

City of Milton

2008-2028 Comprehensive Plan



Community Assessment

Part B: Existing Development Patterns

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B. Existing Development Patterns

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

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

1. Existing Land Use

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

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

a. Existing Land Use Map

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

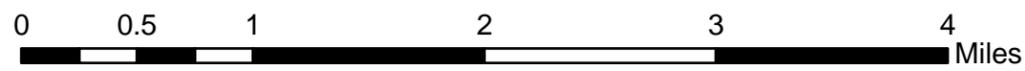
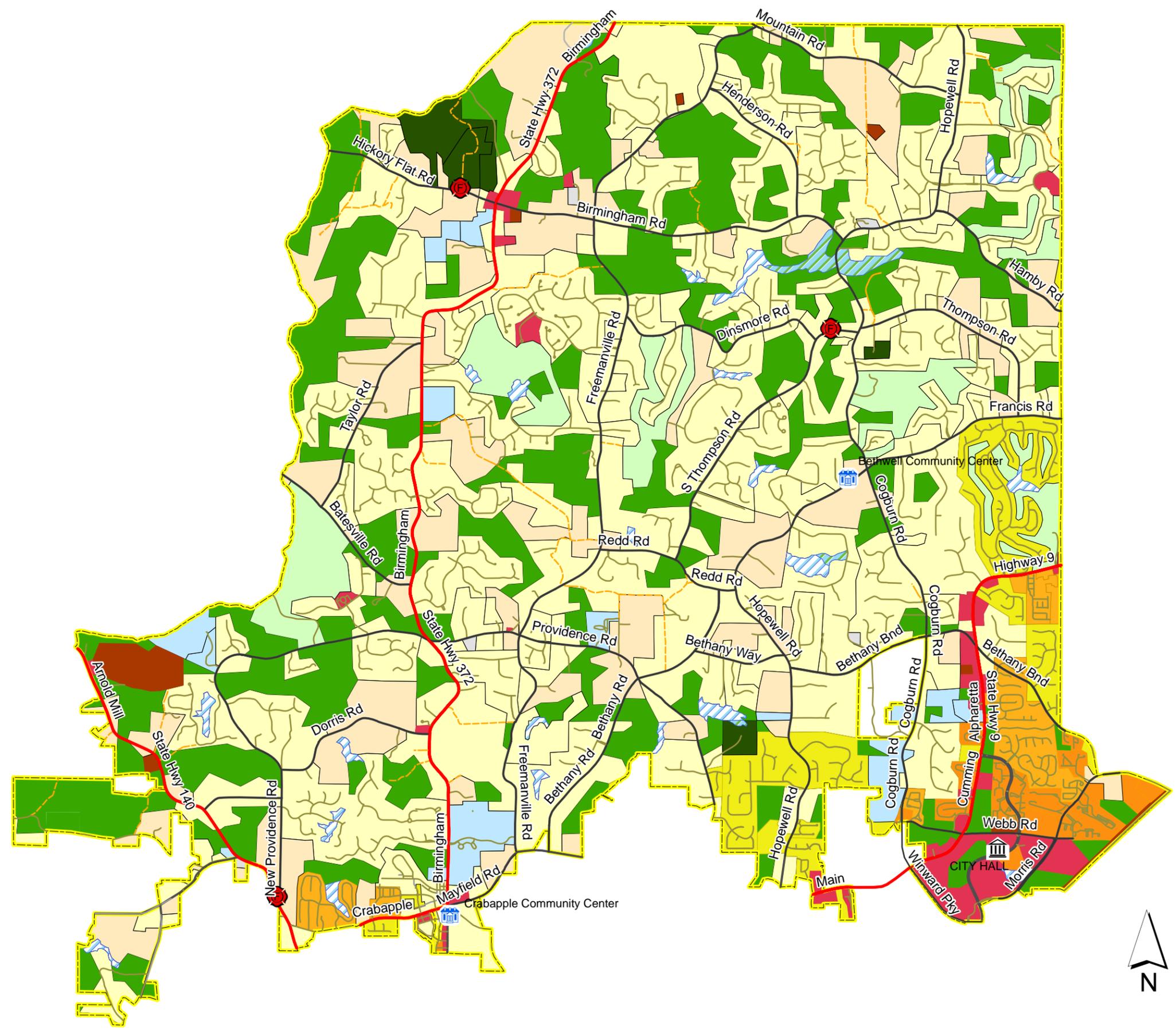
DRAFT
2007 Land Use
City of Milton

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

LAND USE NAME

- AGRICULTURE/WOODLAND/PASTURE
- AGRICULTURE/EQUESTRIAN
- RES_LOW
- RES_MED
- RES_HIGH
- RES_MULTI
- COMMERCIAL
- INSTITUTIONAL
- CEMETERIES
- TRANS/COMM/UTIL
- PARKS
- GOLF COURSE/PRIVATE PARKLAND
- WETLANDS
- RESERVOIRS

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



Map Updated: March 30, 2008





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

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



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

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



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



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



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



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



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



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



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

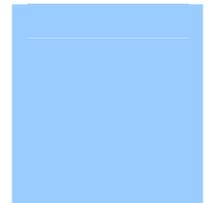


- (4) **Industrial:** This land use category allows for processing, refining, manufacturing, warehousing, mini-warehouses, rail and truck distribution terminals, industrial parks and related services. Business parks with mixed offices and warehouses would also be included.
Note: There are no industrial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



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

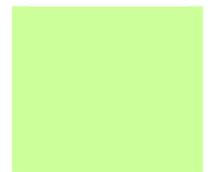
Community Facilities – This land use category includes public schools, community centers, senior centers, fire and police stations, libraries, other government centers, churches, attached cemeteries, hospitals, and other institutional uses. The land use map illustrates the locations for fire stations,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



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



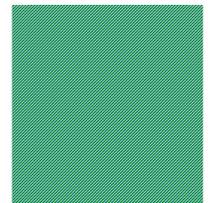
Private Recreation and Conservation – Privately-owned recreational facilities such as golf courses, ball fields, country clubs, or equestrian activity areas are included in this land use category. Recreational amenities in subdivisions such as neighborhood swimming pools, tennis court or similar uses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



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



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





b. Land Use Categories

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

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

Type of Land Use	Acres (Estimated)	Percent Agricultural Land Area	Percent of Total Area
Agricultural/Woodland & Pastures	5,129.48	59.41%	20.47%
Agricultural/Equestrian	3,505.18	40.59%	13.99%
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. The existing Land Use Map of Milton illustrates the land resources in conjunction with the planning area as referenced in MAP- B-1 – Existing Land Use.

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



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

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



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



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

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

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

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

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

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



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

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

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

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

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

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



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



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

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

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



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

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

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



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

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



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

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

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

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

d. Development Patterns

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



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

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

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

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

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



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

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

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

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

(3) Commercial, Office and Industrial Development:

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



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

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



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

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

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

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

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

(6) Live Work Mixed Use Centers: The purpose of the Live, Work, Mixed, land use district is to allow a mix of appropriate and balanced uses to create a Live-Work environment at a scale and character that is compatible with the surrounding community. Live-Work areas will be activity centers where the community can live, work, shop, meet, and play. These areas should be compact, geographically defined, and pedestrian-oriented, with a mix of uses and incorporate open space. This will result in the protection of environmental resources, accessible open space, a balance of all modes of transportation, housing choices and civic interaction.



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

Live-Work land uses should have a compatible mix of office, commercial, services, institutional, civic and residential uses integrated both vertically and horizontally. The uses within the Live- Work areas should be in proximity to each other in order to encourage walking and to increase mobility to those who do not drive, especially the elderly and the young, and there should be a transition of land uses, heights and densities.

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



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

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

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

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



The intent of each is described below.

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

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

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

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

(a) Twenty percent (20%) of the project shall be comprised of open space, where the community may use as a gathering location.

(b) Projects that are 15 acres or less shall have two uses; residential is one of the uses.

(c) Projects that are 15 acres or more shall have three uses; residential is one of the uses.

(d) Mixed Use and/or Live-Work projects shall provide a balance of uses with a minimum of 20% of each of the uses on the site or in the area.

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

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

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

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



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

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

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

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

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



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



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

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

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

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

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

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



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

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

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



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

e. **Infrastructure Development History**

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

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





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

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

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

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

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



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

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

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

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

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

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

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

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





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



2. Areas Requiring Special Attention

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

a. Matrix

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

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

* Note: Specifically refers to Providence Park



b. Specific Areas Requiring Special Attention

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

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

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

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



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

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





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

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

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



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

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



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

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



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

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



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



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

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

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



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

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



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

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

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

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



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

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



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



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

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



3. Recommended Character Areas

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

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



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

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

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

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

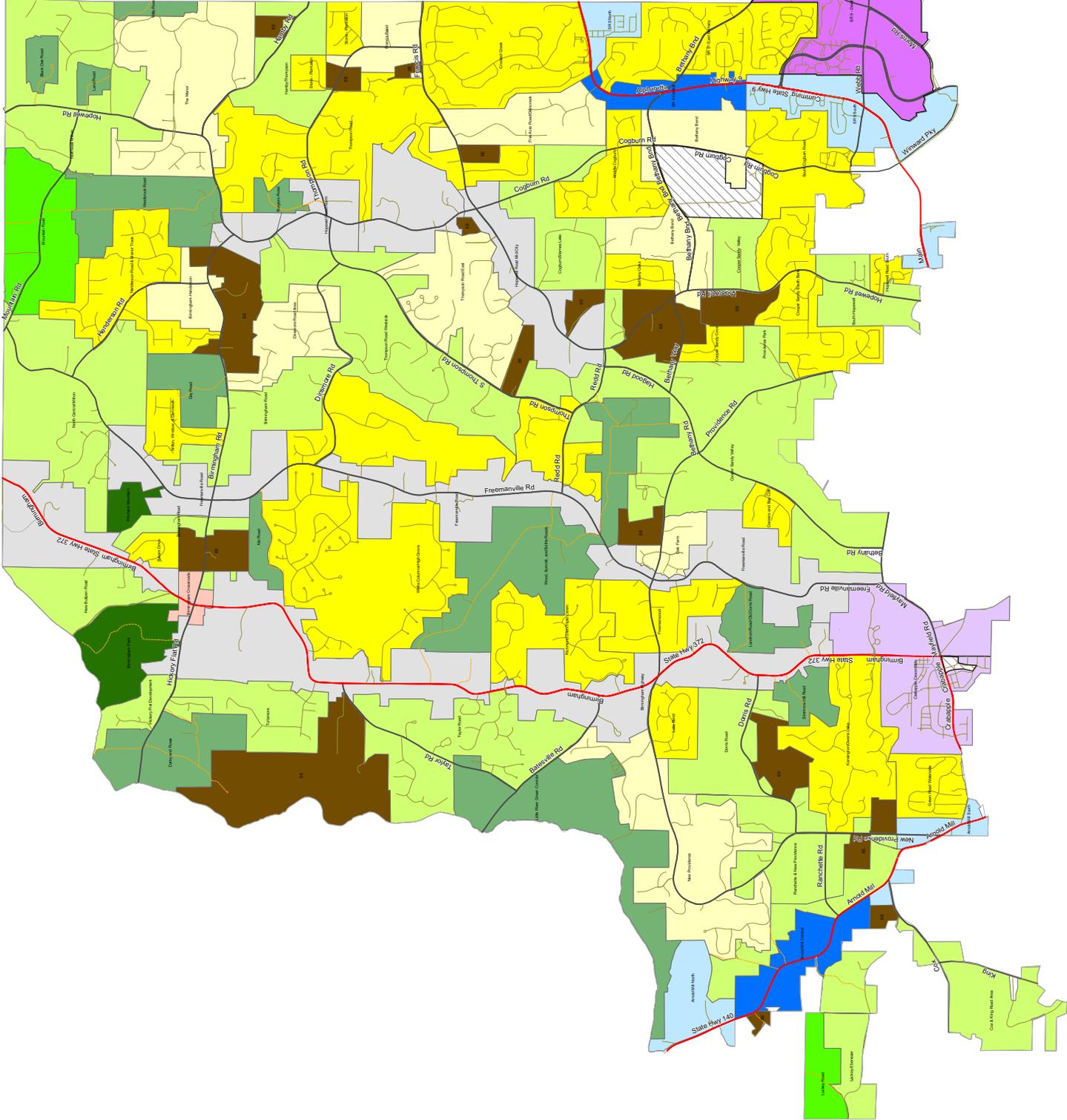
Existing Character Areas City of Milton

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

Map updated: April 7, 2008

This map has been compiled from the most current information available to the City of Milton. The City of Milton is not responsible for any errors or omissions that may appear in this map. The City of Milton is not responsible for any information that may be used for purposes other than those intended. For more information, please contact the City of Milton, Planning Department, 10000 Peachtree Dunwoody Rd., Suite 1000, Atlanta, GA 30328. Copyright © 2008 by the City of Milton. All rights reserved. No part of this map may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of the City of Milton. Please contact the City of Milton, Planning Department, 10000 Peachtree Dunwoody Rd., Suite 1000, Atlanta, GA 30328.





a. Character Area Descriptions

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

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



b. Character Area Narratives

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

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

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



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



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



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



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



Residential appears to be the dominant use.

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

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

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

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

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

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



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



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



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

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



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

	<p>typical suburban residential subdivisions large lots and open space. The area is adjacent to horse farms along Francis Road.</p> <p>Thompson Road - Area is located north of Crooked Creek GC and divided by Thompson Road. It includes typical suburban subdivisions and large lots, and is close to horse farms along Thompson and Francis Roads.</p> <p>Stone/Plantation - Area north of Crooked Creek GC and subdivision and east of the Thompson Road suburban area includes typical residential subdivisions and is adjacent to horse farms on Thompson and Hamby Roads.</p> <p>Middle Cogburn - Residential area is adjacent to equestrian estates on the north and east sides and the State Route 9 corridor to the west, and consists of typical suburban curvilinear streets and large lots.</p> <p>Bethany Oaks - Small area northeast of Bethany Bend/ Hopewell intersection includes large equestrian lots along Hopewell Road.</p> <p>Cooper Sandy Cove - Small area located south of Bethany Way and surrounded by large equestrian estates.</p> <p>Dancers and Bay Colt - Small area located along Bethany Road is adjacent to the Freemanville Road scenic corridor and close to Birmingham Crossroads.</p> <p>South Cogburn Road - Residential area with well-maintained housing on the east side of Cogburn. Vacant property in northeast corner of the area is developing with residences, sidewalks and neighborhood amenities.</p>	<p>the proposed location.</p> <p>Opportunities: suburban entrances and setbacks from road to be regulated in a way to preserve the rural and equestrian image of Milton.</p> <p>Residential standards require appropriate setbacks along different corridors according to the roadway classification and the stated policies to protect scenic corridors. Other elements include undisturbed buffers, atypical subdivision entrances and other attributes that provide design interest and attractive settings.</p>
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	<p>Green Road/Waterside – Small, recently built area between Crabapple Crossroads and the Arnold Mill Corridor includes small residential parcels.</p> <p>State Route 9/East Bethany – This small area between McGinnis Ferry Road and Highway 9 has small lots on sewer. Numerous multi-family units are located south of Bethany. Traffic and corresponding impacts are increasing. Area is adjacent to "Detached Single Family" residential in Forsyth County.</p>
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Character Area Type	Description	Issues and Opportunities
<p>Rural Village 27.1 acres 19 parcels Avg. 1.43 acres/parcel</p>	<p>Birmingham Crossroads – Limited rural style village commercial activities are located at this highway intersection in the northwestern corner of the City. An existing Zoning Overlay was carefully crafted to define and limit the 27.1 acre area and provide a sense of place for the village. Access to the area is only available via automobile although numerous nearby equestrian facilities could be tied in via a trail system for pedestrians or horseback access. The scenic highway traffic and the surrounding rural residential areas are served by a limited mixture of village retail and office uses.</p> <p>The Birmingham Crossroads Overlay governs zoning and site development in this area to maintain the small footprint close to the historic crossroads. The overlay district has strict design standards and guidelines to create a rural village within a small footprint and to maintain the rural feel of the area</p>	<p>Issues: maintenance of walkable activity center, pressure to increase commercial capacity, car oriented.</p> <p>Code enforcement requires staffing by knowledgeable employees that can identify deficiencies, substitutions, and proper alternates, and assist in guiding appropriate development.</p> <p>Opportunities: Provision of adequate commercial services within a small defined area that allows the surrounding area to retain its existing rural and scenic resources and preclude typical sprawl.</p> <p>The relatively dense area for activities within the rural village promote a pedestrian, human scale that evokes the historic crossroads communities at Birmingham, Crabapple, Fields and Hopewell Crossroads.</p>



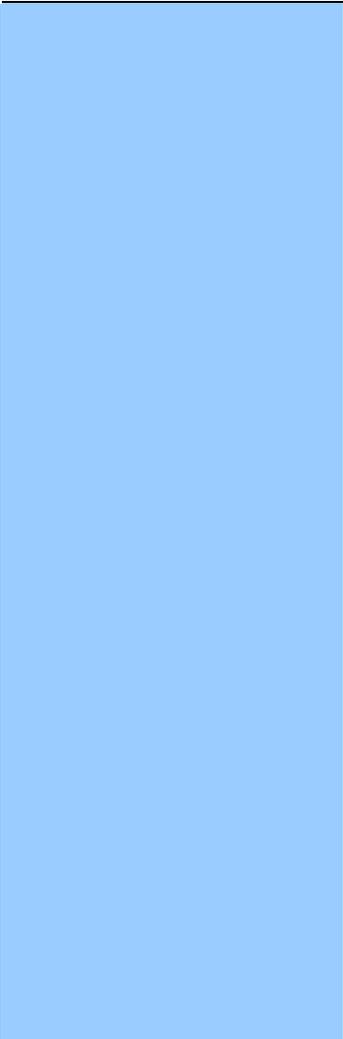
Character Area Type	Description	Issues and Opportunities
<p>Neighborhood Center 511 acres 119 parcels (as of 6/4/06) Avg. 4.3 acres/parcel including Milton High School, Northwestern Middle School, and Crabapple Crossroads Elementary School</p>	<p>Crabapple Crossroads – This neighborhood node mixed use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



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



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



sustainability.

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

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

Traffic improvements;

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

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

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



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



wooded areas close by provide an attractive natural setting.

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



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