

City of Milton

2008-2028 Comprehensive Plan



Partial Plan Update



Partial Plan Update
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Partial Plan Submittal Introduction

Introduction

This document represents a partial plan update to the City of Milton's Comprehensive Plan. This does not represent the completion of the comprehensive plan. For extenuating reasons indicated in the background, the City of Milton was asked to and agreed to prepare a partial update as part of the comprehensive plan development process. In keeping with the Georgia State Law, the comprehensive plan for Milton follows the format for the Requirements for a Partial Update to the local comprehensive plan. This interim document addresses only some of the components under the planning guidelines but serves as a bridge from the old comprehensive planning guidelines to the new.

Background

The City of Milton was established in 2006, and currently operates under the Fulton County's *Focus Fulton 2025 Comprehensive Plan*, originally adopted by the Fulton County Board of Commissioners in November 2005. The portion of the Focus Fulton 2025 Comprehensive Plan relating the area incorporated by the City was adopted by the City of Milton on November 21, 2006. The Focus Fulton 2025 Plan was developed under the old planning standards and procedures and at a time when the City of Milton was still part of unincorporated Fulton County. The Focus Fulton Plan is ambiguous and lacks explicit information regarding the specific issues and needs of the City of Milton. Therefore, it is important that a more focused, locally-driven plan be developed that best represents the citizens of the City of Milton and the values and mission adopted by the City of Milton.

The mission of a 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 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 as a means to encourage the City's coordination of land use, transportation and service delivery. It also should address the City's approach to meeting the desires of its citizens to provide appropriate public infrastructure, support



sustainable economic development, protect natural and cultural resources, and encourage the development of adequate housing for the entire community.

The City of Milton initiated the preparation of the City's first Comprehensive Plan in 2007. Utilizing the new Standards and Procedures for Local Comprehensive Planning adopted by the Department of Community Affairs (DCA) in 2005 as the underlying foundation the task of developing the first Comprehensive Plan. Both the Community Participation Program and the Community Assessment portions of the Plan were successfully completed.

The development of the Community Agenda is in progress. However, because of the fast-approaching plan deadline and in the interest of moving Milton towards greater local control and self-determination as quickly and as thoughtfully as possible, the City was asked by the Georgia Department of Community Affairs and the Atlanta Regional Commission (ARC) to prepare a **"Partial Plan Update"**. Both Georgia DCA and the ARC felt that a partial plan update was in the best interest of regional coordination and inter-jurisdictional cooperation.

The City agreed that preparing the partial update would allow adequate time to prepare a full plan that includes use of a land uses and economic impact model, provides thoughtful input, and clearly reflects the vision of the City to carry it forward for the next 20 years. This partial update includes an essential repackaging of the planning work already completed (the Community Assessment, including the Review of Quality Community Objectives and Areas Requiring Special Attention) with the addition of the proposed Implementation Policies, the Short Term Work Program, and the Report of Accomplishment.

The City will continue to work toward finishing the full Comprehensive Plan, including the preparation, testing, and adaptation of the City's proposed model to coordinate land use with economic and financial resources. As that element is finished, the City proposes to reassess the Short Term Work Program and accomplish the completion of the Community Agenda.



Part A Community Assessment 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 equestrian, lower-density, rural 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 rural, equestrian, agricultural elements, lower density development patterns, lifestyle, and character of the existing community were identified as central to the wishes of many local citizens.

The State of Georgia DA as a tool to assist in the local government comprehensive planning process created a list of potential issues and opportunities. The list of issues and opportunities was presented to the City of Milton Comprehensive Plan Advisory Committee (CPAC) to help identify issues, priorities, opportunities, and threats to the health, safety, and welfare of the community. The CPAC was asked to rank these issues and opportunities and identify other issues that should be considered as part of the Comprehensive Plan for the City.



The CPAC ranked each issue or opportunity as “Not Important”, “Important”, or “Very Important”, and six issues were considered by the CPAC as “Very Important”. The CPAC recommended that the City of Milton emphasize these issues in considering the Comprehensive Plan. Each of these “Very Important” issues is identified below along with the other issues identified by the CPAC.

Note that the issues ranked as “Very Important” are specifically identified. Only the “Very Important” issues are shown with that designation. All of the other issues shown are considered “Important.”



1. Development Patterns

a. Development Patterns Issues

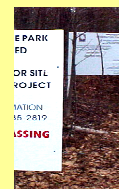
(1) Unattractive sprawl development/visual clutter along roadways (Very Important) -

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, creating additional congestion, and pollution and consuming attractive land for residential and related uses rather than preserving the existing rural character of the communities like Milton that surround the central urban area. However, CPAC notes that the City of Milton is not on the region's major transportation corridors except for the Georgia 400 Expressway and the parallel State Route 9 Corridor that runs through the eastern edge of the City of Milton.

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

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.).

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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 and as has been identified in the City's existing 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) – This concern related to a localized issue in Milton that has the potential to development into a greater problem based upon experience in other jurisdictions and past trends along State Route 9. There is little strip commercial development in the City except along some portions of the Highway 9 Corridor and along Windward Parkway. This issue also may affect the State Route 140 corridor (Arnold Mill Road) as well.

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. Some of the older facilities along the highway corridors in Milton and adjacent jurisdictions 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 may be based on the social and economic character of the projected population within the community and assumes an automobile-oriented society. In the past, developers made the assumption that there would be little or no transit or other alternatives for access along these rural corridors, and low density development also assumed that walking or bicycle rider ship would be inconsequential alternatives to the automobile making strip development along major



corridors in a linear, automobile-dependant style as the most likely scenario for commercial retail growth.

In the past, a business was expected to 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 to another location or if the business needed more space or fined lower rent. Over time, competing strip centers began to siphon occupants away from each other especially if there were too many commercial storefronts and not enough customers.



Unsuccessful centers that did not bring in the revenues to justify reinvestment in maintenance or in updating the center to meet new trends in marketing and customer interest lost viability as they aged or became worn over time, and whereas these strip centers were on the major roadway corridors, they helped to create a negative image of the City to the people that travel these corridors. Therefore, the community should try to create and maintain a balance between the demand and supply for commercial structures to encourage the rehabilitation and renewal of older shopping facilities and assurances that they will be adequately maintained or replaced with appropriate new facilities to meet local needs. Recent projects have incorporated stronger public advocacy for appropriate design elements to eliminate or change the design of new commercial entities to eliminate land use, transportation, and infrastructure problems, or at least limit negative impacts to levels that can be accommodated within reasonable cost parameters. 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.

Although low density commercial development assumed that walking or bicycle rider ship may be less viable as an alternative to the automobile even though they were considered as improvements to the desired quality of life and a possible alternative to the automobile for very short trips. .

(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 woodlands have been stripped away to create home sites that have little or no character. One-acre minimum lot sizes promoted with the intention that developers could leave adequate space for houses to be located on lots in order to retain some woodlands and protect streams and steep slopes as assets to 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 the segregation of unlike land uses. The CPAC and Council 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 small grocery or drugstore will eventually turn into a commercial intrusion has made it difficult to site neighborhood facilities into these areas.



By design, the Birmingham Crossroads Community area is specifically limited regarding size and land uses to focus development into serving the rural residential neighborhood that surrounds it and the areas in Northwestern Milton adjacent to State Route 372 (Birmingham Highway) and the Birmingham/Hickory Flat Road corridor.



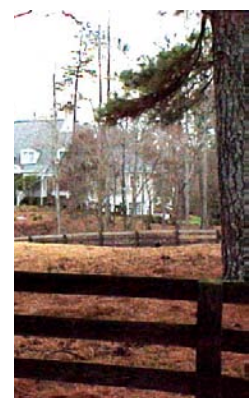
The Bethany Road intersection with State Route 9 provides a similar opportunity for a neighborhood center. The Publix shopping center is at the nexus of the east/west crossing and is close to denser housing to the east and the less dense (unsewered) areas to the west. The intersection also provides a 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 a new City Hall or for 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 the Big Creek drainage basin that covers only the eastern twenty percent (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 can be expected to postpone the reduction of neighborhood interaction until after the first generation of homeowners moves on. The similarity of housing construction and sizes within a subdivision tend to attract

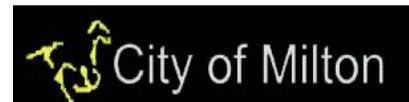


buyers with similar interests (children in school, golf and country club activities) that can foster interaction.

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 as communities and neighborhoods age. Maintenance of the mobility for all elements of the population is required to offset the greater distances, and 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) Maintaining Rural Character in Designated Parts of the City – Growth pressures from the Atlanta Region’s active regional economy made it difficult to slow down or prevent growth throughout the City between 2002 and 2007. As higher priced homes on large (one-acre or larger) lots sold quickly in Milton, speculation by property owners, developers and home builders increased at an accelerated rate, and as the national housing economy slumped. Although expectations have fallen with the housing slump and credit crisis of 2008, and the extremely aggressive nature of the Milton housing market has slowed, there are still some expectations that the market will consume many of the remaining rural assets that are considered to be important to the City’s residents.

(7) 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 that 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 and pastoral views – 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 for infill development remain 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.

(4) Focus New Development in areas that are already developed – Past patterns to develop large one-acre or larger single family lots in the City of Milton are expected to continue although they are also expected to slow. However, the City is running out of easily developable land that is not currently developed as low density residential, agricultural, or subject to environmental constraints such as floodplains or steep slopes. In addition, services that would allow higher densities in the suburban areas such as sewer or transit are



specifically seen as objectionable to the existing population. Therefore, the Plan should consider the potential redevelopment of suburban non-residential uses (such as one-story and automobile-oriented commercial and office facilities and campus style office parks) to accommodate mixed-use development. These areas are confined to the Crabapple Corners and Highway 9 Overlay areas and specifically include the Deerfield development where transportation improvements can be made that improve local accessibility in addition to reducing congestion and supporting citywide mobility.

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**, located just off Providence Road, is in south central Milton, but is not usable at the current time due to pollution of the lake and stream that must be cleaned up prior to re-opening. Existing facilities include a park center building, a pavilion, hiking trails, an outdoor amphitheater, grills, picnic tables, overnight campsites, 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 acquire Providence 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 can be indemnified from any future legal action or fines created by the existing contamination.

“Birmingham Park” (an actual name has not been finalized) 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 master plan alternatives identify 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 but is operated by the Hopewell Youth Association includes four baseball fields, a concession stand, a community house, and picnic pavilions. The Park is used as a youth and adult baseball and softball facility.

The Crabapple Crossroads Community Plan identified the need for pedestrian-oriented green space development in the Crossroads area, but could not guarantee that any of the land would be come public-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 green space requirements.





However, these areas have not created any new parkland, and a proposed “town green” at the inter-section of Mayfield Road and Mid Broad-well Road is yet to be programmed or built.

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.

(2) 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 being a downtown center for community activities. City Hall is located in a non-descript office building along Deerfield Parkway.

Although the Crabapple Crossroads area is on the border with the City of Alpharetta and an Alpharetta Community Center building is located on the southwest corner of the intersection. The western half of the Crabapple Crossroads area and the State Route 9 Corridor Overlay area are being developed at a very fast rate with typical structures that are replacing the older developments that were unique to Crabapple and the old Cumming Highway. Crabapple was identified as a unique rural crossroads that contributed to and helped promote the idea of the City of “Milton.” At present, these communities provide only a sense of entering Birmingham, Crabapple, or Deerfield rather than a focal center for all of Milton. The City’s Community Agenda planning process needs to identify which of these centers will develop as the core of Milton or if another location may be more appropriate.

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 try to encourage customer visits by providing unique and attractive developments that maintain occupancy 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 maintain occupants by updating the look 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 elsewhere, and too much competition may result in empty stores as centers try to compete by lowering rents and end up attracting less desirable tenants.

(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.

(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 Neighborhood Character Area or the State Route 9 Corridor Overlay Area.



(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 over a larger area may reduce the interaction of neighbors due to longer travel distances and travel times. Families with common interests may find it harder to find each other. As the average age of persons in a household increase, and persons have less involvement with schools, civic organizations, or and social organizations, distance can reduce incidental contacts in the neighborhood.



A more compact community encourages more local contacts and provides more opportunities to meet and interact on a continuing basis. 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 neighborhood use like a corner grocery or drugstore into an area where there were no previous services located 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 – Although Milton is a new city, it does not have a traditional downtown and relatively little single-family development with a density more than one unit per acre. When the City was chartered, it included the northernmost unincorporated part of Fulton County with small rural farms, equestrian estates, new subdivisions, a rapidly developing commercial corridor along State Route 9 immediately to the west of Georgia 400, and a planned unit development (PUD) between SR 9 and Georgia 400. The City does not have much older housing on smaller lots like other cities in Georgia.

The extremely quick pace of development and the high asking prices for both raw land and developed properties make “affordable” housing in northernmost Fulton County more difficult to find. With a 1999 average income of \$93,620 per household (approximately double the national average) average sales prices of residential real estate in the Milton zip code were \$449,060 in 2007 compared to average home prices of \$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 existing, older homes built in the era between 1950 and 1980 that provide opportunities for a wide segment of homebuyers. Many of these older homes are ranch-style residences along busy corridors, but where lots are deep and the access to the adjacent road is acceptable, many of these homes can provide appropriate shelter for working families and retired workers. Also, a recent, Habitat for Humanity project and several multi-family unit projects in the State Route 9 Overlay area have provided affordable housing within the City.



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 close to local jobs in the City. Affordable residential alternatives also may provide 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.

As affordable housing is developed, the Georgia Department of Community Affairs standards for affordable housing should be used as a guide. Their criteria results in affordable, accessible homes in which residents can remain throughout life stages and which provide the opportunity for people with disabilities to visit in the homes of family and friends.

(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 or in potential future projects in Milton.

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 is concern about some of the older rural homes that were built prior to the 1990s that may not have been maintained as well as the community would like. However, some of these older homes provide some of the “unique” design character with the City. Many of the older properties include “flag” lots where the only access into the home site is by a narrow driveway or 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.

(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).



Future development opportunities in the Crabapple Crossroads Overlay area should be considered in the City’s new Comprehensive Plan and this area should be considered as a unique character area.

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 and is developing its own regulations and ordinances. Although these regulations are unique to the City of Milton, they are based on historical precedents of Fulton County, and provide requirements that can be coordinated with the adjacent cities of Alpharetta and Roswell, and to the adjacent Forsyth and Cherokee Counties. The adjacent jurisdictions will be informed when proposals to change zoning or development actions occur on properties adjacent to the City and the Atlanta Regional Commission will be informed of actions that may require regional review.



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 and help the developers to achieve their projects on time as long as the process accomplishes the goals of the City to result in the best development 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 should be provided to make sure that 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 the homeowners in their residences. When a project is presented by developers, information should be provided that makes it easy for residents and others 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. A new process may reduce the extent of control provided by an existing rule. 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 – 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. Providence Park is waiting for a required environmental cleanup of pollution found at the site, and Birmingham Park is newly acquired and awaiting some development prior to opening for public access. The City must determine if the development of these existing parks or the acquisition of additional green space is a higher priority.

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 the “rural lifestyle that has been identified as a major force in the creation and maintenance of the City of Milton as many former farm sites were 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 numerous residents to move to what is now the City of Milton.

(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 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 identified 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 wildlife habitats. The ideal is to minimize intrusion through proactive mechanisms to protect critical wildlife areas, especially when planning, zoning or design

controls cannot completely block 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.

(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.

Preservation/Conservation Opportunities



The City has the opportunity to protect natural areas such as flood plains and steep slopes, and rural areas that comprise the City's equestrian facilities, small farms, and estate developments. The City has specifically identified several character areas that support rural or quasi-rural and suburban development as the desired end-state of the Comprehensive Plan. However, the community thus far has rejected the use of conservation subdivisions or minimum lot size limits of five or ten acres as preservation tools.

Instead, the community has supported limiting sewer expansion into the Little River drainage basin and requiring lot sizes to be big enough to accommodate development that relies on septic tanks for wastewater treatment rather than extending sewers. This has been effective in maintaining one-acre lots throughout the area, but has consumed potential preservation land in buffers rather than as set-asides. Future changes in policies and in managed development regulations can positively affect how land is preserved.



In addition, 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. The Comprehensive Plan identifies several character areas that should be protected from developing at more intensive densities.

(1) Birmingham Park – The new park is undeveloped, and the planning process can be used to help define what local intentions are for the area and whether its development should have a higher or lower budget priority relative to other recreation or local infrastructure needs.

(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 that 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) Protection of Environmentally Sensitive Natural Areas (Flood Plains, Steep Slopes, Habitat, and Other Natural Areas) – 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 permitting wildlife to travel from one area to another without cutting through human-occupied areas.

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.

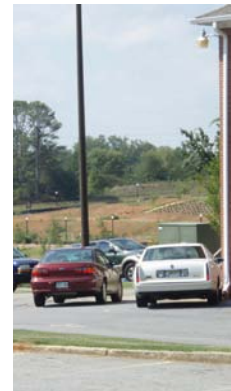


Acquisition of environmentally sensitive land provides one method for protecting sensitive properties and development regulations may provide an alternate. Transfers of Development Rights (TDRs) provide a potential opportunity for redirecting development if appropriate receiving areas can be identified within the City.

5. Mobility

a. Mobility Issues

(1) Traffic problems (Very Important) – Most persons recognize that the existing roads were designed as rural pathways for light traffic in a rural environment, and that the poorly angled intersections that may have been appropriate for horses and carriages are much more dangerous due to high speed automobile traffic and many more vehicles on the roads. Some of these intersections require local design changes to correct the angle to 90-degree intersection where crossroad visibility can be significantly improved and where right 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.

Although the majority of Milton residents considered traffic congestion extremely important, public transit was not considered an important issue. However, strong voices seeking walking trails, equestrian trails and bicycle trails as pointed out in the 2006 Milton Trails 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.



It is essential that the multiple uses of the terms “mobility” and “accessibility” be understood so that all partners think in terms of all people, including people with disabilities when planning.

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 storm water 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, wheelchair, 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.

A quality lifestyle for all citizens includes access to goods and services for all persons, including those with disabilities, seniors, youth, and their friends and companions in compliance with ADA and other accessibility laws. Founded in 2006, the City of Milton has the unique opportunity to become a model city for “Universal” (accessibility) design, and a high quality of life that benefits everyone. In order to integrate full participation for people with all types of disabilities, criteria for barrier free participation should be identified and implemented within each of the planning issues. The initial planning efforts for full participation will evolve into an opportunity for full participation by persons with disabilities and their families.

(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 2006 City of Milton 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. These proposed improvements are consistent with and extend beyond the ARC Bicycle and Pedestrian Plan. Plans should follow federal accessibility standards for sidewalks and trails. Schools, parks, churches, and activity centers need to be tied together by pedestrian, wheelchair, and bicycle modes.

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 (more than 1 unit/acre) 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 State 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 2006 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. The Trail Plan recommends an annual expenditure of approximately \$200,000 per year. The 2006 Trails Plan provides a means for expanding mobility without increasing the pressures on the existing road network. Plans should follow federal accessibility standards for sidewalks and trails.

6. Economic Development

a. Economic Development Issues

(1) Not enough innovative economic development taking place – Milton does not have a large existing 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 and pastoral community while allowing the development of needed access improvements, storm water drainage, environmental protection, and other elements of local infrastructure.

The “equestrian” 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.



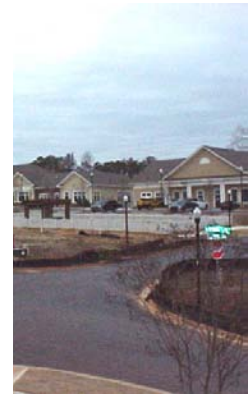
(2) Not enough jobs or economic opportunities for local residents – Milton is a bedroom community with most workers leaving the City to attend to work at locations in Roswell, Alpharetta, Atlanta, or other locations. Many of the people that work inside the City commute from other cities and unincorporated 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.

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 limiting the economic ability of the City to meet local demand. 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. However, the average housing prices in Milton may make it beyond their ability to purchase a local home at market prices, especially if existing housing stock is depleted through redevelopment or absorption. Also, there are 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.

(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 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 reduce the trip length and the congestion in 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 location has attracted many wealthy individuals and heads of households to build their homes and live in Milton. The high-income levels of the population indicate that they may want more resources available to the local population, including recreation facilities, restaurants, boutique shopping facilities, and personal services. The level of income also means 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.



(2) Possible partnering with Alpharetta to develop an LCI for the Windward Area

– The City of Milton is interested in increasing the value of properties (and the City's corresponding revenue stream from taxes and fees for services for these properties) in the Deerfield Area and the properties along Windward Parkway. The City is interested in working with the north Fulton Community Investment District (CID) and the City of Alpharetta in accomplishing a Livable Centers Initiative (LCI) study and potential transportation-related development projects in this area to increase the value of the area and to ensure that congestion problems do not negatively affect the area or the City of Milton.

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 and expand the City Limits in Fulton County and would require legislative approval to expand into an adjacent county. Therefore, financing of products and services cannot be provided by annexation, and there is very little room or existing physical infrastructure within the City to locate additional public facilities to attract new development.



What opportunities do exist within the City for additional development should be matched with the limitations to development that are desired in the remainder of the City, and 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.

(4) Cost and barrier free design – While retro-fitting for any reason is costly, creating barrier free access in original design simply fits access into the project budget and may not create any additional costs at all as it expands the usefulness of the built environment. However, the costs of not including barrier free design represents lost opportunities and may become prohibitive obstructions to achieving the lifestyle desired by Milton’s residents.

b. Financing Opportunities

(1) No pre-existing bureaucratic commitments with new City – The City of Milton was established 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) Are there enough financial resources to meet requirements? – A financial model helps identify if the financial resources of the City are adequate to meet the City’s obligations for capital and operational expenses. The model identifies the City’s anticipated revenue income based on different land uses and development densities based on existing property taxes, fees and other revenues to establish a assumption of the per-acre-revenues generated by different development and densities. The City’s existing budget provides some analysis regarding revenues required. The use of the costs and revenues defined by the model allows the Comprehensive Plan Advisory Committee to assess the benefits of different land use and project priorities and choices.

(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.



Part B

Community Assessment

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 and local planners have identified numerous changes in land use and development 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.

No matter what Character Area is referenced, each area should consider the needs of everyone in the community including the able, disabled, seniors, youth, rich, poor, and so forth,

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 Georgia DCA’s Minimum Standards and Procedures for Local Comprehensive Planning.


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.


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:


(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 1 Unit per Acre) – This residential land use category consists of single family detached homes, located on 1-acre lots or in residential subdivisions with lot sizes of 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 residential lot less than 1 acre in size in a subdivision where the average density of the lots is 1 acre or more in size. 

Medium Density Single Family Residential (1 to 2 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 2 family homes per acre. 

High Density Single Family Residential (2 to 5 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 up to 5 units per acre served by public water and sewer. 

Multi Family Residential (5 to 20 Units per Acre) – This residential land use category consists of attached residential units served by public sewer and water. This category may include 5 to 8 residential units per acre, 8 to 12 residential units per acre, or 12 to 20 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:**

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.



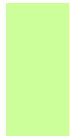
TCU- Transportation Communication Utility – This land use category includes utility easements, and transfer and landfill stations.



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.



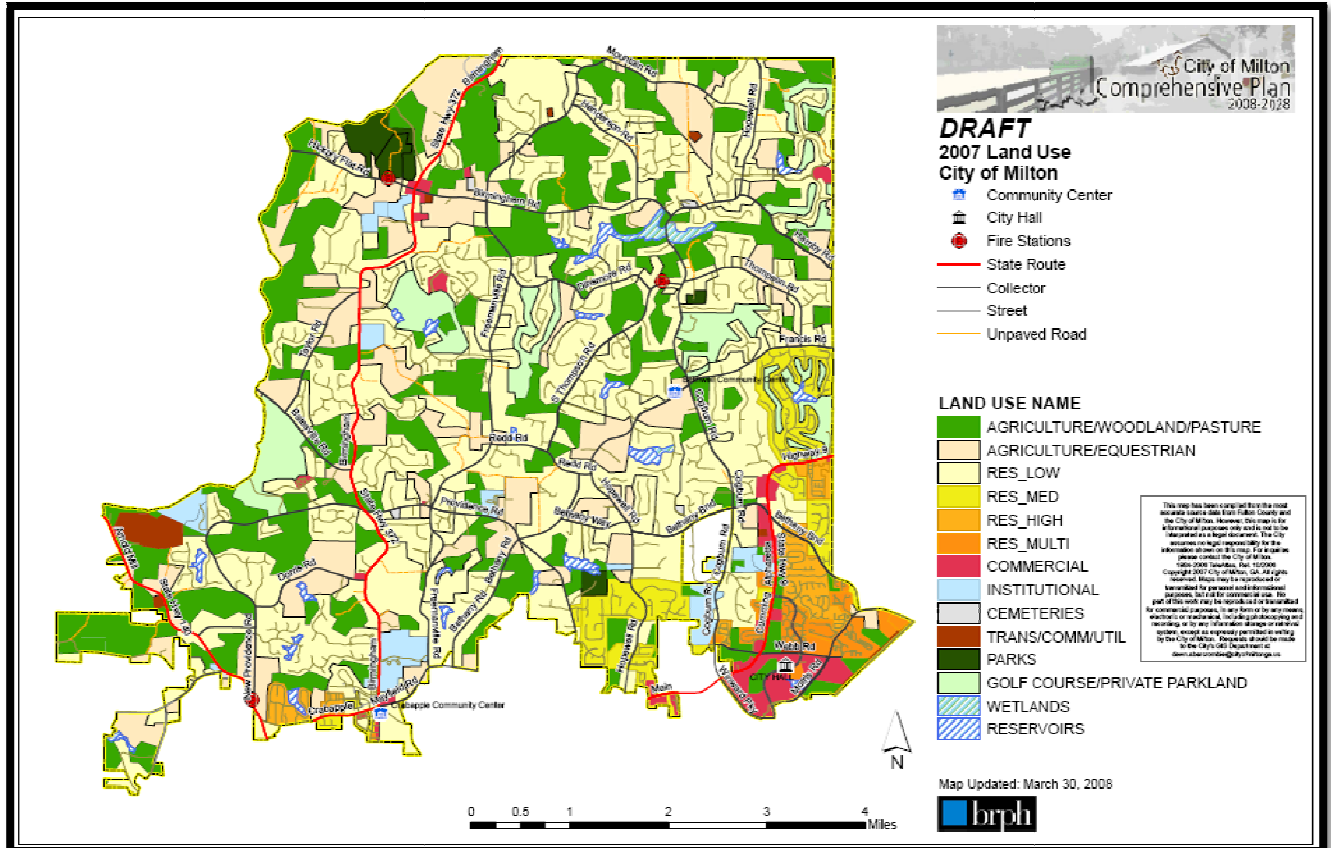
Water Reservoirs - This category includes lakes, ponds, streams and other water bodies.



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. The area should remain undeveloped, although it may be used for buffers, recreation areas, parking or other ancillary uses.



Map B-1
City of Milton 2007 Existing Land Use Map





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%
Subtotal Agricultural	8,634.66	Total Agricultural 100.0%	34.46%
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%
Subtotal Single-Family Residential	13,278.31	Total Single Family 97.39%	53.00%
Residential – Multi-Family	355.35	2.61%	1.42%
Subtotal Residential	13,633.66	Total Residential 100.0%	54.42%
Subtotal Residential and Agricultural	22,268.32	Total Res. + Ag. 100.0%	88.89%
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%
Subtotal Non-Residential	2,785.85	Total Non- Residential 100.0%	11.12%
Total Amount of Acres in the City	25,054.28	Not Applicable	100.00%

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. Initial conceptual planning for each area should be based on a foundation of barrier free access. 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 5,000+ square foot mansions on rural highways and connecting roadways.



Many of these large parcels, 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.

In order to consider appropriate accessibility for the disabled and to accommodate the growing population of seniors, Milton should also consider using the "Visitable Homes" concept in all new residential development. It requires one no-step entrance with a 36" door and reinforced walls in a ground floor bathroom for future installation of grab bars.

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.



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

Birmingham Park was acquired by Fulton County in 2004 and will be developed on the basis of a master plan that will be developed by the City. The 203-acre Park is located northwest of the Birmingham Crossroads Neighborhood Overlay area adjacent to the Little River. Access and egress also remain to be determined.



Preliminary plans have identified 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.

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.

All parks and recreation areas (both, active or passive) must be accessible and usable by people with disabilities.

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.



It is also noted that Milton has developed and adopted a Milton Trail System plan, which will be used to install bike/pedestrian alternative pathways in the future.

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.

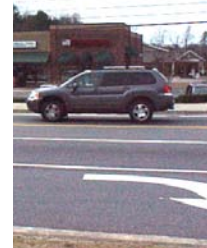
Although much of the growth has been low density residential, the development has been significant and there has been a need to expand the water, power, transportation, and public services infrastructure systems, and add schools, traffic signals, and other elements of suburban development. The low density 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 if they should begin to fail. Therefore it is critical that Milton establishes and enforces a requirement that septic systems be properly maintained.

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 and less accessible than more compact forms that include barrier free design. 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 and barrier free accessibility. 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. In addition, Birmingham Crossroads is subject to strict design standards and density limits for each quadrant that will prevent the sort of strip center development that can lead to urban sprawl.

(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. Cheaper land costs have contributed to this pattern. In Milton there is no sewer available, except certain locations to the southern edge of the City and along Highway 9.

“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, increase accessibility, 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, including those with disabilities and their families 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. It is important to consider proximity to and availability of MARTA and other transportation services for people with disabilities.



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, wheelchair, 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 (barrier free) 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 preserve trees and historic resources*
- *To locate parking behind buildings to maintain street front aesthetic*
- *To reduce traffic speeds entering the Crossroads*
- *To provide for eventual pedestrian/equestrian/bicycle accessibility to Birmingham Park*
- *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 (including wheelchair users) 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 (while incorporating accessibility) 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 (while incorporating accessibility) 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, (wheelchair use), 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 construction costs 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 because financial resources were significantly less than the costs to acquire, design and construct the projects.



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.



Part C Community Assessment Areas Requiring Special Attention

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

a. Matrix

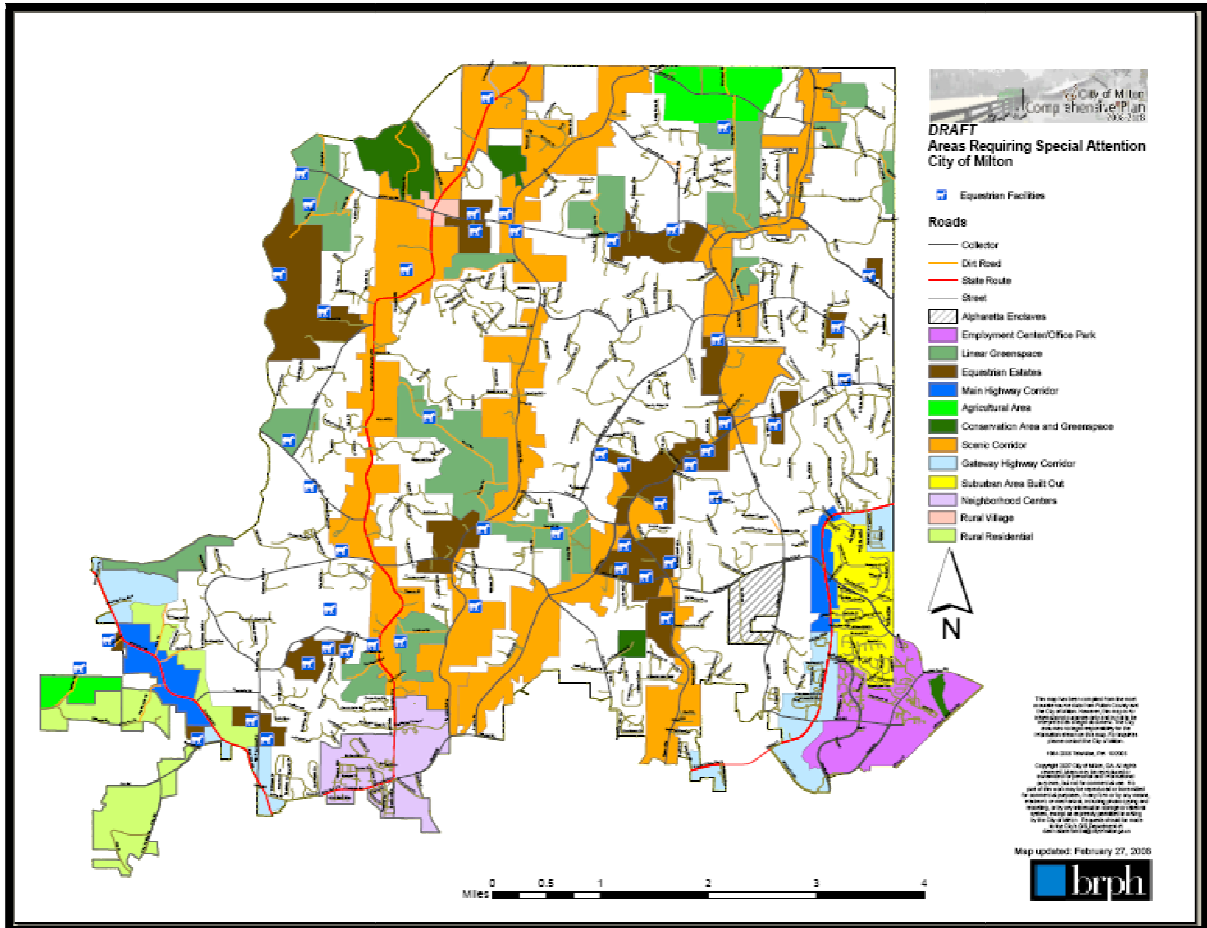
The following matrix indexes each character areas to identify common problems that may require special attention. The issues are based on the State of Georgia requirements. Several of these categories are not current issues in Milton due to the very recent development of residential subdivisions in the 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*



Map C-1 Areas Requiring Special Attention





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. For each Character Area, future design criteria should clearly show indicators of barrier free access and of barrier free connected access to other areas. All of the rural, agricultural, and natural areas need specific attention to ensure that accessibility is incorporated into the design criteria. 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 that must also serve wheelchair users. 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 – The Mountain Road area includes active farmlands with cattle pastures and chicken houses located along the City’s border with Cherokee County. 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. Pedestrian accessibility may require separate pathways and attention should be given to gravel road crossings to accommodate persons that are disabled.

(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.



Part D 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
Development Patterns	<p><u>Traditional Neighborhoods:</u> 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. All pedestrian paths should be accessible to wheelchairs.</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, wheelchair, 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><u>Infill Development:</u> 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
<p>Development Patterns</p>	<p>Sense of Place: 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.</p> <p>These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment. These should be navigable so wheelchair users can participate fully in the life of the community. Close attention should be given to full access, especially where there are older commercial and community buildings, while retaining the desired neighborhood feel.</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 accessible 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
<p>Development Patterns</p>	<p><u>Transportation Alternatives:</u> Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities that are usable for wheelchair-bound persons, 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 trail and pedestrian and wheelchair path plan should be implemented to encourage alternative travel modes throughout the rest of the City.</p>
	<p><u>Regional Identity:</u> 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. This protection should include wheelchair access to rural neighborhoods, historical areas, and other sites of interest</p>

Category	Quality Growth Objective	City of Milton Planning Context
<p>Social and Economic Development</p>	<p><u>Growth Preparedness:</u> 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</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</p>



	<p>responding to growth opportunities.</p>	<p>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. Universal accessibility design should be part of the plan for sustainability.</p>
	<p><u>Appropriate Businesses:</u> 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. These opportunities should be accessible to people with disabilities and who are aging.</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
<p>Social and Economic Development</p>	<p><u>Educational Opportunities:</u> Educational and training opportunities should be readily available in each community – to permit community residents, including people with disabilities and who are aging, 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><u>Employment Options:</u> A range of job types should be provided in each community to meet the diverse needs of the local workforce, including people with disabilities and who are aging. Partnering jurisdictions should also meet the requirements for accessibility for people with disabilities.</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
<p>Social and Economic Development</p>	<p><u>Regional Cooperation:</u> 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 and access to 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><u>Regional Solutions:</u> 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
<p>Social and Economic Development</p>	<p><u>Housing Opportunities:</u> 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 criteria of the Georgia DCA for affordable accessible housing should be considered when developing work force housing.</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. The “Visitable homes” concept should be considered.</p>





Category	Quality Growth Objective	City of Milton Planning Context
<p>Resource Conservation</p>	<p><u>Heritage Preservation:</u> 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.</p>	<p>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.</p>
	<p><u>Open Space Preservation:</u> 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, all of which should be wheelchair accessible.</p>	<p>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.</p>



Category	Quality Growth Objective	City of Milton Planning Context
	<p><u>Environmental Protection:</u> Air quality and environmentally sensitive areas should be protected from negative impacts of development.</p> <p>Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region.</p> <p>Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.</p>	<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>



Part F

Short Term Work Program

The City of Milton Short Term Work Program (STWP) identifies specific improvements to be accomplished by the City of Milton and other entities for the first five years (2009-2013) of the 2009-2029 planning period. This includes community improvements or investments, ordinances, and administrative actions to change site plan review, design review, overlay districts, incentive programs, etc.), financing arrangements, or any other programs or initiatives to implement the Comprehensive Plan. The STWP includes the following:

- A brief description of the proposed activity,
- The proposed time frame for implementation,
- The responsible party,
- The estimated costs, and
- The funding sources for each activity.

The STWP includes projects and programs affecting the City of Milton that would be carried out by the City or by potential partners of the City including the following possibilities:

- North Georgia Metropolitan Water Authority
- Metropolitan Atlanta Regional Transportation Authority
- Georgia Dept. of Community Affairs
- Georgia Dept. of Natural Resources including the Environmental Protection Division
- Georgia Dept. of Transportation
- Georgia Regional Transportation Authority
- Fulton County Board of Commissioners
- Fulton County Water Services
- Fulton County Schools
- Fulton County Dept. of Health & Human Services
- Fulton County Dept. of Parks and Recreation
- Fulton County Dept. of Transportation
- Fulton County Public Library Board
- Fulton County Sheriff' Office
- Fulton County Tax Assessors Office
- Atlanta Regional Commission
- Forsyth County, Georgia
- Cherokee County, Georgia
- City of Alpharetta, Georgia
- City of Roswell, Georgia



The City of Milton is committed to creating an accessible community that provides barrier free participation for all of its citizens, including those with disabilities and those who are aging. The City's partners must also be required to comply with the Americans with Disabilities Act (ADA) and other accessibility standards. These standards should include barrier free planning, design, construction, and implementation.

The table on the following pages illustrates the five-year Short Term Work Program for 2009 through 2013.

Revised Short Term Work Program 2009 - 2013, City of Milton Partial Comprehensive Plan

No.	Project Description	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Responsible Party	Cost Estimate	Funding Source	Notes
Economic Development										
	Expansion of North Fulton CID to include Deerfield	N/C					City	In-kind	CID	<i>Need to evaluate how this affects City revenue</i>
Housing										
	<i>None Identified</i>									
Natural & Historic Resources										
	Write the Historic Preservation Ordinance	20K					City	\$20,000	City Funds	Budgeted for 09. Should include ADA compliance for accessibility
	Write the Tree Preservation Ordinance	10K					City	\$10,000	City Funds	Budgeted for 09
	Stormwater Maintenance / NPDES Projects	\$223,953	200K	200K	200K	200K	City	\$223,953	City Funds	Budgeted for 09 / FY10-13 assumed annual cost for O&M improvements projects
	Develop a septic tank education program		N/C				FC Health Dept & City	in-kind	City Funds	Former County Action Item - may consider for City consideration
	Support a hazardous waste education program		N/C				City	in-kind	City Funds	Former County Action Item - may consider for City consideration
Community Facilities										
	Public Safety Dept. Vehicles & Radios	\$97,919	100K	100K	100K	100K	City	\$497,919	City Funds	Budgeted for FY09 Reserve for Vehicle & Radio replacement
	Renovation of Milton Fire Station on Thompson Road including FF&E	\$67,443					City	\$67,443	City Funds	Budgeted for 09 - Comply with ADA in renovation
	Reconstruct or Relocate Fire Station on Arnold Mill Road					3000K	City	\$3,000,000	City Funds	Basic Estimate for Building /Pending Expansion of Arnold Mill Road - Comply with ADA in renovation
	City of Milton Park Development - General Park Development Projects	\$298,699	100K	125K	150K	175K	City	\$550,00	City Funds	Amount budgeted for 09 / 100,000 for FY 10 and increase by \$25,000 each year
	Bell Memorial Park /Playground/Parking Lot/ Lighting/ Restoration			425.65K			City	\$425,650	City Funds	Improvements to Playground/Parking Lot/Lighting/Restoration - Comply with ADA in renovation
	Assessment & Inventory of Parks in Milton	\$45,000					City	\$45,000	City Funds	Budgeted for 09 - RFP/November assessment and inventory of current state of each park

	Birmingham Park Master Plan/Phase I: Construction			X	X	X	City	\$402,500	City Funds	Estimate for for construction documents and initial development
	Bell Memorial Park Enhancements			100K			City	\$100,000	City Funds	Enhancement following Assessment & Inventory
	Providence Park Building Repair and Renovation					920K	City	\$920,000	City Funds	Park still owned by Fulton County, Any improvement/enhancements are on Hold until transfer is complete - Comply with ADA in renovation
	Bell Memorial Park Maintenance Facility				161K		City	\$161,000	City Funds	TBD after Assessment & Inventory
	Birmingham Park Phase II					2800K	City	\$2,800,000	City Funds	Final development & construction phase - Comply with ADA in renovation
	Providence Park General Site Improvements					517.5K	City	\$517,500	City Funds	Park still owned by Fulton County, transfer pending
	Park Land Acquisition & Park enhancements	\$1,208,234					City	\$1,208,234	City Funds	Budgeted for 09
	New 25,000-SF Library to be located in Milton			X			Fulton Co. Library Board	\$16,959,901	Fulton Co. Library Funds	Included in November 2008 Bond Referendum
	Miscellaneous Unit Price Water Lines	X	X	X	X	X	Fulton Co. Public Works / Water Svcs	n/a	Fulton Co. Water Fees	Continuing on-call projects including Cox Road Water Main and Hopewell water lines
	Land Acquisition for Water System Projects	X	X	X	X	X	Fulton Co. Public Works / Water Svcs	n/a	Fulton Co. Water Fees	Continuing on-call projects
	DOT Reimbursement for Water Main Relocations	X	X	X	X	X	Fulton Co. Public Works / Water Svcs	n/a	Fulton Co. Water Fees	Continuing on-call projects as needed
	Sewer Standby Projects	X	X	X	X	X	Fulton Co. Public Works / Water Svcs	n/a	Fulton Co. Water Fees	Continuing on-call projects including Morris Road outfall
	Wastewater Control Improvements	X	X	X	X	X	Fulton Co. Public Works / Water Svcs	n/a	Fulton Co. Water Fees	Continuing on-call projects as needed
FCS - M1	New Birmingham Elementary School with 54 instructional units & ES support facilities	X					Fulton County Schools	\$16,354,900	Fulton Co. Board of Education	Under construction / Opening August 2009 - (Expected capacity is 850 students) - Inspect for ADA compliance.

FCS - M2	New Bethany/Cogburn Road High School with 99 Instructional Units & HS support facilities					X		Fulton County Schools	\$60,022,010	Fulton Co. Board of Education	Location selected / Now in site design / Opening August 2012 - Review design for ADA compliance.
FCS - M3	New Freemanville Road Middle School with 77 instructional units & MS support facilities						X	Fulton County Schools	\$29,905,636	Fulton Co. Board of Education	Site design / Opening August 2013 - Review design for ADA compliance.
Land Use											
	Design Guidelines for State Route 9 Highway Corridor	\$30,000						City	\$30,000	City Funds	Budgeted for 09
	Update to Comprehensive Plan (Potential Partial update)					50K		City	\$50,000	City Funds	First opportunity to use 2010 Census data
	LCI Plan for Design of Streetscape					10K		City	\$10,000	Matching City Funds	Highway 9 Corridor LCI
	"					90K		ARC / Georgia DOT	\$90,000	Grant Funds	Same as above
	Arnold Mill Road Master Planning Study	\$150,000						City	\$150,000	City Funds	Budgeted for 09
	Land Use/Economic Development Info Data Base					N/C		City	N/C	City Funds	
Transportation											
PI#7312a	Transportation Master Plan	100K						City	\$100,000	City Funds	Expands on Comprehensive Plan recommendations - Review for ADA compliance and needs of people with disabilities.
PI#7312b	Transportation Master Plan	400K						Georgia DOT	\$400,000	Grant	Same as above
FN-206 (#533)a	SR 140/Arnold Mill Road @ New Providence Rd	85.25K						City	\$560,000	City Funds	Intersection Improvement (Also includes \$268.5K authorized in FY08)
FN-206 (#533)b	SR 140/Arnold Mill Road @ New Providence Rd	240K						Georgia DOT	\$2,240,000	Grant Funds	Same as above
FN-209 (#5448)a	SR 372/Birmingham Hwy @ Providence Rd & New Providence Rd	208.69K						City	\$817,960	City Funds	Intersection Improvement (Total includes \$110,000 in FY07 and \$170,800 in FY08)
FN-209 (#5448)b	SR 372/Birmingham Hwy @ Providence Rd & New Providence Rd	320K						Georgia DOT	\$3,271,845	Grant Funds	Same as above
	Landrum Road Bridge	320K						City	\$320,000	City Funds	Bridge Replacement

	Milton Trail	200K					City	\$200,000	City Funds	Budgeted for FY09 Inspect trail sites and include compliance with ADA in planning before plan is adopted.
	Citywide Sidewalks Program and Safe Routes Program	100K	100K	100K	100K	100K	City	\$100,000	City Funds	Budgeted for FY09 / Continuing authorizations assumed
	Traffic Calming	70K	70K	70K	70K	70K	City	\$350,000	City Funds	Budgeted for FY09 / Continuing authorizations assumed
	Traffic Signs and Signals Maintenance	49.45K	50K	50K	50K	50K	City	\$249,450	City Funds	Budgeted for FY09 / Continuing authorizations assumed
	Bridges and Dams Inventory and Maintenance	30K	30K	30K	30K	30K	City	\$150,000	City Funds	Budgeted for FY09 / Continuing authorizations assumed
	Pavement Management	2035k	2035K	2035K	2035K	2035K	City	\$10,140,000	City Funds	Budgeted for FY09 / Continuing authorizations assumed
CC-1a FN-237 (PI#7313) a	Crabapple Traffic Improvements Projects	15K	145K	112.5K	112.5K		City	\$385,000	City Funds	\$370,000 Local & \$1,540,000 Grant Funding Reserved 2010-12 for projects TBD from Transportation Plan - Assess for compliance with ADAS & other Federal accessibility laws - give attention to making old buildings accessible
CC-1a FN-237 (PI#7313) b	Crabapple Traffic Improvements Projects	\$0	240K	400K	450K	450K	Georgia DOT	\$1,540,000	Grant Funds	Same as above
CC-2b	Crabapple Streetscape Implementation Projects		80K	81.67K	81.67K	81.67K	City	\$325,000	City Funds	\$325,000 Local & \$1,300,000 Grant Funding Reserved 2010-13 for projects TBD from Transportation Plan - - Assess for compliance with ADAS & other Federal accessibility laws - give attention to retaining clear paths when placing enhancements
"	"		\$0	433.33K	433.33K	433.33K	Georgia DOT	\$1,300,000	Grant Funds	Same as above
	New High School Related Improvements to Cogburn Road corridor, stream crossings & intersections			X	X	X	City	TBD by Transportation Plan	City Funds & applicable Private Funds	Assumes new high school project moves forward and specific projects would be identified by the Transportation Plan



Part G

Report of Accomplishments

The City of Milton Comprehensive Plan includes a brief report on the accomplishments of the previous Comprehensive Planning cycle. Since this is the City's first Comprehensive Plan, the 2005-2009 Capital Improvement Project tables prepared as part of The Fulton County 2025 Comprehensive Plan were used to provide the basis for this Report of Accomplishments. The Report of Accomplishments identifies the status of the proposed actions outlined by the 2005-2009 CIP.

In addition, the attached report includes the known status of relevant transportation projects from the Fulton County Transportation Plan. These projects are based on the completion of projects identified in the ARC Envision 6 Transportation Plan adopted in September 2007.

Public school system projects within the City of Milton proposed by the Fulton County Public Schools system were included as well.



Part H

Implementation Program: Strategic Recommendations and Policies

1. Strategic Plan Recommendations

The City of Milton 2008-2028 Comprehensive Plan provides an overview of the area now encompassing the City of Milton, examining conditions and trends, projections of future economic development and social trends, an analysis of the community's existing and anticipated future issues and opportunities, a vision statement regarding the City's desired future character, and recommendations regarding the facilities and services needed to accomplish the City's vision over the next 20 years. The Short Term Work Program (STWP) provided within the plan describes projects which can be pursued within five years. The primary strategic recommendations of the 2008-2028 Comprehensive Plan as determined by the City of Milton and its residents and stakeholders are detailed in this section of the plan.

Because the City of Milton was incorporated in December 2006 and encompasses the full remaining portion of unincorporated North Fulton north of the cities of Roswell and Alpharetta, the City has little history as an independent jurisdiction responsible for physical growth and annexation, though it is a community with a rich history and experience with growth-related issues while part of unincorporated northern Fulton County. As an unincorporated area, the Milton community was active in working with property owners, developers, architects, engineers, planners, and public advocates to coordinate land use planning, zoning, development regulations, and transportation and water infrastructure projects to reflect the strong concerns of the community regarding development, sprawl and local "Quality of Life". With a land area of approximately 23,000 acres and a population of roughly 20,000 individuals, the City must plan carefully to ensure that the growth it expects to receive remains true to the vision of the community, and does not overwhelm the unique, existing low-density, rural and equestrian residential character that attracted many of the current residents to Milton.

The "Quality of Life" desired by the Milton community was identified in the City's original "Vision Statement" and has been confirmed and further defined by extensive citizen input through surveys, public meetings, and numerous meetings and discussions within the City of Milton Comprehensive Plan Advisory Committee (CPAC).

The City of Milton 2008-2028 Comprehensive Plan serves as a guide for future development within the City based on input from community leaders, residents, and stakeholders. This plan is meant to be a tool for decisions made in the City regarding other planning efforts and development decisions. The plan is a basis for the City to



build upon in order to develop in a manner which is both sustainable and desirable to the City's stakeholders.

2. Comprehensive Plan Policies

The following policies provide the stated recommendations of the community regarding how future development should be provided for the City of Milton. The policy statements below identify general goals for the rational growth of the City. Specific strategies provide help to define how the City will accomplish these goals and objectives through local efforts and working with other local governments, institutions and private interests, and State and federal governments.

2.1. Economic Development Policies

2.1.1. We will identify and put in place the requisites for the desired "Quality of Life" within our community, including the following economic issues:

- **Adequate housing and appropriate infrastructure (roads, water, waste, energy, and communications) to support and accommodate anticipated levels of growth;**
- **Training of the workforce and availability of jobs within a reasonable commuting distance;**
- **Necessary planning and development ordinances to direct the future shape of the City as desired;**
- **Leadership capable of responding to any development pressures.**

As discussed above, the desired "Quality of Life" has been stated in the City's vision and mission statements, and was confirmed in the surveys and public meetings throughout the planning process. It is further reinforced by strong emphasis on the protection of the unique, existing, low-density equestrian and rural residential character and lifestyle in much of the City.

2.1.2. We will carefully consider costs as well as benefits in making decisions on proposed economic development projects.

- a. The mission and vision of the City of Milton and the desires of Milton's citizens will be supported through the evaluation of short-term and long-term costs and benefits to establish priorities in making economic development decisions



- b. The expansion of facilities and services into development areas that are close to existing resources will be considered first before extending utilities and services into areas that require longer extensions or greater costs.
- c. Support the use of planning studies, value studies, cost/benefit studies and analyses of sustainability to identify cost effective projects.
- d. Support keeping costs down by making accessibility studies and assessments an integrated part of all planning and design development.

2.1.3. We will support programs that retain, expand and create businesses that provide a good fit for our community's economy in terms of job skills required and links to existing businesses.

- a. Protect the unique characteristics of Milton's existing rural, equestrian, low-density residential areas that support the existing agricultural and equestrian related economy of the City.
- b. Work with the Greater North Fulton Chamber of Commerce, Cherokee and Forsyth Counties, the Cities of Alpharetta, Roswell, and Johns Creek, and other organizations to encourage expansion and retention of professional jobs within employment centers in the City of Milton and surrounding jurisdictions.
- c. Identify sites inside and adjacent to the City that can provide locations for professional employment centers.
- d. Educate partners about cost benefits of barrier free sites that welcome people with disabilities in the employment centers.

2.1.4. We will consider access to housing and impacts on transportation when considering economic development projects.

- a. Support higher densities for residential development close to the major transportation resources on the eastern portions of the City, specifically along Georgia 400 and possibly along portions of the State Route 9 Corridor. Some opportunities also exist along portions of Arnold Mill Road (State Route 140). However, transportation facilities with adequate access/egress and opportunities to use alternative modes are needed to accommodate increased densities along major travelways.
- b. Existing subdivisions should be protected with adequate buffers between existing residential development and new development. This includes buffering adjacent to single family residential land uses when higher density residential uses are



located next to existing developed properties, and buffers between residential uses and scenic by-ways and roadways.

- c. Support access to housing by following the guidelines (including accessibility guidelines) of the Georgia DCA Affordable Housing Division when building multi-family housing.
- d. Expect economic development projects to have barrier free pedestrian pathways and connections from public space to commercial and private space.

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

- a. Create an information database of economic development resources including a list of vacant buildings and available commercial properties that can be identified and managed by a GIS system.
- b. Consider the expansion of water, waste, and power infrastructure services to some commercial and mixed-use areas where they may be appropriate and consistent with existing policies regarding the expansion of infrastructure.
- c. Support cooperative efforts with Fulton County infrastructure and services, public and private utility providers, and developers to define and construct sustainable and economic infrastructure systems when and where consistent with the land use and infrastructure development policies of the City of Milton.
- d. Encourage adaptive re-use of existing facilities to accommodate new commercial enterprises where appropriate and when and where consistent with the land use and infrastructure development policies and vision of the City of Milton.
- e. Promote the development of local regulations that strengthen oversight of barrier free design beginning with original design requirements.

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

- a. Work with local and county development agencies to encourage business education support to small business owners.
- b. Support the growth of knowledge based industries in designated employment centers.
- c. Recruit diverse and environmentally sensitive industries that will provide jobs for residents.
- d. Leverage employment in Milton and adjacent jurisdictions to support appropriate economic development projects in Milton.



- e. Utilize the unique economic assets of Milton to attract appropriate and sustainable economic activities that can be accommodated without changing the character of the City.
- f. Recruit people with disabilities for jobs in various industries.

2.2. Natural and Cultural Resource Policies

2.2.1. We will encourage more compact development of land in appropriate designated areas in order to preserve natural resource areas and preserve contiguous green open spaces.

- a. Consider appropriate development ordinance changes that will allow the City to explore development options such as transfer of development rights (TDRs) without experiencing an increase in the overall total density within the City. Although a conservation subdivision ordinance has been suggested by ARC and the State as a possible tool to assist with this effort, the community expressed significant opposition to a typical version of this method because it could lead to additional density through transfers to another site in the city or higher density on the developable portions of the site by inclusion of otherwise undevelopable portions in density calculations.
- b. Support projects that protect and integrate the preservation of natural areas, stream corridors, and green space as amenities while creating barrier free use.
- c. Support projects that protect and/or integrate the preservation of natural areas, stream corridors, and green space as amenities and required development.
- d. Encourage development of relatively compact infill development in the Deerfield employment center in order to leave other areas less developed.

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

- a. Identify existing natural, historic, archeological, and cultural resources that have value in being preserved and map them in the GIS system.
- b. Support development projects that provide increased density close to Windward Parkway, Georgia 400, and State Route 9 consistent with the land use and infrastructure development policies of the City of Milton and the citizen and stakeholder expectations.



- c. Connect development projects to barrier free transportation and infrastructure resources.

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

- a. Support new development projects that commit to providing water, storm water, solid waste, and air pollution control facilities that fully meet and exceed current standards.
- b. Support changes to current codes that address air and water quality improvements and/or which provide flexible design that results in a reduction of air or water quality impacts.

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

- a. Adopt and educate development applicants regarding the City's tree, buffer and landscape standards.
- b. Encourage the education of property owners and developers regarding the advantages of tree and green space preservation and promote design standards which seek to favor the retention of existing trees above new plantings.
- c. Offer incentives to developers to preserve green space through property tax reductions and conservation easements.
- d. Adopt incentives to leave existing trees undisturbed and to protect trees during construction.
- e. Protect existing tree canopy along scenic streets and other public rights of way.
- f. Create and approve an enhanced tree ordinance with provisions to protect specimen trees and overall tree coverage.
- g. Create a process that ensures tree protection is considered before re-zoning decisions are approved.
- h. Create barrier free pathways to and throughout green space and access to all services and amenities such as park benches and playgrounds.



2.2.5. We will promote low impact site development that encourages maintaining the natural topography and existing vegetation on a site when feasible, and in some cases when required.

- a. Encourage the education of property owners and developers regarding the economic value and sustainability of green space preservation and maintenance of existing vegetative cover and the protection of trees.
- b. Offer incentives to developers to preserve existing vegetation and topography through property tax reductions and conservation easements.
- c. Consider requiring large projects to plan and conduct land disturbance, clearing, and grading activities by planned stages or post a commensurate bond to ensure lesser impacts on the community.

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

- a. Adopt appropriate recommendations to protect existing water quality consistent with the City's land use policies, and as recommended by the Metropolitan North Georgia Water Planning District, ARC, and Fulton County Water Resources that protect ground and stream water quality, and coordinate with Fulton County, Forsyth County, and other local governments in implementing the three comprehensive plans adopted by the Metropolitan North Georgia Water Planning District to ensure:
 - o Adequate supplies of drinking water;
 - o Protection of water quality; and
 - o Minimized impacts of development on the District's watersheds and downstream water quality.
- b. Encourage the education of property owners and developers regarding stormwater management, best management practices, and drought resistant sustainable plant selection and landscaping practices.
- c. Increase public awareness of litter, fertilizers, pesticides, petroleum products, sediment, and other non-point water pollution sources.
- d. Require developers to meet and maintain stringent water quantity and water quality management requirements.
- e. Encourage on-site solutions to stormwater issues through incentives, credits, and development requirements, including underground detention.
- f. Encourage regular inspection and maintenance of septic systems including certification of systems when property is sold.



- g. Consider expansion of riparian buffers for sites affected by topography, soils, wetlands or other conditions that may accelerate groundwater or surface water intrusion.
- h. Minimize impervious surfaces.
- i. Support systems that re-use reclaimed water from roofs or paved surfaces through incentives or credits.
- j. Identify and map recharge areas on GIS systems.
- k. Coordinate programs of Fulton County Water Resources to conserve outdoor water use.
- l. Work with Fulton County to actively pursue programs to ensure the maintenance of septic tanks within Milton as they age.

2.2.7. We will promote enhanced solid waste reduction and recycling initiatives.

- a. Update the City's Solid Waste Management Plan.
- b. Coordinate solid waste management with Fulton County and other cities in the County.
- c. Require private waste management contractors to provide curbside recycling options.
- d. Reduce the volume of waste entering the solid waste disposal system by sponsoring recycling education and providing opportunities and incentives to sort plastics, paper, glass, metals, and other materials.
- e. Use sources of free labor to help pick up litter.
- f. Educate residents and visitors regarding solid waste management programs and sustainability and economic advantages of better managed waste disposal.
- g. Promote green development standards and other initiatives of the Milton Grows Green committee

2.3. Facilities and Services Policies

- 2.3.1. We will minimize inefficient land consumption and encourage more compact urban development in the Major Employment Center Character Area, and possibly in the Neighborhood Center Character Area in order to preserve green open space and natural resource areas in all areas.**



- a. Prepare resource information to educate property owners, developers, and the public regarding the advantages of compact urban development close to transportation and public infrastructure resources.
- b. Support appropriate creative design plans that concentrate development on the portions of property sites in the Major Employment Center Character Area that are best able to accommodate them and allow site variances that preserve green open space and natural resources when appropriate.

2.3.2. We will encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.

- a. Adopt and educate development applicants regarding the City's tree, buffer and landscape standards.
- b. Educate property owners and developers regarding the advantages of tree and green space preservation.
- c. Offer incentives to developers to preserve green space through property tax reductions and conservation easements.
- d. Work towards a "Transfer of Development" Rights (TDR) policy that allows development rights to be "sent" to a "receiving" area where higher density is desirable and consistent with existing land use policies.

2.3.3. We will consider potential impacts on air and water quality in making decisions on new developments and transportation improvements.

- a. Develop new infrastructure networks to steer new development away from sensitive natural resource areas and towards compact development along major transportation corridors.
- b. Consider the development of bicycle and pedestrian transportation modes to provide alternative travel modes for short trips.
- c. Consider the development of bicycle, wheelchair, and ambulatory pedestrian modes to provide barrier free alternative travel opportunities for short trips.
- d. Consider the creation of transit facilities to provide a modal choice for persons seeking to make long distance trips into Atlanta and the surrounding region.
- e. Encourage the use of sound design practices to reduce energy consumption created by inefficient building design, HVAC systems, site locations, and infrastructure.



- f. Encourage the captured runoff from impervious surfaces and (as feasible) the re-use of treated “greywater” (defined as non-industrial wastewater generated from domestic processes such as dish washing, laundry and bathing, but specifically excluding toilets) for appropriate non-consumption water use purposes such as outdoor watering or irrigation.

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

- a. Adopt and educate development applicants regarding the City’s tree, buffer, and landscape standards.
- b. Educate property owners and developers regarding the advantages of tree and green space preservation.
- c. Offer incentives to developers to preserve green space through property tax reductions and conservation easements.
- d. Adopt incentives to leave existing trees undisturbed and to protect trees during construction.
- e. Protect existing tree canopy along new streets and public rights of way and within developments.
- f. Retain natural topography and vegetation while creating usable barrier free space.

2.3.5. We will promote low impact site development that encourages maintaining the natural topography and existing vegetation on sites that are being developed.

- a. Educate property owners and developers regarding the economic value and sustainability of low impact site development and maintaining existing vegetative cover and topography.
- b. Offer incentives to developers to preserve existing vegetative cover during site preparation and construction.

2.3.6. We will work with public utilities to protect site aesthetics and scenic views.

- a. Encourage Sawnee EMC and GPC to ensure that new transmission lines and electric power sub-station locations do not disturb the scenic views



2.3.7. We will direct development pressure away from agricultural areas and encourage development to occur close to transportation opportunities.

- a. Support development projects that provide increased density close to Windward Parkway, Georgia 400, and State Route 9 consistent with land use policies and citizen wishes to protect and preserve the low-density rural areas of Milton.

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

- a. Complete the development of the proposed park (Birmingham Park) at Hickory Flat Road consistent with the desire to create a unique recreation experience with protection of green space, trees, and a dark night sky at the site. Additional planning and community input is needed to complete the planning for these facilities.
- b. Promote the cleaning and redevelopment of Providence Park as a usable facility.
- c. Encourage the maintenance of Bell Memorial Park as an amenity to the City.
- d. Identify and protect other areas that serve as parks or parklands to the City's residents, such as equestrian areas and other recreational lands.
- e. Encourage Fulton County to provide community parks, regional parks, and large active and passive recreation facilities to serve City residents and visitors.
- f. Encourage the County to acquire stream corridors along the Little River corridor and their tributaries to provide floodway protection, natural habitat corridors, and passive recreation resources.
- g. Encourage the redevelopment and utilization of the Bethwell and Crabapple Community Centers.
- h. Encourage the acquisition of additional green space to be protected in perpetuity.
- i. Complete the development of each park to provide barrier free access to parking, recreation, services, policies, programs, and amenities (including natural habitat corridors and docks).
- j. Promote the protection of trees, the indigenous environment and the development of an environmentally friendly trail system

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



- a. Encourage the Fulton County Public Schools to improve access and egress into existing school properties to minimize traffic disruption and congestion.
- b. Encourage Fulton County Public Schools to locate future facilities in or close to developed areas of the City, where they would not create new congestion problems or promote unwanted development sprawl.
- c. Encourage Fulton County Public Schools to design new schools consistent with the design standards unique to Milton including site planning, building design, access/egress, parking configuration, and tree preservation/replacement review.
- d. Encourage Fulton County Public Schools to locate schools in areas and jurisdictions in close proximity to where attending students live in order to reduce travel lengths, minimize traffic congestion, fuel costs for buses and cars, and reduce overall emissions through shorter trips as well as allowing students to bike or walk to school.

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

- a. Encourage the development of public infrastructure through working with private developers to build key sections connecting existing infrastructure to new development sites while meeting public design criteria for size and quality of construction.
- b. Encourage the adoption and use of Impact Fees for specific infrastructure improvements as allowed by State law.

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

- a. Encourage the balanced development of Crabapple Crossroads and other planned areas of the City consistent with land use policies and adopted Overlays or Master Plans for the area(s), and the timing of infrastructure improvements.
- b. Encourage the staged development of character areas concurrent with the growth of service infrastructure as a method to maintaining sustainability.
- c. Encourage each stage of development incorporate barrier free design and give specific attention to barrier free development in areas that will blend historic infrastructure and buildings with new development.
- d. Create accessibility while preserving and maintaining historic presence.



- e. Ensure that balanced or staged development represents proportional growth in a timely manner rather than added intensity or density that supercedes the intent of the plan.
- f. Establish and protect defined development boundaries and sustainable density levels to identify and maintain appropriate edges between areas with planned infrastructure and adjacent areas where infrastructure may be unplanned or deferred.

2.4. Housing Policies

2.4.1. We will encourage the completion of partially-developed properties in existing subdivisions.

- a. Identify and support financial resources for homebuyers and the rehabilitation of existing housing stock.
- b. Protect and improve public resources such as local access streets (including rural design alternative roadways where appropriate), street lighting (where appropriate), street signage, public stormwater detention and drainage facilities, neighborhood and community parks, and sidewalks (or rural pathways where appropriate).
- c. Consider appropriate alternatives to allow for different contexts in travelways and modes in areas ranging from rural to urban character.
- d. Follow Georgia DCA guidelines for affordable housing, including the accessibility policies to meet the requirements of the Americans with Disabilities Act or other Federal, State, or local legislation.
- e. Consider an ordinance which requires the “Visitable homes” concept.

2.4.2. We will encourage development of housing opportunities that enable residents to live close to their places of employment.

- a. Encourage compact development and urban housing initiatives that integrate housing into mixed use development to provide compact communities with opportunities to live, work and play within the same community in the Rural Village, Neighborhood Center, and Major Employment Center Character Areas, consistent with policies and development standards for each of these areas.
- b. Increase and expand mobility with transit and more bicycle, wheelchair, and pedestrian options as well as equestrian trails.



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

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

- a. Create a diverse mix of housing types, densities and amenities in new housing subdivisions and development projects to accommodate a mix of income and family needs.
- b. Integrate housing, transportation and land use plans to improve mobility to and from jobs and other primary destinations.
- c. Require accessibility guidelines to accommodate full participation in housing choices by people with disabilities.
- d. Consider building “flats” on lower and upper levels in of multi-family housing in addition to two-story “town home” style units to create more accessible homes and allow people to age in place and reduce turnover in housing stock.

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

- a. Provide more housing choices in addition to large lot single family detached residential at appropriate locations. These may include apartments, town homes, condominiums, and single family homes with smaller footprints on smaller lots in areas close to transportation resources and some activity centers, specifically the Deerfield Area.
- b. Support transit options in urban neighborhoods along Windward Parkway, Georgia 400, and the State Route 9 corridor.
- c. We will consider policies that protect the existing low-density, rural residential housing throughout the Suburban Residential, Rural Residential, Scenic Corridor, Gravel Road Greenspace, Equestrian Estate, and Agricultural Character Areas of the City along the rural roads to maintain diversity of structures, property and unit size, and price points in the existing housing stock.
- d. Follow Georgia DCA guidelines for providing affordable housing to serve local residents.
- e. Follow barrier-free design concepts in connecting housing with public space, commercial centers, and transportation modes.



2.5. Land Use Policies

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

- a. Obtain broad support for the Comprehensive Plan from community leaders and the public through education initiatives and consensus-building meetings.
- b. Identify barrier free future pedestrian, transit, and parking facilities that will support appropriate growth.
- c. Ensure that new zoning or development regulations provide for uses, building envelopes, amenities, materials, and design standards that can continue to accommodate changing demand requirements for development while achieving public safety, accessibility, and health goals.
- d. Identify appropriate timing for major changes to infrastructure to allow transition and protection of public and private investments.
- e. Protect natural areas, floodplains, wetlands, tree canopy, heritage and specimen trees through strict adherence to codes during site preparation and construction, and avoidance of clear-cutting. Where appropriate, specific trees may need to be preserved in place before properties are approved for changes in zoning.

2.5.2. We will encourage development that provides appropriate employment opportunities to serve our current and future population.

- a. Encourage property owners and developers in the Major Employment Center Character Area to protect potential future employment and activity center areas from prematurely developing lower density housing or lower intensity non-residential uses that would create barriers to future development at densities that are appropriate to the level of the activity area.
- b. Enhance barrier free connectivity between residential areas and jobs at employment centers or other activity areas.
- c. Increase collaboration between educational institutions, local government, and recruiters to identify current and future job requirements and educational/training needs to maintain jobs that provide self sufficiency for local residents, including people in the senior age group and/or with disabilities.

2.5.3. We will encourage development of a balanced network of commercial activity centers to meet the service needs of our citizens while avoiding unattractive and inefficient strip development.



- a. Maintain Deerfield and Windward Parkway as an established commercial activity center and the State Route 9 Corridor as a community-level commercial activity corridor. The intersection of Bethany and State Route 9 near the “Twin Towers” provides a potential neighborhood-level commercial center in the southeastern area of the City. In addition to Crabapple Crossroads, small neighborhood or village-level commercial activities may be established on the Arnolds Mill Road Corridor in the southwestern area of the City to service the existing and future residential areas and limit non-residential development away from the existing residential areas.
- b. Emphasize the development of barrier free smaller, pedestrian oriented streets, shops and parking in the denser areas of the City to support maintenance of existing structures in appropriate commercial uses.
- c. Encourage developers to establish a grid system of streets and/or internal inter-connected driveways in the community activity centers to provide an alternative to strip shopping center construction in which people with disabilities can fully participate.
- d. Create more specific, detailed design guidelines for the State Route 9 Corridor, the Arnold Mill Road (State Route 140) Corridor, and other specific areas of the City.
- e. Ensure established neighborhood activity nodes are protected based on defined and established geographic boundaries and densities per area and subarea to preclude urban sprawl.
- f. Encourage use of Universal Design concepts in development.

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

- a. Encourage the development of a Livable Communities Initiative (LCI) program study and funding to design and construct streets, sidewalks and others places between the buildings to enhance the pedestrian experience and provide the desired clientele for restaurants, boutiques, and shops. Specific opportunities for an LCI include the State Route 9 Corridor (including Deerfield) and the Crabapple Crossroads Character Area. LCI planning for these areas may provide financial resources to assist in transportation-related design improvements.
- b. Provide incentives to rehabilitate existing buildings and to construct new buildings that are compatible with the period and feel of the existing exterior architecture.



- c. Enact strict signage and landscaping ordinances to ensure that new development adheres to the standards set forth by the City. Consider specifying context sensitive four-board fencing, “green” development standards, underground detention, and other design elements to establish and maintain Milton’s “sense of place” and to enhance the context of man-built structures throughout Milton and specifically along the scenic and highway corridors that provide access through the City.

2.5.5. We will create gateways and corridors to establish a "sense of place" for our community.

- a. Create consistent images to help “brand” Milton as a unique and desirable community on street signs, public buildings, and public vehicles, which is incorporated into City documents, special event signage, and gateways to the City including the equestrian logo.
- b. Identify prospective sites for unique public signs at the major gateways to the City and acquire rights to place substantial gateway signs that convey pride and sense of place.
- c. Develop context sensitive standards for protecting and enhancing scenic corridors into the City.
- d. Identify specific design standards for public gateway investments including sidewalks, lighting and street furnishings.
- e. Identify and include use of design standards for visual accessibility in signage and documents.

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

- a. Improve the existing parks as neighborhood park facilities.
- b. Coordinate with adjacent jurisdictions to provide community level and regional park facilities and public natural areas.
- c. Identify opportunities to create other neighborhood park facilities and work with property owners, neighborhoods, and developers to identify appropriate locations and access to neighborhood facilities.
- d. Work with Fulton County Public Schools to identify opportunities to use recreational fields during periods when the schools are not using the facilities.
- e. Develop community gathering spaces in village and neighborhood centers to serve as meeting places and destinations.



- f. Consider protecting appropriate green space for perpetuity.
- g. Establish appropriate requirements for new developments to set-aside specific amounts of land for green space or meet acceptable alternative requirements to provide for future needs for green space.
- h. Require use of ADA and other Federal accessibility standards for outdoor recreation, natural areas, and children's playgrounds.

2.5.7. We will encourage mixed-use developments that are human-scale and less auto-oriented where appropriate.

- a. Coordinate infrastructure design where appropriate to provide barrier free, safe, walkable connections between activity centers, institutions and residential neighborhoods.
- b. Integrate accessible housing, transportation and land use plans to reduce distances between homes, jobs, shopping, schools, churches, the potential future library, and other institutions.

2.5.8. We will encourage the development of Milton's centers as vibrant areas of the community in order to improve overall attractiveness and local quality of life.

- a. Support mixed-use development including "Universal Design" in the specific geographic areas of the City where higher density is appropriate.
- b. Consider the distance to schools and churches in all development decisions to determine if future use conflicts would arise because of setback requirements.
- c. Consider the construction of a City Hall appropriate for the City in an area of the City which best serves all residents and visitors.

2.5.9. We will support new land uses that contribute to protecting the environment and preserving meaningful open space.

- a. Encourage the maintenance of equestrian and agricultural areas with large tracts of land in order to maintain this important aspect of the community.
- b. Encourage land uses which integrate the rivers and streams and environmental aesthetics into their planning and design.
- c. Consider using Transfer of Development Rights as a method to protect the lower-density, rural and agricultural areas of the City.



- d. Include accessibility into the original design and planning so that the desired aspects of the community and environmental aesthetics are compatible with accessibility for people with disabilities

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

- a. Identify and consider the application of new land use, zoning, and development ordinances that may be in use in other cities in Fulton or elsewhere in Georgia or the country that can assist the City in meeting its goals to encourage positive development and/or restrict decisions that do not support the goals and policies of the City.
- b. Promote ordinances, zoning, and development standards that protect and preserve the lower-density, rural, equestrian, and agricultural areas of Milton where appropriate.
- c. Consider adopting “Universal Design” standards.
- d. Consider adopting a “Visitable Homes” ordinance.

2.5.11. We will encourage the efficient use of land to avoid potential costs and problems associated with urban sprawl.

- a. Encourage the development of compact mixed-use development in the Crabapple Crossroads Area as reflected in the Crabapple Crossroads Master Plan and in the State Route 9 Corridor Activity Area.
- b. Identify areas for the extension of public services and size infrastructure requirements accordingly.
- c. Encourage developers to incorporate appropriate urban amenities such as sidewalks or pathways, shallow front setbacks, porches, streetlights, street furnishings, and small green space sites in grid-style TND development patterns close to existing transportation and community facility infrastructure.
- d. Consider requiring brushed concrete sidewalks for safe use by wheelchair users, and borders using brick or other pavers that can enhance the desired design aesthetics.

2.5.12. We will support new land uses that enhance housing options in our community while maintaining support for the existing developed lower-density, rural, agrarian, equestrian, and residential areas of the City.



- a. Encourage compact development and urban housing initiatives that integrate housing into mixed use developments to provide compact communities in areas such as the State Route 9 Corridor where urban development is consistent with the policies of the Comprehensive Plan and where opportunities to live, work and play within the same community can be supported.
- b. Consider apartments, town homes, flats, small lot development and other land uses that provide a transition from suburban to urban land uses for locations in Milton close to transportation and community facilities.

2.5.13. We are committed to creating walkable, bicycle, and wheelchair friendly access for safe and attractive neighborhoods throughout the community, where people have attractive, barrier free, and low-energy access options to schools, parks, and necessary services (grocery store, drug store).

- a. Provide accessible design that includes wheelchair friendly options and access for persons with other handicaps including blindness or deafness.
- b. Increase and expand low-energy mobility with more bicycle, wheelchair, segway, golf cart, and pedestrian options including more sidewalks and pathways to connect homes to work and shopping facilities.
- c. Provide compact development options that place emphasis on positive design assets to promote barrier free social interaction within the neighborhood and the community rather than distance buffers to meet minimum criteria.
- d. Expedite the construction of sidewalks, alternative pathways, and other safe pedestrian travelways to provide connectivity.
- e. Encourage street lighting initiatives to improve security and safety in residential neighborhoods where appropriate.
- f. Protect the dark night sky in lower density residential, conservation and natural areas of the City.

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

- a. Support infill development on the local streets.
- b. Encourage infill of existing subdivisions and development projects as a priority before constructing new residential subdivisions.
- c. Provide local street (or pedestrian) connections between existing and new subdivisions in addition to access to primary streets to encourage local access.



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

2.6. Transportation Policies

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

- a. Provide education programs to encourage the development of alternative transportation modes to provide more choices to local residents and visitors, including users of mobility equipment.
- b. Support the inclusion of sidewalks, alternative pedestrian pathways, bicycle lanes, equestrian trails and multipurpose lanes in the design of local and collector streets.
- c. Consider creating a “Complete Streets” program to establish road design criteria that includes consideration of transit, bicycle, and pedestrian measures of service in addition to automobile levels of service.

2.6.2. We will target transportation improvements to support desired development patterns for the community.

- a. Identify, encourage, and protect desirable land uses and development patterns along transportation corridors that are consistent with the capabilities of the travelway.
- b. Coordinate context sensitive road design with adjacent development design including identification of appropriate rural road standards on City roads in the low-density rural, agrarian, and equestrian areas of the City, and support design of road amenities, signage, bridges, drainage, and
- c. Keep and maintain gravel roads where they encourage preservation of existing rural character consistent with the policies of the City of Milton.
- d. Consider roundabouts as an alternative to signalized intersection design.
- e. Encourage and/or require developers to construct barrier free transportation improvements to sustainable long-term standards of design that can be properly maintained by City and County forces without requiring onerous reconstruction.

2.6.3. We will require that our new and reconstructed roadways be appropriately designed using context sensitive design considerations to enhance community aesthetics and to minimize environmental impacts



- a. Identify standards for design using federal, State, and County standards as a guide to ensure new roads and other transportation facilities meet the City's 20-year requirements for design, traffic demand, and sustainability.
- b. Leverage rural road design, roundabouts, context sensitive design characteristics, and other alternatives to enhance community aesthetics.

2.6.4. We will encourage our new and reconstructed roadways be designed to accommodate multiple functions, including barrier free pedestrian facilities, parking, bicycle routes, horses, golf carts, public transit as well as local vehicular circulation where appropriate.

- a. Work with developers and State and County officials to identify anticipated traffic flow demand, operations, turn movements, weight loads, parking needs, and potential accident locations, congestion, and choke points to establish appropriate transportation facilities.
- b. Locations with less than 4 units per acre are assumed to be too sparsely populated to require transit services. Areas with more than 4 units per acre may be considered appropriate for transit.
- c. Establish priorities for sidewalks and bicycle lanes and identify criteria for their development.

2.6.5. We will promote connectivity of our road network through fostering a grid network of streets in newly developing areas and establishing multiple local street access connections between residential subdivisions.

- a. Identify appropriate local street designs to establish a grid network web of connected local streets in the mixed-use Traditional Neighborhood Development (TND) development located within the Crabapple Crossroads Neighborhood Center and within the Birmingham Crossroads Rural Village Center.
- b. Encourage additional barrier free local street connections between existing subdivisions and new developments to provide local access as an alternative to using the primary roads to provide sole access and egress.
- c. Encourage connectivity of roadways throughout Milton.

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



- a. Work with ARC, Fulton County, and profit/non-profit organizations to connect pedestrian and bicycle paths together using a combination of local streets, bike lanes on collectors and thoroughfares, and separate rights of way.
- b. Coordinate special events, education materials, and the production and distribution of information and data resources with bicycle and trails groups, youth and health organizations, disability advocacy groups (including the Milton Disabilities Awareness Committee) and transportation resources.

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

- a. Protect existing neighborhoods from traffic impacts along travel corridors through traffic calming methods such as signage, lane markings, warning signals, street diets, speed humps, reduced speed limits, or other means.
- b. Establish a petition method for neighborhoods to seek recommendations and (if supported by evidence and criteria) implementation of specific traffic calming methods and/or reduced speeds.
- c. Appropriate traffic calming methods should also be applied to arterials and collectors as needed to improve protection of automobile, transit, freight, bicycle, or pedestrian users and adjacent land uses.

2.7 Intergovernmental Coordination Policies

2.7.1. We will seek opportunities to share facilities and services with neighboring jurisdictions when they would be mutually beneficial.

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

2.7.3. We will work with neighboring jurisdictions to pursue joint processes for collaborative planning and decision-making.

2.7.4. We will consult with Fulton County and other public entities in our area when making decisions that are likely to impact them



- 2.7.5. We will provide input to Fulton County and other public entities in our area when they are making decisions that are likely to have an impact on our community or our plans for future development.**

- 2.7.6. We will engage in cooperative planning between the City of Milton, Fulton County, and Fulton County Public Schools in regard to the appropriate location and use of schools as community facilities.**



Part I Implementation Program: 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 I.1. – Ordinances

EPD Part V Criteria	Adopted?	Reference
Water Supply Watersheds	Partial	
Large Water Supply Criteria	N/A	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)
<p>NOTES: 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'.</p>		
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)
<p>NOTES: 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.</p>		
Water Supply Reservoir Management Plans	No	No reservoir affected and no ordinance required
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.



Notes: 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,



Wetlands Protection	No	Not addressed in current ordinance
<p>store, or dispose of hazardous waste to perform such operations on an impermeable pad having a spill and leak collection system.</p> <p>(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.</p> <p>(e) New agricultural waste impoundment sites shall be lined if they are within:</p> <ol style="list-style-type: none"> 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. <p>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 5×10^{-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.)</p> <p>(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"):</p> <ol style="list-style-type: none"> 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. <p>(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")</p> <ol style="list-style-type: none"> 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. <p>(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.</p> <p>(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.</p> <p>(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 county.</p>		



Notes: A definition of wetlands was found in the tree ordinance but wetlands protection is not addressed by the city's ordinance.

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.

The following are definitions and criteria for developing local and regional land-use plans with respect to wetlands:

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.

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.

(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.

(b) At a minimum, the following categories of freshwater wetlands and aquatic habitats will be defined, identified and mapped by the State:

1. Open water - areas of open water, primarily reservoirs, ponds, lakes, rivers, and estuaries.
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.
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.
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
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.



(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

River Corridor Protection	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.

Mountain Protection	No	
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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.



Part J

Implementation Program:

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 J.1. – Service Delivery Responsibility Coordination with Fulton County

Countywide Service	Addressed in Adopted Service Delivery Strategy?	Reference to formal agreement?	Adequate? (if addressed)
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
Water and Wastewater	No	Agreement with Fulton County (Agreement needs to be updated consistent with Milton policies and ordinances).	
Welfare	No	No	Probable Yes



1. Shared Arrangements for Facility or Service Provision

Table J.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 J.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 J.3. Provides a list of facilities and services that are jointly delivered by more than one local government in Fulton 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 J.3. - 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. The location for the new planned high school has since been moved from Freemanville Road to Cogburn and Bethany Bend Roads.



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)

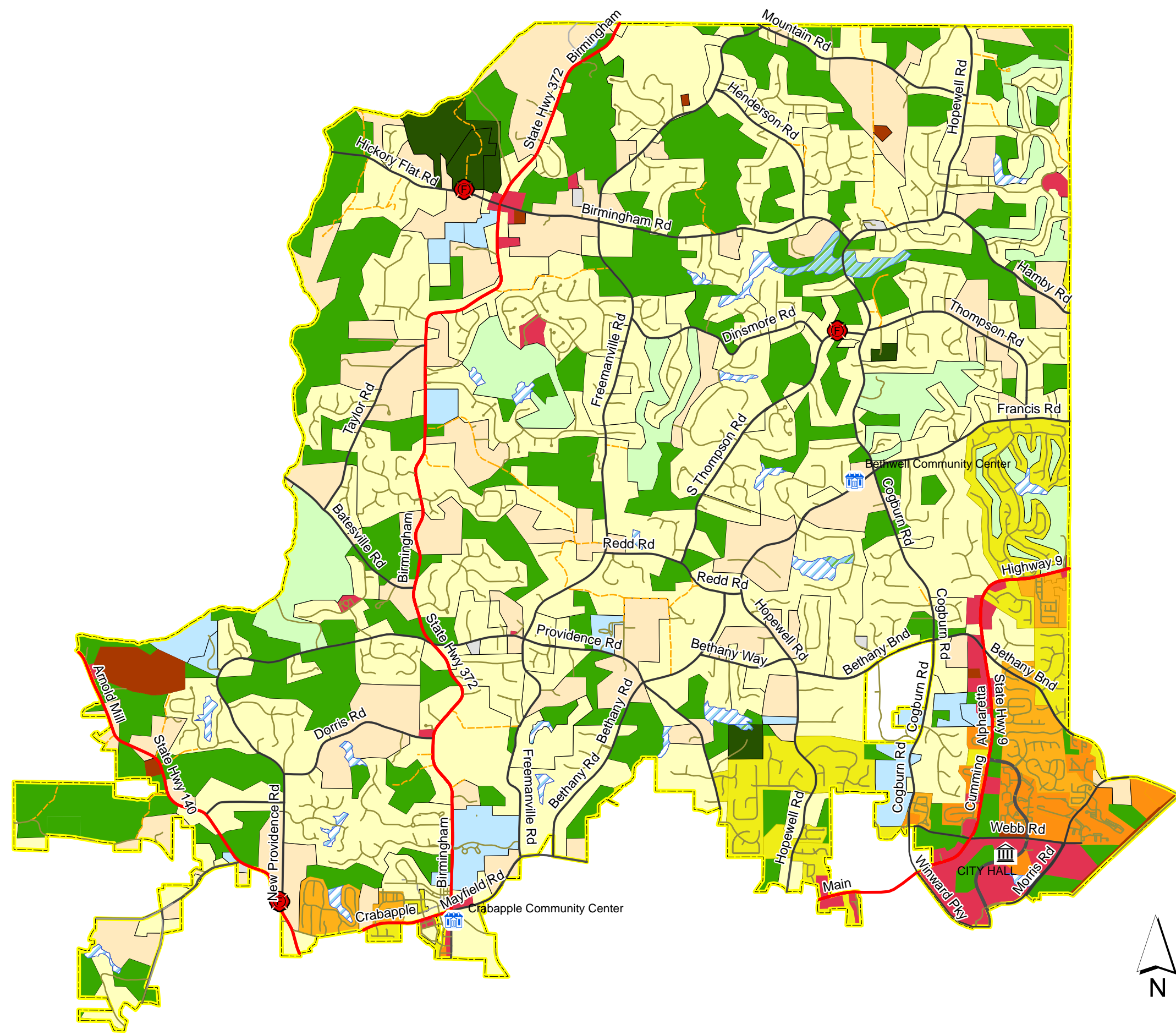
Developments of Regional Impact (DRIs) are those developments that are likely to have effects outside of the local government jurisdiction in which they are developed. The Georgia Planning Act of 1989 established the DRI process in 1989. The Department of Community Affairs (DCA) established the procedures 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.



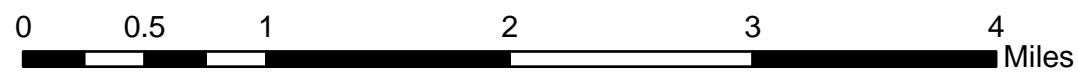
2007 Land Use City of Milton

-  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

















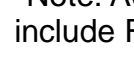



City of Milton Fulton County, Georgia

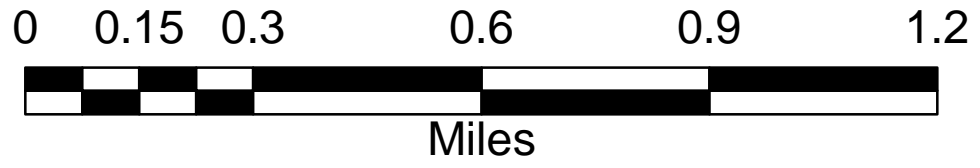
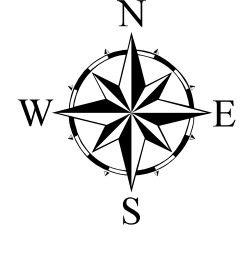
Future Land Use - 2025

-  U.S. Hwy
-  State Route
-  Streets
-  Landlot
-  Parcel
-  City Limits

Land Use 2025

-  Agricultural, Forestry, & Mining (14,158 ac)
-  Retail & Service (802.2 ac)
-  Office (340.05 ac)
-  Living-Working (274.01 ac)
-  Industrial (0.0038 ac)
-  Community Facilities (335.46 ac)
-  Private Recreation (997.29 ac)
-  Parks, Recreation & Conservation (292.15 ac)
-  1 Unit/Acre or Less - Residential (5456.15 ac)
-  1 to 2 Units/Acre - Residential (769.81 ac)
-  2 to 3 Units/Acre - Residential (113.94 ac)
-  3 to 5 Units/Acre - Residential (83.32 ac)
-  5 to 8 Units/Acre - Residential (250.89 ac)
-  8 to 12 Units/Acre - Residential (174.74 ac)
-  Neighborhood Living-Working (452.10 ac)
-  Community Living-Working (34.84 ac)
-  Regional Living-Working (0.09 ac)
-  Institutional Uses (194.07 ac)

*Note: Acreage calculations include R-O-W

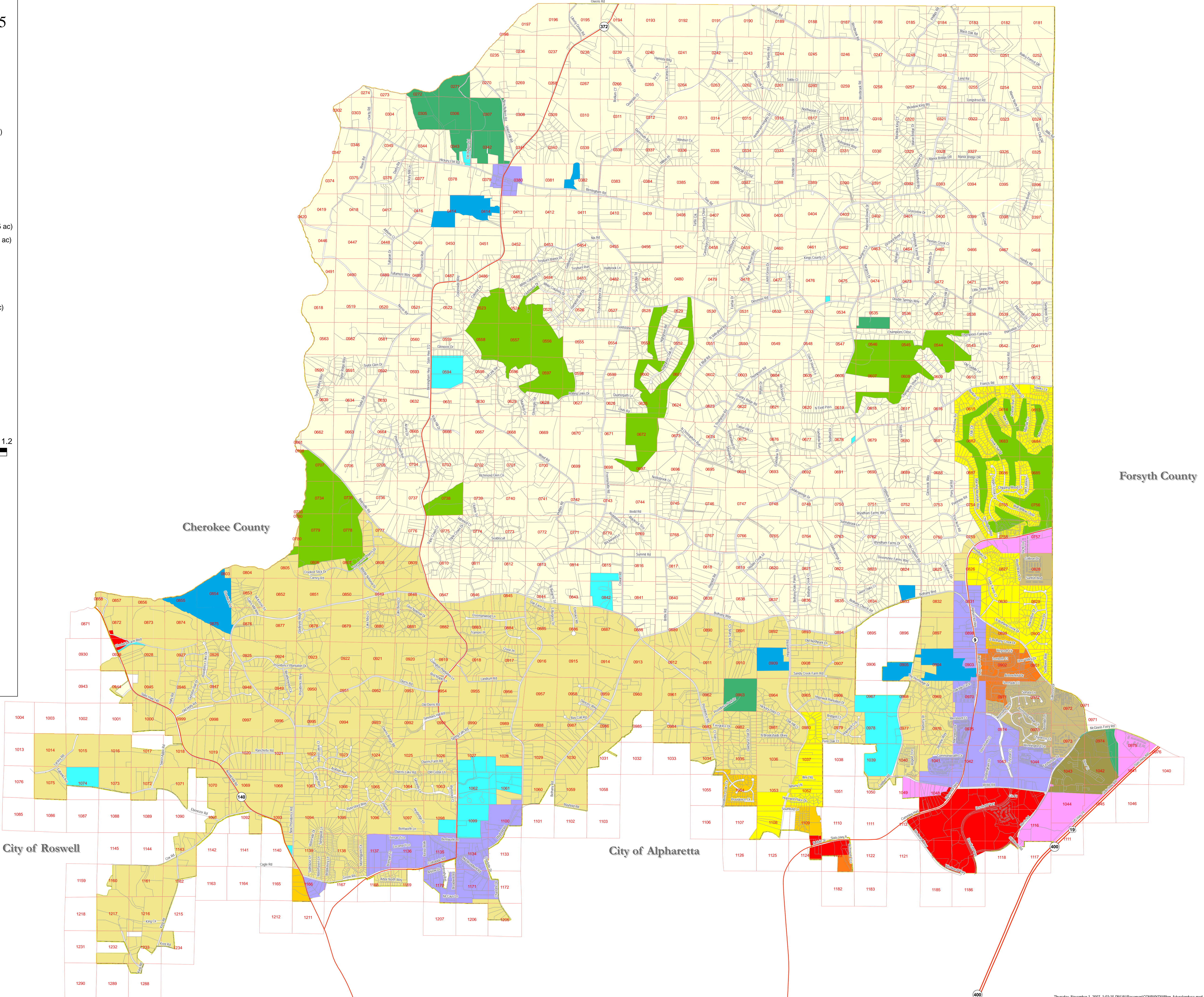


Prepared by the
Department of Geographic Information Systems
October 23, 2006

Updated: November 1, 2007 11:00 a.m.

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STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION NO. 08-12-64

**RESOLUTION REQUESTING THE TRANSMITTAL OF THE DRAFT CITY
OF MILTON 2008-2028 COMPREHENSIVE PLAN PARTIAL UPDATE TO
THE ATLANTA REGIONAL COMMISSION AND THE STATE OF GEORGIA
DEPARTMENT OF COMMUNITY AFFAIRS**

BE IT RESOLVED by the City Council and the Mayor of the City of Milton, GA while in a Regular Meeting on December 15th 2008 at 6:00 p.m. as follows:

WHEREAS, the City, established in 2006, currently operates under the Fulton County's *Focus Fulton 2025 Comprehensive Plan*, originally adopted by the Fulton County Board of Commissioners in November 2005 and adopted by the City of Milton on November 21, 2006; and

WHEREAS, in 2007, the preparation of the City's first Comprehensive Plan was initiated utilizing the new Standards and Procedures for Local Comprehensive Planning adopted by the Department of Community Affairs in 2005 as the underlying foundation for developing the first Comprehensive Plan; and

WHEREAS, a 16-person Comprehensive Plan Advisory Committee was appointed by the Mayor and City Council to facilitate the development of the City Comprehensive Plan; and

WHEREAS, the City of Milton has completed the Community Assessment and Community Participation Program documents as part of the 20-year Comprehensive Plan Update; and

WHEREAS, because of the approaching plan deadline and in the interest of moving Milton towards greater local control and self-determination as promptly and as prudently as possible, the City was asked by the Georgia Department of Community Affairs and the Atlanta Regional Commission to prepare a "Partial Plan Update"; and

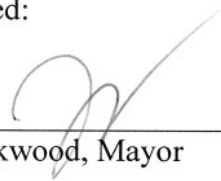
WHEREAS, The City has prepared the partial plan update as requested in order to allow adequate time to prepare a full plan that clearly reflects the City's vision, and can carry the City forward for the next 20 years; and

WHEREAS, this document was prepared in accord with the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held on November 3, 2008.

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

RESOLVED this 15th day of December 2008.

Approved:



Joe Lockwood, Mayor

Attest:



Jeanette R. Marchiafava, City Clerk



**RESOLUTION ADOPTING THE PARTIAL PLAN UPDATE OF THE CITY OF
MILTON 2008-2028 COMPREHENSIVE PLAN**

BE IT RESOLVED by the City Council and the Mayor of the City of Milton, GA while in a Regular Meeting on December 21, 2009 at 6:00 p.m. as follows:

WHEREAS, the City, established in 2006, currently operates under the Fulton County's *Focus Fulton 2025 Comprehensive Plan*, originally adopted by the Fulton County Board of Commissioners in November 2005 and adopted by the City of Milton on November 1, 2006; and

WHEREAS, the preparation of the City's first Comprehensive Plan was initiated in 2007. Utilizing the new Standards and Procedures for Local Comprehensive Planning adopted by the Department of Community Affairs in 2005 as the underlying foundation the task of developing the first Comprehensive Plan; and

WHEREAS, a 16-person Comprehensive Plan Advisory Committee (CPAC) was appointed by Mayor and City Council to facilitate the development of the City Comprehensive plan; and

WHEREAS, the City of Milton completed the first two components, the Community Assessment and Community Participation Program documents, as part of the 20-year Comprehensive Plan Update; and

WHEREAS, on May 28, 2008, the Georgia Department of Community Affairs and the Atlanta Regional Commission determined that the Community Assessment and the Community Participation Plan met the Local Planning compliance requirements; and

WHEREAS, because of the approaching plan deadline and in the interest of moving Milton towards greater local control and self-determination as quickly and as thoughtfully as possible, the City completed a Partial Plan Update; and

WHEREAS, on December 15, 2008, the Mayor and City Council approved the transmittal of the Partial Plan Update to the Georgia Department of Community Affairs and the Atlanta Regional Commission for review and consideration; and

WHEREAS, on February 12, 2009, the Georgia Department of Community Affairs and the Atlanta Regional Commission determined that the Partial Plan Update met the Local Planning compliance requirements; and

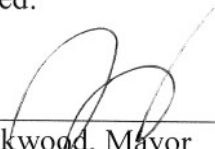
WHEREAS, it is required that Milton adopt the Partial Plan Update by February 12, 2010, within twelve months of the DCA and ARC approval.

NOW THEREFORE BE IT RESOLVED, that the City Council and the Mayor of the City of Milton does hereby approve;

1. The Partial Plan Update.

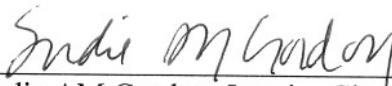
RESOLVED this 21st day of December 2009.

Approved:



Joe Lockwood, Mayor

Attest:



Sudie AM Gordon, Interim City Clerk



February 12, 2009

Honorable Joe Lockwood, Mayor
City of Milton
13000 Deerfield Parkway, Suite 107
Milton, GA 30004

RE: City of Milton Partial Plan Update

Dear Mayor Lockwood:

We are pleased to inform you that the Georgia Department of Community Affairs has determined that the Partial Plan Update for the City of Milton meets the Local Planning Requirements (letter attached). Please note that ARC has provided comments regarding the Partial Plan. You do not need to re-submit your Partial Plan for review, but we recommend that you consider these comments as you move forward with plan adoption.

In order to meet the Local Planning Requirements, the County must adopt the plan and forward the adoption resolution to ARC. Furthermore, please provide ARC with a final copy of the adopted plan, in hard copy and digital copy (MS Word document), and digital copies of both the existing land use and future development maps (ESRI shapefile).

Once the City has adopted the Partial Plan Update, you must publicize the availability of this plan for public information. This requirement may be met by providing notice in a local newspaper of general circulation identifying where a complete copy of the Community Agenda may be reviewed.

I commend you and the City of Milton for your commitment to the comprehensive planning process. Please contact Jon Tuley at 404-463-3309 if you have any questions or if we can provide further assistance.

Sincerely,

Charles Krautler
Director

CK:jt

Enclosures: 2

c. Michele McIntosh-Ross, City of Milton