development** – This area includes existing rural residential development and a new large lot 30-house rural residential subdivision north of Hickory Flat Road overlooking the Little River. The Hickory Mill subdivision is an anomaly on the south of Hickory Flat with no equestrian component although horse farms are located east and west along the road.

**Thompson Road Westside** – Area characterized by large lots in The Bluffs subdivision has been identified as a stable rural residential area due to the large lot size and natural/rural surroundings.

**Northeast Milton** – Recent infill development along rural roads surrounds the three small gravel road linear greenspace corridor enclaves (Black Oak, Land and Wills Roads). The existing rural character is subject to impacts from increased traffic along Hopewell and Longstreet in the adjacent counties.

Opportunities for planned development and large lot subdivisions were identified as options along South Hopewell if it redevelops.



Character Area Type	Description	Issues and Opportunities
<b>Conservation and Greenspace Areas</b> 344 acres 24 parcels Avg. 14.3 acres/parcel	<p><b>Birmingham Park</b> - The Park is undeveloped and posted with limited access. Terrain is rolling and includes floodplain and steep slopes along the Little River.</p> <p><b>Pritchard Mountain</b> - The area includes large estates, wooded lots, undeveloped natural areas and environmentally sensitive steep slopes in private holdings. The development of the Georgia Tech Club (Echelon) to the north has opened the natural area up for development.</p> <p><b>McGinnis Bend</b> - The area is the site of a former driving range and is mostly floodplain adjacent to Georgia 400. It is identified as a collection point in the City's Trails Plan and may provide a green space for the surrounding development.</p>	<p><b>Issues:</b> Conservation of existing greenspace character; pressure to develop low density residential; code enforcement around Birmingham Park</p> <p>Conservation of current greenspace around Pritchard Mountain is hampered by high market value of the site for low density/high value estate development and the adjacent development of the Georgia Tech Club at Echelon and the potential location of the County water supply tank.</p> <p>Conservation of existing greenspace at McGinnis Bend; interaction between greenspace and adjacent Deerfield employment center; code enforcement.</p> <p><b>Opportunities:</b> Birmingham Park property is owned by the City and the proposed passive and active park facilities should be programmed as recommended by the Master Plan to set a national standard, meet local expectations, and connect the Park to surrounding greenspace and the Birmingham Crossroads Rural Village.</p> <p>Conservation of greenspace and park; connection between greenspace and surrounding employment center</p>





Character Area Type	Description	Issues and Opportunities
<b>Suburban Developing Areas</b> 2575 Acres 1223 parcels Avg. 2.1 acres/parcel	<p><b>Birmingham/Henderson -</b> Subdivision activity has grown along the north side of Birmingham Road adjacent to Henderson Road and including Manor Trace.</p> <p><b>The Manor</b> – This area is receiving high value one-acre minimum lot size residential development and is anchored by a golf and country club. Retail in Forsyth County one mile to the east is accessible from Hamby and Francis. Small horse farms and stables are interspersed. This area includes sewer services from Forsyth County that specifically serve the Manor Club facilities only. This sewer line is not intended to serve the residential lots.</p> <p><b>Bethany Bend</b> - Area includes stable rural residential properties and subdivisions but recent increases in traffic and development pressure.</p> <p><b>Five Acre Road/Glencreek</b> - Large single family lots are located west of Crooked Creek.</p> <p><b>Francis Road</b> – A on the north side of Francis Road and along Thompson Road, includes existing residential subdivisions and areas where more subdivisions may be located.</p> <p><b>Thompson Road East</b> - This area of large lot subdivisions located east of Thompson Road includes homes and some equestrian estates.</p> <p><b>Dinsmore Road Area</b> – This area between Birmingham and Dinsmore Roads is northeast of the Alpharetta CC and includes typical one-acre lot subdivisions and lots of open space. Attractive scenic views add to the attractiveness of the area.</p>	<p><b>Issues:</b> Pressure to increase densities; interaction of residential uses with adjacent equestrian and agriculture uses;</p> <p>Milton does not have a long history of providing services and the costs to provide different levels of public services based on local demand by the community are uncertain. Planning theory states that larger lots require longer lengths of utilities and roads, and that longer travel distances that incrementally increase the cost to develop or service a property. Different densities also increase the demand by adding more development per land area. Therefore, different densities and land uses should be balanced to identify the appropriate balance of desired city services and costs of providing those services.</p> <p>Code enforcement requires staffing by knowledgeable employees that can identify deficiencies, substitutions, and proper alternates, and assist in guiding appropriate development.</p> <p>Most development is on large lots on curvilinear subdivision streets with no sewer. Identify potential impacts should be expected over time as septic tanks age.</p> <p><b>Opportunities:</b> suburban entrances and setbacks from road can be regulated in a way to preserve the rural and equestrian character of Milton</p> <p>Properties are still available that can be developed in patterns that help conserve open space</p>



**New Providence** - Mostly developed as typical subdivisions and high degree of open space. Small equestrian farms are located on Dorris Road and New Providence on larger lots.

**Oak Farm** - Area provides large lot subdivisions located north and south of Providence and is surrounded by equestrian estates and the Freemanville Road scenic corridor.



Character Area Type	Description	Issues and Opportunities
<b>Suburban Built Out Areas</b> 6076 acres 5476 parcels Avg. 1.11 acres/parcel	<p><b>Lake Bend/Freemanwood</b> – Areas of typical subdivisions south of New Providence and east of Birmingham Highway are stable neighborhoods with high rates of home ownership.</p> <p><b>Kensington/Owens Lake</b> - Located between Crabapple Crossroads and the Cooper Sandy Valley, subdivision streets are long, curvilinear cul-de-sacs with no sewer.</p> <p><b>White Columns/High Grove</b> – Area includes typical large lot subdivisions and lots of open space.</p> <p><b>Milton/Windsor/Dartmouth</b> – Small subdivision area north of Birmingham Road.</p> <p><b>Henderson Road &amp; Manor Trace</b> - Large subdivision north of Birmingham Road.</p> <p><b>Providence/Bethany</b> - Stable area with mix of large lots along the east/west collector roads and subdivisions north of Cooper Sandy Creek.</p> <p><b>Richmond Glen/Triple Crown</b> – Area includes several large subdivisions located south of Wood Road.</p> <p><b>Cooper Sandy South Bank</b> - Area consists of stable subdivisions and large horse farms.</p> <p><b>Hopewell Road South</b> - Stable area of residential lots along Hopewell Road and typical subdivision streets. High rate of home ownership Large lots on southern end of Hopewell may be attractive for infill.</p> <p><b>Crooked Creek</b> - Anchored by Crooked Creek GC, area includes</p>	<p><b>Issues:</b> interaction of residential uses with adjacent equestrian and agriculture uses.</p> <p>Milton does not have a long history of providing services and the costs to provide different levels of public services based on local demand by the community are uncertain. Planning theory states that larger lots require longer lengths of utilities and roads, and that longer travel distances that incrementally increase the cost to develop or service a property. Different densities also increase the demand by adding more development per land area. Therefore, different densities and land uses should be balanced to identify the appropriate balance of desired city services and costs of providing those services. However, the City is closely tied to the regional economy and is heavily influenced by its role as a strong advocate for protection of its rural environment.</p> <p>Code enforcement requires staffing by knowledgeable employees that can identify deficiencies, substitutions, and proper alternates, and assist in guiding appropriate development.</p> <p>Many residents desire a more rural environment and most of the areas in this category are large lots with no sewer. Exceptions are noted.</p> <p>The programmed Birmingham Road Elementary School is immediately to the southwest of the White Columns Area and the proposed Freemanville Middle and High Schools are southeast Both are subjects of interest and controversy. There is significant opposition to the location of the Middle and High Schools at</p>

	<p>typical suburban residential subdivisions large lots and open space. The area is adjacent to horse farms along Francis Road.</p> <p><b>Thompson Road</b> - Area is located north of Crooked Creek GC and divided by Thompson Road. It includes typical suburban subdivisions and large lots, and is close to horse farms along Thompson and Francis Roads.</p> <p><b>Stone/Plantation</b> - Area north of Crooked Creek GC and subdivision and east of the Thompson Road suburban area includes typical residential subdivisions and is adjacent to horse farms on Thompson and Hamby Roads.</p> <p><b>Middle Cogburn</b> - Residential area is adjacent to equestrian estates on the north and east sides and the State Route 9 corridor to the west, and consists of typical suburban curvilinear streets and large lots.</p> <p><b>Bethany Oaks</b> - Small area northeast of Bethany Bend/ Hopewell intersection includes large equestrian lots along Hopewell Road.</p> <p><b>Cooper Sandy Cove</b> - Small area located south of Bethany Way and surrounded by large equestrian estates.</p> <p>.</p> <p><b>Dancers and Bay Colt</b> - Small area located along Bethany Road is adjacent to the Freemanville Road scenic corridor and close to Birmingham Crossroads.</p> <p><b>South Cogburn Road</b> - Residential area with well-maintained housing on the east side of Cogburn. Vacant property in northeast corner of the area is developing with residences, sidewalks and neighborhood amenities.</p>	<p>the proposed location.</p> <p><b>Opportunities:</b> suburban entrances and setbacks from road to be regulated in a way to preserve the rural and equestrian image of Milton.</p> <p>Residential standards require appropriate setbacks along different corridors according to the roadway classification and the stated policies to protect scenic corridors. Other elements include undisturbed buffers, atypical subdivision entrances and other attributes that provide design interest and attractive settings.</p>
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**Green Road/Waterside** – Small, recently built area between Crabapple Crossroads and the Arnold Mill Corridor includes small residential parcels.

**State Route 9/East Bethany** – This small area between McGinnis Ferry Road and Highway 9 has small lots on sewer. Numerous multi-family units are located south of Bethany. Traffic and corresponding impacts are increasing. Area is adjacent to "Detached Single Family" residential in Forsyth County.



Character Area Type	Description	Issues and Opportunities
<b>Rural Village</b> 27.1 acres 19 parcels Avg. 1.43 acres/parcel	<p><b>Birmingham Crossroads</b> – Limited rural style village commercial activities are located at this highway intersection in the northwestern corner of the City. An existing Zoning Overlay was carefully crafted to define and limit the 27.1 acre area and provide a sense of place for the village. Access to the area is only available via automobile although numerous nearby equestrian facilities could be tied in via a trail system for pedestrians or horseback access. The scenic highway traffic and the surrounding rural residential areas are served by a limited mixture of village retail and office uses.</p> <p>The Birmingham Crossroads Overlay governs zoning and site development in this area to maintain the small footprint close to the historic crossroads. The overlay district has strict design standards and guidelines to create a rural village within a small footprint and to maintain the rural feel of the area</p>	<p><b>Issues:</b> maintenance of walkable activity center, pressure to increase commercial capacity, car oriented.</p> <p>Code enforcement requires staffing by knowledgeable employees that can identify deficiencies, substitutions, and proper alternates, and assist in guiding appropriate development.</p> <p><b>Opportunities:</b> Provision of adequate commercial services within a small defined area that allows the surrounding area to retain its existing rural and scenic resources and preclude typical sprawl.</p> <p>The relatively dense area for activities within the rural village promote a pedestrian, human scale that evokes the historic crossroads communities at Birmingham, Crabapple, Fields and Hopewell Crossroads.</p>



Character Area Type	Description	Issues and Opportunities
<b>Neighborhood Center</b> 511 acres 119 parcels (as of 6/4/06) Avg. 4.3 acres/parcel including Milton High School, Northwestern Middle School, and Crabapple Crossroads Elementary School	<p><b>Crabapple Crossroads</b> – This neighborhood node mixed use center is dealing with intensive pressures by developers to increase density around a mixed use neighborhood center. The unique rural-based nature of the old village center is being overpowered by the addition of 200,000-SF of permitted village mixed retail and office plus more than 430 residential units, most on the west side of Birmingham and Broadwell.</p> <p>This is definitely an “Area Requiring Special Attention.” The Community Agenda needs to determine the appropriate level of activity center (neighborhood or community) desired and the means to reduce traffic congestion beyond the Community Area Plan prepared by Sizemore Group. The area is also home to Crabapple Crossroads Elementary School, Northwestern Middle School, and the new campus for Milton High School.</p>	<p><b>Issues:</b> Pressure to increase densities; interaction of residential uses with adjacent equestrian uses; changing character of the crossroads – rural village to trendy suburban- commercial center; traffic congestion, and pressure to maintain a smaller rural village to retain the original character.</p> <p>This area was the subject of additional analysis to determine if development based on the existing Crabapple Crossroads Overlay District should continue during the preparation of the Community Agenda. A review of the permits in the area indicates that the permitted village commercial mixed use as of December 31, 2007 exceeded the recommended capacity for that use and the village office mixed use did not exceed the recommended capacity, but when added to the village commercial mixed use and existing development the combined non-residential capacity was exceeded by the combined existing, building and permitted commercial and office village uses (as defined in square feet).</p> <p>The Interim Review of the Crabapple Crossroads Community Plan recommended that no additional non-residential uses be permitted until the comprehensive plan could complete the visioning and strategic plan process needed to identify potential road projects that could <u>help</u> reduce congestion and the plan could determine <u>if</u>, how much, and where any additional capacity could be found within Crabapple Crossroads.</p> <p><b>Opportunities:</b> conservation of the remaining elements of the rural village; appropriate density and decisions regarding sewer availability and increase of density; intergovernmental coordination with Alpharetta regarding community center activities.</p>



Character Area Type	Description	Issues and Opportunities
<b>Main Highway Corridor</b> <b>361 acres</b> <b>104 parcels</b> <b>Avg. 3.47 acres/parcel</b>	<p><b>State Route 9 Central Area</b> – The central portion of the State Route 9 corridor is adjacent to higher density suburban development and has intense pressures to develop as a retail strip if uncontrolled growth is not properly managed. Existing parcels are subject to redevelopment to provide appropriate structures, access and parking to serve additional and changing clientele. Traffic volumes have increased with development. This corridor lies between the two gateway corridors of SR 9 North and SR9 South.</p> <p><b>Arnold Mill Central Area</b> - Existing parcels between Cox Road and the access to the Chadwick Landfill are subject to redevelopment to provide appropriate structures, access and parking to serve additional and changing clientele. The corridor has intense pressures to develop as a retail/commercial strip if uncontrolled growth is not properly managed. This corridor lies between the two gateway corridors of Arnold Mill North and Arnold Mill South.</p>	<p><b>Issues:</b> Pressure to increase densities along the corridor;</p> <p>Interaction of residential uses with adjacent rural and equestrian uses;</p> <p>Traffic congestion;</p> <p>Development pressure for commercial uses;</p> <p>Inconsistent design and architectural standards</p> <p><b>Opportunities:</b> Preserve the rural identity of the City by controlling the amount of growth and directing future design improvements to be sensitive to the context of the surrounding land uses;</p> <p>Traffic improvements;</p> <p>Redevelopment options.</p> <p>Regulate entrances and road setbacks;</p> <p>Provide enhancements and appropriate changes as needed to the design guidelines</p>





Character Area Type	Description	Issues and Opportunities
<b>Gateway Highway Corridor</b> 684 acres 837 parcels Avg. 0.82 acres/parcel	<p><b>State Route 9 North</b> - State Route 9 provides access north to Forsyth County. Adjacent land is under pressure to develop in retail and commercial uses that could make congestion and economic sustainability less likely if uncontrolled growth is not properly managed. However, the corridor could become a gateway with appropriate development.</p> <p><b>State Route 9 South</b> - Several “big box” developments and multi-family residential projects are imminent along this portion of State Route 9. The intersection of SR9 with Windward Parkway provides high-value commercial sites which serve the eastern portion of the City.</p> <p><b>Arnold Mill North</b> - The State Route 140 corridor is a two-lane route that provides access from Cherokee County across the Little River into Milton, Alpharetta and Roswell. The corridor includes several large properties including the Chadwick Landfill.</p> <p><b>Arnold Mill South</b> - The State Route 140 corridor changes as it approaches the Crabapple Silos area. The southern portion of the corridor includes the difficult angled intersection with New Providence, and is adjacent to the relatively densely developed residential subdivisions located along Green Road. The area also serves as the western gateway to Crabapple Crossroads.</p>	<p><b>Issues:</b> The traffic along State Route 9 has increased with development, and existing parcels have received intense pressures to redevelop to provide appropriate access, parking and structures to meet changing economic needs and clientele.</p> <p>The gateway corridors are intended to create a sense of “place” and/or “arrival.” The uniqueness of the City of Milton is essential to creating the appropriate feel for entering the City along the major highways that pass through the City. This requires appropriate buffers, protection of trees and creation of “branding” through site design standards.</p> <p>Pressures to build auto-oriented fast food and unsustainable ‘big box’ and strip center retail that interact poorly with adjacent residential and rural areas; add to traffic congestion and create development pressure for commercial uses will affect the northern portion of State Route 9;</p> <p>Pressure to increase densities along the corridor; the interaction of residential uses with adjacent commercial uses; traffic congestion; and the costs of developing and serving larger lots will affect the southern portion of State Route 9.</p> <p>Traffic volumes generated across the Little River by development in Cherokee County and the interaction of the landfill with traffic increases and residential infill should be addressed on the Arnold Mill corridor (identified as a neighborhood node in the Focus Fulton County Comprehensive Plan);</p> <p>Code enforcement is a significant issue that must be addressed in this character area to ensure development quality and</p>



sustainability.

**Opportunities:** Preservation of the rural identity requires controlling the amount of growth and directing growth in desired directions;

Traffic improvements along the gateway corridor and redevelopment options may provide opportunities for changing perceptions and directing sustainable, quality growth.

Traffic improvements;

Appropriate residential options including the possibility of multi-family development at certain locations to meet local housing needs.

Control of the amount of growth to stay within the capacities of local infrastructure and resources including State and Federal financial resources, coordination with adjacent jurisdictions, and unique roadway corridor and gateway designs.

A gradual transition from the Arnold Mill gateway into Crabapple Crossroads must be identified and established to control intrusions into areas of the City that cannot sustain the additional development.



Character Area Type	Description	Issues and Opportunities
<b>Scenic Highway Corridor</b> 3453 acres 755 parcels Avg. 4.57 acres/parcel	<b>Birmingham Highway</b> - State Route 372 follows Crabapple Road and turns to the north on Birmingham Highway at Crabapple Crossroads. North of Milton High School the road assumes a rural highway design as it winds northward to Birmingham and into Cherokee County. Farms, woodlands, and several large subdivisions are located along the corridor and a number of large lots provide a range of housing types and styles at this location. The rural nature of the corridor provides a pastoral and scenic setting that is highly desired by the local residents.	<b>Issues:</b> interaction of residential uses with adjacent rural and equestrian uses; traffic congestion; interaction of rural land uses with new site for elementary school; interaction of Milton High School and surrounding developing subdivisions.
	<b>Freemanville Road</b> - Freemanville Road parallels Birmingham Highway approximately ½ to one mile to the east and extends six miles to between Mountain Road to the north and Mayfield Road in the south. The road is designed as a rural collector with no curbs and gutters except where a few subdivisions intersect with the roadway. The dominant land use along the corridor is large lot rural residential development and the pastoral scenery is comparable to Birmingham Highway.	<b>Opportunities:</b> preserve scenic corridor and rural/equestrian identity; control growth; traffic improvements; regulation of suburban entrances and road setbacks.  The Birmingham Scenic Corridor can provide appropriate transitions into the Birmingham Crossroads rural village and protect the geographic boundaries of the zoning overlay districts.
	<b>Hopewell Road North</b> - Hopewell Road forms a scenic corridor along a rural collector road from the Forsyth County line to the Cogburn/Francis intersection. The character area includes the intersections with Cogburn and Francis, Thompson and Birmingham Roads. The scenic corridor includes houses, horse farms, wetland crossings and access to golf clubs, equestrian facilities, and more open space. Large lots and subdivisions provide a range of housing types and styles. Although there are fewer scenic vistas along this corridor, the winding road and the	The Hopewell Road Scenic Corridors are intended preserve the pastoral elements and the rural/equestrian identity of the corridor; control growth; provide traffic improvements; regulate suburban entrances and road setbacks; and consider if the Comprehensive Plan should provide a “neighborhood center” along any point on the corridor (such as at one of the following intersections: Francis, Thompson, Hamby, or Longstreet Roads).



wooded areas close by provide an attractive natural setting.

**Hopewell Road Mid-City -** Hopewell Road turns at the Francis/Cogburn intersection to form an extension of Francis Road to the southwest. The attractive corridor passes pleasant large lot subdivisions and horse farms south to Redd Road. Residential development in the area is stable with high levels of home ownership. The pastoral nature of the corridor creates an attractive asset for the community.





Character Area Type	Description	Issues and Opportunities
<b>Employment Center/ Office Park</b> 608 acres 580 parcels 1.05 acres/parcel	<b>State Route 9/Deerfield</b> - The properties along both sides of Deerfield Road and Morris Road provide a campus-style employment center and office park with mixed use residential and retail opportunities. The location is adjacent to Georgia Route 400, a limited access expressway and the proximity of the area to the Windward Parkway interchange in Alpharetta imbues the character area with location as an asset. A significant amount of vacant office space has been noted within the character area at the current time. However, this may be attributed to the general overbuilt nature of office space in the region. The Deerfield area provides a strong and realistic opportunity for mixed uses at a regional scale in association with nearby development in Alpharetta.	<p><b>Issues:</b> Pressure to increase densities; interaction of commercial uses with adjacent suburban built out and conservation uses; traffic congestion; low absorption rates in offices.</p> <p>The economic production of City revenues for services required to attract quality occupants to the activity centers.</p> <p>Design standards and quality design are needed to protect the visual assets, vehicular and pedestrian transportation, and the economic vitality of the employment center, and to create a unique design for the gateway and feel that conveys a sense of a special place to property owners, employees, residents, vendors and visitors.</p> <p><b>Opportunities:</b> traffic improvements, employment center for Milton residents</p>

# City of Milton

2008-2028 Comprehensive Plan



## Community Assessment

### Part C: Quality Community Objectives

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## C. Quality Community Objectives

The Comprehensive Plan Advisory Committee (CPAC) worked with the planning team to craft the Community Assessment for the City of Milton based on the City's initial vision that: *"Milton is a distinctive community embracing small-town life and heritage while preserving and enhancing our rural character."* Local residents expect the rural character and low density character of the community to remain.

The State's Quality Growth Objectives were compared to with the City's goals to develop the following statements. Generally, the objectives of the City and the State are relatively close although the City does not have the urban areas to satisfy all of the State's objectives. Milton is a singular and unique community that is part of the larger Atlanta regional economy rather than a complete separate economy.

### 1. Assessment of Consistency with Quality Community Objectives

Category	Quality Growth Objective	City of Milton Planning Context
<b>Development Patterns</b>	<p><b><u>Traditional Neighborhoods:</u></b> 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.</p>	<p>New development in the Crabapple and Highway 9 areas include higher densities and connected streets found in traditional neighborhoods. Context sensitive transportation facilities are needed to improve safe pedestrian and bicycle access in both areas. Although the density and scale of recent development in the Crabapple Crossroads Community Overlay Area provide the more traditional neighborhoods advocated by the quality growth objectives, nearby residents are concerned that the density is more than that desired and is changing the character from a rural village to a larger community activity center form. Traffic volumes and the scale of development in the Highway 9 Overlay Area also need to be addressed.</p>
	<p><b><u>Infill Development:</u></b> 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.</p>	<p>The Crabapple Crossroads Community Plan and the Crabapple Crossroads Overlay Zoning District define an area where infill development is occurring rapidly and where lack of an established downtown area for the City requires planning to define the desired urban form for Crabapple (and for the State Route 9 Area). The existing sewers and access in these areas provide the opportunity to increase carefully sited density in these activity centers and the use of TDR (Transfer of Development Rights) to exchange development density in environmentally sensitive areas for increased infill density in these activity centers</p>



Category	Quality Growth Objective	City of Milton Planning Context
<b>Development Patterns</b>	<p><b>Sense of Place:</b> 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.</p>	<p>There is no pre-existing “downtown” area within the City and Milton should create a venue to become its cultural and governmental focus. Crabapple Crossroads has evolved from a rural hamlet to a neighborhood center and the older rural character is being replaced by new suburban mixed use development. Birmingham Highway is a narrow two-lane rural highway that becomes suburban as it enters the activity center at the new Milton High School. Access improvements are likely to destroy the last vestiges of the old rural charm of the community. Construction and traffic congestion have changed perceptions for developers, but the existing community wants to hold on to the historic idea of the Crossroads. The Visioning element of the Community Agenda needs to establish what the new role for the community should be. The Community Plan prepared in 2005 requires local streets and a “community center green space” to establish a focus point for pedestrians and reduce local auto travel. This would also create a better “sense of place” for the community to use as a basis for the design of replacement structures in an around the crossroads.</p> <p>As the Highway 9 Overlay Area transitions from rural highway strip commercial and adjacent residential subdivision development to a gateway corridor, efforts are required to “brand” the corridor and the City of Milton as unique. The equestrian theme or some other alternative may be carried forward in design standards, consistent greenspace standards, including trees plantings, sidewalks, sign standards, etc. The creation of the Overlay Zoning category by Fulton County, and the local attention to design quality provided by the creation of the City have improved advocacy for local design elements and consistent enforcement along the Highway 9 corridor as it changes from rural to urban.</p> <p>Emphasis should be placed on making the south end of the Highway 9 Corridor around the Webb Road and Windward Parkway intersections more pedestrian friendly. Opening up close parallel secondary streets for mixed commercial/office and higher density residential development would add to the capacity for the area to develop a downtown core.</p>





Category	Quality Growth Objective	City of Milton Planning Context
Development Patterns	<p><b><u>Transportation Alternatives:</u></b> 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.</p>	<p>Mass transit and safe bicycle and pedestrian paths should be heavily promoted to create access to Highway 9 and the Crabapple/Arnold Mill areas. The bicycle and pedestrian trail plan should be implemented to encourage alternative travel modes throughout the rest of the City.</p>
	<p><b><u>Regional Identity:</u></b> 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.</p>	<p>As above, Milton should “brand” the unique qualities that make up the City and the community. The rolling hills, small equestrian farms, large estates, and scenic pastoral views are desired attributes that brought many of the current residents to the City. Since too much infill development could eliminate many of these resources, the Plan should balance new development with protection of the existing environment including the low-density residential and rural agricultural/equestrian neighborhoods.</p>





Category	Quality Growth Objective	City of Milton Planning Context
<b>Social and Economic Development</b>	<p><b>Growth Preparedness:</b> 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.</p>	<p>The Comprehensive Plan should consider how the Crabapple Crossroads Community Area works in parallel with the Crabapple Silos Community around State Route 140 and State Route 372 intersection, and the Arnold Mill Road (State Route 140) corridor into Cherokee County.</p> <p>The transition from Fulton County to an independent city provides a new start point for determining economic and environmental sustainability. An economic model will be prepared to provide cost and benefit estimates for resources needed by the public realm. The model is intended to evaluate how the City will cope with financing public services and capital improvements at the levels desired by the existing community while maintaining the unique quality of life values that are important to the citizens as a basis for their choice to live in the City of Milton.</p>
	<p><b>Appropriate Businesses:</b> 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.</p>	<p>Milton is home to many executives and professionals that commute to offices on Georgia 400 in Alpharetta, Roswell or Sandy Springs or in downtown Atlanta or the I-285 Perimeter Expressway. There is strong demand for local services and support industries such as restaurants, personal services and retail shops including boutiques. Most of these services can be accommodated in the activity centers along Highway 9 and at Crabapple Crossroads and within the 27.1 acres of the geographically bound and legally defined area of Birmingham Crossroads.</p> <p>There are very few resources and little room for new blue-collar industries to locate in Milton except for equestrian services, home services, or ancillary personal services. The Deerfield mixed use development does provide the possibility to expand white collar services within or adjacent to the Deerfield Mixed Use Development Center close to the Georgia 400 interchange at Windward Parkway.</p>



Category	Quality Growth Objective	City of Milton Planning Context
Social and Economic Development	<p><b><u>Educational Opportunities:</u></b> 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.</p>	<p>Georgia State University and several other institutions provide facilities for higher education and technical training along the Georgia 400 corridor. Although these facilities for higher education are within the adjacent jurisdiction of Alpharetta, they are within 10 miles of all portions of the City of Milton and very accessible for the City’s residents.</p> <p>The new Milton High School campus is in the Crabapple Crossroads Community Area off Birmingham Highway. Northwestern Middle School and Crabapple Crossroads Elementary School are located on adjacent campuses.</p> <p>A site for a new Fulton County public high school (and an adjacent middle school) is located in northern Milton on the west side of Freemanville Road just south of the White Columns Country Club. However, the site is controversial after a history of community opposition to a private school at the same site. The implications regarding the site remain to be discussed including the recent slow-down in the economy and the effects of the strong commitment of the City to maintain low density development. .</p>
	<p><b><u>Employment Options:</u></b> A range of job types should be provided in each community to meet the diverse needs of the local workforce.</p>	<p>The majority of the City’s workers appear to commute out of the City every day. These commuting trips by local residents are multiplied by commuters from Cherokee County traveling to jobs on the Georgia 400 corridor and western Forsyth County residents commuting to jobs in Roswell or Cobb County. More local employment options would be needed to reduce regional travel in Milton <u>and</u> in the adjacent counties.</p> <p>Access to facilities and services is required to assist local and visiting handicapped and challenged individuals.</p>



Category	Quality Growth Objective	City of Milton Planning Context
Social and Economic Development	<p><b><u>Regional Cooperation:</u></b> 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.</p>	<p>The City should cooperate with Roswell and Alpharetta and with Cherokee County and Forsyth County to the north on issues that have joint impacts. These include issues such as land use decisions along the city limits (or county boundaries) of each jurisdiction, traffic and travel demand on local arterials and collectors, and water distribution and wastewater collection and effluent disposal decisions.</p> <p>Economic development and marketing the location advantages of the Georgia 400 corridor affect all of the jurisdictions along the corridor and may have impacts on local employment, traffic and travel demand on local arterials and collectors, and local land use decisions within each jurisdiction,</p> <p>Water, wastewater, and solid waste are additional regional issues that affect all of the local jurisdictions requiring regional cooperation in managing services and capital development.</p>
	<p><b><u>Regional Solutions:</u></b> 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. Commuter traffic and congestion, water, wastewater, and solid waste are regional issues that affect Milton and all of the adjacent jurisdictions.</p>	<p>Milton should cooperate with Roswell, Alpharetta, Johns Creek, and Forsyth County on wastewater decisions along Big Creek, and with Cherokee County, Roswell, and Mountain Park on decisions affecting water quality in the Little River basin. Solid waste services may also require a regional approach to resolve long term disposal issues.</p> <p>The Georgia 400 corridor is important to Dawson and Forsyth Counties and to Milton, Alpharetta, Roswell, Johns Creek Sandy Springs, and Atlanta. Although congestion may be a local land use problems, commuter traffic and congestion affect all of the jurisdictions along the corridor.</p>





Category	Quality Growth Objective	City of Milton Planning Context
<b>Social and Economic Development</b>	<p><b><u>Housing Opportunities:</u></b> 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. Work force housing opportunities may need to be considered to provide shelter for the service professionals (teachers, police, fire, security, public works, etc. and their families) that serve in the City.</p>	<p>The agricultural and equestrian heritage of the Milton community serves as a basic character trait for the community's culture and economic vitality. New development and infill should be compatible with existing housing and integrated together in forms that sustain the community's ability to function together as a unit rather than in component parts.</p> <p>Housing along the Georgia 400 Corridor should be coordinated as part of a regional approach to ensure the convenient and economic location of workers to meet a complete range of needs by employers and local service industries.</p>

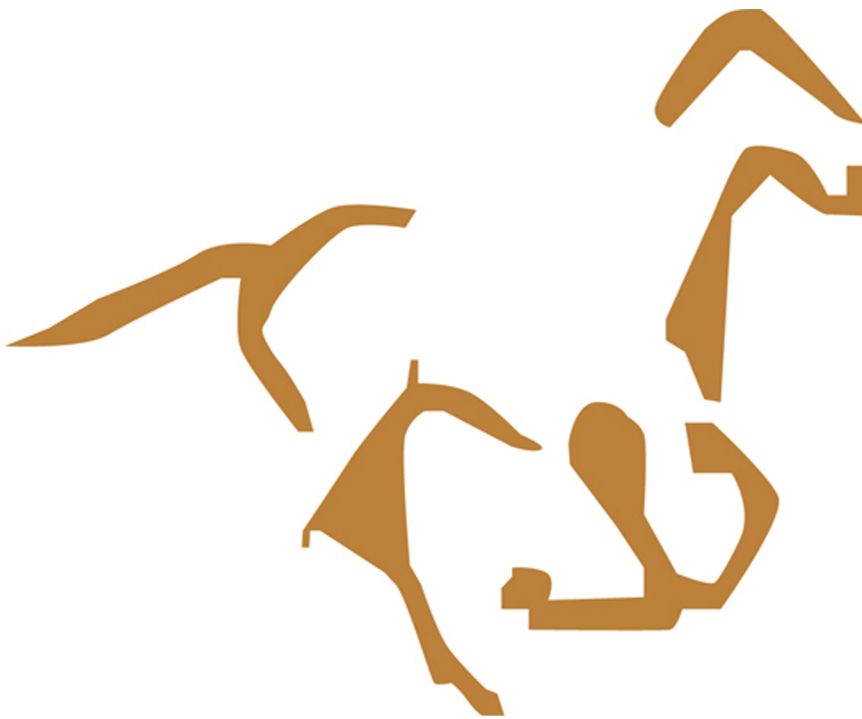




Category	Quality Growth Objective	City of Milton Planning Context
<b>Resource Conservation</b>	<b><u>Heritage Preservation:</u></b> The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.	The rural, agricultural and equestrian heritage of the Milton community serves as a basic character trait for the community's culture and economic vitality. New development and infill should be compatible and complementary with the existing development and integrated to provide the opportunity for the community to function as a complete City rather than in component parts.
	<b><u>Open Space Preservation:</u></b> 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.	Greenbelts and wildlife corridors should be based on the stream system along the Little River and the Copper Sandy and Chicken Creek tributaries that flow from east to west across Milton. Creative tax incentives may be used to preserve and protect existing farmlands and the possibility of transfer of development rights provide a means to transfer undesired development in environmentally sensitive locations to desired development in areas that can better accommodate the growth and its impacts.
	<b><u>Environmental Protection:</u></b> Air quality and environmentally sensitive areas should be protected from 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.	<p>Air quality is a regional issue, but each local jurisdiction must make crucial land use and transportation decisions that reduce potential congestion and auto emissions from cars that are sitting in traffic. Cities should demand development practices that protect against dust and air emissions, storm water runoff, and removal of vegetative cover outside the area of construction. When possible, sloped terrain should be preserved to maintain character and natural drainage patterns.</p> <p>Low-lying flood prone areas along Providence and other road corridors should be protected from development except where they can be re-directed to reduce property damage and liability. The 100-year floodplain protects the health, safety and welfare of the community by efficiently managing storm water flows and should be included on the Community Agenda map</p> <p>Milton is working to prioritize realistic, attainable initiatives for the City and measurable performance standards that identify benefits to the local economy, public health and safety to assist the Comprehensive Plan in the implementation of sound environmental policies.</p>

# City of Milton

2008-2028 Comprehensive Plan



## Community Assessment

### Part D: Data Appendix

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## **Draft Community Assessment- Data Appendix**

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# City of Milton

2008-2028 Comprehensive Plan



## Part D: Data Appendix

### Section 1: Introduction



### 1.1 - Explanation of Data Appendix

The Data Appendix to the City of Milton 2008-2028 Comprehensive Plan provides the baseline data necessary to move forward with the comprehensive planning process. As a supplement to the Community Assessment document, the Data Appendix provides data and analysis for population, economic development, housing, natural and cultural resources, community facilities and services, intergovernmental coordination, and transportation as required by the 2005 update to the State planning guidelines put forth by the Georgia Department of Community Affairs and the Georgia Planning Act (1989). The data presented in this appendix assumes an adoption year of 2008 for the comprehensive plan and a twenty-year horizon of 2008-2028. The City of Milton hopes that this data will serve as a tool to further the City's vision statement: "Milton is a distinctive community embracing small-town life and heritage while preserving and enhancing our rural character."

The City of Milton falls within three Census 2000 tracts: 115.01, 115.02, and 116.04 (shown on Map 1-1). Table 1-1 shows the percentage of each of these three census tracts which falls within the City of Milton boundaries:

<b>TABLE 1-1: Census 2000 Tract Share, City of Milton</b>	
<b>Census Tract</b>	<b>% of Tract in Milton</b>
115.01	87.25
115.02	7.22
116.04	72.46
Percentages courtesy Fulton County DE&CD and Demographics staff	

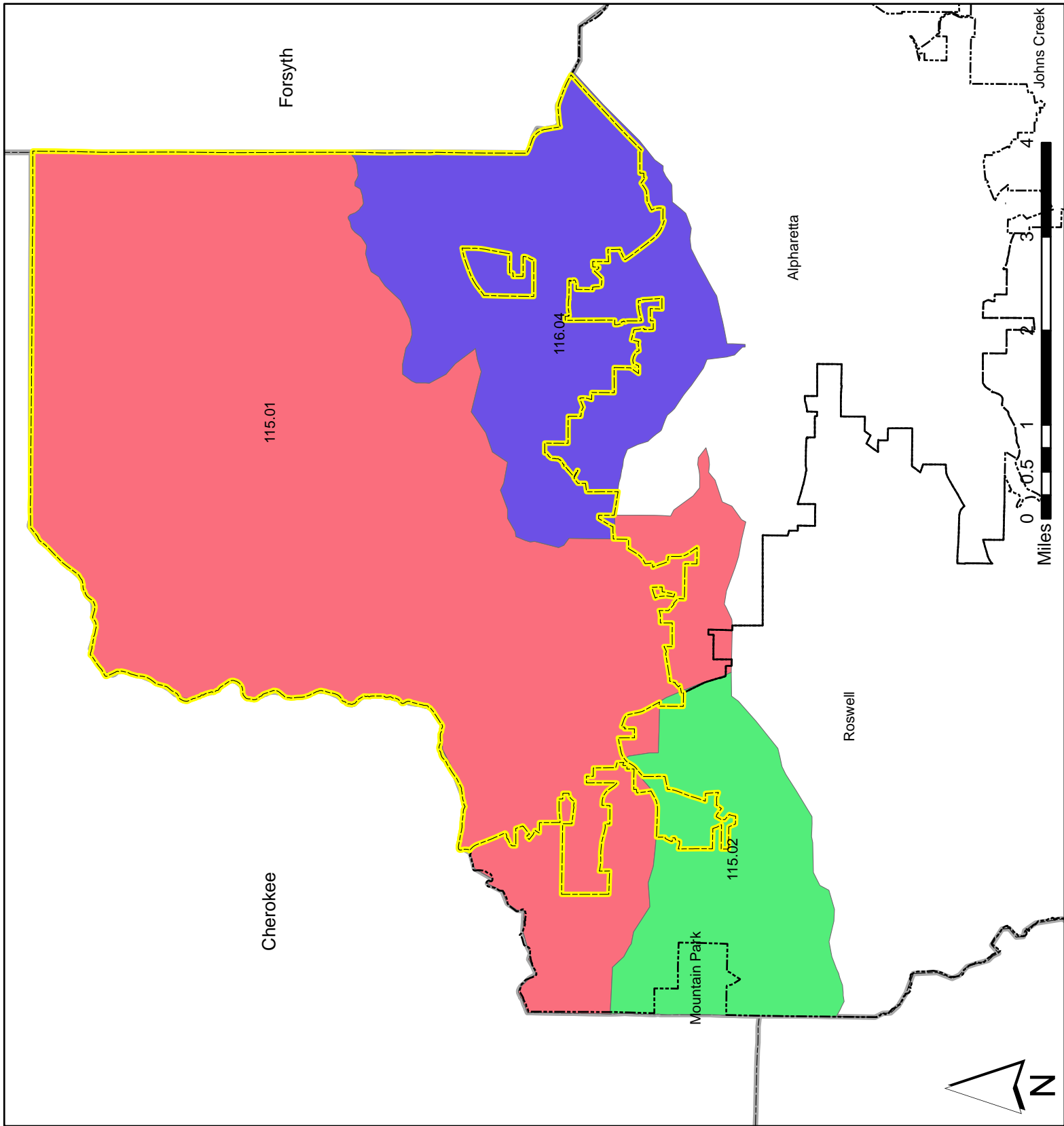
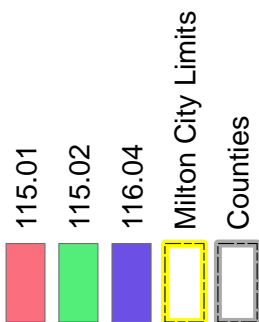
Data for the City of Milton was derived by multiplying data for each of these three tracts by the percentage of that tract which lies within the City of Milton and finding the sum of the three products. Where appropriate, this sum is rounded to a whole number. While this method of data analysis may not provide exact figures, it will provide the closest-possible estimate of past and recent conditions in the City.

1990 Census data for Milton was derived by the same process, though the 1990 tracts varied somewhat from the 2000 tracts (see Map 1-2). In order to more closely match the geography used to calculate Census 2000 data, 1990 Census data is based on block groups rather than tracts (see Map 1-3). The same percentage-share method of calculation was used. Table 1-2 shows the percentage shares of each of the two 1990 Census block groups which include what is now the City of Milton.

<b>TABLE 1-2: Census 1990 Block Group share, City of Milton</b>	
<b>Block Group</b>	<b>% of Block Group in Milton</b>
Tract 115, BG 3	100.00%
Tract 115, BG 4	74.03%
Tract 115, BG 5	42.68%
Tract 115, BG 6	14.33%
Tract 115, BG 9	100.00%
Tract 116.01, BG 2	100.00%
Tract 116.01, BG 3	85.12%
Tract 116.01, BG 4	74.80%
Tract 116.01, BG 5	42.64%
Percentages: BRPH, Inc. GIS staff	

# Map 1-1: 2000 Census Tracts City of Milton

## Census Tracts



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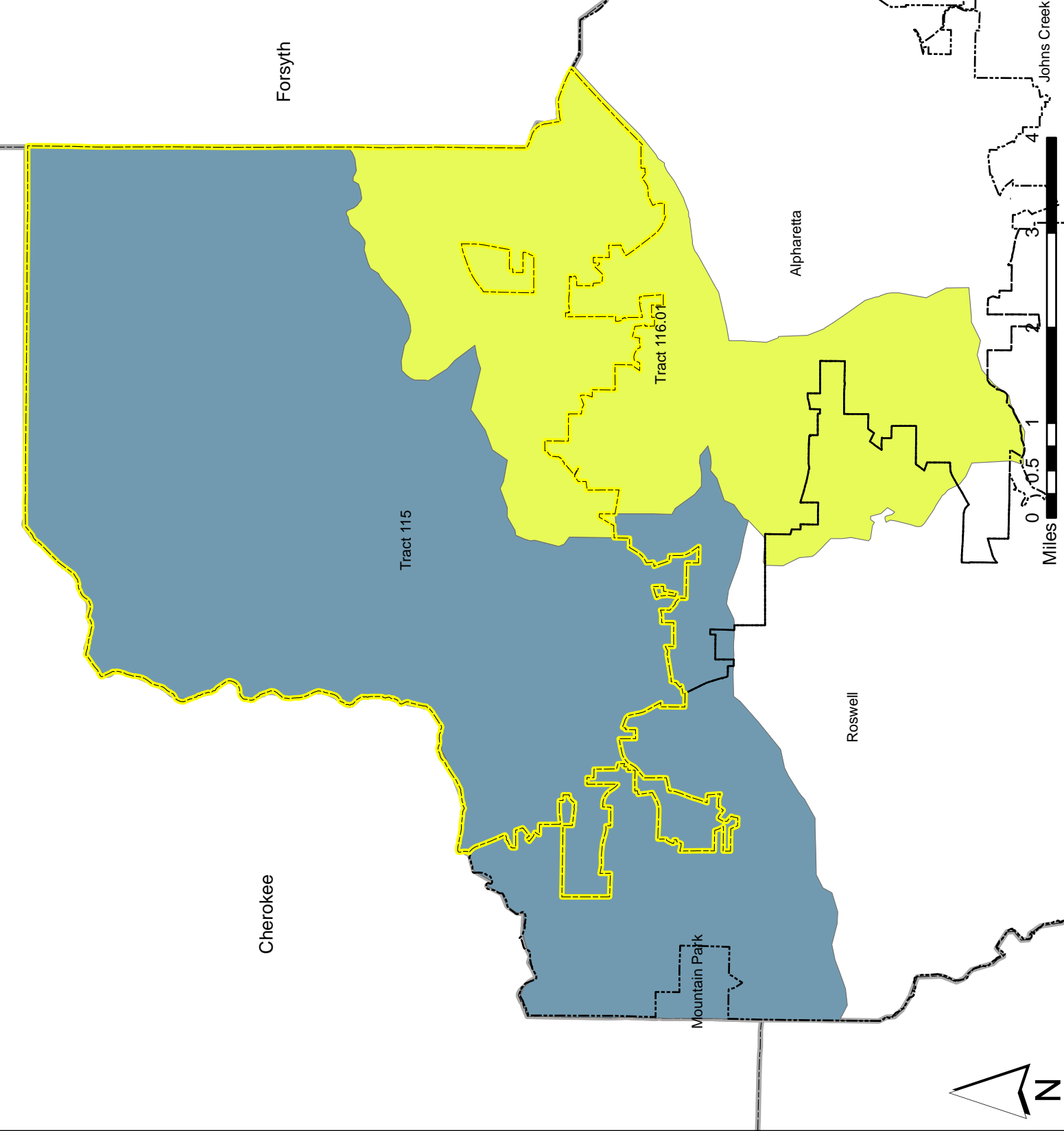
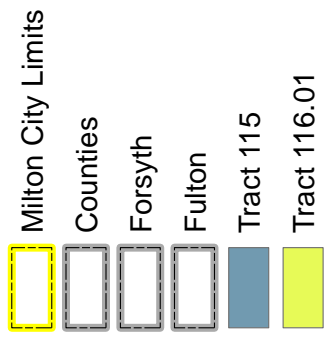
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Map 1-2: 1990  
Census Tracts  
City of Milton



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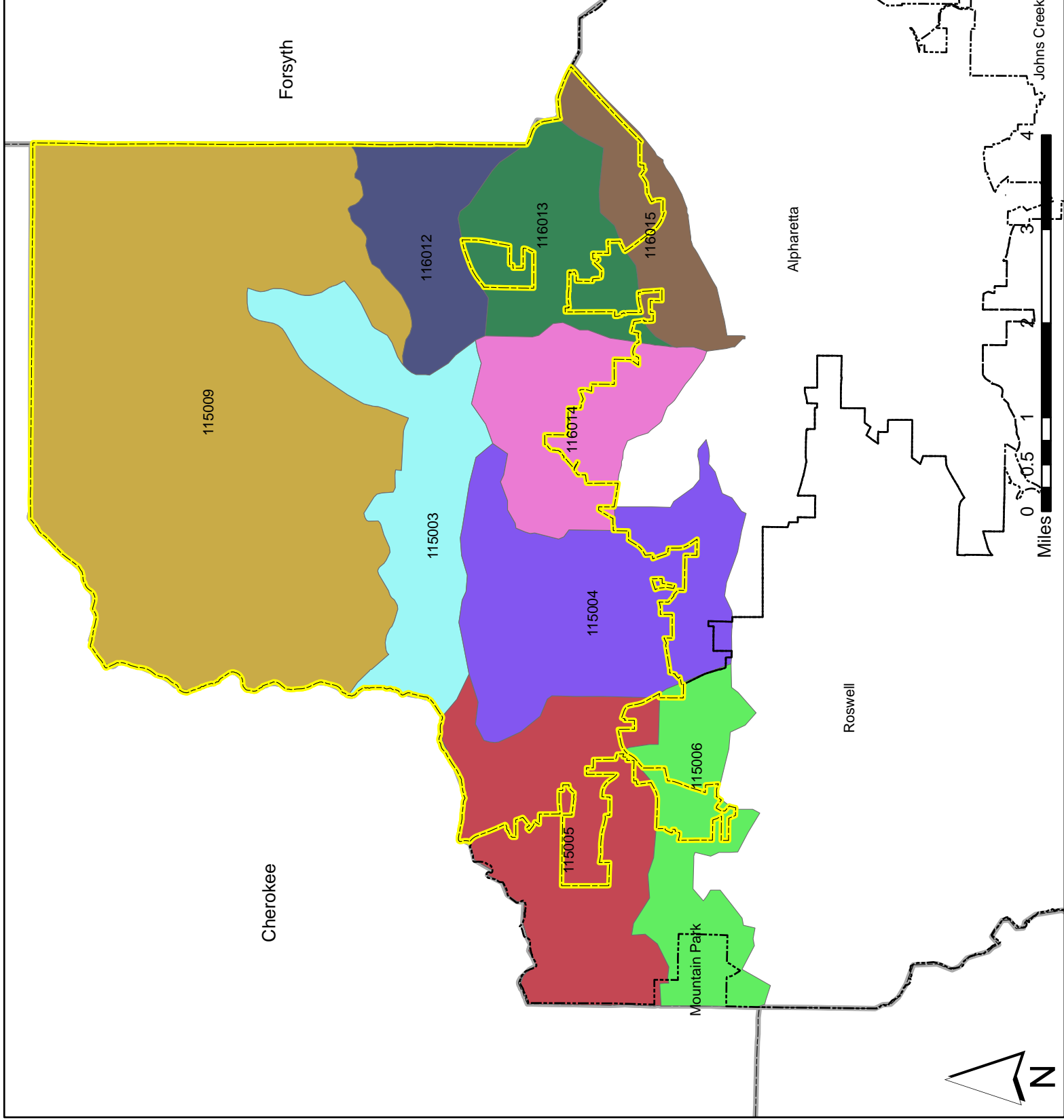
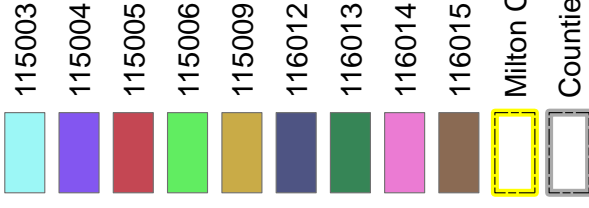
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# Map 1-3: 1990 Block Groups City of Milton

## Block Group



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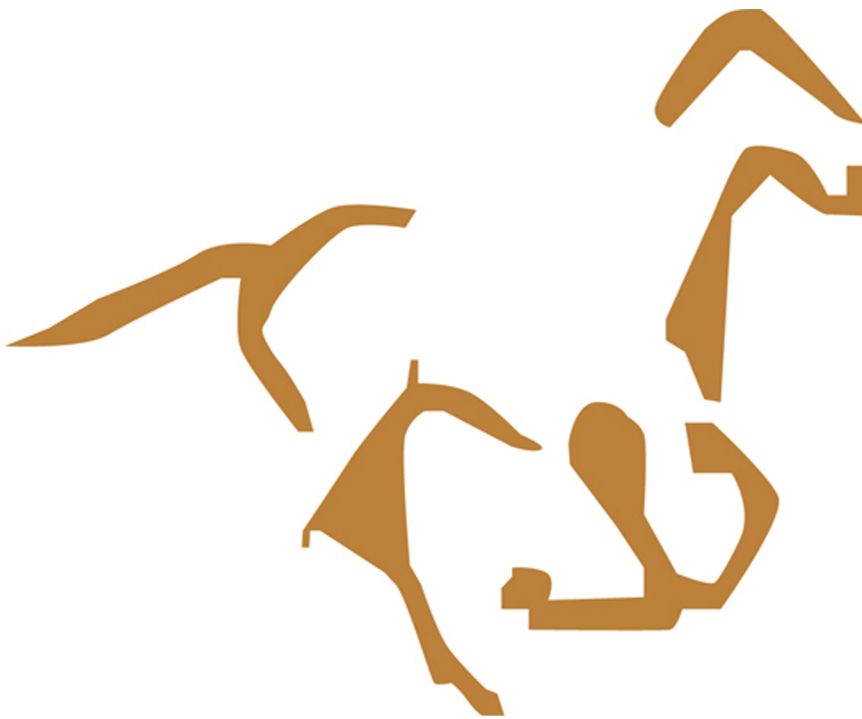
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# City of Milton

## 2008-2028 Comprehensive Plan



### Part D: Data Appendix

#### Section 2: Population

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## 2.1 - Introduction

The population element of the City of Milton 2008-2028 Comprehensive Plan is intended to give an inventory of Milton's population as closely as available data allows. Because Milton's citizens are the foundation of the City, the data in this section serves as the starting point for the Data Appendix. The population data for the City of Milton is the basis for considering the future needs of the City such as infrastructure, services, and demand for both residential and commercial construction.

Section 2 of the Data Appendix to the City of Milton 2008-2028 Comprehensive Plan includes data for total population, age distribution, race and ethnicity, and income. This data is intended to present a picture of Milton's current population as well as historic trends for the area as it existed prior to its incorporation into the City of Milton.

Because Milton is a new city, there are many challenges faced in collecting and analyzing data for the City. The data presented in this section is based on information gathered from the U.S. Census Bureau, the City of Milton, the Atlanta Regional Commission (ARC), and the Fulton County Department of Environment and Community Development demographers. While the data was analyzed using the best available means, the development of a comprehensive plan in 2008 based on Census 2000 data for a city incorporated in December 2006 presents a broad range of data collection and analysis issues.

## 2.2 - Total Population

TABLE 2-1: Total Population, Past-Present Trends, City of Milton					
	Census Bureau 1990 (count)	D.E.&C.D. 1995 (estimate)	Census Bureau 2000 (estimate)	D.E.&C.D. 2005 (estimate)	D.E.&C.D. 2008 (forecast)
Milton	7,242	13,988	15,464	22,433	25,422
Alpharetta	13,002	19,669	34,854	38,822	42,878
Roswell	47,923	61,433	79,334	85,654	87,700
Atlanta Total	394,017	398,764	416,474	483,108	581,436
Fulton County	648,951	726,690	816,647	934,242	1,020,877
Sources: US Census Bureau, Sandy Spears, Fulton County DE&CD, and BRPH, Inc. Bold numbers are from Census 1990 STF-1 and Census 2000 SF-1, 100% Counts, gray are Census Estimates and italics are S.S. calculations. All population figures are as of April 1 of stated year.					

TABLE 2-2: Total Population, Future Projections, City of Milton					
	2008 (forecast)	2013 (forecast)	2018 (forecast)	2023 (forecast)	2028 (forecast)
Milton	25,422	26,942	28,461	29,981	31,500
Alpharetta	42,878	48,473	51,945	54,402	56,080
Roswell	87,700	90,165	91,508	91,673	90,857
Atlanta	581,436	674,002	746,780	803,200	846,109
Fulton County	1,020,877	1,262,359	1,424,230	1,573,090	1,709,530
Sources: US Census Bureau and Sandy Spears, Fulton County Department of Environment and Community Development Bold numbers are from Census 1990 STF-1 and Census 2000 SF-1, 100% Counts, and italics are S.S. calculations. Non-italicized figures are BRPH, Inc. calculations. All population figures are as of April 1 of stated year.					





## 2.3 - Age Distribution

**TABLE 2-3: 2000 Age Distribution by Sex, City of Milton**

	<b>Milton</b>	<b>% Milton</b>	<b>Fulton County</b>	<b>% F.C.</b>	<b>Georgia</b>	<b>% GA</b>	<b>United States</b>	<b>% U.S.</b>
<b>Total:</b>	15,464	100.00%	816,006	100.00%	8,186,453	100.00%	281,421,906	100.00%
<b>Male:</b>	7,624	49.30%	401,726	49.23%	4,027,113	49.19%	138,053,563	49.06%
Under 5 years	635	4.11%	28,685	3.52%	304,100	3.71%	9,810,733	3.49%
5 to 9 years	697	4.51%	29,496	3.61%	313,945	3.83%	10,523,277	3.74%
10 to 14 years	657	4.25%	27,721	3.40%	311,645	3.81%	10,520,197	3.74%
15 to 17 years	325	2.10%	15,405	1.89%	181,899	2.22%	6,204,989	2.20%
18 and 19 years	141	0.91%	12,914	1.58%	127,915	1.56%	4,186,015	1.49%
20 years	39	0.25%	6,317	0.77%	65,049	0.79%	2,071,220	0.74%
21 years	41	0.26%	6,212	0.76%	61,420	0.75%	1,965,673	0.70%
22 to 24 years	141	0.91%	20,345	2.49%	179,994	2.20%	5,650,921	2.01%
25 to 29 years	363	2.35%	40,266	4.93%	325,750	3.98%	9,798,760	3.48%
30 to 34 years	578	3.74%	37,910	4.65%	330,797	4.04%	10,321,769	3.67%
35 to 39 years	744	4.81%	36,684	4.50%	347,792	4.25%	11,318,696	4.02%
40 to 44 years	825	5.33%	32,646	4.00%	322,711	3.94%	11,129,102	3.95%
45 to 49 years	687	4.44%	28,203	3.46%	278,549	3.40%	9,889,506	3.51%
50 to 54 years	608	3.93%	24,555	3.01%	246,401	3.01%	8,607,724	3.06%
55 to 59 years	405	2.62%	17,066	2.09%	182,321	2.23%	6,508,729	2.31%
60 and 61 years	107	0.69%	5,166	0.63%	58,541	0.72%	2,173,239	0.77%
62 to 64 years	126	0.82%	6,304	0.77%	77,053	0.94%	2,963,388	1.05%
65 and 66 years	76	0.49%	3,698	0.45%	45,729	0.56%	1,814,807	0.64%
67 to 69 years	97	0.63%	4,814	0.59%	62,097	0.76%	2,585,555	0.92%
70 to 74 years	151	0.98%	6,708	0.82%	84,861	1.04%	3,902,912	1.39%
75 to 79 years	105	0.68%	5,071	0.62%	60,768	0.74%	3,044,456	1.08%
80 to 84 years	47	0.31%	3,158	0.39%	35,388	0.43%	1,834,897	0.65%
85 years and over	29	0.19%	2,382	0.29%	22,388	0.27%	1,226,998	0.44%
<b>Female:</b>	7,840	50.70%	414,280	50.77%	4,159,340	50.81%	143,368,343	50.94%
Under 5 years	606	3.92%	28,134	3.45%	291,050	3.56%	9,365,065	3.33%
5 to 9 years	634	4.10%	28,633	3.51%	301,639	3.68%	10,026,228	3.56%
10 to 14 years	626	4.05%	26,397	3.23%	296,114	3.62%	10,007,875	3.56%
15 to 17 years	296	1.91%	14,819	1.82%	168,842	2.06%	5,835,448	2.07%
18 and 19 years	102	0.66%	12,028	1.47%	117,621	1.44%	3,993,438	1.42%
20 years	46	0.30%	6,168	0.76%	60,099	0.73%	1,978,228	0.70%
21 years	38	0.25%	5,841	0.72%	56,347	0.69%	1,875,409	0.67%
22 to 24 years	125	0.81%	19,777	2.42%	169,287	2.07%	5,422,550	1.93%
25 to 29 years	436	2.82%	38,222	4.68%	316,000	3.86%	9,582,576	3.41%
30 to 34 years	668	4.32%	35,136	4.31%	326,709	3.99%	10,188,619	3.62%
35 to 39 years	845	5.46%	35,200	4.31%	350,943	4.29%	11,387,968	4.05%
40 to 44 years	867	5.60%	33,320	4.08%	332,062	4.06%	11,312,761	4.02%
45 to 49 years	675	4.37%	29,989	3.68%	294,468	3.60%	10,202,898	3.63%

## SECTION 2: POPULATION



50 to 54 years	559	3.62%	26,385	3.23%	260,574	3.18%	8,977,824	3.19%
55 to 59 years	382	2.47%	17,965	2.20%	193,330	2.36%	6,960,508	2.47%
60 and 61 years	104	0.67%	5,726	0.70%	63,718	0.78%	2,367,932	0.84%
62 to 64 years	138	0.89%	7,381	0.90%	86,493	1.06%	3,300,888	1.17%
65 and 66 years	86	0.56%	4,517	0.55%	53,679	0.66%	2,075,424	0.74%
67 to 69 years	111	0.72%	6,096	0.75%	75,129	0.92%	3,057,759	1.09%
70 to 74 years	201	1.30%	9,926	1.22%	114,200	1.39%	4,954,529	1.76%
75 to 79 years	145	0.94%	8,825	1.08%	96,801	1.18%	4,371,357	1.55%
80 to 84 years	84	0.54%	6,595	0.81%	68,766	0.84%	3,110,470	1.11%
85 years and over	66	0.43%	7,200	0.88%	65,469	0.80%	3,012,589	1.07%
Total Population (Male plus Female)	15,464	100.00%	816,006	100.00%	8,186,453	100.00%	281,421,906	100.00%
Under 5 years	1,241	8.02%	56,819	6.96%	595,150	7.27%	19,175,798	6.81%
5 to 9 years	1,331	8.61%	58,129	7.12%	615,584	7.52%	20,549,505	7.30%
10 to 14 years	1,283	8.30%	54,118	6.63%	607,759	7.42%	20,528,072	7.29%
15 to 17 years	621	4.01%	30,224	3.70%	350,741	4.28%	12,040,437	4.28%
18 and 19 years	243	1.57%	24,942	3.06%	245,536	3.00%	8,179,453	2.91%
20 years	86	0.55%	12,485	1.53%	125,148	1.53%	4,049,448	1.44%
21 years	79	0.51%	12,053	1.48%	117,767	1.44%	3,841,082	1.36%
22 to 24 years	265	1.72%	40,122	4.92%	349,281	4.27%	11,073,471	3.93%
25 to 29 years	799	5.17%	78,488	9.62%	641,750	7.84%	19,381,336	6.89%
30 to 34 years	1,245	8.05%	73,046	8.95%	657,506	8.03%	20,510,388	7.29%
35 to 39 years	1,588	10.27%	71,884	8.81%	698,735	8.54%	22,706,664	8.07%
40 to 44 years	1,691	10.94%	65,966	8.08%	654,773	8.00%	22,441,863	7.97%
45 to 49 years	1,362	8.81%	58,192	7.13%	573,017	7.00%	20,092,404	7.14%
50 to 54 years	1,167	7.55%	50,940	6.24%	506,975	6.19%	17,585,548	6.25%
55 to 59 years	787	5.09%	35,031	4.29%	375,651	4.59%	13,469,237	4.79%
60 and 61 years	211	1.37%	10,892	1.33%	122,259	1.49%	4,541,171	1.61%
62 to 64 years	264	1.71%	13,685	1.68%	163,546	2.00%	6,264,276	2.23%
65 and 66 years	162	1.05%	8,215	1.01%	99,408	1.21%	3,890,231	1.38%
67 to 69 years	208	1.35%	10,910	1.34%	137,226	1.68%	5,643,314	2.01%
70 to 74 years	352	2.28%	16,634	2.04%	199,061	2.43%	8,857,441	3.15%
75 to 79 years	250	1.62%	13,896	1.70%	157,569	1.92%	7,415,813	2.64%
80 to 84 years	132	0.85%	9,753	1.20%	104,154	1.27%	4,945,367	1.76%
85 years and over	95	0.62%	9,582	1.17%	87,857	1.07%	4,239,587	1.51%
U.S. Census Bureau, Census 2000 Percentage calculations: BRPH, Inc.								

## SECTION 2: POPULATION



TABLE 2-4: 1990 Age Distribution (total population), City of Milton

	<b>Milton</b>	<b>% Milton</b>	<b>Fulton County</b>	<b>% F.C.</b>	<b>Georgia</b>	<b>% GA</b>	<b>United States</b>	<b>% U.S.</b>
Total:	7243	100%	648951	100%	6478216	100%	248709873	100%
Persons: Under 1 year	97	1%	8404	1%	87662	1%	3217312	1%
Persons: 1 and 2 years	188	3%	20806	3%	210659	3%	7764147	3%
Persons: 3 and 4 years	171	2%	19007	3%	197214	3%	7372984	3%
Persons: 5 years	94	1%	8863	1%	98331	2%	3689533	1%
Persons: 6 years	98	1%	8552	1%	94700	1%	3577632	1%
Persons: 7 to 9 years	266	4%	26289	4%	290921	4%	10832014	4%
Persons: 10 and 11 years	178	2%	17352	3%	194657	3%	7108692	3%
Persons: 12 and 13 years	169	2%	15667	2%	184705	3%	6762450	3%
Persons: 14 years	85	1%	7624	1%	87252	1%	3243107	1%
Persons: 15 years	97	1%	7929	1%	91920	1%	3321609	1%
Persons: 16 years	93	1%	8211	1%	93247	1%	3304890	1%
Persons: 17 years	127	2%	8481	1%	96035	1%	3410062	1%
Persons: 18 years	98	1%	9897	2%	102194	2%	3641238	1%
Persons: 19 years	73	1%	11885	2%	113756	2%	4076216	2%
Persons: 20 years	77	1%	11516	2%	109209	2%	4009414	2%
Persons: 21 years	83	1%	10687	2%	103347	2%	3817220	2%
Persons: 22 to 24 years	219	3%	34114	5%	310078	5%	11193678	5%
Persons: 25 to 29 years	457	6%	64640	10%	589952	9%	21313045	9%
Persons: 30 to 34 years	568	8%	62582	10%	584944	9%	21862887	9%
Persons: 35 to 39 years	669	9%	57079	9%	531619	8%	19963117	8%
Persons: 40 to 44 years	761	11%	51878	8%	484079	7%	17615786	7%
Persons: 45 to 49 years	629	9%	38503	6%	374918	6%	13872573	6%
Persons: 50 to 54 years	443	6%	28586	4%	294033	5%	11350513	5%
Persons: 55 to 59 years	364	5%	23653	4%	259735	4%	10531756	4%
Persons: 60 and 61 years	154	2%	8817	1%	96499	1%	4228303	2%
Persons: 62 to 64 years	195	3%	13137	2%	142280	2%	6387864	3%
Persons: 65 to 69 years	283	4%	20255	3%	218078	3%	10111735	4%

## SECTION 2: POPULATION



Persons: 70 to 74 years	201	3%	15911	2%	169973	3%	7994823	3%
Persons: 75 to 79 years	153	2%	12948	2%	128526	2%	6121369	2%
Persons: 80 to 84 years	92	1%	8931	1%	80449	1%	3933739	2%
Persons: 85 years and over	59	1%	6747	1%	57244	1%	3080165	1%

Source: US Census Bureau, Census 1990

Calculations: BRPH, Inc.

**TABLE 2-5: Future Age Composition, City of Milton**

	1990	2000	2008	2013	2018	2023	2028
Total Population	7243	15,464	25,422	26,942	28461	29,981	31500
Under 5 years	457	1,241	2040	2162	2284	2406	2528
5 to 9 years	459	1,331	2188	2319	2450	2580	2711
10 to 14 years	432	1,283	2109	2235	2361	2487	2613
15 to 17 years	317	621	1021	1082	1143	1204	1265
18 and 19 years	171	243	399	423	447	471	495
20 years	77	86	141	150	158	167	175
21 years	83	79	130	138	145	153	161
22 to 24 years	219	265	436	462	488	514	540
25 to 29 years	457	799	1314	1392	1471	1549	1628
30 to 34 years	568	1,245	2047	2169	2291	2414	2536
35 to 39 years	669	1,588	2611	2767	2923	3079	3235
40 to 44 years	761	1,691	2780	2946	3112	3278	3445
45 to 49 years	629	1,362	2239	2373	2507	2641	2774
50 to 54 years	443	1,167	1918	2033	2148	2263	2377
55 to 59 years	364	787	1294	1371	1448	1526	1603
60 and 61 years	154	211	347	368	388	409	430
62 to 64 years	195	264	434	460	486	512	538
65 to 69 years	283	370	608	645	681	717	754
70 to 74 years	201	352	579	613	648	682	717
75 to 79 years	153	250	411	436	460	485	509
80 to 84 years	92	132	217	230	243	256	269
85 years and over	59	95	156	166	175	184	194

Source: US Census, Census 2000 and Census 1990

Calculations: BRPH, Inc.

### Identification of Implications for Community

The City of Milton had a relatively low percentage of citizens sixty years of age and older (10.85% in Milton compared to 16.29% nationally) in the 2000 Census. Those populations which were relatively large in Milton, namely 35 to 49 year-olds will begin to age and will require housing and services associated with aging populations. Because Milton is a relatively affluent area (as shown in 2.5-Income), it can be expected that a large portion (though not all) of this population will be able to afford to maintain a good quality of life in their later years. However while Milton's pastoral rural and suburban setting may serve as an attractive living place for the elderly, the City must make efforts to help this population overcome difficult issues such as mobility for those who are less able to operate motor vehicles.





## 2.4 - Race and Ethnicity

**TABLE 2-6: 2000 Racial Composition, City of Milton**

	<b>Milton</b>	<b>% Milton</b>	<b>Fulton County</b>	<b>% F.C.</b>	<b>Georgia</b>	<b>% GA</b>	<b>United States</b>	<b>% U.S.</b>
Total:	15464	100.00%	816,006	100.00%	8,186,453	100.00%	281,421,906	100.00%
White alone	14205	91.86%	393,618	48.24%	5,327,175	65.07%	211,353,725	75.10%
Black or African American alone	544	3.52%	361,951	44.36%	2,342,110	28.61%	34,361,740	12.21%
American Indian and Alaska Native alone	18	0.12%	1,959	0.24%	23,688	0.29%	2,447,989	0.87%
Asian alone	395	2.55%	23,763	2.91%	171,463	2.09%	10,171,820	3.61%
Native Hawaiian and Other Pacific Islander alone	4	0.03%	344	0.04%	3,866	0.05%	378,782	0.13%
Some other race alone	135	0.88%	21,039	2.58%	193,934	2.37%	15,436,924	5.49%
Two or more races	163	1.05%	13,332	1.63%	124,217	1.52%	7,270,926	2.58%
U.S. Census Bureau Census 2000								

**TABLE 2-7: 1990 Racial Composition, City of Milton**

	<b>Milton</b>	<b>% Milton</b>	<b>Fulton County</b>	<b>% F.C.</b>	<b>Georgia</b>	<b>% GA</b>	<b>United States</b>	<b>% U.S.</b>
Persons: Total	7242	100.00%	648951	100.00%	6478216	100.00%	248709873	100.00%
Persons: White	7122	98.34%	309901	47.75%	4600148	71.01%	199686070	80.29%
Persons: Black	39	0.54%	324008	49.93%	1746565	26.96%	29986060	12.06%
Persons: American Indian; Eskimo; or Aleut	10	0.14%	981	0.15%	13348	0.21%	1959234	0.79%
Persons: Asian or Pacific Islander	50	0.68%	8380	1.29%	75781	1.17%	7273662	2.92%
Persons: Other race	21	0.29%	5681	0.88%	42374	0.65%	9804847	3.94%
U.S. Census Bureau Census 1990								

**TABLE 2-8: Future Projections 2008-2028, Racial Composition, City of Milton**

	<b>1990</b>	<b>2000</b>	<b>2008</b>	<b>2013</b>	<b>2018</b>	<b>2023</b>	<b>2028</b>
Persons: Total	7242	15464	25,422	26,942	28,461	29,981	31,500
Persons: White	7122	14206	23354	24750	26146	27542	28937

## SECTION 2: POPULATION



Persons: Black	39	544	894	948	1001	1055	1108
Persons: American Indian; Eskimo; or Aleut	10	18	30	31	33	35	37
Persons: Asian or Pacific Islander	50	399	656	695	734	774	813
Persons: Other race	21	135	222	235	248	262	275

Source: US Census Bureau, Census 1990 and Census 2000

Gray is Fulton County DE&CD forecast

Italics is BRPH, Inc. projections

### Identification of Implications for Community

The City of Milton is located in a traditionally rural Caucasian area, as is reflected in the data seen in Table 2-7 and Table 2-7. In 1990, 98.34% of residents in present-day Milton were white. As of 2000, however, this number had lowered to 91.19%, marking a significant diversification in the area, with the largest increase coming in the black and African American population (2000 population is 635% of 1990 figure). As a unique and attractive place to live, the City of Milton hopes to build a community which continues to welcome individuals and families of all backgrounds.

## 2.5 - Income

TABLE 2-9: 1999 Median Income in \$ by Sex, City of Milton								
	Milton	Milton/US %	Fulton County	FC/US %	Georgia	GA/US %	United States	US/US %
Population 16 years and over with earnings: Median earnings in 1999 ; Total	45478	191.45%	27150	114.29%	24111	101.50%	23755	100.00%
Population 16 years and over with earnings: Median earnings in 1999 ; Male	72845	247.28%	31819	108.01%	29053	98.63%	29458	100.00%
Population 16 years and over with earnings: Median earnings in 1999 ; Female	29614	156.22%	22992	121.29%	19649	103.65%	18957	100.00%
U.S. Census Bureau, Census 2000 Calculations by BRPH, Inc.								

## SECTION 2: POPULATION



**TABLE 2-10: Median Household Income 1989-1999, City of Milton**

	<b>Milton</b>	<b>Milton/US %</b>	<b>Fulton County</b>	<b>FC/US %</b>	<b>Georgia</b>	<b>GA/US %</b>	<b>United States</b>	<b>US/US %</b>
Households: Median household income in 1989	53346	177.49%	29978	99.74%	29021	96.56%	30056	100.00%
Households: Median household income in 1999	93620.81	222.94%	47321	112.69%	42433	101.05%	41994	100.00%
% Increase 1989-1999	175.50%		157.85%		146.21%		139.72%	
U.S. Census Bureau, Census 2000 and Census 1990 Calculations by BRPH, Inc.								

**TABLE 2-11: Per Capita Income 1989-1999, City of Milton**

	<b>Milton</b>	<b>Milton/US %</b>	<b>Fulton County</b>	<b>FC/US %</b>	<b>Georgia</b>	<b>GA/US %</b>	<b>United States</b>	<b>US/US %</b>
Persons: Per capita income in 1989	25403	176.17%	18452	127.96%	13631	94.53%	14420	100.00%
Total population: Per capita income in 1999	45634	211.40%	30003	138.99%	21154	97.99%	21587	100.00%
% Increase 1989-1999	179.64%		162.60%		155.19%		149.70%	
U.S. Census Bureau, Census 2000 and Census 1990 Calculations by BRPH, Inc.								

# City of Milton

2008-2028 Comprehensive Plan



## Part D: Data Appendix

### Section 3: Economic Development

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### 3.1 - Introduction

Section 3 of the Data Appendix to the City of Milton 2008-2028 Comprehensive Plan includes information related to economic development: economic base, labor force, and economic trends. Although much of Milton is characteristically rural, portions such as Deerfield in the southeastern part of the City have experienced more intense commercial office and retail development. These areas in southeastern Milton are the primary commercial centers of the City. As Milton ages, other areas may develop as more localized commercial areas, as the City currently has no central business district or governmental center.

Milton has the advantage of being adjacent to major growth corridors identified by the Atlanta Regional Commission, specifically in the area of Milton closest to the Georgia 400 expressway. The City has the further advantage of having an affluent population base and being located within Fulton County, which has a large and strong economy. By focusing on the creation of an economically-diverse city in order to remain strong through economic downturns, Milton can grow its economy along with those of Fulton County and the Atlanta Region.

### 3.2 - Economic Base

<b>TABLE 3-1: Employment by Industry by Sex, City of Milton</b>								
	<b>Milton</b>	<b>% Milton</b>	<b>Fulton County</b>	<b>% F.C.</b>	<b>Georgia</b>	<b>% GA</b>	<b>United States</b>	<b>% U.S.</b>
Total:	9948	100.00%	392,627	100.00%	3,839,756	100.00%	129,721,512	100.00%
Male:	5862	58.93%	211,687	53.92%	2,051,523	53.43%	69,091,443	53.26%
Agriculture, forestry, fishing and hunting, and mining:	8	0.08%	838	0.21%	43,887	1.14%	1,986,285	1.53%
Agriculture, forestry, fishing and hunting	8	0.08%	768	0.20%	38,216	1.00%	1,557,810	1.20%
Mining	0	0.00%	70	0.02%	5,671	0.15%	428,475	0.33%
Construction	475	4.77%	18,450	4.70%	275,824	7.18%	7,919,645	6.11%
Manufacturing	861	8.66%	22,272	5.67%	374,200	9.75%	12,534,909	9.66%
Wholesale trade	524	5.27%	10,532	2.68%	102,257	2.66%	3,260,178	2.51%
Retail trade	596	5.99%	22,187	5.65%	231,473	6.03%	7,678,162	5.92%
Transportation and warehousing, and utilities:	334	3.36%	15,183	3.87%	171,096	4.46%	5,025,989	3.87%
Transportation and warehousing	277	2.78%	13,874	3.53%	140,714	3.66%	4,119,395	3.18%
Utilities	58	0.58%	1,309	0.33%	30,382	0.79%	906,594	0.70%
Information	553	5.56%	14,111	3.59%	73,877	1.92%	2,161,769	1.67%
Finance, insurance, real estate and rental and leasing:	543	5.46%	19,688	5.01%	102,418	2.67%	3,785,972	2.92%
Finance and insurance	368	3.70%	12,673	3.23%	64,644	1.68%	2,501,843	1.93%
Real estate and rental and leasing	175	1.76%	7,015	1.79%	37,774	0.98%	1,284,129	0.99%
Professional, scientific, management, administrative, and waste management services:	1188	11.94%	37,907	9.65%	202,461	5.27%	6,697,970	5.16%

# SECTION 3: ECONOMIC DEVELOPMENT



Professional, scientific, and technical services	971	9.76%	27,328	6.96%	120,241	3.13%	4,120,499	3.18%
Management of companies and enterprises	7	0.07%	239	0.06%	1,165	0.03%	31,534	0.02%
Administrative and support and waste management services	210	2.11%	10,340	2.63%	81,055	2.11%	2,545,937	1.96%
Educational, health and social services:	287	2.89%	16,276	4.15%	151,462	3.94%	6,539,753	5.04%
Educational services	141	1.42%	7,926	2.02%	82,001	2.14%	3,509,463	2.71%
Health care and social assistance	146	1.47%	8,350	2.13%	69,461	1.81%	3,030,290	2.34%
Arts, entertainment, recreation, accommodation and food services:	262	2.63%	19,292	4.91%	125,524	3.27%	4,929,179	3.80%
Arts, entertainment, and recreation	22	0.22%	3,713	0.95%	25,969	0.68%	1,271,377	0.98%
Accommodation and food services	241	2.42%	15,579	3.97%	99,555	2.59%	3,657,802	2.82%
Other services (except public administration)	149	1.50%	8,380	2.13%	93,919	2.45%	3,174,397	2.45%
Public administration	80	0.80%	6,571	1.67%	103,125	2.69%	3,397,235	2.62%
Female:	4085	41.06%	180,940	46.08%	1,788,233	46.57%	60,630,069	46.74%
Agriculture, forestry, fishing and hunting, and mining:	9	0.09%	219	0.06%	9,314	0.24%	439,768	0.34%
Agriculture, forestry, fishing and hunting	9	0.09%	184	0.05%	8,586	0.22%	371,873	0.29%
Mining	0	0.00%	35	0.01%	728	0.02%	67,895	0.05%
Construction	103	1.04%	2,339	0.60%	28,886	0.75%	881,862	0.68%
Manufacturing	270	2.71%	10,679	2.72%	194,630	5.07%	5,751,096	4.43%
Wholesale trade	130	1.31%	4,837	1.23%	45,769	1.19%	1,406,579	1.08%
Retail trade	530	5.33%	20,228	5.15%	228,075	5.94%	7,543,554	5.82%
Transportation and warehousing, and utilities:	144	1.45%	7,844	2.00%	60,208	1.57%	1,714,113	1.32%
Transportation and warehousing	126	1.27%	7,117	1.81%	51,658	1.35%	1,446,458	1.12%
Utilities	17	0.17%	727	0.19%	8,550	0.22%	267,655	0.21%
Information	256	2.57%	10,350	2.64%	61,619	1.60%	1,834,795	1.41%
Finance, insurance, real estate and rental and leasing:	430	4.32%	18,752	4.78%	148,822	3.88%	5,149,000	3.97%
Finance and insurance	276	2.77%	12,862	3.28%	110,679	2.88%	3,984,729	3.07%
Real estate and rental and leasing	154	1.55%	5,890	1.50%	38,143	0.99%	1,164,271	0.90%
Professional, scientific, management, administrative, and waste management services:	687	6.91%	28,206	7.18%	159,953	4.17%	5,363,895	4.13%
Professional, scientific, and technical services	543	5.46%	19,215	4.89%	100,703	2.62%	3,476,362	2.68%
Management of companies and enterprises	24	0.24%	262	0.07%	1,494	0.04%	38,937	0.03%
Administrative and support	121	1.22%	8,729	2.22%	57,756	1.50%	1,848,596	1.43%

## SECTION 3: ECONOMIC DEVELOPMENT



and waste management services								
Educational, health and social services:	1037	10.42%	42,886	10.92%	524,131	13.65%	19,303,276	14.88%
Educational services	555	5.58%	19,663	5.01%	231,495	6.03%	7,861,743	6.06%
Health care and social assistance	482	4.85%	23,223	5.91%	292,636	7.62%	11,441,533	8.82%
Arts, entertainment, recreation, accommodation and food services:	202	2.03%	17,132	4.36%	148,913	3.88%	5,281,116	4.07%
Arts, entertainment, and recreation	60	0.60%	2,944	0.75%	19,089	0.50%	1,035,108	0.80%
Accommodation and food services	142	1.43%	14,188	3.61%	129,824	3.38%	4,246,008	3.27%
Other services (except public administration)	236	2.37%	9,162	2.33%	87,910	2.29%	3,146,235	2.43%
Public administration	52	0.52%	8,306	2.12%	90,003	2.34%	2,814,780	2.17%
US Census Bureau, Census 2000								

### 3.3 - Labor Force

TABLE 3-2: Employment Status by Sex, City of Milton								
	Milton	% Milton	Fulton County	% F.C.	Georgia	% GA	United States	% U.S.
Total:	14804	100.00%	637,017	100.00%	6,250,687	100.00%	217,168,077	100.00%
Male:	7170	48.43%	309,690	48.62%	3,032,442	48.51%	104,982,282	48.34%
In labor force:	5987	40.44%	232,858	36.55%	2,217,015	35.47%	74,273,203	34.20%
In Armed Forces	0	0.00%	515	0.08%	57,840	0.93%	987,898	0.45%
Civilian:	5987	40.44%	232,343	36.47%	2,159,175	34.54%	73,285,305	33.75%
Employed	5862	39.60%	211,687	33.23%	2,051,523	32.82%	69,091,443	31.81%
Unemployed	125	0.84%	20,656	3.24%	107,652	1.72%	4,193,862	1.93%
Not in labor force	1183	7.99%	76,832	12.06%	815,427	13.05%	30,709,079	14.14%
Female:	7634	51.57%	327,327	51.38%	3,218,245	51.49%	112,185,795	51.66%
In labor force:	4214	28.47%	198,695	31.19%	1,912,651	30.60%	64,547,732	29.72%
In Armed Forces	0	0.00%	166	0.03%	9,018	0.14%	164,239	0.08%
Civilian:	4214	28.47%	198,529	31.17%	1,903,633	30.45%	64,383,493	29.65%
Employed	4085	27.59%	180,940	28.40%	1,788,233	28.61%	60,630,069	27.92%
Unemployed	128	0.86%	17,589	2.76%	115,400	1.85%	3,753,424	1.73%
Not in labor force	3420	23.10%	128,632	20.19%	1,305,594	20.89%	47,638,063	21.94%
US Census Bureau, Census 2000								

**TABLE 3-3: Occupations by Sex, City of Milton**

	<b>Milton</b>	<b>% Milton</b>	<b>Fulton County</b>	<b>% F.C.</b>	<b>Georgia</b>	<b>% GA</b>	<b>United States</b>	<b>% U.S.</b>
Total:	9948	100.00%	392,627	100.00%	3,839,756	100.00%	129,721,512	100.00%
Male:	5862	58.93%	211,687	53.92%	2,051,523	53.43%	69,091,443	53.26%
Management, professional, and related occupations:	3431	34.49%	92,968	23.68%	612,570	15.95%	21,708,758	16.73%
Management, business, and financial operations occupations:	2292	23.04%	48,815	12.43%	310,467	8.09%	10,131,223	7.81%
Management occupations, except farmers and farm managers	1722	17.31%	33,878	8.63%	222,509	5.79%	6,910,883	5.33%
Farmers and farm managers	7	0.07%	132	0.03%	12,451	0.32%	661,288	0.51%
Business and financial operations occupations:	562	5.65%	14,805	3.77%	75,507	1.97%	2,559,052	1.97%
Business operations specialists	325	3.27%	7,422	1.89%	39,074	1.02%	1,248,755	0.96%
Financial specialists	238	2.39%	7,383	1.88%	36,433	0.95%	1,310,297	1.01%
Professional and related occupations:	1139	11.45%	44,153	11.25%	302,103	7.87%	11,577,535	8.92%
Computer and mathematical occupations	553	5.56%	13,158	3.35%	67,904	1.77%	2,218,400	1.71%
Architecture and engineering occupations:	264	2.65%	6,405	1.63%	58,126	1.51%	2,301,953	1.77%
Architects, surveyors, cartographers, and engineers	237	2.38%	5,232	1.33%	41,470	1.08%	1,702,234	1.31%
Drafters, engineering, and mapping technicians	27	0.27%	1,173	0.30%	16,656	0.43%	599,719	0.46%
Life, physical, and social science occupations	51	0.51%	1,934	0.49%	17,242	0.45%	709,392	0.55%
Community and social services occupations	10	0.10%	1,806	0.46%	22,154	0.58%	787,587	0.61%
Legal occupations	59	0.59%	5,110	1.30%	18,282	0.48%	747,170	0.58%
Education, training, and library occupations	62	0.62%	4,537	1.16%	45,857	1.19%	1,930,948	1.49%
Arts, design, entertainment, sports, and media occupations	67	0.67%	6,348	1.62%	32,650	0.85%	1,302,419	1.00%
Healthcare practitioners and	73	0.73%	4,855	1.24%	39,888	1.04%	1,579,666	1.22%

# SECTION 3: ECONOMIC DEVELOPMENT



technical occupations:								
Health diagnosing and treating practitioners and technical occupations	66	0.66%	4,110	1.05%	30,559	0.80%	1,210,571	0.93%
Health technologists and technicians	7	0.07%	745	0.19%	9,329	0.24%	369,095	0.28%
Service occupations:	267	2.68%	24,846	6.33%	221,017	5.76%	8,346,408	6.43%
Healthcare support occupations	0	0.00%	577	0.15%	5,740	0.15%	305,247	0.24%
Protective service occupations:	54	0.54%	3,938	1.00%	58,044	1.51%	2,041,698	1.57%
Fire fighting, prevention, and law enforcement workers, including supervisors	31	0.31%	1,673	0.43%	40,967	1.07%	1,300,671	1.00%
Other protective service workers, including supervisors	23	0.23%	2,265	0.58%	17,077	0.44%	741,027	0.57%
Food preparation and serving related occupations	144	1.45%	10,838	2.76%	67,137	1.75%	2,663,418	2.05%
Building and grounds cleaning and maintenance occupations	37	0.37%	6,992	1.78%	71,145	1.85%	2,565,933	1.98%
Personal care and service occupations	32	0.32%	2,501	0.64%	18,951	0.49%	770,112	0.59%
Sales and office occupations:	1462	14.70%	45,063	11.48%	369,188	9.61%	12,341,968	9.51%
Sales and related occupations	1174	11.80%	28,481	7.25%	223,816	5.83%	7,364,006	5.68%
Office and administrative support occupations	288	2.90%	16,582	4.22%	145,372	3.79%	4,977,962	3.84%
Farming, fishing, and forestry occupations	1	0.01%	500	0.13%	19,806	0.52%	750,915	0.58%
Construction, extraction, and maintenance occupations:	385	3.87%	22,202	5.65%	397,438	10.35%	11,802,699	9.10%
Construction and extraction occupations:	232	2.33%	14,498	3.69%	236,824	6.17%	6,937,857	5.35%
Supervisors, construction and extraction workers	74	0.74%	1,455	0.37%	31,573	0.82%	886,001	0.68%
Construction trades workers	158	1.59%	13,030	3.32%	203,340	5.30%	5,933,117	4.57%
Extraction workers	0	0.00%	13	0.00%	1,911	0.05%	118,739	0.09%
Installation, maintenance, and repair occupations	153	1.54%	7,704	1.96%	160,614	4.18%	4,864,842	3.75%
Production,	316	3.18%	26,108	6.65%	431,504	11.24%	14,140,695	10.90%



## SECTION 3: ECONOMIC DEVELOPMENT



transportation, and material moving occupations:								
Production occupations	142	1.43%	9,690	2.47%	220,131	5.73%	7,437,071	5.73%
Transportation and material moving occupations:	174	1.75%	16,418	4.18%	211,373	5.50%	6,703,624	5.17%
Supervisors, transportation and material moving workers	9	0.09%	484	0.12%	6,340	0.17%	193,527	0.15%
Aircraft and traffic control occupations	53	0.53%	672	0.17%	6,727	0.18%	147,143	0.11%
Motor vehicle operators	83	0.83%	6,913	1.76%	103,573	2.70%	3,394,798	2.62%
Rail, water and other transportation occupations	0	0.00%	761	0.19%	8,019	0.21%	352,303	0.27%
Material moving workers	30	0.30%	7,588	1.93%	86,714	2.26%	2,615,853	2.02%
<b>Female:</b>	<b>4085</b>	<b>41.06%</b>	<b>180,940</b>	<b>46.08%</b>	<b>1,788,233</b>	<b>46.57%</b>	<b>60,630,069</b>	<b>46.74%</b>
Management, professional, and related occupations:	2153	21.64%	78,028	19.87%	643,389	16.76%	21,937,973	16.91%
Management, business, and financial operations occupations:	966	9.71%	32,969	8.40%	228,180	5.94%	7,316,815	5.64%
Management occupations, except farmers and farm managers	588	5.91%	18,983	4.83%	129,867	3.38%	4,204,163	3.24%
Farmers and farm managers	9	0.09%	38	0.01%	2,542	0.07%	111,930	0.09%
Business and financial operations occupations:	369	3.71%	13,948	3.55%	95,771	2.49%	3,000,722	2.31%
Business operations specialists	188	1.89%	7,296	1.86%	46,029	1.20%	1,469,366	1.13%
Financial specialists	181	1.82%	6,652	1.69%	49,742	1.30%	1,531,356	1.18%
Professional and related occupations:	1187	11.93%	45,059	11.48%	415,209	10.81%	14,621,158	11.27%
Computer and mathematical occupations	196	1.97%	5,411	1.38%	29,938	0.78%	950,047	0.73%
Architecture and engineering occupations:	29	0.29%	1,319	0.34%	9,027	0.24%	357,345	0.28%
Architects, surveyors, cartographers, and engineers	21	0.21%	1,066	0.27%	5,614	0.15%	224,455	0.17%
Drafters, engineering, and mapping technicians	8	0.08%	253	0.06%	3,413	0.09%	132,890	0.10%

## SECTION 3: ECONOMIC DEVELOPMENT



Life, physical, and social science occupations	39	0.39%	1,921	0.49%	11,953	0.31%	494,051	0.38%
Community and social services occupations	42	0.42%	2,986	0.76%	29,788	0.78%	1,165,597	0.90%
Legal occupations	19	0.19%	3,051	0.78%	16,651	0.43%	665,567	0.51%
Education, training, and library occupations	494	4.97%	14,940	3.81%	167,945	4.37%	5,406,328	4.17%
Arts, design, entertainment, sports, and media occupations	117	1.18%	6,081	1.55%	30,783	0.80%	1,181,782	0.91%
Healthcare practitioners and technical occupations:	250	2.51%	9,350	2.38%	119,124	3.10%	4,400,441	3.39%
Health diagnosing and treating practitioners and technical occupations	161	1.62%	6,826	1.74%	76,566	1.99%	2,933,494	2.26%
Health technologists and technicians	90	0.90%	2,524	0.64%	42,558	1.11%	1,466,947	1.13%
Service occupations:	407	4.09%	28,175	7.18%	293,224	7.64%	10,930,539	8.43%
Healthcare support occupations	47	0.47%	3,836	0.98%	51,800	1.35%	2,287,568	1.76%
Protective service occupations:	1	0.01%	1,888	0.48%	16,915	0.44%	508,208	0.39%
Fire fighting, prevention, and law enforcement workers, including supervisors	0	0.00%	594	0.15%	9,144	0.24%	235,616	0.18%
Other protective service workers, including supervisors	1	0.01%	1,294	0.33%	7,771	0.20%	272,592	0.21%
Food preparation and serving related occupations	94	0.94%	9,232	2.35%	101,321	2.64%	3,588,200	2.77%
Building and grounds cleaning and maintenance occupations	34	0.34%	5,827	1.48%	47,781	1.24%	1,688,432	1.30%
Personal care and service occupations	232	2.33%	7,392	1.88%	75,407	1.96%	2,858,131	2.20%
Sales and office occupations:	1378	13.85%	63,757	16.24%	659,052	17.16%	22,279,422	17.17%
Sales and related occupations	566	5.69%	25,526	6.50%	223,060	5.81%	7,228,693	5.57%
Office and administrative support occupations	812	8.16%	38,231	9.74%	435,992	11.35%	15,050,729	11.60%
Farming, fishing, and forestry occupations	0	0.00%	140	0.04%	4,683	0.12%	200,895	0.15%
Construction,	12	0.12%	1,306	0.33%	18,411	0.48%	453,439	0.35%

# SECTION 3: ECONOMIC DEVELOPMENT



extraction, and maintenance occupations:								
Construction and extraction occupations:	6	0.06%	584	0.15%	8,456	0.22%	211,412	0.16%
Supervisors, construction and extraction workers	0	0.00%	81	0.02%	1,142	0.03%	25,012	0.02%
Construction trades workers	6	0.06%	503	0.13%	7,249	0.19%	182,970	0.14%
Extraction workers	0	0.00%	0	0.00%	65	0.00%	3,430	0.00%
Installation, maintenance, and repair occupations	6	0.06%	722	0.18%	9,955	0.26%	242,027	0.19%
Production, transportation, and material moving occupations:	135	1.36%	9,534	2.43%	169,474	4.41%	4,827,801	3.72%
Production occupations	92	0.92%	5,938	1.51%	126,195	3.29%	3,571,554	2.75%
Transportation and material moving occupations:	43	0.43%	3,596	0.92%	43,279	1.13%	1,256,247	0.97%
Supervisors, transportation and material moving workers	8	0.08%	172	0.04%	1,507	0.04%	44,375	0.03%
Aircraft and traffic control occupations	0	0.00%	80	0.02%	381	0.01%	11,338	0.01%
Motor vehicle operators	21	0.21%	1,163	0.30%	16,866	0.44%	458,022	0.35%
Rail, water and other transportation occupations	0	0.00%	114	0.03%	1,221	0.03%	48,523	0.04%
Material moving workers	14	0.14%	2,067	0.53%	23,304	0.61%	693,989	0.53%
Source: US Census Bureau Calculations by BRPH, Inc.								

TABLE 3-4: Per Capita Income 1999, City of Milton								
	Milton	% Milton	Fulton County	% F.C.	Georgia	% GA	United States	% U.S.
Total population: Per capita income in 1999	45634	211.40%	30003	138.99%	21154	97.99%	21587	100.00%
U.S. Census Bureau, Census 2000 Calculations by BRPH, Inc.								

## Commuting Patterns

See 4.7 Jobs-Housing Balance: Commuting Patterns.



### **3.4 - Economic Resources**

#### **Development Agencies**

##### *Greater North Fulton Chamber of Commerce*

The Greater North Fulton Chamber of Commerce is a non-profit 501c(6) organization which serves all of Fulton County north of the Atlanta city limits, including the communities of Alpharetta, Johns Creek, Milton, Mountain Park, Roswell and Sandy Springs with over 1500 member businesses.

##### *North Fulton Community Improvement District*

The North Fulton Community Improvement District (CID) is a private, non-profit entity which implements infrastructure improvements in North Fulton County within a self-taxing business district which can match State and federal grant programs. The CID has recently expanded its boundaries and now extends into the Deerfield area of Milton.

#### **Programs and Tools**

The following economic development programs and tools are available to Milton as part of Fulton County and the Atlanta Region (listed directly as in Fulton County's Focus Fulton Plan):

##### *Fulton County*

The Fulton County Department of Economic Development provides building and site location assistance; financing for commercial and industrial projects; taxable and tax-exempt financing; creative business financing; long term, fixed-rate loans with low down payments; business retention and expansion services; import/export services; area site tours; project management assistance; liaison with other County departments on development projects; and information and research services.

##### *Development Authority of Fulton County*

Created in 1973, the Development Authority has issued over \$2 billion in both taxable and tax-exempt bonds. The bonds provided financing for more than 190 businesses that were relocating to or expanding facilities in the County. These relocations and expansions created or retained more than 335,000 jobs in Fulton County. Since 1990 alone, the Development Authority issued over \$1 billion in taxable and tax-exempt bonds. Under the auspices of the Development Authority – and the Policy for Development Incentives created by the County Board of Commissioners – financing is provided for firms that range from small companies and major corporations to cultural and educational facilities.

##### *Joint Development Authority of Metropolitan Atlanta*

This Authority works to address economic development as a region. Participating in the Joint Development Authority of Metropolitan Atlanta are Clayton, DeKalb, Rockdale, and Fulton counties. Thus, the combined population of the Joint Authority's participating counties represents approximately 25% of the population of Georgia. By participating in the alliance, the member counties enable each company that is located within its jurisdiction to take advantage of a \$1,000-per-job state tax credit. The Joint Authority's Board of Directors meets quarterly – in January, April, July, and October.

##### *Community Improvement District (CID)*

Community Improvement Districts are self-taxing areas with self-governing groups where private property owners vote to assess themselves additional property taxes in order to address critical issues such as traffic



and safety. It takes the agreement of a simple majority of the commercial property owners within the district to create a CID. In addition, it is required that this simple majority of owners represent at least 75% of the taxable value of the commercial property owners located within the proposed CID boundary. There are currently no CIDs within the City of Milton.

#### *Community Development Block Grant Program*

The Community Development division of the Fulton County Environment and Community Development Department administers the Community Development Block Grant (CDBG) Program in Fulton County outside the City of Atlanta. The County's CDBG funds are used to address a variety of housing, infrastructure, economic development, and public service needs in the county. CDBG programs are used for neighborhood revitalization, development of affordable housing, economic development, infrastructure improvements, public facilities, and public services.

#### *Tax Allocation District (TAD)*

This is a tool used to pay for infrastructure and other improvements in underdeveloped or blighted areas in order to stimulate economic development and to enhance the surrounding neighborhoods. As properties within the TAD are redeveloped and improved, the property values increase. The local jurisdiction receives increased property tax revenues to make improvements in the TAD without raising taxes or dipping into the jurisdiction's current tax revenues. There are currently no TADs in Milton. However, the TAD program could be a valuable tool to in the development of certain parts of Milton.

#### *The Enterprise Zone Employment Act of 1997*

In this program, the Fulton County Board of Commissioners may designate areas in need of revitalization as Enterprise Zones. The program provides certain tax exemptions to qualifying businesses that create new jobs as a result of location, expansion, or facility modernization in underdeveloped areas.

#### *Transportation Management Associations (TMA)*

TMA's create transportation options for geographic areas with large employment concentrations. There are no TMA's within the City of Milton.

### **Education and Training**

There are many education and training opportunities available for the City of Milton's workers through Fulton County, State agencies, and private organizations (taken as listed in Fulton County's Focus Fulton Plan):

#### *Atlanta Regional Workforce Board*

The Atlanta Regional Commission coordinates the local regional workforce board which provides job training and job seeking resources to Atlanta Region residents, including City of Milton residents.

#### *Vocational and Technical Schools*

Although there are none within the City of Milton's boundaries, there are several vocational and technical schools within proximity to the City of Milton. Milton residents can gain skills in a variety of areas through such schools.





*Fulton County Human Services Department*

The Fulton County Workforce Preparation Employment Service offers a variety of services through four “one-stop” career centers and 22 electronic access network sites strategically located throughout Fulton County. Employment and training services, as well as associated supportive services are provided to area youth, adults, and dislocated workers.

Through these facilities, and in collaboration with numerous state and local agencies and organizations, employers and job seekers alike have access to free individualized services that link current labor market and financial information, employment readiness, skill upgrade, and support services to a single unified system.

*Electronic Access Network*

The Georgia Department of Labor had developed and automated system that supports the delivery of Workforce Investment Act (WIA) services and meets WIA reporting and performance accountability requirements. These automated systems are part of Georgia’s One Stop Career Network and are known in Fulton County as the Electronic Access Network Sites. Services provided include outreach and recruitment assistance, labor market information, unemployment insurance information, hiring incentive information, tax credit information, job ready candidates for vacancies, job training resources, space for interviewing candidates, rapid response information, and training information.

*Youth Services*

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

### **3.5 - Economic Trends**

#### **Sector Trends**

Milton is home to a high number of individuals employed in management and upper-management positions. Over one-half of workers living in the Milton area were identified by the 2000 Census as holding jobs in management, and the number is expected to be even greater as of now. While Milton is home to a large number of managers, however, most of them are employed outside the City. Because these individuals choose to live in Milton and work in other communities, it can be expected that there is demand for service jobs and jobs of other types associated with affluent residential communities.

#### **Major Employers**

Although Milton is not a major office center, there are a number of employers with relatively large numbers of employees in Milton. Among the largest employers in Milton (listed alphabetically) are:

Fulton County Board of Education  
Home Depot  
Milton City Hall  
Verizon  
Wal-Mart



### **Important New Developments**

While there have been many new residential developments in Milton in recent years, commercial development typically is the biggest economic driving force for a City's economy. In Milton, the Deerfield development in the southeastern part of the City is relatively new and has had a huge impact on the City. Except for smaller centers at Birmingham Crossroads and Crabapple Crossroads, the Deerfield area is the commercial center of Milton and has served as the primary retail area since Milton's incorporation. Deerfield is also the current home of Milton City Hall.

### **Unique Economic Situations**

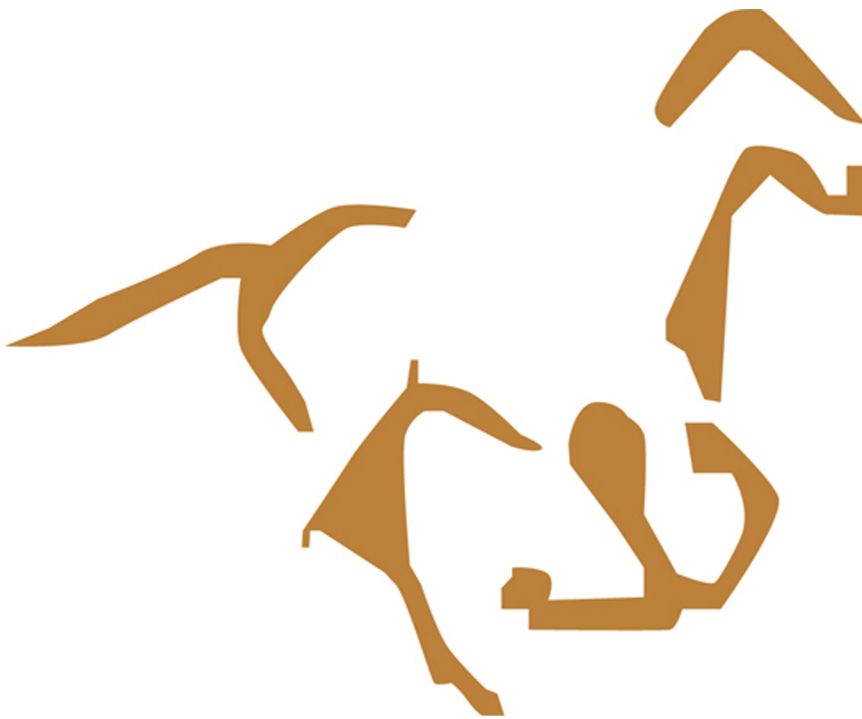
The City of Milton is in a unique situation as a recently-established municipality which is largely rural and suburban in nature but lies within metropolitan Atlanta and in close proximity to major future growth corridors. Milton is seeking to establish a core downtown area to serve as its central business district and provide a location for a new Milton City Hall while preserving and promoting the concept of the larger City of Milton as a primarily rural district.

The City of Milton wishes to maintain its position as a distinct rural/agricultural and suburban destination within the context of adjacent communities and the Atlanta Region. In order to do so, Milton's residents must face the fiscal realities of living in a city which has fewer residents and a subsequently smaller tax base. While not fully detailed in this section of the City of Milton 2028 Comprehensive Plan, the City will employ financial modeling to estimate its ability to function under different economic scenarios.

Currently, the City of Milton has no core intensely-developed area except in the southeastern area in the Deerfield development and along State Route 9. Crabapple Crossroads is developing as a Neighborhood Node to the south in proximity to the City of Alpharetta, and Birmingham Crossroads is developing as a smaller Neighborhood Node with a defined growth boundary serving the northwestern area of Milton.

# City of Milton

2008-2028 Comprehensive Plan



## Part D: Data Appendix

### Section 4: Housing

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#### **4.1 - Introduction**

The City of Milton includes suburban and exurban components including mostly lower density residential subdivisions and rural residential and small equestrian farms located on lots along rural road corridors. With only a few exceptions located in specific overlay districts, all of the development is located on large (1 acre or greater) lots. The only locations of more intensive residential development are in the Crabapple Crossroads Overlay Area and the Highway 9 Overlay Area. The most intensive development is located in the Deerfield Mixed Use development in the southeastern corner of the City. The Housing section of the Data Appendix describes housing trends since 1990 in the area now constituting Milton as well as projected trends moving forward toward 2028. As part of the rapidly-growing ten-county Atlanta Region, Milton faces significant pressures to develop in the same manner as adjacent jurisdictions, specifically those to the south and southeast.

In recent years, the nature of much of the residential development in the area has moved away from small, rural residential houses with equestrian estates interspersed throughout the landscape in favor of typical upscale subdivision development as seen throughout the rest of North Fulton. In order to maintain the rural nature of the City, Milton must encourage residential development patterns in a manner consistent with its vision statement: “Milton is a distinctive community embracing small-town life and heritage while preserving and enhancing our rural character.”

#### **4.2 - Housing Types & Mix**

##### **Recent Trends in Types of Housing Provided**

In recent years, residential development in the City of Milton has focused primarily on large, single-family homes set on relatively large lots in traditional suburban subdivisions. While there has been some mixed-use development in the City in recent years around the Crabapple area and around the Deerfield development in the southeast, Milton is still characterized by single-family dwellings, many of which are situated on farms or other large lots. Housing prices continue to rise in the area in spite of a national decline in demand for housing, and an increase in the typical length of time required to sell homes.

##### **Evaluation of Mix of Housing Types**

There is relatively little mix of housing types in the City of Milton. While there is some older housing, the trend is increasingly moving toward one-acre lots with single family homes throughout much of the City. If this trend continues, Milton can expect its population to increase and its greenspace to diminish.

As the City continues to grow, it is important for developers and citizens to recognize the merits of applicable smart growth principles in order to preserve the rural aspects of its existing character. If the City continues to develop according to the current trend toward its maximum build-out potential, it would be characterized by typical suburban development. In order to maintain the City’s rural character, the City can explore options such as transferred development rights and other vehicles in order to lessen the impacts of development on certain areas of the City.



### 4.3 - Condition and Occupancy

**TABLE 4-1: Age and Condition of Housing, City of Milton**

	<b>Milton</b>	<b>Fulton County</b>	<b>Georgia</b>	<b>United States</b>
Total:	7858	348,632	3,281,737	115,904,641
Built 1999 to March 2000	709	9,519	130,695	2,755,075
Built 1995 to 1998	3291	35,497	413,557	8,478,975
Built 1990 to 1994	1085	33,119	370,878	8,467,008
Built 1980 to 1989	1374	63,177	721,174	18,326,847
Built 1970 to 1979	591	55,608	608,926	21,438,863
Built 1960 to 1969	304	56,928	416,047	15,911,903
Built 1950 to 1959	299	41,579	283,424	14,710,149
Built 1940 to 1949	93	22,048	144,064	8,435,768
Built 1939 or earlier	112	31,157	192,972	17,380,053
Source: US Census Bureau, Census 2000				

**TABLE 4-2: 2000 Owner-Occupied Housing, City of Milton**

	<b>Milton</b>	<b>Fulton County</b>	<b>Georgia</b>	<b>United States</b>
Owner-occupied housing units	6407	167,111	2,029,293	69,816,513
Source: US Census Bureau, Census 2000				

**TABLE 4-3: 2000 Renter-Occupied Housing, City of Milton**

	<b>Milton</b>	<b>Fulton County</b>	<b>Georgia</b>	<b>United States</b>
Renter-occupied housing units	944	153,778	964,446	35,199,502
Source: US Census Bureau, Census 2000, Census 2000				

**TABLE 4-4: 2000 Vacancies- Owners and Renters, City of Milton**

	<b>Milton</b>	<b>Fulton County</b>	<b>Georgia</b>	<b>United States</b>
Total:	473	27,390	275,368	10,424,540
For rent	140	12,668	90,320	2,676,107
For sale only	212	5,438	46,425	1,423,490
Rented or sold, not occupied	29	2,214	23,327	814,365
For seasonal, recreational, or occasional use	51	2,416	57,847	3,872,468
For migrant workers	0	68	1,290	29,007
Other vacant	40	4,586	56,159	1,609,103
Source: US Census Bureau				





#### 4.4 - Cost of Housing

TABLE 4-5: 2000 Median Property Value, City of Milton				
	Milton	Fulton County	Georgia	United States
Median value (2000)	256,800	175,800	100,600	111,800
Source: US Census Bureau, Census 2000				

TABLE 4-6: 2000 Median Rent, City of Milton				
	Milton	Fulton County	Georgia	United States
Median contract rent (\$)	732	612	505	519
Source: US Census Bureau, Census 2000				

#### Affordability for Residents and Workers

See Section 4.7 – Jobs-Housing Balance: Cost Compared to Wages, below.

#### 4.5 - Cost-Burdened Households

##### Needs of Cost-Burdened Households

Many residents who currently live within the City may find it difficult to relocate within the City as property values continue to increase in the future. Populations such as the elderly, single working parents and others often face many challenges in providing for themselves and their families. These populations often need more affordable housing than households with two working parents or in which one parent does not need to work. Furthermore, these populations may need housing which provides alternatives to using the automobile for several reasons. The elderly require walkable communities because they often suffer a lack of mobility associated with aging bodies and the fact that they can often no longer drive automobiles. Children of working parents often need alternatives to the automobile, as they are not yet old enough to drive. Therefore, a comprehensive network of sidewalks, trails, and paths from housing areas to commercial, service, and educational facilities allows these populations to regain mobility.

Housing adjacent to public transportation can further this effect, although this option is extremely limited in the City of Milton. The City should strive to provide such alternatives to the use of the automobile in order to help these and other populations regain mobility outside the automobile.

##### Relationship of Cost to Socio-Economic Characteristics

Milton's high real estate values and reliance on the automobile have meant that it is a bedroom community which is home to a primary upper-middle- and upper-class white population. Although the City of Milton is somewhat more diverse than the area was in past decades, the City was still over 90% white as of the 2000 Census. While the City does not discriminate based on race or socioeconomic class, the equestrian character and high cost of home ownership in the City has attracted a generally fairly homogenous citizenry.

#### 4.6 - Special Housing Needs

##### Elderly



As Milton's population ages, it is important to provide housing and mobility options to allow the elderly to access housing and other resources within the community. As an area which has a relatively high level of income, it can be expected that the City of Milton will attract accomplished business people, many of whom are likely to have been in the workforce for many years. This, plus the aging of heads of households which have been living in Milton for longer periods of time, will mean increased demand for senior-friendly housing in the future. These residents often prefer more compact housing in close proximity to amenities such as healthcare, food and other goods, and community activities. By offering housing options for this population which will allow them to get around in spite of decreased mobility (often resultant from being less able to drive, among other reasons)

#### **Homeless**

There is no known homeless population in Milton.

#### **Victims of Domestic Violence**

The Fulton County Department of Family and Children's Services (DFCS) serves the City of Milton by offering child protective services and other means of support for victims of domestic violence.

#### **Migrant Farm Workers**

There is no known migrant farm worker population in Milton. While there is agricultural activity within the City, there are few farms which are both sizeable enough to employ a significant population of migrant farm workers.

#### **Persons with Disabilities**

There are several schools in Milton which cater to those with mental and other disabilities. Therefore, the City is likely an attractive location for families with children and other family members who attend these schools.

#### **Persons with HIV/AIDS**

There are no known resources catering to persons with HIV/AIDS in the City of Milton.

#### **Persons Recovering from Substance Abuse**

There are no known substance abuse recovery facilities in the City of Milton. There are several, however, in the adjacent communities of Roswell and Alpharetta as well as in Forsyth County to the east. These facilities are in relative close proximity to Milton and any persons in Milton who are recovering from substance abuse.

### **4.7 - Jobs-Housing Balance**

<b>TABLE 4-7: Cost Compared to Wages for Owner-Occupied Housing, City of Milton</b>				
	Milton	Fulton County	Georgia	United States
Median value (2000), \$	256,800	175,800	100,600	111,800
Median household income, \$	100,455	47,321	42,433	41,994
Cost of owner-occupied housing/yearly wages*	2.56	3.72	2.37	2.66
Source: US Census Bureau, Census 2000				

**TABLE 4-8: Cost Compared to Wages for Renter-Occupied Housing, City of Milton**

	Milton	Fulton County	Georgia	United States
Median Contract Rent (2000) x12, \$	8788	7344	6060	6228
Median household income, \$	100,455	47,321	42,433	41,994
Yearly Cost of renter-occupied housing/wages*	0.09	0.16	0.14	0.15
Source: US Census Bureau, Census 2000				

Note: Generated based on US Census Bureau data. Because data for Median Contract Rent (2000) x12 is based on *annual* cost of housing, whereas “Median value (2000)” is based on the *total* value of a home, the cost/wage ratios for owner- and renter-occupied housing are not directly comparable.

### Sufficient Supply of Affordable Housing

A comparison of median housing cost to median income for the City of Milton suggests that the affordability of owner-occupied housing is relatively in line with Georgia and U.S. numbers, and that Milton is a generally affordable place to live within Fulton County. Furthermore, such analysis suggests that Milton is a relatively more affordable place for renters compared to Fulton County; Georgia; and the United States overall. The City of Milton should work to maintain a choice of housing options which will be accessible to such parties.

### Commuting Patterns

The City of Milton is a “bedroom community” of the City of Atlanta and other nearby commercial and office centers. Bedroom communities are typically suburban areas with relatively few jobs that rely on larger adjacent or nearby cities to supply a job market. The majority of Milton’s residents work outside of the City and commute on a daily basis via the Georgia 400 corridor into the Central Perimeter area or into the Atlanta office markets. While there is some commercial and commercial office development within the City, it is relatively isolated in the southeastern part of the City and does not serve the majority of the Milton working population.

### Barriers to Affordability

There are many barriers to affordable housing in the City of Milton. The high cost of real estate in a highly desirable community often creates obstacles for those with relatively lower incomes who seek to live in such communities. In Milton, the increasingly-high cost of land has meant that many who wish to live in the City, including many who have lived there for many years, cannot afford the higher property taxes and other costs associated with the ownership of land. Consequently, Milton is a somewhat exclusive place to live, and many residents who could once afford to live in the City can no longer do so. The City’s general aversion to higher-density and multi-family housing has furthered the lack of affordability in the City, and those who serve the City as teachers, police- and firemen, and service workers often cannot afford to live in the City of Milton and must commute from other locales.

# City of Milton

## 2008-2028 Comprehensive Plan



### Part D: Data Appendix

#### Section 5: Natural & Cultural Resources



## 5.1 - Introduction

As a new city, it is important for Milton to protect its valuable natural resources. In order to take the proper measures to maintain Milton's rural character and the high quality of life associated with that aspect of the City, it is important to identify and inventory these resources: public water sources, water supply watersheds; groundwater recharge areas, wetlands, rivers, lakes and ponds, floodplains, soils, steep slopes, prime agricultural and forest lands, other green spaces, equestrian areas, plant and animal habitats, major parks, recreation and conservation areas, and scenic views and sites. As Milton moves forward as a distinct city, it must work diligently to preserve its largely exurban nature within the context of a rapidly growing Fulton County and Atlanta Metropolitan Region. The purpose of this section of the City of Milton 2028 Comprehensive Plan is to inventory those natural and cultural resources which play a vital role in the prosperity of the City of Milton and will continue to do so in the future.

The City of Milton's citizenry are passionate about their natural and cultural resources and view their historic and cultural assets, rolling pastures, woodlands, river valleys, small wetlands, small lakes, and undeveloped green spaces as being among the most important assets of the City. These assets include the natural character of the land for its value in maintaining clean water and clean air, recreation opportunities, and agricultural resources. By cataloguing these resources and educating the public of their significance, City officials hope to embed a lasting respect for them in residents and developers.

## 5.2 - Environmental Planning Criteria

### Water Supply Watersheds

Table 5-1 shows water supply watersheds within the City of Milton. Most of Milton lies within the Etowah (Cooper-Sandy Creek) Watershed basin, which is not a public water supply watershed. Parts of the City near Alpharetta fall within the Chattahoochee River (Big Creek) Watershed, as shown on Map 5-1.

TABLE 5-1: Water Supply Watersheds, City of Milton		
Watershed Name	Location	Classification
Chattahoochee River (Big Creek)	Southern and southeastern Milton into Alpharetta	Small water supply watershed

The City of Milton must comply with the Rules for Environmental Planning Criteria for Small Water Supply Watersheds, Chapter 391-3-16.01(7), as established by the Georgia Department of Natural Resources Environmental Protection Division.

### Wetlands

The City of Milton has significant wetland areas which must be protected under Chapter 391-3-16.03, Criteria for Wetlands Protection, of the Georgia DNR EPD Rules for Environmental Planning Criteria. According to the DNR, "Wetlands" mean "those areas that are inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal





circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.”

Wetlands are important natural resources as plant and animal habitat areas and offer aesthetic and other benefits to the community. Therefore, the City of Milton should make all possible efforts to protect its wetlands. Map 5-2 shows wetlands within the City of Milton.

### **Groundwater Recharge Areas**

Some areas along the City’s border with the City of Alpharetta are significant groundwater recharge areas. These areas must be protected according to the Georgia DNR EPD Rules for Environmental Planning Criteria Chapter 391-3-16.02, Criteria for Protection of Groundwater Recharge Areas.

A groundwater recharge area is a surface land area where water that enters an aquifer is first absorbed into the ground. Groundwater recharge areas replenish underground water and are generally areas of level topography. Consequently, these areas are valuable for development. Most of the locations identified as being significant groundwater recharge areas in the City of Milton are currently developed or in rapidly developing areas. Much of the area of Milton near the Alpharetta and Roswell borders are areas of significant groundwater recharge.

Many of the homes in Milton obtain drinking water from wells and use septic systems. The Fulton County Health Department inspects and approves sites and issues well construction permits. Once a well is permitted, the owner is responsible for ensuring protective measures against contamination. Additionally, communities that are not served by sewer utilize septic systems for waste collection and treatment. Fulton County offers septic tank educational programs to assist in the reduction of local bacteria in streams.

### **Protected Rivers**

This section includes protected rivers and river corridors as defined and provided for in the Rules for Environmental Planning Criteria. In the DNR’s Rules for Environmental Planning Criteria, “Protected River” means any perennial river or watercourse with an average annual flow of at least 400 cubic feet per second as determined by appropriate U.S. Geological Survey documents. However, those segments of rivers covered by the Metropolitan River Protection Act or the Coastal Marshlands Protection Act are specifically excluded from the definition of a protected river. River Corridors are the strips of land that flank major rivers. These corridors are of vital importance in order to preserve those qualities that make a river suitable as a habitat for wildlife, a site for recreation and a source for clean drinking water. River corridors also allow the free movement of wildlife from area to area within the state, help control erosion and river sedimentation, and help absorb flood waters.

One protected river flows through the City of Milton: the Little River (shown on Map 5-1). The Little River runs along the city boundary with Cherokee County. This river flows into the Etowah River in Cherokee and Northeastern Cobb.

### *Soil and Sedimentation Control Model Ordinance*



The State's model ordinance applies specifically to protection of rivers and streams not under the protection guidelines of the Metropolitan River Protection Act (MRPA). It serves as a guide for local governments to incorporate the use of vegetative buffers for developments up gradient from streams and tributaries. This model ordinance specifically applies to the Little River and any other applicable waterways, where all developments are required to incorporate 25-foot undisturbed vegetative buffers along the Little River.

### **Protected Mountains**

There are no Protected Mountains within the City of Milton.

## **5.3 - Other Environmentally Sensitive Areas**

### **Public Water Supply Sources**

Milton has abundant and valuable natural resources including streams, rivers, lakes, and wetlands. All of these natural water features within the City support a wide variety of uses for its citizens, from drinking water to recreation to irrigation. Additionally, water provides wildlife habitat for both aquatic and terrestrial animals. Both animals and humans depend on a clean water source for survival. Therefore, the forces that impact the health of local water supply are important to understand.

Much of Milton's drinking water comes from smaller tributaries such as Big Creek (located within and supplying water to the City of Roswell). Because the Atlanta Region is underlain with granite, there are few groundwater aquifers to provide drinking water through wells. Some residents in the Little River watershed in Milton get their drinking water from wells.

The City of Milton does not have drinking water intake within its city limits. However, there is one drinking water intake within seven miles of Milton inside the city limits of Roswell, as shown on Map 5-1.

### **Coastal Resources**

There are no coastal areas within the City of Milton.

### **Flood Plains**

Floodplains are areas that are subject to flooding based on the 100-year, or base, flood. Floodplains are environmentally-sensitive and significant areas which are vulnerable to impacts of development activities. The Federal Emergency Management Agency (FEMA) is the Federal Agency which administers the National Flood Insurance Program. This agency prepares, revises, and distributes the floodplain maps and duties adopted by the City of Milton from Article IV, Section 24 of Fulton County's Zoning Resolution for Floodplain Management. The purpose of floodplain management is to minimize public and private losses due to flood conditions in specific areas by implementing provisions designed to promote public health, safety, and general welfare. In Milton, floodplains are primarily located along Camp Creek, Chicken Creek, Cooper Sandy Creek, and the Little River (Map 5-3).



### Steep Slopes

This section discusses steep slopes, other than protected mountains, where the slope of the land is steep enough to warrant special management practices. Steep slopes are important for their scenic quality and for their hazard potential due to erosion or slippage. The City of Milton identifies slopes greater than 25% as steep slopes. Steep slopes greater than 15% in Milton are scattered primarily along rivers. Milton's topography can be seen on Map 5-4.

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

Although the City of Milton does not have a separate steep slope ordinance, the City did adopt the existing ordinances protecting steep slopes that had been created by Fulton County. An "Ordinance establishing Standards for Protection of Steep Slopes and Grading Activity within Unincorporated Fulton County, Georgia; Providing Procedures for Land Disturbance Permits" was adopted by the County in 2006. Contiguous land areas greater than 5,000-SF in size are required to adhere to the following table:

TABLE 5-2 - Slope Development Restrictions		
Slope Category	Illustration of slope type (Rise over Run)	Development Restrictions
Greater than 33%, but less than 40%	3.4 ft. rise over 10-ft run = (34%) slope	Building and site preparation may not occur unless a plan is submitted by a design professional of record (licensed professional engineer or landscape architect) and approved by the Department. The plan must meet the requirements of this ordinance (Section 8). The plan must indicate design/construction techniques that will not have adverse environmental impacts as determined by the Department.
40% or greater	4.0 ft. rise over 10ft. run = (40%) slope	Land disturbing activity shall not be conducted in areas containing 40% or greater slopes unless a variance is granted by the Board of Zoning Appeals (except detention ponds and water quality features are allowed on slopes not exceeding 50%)

The City also enforces slope stability during new development activities through the adoption of Section 26-39 (B) Minimum Requirements of Fulton County's Soil Erosion and Sedimentation Ordinance (adopted by the City of Milton) enforces slopes during new development activities as follows:



- All slopes shall be stabilized immediately and shall remain so for a period of no less than one year from the issuance of the project's final certificate of occupancy and/or the recording of a final plat,
- All slopes greater than or equal to 2H:1V must be permanently stabilized with a structural or vegetative practice, and
- A plan must be submitted to demonstrate that all slopes associated with fill/cut sections have been adequately designed by structural (retaining wall, earthen berm, etc.) or vegetative or Best Management Practices (erosion mat/blanket, tree bark mulch, etc.) Such analysis, reports, or design shall be prepared and approved by a registered engineer.

Steep slopes are enforced through the Best Management Practices (BMPs) during construction. These areas present special concerns for development or building. Alteration of steeply sloped grades may result in excessive runoff, erosion, or hillside slippage. Such effects pose a danger not only to the property owner, but also to adjacent property owners.

### **Soils**

The following soil types are present in the City of Milton:

*Congaree-Chewacla-Wickham-* These soil types are present throughout Milton primarily along rivers. Along larger rivers, this area is characterized by well-drained slopes. Along smaller rivers, drainage is somewhat poor due to the build-up of sediment and the presence of vegetation.

*Cecil-Lloyd-Applying-* This soil type is present throughout northeast Milton (east of Chicken Creek) and northwest Milton (west of Birmingham Highway and north of Batesville Road). This area is characterized by rolling and hilly uplands. This soil is subject to moderate to severe erosion.

*Madison-Louisa-* These soil types are present in southwest Milton (south of Chicken Creek and west of Birmingham Highway). They are found along steep V-shaped valleys and sharp ridges and are well drained.

*Lloyd-Cecil-Madison-* These soil types are present throughout the central area of Milton from the northern to the southern boundaries. They are well-drained and are associated with rolling and hilly uplands.

*Applying-Cecil-* These soils are present in southeastern Milton in the area around Alpharetta's North Park. These soils are well-drained and occur in hilly uplands primarily used for pasturelands.

### **Plant and Animal Habitats**

The U.S Department of the Interior, Fish and Wildlife Service defines habitat as a combination of environmental factors that provides food, water, cover, and space that living beings need to survive and reproduce. Habitat types include: coastal and estuarine, rivers and streams, lakes and ponds, wetlands, riparian areas, deserts, grasslands/prairie, forests, coral reefs, marine, perennial snow and ice, and urban areas. Table 5-2 lists plant and animal species native to the City of



Milton and Fulton County and generally present in North Georgia which are or may be endangered.

**TABLE 5-3: Endangered Plant and Animal Species, City of Milton**

Animal	Plant
Red-cockaded woodpecker (E)	Piedmont barren strawberry (SR)
Bald Eagle (E)	Pink lady's slipper (SPS)
Indiana bat (E)	Yellow lady's slipper (SPS)
Bachman's sparrow (SR)	False hellebore (SPS)
	Bar star-vine (SPS)
E=Endangered Species SR=Status Review- these species are not legally protected under the Endangered Species Act; however it is appreciated if land disturbance activities can avoid impacting them. SPS=State Protected Species	
Source: U.S. Department of the Interior, Fish and Wildlife Service, Division of Ecological Services, Brunswick, Georgia.	

The City of Milton lies within the boundaries of the Etowah basin. The Etowah Aquatic Habitat Conservation Plan identifies ten imperiled aquatic species: nine fishes (three of which are listed as Federal endangered species) and one caddisfly. While none of these species is known to be present within the City of Milton's waters, Milton's location within the Etowah basin should push the City to protect the watershed.

#### **Other Significant Sensitive Areas**

The City of Milton has significant natural resources and must work to protect them in the future. Milton's rural landscape is currently being threatened by new developments in previously-undeveloped parts of the City.

### **5.4 - Significant Natural Resources**

#### **Scenic Areas**

In the largely rural areas of Milton, north of Crabapple, the landscape lends itself to pastoral settings and rural agricultural views. These vistas are being threatened by largely unchecked development throughout rural Milton. Although the City of Milton does not contain any State designated Scenic Byways, protection of the rural character of the area is an important element of the 2028 Comprehensive Plan.

Milton's pastoral landscapes must be preserved if the City wishes to maintain its rural character. The City of Milton 2028 Comprehensive Plan identifies large portions of Milton as scenic areas which should be protected in order to promote the City's goal of "embracing small-town life and heritage while preserving and enhancing the City's rural character".

#### **Agricultural Land**

As Fulton County and the Atlanta Region have grown and developed, Milton has remained largely rural due to its location away from railroads and most expressways. Milton is home to a relatively large amount of agricultural land because of this unique situation within metropolitan





Atlanta. Milton is home to a thriving equestrian community and hopes to foster continued maintenance and growth of this aspect of the City.

While most farms in Milton are horse farms, the City is also home to some other types of livestock farms, such as chicken and cattle as well as horticultural farms.

### **Forest Land**

The City of Milton, like many other areas in the Piedmont, has lush vegetation. As the population continues to grow, land disturbance activity continues, and land becomes urbanized, the ecological value of urban trees as an important conservation measure becomes more recognized. Though it is inherently understood that trees improve the environment, until recently it was difficult to quantify these effects. Trees are an indicator of environmental quality because of their ability to moderate the effects of urbanization on air, water, and energy. Additionally, urban forests help mitigate the effects of stormwater runoff and reduce air temperature.

When the tree canopy is plentiful and healthy, including those that line streets and cover parking lots, the less impervious surface there is, the better the soil structure is and the greater the environmental benefits they provide. The aesthetic beauty that tree canopies provide enhances the physical environment by providing an appealing view to the urban and suburban landscape and at the same time providing a viable habitat for native wildlife.

Trees provide communities with many valuable services with quantifiable cost benefits. These include: mature trees, improved appearance of new development, a slowing of stormwater runoff and increased peak flow, improved air quality, reduced summer energy needs resulting from direct shading of trees, and reduced temperatures, which further reduces energy consumption and air pollution.

Because it has remained relatively rural because of its location away from railroads and expressways, Milton is home to a large number of trees, and while their presence as part of the City's natural landscape is a significant asset to Milton, the City now faces the threat of clear cutting associated with development.

### **Programs, Rules, and Regulations**

#### *Conservation Valuation*

The State of Georgia provides a program to encourage land conservation and agricultural uses by reducing the amount of taxes paid. In the Use Valuation of Conservation Use Properties program, land is assessed by a formula that considers the income potential of the land based on productivity. Under this program, land is usually assessed at 5% of its value. A conservation use valuation is granted for ten years for agricultural, forestry, and environmentally sensitive lands. The purchase of development rights and a conservation easement on a property will also reduce the value of the parcel. When a property's development rights have been encumbered by a conservation easement, then the land is assessed on its intrinsic value, such as agricultural productivity. Any property owner wishing to apply for the conservation use assessment can do so



through the Fulton County Tax Assessor's Office. The decision to grant preferential tax assessment for both programs rests with the five-member Board of Assessors. There are 139 parcels in Milton which are participants in this program, as shown in Table 5-3 and Map 5-5.

<b>TABLE 5-4: Parcels and Acres in Conservation Valuation Program in the 2006 Fulton County Tax Digest, City of Milton</b>				
<b>Area</b>	<b>Number of Parcels</b>	<b>Average Size</b>	<b>Maximum Size</b>	<b>Total Acreage</b>
<b>City of Milton</b>	<b>139</b>	<b>15.44 acres</b>	<b>80.0 acres</b>	<b>2145.48</b>
Source: Fulton County Tax Assessor's Office				

#### *Conservation Subdivision Ordinance*

Conservation subdivision ordinances are created to “insure preservation of open space within residential developments; provide flexibility to allow for creativity in developments; minimize the environmental and visual impacts of new development on critical natural resources and historically and culturally significant sites and structures; provide an interconnected network of permanent open space; encourage a more efficient form of development that consumes less open land and conforms to existing topography and natural features; reduce erosion and sedimentation by minimizing land disturbance and removal of vegetation; enhance the community character; permit clustering of houses and structures which will reduce the amount of infrastructure, including paved surfaces and utility lines; encourage street design that controls traffic speeds and creates street inter-connectivity; and promote construction of convenient and accessible walking trails and bike paths both within a subdivision and connected to neighboring communities, businesses and facilities to reduce reliance on automobiles”, as stated in Fulton County's Conservation Subdivision Ordinance.

The City of Milton does not have a Conservation Subdivision Ordinance. The City of Milton could explore the idea of conservation subdivisions as a means of preserving greenspace in a way that ensures that higher density would not be a direct result.

#### *Metropolitan River Protection Act (MRPA)*

In 1973, the Georgia General Assembly enacted the Metropolitan River Protection Act (Georgia Code 12-5-440) to address development pressure near and pollution of the Chattahoochee River. Under this legislation, the Act established a 2,000-foot river corridor on both banks of the River and its impoundments, including stream beds and islands. The Chattahoochee River Corridor has established vulnerability standards based upon the character of the land, buffer zone standards (50 foot undisturbed – natural, 35 foot undisturbed – streams, 150-foot impervious surface setback) and floodplain standards.

The Act also required the Atlanta Regional Commission (ARC) to adopt a plan to protect the water resources of the River Corridor and develop procedures to implement the Act, especially review of development proposals. The City of Milton, along with other jurisdictions, implement the Act via land use controls, permitting, monitoring of land disturbing activities and enforcing other provisions of the Act.

#### *Metropolitan North Georgia Water Planning District*



In response to significant current and projected water demands, the Metropolitan North Georgia Water Planning District was established on April 5, 2001 (2001 S.B. 130). The general purposes of the District are to establish policy, create plans, and promote intergovernmental coordination for all water issues in the district; to facilitate multi-jurisdictional water related projects; and to enhance access to funding for water related projects among local governments in the district area. The purposes of the District are to develop regional and watershed-specific plans for stormwater management, wastewater treatment, water supply, water conservation, and the general protection of water quality. These plans will be implemented by local governments in a 16-county area. In October 2002, the District adopted the following model ordinances:

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

#### *Soil and Erosion Control*

The City of Milton adopted the Fulton County Soil and Erosion Control Ordinance, which exceeds the Erosion and Sedimentation Act of 1975 and seeks to promote proper planning for land disturbance activities. Fulton County's Erosion and Sedimentation Control (E&SC) program implemented a "Zero Tolerance" approach to E&SC for sustaining controlled development and maintaining water quality. This approach requires a collaborative effort of County employees outside of erosion enforcement, citizens, County Commissioners, and an increased number of staff members to conduct the enforcement. State-of-the-art erosion control practices, such as phase development and green space implementation are becoming commonplace in Fulton County and are stressed in the planning stages of projects. The City of Milton should work to continue the efforts of Fulton County and seek to minimize the effects of soil and erosion control on Milton's natural environment.

#### *Water Conservation*

After several years of severe drought in Georgia, drinking water reservoirs are at critically low levels and strict outdoor watering bans have been put into place by the State. As of November 2007 the Georgia DNR EPD has placed a complete ban on most residential water uses such as watering of lawns. City of Milton Ordinance No. 07-10-49 was passed to comply with the EPD resolution. As one of our most valuable and important resources, the City must protect its water supply and work to conserve water. The City of Milton must continue to conserve water both in times of drought and normal conditions.

#### *Stream Buffer Ordinance*

The City of Milton adopted Fulton County's regulations for wider stream buffers in compliance with the North Georgia Water Planning District mandate. The Fulton County Stream Buffer Ordinance was adopted by the Board of Commissioners on May 4, 2005. The regulations require undisturbed buffers and impervious surface setbacks to adjacent streams. Streams in all



watersheds within Milton shall require a minimum 50-foot undisturbed buffer on each side of the stream, as measured from top of bank. An additional 25-foot setback shall be maintained adjacent to the undisturbed buffer in which all impervious cover shall be prohibited. Stormwater retention or detention facilities are prohibited within the stream channel.

#### *Tree Preservation Ordinance*

The City of Milton Tree Preservation Ordinance exists as an adopted Fulton County Tree Ordinance, which was enacted in 1985 and recently amended in 2002. The Ordinance attempts to balance the needs of a growing community with the need to protect green space. The Ordinance provides standards for tree preservation during land development, building construction and timber harvesting. The Ordinance requires the approval of the County Arborist before any specimen trees can be cut down. As part of the land disturbance permit (LDP) application process, tree protection and landscape plans must be submitted to the County Arborist for review and approval. Each site is walked by the Arborist and visited periodically during land disturbance activities. In addition, the LDP is not issued until the Arborist approves the submitted tree protection plan. The ordinance requires recompense for specimen trees that are cut down by planting or monetary contribution to a tree bank.

#### **Major Parks**

##### *Providence Park*

41.76 acres; Located off Providence Road just west of Hopewell Road in southern Milton. This park has been closed for environmental reasons.

##### *New Birmingham Park*

201.82 acres; Located on Hickory Flat Road in the northwest part of the Birmingham Crossroads Area. This park is currently undeveloped.

##### *Bell Memorial Park*

14.04 acres; Located on Bell Park Road off Thompson Road just east of the intersection with Cogburn Road. The Hopewell Youth Association currently maintains this park.

#### **Recreation Areas**

##### Golf Courses and Country Clubs

Alpharetta Country Club  
Atlanta National Golf Course  
The Champions Club of Atlanta  
Crooked Creek Golf Course  
Echelon (Georgia Tech Club)  
Manor Golf Country Club  
White Columns Country Club

##### Athletic Facilities

Birmingham Methodist Church Baseball Field  
Milton High School  
Northwestern Middle School



#### Stars Soccer Club

Numerous neighborhood recreation facilities exist within the City which serve residents.

#### Private Equestrian Facilities

There are many private equestrian facilities of various sizes within the City of Milton.

#### **Other Significant Resources**

The City of Milton views its rural natural landscape as among its most significant resource. There are no significant known mining or lumber harvesting operations within the City.

### **5.5 - Significant Cultural Resources**

#### **Historic Landmarks**

The 1996 Fulton County Historic Survey identified over 200 historic structures, including some within the City of Milton. The 1996 Survey is incorporated by reference as the appropriate list of historic landmarks. Some specific examples that have been identified by the City are included in the following discussions. The sites below are not intended to be a comprehensive list (See Map 5-6).

##### *Birmingham Crossroads*

Several original buildings remain in the area, including the old Buice's Store, now an antique shop. Two buildings were moved and renovated due to efforts of the Birmingham Hopewell Alliance and are now located on the southwest corner.

##### *Thomas B. Newton House*

Located at Birmingham Crossroads—Sometime after the Civil War, Thomas B. Newton, Jr. bought the house and used it as a hotel for travelers and a stagecoach stop. Newton was a high school teacher, coach, and an oral historian.

##### *Birmingham Methodist Church*

The initial church dates back to 1835, first known as Darter Chapel, named after Jeremy Darter, a physician, merchant, and congregational preacher in the community. New church built in 1941 and still stands today.

##### *Crabapple Crossroads*

This area was settled in the 1830s after the last gold lottery. One of the early pioneers, Nancy Jane Broadwell suggested the name "Crabapple" for the first school, which was built in a grove of crabapple trees in 1874. The Crabapple Baptist Church was formed in 1892. E.E. Broadwell and James W. Broadwell donated the land for the church.

The original Crabapple Cotton Gin, later an antique store (The Raven's Nest), has been remodeled and now houses several boutiques. A monument to all members of the Rucker family who have served in past wars stands in front of this building.





The original Broadwell store was housed in a two-story brick building which still stands at Crabapple Crossroads. John B. Broadwell, a well-respected local merchant and farmer, is credited with growing double-jointed cotton yielding three bales per acre.

*Fields Crossroads*

Fields Crossroads was named for Lawson Fields, the first State Senator from the area, who was instrumental in the formation of the original Milton County.

*240 Hickory Flat Road (Rowe House)*

This small 1840 farmhouse retains many of its original structural architectural features such as original windows, plank walls, and hardware. Some of the original barns remain on the property.

*Boiling Springs Primitive Baptist Church/Cemetery*

This church was founded on November 11, 1837 as Boiling Springs Baptist Church and renamed Boiling Springs Primitive Baptist Church on December 7, 1840. The church first convened in a log house. A frame house was built after the Civil War to replace the log house.

*Double Branch Voting District Courthouse*

Double Branch Voting District Courthouse is located near the southeast corner of the intersection of Birmingham Road and Freemanville Road. Elections were held in the structure until the mid 1900s. The courthouse was one of seven militia district courthouses in Milton County where trials were conducted by Justices of the Peace and, if necessary, bound over to the Superior Court.

*Hopewell House*

Located at the northwest corner of the intersection of Birmingham and Hopewell Roads, this is a good example of an Upper Piedmont Vernacular home constructed in the early 1800s. It includes two Parsons' Rooms and a painting featuring the Moravian Star of Bethlehem on one of the parlor ceilings, a possible link to the Moravian missionaries sweeping through Georgia in the 1820s.

*Providence Baptist Church*

Charter members of the church were Abner Phillips, Joseph Walker, and two servants. The first building was a small, one-room log structure, and the first service was held on December 20, 1834. The present church building was built circa 1860.

*Union Primitive Baptist Church*

Originally located at 1212 Houze Road near Rucker, this church was housed in a log structure until a new church was built on Cox road in 1874.

*The Castle*

This structure, located on the southeast corner of Arnold Mill Road and Cagle Road west of the Crabapple area, was built in the late 1970s. The 1700 SF stone building is surrounded by a miniature moat and is accessible only via miniature drawbridges. It was constructed using granite mined from quarries near Stone Mountain and Elberton, Georgia. The marble used was mined at the Georgia Marble Quarry in Tate, Georgia.



### **Cultural Landmarks**

#### *Bethwell Community Center*

Located on Francis road west of the intersection with Cogburn Road. This center is currently closed pending renovation.

#### *Crabapple Community Center*

Located in the Crabapple Crossroads Area. This center is currently closed pending renovation.

### **Archeological Landmarks**

There are no known significant archaeological landmarks in the City of Milton.

### **Archeological Sites identified by Georgia DNR**

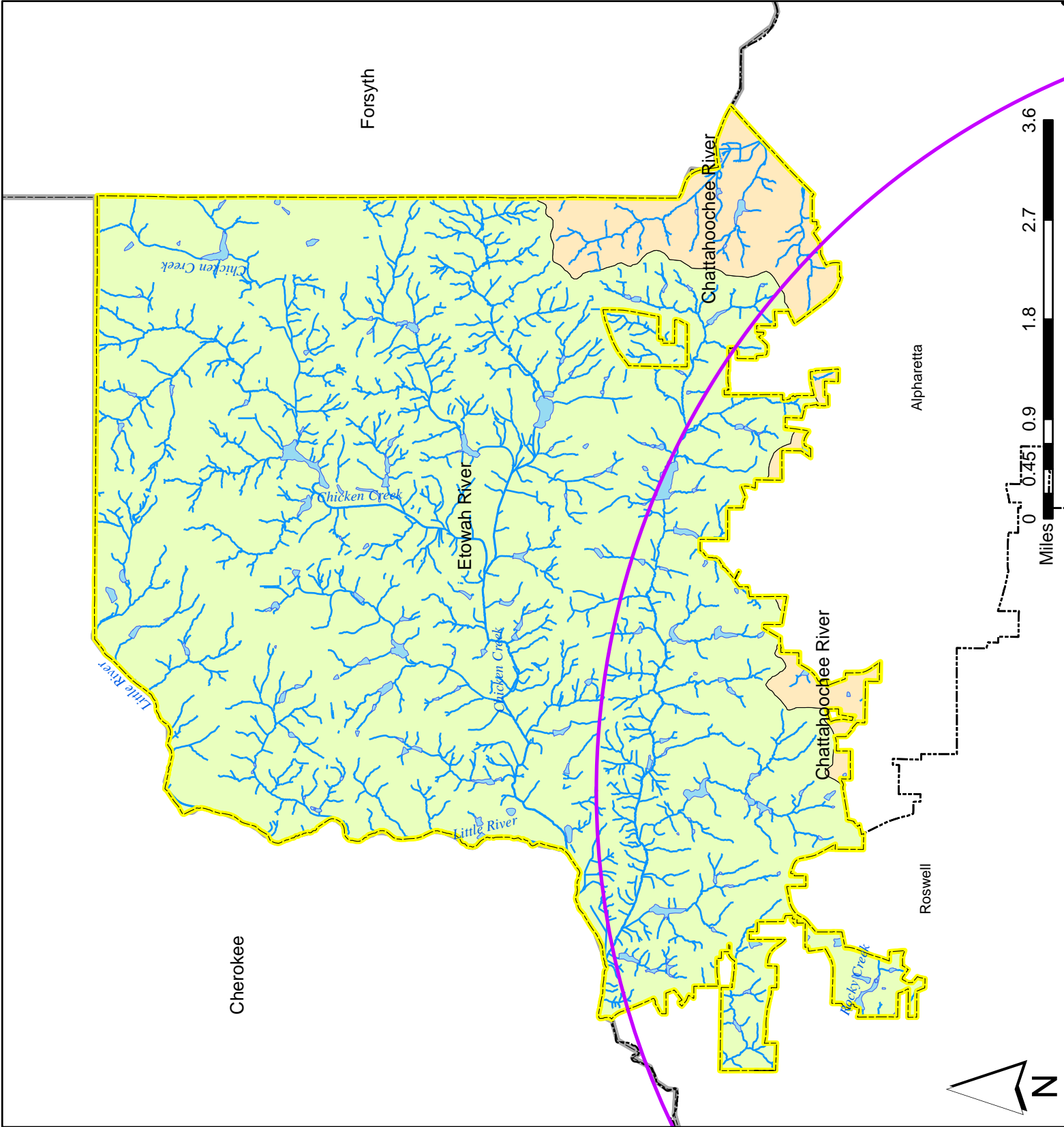
There are no archaeological sites in Milton identified by the Georgia DNR.

### **Gateway Features**

The City of Milton is a unique city in the Atlanta Region and wishes to let visitors know that they have “arrived” in Milton. Currently, the City has special city limits signs along many roadway entrances to the City which feature the “galloping horse” municipal logo. While this serves as a basic reminder that one has entered Milton, the City should work to develop further gateway features which highlight points of entry into the community, especially along highway and scenic corridors and in urbanized areas.

# Map 5-1 Water Supply Watersheds City of Milton

-  Roswell Water Intake
-  7 Mile Buffer from Intake
-  Lakes and Ponds
-  Rivers and Streams
-  Milton City Limits
-  Water Supply Watersheds
-  Chattahoochee River
-  Etowah River



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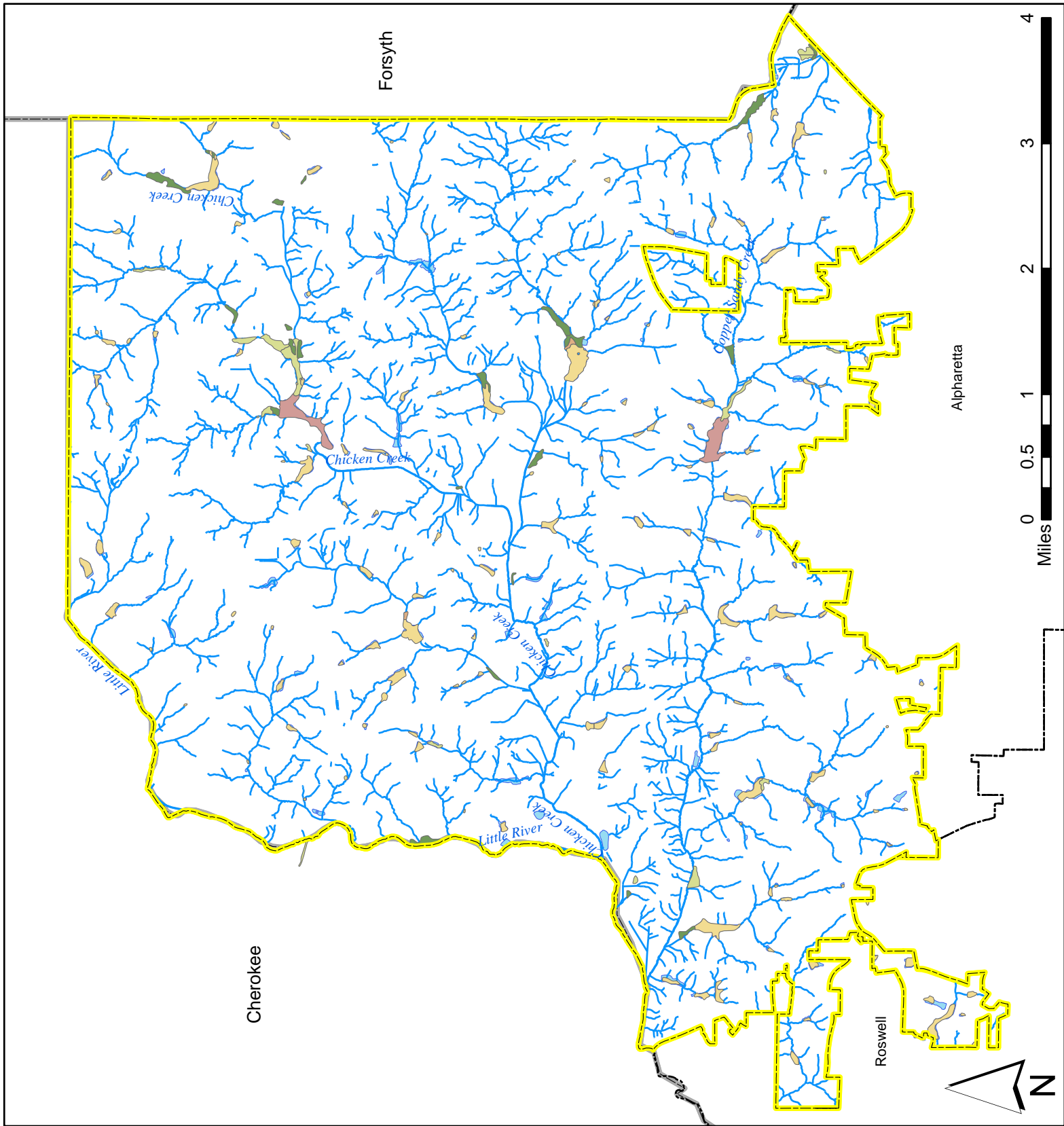
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**Map 5-2  
Wetlands  
City of Milton**

- Rivers and Streams
  - Lakes and Ponds
  - Milton City Limits
- Wetland Classifications**
- INLAND AQUATIC BED
  - INLAND FORESTED WETLAND
  - INLAND HERBACEOUS WETLAND
  - INLAND SHRUB SWAMP
  - LAKES (shallow)



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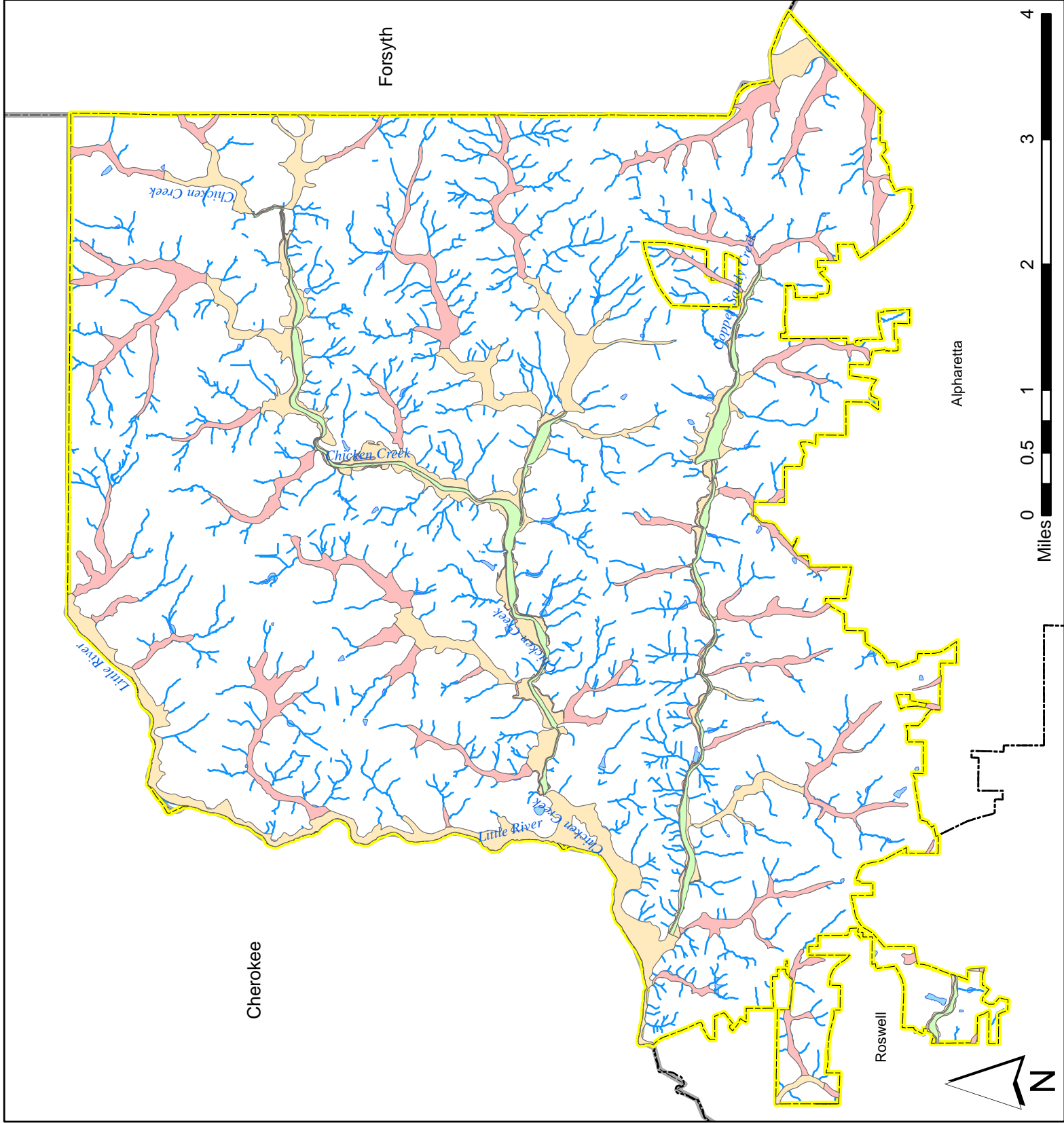
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# Map 5-3 FEMA Floodplains City of Milton

- Floodways
- 100 Year Floodplains
- 500 Year Floodplains
- Rivers and Streams
- Milton City Limits
- Lakes and Ponds



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# Map 5-4: Topography City of Milton

## CONTOUR

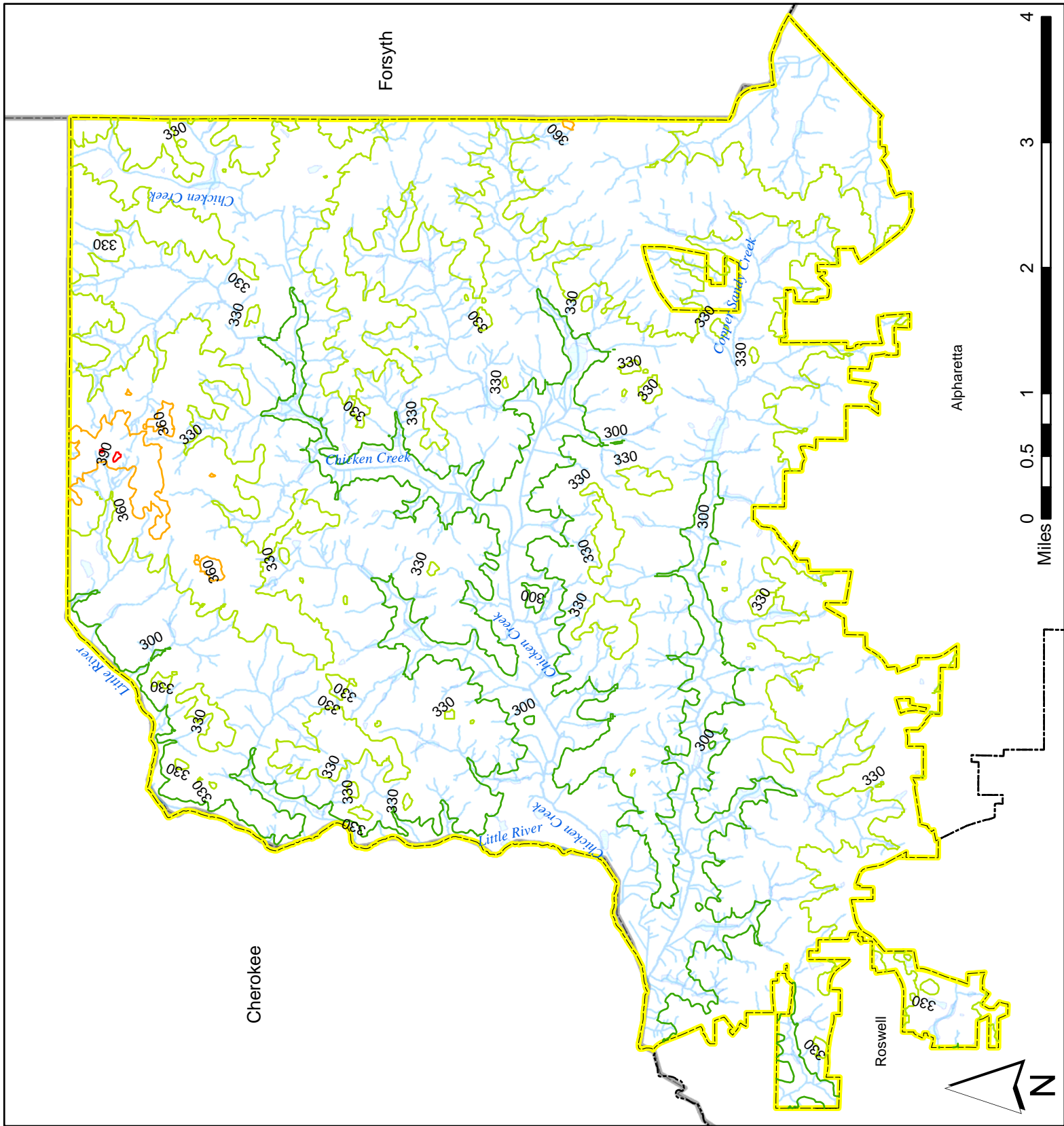
- 300
- 330
- 360
- 390

Lakes and Ponds

Rivers and Streams

Milton City Limits

County Boundary



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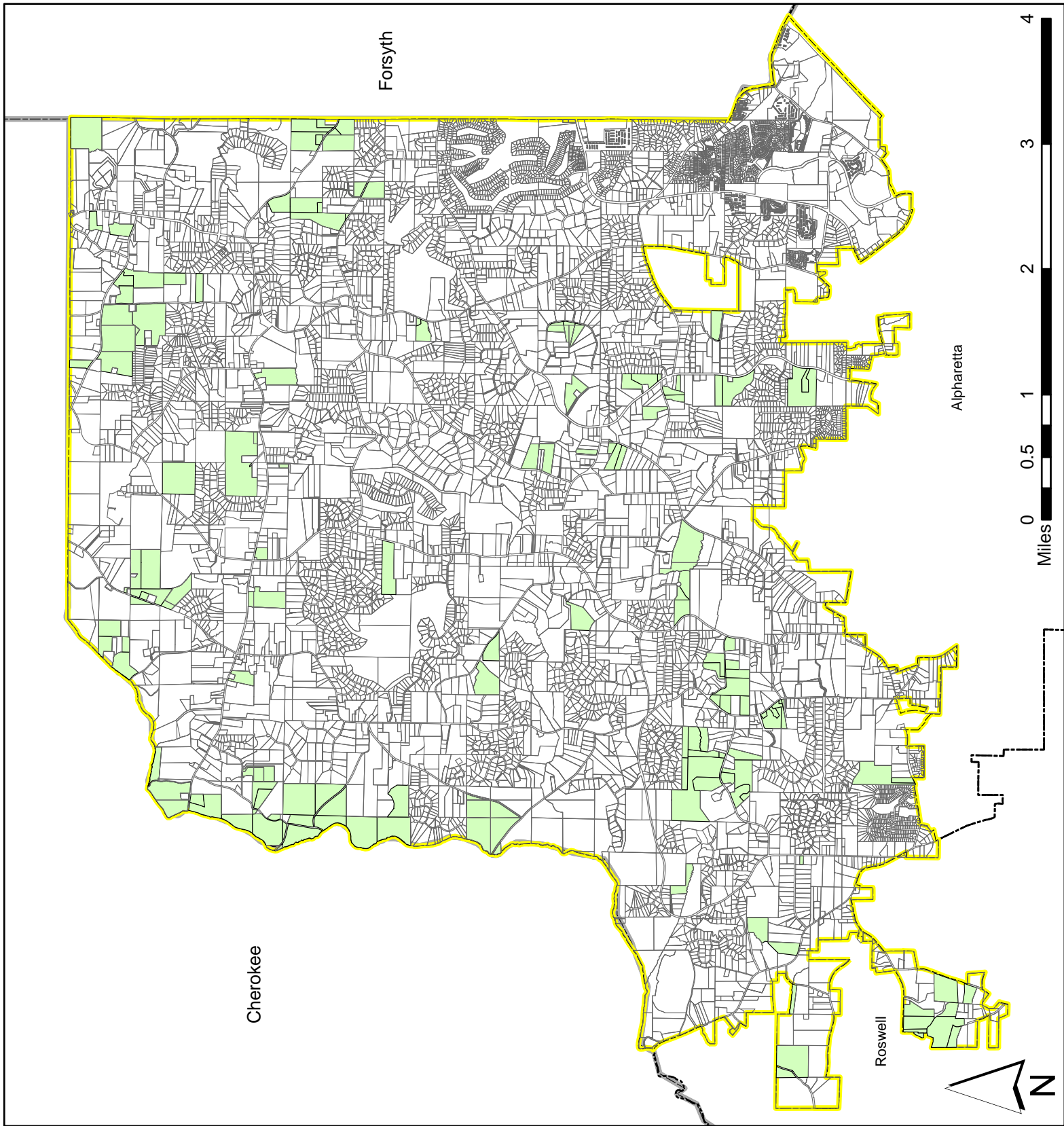
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# Map 5-5 Parcels in Conservation City of Milton

- Conservation Parcels
- Milton City Limits



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### Map 5-6:

# Historic L

City of Miami



## Historic Sites



## Major Roads



## Roads



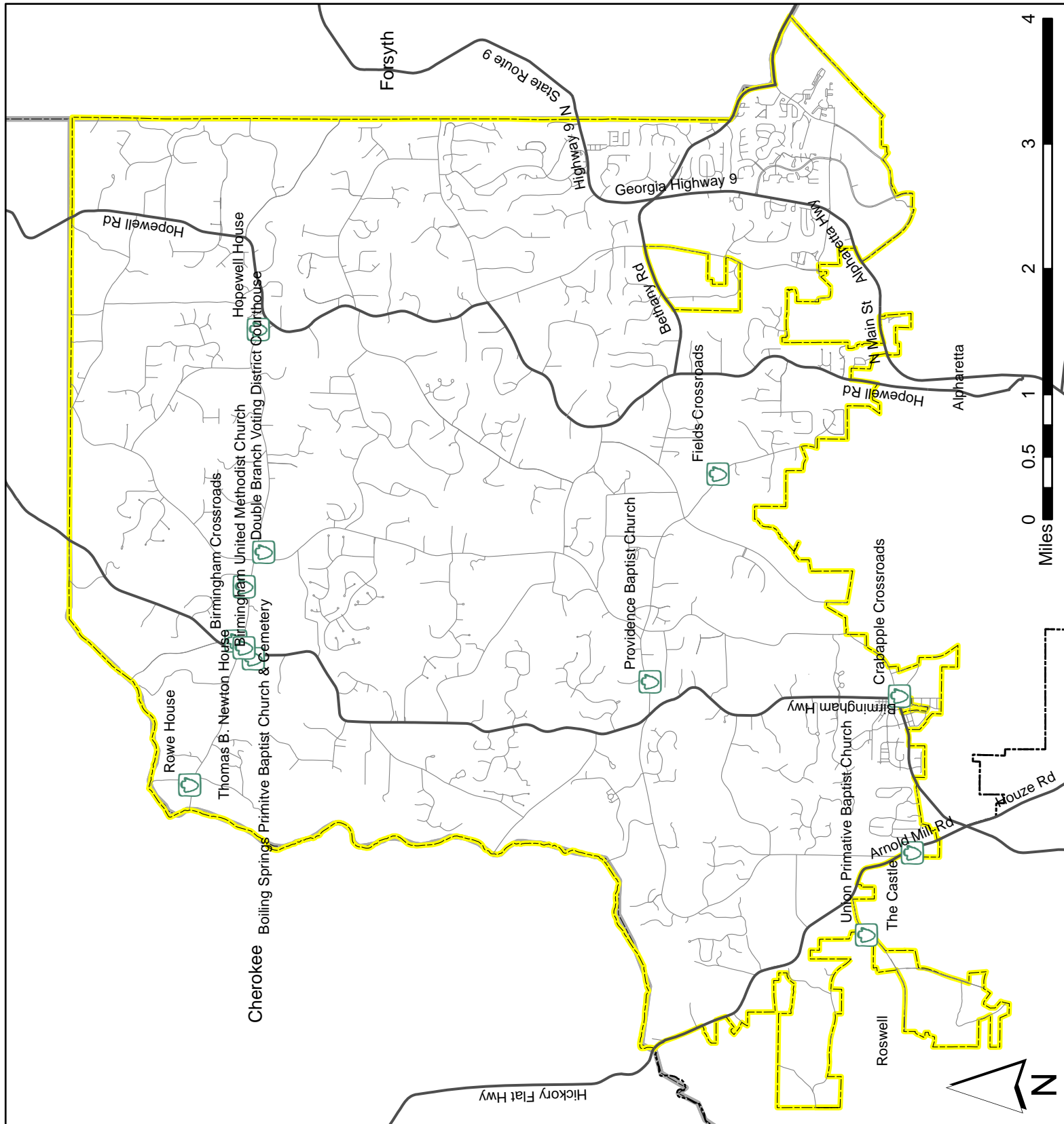
Milton



## Other Cities



## County Boundaries



# City of Milton

2008-2028 Comprehensive Plan



## Part D: Data Appendix

### Section 6: Community Facilities & Services





## **6.1 - Introduction**

The Community Facilities and Services Section of the City of Milton 2028 Comprehensive Plan is an inventory of the City's current ability to provide its citizens with public services and maximize the efficiency of the City's existing infrastructure. A strong network of community facilities and services is important to the provision of a healthy community and high quality of life to the City of Milton's residents.

## **6.2 - Mapping of Significant Community Facilities and Resources**

### **Map 6-1**

## **6.3 - Water Supply and Treatment**

### **Distribution Systems**

There are currently two water towers along State Route 9 in southeastern Milton near the intersection of State Route 9 and Bethany Road.

### **Water Supply Treatment Systems**

There are no water treatment facilities within the City of Milton boundaries.

## **6.4 - Sewerage System and Wastewater Treatment**

### **Collection Systems**

Collection systems serving the City of Milton are operated by Fulton County Water & Sewer. These systems are located primarily in the southern and southeastern areas of Milton.

### **Sewerage and Wastewater Treatment Systems**

There are currently no sewerage treatment facilities within the City of Milton boundaries. Milton has adopted the Fulton County Comprehensive Plan policy for not extending sewer into Northwest Fulton and the 1995 resolution by the Fulton County Board of Commissioners prohibiting the expansion of the Big Creek and Johns Creek sewage treatment plants in order to accommodate portions of the Little River basin and to prohibit inter-basin transfers from the Big Creek and Johns Creek basins to the Little River basin.

### **Septic Systems**

Much of Milton is on septic tank systems. This has been a continuing topic of discussion in the community and will be considered in the preparation of the Community Agenda portion of the 2028 Comprehensive Plan.





## **6.5 - Other Facilities and Services**

### **Fire Protection**

There are three (3) fire stations within the City of Milton which offer fire protection throughout the City as shown on Map 6-2:

#### *Fire Station # 10: Hopewell*

This station provides fire protection to the eastern portion of the City of Milton.

#### *Fire Station #14: Crabapple:*

This station provides fire protection to the southwestern portion of the City of Milton.

#### *Fire Station #18: Birmingham*

This station provides fire protection to the northwest portion of the City of Milton.

### **Public Safety**

The City of Milton Public Safety Department operates based on the principles of creativity, problem solving, initiative, and service.

#### *City of Milton Police Department*

### **Parks and Recreation**

The City of Milton has three (3) primary public park facilities and two community centers:

#### *Providence Park*

41.76 acres; Located off Providence Road just west of Hopewell Road in southern Milton. This park is closed due to environmental hazards. More about this facility can be seen in Section 5.4: Significant Natural Resources.

#### *New Birmingham Park*

201.82 acres; Located on Hickory Flat Road in the northwest part of the Birmingham Crossroads Area. This park is currently in planning stages. More about this facility can be seen in Section 5.4: Significant Natural Resources.

#### *Bell Memorial Park*

14.04 acres; Located on Bell Park Road off Thompson Road just east of the intersection with Cogburn Road. The Hopewell Youth Association currently maintains this park. More about this facility can be seen in Section 5.4: Significant Natural Resources.

#### *Bethwell Community Center*

Located on Francis road west of the intersection with Cogburn Road. This center is currently closed pending renovation.

#### *Crabapple Community Center*

Located in the Crabapple Crossroads Area. This center is currently closed pending renovation.



Of the three parks and two community centers operated by the City of Milton, two parks and both community centers are not open as of November 2007. The one park which is currently open (Bell Memorial) is maintained by the Hopewell Youth Association.

### **Schools**

Milton's public schools are fall under the jurisdiction of the Fulton County Board of Education. The following schools serve the City of Milton:

#### Public Schools

-Elementary Schools (**Map 6-3**):

*Alpharetta Elementary School*

Grades PreK-5; 192 Mayfield Street (Alpharetta); 2007 enrollment: 723

*Cogburn Woods Elementary School*

Grades K-5; 13080 Cogburn Road; 2007 enrollment: 942

*Crabapple Crossing Elementary School*

Grades K-5; 12775 Birmingham Highway; 2007 enrollment: 852

*Mountain Park Elementary School*

Grades K-5; 11895 Mountain Park Road (Roswell); 2007 enrollment: 799

*Summit Hill Elementary School*

Grades K-5; 13855 Providence Road; 2007 enrollment: 1015

*Sweet Apple Elementary School*

Grades K-5; 12025 Etris Road (Roswell); 2007 enrollment: 903

-Middle Schools (**Map 6-4**):

*Hopewell Middle School*

Grades 6-8; 13060 Cogburn Road; 2007 enrollment: 1068

*Crabapple Middle School*

Grades 6-8; 10700 Crabapple Road (Roswell); 2007 enrollment: 853

*Elkins Pointe Middle School*

Grades 6-8; 11290 Elkins Road (Roswell); 2007 enrollment: 906

*Northwestern Middle School*

Grades 6-8; 12805 Birmingham Highway; 2007 enrollment: 1205

-High Schools (**Map 6-5**):

*Alpharetta High School*

Grades 9-12; 3595 Webb Bridge Road (Alpharetta); 2007 enrollment 2207

*Independence High School*



Grades 9-12; 86 School Road; 2007 enrollment: 350; This school is an open campus high school which caters to students who cannot attend traditional high school because of work, parenting, or other obligations.

*Milton High School*

Grades 9-12; 13025 Birmingham Highway; 2007 enrollment: 2244

*Roswell High School*

Grades 9-12; 11595 King Road (Roswell); 2007 enrollment: 2517

Private Schools (Map 6-6):

*Chandler Academy*

Grades K-5; 13580 Hopewell Road

*The Goddard School*

Ages six weeks to six years old; 4875 Windward Parkway

*The Goddard School*

Ages six weeks to six years old; 12665 Crabapple Road

*Mill Springs Academy*

Grades 1-12; 13660 Providence Road; 2006 enrollment: 296; Mill Springs Academy caters especially to students with ADHD and other learning disabilities as an alternative to traditional classroom settings.

*The Porter School*

Grades K-5; 200 Cox Road, Roswell; Specializes in students with mild to moderate learning disabilities.

*St. Francis High School*

Grades 9-12; 13440 Cogburn Road; Non-profit, private college preparatory school.

**Libraries**

There are no libraries within the City of Milton. A branch of the Atlanta-Fulton County Library System exists in Alpharetta on Canton Street (Hopewell Road) near the intersection with Mayfield Road. A library was proposed by the Atlanta-Fulton County Public Library System in the vicinity of the Birmingham Crossroads area, though the AFCL System is now exploring other locations.

**Stormwater Management**

The City of Milton has been granted Local Issuing Authority designation for storm water within its boundaries. No owner or developer shall perform any land development activities without first meeting the requirements of ordinance No. 06-12-72, Chapter 14 Land Development and Environmental Protection; Article 5: Post-Development Stormwater Management for New Development and Redevelopment (pg. 33-56/108). A Stormwater Management Plan has to be submitted to the City of Milton Community Development Department prior to start of



development (section 3, see pg. 40-49/108). The Stormwater Management Plan must ensure that the requirements and criteria in this ordinance are being complied with and that opportunities are being taken to minimize adverse post-development stormwater runoff impacts from the development.

### **Solid Waste Management**

The City of Milton currently does not contract with a single solid waste management agency. Numerous providers service various parts of the community. Solid waste collection is managed according to the Fulton County Solid Waste Collection and Disposal Ordinance of 1997 as adopted by the City of Milton.














#### *Chadwick Road Landfill*

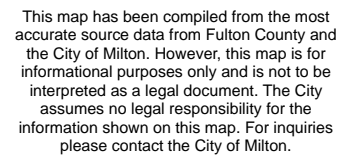
The Chadwick Road Landfill, on Chadwick Road in southwestern Milton, is a privately-operated receptacle for construction and demolition debris.

#### *Honea – C&R Landfill*

The former Honea-C&R Landfill was located in eastern Milton on Francis Road. This dry trash landfill stopped accepting waste in 1991.



-  Community Center
-  Chadwick Road Landfill
-  Church
-  School
-  Fire Station
-  City Hall
-  Rivers and Streams
-  Streets
-  Expressway
-  Parks
-  Milton City Limits
-  Adjacent Counties
-  Fulton



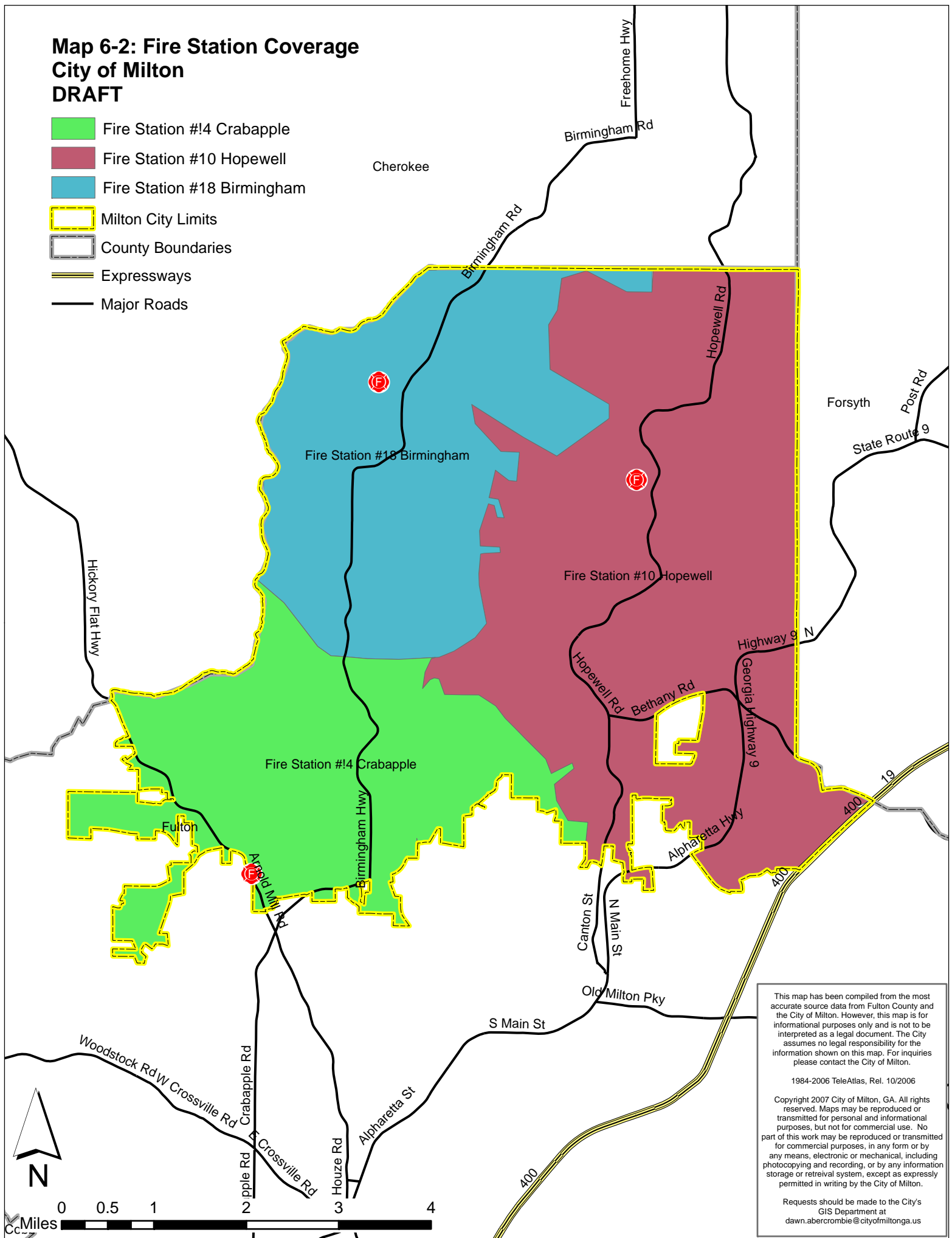
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# Map 6-2: Fire Station Coverage City of Milton DRAFT

- Fire Station #14 Crabapple
- Fire Station #10 Hopewell
- Fire Station #18 Birmingham
- Milton City Limits
- County Boundaries
- Expressways
- Major Roads









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



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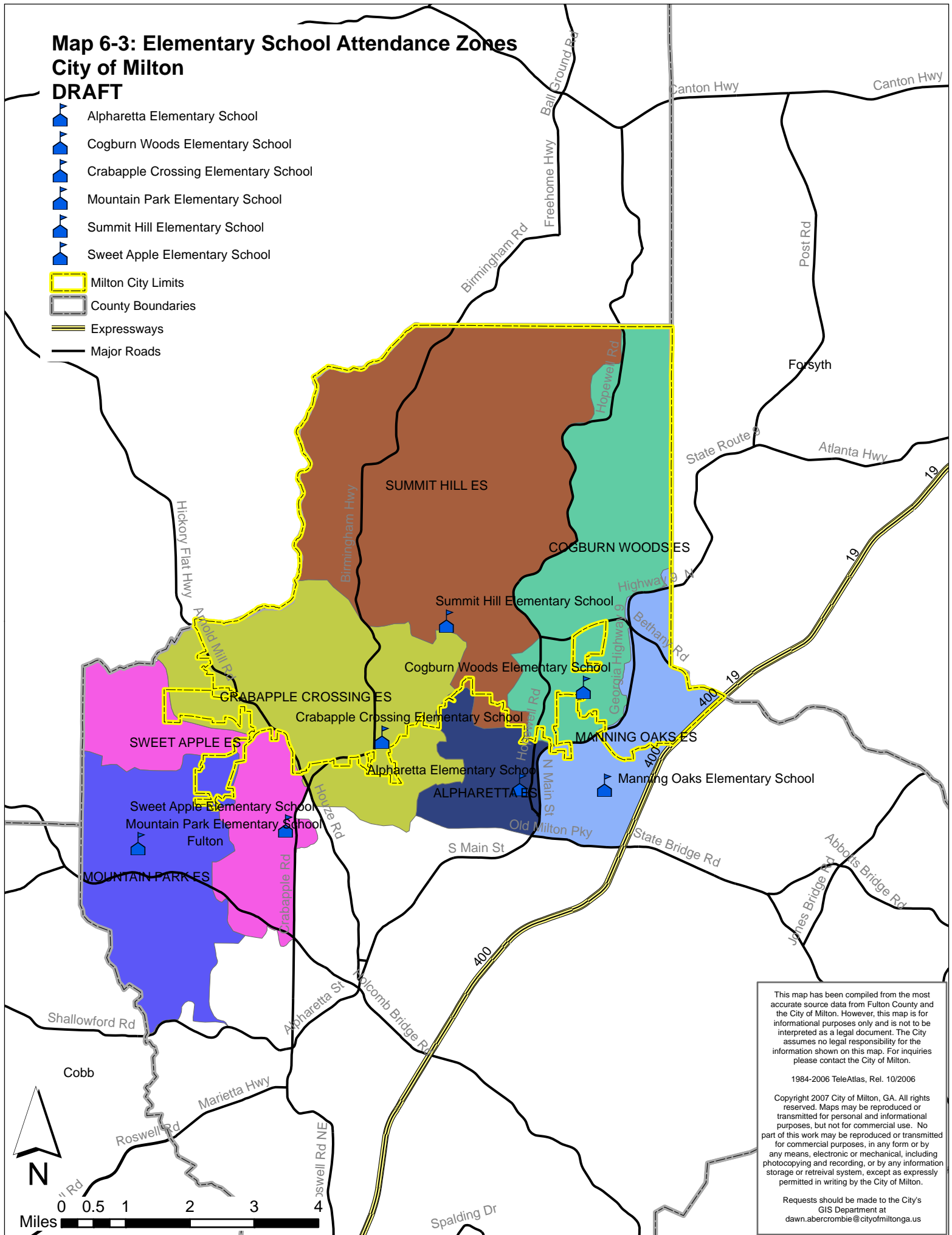
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# Map 6-3: Elementary School Attendance Zones City of Milton DRAFT

-  Alpharetta Elementary School
-  Cogburn Woods Elementary School
-  Crabapple Crossing Elementary School
-  Mountain Park Elementary School
-  Summit Hill Elementary School
-  Sweet Apple Elementary School









-  Milton City Limits
-  County Boundaries
-  Expressways
-  Major Roads

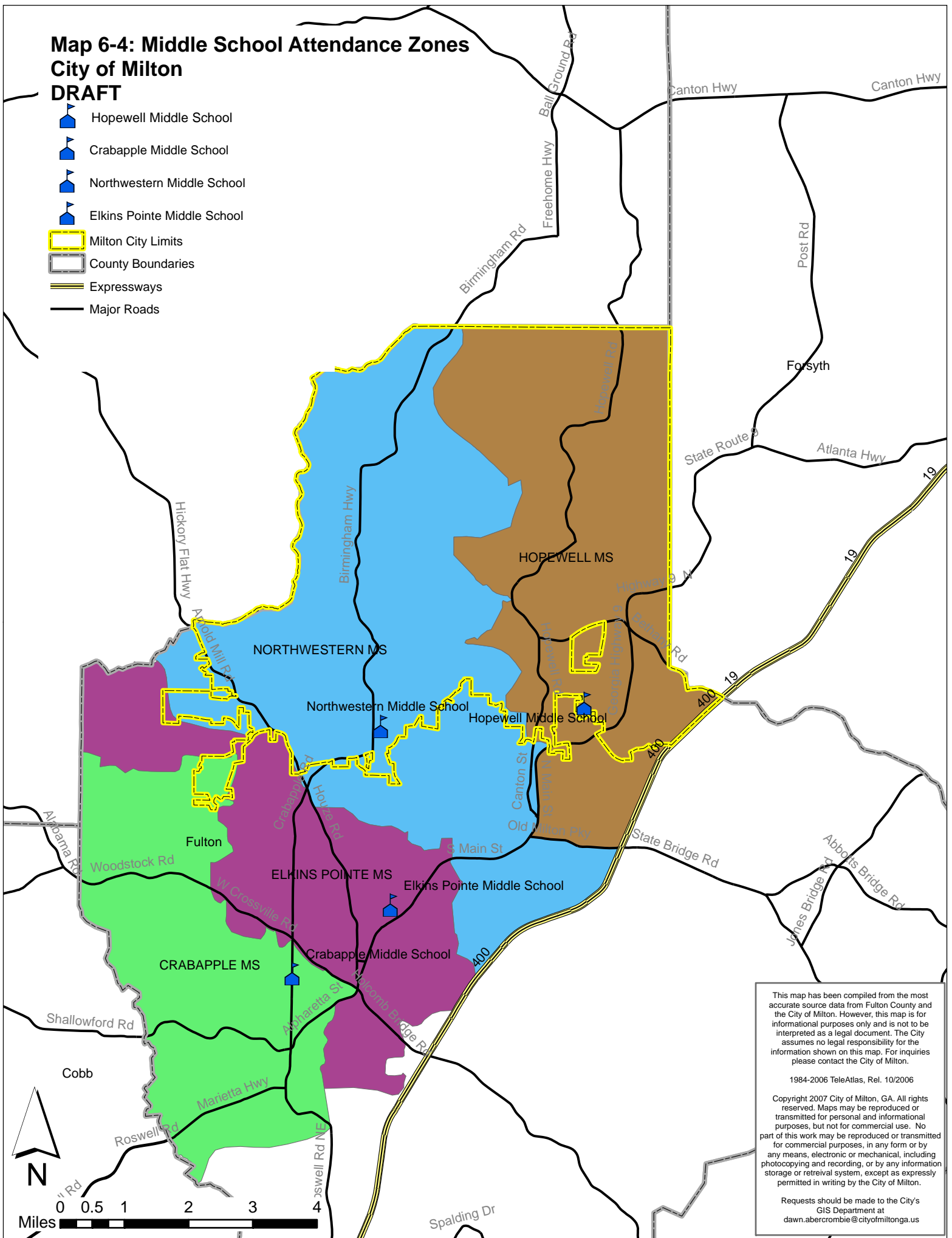


# Map 6-4: Middle School Attendance Zones

## City of Milton

### DRAFT

-  Hopewell Middle School
-  Crabapple Middle School
-  Northwestern Middle School
-  Elkins Pointe Middle School
-  Milton City Limits
-  County Boundaries
-  Expressways
-  Major Roads





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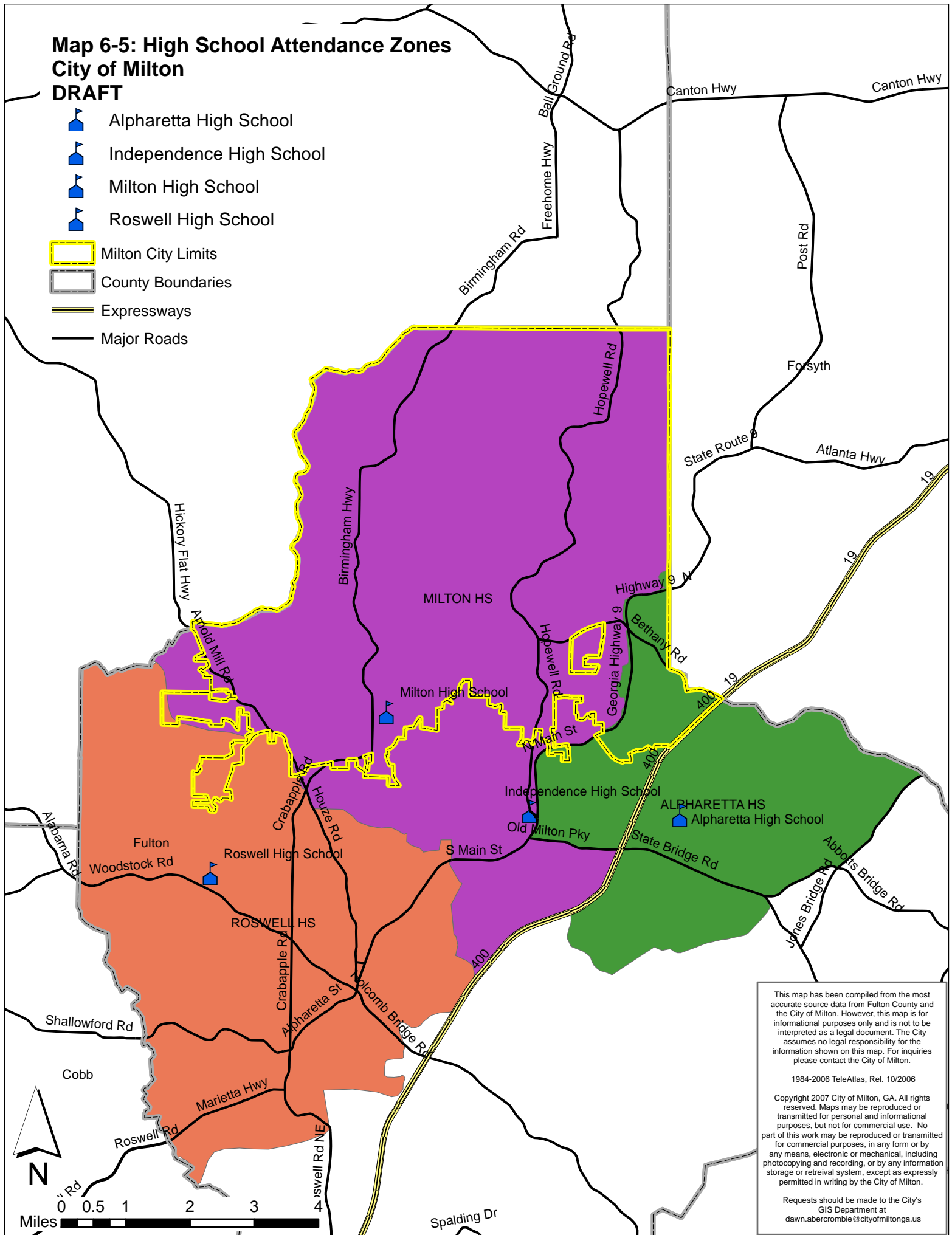
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# Map 6-5: High School Attendance Zones City of Milton DRAFT

-  Alpharetta High School
-  Independence High School
-  Milton High School
-  Roswell High School

-  Milton City Limits
-  County Boundaries
-  Expressways
-  Major Roads












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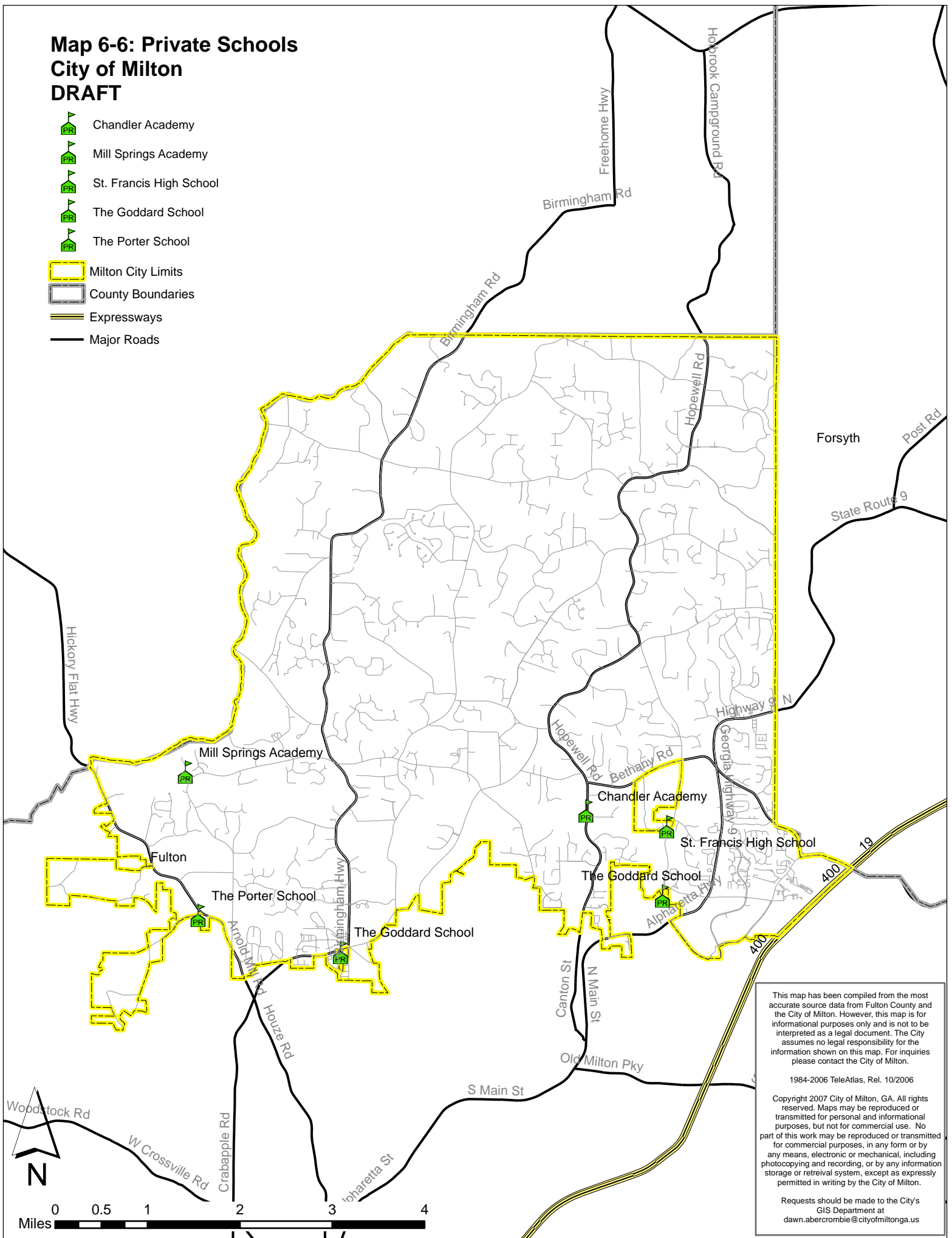
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# Map 6-6: Private Schools City of Milton DRAFT

-  Chandler Academy
-  Mill Springs Academy
-  St. Francis High School
-  The Goddard School
-  The Porter School
-  Milton City Limits
-  County Boundaries
-  Expressways
-  Major Roads



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# City of Milton

## 2008-2028 Comprehensive Plan



### Part D: Data Appendix

#### Section 7: Intergovernmental Coordination



## 7.1 - Introduction

Intergovernmental coordination is key for Milton as a newly-incorporated municipality taking over the responsibilities of delivering services from Fulton County. The City of Milton is coordinating with Fulton County to update and implement a county-wide Service Delivery Strategy in order to have a smooth transition from Fulton County to City of Milton services. In addition to working with Fulton County, Milton officials work with other governmental and independent entities as catalogued in this section.

## 7.2 - Adjacent Local Governments

**TABLE 7-1: Adjacent Local Governments, City of Milton**

County	Municipal
Cherokee County	City of Alpharetta
Forsyth County	City of Roswell
Fulton County	
Source: City of Milton Community Development Department	

## 7.3 - Independent Special Authorities and Districts

### Utility Companies with Condemnation Powers

**TABLE 7-2: Utility Companies with Condemnation Powers, City of Milton**

Name	Service Provided
Atlanta Gas Light	Natural gas
BellSouth/AT&T	Telephone
Comcast	Cable and Internet
Fulton County Water & Sewer	Water/Sewer
Fulton County W&S Billing and Collections	
Fulton County Health	Health Services
Georgia Power	Electricity
Sawnee Electric Membership Cooperative	Electricity
Waste Haulers	Garbage service
Source: City of Milton Community Development Department	

Under the O.C.G.A. Title 46 Chapter 3 Section 201(9) public utilities have the power to acquire, own, hold, use, exercise, and, to the extent permitted by law, sell, mortgage, pledge, hypothecate, and in any manner dispose of franchises, rights, privileges, licenses, rights of way, and easements necessary, useful, or appropriate. Any such electric membership corporation shall have the right to acquire rights of way, easements, and all interests in reality necessary and appropriate to effectuate the purposes of such electric membership corporation by condemnation under the same procedure and terms as provided by Title 22 and any other law of this state which provides a method or procedure for the condemnation of property for public purposes by all persons or corporations having the privilege of exercising the right of eminent domain.

The U.S. Code Title 16, Chapter 12, Federal Regulation and Development of Power, establishes the right of utility companies engaged in interstate commerce for the development of water power resources to use eminent domain to acquire land. Utilities (natural gas and electric generating companies) are also governed by the Federal Regulatory Commissions and state law.



The Georgia Codes, Title 32, 22 and Title 46-5-1, O.C.G.A., provide the procedures for the exercise of the power of eminent domain for the State and its political subdivisions, the Board of Regents, municipalities, as well as utility companies. Eminent Domain may be exercised in Georgia by persons or companies who may be engaged in construction or operation of pipelines for the transportation or distribution of natural or artificial gas; and by telephone and telegraph companies for its services; and private companies for waterworks with contracts for supplying water for public purposes.

Substitute condemnation theory may be applied for exchange of properties with utilities to meet the condemner's public purposes for providing utilities and other public purposes. For example, although MARTA does not have the power of eminent domain, it may call on local government to exercise such power where there is a public necessity.

Title 22-3-160 establishes procedures for companies using eminent domain to construct and expand electrical transmission lines of 115 kilovolts or greater for a length of a mile or more. These procedures apply to all uses of eminent domain for power companies beginning on or after June 1, 2004 and are as follows. First, at least one public meeting shall be held in each county where the proposed route is located. Notice of such meetings shall be posted in a newspaper of general circulation and shall include the date, time and location of the meeting; purpose of the meeting; and a description of the project including the proposed route and affected properties. Where eminent domain would be used to condemn land from more than fifty property owners, two or more meetings shall be held. Local governments have the right to participate in these meetings.

#### *Georgia Department of Transportation (GDOT)*

The Georgia Department of Transportation (GDOT) plans, constructs, maintains and improves the State of Georgia's roads and bridges. In addition, GDOT provides planning and financial support for other modes of transportation, including mass transit and airports. GDOT also has two agencies administratively attached to it, the State Road and Tollway Authority and the Georgia Rail Passenger Authority.

On all transportation projects with Federal funding, Fulton County has to comply with Federal Guidelines which require a contract between Fulton County and GDOT. These contracts take two forms, the Local Government Project Agreements (LGPA) which document the responsibilities of both parties for the project and second the Project Management Agreements (PMA) which are more detailed agreements for each phase of the project. The primary department within the City of Milton for coordination is the Transportation Engineering Department.

#### *Atlanta Fulton County Water Resources Commission*

The Atlanta Fulton County Water Resources Commission (AFCWRC) was established by the Board of Commissioners at a special-call meeting in May 1986. The Commission oversees issues relating to a contract signed between the City of Atlanta and Fulton County for the provision of water to the residents of North Fulton County, including the North Fulton municipalities, and the majority of residents in Sandy Springs. More information about the services provided by the AFCWRC can be found in Community Facilities Element of this Plan.



The Commission consists of seven members; the Mayor of Atlanta, the President of the Atlanta City Council, one Atlanta City Council member as selected by the President of the City Council and approved by the Mayor, the Chair of the BoC, two commissioners from the BoC as selected by the BoC and finally a Chairperson elected by the Commission itself. The Fulton County Department of Public Works is the department with responsibility for coordinating with the AFCWRC.

#### **7.4 - School Boards**

##### *Fulton County Board of Education*

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

The Fulton County BoE is comprised of elected area representatives. The representative for District 2 (Alpharetta and Milton clusters) is Katie Reeves. The BoE operates existing schools and identifies demand for and constructs new schools, as appropriate, according to population growth forecasts and apparent need. As an autonomous organization, the Board of Education makes decisions based on BoE-driven initiatives. The City of Milton is a new entity that does not have a historic relationship with the BoE. The City of Milton wishes to establish a such a relationship to ensure that future relations between the City and the BoE will be such that both parties will be able to cooperate in order to anticipate and minimize the effects of any impending conflicts regarding school siting and other matters.

#### **7.5 - Independent Development Authorities and Districts**

##### *Metropolitan Atlanta Rapid Transit Authority (MARTA)*

The Metropolitan Atlanta Rapid Transit Authority (MARTA) Act was enacted by the General Assembly in 1965 and was subsequently approved in four counties and the City of Atlanta. MARTA is a public authority and includes the City of Atlanta and the counties of Fulton, DeKalb, Clayton and Gwinnett for the purposes of planning, constructing, financing and operating a public transportation system.

In 1968, Fulton and DeKalb county voters approved a referendum to levy a 1% sales tax for financing MARTA operations and construction. In 1972 with the purchase of the Atlanta Transit System, MARTA took control of the region's main bus system. In the 1970s, MARTA started planning, design, land acquisition and construction of a rapid rail system. MARTA also operates para-transit service for persons with disabilities who are unable to ride the regular bus or rail system.

MARTA is an agency governed by a board of 18 members from City of Atlanta, Fulton County, DeKalb County, Gwinnett County, and Clayton County, as well as representatives from the State Properties Commission, the Georgia Building Authority, the Georgia Regional Transportation



Authority, the Georgia Department of Revenue, and the Georgia Department of Transportation. There are three Fulton County representatives on the MARTA Board. Each representative is appointed to a four year term by the Fulton County Board of Commissioners.

The primary agreement between Fulton County and MARTA concerns its revenue source. MARTA sales tax revenue comes from a 1% sales tax levied in the City of Atlanta and the counties of Fulton and DeKalb. MARTA's two largest revenue sources (roughly 85% combined) are sales tax and fare revenue. Under the law authorizing the levy of the sales and use tax, MARTA is restricted as to its use of the tax proceeds. Sales tax provides 64% of revenue.

In terms of transportation planning, MARTA and Fulton County are formally linked by the Atlanta Regional Commission and its specific role as the "federally designated Metropolitan Planning Organization" (MPO). The MPO role is to coordinate local governments, agencies such as MARTA and other parties in order "to plan a diverse system capable of moving people and goods efficiently and safely."

The MARTA Office of Government and Community Relations provides the Fulton County Board of Commissioners with quarterly briefings. The primary Department within Fulton County for coordination is the Public Works Department, Transportation Division which is done on an as-needed basis.

## **7.6 - Federal, State, Regional, and County Programs**

### *Atlanta Regional Commission*

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency for the 10-county area including Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties, as well as the City of Atlanta. ARC was created by the local governments in the Atlanta Region pursuant to legislation passed by the Georgia General Assembly. Georgia law stipulates a mandatory annual local funding formula. These funds from local governments are used to match federal and state funding dollars. The Atlanta Regional Commission (ARC) Board is composed of officials of political subdivision and private citizens representing districts of approximately the same population within the 10-county, 63-city Atlanta Region.

ARC performs regional and coordination in the areas of: aging services, community services, environmental planning, government services, job training, land use and public facilities planning, transportation planning, and data gathering and analysis.

### *Georgia Department of Community Affairs (DCA)*

The Georgia Department of Community Affairs (DCA) was created in 1977 to serve as an advocate for local governments. DCA 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. DCA reviews all local comprehensive plans and solid waste plans for compliance with Georgia's minimum planning standards. The





City of Milton departments with primary coordination with Georgia DCA are the City of Milton Community Development Department and the City of Milton Public Works Department.

*Governor's Greenspace Program*

This program is no longer active.

*Coastal Management*

Not applicable.

*Appalachian Regional Commission*

Not applicable.

**Water Planning Districts**

*Metropolitan North Georgia Water Planning District*

The City of Milton falls under the jurisdiction of the Metropolitan North Georgia Water Planning District. In response to significant current and projected water demands, the Metropolitan North Georgia Water Planning District was established on April 5, 2001 (2001 S.B. 130). The general purposes of the District are to establish policy, create plans, and promote intergovernmental coordination for all water issues in the district; to facilitate multi-jurisdictional water related projects; and to enhance access to funding for water related projects among local governments in the district area. The District develops regional and watershed-specific plans for storm water management, waste-water treatment, water supply, water conservation, and the general protection of water quality. These plans will be implemented by local governments in a 16-county area.

In October 2002, the District adopted model ordinances to give local governments tools that effectively addressed stormwater management issues. Local governments in the district are required to implement the model ordinance or similar ordinances that are as effective:

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

*Georgia Regional Transportation Authority (GRTA)*

The Georgia Regional Transportation Authority was created in 1999 by the Georgia General Assembly via the Georgia Regional Transportation Authority Act (Senate Bill 57) at the urging of Governor Roy Barnes. The authority has jurisdiction over any county that is designated by the U.S. Environmental Protection Agency as a non-attainment area under the U.S. Clean Air Act amendments of 1990. Currently, the authority has jurisdiction over thirteen counties in the Atlanta Metropolitan Area, including Fulton County.

The authority has many broad powers, including development of a regional transportation plan and control over public transportation systems. The City of Milton's transportation plans are subject to review and approval of the authority if the City's plans fail to meet the overall vision of



the authority. In addition, the authority has powers to restrict access to roadways within its jurisdiction. Failure of the City to cooperate with the authority would result in the loss of all state grants except those related to physical and mental health, education, or police protection.

The Georgia Regional Transportation Act also creates special districts in each of Georgia's 159 counties, and these are deemed activated when the authority obtains jurisdiction over the county through the non-attainment designation. Hence, there exists a special district for Fulton County, and the special district has authority to levy taxes, fees, and assessments to pay for the cost of providing services and constructing facilities to further the authority's mission.

The 15-member board of the authority is also the Governor's Development Council, which is responsible for formulating a statewide land use plan. In this sense, the authority has statewide jurisdiction.

#### *Fulton County Tax Assessors*

The Fulton County Board of Assessors was established by state law to appraise and assess all real and tangible business personal property on an annual basis. The five member Board of Assessors creates and maintains a fair and equitable tax digest. To maintain the accuracy and integrity of this property tax digest, the Board of Assessors conducts annual assessments. Appeals of these assessments are resolved by the Board of Assessors, by further appeal to the Board of Equalization, arbitration, or as the final step, appeal to the Superior Court.

#### *Fulton County Tax Commissioner*

The Fulton County Tax Commissioner is required by law and contract to collect current year and delinquent taxes on all real and personal property. Taxes to be collected are levied by the cities of Atlanta, Mountain Park, East Point, Fulton County, Atlanta Board of Education, Fulton County Board of Education and the State of Georgia. The Commissioner sells state motor vehicle license tags, collects the ad valorem tax on these vehicles, and processes motor vehicle title registrations and transfers. Motor vehicle taxes are collected for all municipalities in the county.

#### **Transportation for Non-Attainment Areas**

Please refer to the Transportation section (Section 8).

# City of Milton

## 2008-2028 Comprehensive Plan



### Part D: Data Appendix

#### Section 8: Transportation

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## 8.1 - Introduction

Transportation planning requires planning at numerous levels. National systems of highways, air travel corridors, railways, waterways, and maritime navigation facilities provide a framework for long distance travel. State and regional systems supplement the national network with state routes, cross-regional arterials, airports, rail and rapid transit stations, rail transfer and piggyback yards, and port facilities. Cross-regional pedestrian, bicycle and, multi-use paths are added to provide alternatives to the automobile for access, commuting, and recreation.

Local transportation facilities add collectors and local streets, pedestrian, bicycle and multi-use paths, and access and egress to adjacent properties to the mix.

National transportation planning is focused on long distance travel. Regional planning emphasizes connectivity. However, congestion is the primary local issue.

The purpose of the Transportation Element is to examine the existing inventory and conditions, assess the current and future needs, define existing transportation improvement projects and programs created at national, State, regional and county levels, and address how the City of Milton's transportation providers operate within the multiple layers of transportation decision-makers and the bureaucracy that tries to coordinate the different layers.

The population of the Atlanta Metropolitan Statistical Area (MSA) doubled between 1980 and 2007, gaining more than 2.7 Million to approximately 5 Million persons in the 28-county MSA. Strong population growth continued into fall 2007 before slowing along with national economic growth. Most of the population growth occurred in the largely suburban areas outside the City of Atlanta, although recent trends have indicated an increased interest in redeveloping older neighborhoods and the growth of livable communities close to employment centers and transportation resources.

The majority of growth in the Atlanta Region has been low density, dispersed and in areas with limited transportation options or connectivity. Land uses are separated from each other and properties may be physically adjacent but may require significant travel distance and time to use the road network to go from place to place if a direct road connection does not exist. The fewer roads that exist, the more likely this type of development pattern will create congestion at intersections and every turn point along the travel route.

The City's Transportation Element must also identify how the region proposes to address non-attainment of the region's air quality status and meet air quality conformity requirements including the newer National Ambient Air Quality Standards (NAAQS) adopted by EPA for fine particles (PM<sub>2.5</sub>) less than 2.5 microns in diameter. The traditional single occupancy vehicle patterns have direct impact on the air quality of the region. The City of Milton is committed to working with Fulton County, ARC, GRTA, and the State to support the region's transportation planning efforts as part of its own. Addressing the congestion issue is a primary task of the City's proposed efforts.

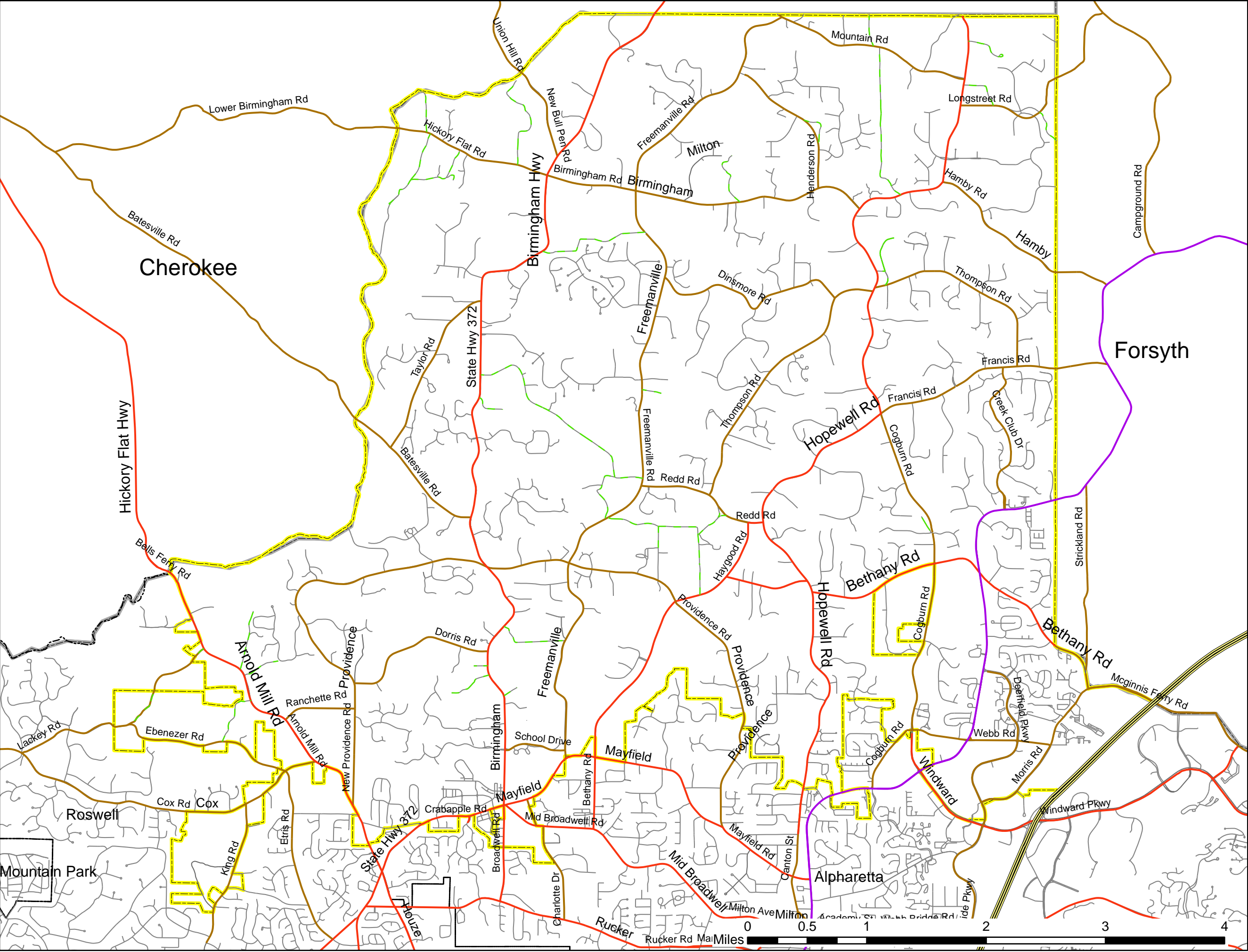
## 8.2. Road Network

Map 8-1 illustrates the existing road network within the City of Milton.



Map 8-1: Road Network  
City of Milton

- Road Types**
- Expressway
  - Principal Arterial
  - Minor Arterial
  - Collector
  - Dirt Road
- Milton
- Other Cities
- County Boundary



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### Functional Classification of Roads

Roadways are designed to different standards based on their purpose, their distance, and their context. The functional classifications identified by Fulton County are considered appropriate for continued use by the City of Milton. The systems provides for expressways, arterials (principal and minor), collectors (major and minor) and local roads or streets. Each functional classification is based on how a particular road is best used to maximize vehicular circulation and travel in the most effective manner given its design capacity and its use in trips/peak hour or trips/day.

<b>TABLE 8-1: Functional Classification Criteria</b>						
<b>Criteria</b>	<b>Expressway</b>	<b>Principal Arterial</b>	<b>Minor Arterial</b>	<b>Major Collector</b>	<b>Minor Collector</b>	<b>Local Road</b>
<b>Type of Trip Served</b>	Serves inter- and intra-regional, emphasis on thru-trips	Serves inter- and intra-regional and thru-trips	Serves inter and intra-regional trips; fewer through trips	Serves mostly intra-regional trips; serves inter-regional near edges of region	Serves mainly local access functions, some intra and inter-municipal trips	Serves primarily local access functions; also provides connecting mobility due to no higher level connecting roads
<b>Travel Speeds</b>	Highest level speeds	High travel speeds	Moderate-to-high travel speeds	Moderate travel speeds	Slow travel speeds	Very slow travel speeds
<b>Mobility/Access Orientation</b>	Total mobility function	Primary mobility orientation, but provides some access	Priority on mobility, with moderate access component	Mix of mobility and access	Priority on access, with some mobility component.	Nearly total access function
<b>Access Controls</b>	Limited access, interchanges only	Controlled access	Some control of access	Some control of access	Minimal control of access	No access controls
<b>Traffic Volumes</b>	Highest volumes (25,000+ daily trips)	High traffic volumes (10,000 to 35,000 daily trips)	Moderate traffic volumes (5,000 to 15,000 daily trips)	Moderate to low traffic (3,000 – 7,000 daily trips)	Low traffic volumes (1,000 – 4,000 daily trips)	Very low (less than 1,500 daily)
Source: Federal Highway Administration and Fulton County						

Expressways and principal arterials are the most important classes of roadways and form the top layer of the hierarchical road system. Expressways and principal arterials generally carry long distance trips and through traffic. They also provide access and egress for major traffic generators, such as major airports or regional shopping centers. Minor arterials are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators. Collectors provide more access to property than do arterials. Collectors also funnel traffic from residential or rural areas to arterials. Local roads provide basic access between residential and commercial properties, connecting with higher order road systems. Whereas, residential streets; lightly traveled county roads are designated as local roads. Table 8-1 provides the functional classification criteria for each road type.

The United States Interstate Highway System routes are designed as limited access expressways. These include I-285, I-75, I-85, I-20, I-575, I-675, and I-985 in the Atlanta Region. Georgia 400 is designed as an



expressway and forms part of the eastern border of Milton. It is the only expressway in or adjacent to the City and the adjacent portion of Georgia 400 is approximately 1.2 miles long.

In addition to Georgia 400, three State Highways pass through Milton. State Route 9 (Cumming Highway) parallels Georgia 400 providing north/south access through the eastern portion of the City. The State Route crosses the Forsyth County line approximately 3.0 miles northeast of the State Route 9 intersection with Windward Parkway. Another short 0.3 mile segment of SR9 inside Milton is located in a peninsula across the State Highway located approximately 0.5 to 0.8 miles southwest of the Windward intersection. State Route 9 is considered to be a Principal Arterial.

State Route 140 (Arnold Mill Road) provides access from Roswell to Canton passing through the western edge of the City. The distance along this corridor between the Little River Bridge to the Roswell City limits is approximately 3.3 miles.

Georgia 372 (Crabapple Road and Birmingham Highway) crosses the City limits about one mile east of the northwestern corner of the City and passes southward 7.6 miles through Birmingham Crossroads to Crabapple Crossroads. The State Highway turns west along Crabapple Road and passes out of the City near the southwestern corner of the City at Green Road. State Route 372 and State Route 140 cross at Crabapple Silos approximately 0.6 miles west of the City limits.

Therefore there are approximately 14.8 miles of State Highways in Milton.

**TABLE 8-2: Highway Inventory, City of Milton**

Route Name	Local Name	Type
GA 400 *	Georgia 400 *	*Limited Access State Highway
GA HWY 9 (State Route 9)	Cumming Highway or Alpharetta Road	State Highway
GA HWY 372 (State Route 372)	Crabapple Road or Birmingham Highway	State Highway
GA HWY 140 (State Route 140)	Arnold Mill Road	State Highway
* Although Georgia 400 does not fall within the City limits, approximately 1.2 miles of the expressway's right-of-way is located inside the Milton City limits. Georgia 400 connects the Atlanta Region and the Interstate Expressway system with Cumming, Dahlonega and other communities in the mountains in north Georgia.		
Source: City of Milton		

### Arterials and Collectors

Arterials and collectors are identified on Table 8-3. Arterials provide the through access and are designed to carry traffic first and connect to adjacent parcels of land as a secondary function. Collectors link the arterial system to the trip origins and destinations. There are approximately 4.1 miles of principal arterials in Milton equaling approximately (less than 11 lane miles). Minor arterials account for approximately 24 miles (49.2 lane miles) and collectors total 40.3 miles (85.8 lane miles), as seen in Table 8-3.

## SECTION 8: TRANSPORTATION



**TABLE 8-3: Functional Road Classification**

STREET NAME	SERVICE CLASS	NOTES
Georgia 400	Expressway	1.2 miles adjacent to City / 8 lanes
Windward Parkway	Principal Arterial*	0.8 miles / 4 lanes
Alpharetta Road (SR9)	Principal Arterial	1.3 miles / 2 lanes (Bethany to Forsyth County)
Cumming Highway (SR9)	Principal Arterial	2.0 miles (4 lanes runs 0.5 miles/remainder is 2 lanes)
Arnold Mill (SR140)	Minor Arterial	3.3 miles / 2 lanes
Bethany (East - SR 9 to McGinnis Ferry)	Minor Arterial	1.6 miles / 2 lanes
Bethany/Haygood/Redd Road	Minor Arterial	3.0 miles / 2 lanes
Birmingham Highway (SR372)	Minor Arterial	7.6 miles / 2 lanes
Broadwell Road	Minor Arterial	0.4 miles / 2 lanes (Rest located in Alpharetta)
Crabapple Road (SR372)	Minor Arterial	0.6 miles / 4 lanes for 0.5 miles
Hardscrabble Road	Minor Arterial	Located in Roswell
Hopewell Road (North)	Minor Arterial	6.2 miles / 2 lanes (North of Redd Rd.)
Mayfield Road	Minor Arterial*	1.3 miles / 2 lanes
Mid-Broadwell/Milton Road	Minor Arterial	Located in Alpharetta
Rucker Road	Minor Arterial	Located in Roswell
Bethany Bend/Bethany Road	Major Collector	2.6 miles / 2 lanes (Haygood to SR9)
Birmingham/Hickory Flat Road	Major Collector	4.5 miles / 2 lanes
McGinnis Ferry Road	Major Collector	0.6 miles / 2 lanes
Mid-Broadwell/Charlotte Drive	Collector* - Changed from FC Minor Arterial	0.3 miles / 2 lanes / Replaces section of Mid Broadwell
Cogburn Road	Collector	3.0 miles / 2 lanes
Cox Road	Collector	1.4 miles / 2 lanes
Deerfield Road	Collector*	2.1 miles / 4-lanes
Etris Road	Collector	Located in Roswell
Francis Road	Collector*	1.7 miles / 2 lanes
Freemanville Road	Collector*	6.0 miles / 2 lanes
Hamby Road	Collector*	1.9 miles / 2 lanes
Hopewell Road (South)	Collector	2.7 miles / 2 lanes / (South of Redd Rd.)
Morris Road	Collector*	1.3 miles / 2 lanes
Mountain Road	Collector*	2.0 miles / 2 lanes
New Providence Road	Collector*	4.7 miles / 2 lanes
Providence Road	Collector	3.1 miles / 2 lanes
Redd Road (West of Haygood)	Collector*	0.7 miles / 2 lanes
School Road	Collector*	0.5 miles / 4 lanes
Webb Road	Collector*	1.2 miles / 2 lanes
* Changes to Fulton County classifications recommended by BRPH include addition of Windward Parkway as Principal Arterial and addition of Mayfield as minor arterial and several streets as Collectors		



### Average Annual Daily Trip (ADT) Volumes and Design Volumes

The following 2007 traffic counts were drawn from the Fulton County Public Works website:

TABLE 8-4: Average Daily Trips (2007)						
Route Number	Beg mile	End Mile	AADT 2-Way	Peak Hour	Beg Intersection	End Intersection
SR 9	25.7	27.23	22840	3153	Canton St	Windward Parkway
SR 9	28.69	29.79	17360	2208	Deerfield Rd.	Five Acre Rd.
SR 140	0	2.15	18970	3391	Chadwick Rd	Cox Rd
SR 140	2.62	3.37	20650	2950	New Providence Rd.	Crabapple Rd.
SR 140	3.38	3.61	17110	2425	North Farm Dr.	Rucker Rd.
SR 372	0	1.25	14250	2081	Arnold Mill Rd.	Crabapple Cir
SR 372	1.26	3.44	9430	2281	Dorris Rd	Landrum Rd.
SR 372	3.45	7.38	12170	1309	Providence Rd	New Bullpen Rd.
SR 372	7.45	8.82	5000	646	Puckett Rd.	Liberty Grove Rd.
SR 400	21.04	22.47	74840	NB	Windward Pkwy	McGinnis Ferry Rd
Crabapple Rd	0	0.31	14860	2296	Rucker Rd.	Arnold Mill Rd.
Broadwell Rd	0	0.81	6230	2559	Mayfield Rd	Rucker Rd.
Rucker Rd	1.74	3.68	16110	1437	Broadwell Rd.	Crabapple Rd
Rucker Rd	0	1.73	17270	539	Wills Rd N	Hickory Tr
Mid-Broadwell	0	0.37	4270	1180	Mayfield Rd	Charlotte Dr.
Mid Broadwell	0.38	2.11	6390	1422	Charlotte Dr.	Lexington Farm Apts
Mayfield Rd	2.53	3.47	9620	1451	Bethany Rd	Birmingham Hwy
Bethany Rd	0.51	2.52	3900	439	Bethany Rd.	Sulky Way E
Haygood Rd	0	0.5	2550	2658	Redd Rd	Bethany Rd
Hopewell Rd	0.79	2.92	9140	2305	Pebble Trl	Old Northparke Ln
Hopewell Rd	2.93	3.65	11250	2007	Bethany Rd.	Double Creek Ln
Hopewell Rd	3.66	5.1	6110	1773	Redd Rd	Stratforde Dr.
Hopewell Rd	5.11	9.16	7420	2022	Francis Rd.	Black Oak
Bethany Rd	0	1.54	6150	1461	Cumming Hwy	Hopewell Rd.
Bethany Rd	0	1.42	4980	1226	Kingsley Cir	Cummings Hwy
Mayfield Rd	0	1.32	6800	2183	Bethany Rd.	Dania Dr.
Mayfield Rd	1.33	2.06	11370	1035	Providence Rd	Canton St
New Providence	0	7.56	4660	541	Arnold Mill Rd.	Mayfield Rd.
Etris Rd	0	2.86	2210	1780	Sweetapple Rd.	Cagle Rd.
Source: Fulton County Public Works						

Design Volume Capacity provides the maximum number of vehicles that can pass a given point during a specified time period with reasonable expectancy under prevailing traffic and environmental conditions. Design volume for streets, roads, and highways is defined as the maximum feasible throughput of the facility consistent with safe operation of the facility. Design volume capacity is measured for operational and performance facility analysis.

## SECTION 8: TRANSPORTATION



The ARC Travel Demand Model contains this information including road segments, number of lanes, capacity, and volume/capacity ratios:

<b>TABLE 8-5: ARC Regional Transportation Model-Fulton County Road Segment</b>											
DIST.	CAPACITY	LANES	NAME	SPEED	V/C	Cong. Speed	Vol, AM	Vol, MD	VOL, PM	Vol, NT	Vol/Day
1.4	1100	1	ARNOLD MILL	48	0.95091	38.09	1910	3140	3980	1430	10460
0.36	1050	1	ARNOLD MILL	44	1.1019	30.95	2190	3620	4230	1530	11570
0.83	1000	1	ARNOLD MILL	45	1.001	35.23	3240	3050	2620	1100	10010
0.62	1050	1	ARNOLD MILL	44	1.40952	21.33	4340	4380	4590	1490	14800
0.14	1050	1	ARNOLD MILL	44	1.48571	19.99	3070	4860	5620	2050	15600
0.83	1100	1	ARNOLD MILL RD	48	0.92545	38.76	1860	3050	3890	1380	10180
0.5	700	1	BATESVILLE	38	0.78714	31.31	2000	1460	1540	510	5510
0.49	700	1	BATESVILLE	38	0.78429	31.29	2020	1440	1520	510	5490
0.5	700	1	BATESVILLE	38	0.74714	31.58	870	1390	2330	640	5230
0.42	700	1	BATESVILLE	38	0.69857	32.56	1810	1280	1350	450	4890
0.49	700	1	BATESVILLE	38	0.74286	31.47	830	1370	2360	640	5200
0.42	700	1	BATESVILLE	38	0.66	33.06	750	1210	2090	570	4620
0.6	900	1	BETHANY RD	42	0.86667	33.75	2270	2090	2900	540	7800
0.14	700	1	BETHANY RD	38	0.88714	29.71	1840	1610	2190	570	6210
0.6	900	1	BETHANY RD	42	0.88222	32.77	2150	2120	3130	540	7940
0.14	700	1	BETHANY RD	38	0.84571	30.34	1310	1580	2330	700	5920
0.4	900	1	BETHANY RD	42	0.77	35.59	2520	1780	2140	490	6930
0.62	900	1	BETHANY RD	42	0.44667	39.77	930	1150	1690	250	4020
0.8	900	1	BETHANY RD	42	0.54111	38.87	1030	1350	2190	300	4870
0.51	900	1	BETHANY RD	42	0.48889	39.32	1330	1240	1570	260	4400
0.4	900	1	BETHANY RD	42	0.74111	35.18	1440	1680	2990	560	6670
0.6	700	1	BETHANY RD	38	0.64714	33.46	1490	1230	1380	430	4530
0.8	900	1	BETHANY RD	42	0.34	40.6	1110	770	940	240	3060
0.25	700	1	BETHANY RD	38	0.70571	32.75	1130	1250	1990	570	4940
0.6	700	1	BETHANY RD	38	0.61143	34.2	830	1190	1710	550	4280
0.25	700	1	BETHANY RD	38	0.74143	32.12	1590	1300	1850	450	5190
0.8	900	1	BETHANY RD	42	0.53778	38.75	1690	1290	1580	280	4840
0.8	900	1	BETHANY RD	42	0.32889	40.67	580	800	1330	250	2960
0.62	900	1	BETHANY RD	42	0.43778	39.77	1250	1120	1330	240	3940
0.51	900	1	BETHANY RD	42	0.5	39.3	1130	1260	1830	280	4500
0.7	900	1	BIRMINGHAM HWY	42	0.21333	41.2	250	370	1150	150	1920
0.52	900	1	BIRMINGHAM HWY	42	0.19333	41.33	940	340	370	90	1740
0.7	900	1	BIRMINGHAM HWY	42	0.21556	41.25	980	390	460	110	1940
0.2	900	1	BIRMINGHAM HWY	42	0.27556	40.73	300	480	1510	190	2480
0.2	900	1	BIRMINGHAM HWY	42	0.27222	40.89	1190	520	600	140	2450
0.72	900	1	BIRMINGHAM HWY	42	0.25444	40.94	270	480	1350	190	2290



# SECTION 8: TRANSPORTATION



0.52	900	1	BIRMINGHAM HWY	42	0.19	41.32	190	320	1070	130	1710
0.52	900	1	BIRMINGHAM HWY	42	0.19333	41.33	940	340	370	90	1740
0.52	900	1	BIRMINGHAM HWY	42	0.19	41.32	190	320	1070	130	1710
0.52	900	1	BIRMINGHAM HWY	42	0.25778	40.97	1150	490	540	140	2320
0.52	900	1	BIRMINGHAM HWY	42	0.25222	40.94	270	470	1340	190	2270
0.52	900	1	BIRMINGHAM HWY	42	0.25778	40.97	1150	490	540	140	2320
0.72	900	1	BIRMINGHAM HWY	42	0.26222	40.95	1160	500	550	150	2360
0.52	900	1	BIRMINGHAM HWY	42	0.25222	40.94	270	470	1340	190	2270
0.41	900	1	BIRMINGHAM RD	42	0.81333	31.7	1100	1810	3600	810	7320
0.41	900	1	BIRMINGHAM RD	42	0.85444	33.85	3120	1910	2020	640	7690
0.53	900	1	BIRMINGHAM RD	42	0.09889	41.75	600	100	160	30	890
0.53	900	1	BIRMINGHAM RD	42	0.08889	41.84	60	80	630	30	800
0.56	900	1	BIRMINGHAM RD	42	0.08333	41.79	540	70	120	20	750
0.61	850	1	BIRMINGHAM RD	38	0.11529	37.81	90	170	670	50	980
0.3	900	1	BIRMINGHAM RD	42	0.44778	39.37	1630	810	1300	290	4030
0.46	900	1	BIRMINGHAM RD	42	0.44778	39.51	820	780	2110	320	4030
0.3	900	1	BIRMINGHAM RD	42	0.47667	38.99	770	820	2350	350	4290
0.45	900	1	BIRMINGHAM RD	42	0.45	39.33	1670	810	1290	280	4050
0.44	900	1	BIRMINGHAM RD	42	0.54556	38.36	2040	1060	1430	380	4910
0.46	900	1	BIRMINGHAM RD	42	0.48111	38.88	750	810	2410	360	4330
0.44	900	1	BIRMINGHAM RD	42	0.56778	37.46	790	1060	2790	470	5110
0.61	850	1	BIRMINGHAM RD	38	0.12353	37.72	610	170	220	50	1050
1.06	900	1	BIRMINGHAM RD	42	0.07778	41.86	40	60	580	20	700
0.46	900	1	BIRMINGHAM RD	42	0.45222	39.35	1550	810	1410	300	4070
0.56	900	1	BIRMINGHAM RD	42	0.07778	41.86	40	60	580	20	700
1.06	900	1	BIRMINGHAM RD	42	0.08333	41.79	540	70	120	20	750
0.46	900	1	BIRMINGHAM RD	42	0.42333	39.58	1520	740	1280	270	3810
0.46	900	1	BIRMINGHAM RD	42	0.45	39.49	830	790	2110	320	4050
0.46	900	1	BIRMINGHAM RD	42	0.47222	39.27	880	830	2190	350	4250
0.46	900	1	BIRMINGHAM RD	42	0.42778	39.54	1510	750	1320	270	3850
0.45	900	1	BIRMINGHAM	42	0.47778	38.93	750	820	2380	350	4300

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			RD								
0.54	900	1	BIRMINGHAM RD	42	0.47778	39.08	1750	880	1360	310	4300
0.54	900	1	BIRMINGHAM RD	42	0.50444	38.57	780	880	2500	380	4540
0.62	900	1	BIRMINGHAM RD	42	0.47778	39.08	1750	880	1360	310	4300
0.46	900	1	BIRMINGHAM RD	42	0.45889	39.25	1700	840	1300	290	4130
0.62	900	1	BIRMINGHAM RD	42	0.50444	38.57	780	880	2500	380	4540
0.53	900	1	COCHRAN MILL RD	42	0.08667	41.85	40	80	640	20	780
0.43	900	1	COGBURN RD	42	0.55111	38.36	2110	1100	1300	450	4960
0.88	850	1	COGBURN RD	38	0.39176	36.36	1290	910	830	300	3330
0.43	900	1	COGBURN RD	42	0.56222	37.58	600	1030	2800	630	5060
0.88	850	1	COGBURN RD	38	0.42471	36.07	490	890	1830	400	3610
0.57	850	1	COGBURN RD	38	0.36235	36.61	1220	880	10	270	3080
0.17	850	1	COGBURN RD	38	0.40471	36.38	700	890	1490	360	3440
0.56	850	1	COGBURN RD	38	0.4	36.29	440	880	1700	380	3400
0.15	850	1	COGBURN RD	38	0.35765	36.73	930	870	960	280	3040
0.43	900	1	COGBURN RD	42	0.54111	37.91	610	960	2710	590	4870
0.43	900	1	COGBURN RD	42	0.53222	38.61	2030	1080	1230	450	4790
0.43	900	1	COGBURN RD	42	0.56889	38.21	2160	1170	1310	480	5120
0.43	900	1	COGBURN RD	42	0.51889	38.38	560	950	2590	570	4670
0.35	900	1	COX RD	42	0.70222	37.31	1810	1740	2210	560	6320
0.35	900	1	COX RD	42	0.75333	34.99	1470	1770	3000	540	6780
0.43	900	1	COX RD	42	0.62667	38.09	1670	1520	1970	480	5640
0.43	900	1	COX RD	42	0.67	36.65	1270	1540	2750	470	6030
1.16	900	1	COX RD	42	0.59889	38.31	1610	1440	1910	430	5390
1.16	900	1	COX RD	42	0.63556	37.26	1220	1440	2630	430	5720
0.34	1600	2	DEERFIELD PKWY	34	0.1075	33.82	810	330	380	200	1720
0.35	1500	2	DEERFIELD PKWY	29	0.26733	28.34	550	860	2030	570	4010
0.34	1600	2	DEERFIELD PKWY	34	0.08	33.9	150	160	720	250	1280
0.56	1600	2	DEERFIELD PKWY	34	0.1075	33.82	810	330	380	200	1720
0.56	1600	2	DEERFIELD PKWY	34	0.08	33.9	150	160	720	250	1280
0.44	1500	2	DEERFIELD PKWY	29	0.15133	28.78	940	530	540	260	2270
0.35	1500	2	DEERFIELD PKWY	29	0.308	28.27	1790	1170	1210	450	4620
0.43762	1500	2	DEERFIELD PKWY	29	0.118	28.87	240	340	880	310	1770
0.434	850	1	GREEN RD	38	0.47529	36.15	920	1240	1350	530	4040
0.434	850	1	GREEN RD	38	0.45882	36.22	1200	1310	920	470	3900
1.26523	900	1	HAMBY RD	42	0.41	40.15	630	920	1690	450	3690
1.26523	600	1	HAMBY RD	35	0.515	32.03	1100	760	950	280	3090
0.2	900	1	HOPEWELL RD	42	0.48333	38.48	480	880	2580	410	4350

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0.57	900	1	HOPEWELL RD	42	0.44889	39.26	1900	850	990	300	4040
0.57	900	1	HOPEWELL RD	42	0.53444	37.42	510	990	2860	450	4810
0.5	900	1	HOPEWELL RD	42	0.48	39.19	1570	1040	1440	270	4320
0.2	900	1	HOPEWELL RD	42	0.47778	38.98	1960	910	1110	320	4300
0.6	850	1	HOPEWELL RD	38	0.41059	35.97	1350	880	1110	150	3490
0.7	900	1	HOPEWELL RD	42	0.17667	41.51	210	450	880	50	1590
0.6	850	1	HOPEWELL RD	38	0.40118	36.11	440	1010	1800	160	3410
0.4	850	1	HOPEWELL RD	38	0.38706	36.16	1310	820	1020	140	3290
0.4	850	1	HOPEWELL RD	38	0.37882	36.24	390	950	1740	140	3220
0.8	850	1	HOPEWELL RD	38	0.27412	37.01	1090	500	700	40	2330
0.8	850	1	HOPEWELL RD	38	0.26706	36.82	220	610	1400	40	2270
0.7	900	1	HOPEWELL RD	42	0.18111	41.57	670	370	550	40	1630
0.5	900	1	HOPEWELL RD	42	0.49333	39.34	800	1230	2110	300	4440
0.57	900	1	HOPEWELL RD	42	0.45667	38.86	430	810	2480	390	4110
0.57	900	1	HOPEWELL RD	42	0.54222	38.06	2260	1050	1200	370	4880
0.57	900	1	HOPEWELL RD	42	0.53	38.24	2230	1020	1160	360	4770
0.57	900	1	HOPEWELL RD	42	0.54889	37.06	520	1030	2930	460	4940
0.5	900	1	HOPEWELL RD	42	0.47111	39.49	800	1140	2030	270	4240
0.5	900	1	HOPEWELL RD	42	0.47889	39.14	1660	1040	1360	250	4310
0.5	900	1	HOPEWELL RD	42	0.50222	38.99	1670	1110	1460	280	4520
0.5	900	1	HOPEWELL RD	42	0.47333	39.45	750	1150	2090	270	4260
0.53729	700	1	MAYFIELD	34	0.22571	33.04	210	260	1010	100	1580
0.75117	700	1	MAYFIELD	38	0.72714	32.45	1480	1560	1700	350	5090
0.40034	850	1	MAYFIELD	38	0.64353	34.4	1410	1710	1920	430	5470
0.40034	850	1	MAYFIELD	38	0.67294	34.07	1650	1760	1900	410	5720
0.28695	700	1	MAYFIELD	38	0.70286	32.87	1250	1560	1730	380	4920
0.53729	700	1	MAYFIELD	34	0.22286	33.28	610	310	540	100	1560
0.78245	700	1	MAYFIELD	34	0.17429	33.36	190	180	800	50	1220
0.45	700	1	MAYFIELD	38	0.13571	37.6	360	130	410	50	950
0.75117	700	1	MAYFIELD	38	0.68143	33.13	1240	1500	1660	370	4770
0.78406	700	1	MAYFIELD	38	0.73857	32.32	1510	1600	1700	360	5170
0.78	700	1	MAYFIELD	34	0.17143	33.48	470	190	480	60	1200
0.45	700	1	MAYFIELD	38	0.17429	37.28	190	180	800	50	1220
0.45	700	1	MAYFIELD	38	0.13429	37.58	160	140	600	40	940
0.45	700	1	MAYFIELD	38	0.17143	37.42	470	190	480	60	1200
0.29	700	1	MAYFIELD	38	0.73857	32.31	1510	1600	1700	360	5170
0.78	700	1	MAYFIELD	38	0.70286	32.85	1250	1560	1730	380	4920
0.54	800	1	MCGINNIS FERRY	34	0.46375	31.93	1270	1000	1210	230	3710
0.33	500	1	MCGINNIS FERRY	27	1.03	19.25	1550	1530	1660	410	5150
0.35	550	1	MCGINNIS FERRY	30	1.17273	18.62	1910	1970	2050	520	6450
0.4	850	1	MID BROADWELL	38	0.39765	36.61	950	960	1010	460	3380
0.4	850	1	MID	38	0.40824	36.58	690	960	1300	520	3470

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			BROADWELL								
0.42	1500	2	MORRIS RD	29	0.22	28.64	1170	960	930	240	3300
0.42	1500	2	MORRIS RD	29	0.212	28.57	430	810	1610	330	3180
0.25	1500	2	MORRIS RD	29	0.15733	28.77	860	640	670	190	2360
0.25	1500	2	MORRIS RD	29	0.14867	28.82	300	520	1150	260	2230
0.52	700	1	NEW BULLPEN RD	38	0.20286	37.23	160	310	810	140	1420
0.52	700	1	NEW BULLPEN RD	38	0.21143	37.17	680	340	360	100	1480
0.59	900	1	PROVIDENCE RD	42	0.64667	37.58	2070	1350	1920	480	5820
0.33	900	1	PROVIDENCE RD	42	0.67222	37.24	1210	1510	2630	700	6050
0.6	900	1	PROVIDENCE RD	42	0.59333	38.39	1070	1290	2370	610	5340
0.64	900	1	PROVIDENCE RD	42	0.68556	37.16	2140	1460	2050	520	6170
0.33	900	1	PROVIDENCE RD	42	0.71667	36.76	2220	1570	2100	560	6450
0.64	900	1	PROVIDENCE RD	42	0.63333	37.86	1170	1400	2480	650	5700
1.23	900	1	SR 372	42	0.11444	41.74	530	190	260	50	1030
0.5	900	1	SR 372	42	0.11667	41.79	130	170	700	50	1050
1.235	900	1	SR 372	42	0.12444	41.78	150	190	720	60	1120
0.59	900	1	SR 372	42	0.10889	41.75	510	180	240	50	980
0.5	900	1	SR 372	42	0.10889	41.75	510	180	240	50	980
0.59	900	1	SR 372	42	0.11667	41.79	130	170	700	50	1050
0.55	900	1	SR 9	42	0.50444	39.21	990	1130	2070	350	4540
0.78	900	1	SR 9	42	0.44111	39.75	1160	1070	1490	250	3970
0.55	900	1	SR 9	42	0.51222	39.01	1540	1210	1560	300	4610
0.78	900	1	SR 9	42	0.43444	39.84	990	1020	1620	280	3910
1.32	850	1	WEBB RD	38	0	38	0	0	0	0	0
0.26	750	1	WEBB RD	29	0.10533	28.87	180	290	240	80	790
1.32	850	1	WEBB RD	38	0	38	0	0	0	0	0
0.26	750	1	WEBB RD	29	0.10267	28.88	130	290	270	80	770
0.31	650	1	WEBB RD	28	0.14462	27.74	260	290	310	80	940
0.38	650	1	WEBB RD	28	0.06769	27.86	50	140	240	10	440
0.31	650	1	WEBB RD	28	0.14615	27.72	140	330	410	70	950
0.38	650	1	WEBB RD	28	0.05846	27.89	140	90	140	10	380

Source: Atlanta Regional Commission

### Programmed Improvements on the Atlanta Regional Commission Transportation Improvements Program (TIP)

The Atlanta Regional Commission (ARC) is the federally designated Metropolitan Planning Organization (MPO) for the Atlanta Region. ARC works with local governments in and surrounding the 10-county ARC Region and with State and regional agencies such as the Georgia Regional Transportation Authority (GRTA) the Metropolitan Atlanta Rapid Transit Authority (MARTA) and other regional transit providers to develop the transportation plan for the Region. The Regional Transportation Plan (RTP) provides

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recommendations for highways, public transit, bicycle and pedestrian facilities, passenger and freight rail service, airports, congestion management, and improved air quality.

The Mobility 2030 RTP identified the following improvements projects:

<b>ARC.I.D. No</b>	<b>Project I.D. No</b>	<b>Project Type</b>	<b>Project Description</b>
AR-936	0008444	General Purpose Roadway Capacity	SR 400 Flexible Shoulder Lanes from Spalding Drive in North Fulton to McFarland Road in Forsyth County
AR-937	0004832	General Purpose Roadway Capacity	SR 400 From McFarland Road to SR 20
AR-H-400	0001757	Managed Lanes (Auto/Bus)	SR 400 Managed lanes from I-285 to McFarland Road in Forsyth County
FN-067A	721780	General Purpose Roadway Capacity	SR 9 from Academy Street to Windward Parkway
FN-126	721300	General Purpose Roadway Capacity	SR 140 from Mansell Road to Ranchette Road
*FN-192F	266	Intersection Improvement	Mayfield Rd/CR 1324 at Providence Road
FN-199	0006727	ITS-Smart Corridor	SR 9/Roswell Rd from Abernathy Rd to Forsyth County Line
FN-201	0006818	ITS-Other	Windward Parkway Traffic Signal Interconnections from SR 9 to McGinnis Ferry Road
FN-202	0006819	ITS-Other	North Point Parkway Traffic Signal Interconnections from Mansell Road to Windward Parkway
FN-206	533	Intersection Improvement	SR 140/Arnold Mill Road @ New Providence Rd
FN-208	531	Intersection Improvement	Providence Rd @ Bethany Road
FN-209	5448	Intersection Improvement	SR 372/Birmingham Hwy @ Providence Rd & New Providence Rd
*FN-210	762534	Sidewalks	Birmingham Hwy from Kensington Farms Rd to Crabapple Rd
*FN-212	527	Intersection Improvement	Freemanville Rd at Birmingham Road
FN-213	526	Intersection Improvement	Freemanville Rd at Providence Road
FN-222	0007838	General Purpose Roadway Capacity	SR 9 from Windward Parkway to Forsyth County Line
FN-232A	721303	General Purpose Roadway Capacity	SR 140 from Mountain Road in Cherokee County to Ranchette Road in Fulton County
FN-232B	721308	Bridge Update	SR 140/Houze Rd over Little River at Fulton
FN-237	0007313	Roadway Operational Improvements	Mayfield Road at Mid-Broadwell Road



## SECTION 8: TRANSPORTATION



FN-239	0007312	Studies	Northwest Fulton County Transportation Plan
FT-001A	0007843	General Purpose Roadway Capacity	SR 9: Segment 1 from Fulton County line to McFarland Road
FT-063A	0007097	General Purpose Roadway Capacity	Union Hill Road: Segment 1 from McGinnis Ferry Road to McFarland Road
Source: Atlanta Regional Commission Mobility 2030 RTP			
* denotes projects not listed in the ARC Envision6 Constrained TIP 2008-2013			

ARC is responsible for developing the RTP and a balanced mix of highway, bridge, safety and congestion management projects with bicycle, transit, sidewalk and emissions reduction projects. The RTP is updated every three years and must be fiscally restrained within the limits of the Region's revenue resources.

Federal regulations require the RTP to serve economic, mobility and accessibility needs. In Atlanta, the RTP also requires that the MPO consider air quality and development trends to determine how the region can conform to the Federal air quality standards.

The Mobility 2030 RTP was adopted in 2005 and provided the basis for the Transportation Element of the Focus Fulton Plan. The goals of Mobility 2030 included:

1. Increase safety and security of the transportation system
2. Maintain and improve system performance and preservation
3. Protect and improve the environment and the quality of life

Mobility 2030 included eight Federal Transportation Planning Factors:

1. Support economic vitality of the region
2. Increase the safety of the transportation system
3. Increase the security of the transportation system
4. Increase the accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvement and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system across and between modes, people and freight
7. Promote the efficient management and operation of the system
8. Emphasize the preservation of the existing transportation system.

These planning factors and the 14 policies from the ARC Regional Development Plan (RDP) established the basic policies for the Mobility 2030 RTP.

### **Air Quality Policies**

1. Accelerate fleet conversion to cleaner vehicles
2. Reduce travel demand
3. Improve operating characteristics of the current transportation system
4. Support land use development patterns that reduce daily vehicle use
5. Strengthen mobile source control strategies

### **Transportation Design Management (TDM) Policies**



1. Aggressively fund a comprehensive set of TDM programs
2. Promote development guidelines that encourage and support transportation choices
3. Coordinate regional TDM efforts to improve effectiveness and efficiency
4. Advocate the installation of infrastructure to entice travel options other than single occupancy vehicle
5. Provide a comprehensive system for tracking, measuring, and evaluating TDM impacts on air quality, traffic congestion, and quality of life

#### **Bicycle and Pedestrian Policies**

1. Provide a regional system of safe, convenient and accessible bicycle and pedestrian facilities for all users
2. Promote and encourage bicycle and pedestrian travel as viable forms of transportation
3. Promote coordinated and continuing bicycle and pedestrian planning and development programs at regional and local levels
4. Provide adequate funding for planning, developing, and maintaining high quality bicycle and pedestrian systems

#### **Transit Policies**

1. Preserve, modernize, and integrate transit systems
2. Improve regional mobility and accessibility to centers of activity
3. Protect the environment and enhance the quality of life through improved coordination with land use and metropolitan development
4. Provide transit improvements that are fiscally responsible, economically feasible, politically supported, and equitable to all parts of the Region

#### **Environmental Justice Policies**

1. Connect bus routes to the activity centers and implement bus circulation in activity centers outside the center of the urbanized area
2. Create more direct transit routes between transit user origins and destinations
3. Improve on-time performance of transit providers by using signal priority, arterial preference lanes, etc.
4. Make employment centers more transit friendly by building bus shelters, and sidewalks
5. Encourage bus replacement and converting older equipment to cleaner fuels
6. Implement reverse route options to create transit routes linking central city areas with suburban employment centers

#### **Roadway / High Occupancy Vehicle (HOV) Improvement Policies**

1. Create and integrate a regional HOV system with all regional transportation systems
2. Identify specific conditions where the addition of freeway, arterial or collector street single occupancy vehicle (SOV) lanes or interchange improvements would improve the transportation network before they can be added

The “Envision 6” Regional Transportation Plan updated the transportation strategies for all or parts of 19 counties in the Atlanta Region in 2007. The Envision 6 process provided an integrated approach to coordinate the RTP and the Regional Development Plan to consolidate and integrate local plans and numerous planning initiatives within the region to establish a better sense of the regional vision and the



performance of the transportation plan. The measures to evaluate the RTP and its progress were updated by on the Envision 6 RTP process and are identified in Table 8-7:

**RTP Revised Performance Measures**

1. Percent lane miles operating under congested conditions (extent of congestion)
2. Percent travel operating under congested conditions (duration of congestion)
3. Hours of delay (intensity of congestion)
4. Total cost of delay (annual cost per person and total annual cost)
5. Average travel cost (per person trip by mode and trip purpose)
6. Regional travel time index
7. Average travel time per commute trip (by mode and income group)
8. Aggregate mode share at top activity centers (calculated for top 12 activity centers)
9. Total; accessibility to activity centers within 30 minutes (household and employment accessibility by mode and income group)
10. Passenger boarding per revenue mile service by transit mode
11. Total transit trips
12. Transportation related pollutants (NO<sub>x</sub>, VOC, PM<sub>2.5</sub>)
13. Percent households within 30 minutes and 60 minutes by mode of key quality of life centers by income group
14. Safety/security measure
15. Truck mobility measure (based on freight measures)

The Envision 6 RTP Needs Assessment identified 11 key freeway corridors containing 27% of the region's total land area and 78% of the total lane miles in the region. These corridors play a key role in identifying multi-modal solutions to reduce the region's dependence on the automobile and single vehicle occupancy. Transit seat miles are projected to increase by 55% along these corridors while total lane miles shrink from 78% in 2005 to 64% in 2030.

The only major expressway corridor affecting the City of Milton is the Georgia 400 corridor. Georgia 400 runs from the Cumming area in Forsyth County through North Fulton to the interchange with the I-85 corridor in Atlanta. Key findings for this corridor note that the number of total households in the corridor increase by 62% over the 2005-2030 planning period and the employment increases by 40%. These numbers reflect the highest absolute growth of all 11 corridors around Atlanta. 36% of the total employment growth will be in identified town centers or activity areas such as Buckhead, Perimeter Center, Northpoint and Windward Parkway. Although the number of households is expected to grow faster than employment, the 2030 RDP still identifies approximately 2.6 jobs per household. Approximately 74% of the household growth along this corridor is in Forsyth County, and 30% of the employment growth is expected there.

The Mobility 2030 RTP recommends 91% of all corridor investments be dedicated to added network capacity and HOV lanes to meet the new demand placed on the network in 2030. The HOV lane system would allow the corridor to support increased traffic volumes and provide a placeholder for future transit systems. The Envision 6 Needs Assessment document also identifies Roswell Road and State Route 140 as potential relievers for Georgia 400.



ARC tested numerous land use patterns against the Mobility 2030 network, and identified these three scenarios that demonstrated the most desirable results relative to transit share, vehicle miles traveled (VMT), and hours of delay:

1. Concentrated population and job density
2. Location of jobs closer to people
3. Population and jobs close to transit

The tests showed that changes in land use planning will not solve the region's transportation congestion problems but could help reduce vehicle miles traveled and delays. The review of a compilation of local comprehensive plans identified that the local plans would absorb more vacant land into low density residential uses. The travel time index for 2030 showed an 80% increase in travel time for State Route 140, State Route 372, Birmingham Road and Mayfield Road.

The revised policies of the Envision 6 RTP are provided in Table 8-5:

#### **Envision 6 Regional Transportation Plan Policies**

##### *Quality #1 -- Accelerate Fleet Conversion to Cleaner Vehicles*

AQ-1-A: The ARC will provide leadership and support for development of an integrated and comprehensive program accelerating fleet conversion to cleaner vehicles, through the combination of infrastructure development and vehicle purchases yielding the greatest emission benefits.

AQ-1-B: The ARC member jurisdictions will implement strategies to reduce pollution from their heavy duty vehicle and equipment fleets. In addition, the ARC challenges state and federal agencies, transit operators and businesses to make similar commitments.

##### *Air Quality #2 -- Reduce Travel Demand*

AQ-2-A: The ARC will provide leadership and support for a comprehensive program to encourage and facilitate alternatives to driving alone, including employer commute option programs that provide for carpool, vanpool, and shuttle services, incentives, and other trip reduction strategies such as teleworking and alternative work schedules.

AQ-2-B: The ARC will support in the RTP and TIP, studies, pilot projects, and implementation of regional corridor congestion/value pricing programs that reduce emissions, mitigate congestion, support transit, are technically feasible, and are publicly acceptable.

##### *Air Quality #3 -- Improve Operating Characteristics of Current Transportation System*

AQ-3-A: The ARC will support in the RTP and TIP, the expansion of ITS communications infrastructure to all jurisdictions in the region, including freeway and arterial applications for both the highway and transit network. The ARC supports improved inter-jurisdictional and inter-modal cooperation between transportation and public safety agencies at the city, county and state level to facilitate ITS expansion.

AQ-3-B: The ARC will support changes (including legislation as needed) to speed limit policies that will reduce emissions and improve safety.



*Air Quality #4 -- Support Land Use Development Patterns that Reduce Daily Vehicle Use and Improve Air Quality*

AQ-4-A: Give priority in the TIP evaluation process to projects that serve corridors with adopted regulations requiring 1) access management principles to promote inter-parcel connectivity and shared parking, 2) design standards for developments and rights-of-way that safely and efficiently incorporate a variety of transportation options, and 3) land use and development policies that result in appropriate intensity and integrated mixed-use development.

AQ-4-B: Give priority in the TIP evaluation process to projects that serve activity or town centers that promote 1) transit-supportive infrastructure, 2) a pedestrian environment, 2) improved roadway connectivity, and 3) integrated mixed-use development.

**AQ-4-C**

Give priority in the TIP evaluation process to projects that serve existing, proposed, or planned development(s) with 1) a majority of buildings (both in terms of number and total floor area) having energy efficient designs (e.g., Earth Craft, U.S. Green Building Council Leadership in Energy and Environmental Design, Energy Star) and 2) substantial levels of urban heat island mitigation measures (e.g., high reflectivity pavements and roofs, increased tree canopy).

*Air Quality #5 -- Strengthen Mobile Source Control Strategies through Public Outreach*

AQ-5-A: Support advertising and public relations campaigns to provide outreach and education to the general public on strategies to improve air quality.

AQ-5-B: Support school programs to educate students about the connection between transportation choices and air quality.

*Transportation Demand Management #1 -Aggressively fund a comprehensive set of TDM programs*

TDM-1-A: Provide funding for advertising, education, and marketing including the Clean Air Campaign advertising & education, employer outreach marketing

TDM-1-B: Provide funding for employer outreach and services

TDM-1-C: Provide funding for support programs and individual services including Ride matching, guaranteed ride home, vanpool services, and car sharing and station cars.

TDM-1-D: Provide funding for other regional initiatives

*Transportation Demand Management #2 -- Promote development guidelines that encourage and support the use of transportation choices*

TDM-2-A: Facilitate the implementation of local zoning policies that encourage the use of alternative modes of transportation.

TDM-2-B: Modify the region's Development of Regional Impact review process to include evaluation factors that address site design elements and programs that support the use of alternative modes of transportation.





TDM-2-C: Develop incentive programs that encourage/reward developers for incorporating TDM-friendly features into their site designs. TDM-2-D Facilitate the implementation of local zoning policies that encourage the use of alternative modes of transportation.

*Transportation Demand Management #3 - Coordinate the region's TDM efforts to improve effectiveness and efficiency*

TDM-3-A: Maintain an organization of TDM Stakeholders to recommend the allocation of all regional TDM related resources and to establish goals, objectives and evaluation standards to judge effectiveness.

TDM-3-B: Coordinate TDM programs with existing alternative mode service providers to facilitate the integration of TDM programs with those services.

TDM-3-C: Work to identify common transportation needs that can be addressed using TDM strategies.

*Transportation Demand Management #4 - Advocate for the installation of infrastructure that makes non-drive alone travel options more enticing.*

TDM-4-A: Identify deficiencies and recommend solutions in the transportation systems that restrict the use of alternative modes.

TDM-4-B: Provide programs to increase the use of new and existing alternatives to driving alone as a transportation mode.

*Transportation Demand Management #5 - Provide a comprehensive system for tracking, measuring, and evaluating impacts of TDM on air quality, traffic congestion and quality of life.*

TDM-5-A: Establish and maintain a TDM projects database of quantitative and qualitative measures needed to evaluate TDM project benefits, including but not limited to standardized methods for vehicle miles traveled (VMT) reduced, NOx reduced, and other data. Conduct comparative analysis of TDM projects, project groups and identify benefits trends.

TDM-5-B: Report on data collected and associated benefits.

TDM-5-C: Conduct comparative analysis of TDM projects, project groups and identify benefits trends

*Bicycle & Pedestrian #1 – Strategically target bicycle and pedestrian investments.*

BP-1-A: Focus on corridors that are best suited to mode shift.

BP-1-B: Focus on those jurisdictions which have demonstrated a commitment to developing and funding local-scale bicycle and pedestrian projects and to enacting bicycle- and pedestrian friendly policies.

*Bicycle & Pedestrian #2 – Implement the practices of routine accommodation and Complete streets.*

BP-2-A: Incorporate practices into planning, design, and construction of all future roadways.



BP-2-B: Adopt development review regulations requiring developers to build bicycle and pedestrian facilities as integral components of their transportation infrastructure.

*Bicycle & Pedestrian #3 – Identify re-striping candidates*

BP-3-A: To accommodate bicyclists on roadways segments where excess pavement width is available.

*Bicycle & Pedestrian #4 – Improve crossings at un-signalized intersections and mid-block locations*

BP-4-A: Adopt guidelines or standards that recommend appropriate crossing facilities and treatments for pathways (sidewalks and shared use paths) as they cross streets at uncontrolled locations (mid-block or two-way stop controlled intersections).

*Bicycle & Pedestrian #5 – Increase availability of end-of-trip bicycle facilities*

BP-5-A: Require end-of-trip bicycle facilities (e.g. parking, lockers, and showers) at all new commercial developments or implement developer incentives to construct such facilities.

*Bicycle & Pedestrian #6 – Improve neighborhood connectivity for bicycles and pedestrians*

BP-6-A: Establish guidelines for ensuring bicycle and pedestrian connectivity between neighborhoods and among adjacent land uses.

*Bicycle and Pedestrian #7 – Promote bicycle and pedestrian planning and implement bicycle and pedestrian programs*

BP-7-A: Emphasize the importance of bicycle and pedestrian planning at the local level.

BP-7-B: Develop and promote programs that promote bicycling and walking through education, encouragement, enforcement, and awareness.

*Transit #1 - Preserve, modernize and integrate existing transit systems*

1-A: Optimize customer access and ease of use through a coordinated regional travel info system

T-1-B: Enhance the responsiveness of transit systems to rider needs through upgraded customer service, enhanced personal security and improved travel safety.

T-1-C: Implement a marketing strategy that will retain current transit riders and attract new ones.

*Transit #2 - Improve regional mobility and accessibility to centers of activity*

T-2-A: Provide transit choices to satisfy a full range of transportation demands.

T-2-B: Expand transit system access and capacity to support increases in transit ridership and to relieve passenger crowding on vehicles.

T-2-C: Provide seamless connections among public transit services and between public transit services and other modes.



T-2-D: Increase competitive transit choices to and within regional activity centers.

T-2-E: Provide appropriate transit services in areas currently not served by transit.

T-2-F: Proactively respond to anticipated changes in travel patterns.

*Transit #3 - Protect the environment and enhance the quality of life through improved coordination with land use and metropolitan development*

T-3-A: Provide transit services that support transit-oriented, mixed use, and sustainable development.

T-3-B: Implement transit services that are compatible with future land use plans.

T-3-C: Implement transit projects that support economic development initiatives.

T-3-D: Provide transit improvements that will relieve highway congestion and reduce air pollution.

T-3-E: Enhance the development potential and economic vitality of disadvantaged neighborhoods and communities.

T-3-F: Respond to the diverse land use characteristics (e.g. urban, suburban and rural) and transportation needs within the region.

*Transit #4 - Provide transit improvements that are fiscally responsible, economically feasible, politically supported, and equitable to all parts of the region*

T-4-A: Maximize benefits to the region as a whole – both transit users and the community at large – by achieving the best value for funds invested in transportation.

T-4-B: Secure a stable, dedicated and equitable funding source for transit.

T-4-C: Maintain and improve other sources of transit funding by working with transit partners, communities, and participating agencies within the region.

*Environmental Justice #1 - Implement bus circulators in activity centers outside the center of the urbanized area as well as connecting bus routes to the regional transit network.*

*Environmental Justice #2 - Implement alternative bus routing strategies that connect neighborhoods directly with employment centers vs. the closest MARTA station – creating more direct transit routes between origins and destinations for transit users.*

*Environmental Justice #3 - Improve the on-time performance for existing transit services by 1) roadway improvements to help buses by-pass congestion (signal priority, arterial HOV, etc.) and 2) implementing better rider information at transit stops on scheduling.*



*Environmental Justice #4* - Make employment centers more transit friendly by implementing a regional bus shelter program and developing a regional pedestrian sidewalk program to support transit.

*Environmental Justice #5* - Encourage bus replacement programs that convert older buses to cleaner fuels, such as low sulfur diesel or natural gas buses, in EJ communities in the region.

*Environmental Justice #6* - Implement reverse commute transit options to create transit routes linking central city areas and suburban employment opportunities

*Roadway/Managed Lanes #1 - Freeway single-occupancy vehicle (SOV) capacity should be added only under specific conditions*

R-1-A: Identified in the CMP or other needs assessment

R-1-B: To create continuity in the freeway network where bottlenecks occur due to lane inconsistencies

R-1-C: To support Regional Development Plan and Regional Transportation Plan policies

R-1-D: To meet safety needs, including those based on Georgia DOT Safety Improvement Program accident rates

R-1-E: Improves freight movement from nearby intermodal facilities.

R-1-F: All capacity additions on regional interstates are assumed to be managed lanes, unless during project engineering and implementation studies it is determined by regional stakeholders, including the ARC that managed lanes are not feasible for the planned project.

*Roadway/Managed Lanes #2 - Arterial and Collector Street single-occupancy vehicle (SOV) capacity should be added only under specific conditions*

R-2-A Identified in CMP or other needs assessment

R-2-B: To create continuity in the roadway network where bottlenecks occur due to lane inconsistencies

R-2-C: To support Regional Development Plan and Regional Transportation Plan policies

R-2-D: To meet safety needs based on Georgia DOT Safety Improvement Program accident rates

R-2-E: To improve freight movement from nearby intermodal facilities

R-2-F: To support and enhance the results of Livable Center Initiative Studies

R-2-G: Federal funding for capacity projects shall be limited to those facilities on the Regional Strategies Transportation System.



*Roadway/Managed Lanes #3 - Add improved or new interstate interchanges only under the specific conditions.*

R-3-A: To benefits regional managed lanes and/or transit system

R-3-B: To incorporate preferential managed lanes access into all future interchange reconstruction projects on HOV system where applicable

RH-3-C: To meet safety needs based on Georgia DOT Safety Improvement Program accident rates

RH-3-D: To improve freight movement from nearby intermodal facilities

RH-3-E: No interchange projects shall be added to the Regional Transportation Plan unless an Interchange Justification Request (IJR) has been approved by the US DOT or approved by the Georgia DOT Director of Planning and Programming.

*Roadway / Managed Lanes #4 – Create an Efficient Managed Lanes System*

ML-4-A: The primary goal of the managed lane system is congestion management as achieved through efficient operation and design of the managed lane system.

ML-4-B: Managed lanes are intended to provide reliable and appropriate travel times to all users of the managed lane system.

*Roadway / Managed Lanes #5 – Revenue of the Managed Lanes System*

ML-5-A: Toll revenues generated on a managed lane should first be expended toward obligations encumbered for the construction, maintenance, and operations of the facility or system.

ML-5-B: Net revenues, when available, may be considered for uses other than the primary obligations as outlined above.

ML-5-C: The facility owner shall be afforded authority for final decision-making for allocating net revenues.

ML-5-D: The facility owner shall coordinate with state and regional operating and planning agencies, transit operators and managed lane operators on the allocation of net revenues as permitted by any debt obligations.

*Roadway / Managed Lanes #6 – Regional Goals of the Managed Lanes System*

ML-6-A: Adhere to transportation and land-use policy and goals as established by the statewide and regional planning process.

ML-6-B: Expansion of the regional managed lane system will be coordinated with current and proposed regional land-use policies.

ML-6-C: Managed lanes, as required, will be part of an air quality conforming regional transportation plan approved by the USDOT.





ML-6-D: Planning, funding, and implementation of managed lanes will occur within the context of a regional managed lane system.

ML-6-E: For managed lanes planned and/or implemented through a public-private initiative or proposal, adopted regional policies on managed lanes should be adequately addressed.

*Roadway/Managed Lanes #7 – Transit Goals for the Managed Lanes System*

ML-7-A: Provide reliable and appropriate travel times for existing and planned transit operating on the managed lanes.

ML-7-B: Transit is a priority of the managed lane system.

ML-7-C: Expansion of the regional managed lane system should coordinate with the existing and planned regional transit system.

*Roadway/Managed Lanes #8 – Accessibility Goals for the Managed Lanes System*

ML-8-A: Managed lanes should be designed and operated so as to ensure all potential users have appropriate accessibility opportunities.

ML-8-B: The managed lanes system should operate under an interoperable electronic toll collection system.

ML-8-C: A region wide public education and outreach program should be undertaken throughout planning, design and implementation phases of the managed lane system.

ML-8-D: The managed lanes system should be designed and operated such that all potential users have adequate information to make rational lane and mode choice decisions.

ML-8-E: The managed lane system development should include appropriate incident management planning.

The Envision 6 reprioritized the current Projects in the RTP/TIP to retain only those TIP projects where significant engineering, environmental documentation or right-of-way acquisition is underway and which advance the goal of improved mobility and congestion relief and those TIP projects funded with a federal earmark or by a Special Purpose Local Option Sales Tax (SPLOST).

New RTP funding levels were established for the three priority areas consistent with plan goals and federal requirements. The Regional Strategic Transportation System was refined for use as a tool to screen projects for prioritization, and the RTP and the associated TIP were developed to carry out a continuing, cooperative, and comprehensive multimodal RTP process as required to develop an RTP and associated TIP which emphasize congestion prevention and relief as a critical objective in project selection decisions.

The project selection process weighted the congestion factor at 70% to refine the list of federally funded and State-funded projects. Local sponsors were encouraged to use a project prioritization methodology based on the framework and assure consistency with RTP transportation policies and objectives, Regional Development Plan policies, the Unified Growth Policy Map and the Regional Strategic Transportation



System, as applicable. Consistent and transparent cost and benefit methodologies were recommended by the Congestion Mitigation Task Force to ensure that all evaluation strategies were consistent.

Envision 6 also placed stronger emphasis on using the Regional Development Plan and land use recommendations in the evaluation of transportation projects. In addition to technical design considerations, criteria regarding access management, context-sensitive design, alternate modal choice, and the capacity of land within the service area to accommodate development may have a much stronger role in determining project viability and/or priority. The Envision 6 recommendations note that these criteria can be used to encourage appropriate decisions or could become required factors in the Regional Transportation Plan.

### Bridges

There are 56 bridges and culverts in the City of Milton. Map 8-2 identifies the locations of bridge structures within the City (Map 8-2).

A report of the status of bridges needing repair was prepared by Fulton County Department of Public Works and included in the Focus Fulton County 2025 Comprehensive Plan. The Fulton County list included comments regarding bridges located in the City and a list of bridge construction projects. The Bridge Construction Report is provided as Table 8-7 below:

<b>TABLE 8-7: Bridge Construction Report</b>							
Priority	Bridge Location	Projected Cost (2005)	Weight Limit	Sufficiency Rating	Bus Route	P.I. No.	Comments & Issues / Status
2	New Providence Rd over Cooper Sandy Creek	\$763,200		20.58	Yes	771274	Timber piles to be replaced. FC to apply for Fed. funds for replacement - Completed, confirmed 5/11/04
11	Freemanville Rd over Chicken Creek		10 tons	24.28	Yes	771090	Completed by GDOT April 05 - Completed by 2/17/04.
12	Bethany Rd over Cooper Sandy Creek	\$990,909	10 tons	28.07	Yes	753320	Timber piles show signs of decay Project submitted for Fed. funding
34	Birmingham Rd over Little River	\$997,800	10 tons	47.08	No		Bridge has been painted. Concrete encasements should be extended. Tighten bolts & repair spalls completed by 2/17.04

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39	Hopewell Rd over Chicken Creek	\$823,307	20 tons	49.06	Yes		Debris needs to be removed upstream. Bridge has been painted – needs GDOT inspection – completed by 2/17/04
53	New Bullpen Rd over Little River			55.42	No		Repair cracks & potholes in asphalt overlay. Exposed concrete deck gutter line is deteriorated and should be sealed.
56	Freemanville Rd over Cooper Sandy Creek		18 tons	58.38	Yes		Bridge has been painted – completed by 2/17/04
65	Westbrook Rd over Chicken Creek tributary			61.44	Yes		Spalls should be repaired
67	Cogburn Rd over Chicken Creek tributary			59.55	Yes		No deficiencies – Design complete – Bridge in good condition – Not in CIP
69	Providence Rd over Cooper Sandy Creek			62.61	Yes		Bridge has been painted – may be confusion with New Providence Rd over Cooper Sandy
80	Thompson Road over Chicken Creek Tributary			65.02	Yes		Bridge has been painted. Extend pile encasements and repair spalls
81	Birmingham Rd over Chicken Creek			65.41	Yes		Bridge has been painted. Should not be in CIP – Design complete – by 2/17/04.
83	Hamby Rd over Chicken Creek		19 tons	65.76			
84	Hamby Rd over Chicken Creek tributary		19 tons	65.76			
87	Longstreet rd over Chicken Creek tributary			67.56	No		Bridge has been painted. Erosion under cap should be repaired. Plans complete - Completed by 2/17/07

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88	Batesville Road over Chicken Creek			67.64	Yes		Bridge has been painted.
105	Westbrook Rd over Chicken Creek tributary			72.45	Yes		No deficiencies. Approach needs to be leveled to reduce impacts on structure
106	Wood Rd over Chicken Creek tributary			72.45	Yes		No deficiencies
113	Batesville Rd over Little River			76.79	No		Bridge has been painted. Extend encasements
128	Dinsmore Rd over Chicken Creek			82.65	Yes		Bridge painting complete
135	Hopewell Rd over Cooper Sandy Creek			88.48	Yes		Bridge culvert with no deficiencies
158	Hopewell Road over Chicken Creek tributary			99.44	Yes		No deficiencies
170	Cogburn Rd over Cooper sandy Creek	\$370,829	10 tons	90.98	No		Design complete
Source: Focus Fulton 2005-2025 Plan							

### Connectivity

Poor connectivity is one of the primary factors in Milton's traffic congestion problem. In 2003 a study of the Crabapple Crossroads area was conducted by the Sizemore Group which paved the way for the 2004 adoption of a plan to improve the area's connectivity. The study stated that the City of Milton should encourage an interconnected network of streets and other transportation infrastructure rather than introspective, exclusive subdivision development.

While Milton has Birmingham Highway and the Cogburn/Hopewell Road as north/south corridors, the City does not have a major east/west thoroughfare in either the northern or southern portions of the City. The Birmingham Road/Hamby Road corridor provides east/west access in the northern part of the City, but both roads are classified as collector streets. The Crabapple Road/Mayfield Road corridor provides east/west access along the southern boundary of the City. The Providence Road/Bethany Road corridor provides some east/west connectivity through the middle portion of the City, but is disconnected and there is a gap between New Providence Road and Arnold Mill Road close to the Little River. The Hopewell Road/Bethany Road corridor provides northeast/southwest access, and the Providence Road corridor provides northwest/southeast access. These corridors are used by Milton residents and commuters from outside the City to travel from Forsyth County to Roswell and North Cobb and from Cherokee County to the Georgia 400 corridor employment centers.

The City of Milton may work to identify and coordinate improvements along these existing corridors and potential east/west corridors to accommodate some accessibility within reasonable limits. However, as



traffic volumes rise, the increased traffic causes additional congestion on local roadways that are not prepared to accommodate such additional volumes.

### **Signalized Intersections**

There are currently 17 signalized intersections in Milton. (Map 8-2).

### **Signage**

City of Milton Ordinance #07-04-28 was adopted from the Fulton County Code to regulate certain types of signage in Milton as listed in the following sections:

Article 33. Signs

Article 12G. State Route 9 Overlay District

Article 12H (1). Crabapple Crossroads Area of the Northwest Fulton Overlay District

Article 12H. Northwest Fulton Overlay District

The sign ordinance is a key component of ensuring an aesthetic character for the City through establishing and maintaining limits to the size, character and positioning of signage on each parcel.

## **8.3 - Alternative Modes of Transportation**

### **Bicycle Paths**

The **Milton Trail Plan** was developed in the first six months of 2007 by students and faculty from the Georgia Institute of Technology working with input and the support of Milton officials and residents. The goals and content of the study are specified within the plan:

“The purpose of this study is to develop a Bicycle and Pedestrian Plan for the newly established City of Milton, Georgia. The plan will propose a network of multi-use trails to connect Milton’s neighborhoods with its parks, schools, libraries, stores, sports facilities, and other public spaces. The study will consider the needs of the entire population of Milton, but it will also adopt a special focus on the needs of schoolchildren. To lower expenses and connect as much of the city as possible, the majority of the network will consist of multiuse trails paralleling existing roads.”

The City of Milton expects that the implementation of this plan will improve both the bicycle and pedestrian infrastructure within the City and improve Milton’s connectivity with surrounding communities thereby providing improvements in the quality of life of the City’s residents and visitors.

### **Pedestrian Facilities**

The **Milton Trail Plan** above provides plans for the creation of multi-purpose trails throughout the City and sidewalks connecting activity centers, schools, and other public areas. The activity centers at Crabapple Crossroads, Birmingham Crossroads, and in the State Route 9 Overlay Area all require the construction of sidewalks to create a sense of personal scale and to accommodate live/work/play opportunities.





### **Public Transportation**

There is currently minimal public transportation available to the residents of Milton. MARTA bus service is available in very limited areas in southeastern Milton along Windward Parkway, Deerfield Parkway, Webb Road, and Morris Road. Bus service from these areas connects riders to the North Springs MARTA rail station via MARTA bus routes 143 and 185. These routes are illustrated on the transportation map.

### **Areas with Limited Mode Choices**

With the exception of numerous horses throughout the City, the bulk of the City of Milton is characterized by a lack of alternatives to automobile transportation. Single vehicle occupancy is very common and the only area that has access to public transit is in the Deerfield area close to Georgia 400.

The low density development that characterizes the City is not and will not be likely to develop any significant alternate modes for commuting with the exception of the multi-use trails that could offer bicycle access for devotees. Many Milton residents accept that limited modal choice is a tradeoff for maintaining low density development. Access to the Georgia 400 expressway corridor is considered important and offers the best opportunities for reducing auto travel distance through carpooling or transit opportunities that are created along the corridor. Better east/west access will be needed to accommodate local travel.

### **Effectiveness in Meeting Community Mobility Needs**

The City's evolution from farms and vacant land into a more populated community which still has relatively low density has meant that little has changed in terms of any lack of mobility in the City in recent years. However, older residents are concerned that as they age, they may be less able to drive and may have to relocate if they want accessibility to public transportation.

## **8.4 - Parking**

### **Areas with Insufficient/Inadequate Parking**

There are currently no areas that have been identified as having insufficient or inadequate parking in Milton. Fulton County development officials provided strong controls to ensure that parking was provided for commercial, office and higher density residential users. Milton City officials and residents have noted that there is nothing in the current ordinance to define a *maximum* allowable amount of parking for new development, and that there may be a need for such regulations in the overlay districts.

### **Surface Parking Facilities in Need of Retrofitting or Redevelopment**

There are currently no surface parking facilities in need of retrofitting or redevelopment in Milton which have been identified.

## **8.5 - Railroads, Trucking, Port Facilities, and Airports**

### **Freight and Passenger Rail Lines**

There are no rail lines within Milton.

### **Major Rail Intermodal Facilities**

There are no intermodal facilities within Milton.



### **Non-Rail Freight Operations**

There are no known non-rail freight operations within Milton.

### **Seaports**

There are no seaports within Milton.

### **Harbors**

There are no harbors within Milton.

### **Air Terminals**

There are no air terminals or public airports within Milton.

## **8.6 - Transportation and Land Use Connection**

### **Areas with Significant Traffic Congestion**

There are several areas of Milton which experience traffic congestion. The Crabapple Crossroads Area and Highway 9 Corridor have significant traffic problems. The Character Areas Section of the Plan provides some detailed information, especially concerning Crabapple Crossroads.

*The State Route 9 Corridor Overlay Area* is located in southeastern Milton adjacent to Georgia 400 and is the only large area within the City that has access to sewers and public wastewater treatment systems. The Deerfield development and recent commercial activity along the corridor by the Sembler Company and other commercial developers is creating an automobile oriented commercial center to serve Milton, Alpharetta, and sections of nearby Forsyth County. This is the location of the first “big box” stores to locate in Milton. These establishments will generate significant traffic and are anticipated to create much more congestion in the overlay area. The Deerfield development is only about half full and can be expected to resume growth as the Georgia 400 corridor continues to attract new residents and employers.

The economic opportunities provided by the growth over the next 20 years anticipated by the Atlanta Regional Commission’s Envision 6 RTP and by local planners is expected to support the resumption of development to add more people in the State Route 9 Overlay area than anywhere else in Milton. The addition of people also means the addition of travel to and from work, play and homes. Therefore, the State Route 9 Overlay Area forms the most likely place to provide alternative travel modes, sidewalks, and public transit. The area should also be the most likely place for providing transfer from automobiles to public transportation.

*The Crabapple Crossroads Area* is located at a key intersection where State Route 372 turns from Birmingham Highway to Crabapple Road. Located only one mile east of the Crabapple Silos Community Center, the Crabapple Crossroads Area has been the subject of neighborhood planning and intense development interest. The Crabapple Crossroads Community Plan prepared by Sizemore Group in 2005 was adopted as the basis of the Crabapple Crossroads Overlay Zoning District by Fulton County in 2005.

The zoning overlay allowed up to 100,000-SF of commercial village mixed use development and 100, 000 SF of Office Village Mixed Use developments in a “Neighborhood” node. The existing mix was 25,000 SF



of commercial uses and 5,000 SF of office uses in the Overlay area. By the time the City of Milton was created in December 2006, developers had requested and received permits for over 120,000 SF of commercial and 65,000 SF of village mixed use and more than 400 new homes.

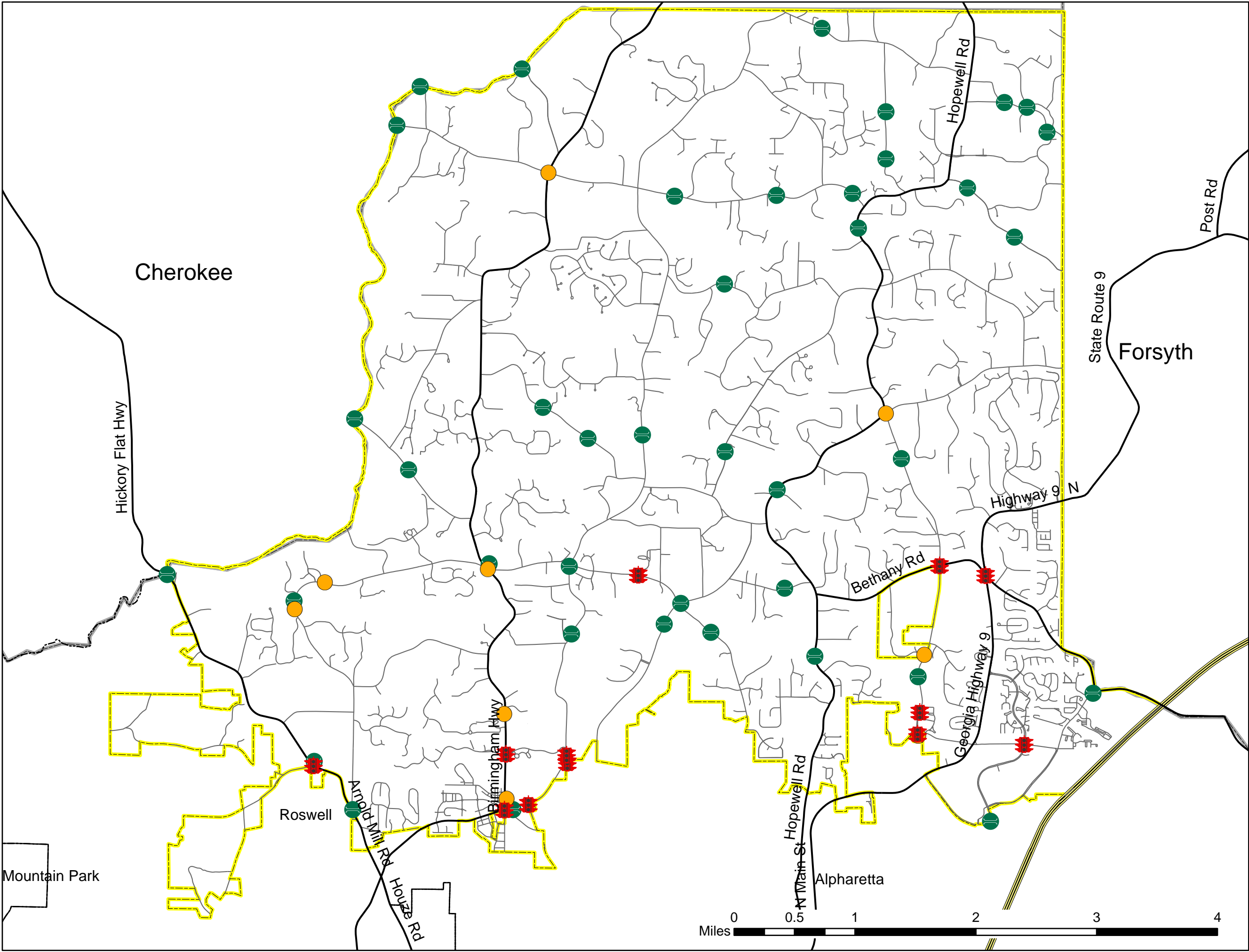
The network of new local roads to service local development and accessibility has been built on the western side of the intersection although they were built to minimal standards to avoid becoming thoroughfares. As the surrounding properties are developed, this network should help to limit the local development impacts on Crabapple, Mayfield and Broadwell Roads and Birmingham Highway. However, the growth of development throughout Milton, Alpharetta, Roswell and Cherokee County are creating a rapid increase in through traffic that is creating significant wait times at the intersection. Existing buildings will need to be relocated if the intersection is to be improved and the unique rural character and “feel” of the community is being lost to the traffic and high real estate values of the area.

*Arnold Mill Road (State Route 140)* is heavily traveled by commuters traveling between Roswell and Cherokee County. The corridor is shown as a major connector between Cherokee’s growing residential population and employment centers along Georgia 400 and I-285. The rural character of the corridor is disappearing, but there is concern that the quality of development will not be to standards that are desired by Milton, Roswell and Alpharetta. Large open parcels are located adjacent to the road, but there is no sewer in the corridor north of the Crabapple Silos Community Node and the Little River is extremely limited in its ability to serve as a discharge site.

The transportation facilities provided by the State Route 140 corridor are likely to become heavily loaded with morning and evening peak traffic which presents an opportunity for the City to develop some commercial or employment resources that cater to the primary traffic corridors in the City. The State Route 140 corridor also provides the most likely conduit for serving the growth of Cherokee County and limiting the traffic loads on Birmingham Highway.

#### **Underutilized Transportation Facilities**

MARTA service has the potential to be a great asset to the residents of Milton, but its limited presence in the City means that it is underutilized by local residents as a means of conveyance. Expanded MARTA service could provide transportation for many reasons and connect Milton to the rest of the metropolitan Atlanta area.



This map has been compiled from the most accurate source data from Fulton County and the City of Milton. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Milton.

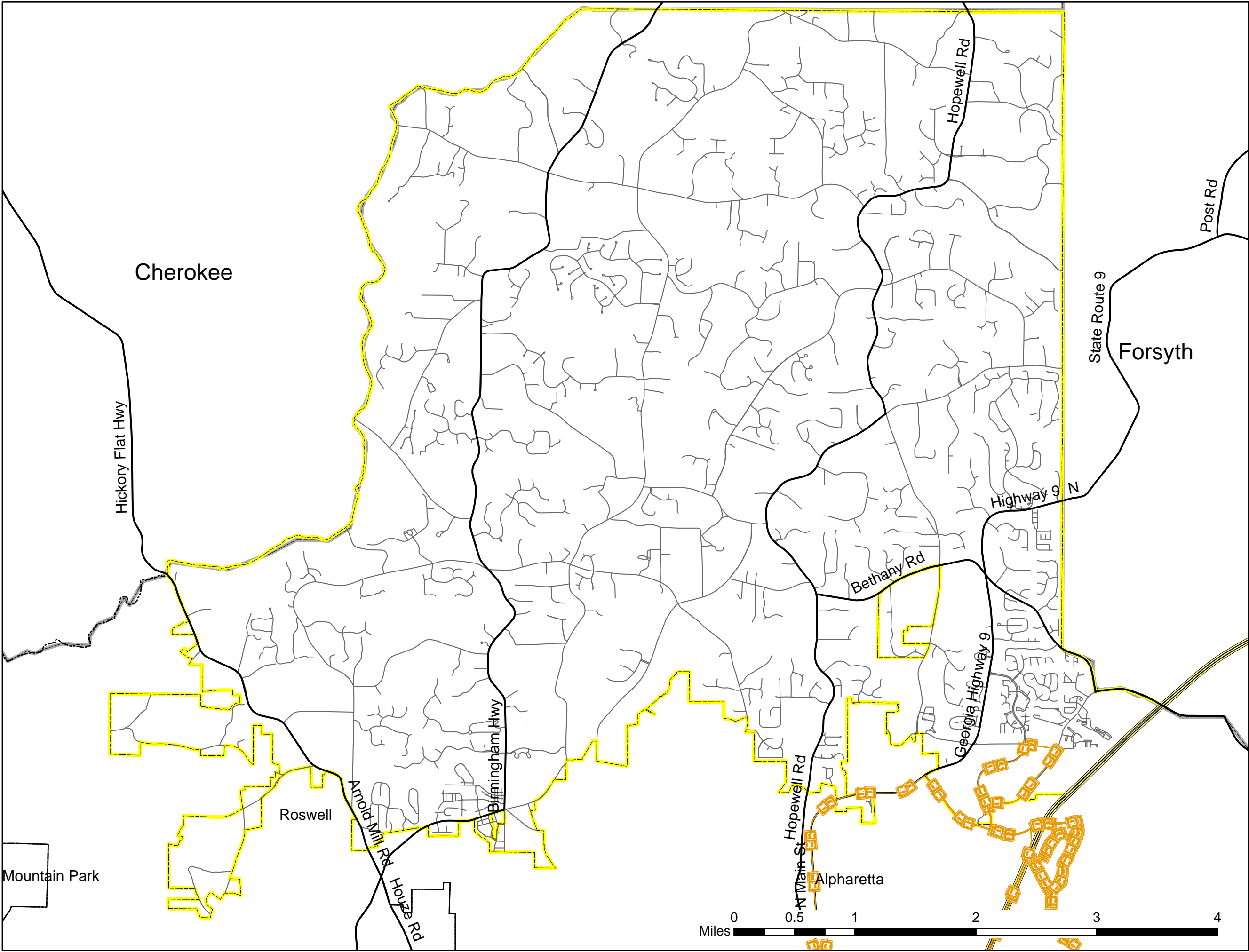
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

Requests should be made to the City's GIS Department at dawn.abercrombie@cityofmiltonga.us







# Map 8-3: Public Transit City of Milton

-  MARTA Bus Service
-  Major Roads
-  Other Roads
-  Expressway
-  Milton
-  Other Cities
-  County Boundary

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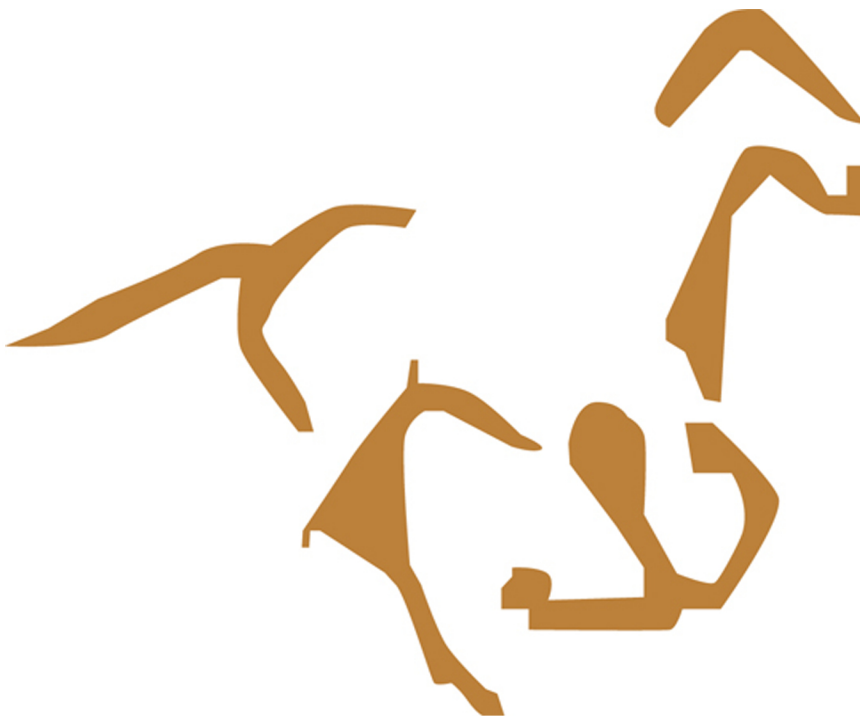
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# City of Milton

## 2008-2028 Comprehensive Plan



### Part D: Data Appendix

#### Glossary of Terms

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### A

**Accessory Dwelling Unit** – A second residential living unit on the same lot as a primary residential unit; which may be attached to the primary residential unit or in a separate structure.

**Affordable Housing** – Inexpensive dwellings affordable to those of modest income.

**Alternative Mode** – Any means of transportation other than private cars. Examples include walking, bicycling, and public transit.

**Annual Average Daily Traffic (AADT)** – An estimate of the total number of vehicles that travel on a particular road segment, in both directions, during a typical 24 hour day in a given year.

### B

**“Big Box” Retail** – Large retail stores of over 35,000 square feet that draw customers from a large area and are typically surrounded by parking lots.

**Brownfield** – An abandoned, idled or under-used industrial or commercial site where expansion or redevelopment is complicated by real or perceived environmental contamination, such as groundwater or soil pollution.

**Buffer or Buffer Strip** – Landscaped areas, fences, walls, berms, open spaces or any combination of these used to physically separate or screen one land use or piece of property from another. Buffers are commonly used to block noise or light.

**Building Envelope** – The shape and dimensions (height, width, and depth) of a structure.

**Built Environment** – The urban environment consisting of buildings, roads, fixtures, parks, and all other improvements that form the physical character of a city.

### C

**Capacity** – The potential for sharing assets, resources, gifts and talents. To reach capacity, people and organizations must be willing to share these assets for community building.

**Capacity Building** – The mobilization of individual and organizational assets from the community and combining those assets with others to achieve community building goals.

**Citizen Participation** – Allows decision-makers to obtain community input and contribution in the planning process. Conventional citizen participation has often been reactive, with an opportunity for public input only after release of a draft community plan. An increasing number of urban planners and consultants are working to make citizen participation proactive, allowing citizens to provide input and guidance throughout the plan-making process. With proactive participation, citizens are vital contributors who define a community’s development vision as well as identify implementation strategies. Among the numerous methods for citizen participation include public meetings and workshops; surveys and polls; focus groups; participation in online forums; interviewing; study circles; design charrettes and visual preferences. (EPA)

**Community Assessment** – All inclusive information gathering and sharing about the community: needs, resources, gaps, environment, economy, etc.

**Comprehensive Plan** – The basic foundation for local planning. A document, or series of documents, it lays out a community’s vision, long-term goals and objectives for guiding the future growth of the city. It describes where, how, and in some cases when development will occur, including land use changes and preparation of capital improvement programs. A comprehensive plan (also known as a master or general

plan) helps cities reach goals such as the following: economic development (employment); efficient transportation; affordable and adequate housing; community and individual pride; and access to clean air, water and open space.

**Conservation Easement** – A voluntary restriction placed by a landowner on the use of his or her property. Used to protect resources such as historic structures, wildlife habitat, agricultural lands, natural areas, scenic views or open spaces. The landowner retains title to the property, and the easement is donated to a qualified conservation organization, such as a land trust, or a government agency.

### D

**Demography** – The study of the size and composition of the human population.

**Density** – The average number of families, persons or housing units per unit of land. Usually density is expressed “per acre”. Gross density includes the area necessary for streets, schools and parks. Net density does not include land area for public facilities.

**Diversity** – A balanced mix of people within a community with regard to income, race, ethnicity, age, and household characteristics.

### E

**Easement** – Access rights to a portion of a property for which the owner gives up his or her rights of development (such as a power line easement to a utility company)

**Environmental Impact Assessment** – A detailed examination of the potential effects of proposed public works, used to inform government decision making.

### F

**Façade** – The exterior walls of a building that can be seen by the public.

### G

**GDOT** – Georgia Department of Transportation

**Gentrification** – The process whereby relatively affluent homebuyers, renters, and investors move into a neighborhood thus increasing property values, rents, or taxes resulting in an involuntary displacement of long-term residents and business owners, the loss of neighborhood diversity, or a change in the overall character of that neighborhood.

**Geographic Information System (GIS)** – A computer mapping system that produces multiple “layers” (coverages) of graphic information about a community or region. For example, one layer might show the parcels, another layer might show areas zoned for commercial uses, another layer might show school sites, etc. It can be used for analysis and decision-making, and is composed of maps, databases and point information.

### H

**Historic District** – An Area or group of areas designed by a local agency as having aesthetic, architectural, historical, cultural or archaeological significance that is worthy of protection and enhancement.

**Household** – Either:

1. A group of two or more related or unrelated people who usually reside in the same dwelling, who regard themselves as a household, and who make common provision for food or other essentials for living or:

2. A Person who makes provisions for his/her own food and other essentials for living, without combining with any other person to part of a multi-person household.

### I

**Inclusionary zoning** – Inclusionary zoning requires that some portion of every new housing development beyond a given threshold size (e.g., 40 units) is offered at a price that will be affordable to low – income residents. The specifics of inclusionary zoning programs differ across jurisdictions. Programs typically ask or require developers to contribute to a community’s affordable housing stock in exchange for development rights or zoning variances. Some programs are mandatory, while others provide incentives. Some involve cash contributions to an affordable housing fund, while others involve the construction of affordable units within the development. Some waive regulatory requirements, such as parking space, or reimburse impact fees for developments.

**Infrastructure** – Describes public and quasi-public utilities and facilities such as roads, bridges, sewers and sewer plants, water lines, power lines, fire stations, etc. necessary to the functioning of an urban area.

### L

**Landfill** – A disposal area where garbage is piled up and eventually covered with dirt and topsoil.

**Land Use** – The manner in which land is used or occupied.

**Low Impact development (LID)** - Development with building and site designs that minimize environmental impacts through multiple, often natural systems rather than single, engineered systems. The term most often applied to stormwater management.

### M

**Metropolitan Planning Organization (MPO)** – A regional transportation planning agency charged by federal and state law to conduct comprehensive, coordinated, and continuous transportation planning. MPO’s are required for all urbanized areas with populations exceeding 50,000.

**Multi-family** – A building that is designed to house more than one family. Examples include duplexes, condominiums and apartment buildings.

### N

**New Urbanism** – A set of site and building design principles that promote positive human interaction, create comfortable pedestrian and bicycle environments, and minimize land and resource consumption.

### P

**Public Realm** – Publicly owned or publicly accessible places, such as streetscapes, public parks, public facilities, and the pedestrian environment.

**Public Transportation** – Various forms of shared-ride services, including buses, vans, trolleys, and subways, which are intended for conveying the public.

### Q

**Quality of Life** – Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, and public services.

### R

**Redevelopment** – The conversion of a building or project from an old use to a new one.

**Right-of-way** – The easement dedicated to a municipal use on either side of a publicly- owned street.

**Risk Assessment** – methods used to quantify risks to human health and the environment.

### S

**Setback** – Required by zoning, the minimum distance that must be maintained between two structures or between a structure and property lines.

**Smart Growth** – A perspective, a method, and a goal for managing the growth of a community. It is a perspective that focuses on the long-term implications of growth and how it may affect the community, instead of viewing growth as an end in itself. The US Environmental Protection Agency (EPA) identifies the following 10 principles of smart growth:

1. Mix Land Uses
2. Take Advantage of Compact Building Design
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Neighborhoods
5. Foster Distinctive, Attractive Communities with a Strong Sense of Place
6. Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas
7. Strengthen and Direct Development Towards Existing Communities
8. Provide a Variety of Transportation Choices
9. Make Development Decisions Predictable, Fair, and Cost Effective
10. Encourage Community and Stakeholder Collaboration in Development Decisions

**Sprawl** – The process in which the spread of development across the landscape far outpaces population growth. The landscape sprawl has four dimensions: A population that is widely dispersed in low-density development: rigidly separated homes, shops, and workplaces: A network of roads marked by huge blocks and poor access: and a lack of well defined, thriving activity centers, such as downtowns and town centers. Most of the other features usually associated with sprawl – the lack of transportation choices, relative uniformity of housing options or the difficulty of walking – are a result of these conditions. (Smart Growth America)

**Stakeholders** – People who are interested in, affected by or could possibly affect activities and outcomes related to a particular project.

**Streetscape** – The space between the buildings on either side of a street that defines its character. The elements of a streetscape include building frontage/façade; landscaping (trees, yards, bushes, plantings, etc.); sidewalks; street paving; street furniture (benches, kiosks, trash receptacles, fountains, etc.); signs; awnings; street lighting.

**Stormwater** – Discharges generated by precipitation and runoff from land, pavements, building rooftops and other surfaces. Storm water runoff has the capabilities to accumulate pollutants such as oil and grease, chemicals, nutrients, metals, and bacteria as it travels across land.

**Subdivision** – The process whereby a parcel of land is divided into two or more parcels or alternatively multiple parcels are consolidate into one or more plans.

**Sustainability** – A concept and strategy by which communities seek economic development approaches that also benefit the local environment and quality of life. For a community to be truly sustainable, it must adopt a three-pronged approach that considers economic, environmental and cultural resources. Sustainable development provides a framework under which communities can use resources efficiently,



## GLOSSARY OF TERMS

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create efficient infrastructures, protect and enhance the quality of life, and create new businesses to strengthen their economies. A sustainable community is achieved by a long-term and integrated approach to developing and achieving a healthy community by addressing economic, environmental, and social issues. Fostering a strong sense of community and building partnerships and consensus among key stakeholders are also important elements.

**Sustainable development** – Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

### T

**Traffic Calming** – Refers to the use of street design techniques (such as curb extensions, traffic circles and speed humps) for slowing and controlling the flow of automobile traffic.

**Transit Oriented Development (TOD)** – A mixed-use community within walking distance of a transit stop that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

### U

**Urban Areas** – Generally characterized by moderate and higher density residential development (for example, 5 or more dwelling units per acre), commercial and industrial development.

**Utilities** – Companies (usually power distributors) permitted by a government agency to provide important public services (such as energy or water) to a region. As utilities are provided with a local monopoly, their prices are regulated by the permitting government agency.

### W

**Watershed** – A region or area over which water flows into a particular lake, reservoir, stream, or river.

**Wetland** – Land where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface.

### X

### Z

**Zoning** – Local codes regulating the use and development of property. The zoning ordinance divides the city or county into land use districts or “zones,” represented on zoning maps, and specifies the allowable uses within each of these zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

# City of Milton

## 2008-2028 Comprehensive Plan



### Part D: Data Appendix

#### Index of Tables & Maps

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## **Data Appendix**

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# City of Milton

2008-2028 Comprehensive Plan



## Community Assessment

### Part E: Compliance with Environmental Planning Criteria

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## **Compliance with Environmental Planning Criteria**

### **1. Status of Part V Ordinances**

The following table illustrates the status of the adoption of local ordinances by the City of Milton consistent with the Georgia Dept. of Natural Resources Environmental Protection Division Part V Rules for Environmental Planning Criteria (Chapter 391-3-16):

**Table E.1. – Ordinances**

<b>EPD Part V Criteria</b>	<b>Adopted?</b>	<b>Reference</b>
<b>Water Supply Watersheds</b>	Partial	
Large Water Supply Criteria	No, but requirements met by Small Water Supply criteria	Ordinance No. 06-12-72. City of Milton Chapter 14 – Land Development and Environmental Protection; Article 6: Stream Buffer Protection; Section 6: Compatibility with other Buffer Regulations and Requirements; (B) additional standards/DNR Part V Criteria for Small Water Supply Watersheds (see pg. 64/108)
<b>NOTES:</b> The Small Water Supply ordinance provides criteria that meet or exceed the Large Water Supply criteria required under DNR part 5. These criteria require 100' undisturbed buffers and 150' setbacks on all perennial streams within 7 miles upstream of a public water supply reservoir or public water supply intake. Beyond 7 miles, the required buffer is 50' and the required setback is 75'.		
Small Water Supply Criteria	Yes	Ordinance No. 06-12-72. City of Milton Chapter 14 – Land Development and Environmental Protection; Article 6: Stream Buffer Protection; Section 6: Compatibility with other Buffer Regulations and Requirements; (B) additional standards/DNR Part V Criteria for Small Water Supply Watersheds (see pg. 64/108)
<b>NOTES:</b> This ordinance follows the DNR part 5 guidelines for Small Water Supply criteria. These criteria require 100' undisturbed buffers and 150-foot setbacks on all perennial streams within 7 miles upstream of a public water supply reservoir or public water supply intake. Beyond 7 miles, the required buffer is 50' and the required setback is 75 feet.		
Water Supply Reservoir Management Plans	No	No reservoir affected and no ordinance
Protection of Groundwater Recharge Areas	No	The ordinance does not provide criteria for Protection of Groundwater Recharge Areas. Here is the DNR recommended guidelines for Protection of Ground Water Recharge areas.
<b>Notes:</b> The ordinance does not provide criteria for Protection of Groundwater Recharge Areas. The DNR Part V recommended guidelines for Protection of Ground Water Recharge areas are as follows:		

### 391-3-16-.02 Criteria For Protection of Groundwater Recharge Areas

1) Background. Variable levels of recharge area protection can be based upon the State's hydrogeology (e.g., areas such as the Dougherty Plain where a major aquifer crops out would receive a relatively high degree of protection whereas other areas, such as the shale hills of northwest Georgia, would receive a lower degree of protection). Recharge area protection within the significant recharge areas would be further refined, based upon the local susceptibility or vulnerability to human induced pollution (e.g., high, medium, or low). The significant recharge areas have already been identified and mapped (about 22-23% of the State). Pollution susceptibility mapping is ongoing. Existing statutes are adequate for protecting the remaining recharge areas (about 77-78% of the State).

#### (2) Definitions:

(a) "Aquifer" means any stratum or zone of rock beneath the surface of the earth capable of containing or producing water from a well. (Note: this is the same definition as in the Groundwater Use Act).

(b) "DRASTIC" means the standardized system for evaluating groundwater pollution potential using the hydrogeologic settings described in U.S. Environmental Protection Agency document EPA-600/2-87-035. (Note: the DRASTIC methodology is the most widely used technique for evaluation pollution susceptibility).

(c) "Pollution Susceptibility" means the relative vulnerability of an aquifer to being polluted from spills, discharges, leaks, impoundments, applications of chemicals, injections and other human activities in the recharge area.

(d) "Pollution Susceptibility Maps" means maps of relative vulnerability to pollution prepared by the Department of Natural Resources, using the DRASTIC methodology. Pollution susceptibility maps categorize the land areas of the State into areas having high, medium and low ground-water pollution potential.

(e) "Recharge Area" means any portion of the earth's surface, where water infiltrates into the ground to replenish an aquifer.

(f) "Significant Recharge Areas" means those areas mapped by the Department of Natural Resources in Hydrologic Atlas 18 (1989 edition). Mapping of recharge areas is based on outcrop area, lithology, soil type and thickness, slope, density or lithologic contacts, geologic structure, the presence of karst, and potentiometric surfaces. Significant recharge areas are as follows in the various geologic provinces of Georgia:

1. In the Valley and Ridge and in the Cumberland Plateau, significant recharge areas are outcrop areas of carbonate rock where low slope (less than 8% slope) conditions prevail. Such areas commonly are characterized by karst topography (caves and sinkholes).
2. In the Piedmont and in the Blue Ridge, rocks have little primary porosity, with most groundwater being stored in the overlying soils. The significant recharge areas are those with thicker soils. Field mapping indicates that thick soils in the Piedmont and Blue Ridge are characterized by a density of two or more geologic contacts per four square miles (source: 1976 1:500,000 Geologic Map of Georgia) and slopes lower than 8%.
3. In the Coastal Plain, the significant recharge areas are the surface outcroppings of the large and extensively used drinking water aquifers (e.g., the Floridian, the Clayton, etc.) and soils having high permeability according to the 1976 1:750,000 Soils Association Map of Georgia.

#### (3) The following criteria pursuant to O.C.G.A. 12-2-8 shall apply in significant recharge areas:

(a) The Department of Natural Resources shall not issue any permits for new sanitary landfills not having synthetic liners and leachate collection systems.

(b) The Department of Natural Resources shall not issue any new permits for the land disposal of hazardous wastes.

(c) The Department of Natural Resources shall require all new facilities permitted or to be permitted to treat,

store, or dispose of hazardous waste to perform such operations on an impermeable pad having a spill and leak collection system.

(d) New above-ground chemical or petroleum storage tanks, having a minimum volume of 660 gallons, shall have secondary containment for 110% of the volume of such tanks or 110% of the volume of the largest tank in a cluster of tanks. (Note: These figures are consistent with US EPA rules for oil pollution prevention, 40 CFR 112.1). Such tanks used for agricultural purposes are exempt, provided they comply with all Federal requirements.

(e) New agricultural waste impoundment sites shall be lined if they are within:

1. a high pollution susceptibility area;
2. a medium pollution susceptibility area and exceed 15 acre-feet;
3. a low pollution susceptibility area and exceed 50 acre-feet.

As a minimum, the liner shall be constructed of compacted clay having a thickness of one-foot and a vertical hydraulic conductivity of less than  $5 \times 10^{-7}$  cm/sec or other criteria established by the U.S. Soil Conservation Service. (The average size of existing agricultural waste impoundments in Georgia is about 15 acre-feet; sheepsfoot rollers or pans with heavy rubber tires, which are normal equipment for most Georgia earth moving contractors, should be able to compact clay to the recommended vertical hydraulic conductivity.)

(f) New homes served by septic tank/drain field systems shall be on lots having the following minimum size limitations as identified on Table MT-1 of the Department of Human Resources' Manual for On-Site Sewage Management Systems (hereinafter "DHR Table MT-1"):

1. 150% of the subdivision minimum lot size of DHR Table MT-1 if they are within a high pollution susceptibility area; and
2. 125% of the subdivision minimum lot size of DHR Table MT-1 if they are within a medium pollution susceptibility area.
3. 110% of the subdivision minimum lot size of DHR Table MT-1 if they are within a low pollution susceptibility area.

(g) New mobile home parks served by septic tank/drain field systems shall have lots or spaces having the following size limitation as identified on Table MT-2 of the Department of Human Resources' Manual for On-Site Sewage Management Systems (hereinafter "DHR Table MT-2")

1. 150% of the subdivision minimum lot or space size of DHR Table MT-2 if they are within a high pollution susceptibility area;
2. 125% of the subdivision minimum lot or space size of DHR Table MT-2 if they are within a medium pollution susceptibility area; and
3. 110% of the subdivision minimum lot or space size of DHR Table MT-2 if they are within a low pollution susceptibility area.

(h) If a local government requires a larger lot size than that required by (f) above for homes or by (g) above for mobile homes, the larger lot size shall be used.

(i) Local governments at their option may exempt from the requirements of (f) or (g) any lot of record on the date of their adoption of those lot size standards.

(j) No construction may proceed on a building or mobile home to be served by a septic tank unless the county health department first approves the proposed septic tank installation as meeting the requirements of the



Wetlands Protection	No	Not addressed in current ordinance
<p><b>Notes:</b> A definition of wetlands was found in the tree ordinance but wetlands protection is not addressed by the city's ordinance.</p> <p>Based on the importance of wetlands for the public good in the land-use planning process as mandated by O.C.G.A. 12-2-8, the State of Georgia desires all local governments to adopt the Georgia Dept. of Natural Resources, Environmental Protection Division criteria for wetlands protection defined in Section 391-3-16-.03 Criteria for Wetlands Protection. The following provides the text of a proposed resolution to be considered by the City Council upon completion of the Comprehensive Plan process to define their minimal criteria for local wetlands protection.</p> <p>The following are definitions and criteria for developing local and regional land-use plans with respect to wetlands:</p> <p>The Department of Natural Resources shall establish a freshwater wetlands database and minimum criteria for local government consideration of wetlands protection in the land use planning process. DNR's database shall include field checked mapping of wetlands. The criteria are designed to assist in the identification and protection of wetlands, and do not constitute a state or local permit program.</p> <p>The wetlands permit program under Section 404 of the Clean Water Act provides a federal permit process that may allow activities in wetlands after a public interest review. Most activities in wetlands will require a Section 404 permit from the Corps of Engineers. If wetlands are altered or degraded, mitigation to offset losses will be required as a condition of a Section 404 Permit. Under current federal policy, alterations or degradations of wetlands should be avoided unless it can be demonstrated that there will be no long-term adverse impacts or net loss of wetlands. Section 401 of the Clean Water Act requires certification by the State for any permit issued under Section 404. Other state and federal laws are also applicable to wetlands and wetlands protection.</p> <p>(a) Definition of Freshwater Wetlands. "Wetlands" mean those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. (33 CFR 32.93) The ecological parameters for designating wetlands include hydric soils, hydrophytic vegetation, and hydrological conditions that involve a temporary or permanent source of water to cause soil saturation. Freshwater wetlands do not include any areas defined as "coastal marshlands" by the State Coastal Marshlands Protection Act.</p> <p>(b) At a minimum, the following categories of freshwater wetlands and aquatic habitats will be defined, identified and mapped by the State:</p> <ol style="list-style-type: none"> <li>1. Open water - areas of open water, primarily reservoirs, ponds, lakes, rivers, and estuaries.</li> <li>2. Non-forested emergent wetlands - freshwater marshes dominated by a variety of grasses, sedges, rushes, and broadleaved aquatics associated with streams, ponded areas, and tidally-influenced non-saline waters.</li> <li>3. Scrub/shrub wetlands - non-forested areas dominated by woody shrubs, seedlings, and saplings averaging less than 20 ft. in height; these wetlands may intergrade with forested wetlands, non-forested emergent wetlands, and open water.</li> <li>4. Forested wetlands - natural or planted forested areas having a dominant tree crown closure of hardwoods, pines, gums, cypress, or any combination of these types. These areas are usually in stream or river floodplains, isolated depressions, and drainways, and contain standing or flowing water for a portion of the year. Subcategories: (i) Hardwood floodplain forests, (ii) Coniferous floodplain forests, (iii) Mixed floodplain forests, and (iv) Non-alluvial forested wetlands</li> <li>5. Altered wetlands - areas with hydric soils that have been denuded of natural vegetation and put to other uses, such as pasture, row crops, etc., but that otherwise retain certain wetlands functions and values.</li> </ol>		



(c) Wetlands will be appropriately identified and mapped in the land-use plans developed by local and regional governments. A “minimum” area will be established for identification and mapping of wetlands in land-use plans. The “minimum-area” established will be contingent upon the methodology used in developing the State’s wetlands database and on other available information, but under no conditions will an identified wetland “minimum area” exceed 5 acres. Land-use plans should address at least the following considerations with regard to wetlands classes identified in the database:

1. Whether impacts to an area would adversely affect the public health, safety, welfare, or the property of others.
2. Whether the area is unique or significant in the conservation of flora and fauna including threatened, rare or endangered species.
3. Whether alteration or impacts to wetlands will adversely affect the function, including the flow or quality of water, cause erosion or shoaling, or impact navigation.
4. Whether impacts or modification by a project would adversely affect fishing or recreational use of wetlands.
5. Whether an alteration or impact would be temporary in nature.
6. Whether the project contains significant state historical and archaeological resources, defined as “Properties On or Eligible for the National Register of Historic Places”.
7. Whether alteration of wetlands would have measurable adverse impacts on adjacent sensitive natural areas.
8. Where wetlands have been created for mitigation purposes under Section 404 of the Clean Water Act, such wetlands shall be considered for protection.

(d) Uses of wetlands without long term impairment of function should be included in land use plans.

Acceptable uses may include:

1. Timber production and harvesting
2. Wildlife and fisheries management
3. Wastewater treatment
4. Recreation
5. Natural water quality treatment or purification
6. Other uses permitted under Section 404 of the Clean Water Act.

(e) Unacceptable uses may include:

1. Receiving areas for toxic or hazardous waste or other contaminants
2. Hazardous or sanitary waste landfills
3. Other uses unapproved by local governments

<b>River Corridor Protection</b>	Yes	Ordinance No. 06-12-72. City of Milton Chapter 14 - Land Development and Environmental Protection; Article 6: Stream Buffer Protection; Section 6: Compatibility with other Buffer Regulations and Requirements; additional standards (a) Metropolitan River Protection Act and (c) Chattahoochee Corridor Plan, DNR Part V Criteria for River Protection (see pg. 64/108)
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**NOTES:** This ordinance follows the guidelines for DNR Part 5 River Corridor Protection criteria and River Corridor Protection Plans. According to section (a) and (c) buffers are defined. The 100 foot required buffer for a river corridor is consistent with the Chattahoochee Corridor Plans’ 50-foot undisturbed vegetative buffer and its 150- foot impervious surface setback. These regulations do not include restrictions on land uses as mentioned in the DNR’s Part 5 criteria. However inclusion of the 100 foot buffer in (c) prohibits the development of such land uses.

<b>Mountain Protection</b>	No	
Notes: There are no mountains under the criteria set forth by the DNR in the City of Milton. Therefore there are no recommended criteria for protecting these resources.		



# City of Milton

2008-2028 Comprehensive Plan



## Community Assessment

### Part F: Service Delivery Strategy

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## **Consistency with Service Delivery Strategies (SDS) 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 providing local services and to 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 area 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. Land use planning and zoning, police and fire services, and numerous other functions and services were replaced between December 2006 and January 2008. Other services have not completed their transition as of this writing, but these services will be replaced by City services, contracted services, or through an agreement with other adjacent jurisdictions during 2008. The Services Delivery Strategy will be an important component of the implementation program and specific projects will be incorporated into the short term work program as recommended by the Community Agenda.

The following table lists those services that are provided by Fulton County on a countywide basis, along with notes as to whether a formal agreement exists and whether the existing service delivery strategy is considered adequate. In some cases, such as services provided by constitutional county officers (e.g., Sheriff, Coroner), no formal agreement is considered necessary for the county to serve residents of local municipalities.

**Table F.1. – Service Delivery Responsibility Coordination with Fulton County**

<b>Countywide Service</b>	<b>Addressed in Adopted Service Delivery Strategy?</b>	<b>Reference to formal agreement?</b>	<b>Adequate? (if addressed)</b>
Animal Control (Humane Society)	No	Milton Ord. No. 06-11-11	No
Cooperative Extension Service	No	No	Probable Yes
Coroner	No	No	Probable Yes
Court System	No	No	Probable Yes
Drug Task Force	No	No	No
Economic Development (Payroll Development Authority)	No	No	No
Health Department	No	No	Probable Yes
Elections and Voter Registration	No	Agreements for first elections/See Ord. No. 06-11-09 & No. 07-08-34	Probable Yes
Emergency Management	No	No	No



Emergency Services (EMS, 911)	No	No	No
Library System	No	No	Probable Yes
Prison/Jail	No	Agreement with Fulton County & City of Alpharetta	No
Sheriff	No	No	Probable Yes
Tax Collection and Tax Assessment	No	No	No
Voter Registration	No	No	Probable Yes
Water and Wastewater	No	Agreement with Fulton County	
Welfare	No	No	Probable Yes

## 1. Shared Arrangements for Facility or Service Provision

Table F.2 identifies some of the groups that have been formed by potential governmental partners to participate and aid in coordination of issues and service delivery:

Table F.2. Multi-Jurisdictional Committees, Work Groups and Associations		
Group	Participants	Purpose
Metro Atlanta Mayor's Association	Mayors of most cities within the core Metro Atlanta area	Discussion and coordination of general issues and needs among the jurisdictions
Fulton County Mayor's Luncheon	Mayors 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.
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

Table F.3. Provides a list of facilities and services that are jointly delivered by more than one local government in Thomas County. It indicates whether a formal agreement is referenced in the Service Delivery Strategy and also whether the agreement is considered adequate or not. Key facilities are also discussed below.

Table F.2. - Special Shared Arrangements Among Two or More Local Governments,

Special Shared Arrangements Among Two or More Local Governments	Addressed in Adopted Service Delivery Strategy?	Reference to Formal Agreement?	Adequate (If Addressed?)
Coordination of elections through Fulton County Board of Elections	No, but working with Fulton County	No	Yes
Water utilities	No, but handled by Fulton County	No	Yes
Public safety & training	No, but working with Roswell, Alpharetta & Fulton County	No	Yes
Jail services	Alpharetta	No	Yes



## **2. Substantive Issue Areas**

### **a. 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 the compatibility of proposed land use plans and comprehensive plans with other affected local governments. The Comprehensive Plan for the City of Milton will replace the existing Focus Fulton County 2025 Comprehensive Plan through the adoption of a new, separate Comprehensive Plan for the City. The recent incorporation of the City of Milton and the annexation of unincorporated Fulton County land up to the 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, and 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.

The City of Milton is working with the City of Alpharetta, the City of Roswell, and Fulton County to clarify and ensure that all parties (including the cities, the county and the property owners) understand who has primary governmental control over each parcel.

### **b. 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.

The City and the County are making effort to coordinate planning and the development of new facilities at the Board of Education with public services and land use and transportation planning. 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.

The recent purchase of 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. Although the Board of Education legally can and frequently does site school facilities without regard to impacts on local land use plans or transportation infrastructure, this decision and its impacts on local infrastructure will be a significant issue to be addressed during the Community Agenda phase of the Comprehensive Plan.

### **c. 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 Alpharetta. 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 coordinate 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. The Comprehensive Plan is prepared to determine if the City of Milton should add an economic development officer to the staff and become more involved in economic development and the coordination of public and private development initiatives as part of the Comprehensive Plan process.

#### **d. 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 in 1989. 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.

### **3. 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 in the City. However, a Service Delivery Strategy is needed to provide formal agreements regarding what services are needed, what the probable costs are going to be and what level of services are sought. Although it is not part of the Comprehensive Plan, the SDS is recommended to be developed in conjunction with the Short Term Work Program of the Comprehensive Plan.



# City of Milton

2008-2028 Comprehensive Plan



## Part G: Crabapple Crossroads

Summary of the Crabapple Crossroads  
Interim Update

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## Draft Summary

# Crabapple Crossroads Interim Plan Update

### **Purpose:**

The City of Milton was formed in 2006 from unincorporated areas of northern Fulton County, Georgia. The City Council adopted the Focus Fulton County 2005-2025 Comprehensive Plan as a basis for planning until a new Comprehensive Plan could be prepared and adopted by the City.

### **Coordination with the Comprehensive Plan**

The existing Comprehensive Plan for the Crabapple Crossroads Community Area and the City of Milton was developed and adopted by Fulton County in 2005. That plan included an assessment of the Crabapple Area as an existing “Neighborhood Node” and recommended that the area designation continue to be defined as a “Neighborhood Node” consisting of up to 100,000 SF of retail and service uses and office uses not to exceed 20,000 SF per acre with a maximum of 100,000 SF in total office uses.

A market analysis prepared by Gibbs Planning Group estimated that the demand for retail and services was approximately 100,000 SF and the estimated demand for office was about 20,000 to 40,000 SF. A change in Crabapple’s designation as a “Neighborhood Node” was not recommended. Market projections prepared by Gibbs Planning Group showed that if the roadways were widened to highway standards and the historic buildings removed, a substantial increase in commercial space would be possible and the trade area for the center would be significantly expanded. This would allow larger footprints for development and parking providing a suburban-oriented community level center attractive to strip commercial development and national chains. *However, Gibbs Planning Group assumed that the improvement of the roadways to accommodate traffic would not be likely and recommended that additional retail and services be developed at “Neighborhood Node” scale to provide an upscale neighborhood business center that would be more consistent with community goals.*

In 2006, Milton became a city and accepted the responsibility for planning its future. A new comprehensive plan is being prepared to ensure that the goals and objectives of the City are consistent with the vision of the City’s residents, business community, and elected and appointed officials.

One of the first elements of a comprehensive plan update or a new plan is the assessment of the existing community. In addition to identifying and assessing the population, employment, housing, transportation and community facilities, the assessment should consider past trends and existing plans to determine the opportunities and issues affecting the community’s resources and potential for economic growth and development.

The Focus Fulton County 2005-2025 Plan identified major concerns regarding the development of the Crabapple Crossroads Area and extended planning efforts through the preparation of a Community Area Plan and the creation of a zoning overlay district with specific mixed use designations. The overlay recommendations assumed that the Crabapple Crossroads overlay district would accommodate approximately 100,000 SF of Village Commercial Mixed Use and 100,000 SF of Village Office Mixed Use.



A review of the square footage permitted by the decisions of Fulton County and (as of the end of 2006) by the City of Milton prepared by the city of Milton staff identified that approximately 20,408 SF of existing commercial retail uses and 5,229 SF of office uses were existing in the area at the time the overlay district was applied. In the two years since the overlay was created, the area has been the scene of extensive development activity including zoning decision to allow up to 122,088 SF of Village Mixed Use development including Commercial and Office uses and 65,768 SF of Village Office Mixed Use. The statistics also identified allocation of 433 housing units in the Crabapple Crossroads Overlay Area.

**Table G-1**  
**Crabapple Crossroads Comparison of Committed Capacity**

	<b>Village Mix &amp; Commercial</b>	<b>Village Office Mix &amp; Office</b>	<b>Combined Mixed Uses</b>	<b>Residential incl. Mixed Units</b>
Suggested Community Activity Center Node	350,000 SF	200,000 SF	550,000 SF	12 units/acre
Suggested Neighborhood Activity Center Node	100,000 SF	100,000 SF	200,000 SF	5 units/acre
Market Study	100,000 SF	40,000 SF	140,000 SF	Not Applicable
Recommended by the Crabapple Plan (359 acres)	100,000 SF	100,000 SF	200,000 SF	781 total units 2.175 units/acre
Existing (% Recommended)	20,408 SF (20.4%)	5,229 SF (5.2%)	25,637 SF (12.8%)	17 housing units (excludes teardowns & reused structures)
Permitted (% Recommended)	122,088 SF (122.1%)	65,768 SF (65.8%)	187,856 SF (93.9%)	433 housing units
<b>Combined (Recommended %)</b>	<b>142,496 SF (142.5%)</b>	<b>70,997 SF (71%)</b>	<b>213,493 SF (106.7%)</b>	<b>450 housing units (57.6%) (1.25 u/ac)</b>
Not Provided as of 1/1/2008 (and excludes existing development)	0	12,144 SF (assumes VMX includes 22,088 SF permitted)	12,144 SF (6.07%)	Up to 331 housing units (assumes fewer units in plan - max. density is limited to 5 units/acre)

*Source: BRPH, Inc. using GIS parcel information, City of Milton and Fulton County information regarding zoning decisions, and Fulton County Overlay Plan recommendations*



## Traffic Issues and Reduction of Congestion

The following traffic counts were taken from information provided by Fulton County and the city of Milton Department of Public Works. Trip generation is based on Institute of Transportation Engineers (ITE) resources used by the planning team to consider potential local impact of these land use decisions.

### Traffic Counts

<b><u>Road and Segment</u></b>	<b><u>AADT</u></b>	<b><u>Peak</u></b>	
Crabapple Road (SR372)	14,250	2,081	(State Highway)
Birmingham Highway (SR372)	9,430	2,281	(State Highway)
Mayfield Road	9,620	1,451	(LOS "F")
Mid Broadwell Road	4,270	1,180	
Broadwell Road	6,230	2,559	(LOS "F")

### **Other Area Traffic Counts**

Crabapple West of SR140	14,860	2,296	
Mayfield East of Bethany	6,800	2,183	(Note drop-off east of Bethany)
Bethany Road	3,900	439	
Rucker East of Broadwell	17,270	1,539	(AADT extremely heavy volume)
Rucker West of Broadwell	16,110	1,457	(Peaks are at Capacity/LOS "F")
Birmingham @ Batesville	12,170	1,309	(Note drop-off @ New Providence)
New Providence	4,660	541	
Arnold Mill (SR140)	18,970	3,391	(State Highway)
Arnold Mill at Green Road	20,650	2,950	(State Highway)
Houze Road (SR140)	17,110	2,425	(State Highway)

### Trips Generated by New Development

Based on 2007 traffic counts, approximately 4700 automobile trips pass through Crabapple Crossroads in the peak traffic hours. About 105 local trips were generated by the development in the Crossroads Overlay area prior to the development of the overlay zoning. Assuming that traffic generation in the area of the Crossroads will be consistent with planning and urban design standards, approximately 1098 trips will be generated by the new development during peak hours. This will create a growth of nearly 23% in traffic volumes not including the growth of pass through traffic created by development outside the Crossroads boundaries.



## **Recommendations from Public Meetings**

### **1. General Area Improvements**

- Provide intersection improvements and improved signalization throughout the City of Milton, specifically including the intersections at Birmingham Crossroads, New Providence at Birmingham Highway, and New Providence at State Route 140 (Arnold Mill Road). The type of intersection improvement was not defined and could include innovative median design or a roundabout.
- Identify and improve East/West access through Milton that would serve residents of Milton.
- Extend New Providence Road to State Route 140 (Arnold Mill Road) as a recommended future road project of the City of Milton to improve east/west access.
- Support State-funded improvements to Arnold Mill (SR140) to increase capacity and reduce congestion (especially in the Crabapple Silos Community Area) using context sensitive design.
- Support improvements to Rucker Road in Alpharetta and Roswell to improve east/west access

### **2. Crabapple Area Improvements**

- Manage programming and construction of a new connecting local street from Birmingham Highway (north of Crabapple Baptist Church) to Crabapple Road (near Green Road intersection) to provide additional local access through the northwest quadrant of the overlay area. This road will need property acquisition and construction by the City (or other public or private parties) where it crosses through the low-density residential area already permitted by John Wieland's development. The remainder at either end should be required as part of zoning and development of properties that have not sought permitting as of January 2008.
- The recommended network of local streets proposed by the Crabapple Crossroads Community Plan should be constructed as proposed. The web of local streets to the east of Birmingham Highway and Broadwell Road are needed to serve local activity access including residential as well as any commercial or office traffic generated by local development. Wherever possible, these roads should be built by the developers as conditions of zoning and site development. Segments of these roads that are not part of redevelopment of properties being developed will require programming to ensure that they are consistent with the policies of the City of Milton and constructed with City or other public or private resources.
- One specific east/west local street connection is recommended to connect Broadwell Road approximately 0.25 mile south of the Crossroads with Mid-Broadwell Road in the vicinity of the intersection of Mid-Broadwell Road with Charlotte Road (about 0.2 mile south of the Charlotte at Mayfield intersection).
- A second east/west local street connection is recommended to connect Broadwell Road with Mid-Broadwell and Charlotte Roads approximately 0.1 mile south of Mayfield Road.
- A third east/west local street connection is recommended to connect Birmingham Highway across from the new local street into the John Wieland development (Bentworth Lane) to Mayfield Road on the east side of the Jehovah's Witness Congregation (about 0.5 mile east of the Crossroads) This road would pass along the edge of existing properties.
- A north/south local street connection is proposed to extend Charlotte Road to the north to an intersection with the new East/West street located about 300 feet north of Mayfield Road and then





continue in a northeasterly direction to provide access to School Road approximately 0.5 mile north of Mayfield Road.

- The existing intersection of Mid-Broadwell Road with Mayfield Road would be closed and a new North/South neighborhood street would be constructed by developers to provide local development access. This road would extend through a roundabout with one northern east/west road to the southernmost east/west connector street between Broadwell and Charlotte roads.
- Improvements to the Crabapple Crossroads intersection are limited by the existing right of way and historic buildings that significantly reduce sight lines and road construction options. A proposed improvement on the City's current work program would improve the signalization and help improve some of the vehicular flow and allow increased pedestrian use, but the proposed improvements cannot significantly increase capacity without adding lanes for the left turn movements at the intersection. The Crabapple Interim Plan review recommends identifying if an additional lane could be added for left turns from Crabapple to Birmingham Highway with storage for through traffic proceeding east bound on Mayfield. An additional right turn lane could be added onto southbound Birmingham Highway to allow storage for left turn traffic onto Mayfield and through traffic heading southbound on Broadwell Road.

### **Interim Development Recommendations**

An Interim Plan was identified as a measure to consider the status of the Crabapple Crossroads Zoning Overlay decisions prior to the development of the City of Milton Comprehensive Plan. The interim plan included three public meetings (held on 19 November 2007, 3 December 2007, and 14 January 2008) to gather information and consider the options available to the City prior to commencing the preparation of the Community Agenda portion of the Comprehensive Plan. The process identified two major issues:

- (1) Traffic congestion, including improvements to eliminate delays, and responsibilities for acquiring rights of way, relocating utilities, preparing road and sidewalk design and construction drawings, hiring contractors to build the road and ancillary facilities, and ensuring that improvements meet appropriate design standards;
- (2) The capacity of the Neighborhood node to accept mixed use development that is consistent with the adopted Crabapple Crossroads Community Plan, the Crabapple Crossroads Zoning Overlay, and the desire to preserve Crabapple's unique character.

Based on the Comparison of Committed Capacity (Table G-1) for existing and permitted non-residential land use in square feet and residential units, the following statements list options that are available to the City:

1. Expand the allowed capacity for VMX and VMO by an appropriate percentage (For example, an assumption could be made that the base capacity (in square feet) for a Neighborhood level activity center could be increased by up to 25% and that would not substantively change the assumed character of the Neighborhood Node to the next higher level of activity center such as a Community Node. This assumption would provide a revised total capacity of 250,000 SF that would allow expansion by 36,507 SF over the existing allowed capacity. This assumption is predicated on an average Neighborhood Node = 150,000 SF of non-residential use and a



Community Level Node = 350,000 SF on non-residential use. A 50% overage would allow up to 86,507 SF but would bring the total to 300,000 SF which could be considered a small Community Level activity center. When combined with the proximity of the much larger Crabapple Silos activity center only one mile to the west, any significant expansion could result in the potential loss of character at Crabapple Crossroads

2. Expand Village Mixed Office Use capacity only to allow up to 100,000 SF of Village Office Mix (Currently, the decisions of Fulton County and the City have allowed 34,232 SF)
3. Expand Village Mixed Office Use capacity only to allow 100,000 SF of Village Office Mix but limit where that expansion may take place through a Design Plan (Requires a Design Plan be developed as an addition to the Comprehensive Plan scope of work).
4. No expansion of the capacity to accommodate more non-residential land in the Mixed Use areas of the overlay to protect the rural character of the existing area.
5. No expansion of the capacity to accommodate more non-residential land in the Mixed Use areas of the overlay until a New Comprehensive Plan is complete with specific recommendations for the desired total size of Neighborhood (or Community Level) Node in the City of Milton (Requires completion of the Comprehensive Plan with specific recommendations as an Area requiring Special Attention. A decision to expand the capacities or not should be delayed until the vision and short term work program are completed).

The recommended course of action prior to pursuing the Community Agenda is Option 5 to defer making any interim or permanent changes to the capacities allowed by the current Comprehensive Plan (as developed by Fulton County in 2005) and the adopted Crabapple Crossroads Community Overlay in the Zoning Ordinance until the new City of Milton Comprehensive Plan is completed with specific recommendations regarding the Crabapple Crossroads Special Area. This would allow the development of an updated “Vision” statement and the preparation of a Short Term Work Program for the entire City of Milton as a whole and as they pertain to the Crabapple Crossroads Area.

The options described above should serve as a basis for considering the issues, opportunities, size requirements, timing, and resources available to the City for creating the best “future” acceptable to the City’s decision makers. Standards for development guidelines, creative mechanisms to preserve character, transfer of development rights, and transportation recommendations will substantially transform the status quo and create new opportunities to continue support for Crabapple Crossroads as a special place.



## The Matrix of Development in the Crabapple Crossroads Overlay District

### APPENDIX B EXISTING ZONING AND USES IN CRABAPPLE CROSSROADS

Existing Commercial prior to the Plan - 20,408 square feet; Existing Office prior to the Plan - 5,229 square feet

Parcel # on Map	Currently Zoned	Zoning Petition/Name/ Total Acreage	Location	Approved SQ Ft and/or Units based on Sub Area Acreage	Approved Density by Land Use Sub Area (** Exceeds Plan Density)	Approved Overall Density
1	MIX	032-115 / Crabapple Crossing 12.66 Acres (Under Development)	Further Southeast	12,000 sq.ft. Vil Mix 31 units Mix Use/ Office/Res 16 units Sub Vil B	4.94 units/acre 2.5 units/acre	947.87 sq. ft/acre
2	MIX	032-156 / Crabapple Crossroads 40.82 Acres (Under Development)	East, North, and West	12,000 sq ft Vil Mix 7 units Vil Mix Use (4.04 acres) 11 units Vil Off/Res (2.2 acres) 8 units Sub Vil A (2.0 acres) 63 units Sub Vil B (24.5 acres) 5 units Rural Res (3.47 acres) 6 units Res O-1 u/a (4.61 acres)	2,970.30 sq.ft/acre 1.74 units/acre 5 units/acre 4 units/acre 2.58 units/acre** 1.5 units/acre 1.31 units/acre**	293.98 sq ft/acre
3	C-1	032-146/ Crabapple Tea Room	Further Southeast	800 sq. ft Mix Use	536.92 sq.ft/acre	536.92 sq.ft/acre
4	C-1	042-134 /	Further Southeast	1,500 sq.ft Vil Mix	1,153.85 sq.ft/acre	1,153.85 sq.ft./acre
5	C-1	042-136/ Interior Decoration	Further Southeast	2,500 sq.ft Vil Mix	4,901.06 sq.ft./acre	4,901.06 sq.ft./acre
6	MIX	042-093/ Crabapple Station 16.45 Acres	Southeast	19,000 sq.ft Vil Mix (5.63 acres) 3,000 sq.ft. Off/Res (3.22 acres) 28 Units Vil Mix (5.63 acres) 11 Units Vil Off (3.22 acres) 19 Units Sub Vil A (4.86 acres) 7 Units Sub Vil B (2.74 acres)	3,374.77 sq.ft./acre 931.68 sq.ft./acre 5 units/acre 3.42 units/acre 3.91 units/acre 2.56 units/acre*	1,155.02 sq.ft./acre 182.38 sq.ft./acre
7	R-1	052-002/ Subdivision 5.96 acres (Under Development)	Far Southeast	8 units Rural Res (5.96 acre)	1.35 units/acre	
8 (See #13)	C-1	052-030/ .427 acre	Far East	2,600 sq.ft. Vil Mix	6,089 sq.ft./acre	6,089 sq.ft./acre
9	MIX	052-070/ Crabapple Crossing 11.98 acre (This includes rezoning portion of 032-156) (Under Development)	East and further Northeas	20,000 sq.ft. Vil Mix (7.84 acres) 20,000 sq.ft Office in Vil Mix 39 Units Vil Mix (7.84 acres) 5 Units Vil Off (1.04 acres) 3 Units Sub Vil B (1.86 acres) 2 Units Rural Res (1.18 acres)	2,551 sq.ft./acre 2,551 sq.ft./acre 5 units/acre 5 units/acre 1.62 units/acre 2.55 units/acre* (*extra unit approved for historic house saved)	1,669.45 sq.ft/acre 1,669.45 sq.ft/acre
10	C-1	052-072 / Sally Rich Kolb 1.36 acres	Further Southeast	12,800 sq.ft. Vil Mix (1.36 acres)	9,500 sq.ft. counted 6,985.29 sq.ft/acre 12,800sf-1,850 existing- 1,450 sf bonus for saving historic house	9,411.76 sq.ft./acre
11	C-1	052-110 / Larry Davenport 2.10 acres	Further Southeast	8,000 sq.ft Vil Mix 6,300 sq.ft. Vil Off		
12	MIX	052-117/ John Wieland 62.87 acres (Under Development)	Further North and East	2,532 sq ft Commercial Vil Mix 36,468 sq ft Office Vil Mix 14 Units Vil Mix 18 Units Vil Off/Res 17 Units Sub Vil B 50 Units Residential O-1	1.61 units/acre 7.01 units/acre** 6.35 units/acre** 1.09 units/acre**	
13 (See #8)	MIX	062-047 / Bruce Harris 5.27 acres	Far East	20,800 sq.ft. Vil Mix (2,600 sq. ft. Already Counted via 052-30) 2 Units Vil Off/Res 4 Units Sub Vil A	0.75 units/acre 3.37 units/acre	3,946.87 sq.ft/acre
14	C-1	062-074 / Patton 1.61 acres	Further Southeast	12,000 sf Vil Mix Comm. previously approved 032-115 8,203 sf Vil Mix		7,453.42 sq.ft./acre 5,095.04 sq.ft./acre
15	C-1	062-079 .941 acre	Far East	1,953 sf Vil Mix Comm. Converted historic structure to non residential		
16	NUP	052-025 8.79 acres	West	32 units	3.64 units/acre	
17	R-3 (Residential)	842-079/ Crabapple Chase S/D	South (City of Alpharetta)		1.7 units/acre MHFA: 1,750 sf	
18	AG-1	U95-75/Cell Tower Crabapple Knoll Vet Clinic	Further West			
19	R-4 (Residential)	294-079 Arbor North S/D	Further Southwest	31 units	2.0 units/acre	
20	C-1	281-78 Family Dentistry (City of Alpharetta)	Further Southeast			
21		Alpharetta Gov't Center (City of Alpharetta)	Further Southeast			