



AGENDA STAFF MEMO

TO: Honorable Mayor and City Council Members
FROM: Diana Wheeler, Interim Community Development Director
DATE: May 1, For May 5th, 2025, City Council Meeting

Signed by:

3C30A325FBE844C...

AGENDA ITEM: Consideration of **Resolution** to Adopt the Arnold Mill Small Area Plan

DEPARTMENT RECOMMENDATION: Approval

SUMMARY:

Milton's Comprehensive Plan 2040 contains 8-character areas. The Short-term Work Program produced at the comprehensive planning process included the exploration of a small area plan for the character area of Arnold Mill. This area is surrounded by Milton, Roswell, and Cherokee County. In 2014, a Visioning Study was adopted for the same area. The Small Area Plan is the next step in the planning process.

In 2024, the Community Development Department put together a project team including the staff and consulting planners from TSW. The project was officially kicked off on March 21, 2024. Consequently, the staff held two more public meetings and a survey for the project. Given the interest in the project, the staff also engaged a steering committee, including members who resided in the character area and members residing in Milton but outside the character area. All the meetings were well attended and received positive feedback.

A draft plan was produced after the public engagement, documenting the process of engagement, comments received, and the concept plan produced. The Draft plan also includes recommendations for implementing the concept envisioned. The draft plan was first shared with the community in the open house held in August 2024. Next, the draft document was published on the City Website under the project page for several months. The proposed resolution is for the adoption of this plan.

FUNDING AND FINANCIAL IMPACT:

There is no financial impact or change in the funding of the project.

ALTERNATIVES:

The Mayor and City Council can choose not to adopt the Small Area Plan.

SERVICE • TEAMWORK • OWNERSHIP • LEADERSHIP • RURAL HERITAGE

2006 Heritage Walk, Milton, GA 30004 | 678.242.2500 | facebook.com/thecityofmiltonga | info@miltonga.gov | www.miltonga.gov



REVIEW & APPROVALS:

Legal Review: Paul Frickey, Jarrard & Davis, LLP – April 2025

Concurrent Review: Steven Krokoff, City Manager –

DocuSigned by:

Steven Krokoff

9E6DD808EBB74CF...

ATTACHMENT(S):

Resolution to adopt the Arnold Mill Road Small Area Plan

STATE OF GEORGIA

RESOLUTION NO. _____

COUNTY OF FULTON

**RESOLUTION OF THE CITY OF MILTON ACCEPTING ARNOLD MILL ROAD
SMALL AREA PLAN TO GUIDE CONSIDERATION OF FUTURE REGULATION OF
PARCELS WITHIN ARNOLD MILL ROAD HAMLET OVERLAY**

WHEREAS, the City of Milton, Georgia (“City”) is a duly formed political subdivision of the State of Georgia, with all the powers attendant thereto; and

WHEREAS, the Comprehensive Plan 2040 directed the city to explore developing a small area plan for the Arnold Mill Road character area; and

WHEREAS, during 2024, the City hired a consultant and identified stakeholders to be involved in the process of small area planning for future development along the Arnold Mill Road in Milton; and

WHEREAS, public meetings were conducted on March 21, 2024, June 13, 2024, and August 1, 2024, to get input with respect to the preparation of a concept plan for the Arnold Mill Road character area; and

WHEREAS, as a result of the input from the public meetings, the identified stakeholders recommended acceptance of the draft Arnold Mill Small Area Plan, to provide a guide to consideration of future regulation of development within the District;

NOW THEREFORE, BE IT RESOLVED,

- 1.** The City of Milton does hereby accept the attached Arnold Mill Small Area Plan in order to guide the City’s consideration of future regulations in the Arnold Mill Road Hamlet Overlay.

2. It is acknowledged that the Small Area Plan does not provide any express regulations or restrictions without future adoption and/or reference by City Ordinance.

SO RESOLVED, the public health, safety and welfare demanding it, this ____ day of _____, 2025.

Approved:

Peyton Jamison, Mayor

Attest:

[SEAL]

City Clerk



DRAFT - 04.28.25

A Small Area Plan for the Arnold Mill Character Area

Prepared for the City of Milton

To Be Adopted May 5, 2025



PLANNING
ARCHITECTURE
LANDSCAPE ARCHITECTURE

MILTON



EST 2006

Acknowledgments

City of Milton

Mayor and Council

- » **Peyton Jamison**, Mayor
- » **Andrea Verhoff**, District 1/Post 1
- » **Carol Cookerly**, District 1/Post 2 and Mayor Pro Tem
- » **Juliette Johnson**, District 2/Post 1
- » **Doug Hene**, District 2/Post 2
- » **Jan Jacobus**, District 3/Post 1
- » **Phil Cranmer**, District 3/Post 2

City Staff

- » **Diana Wheeler**, Interim Community Development Director
- » **Robert Buscemi**, Director of Special Projects
- » **Shubhangi Jangam**, Principal Planner
- » **Robyn Macdonald**, Zoning Manager

Consultant Team

- » **Caleb Racicot**, Principal-in-Charge
- » **Tom Walsh**, Founding Principal
- » **Jia Li**, Project Manager and Planner
- » **Nick Johnson**, Planner
- » **Saloni Shah**, Planner

Table of Contents

1	Introduction	5
2	Arnold Mill Today	13
3	Community Input	27
4	Small Area Plan	39
5	Implementation	59





1

INTRODUCTION

WELCOME TO ARNOLD MILL

In many ways, Arnold Mill Road represents the tension between the Atlanta region's continuous growth and its rural history. Located along the City of Milton's southwestern border, this 3-mile road and its surrounding pastoral landscape serves as a gateway into the City of Milton's thriving downtown district, better known as "Crabapple," and is a key connector between three additional jurisdictions: Cherokee County to the north and the City of Roswell to the west and south. As such, Arnold Mill Road handles a tremendous amount of traffic every day, especially during peak times, and is reaching maximum capacity. It is also, incidentally, a state highway—State Route 140—managed by the Georgia Department of Transportation (GDOT).

Despite being confronted with the consequences of growth, Arnold Mill has remained a unique rural

corridor. The road itself is a meandering two-lane road, sometimes featuring a center turn lane at key intersections. Flanking both sides of the roadway are large tracts of agricultural land and equestrian facilities Milton is known for, interspersed with historic homes, forested parcels, churches, and some additional uses. A mixture of land use policies, infrastructure limitations, and preservation has preserved this rural character, even while the surrounding area continues to grow.

The City of Milton commissioned this Small Area Plan to explore the multifaceted future of Arnold Mill. Drawing from the 2014 Visioning Study developed for the corridor, this plan will address which aspects of Arnold Mill Road can accommodate change while still maintaining its rural character.

Study Area Overview

This plan's study area covers the entire length of Arnold Mill Road that falls within the City of Milton, a total distance of 3.1 miles. The road's northern boundary is the Little River, which follows the Cherokee County line. Arnold Mill Road becomes Hickory Flat Highway a short distance north from this boundary.

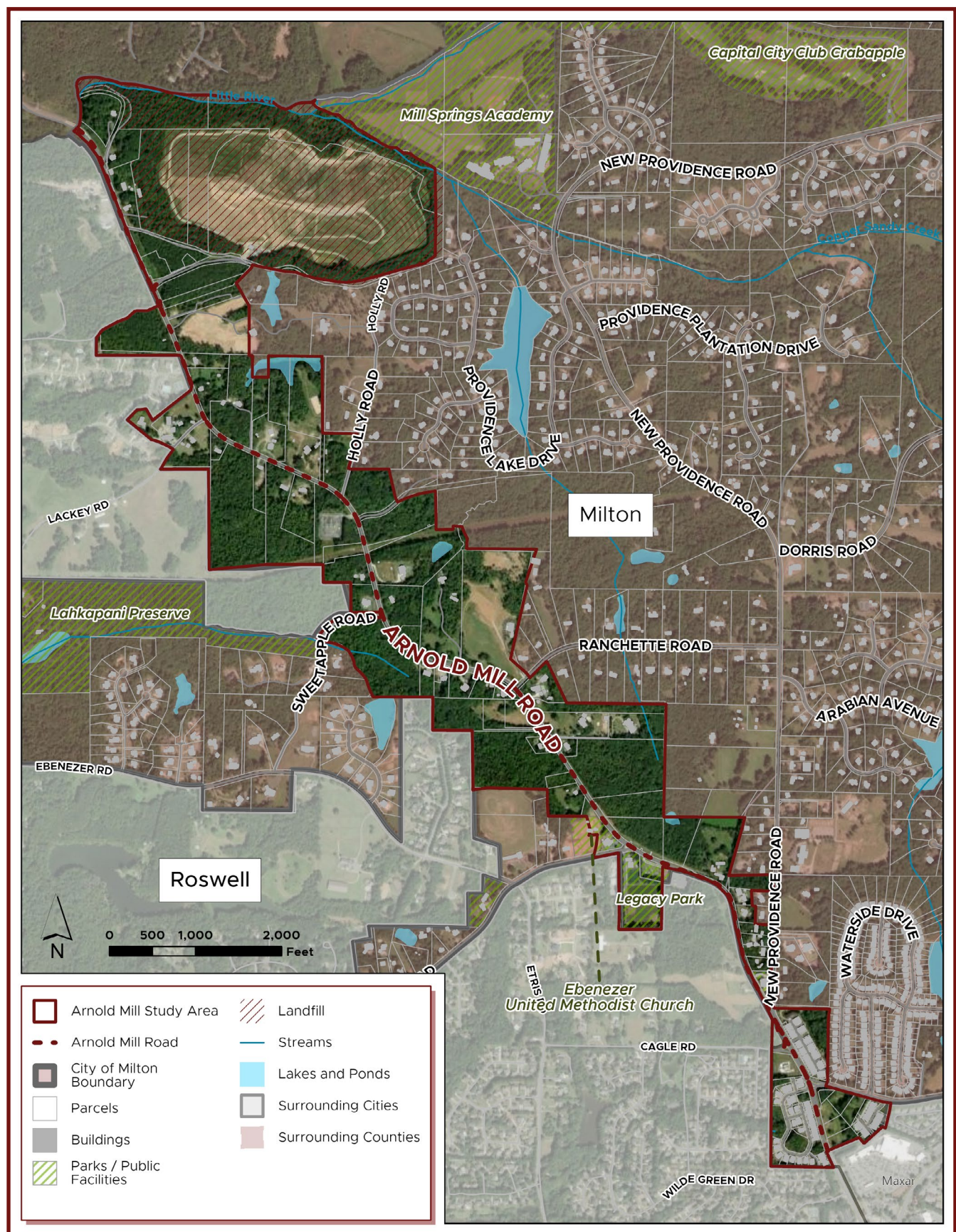
While Arnold Mill Road extends south into Roswell, the study area stops just north of the Crabapple shopping center located at the northeast corner of Arnold Mill Road and Crabapple Road.

The study area's western and eastern boundaries follow the character area boundary for Arnold

Mill Road outlined in the City of Milton's 2040 Comprehensive Plan. All parcels included in the study area have direct frontage along Arnold Mill Road, with three exceptions: the Chadwick Road Landfill, and the residential development clustered where Green Road intersects with Arnold Mill Road, and one small parcel just south of Old Holly Road without direct access to Arnold Mill Road.

Several landmarks along Arnold Mill Road are found within the study area, including the Chadwick-McConnell House, Ebenezer United Methodist Church, and Legacy Park. The vast majority of properties, however, are minimally developed or undeveloped. These are the properties that lend Arnold Mill Road its uniquely rural character.

Figure 1.1: The Arnold Mill Road Small Area Plan Study Area



2014 Visioning Study

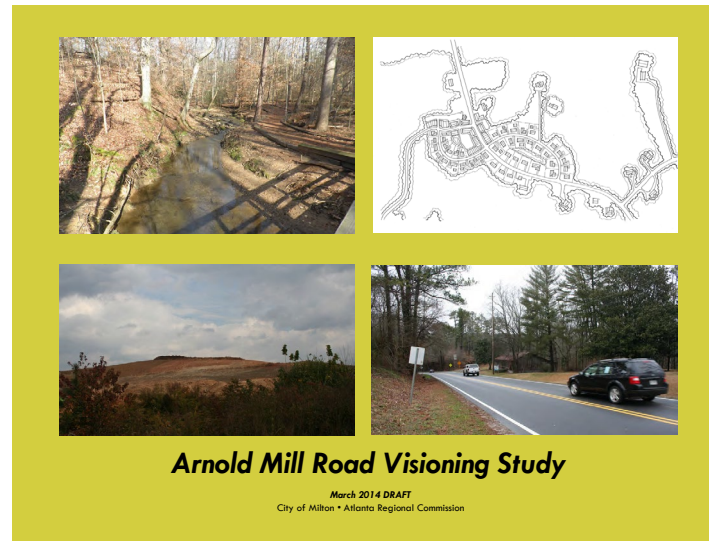
In 2014, the City of Milton partnered with the Atlanta Regional Commission to develop a Visioning Study for the Arnold Mill Road corridor. Ten years later, the Visioning Study remains a relevant document that captures the community's vision and priorities for the Arnold Mill Road study area. Several aspects of the Visioning Study, including the study area boundary, were carried forward for this plan.

One significant recommendation made by the Visioning Study was to guide new development to one to two small nodes along the corridor, which could be governed by a design-oriented zoning overlay. Given the immense amount of development pressure the corridor has seen over the last ten years, this is still a top priority for the City of Milton. By absorbing some of this pressure through clustered development, the rest of Arnold Mill Road could be reserved for rural, agricultural, and low-density residential uses. Determining the locations of these future “activity nodes” was a key objective during the community input sessions for this Small Area Plan.

Other recommendations from the Visioning Study included:

- » Respect the corridor's rural character
- » Preserve open space
- » Avoid strip commercial and office development
- » Avoid the standard “pod” model of subdivision development
- » Avoid dense townhomes and apartments
- » Apply design standards to new development to align with rural preservation goals
- » Preserve historic and environmental resources along the corridor

These recommendations support a unified conception of Arnold Mill Road as predominantly rural, with some flexibility to accommodate modest growth and relieve some of the pressure to develop the remaining rural areas.



Changes Since the 2014 Study

Although Arnold Mill Road mostly has retained its rural character, the area has seen some changes.

First and foremost, traffic counts have continued to increase. Arnold Mill Road regularly sees over 20,000 trips per day. At peak times, this leads to significant traffic queues that last for hours. Arnold Mill Road isn't the only street affected; Cox Road, Ranchette Road, and others also experience these delays. While this challenge is not new, the continued pressure on Arnold Mill's transportation infrastructure is worth noting.

Arnold Mill Road has seen several positive developments as well, with various institutions and organizations investing in new community development projects within the study area, especially near the intersection of Cox Road. Ebenezer United Methodist Church is building a new community center, providing significant new programmable space within Milton. Facilities include an indoor performance space, a community kitchen, meeting rooms, and more.

Additionally, the City has acquired new property along Cox Road across from Legacy Park. Future use for this property has not yet been determined, though it could be used for community greenspace.

Farther north on Arnold Mill Road, a new commercial area—which includes a gas station and additional small-footprint retail storefronts—is under construction. Through the approval process, the City successfully ensured the development will abide by design guidelines and other regulations intended to uphold a rural aesthetic.

Lastly, the residential community at the intersection of Arnold Mill Road and Green Road was built in 2018. As one of the few areas along Arnold Mill Road with municipal sewer infrastructure, these parcels were included in the area governed by the Crabapple Form Based Code, which allows for denser development following comprehensive design guidelines. It should be noted that the entire study area falls outside the Urban Growth Boundary.



Arnold Mill Road Widening

For years, there have been discussions about whether to widen Arnold Mill Road or explore other major capacity expansion measures for the corridor. The prevailing sentiment is that some improvements must be made, and that road widening—potentially in combination with other measures—is likely the most efficient method for relieving traffic pressures on Arnold Mill Road.

However, questions remain about the timeline and impact of these expansion projects, especially road widening. This plan explores options for how to resolve the area’s traffic headaches, and also provides guidance for how Arnold Mill can remain rural in spite of infrastructure expansion.

Goals and Objectives

Many of the challenges facing Arnold Mill Road ten years ago remain today. Consequently, the community’s vision and goals for the corridor’s improvement and preservation of the surrounding area also remain. Through this Small Area Plan, the City of Milton has an opportunity to lay out the steps necessary to implement this vision.

This plan seeks to accomplish four primary goals:

- » Validate community goals from the 2014 study
- » Update existing conditions based on changes within the character area
- » Expand upon recommendations for proposed activity nodes
- » Provide guidance for implementation through design guidelines and changes to land use policy

Table 1.2: Public Engagement Opportunities

MEETING	DATE	LOCATION
Public Kickoff	March 21, 2024	Milton City Hall (2006 Heritage Walk, Milton, GA 30004)
Design Workshop	June 13, 2024	Ebenezer Baptist Church (12900 Arnold Mill Road Roswell, GA 30075)
Open House	August 1, 2024	Milton City Hall (2006 Heritage Walk, Milton, GA 30004)
Public Adoption Hearing	Pending	Milton City Hall (2006 Heritage Walk, Milton, GA 30004)

Planning Process

The Arnold Mill Small Area Plan followed three major phases of work.

Phase 1: Initiate and Understand

During Phase 1, the project team analyzed existing conditions, taking stock of changes since 2014. The team also discussed upcoming projects and any planned development taking place around the study area in other jurisdictions as well.

Phase 2: Engage and Discover

Phase 2 included the bulk of the team’s engagement efforts, listed in Table 1.2. Three public meetings were held between March and August. While

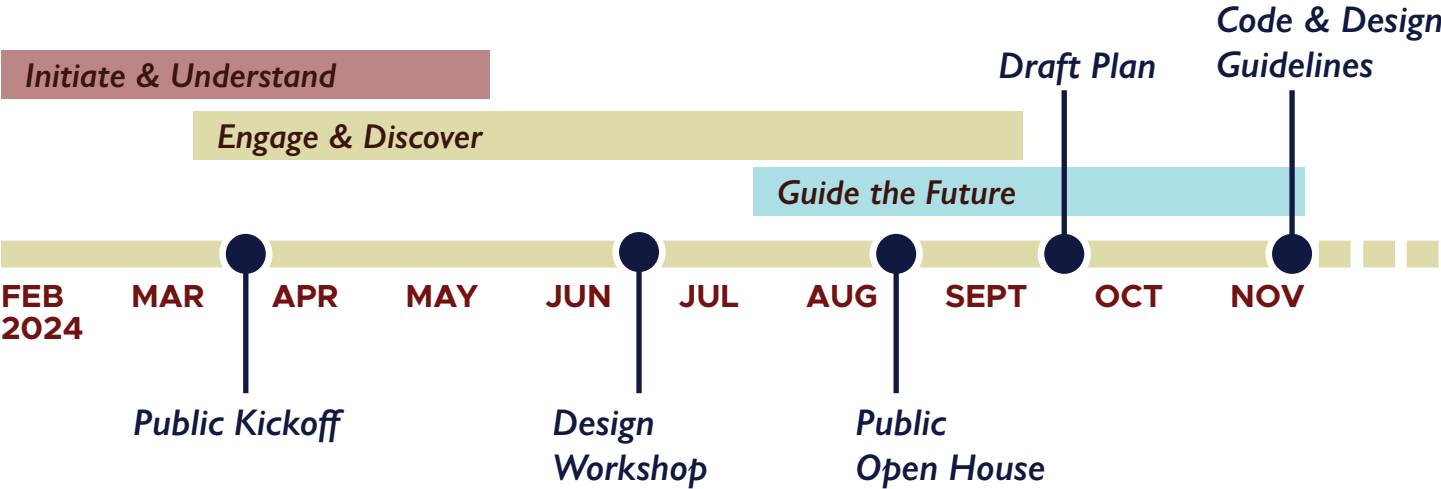
these meetings were open to all Milton residents, advertisement for the meetings was focused to residents of Arnold Mill and the immediate surrounding area.

Phase 3: Guide the Future

During Phase 3, the project team focused on developing recommendations for the Arnold Mill study area. Updates to the City code, as well as design guidelines, governing development within the activity nodes will follow this plan as part of its implementation process.

Figure 1.3 shows the timeline for the project, which kicked off in February and concluded in late November.

Figure 1.3: Project Timeline





DRAFT - 04.28.25

2

ARNOLD MILL TODAY

A RURAL CORRIDOR

Over the past several years, the area surrounding Arnold Mill Road—especially in Cherokee County to the north and Milton’s neighboring cities to the west and south—has experienced steady growth following suburban development patterns. The study area, meanwhile, has remained rural, in keeping with the City of Milton’s vision. This section will review the study area’s physical features as well as current policy guidance that governs and maintains Arnold Mill Road’s rural character.

The Arnold Mill Character Area

The boundaries for the Arnold Mill Character Area were established in the City of Milton’s first Comprehensive Plan, adopted in 2011, and carried forward through the most recent 2040 Comprehensive Plan, adopted in 2021. The Comprehensive Plan provides policy recommendations and guidance for future land use across the city.

In the latest plan, the Arnold Mill Character Area’s

rural aesthetic and existing agricultural, equestrian, and estate residential land uses are recognized and reinforced. The plan does list several other land uses that would be appropriate for Arnold Mill, including Low Density Residential, Medium Density Residential, Retail and Service, and Parks, Recreation, and Conservation. However, the plan also states that development should follow the guidance from other planning efforts, such as the 2014 Visioning Study, which describe the need for design guidelines and thoughtful transitioning between higher density areas back to residential and agricultural settings.

Another provision listed in the Comprehensive Plan’s description for Arnold Mill includes the addition of some clustered, mixed-use development in strategic locations. Clustering development in this way can preserve open space and protect environmentally sensitive features. As will be explored in Chapter 3, this goal of clustering mixed-use development at an appropriate scale for Arnold Mill is generally welcomed by community members.

Community Landmarks

The study area features several landmarks worth noting for their historical value or place of prominence within the community.

McConnell-Chadwick Homestead

Located just south of the Little River on the east side of Arnold Mill Road, the McConnell-Chadwick Homestead is one of Milton’s oldest structures, dating back to the 1830s. It is also known as the Arnold-Chamblee-Chadwick house.

The house was initially identified as historic during surveys conducted in the mid-1990s, which described its condition as poor. Since then, restoration efforts have continued steadily, though the structure’s future

still remains uncertain. The Georgia Trust for Historic Preservation named the structure as one of nine “2023 Places in Peril.” In 2024, the City of Milton purchased this property.

Ebenezer United Methodist Church

While this church was established in 1853, church historians believe the building currently found at the corner of Cox Road and Arnold Mill Road was built in 1930, after a fire destroyed the original. As of this plan’s adoption, Ebenezer UMC is in the process of constructing a state-of-the-art community center with abundant space for gatherings, performances, and other services.

Character Images



Single-family house on Arnold Mill Road



McConnell-Chadwick Homestead



Ebenezer United Methodist Church



Agricultural/equestrian land uses



Nonresidential use along Arnold Mill Road



Agricultural/equestrian land uses

Existing Land Use

The most prevalent existing land uses within the Arnold Mill Study Area include Agriculture/Equestrian (31.2 percent), Forested/Undeveloped (30.1 percent), and Industrial (24.2 percent).

The Agriculture/Equestrian parcels consist of agricultural holdings between 1 to 39 acres in size, with the majority under 10 acres. This reflects the guidance provided by Milton's AG-1 zoning category, the most common district applied to these agricultural and equestrian uses. For the most part, these uses directly face Arnold Mill Road.

The Forested/Undeveloped areas within the study area are generally larger and, in many cases, set back from the roadway. One cluster of undeveloped parcels in the center of the study area roughly follows

a utility easement extending from Arnold Mill Road east to New Providence Road. Another major area of undeveloped property is located around the intersection with Cox Road.

In contrast to the other major existing land use categories, the Chadwick Road Landfill comprises the entire industrial land use presence in the study area.

Other notable land uses include the cluster of institutional/civic uses at Cox Road and Arnold Mill Road, where Ebenezer United Methodist Church is located, the fire station located at Arnold Mill Road and New Providence Road, and the power station which comprises the lone Transportation/Communications/Utility land use.

Zoning

The vast majority of parcels in the Arnold Mill Road character area are zoned AG-1 (Agricultural), which is consistent with the area surrounding the character area as well (Figure 2.3, pg. 19). Portions of about four parcels adjacent to Chadwick Road Landfill are zoned R-2A, which also allow for single-family residential with slightly different dimensional and use standards.

Two areas within the northern half of the corridor—one located between the Chadwick Road Landfill and Arnold Mill Road, and another located at the corner of Arnold Mill Road and Lackey Road—are designated for commercial. The latter of these areas was zoned commercial while under Fulton County's jurisdiction, and thus grandfathered in as commercial following the City of Milton's incorporation. The other area is currently being developed into a gas station, convenience store, and additional commercial space.

At the southern end of the study area, the recently developed residential is zoned T4 and T5. These categories are specific to the Crabapple Form Based

Code, which allows for denser residential and mixed use development befitting the "downtown" feel of that central district.

Despite its name, the AG-1 district allows for a variety of uses either by right or by special use permit. Agricultural operations and equestrian barns and riding areas are both permitted by right, as are plant nurseries, greenhouses, public schools, and single-family homes with a 1-acre minimum lot size.

Arnold Mill Road also falls within the Rural Milton Overlay, which outlines additional restrictions on permitted uses; for a full list of permitted uses, see Table 2.2 on page 18. The Rural Milton Overlay also sets development standards for residential and non-residential uses, with the goal of establishing the form of new development to maintain a rural quality. The overlay allows three architectural styles—Greek Revival, Queen Anne, and Craftsman—though these only apply to residential structures.

Figure 2.1. Existing Land Uses in the Arnold Mill Study Area

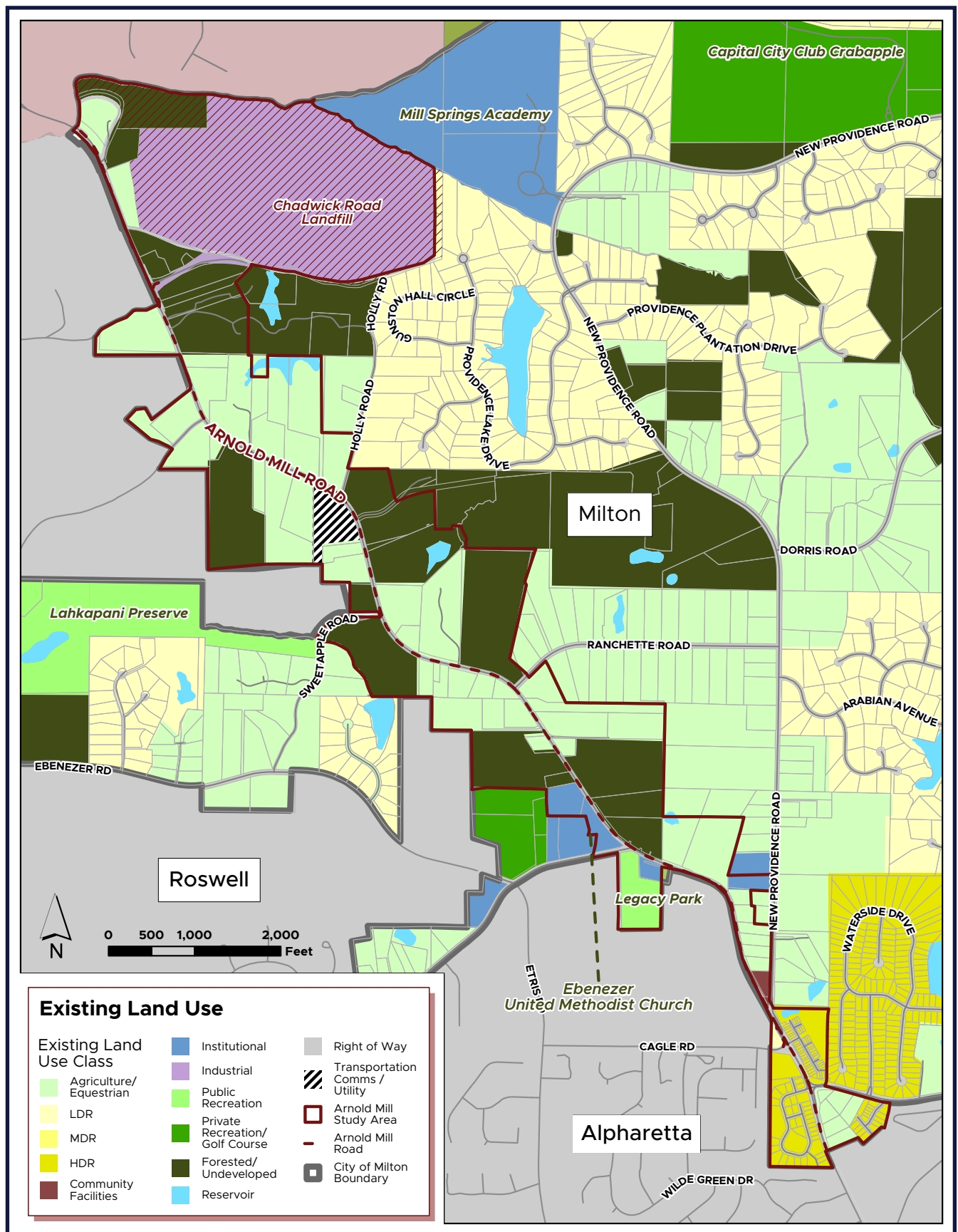
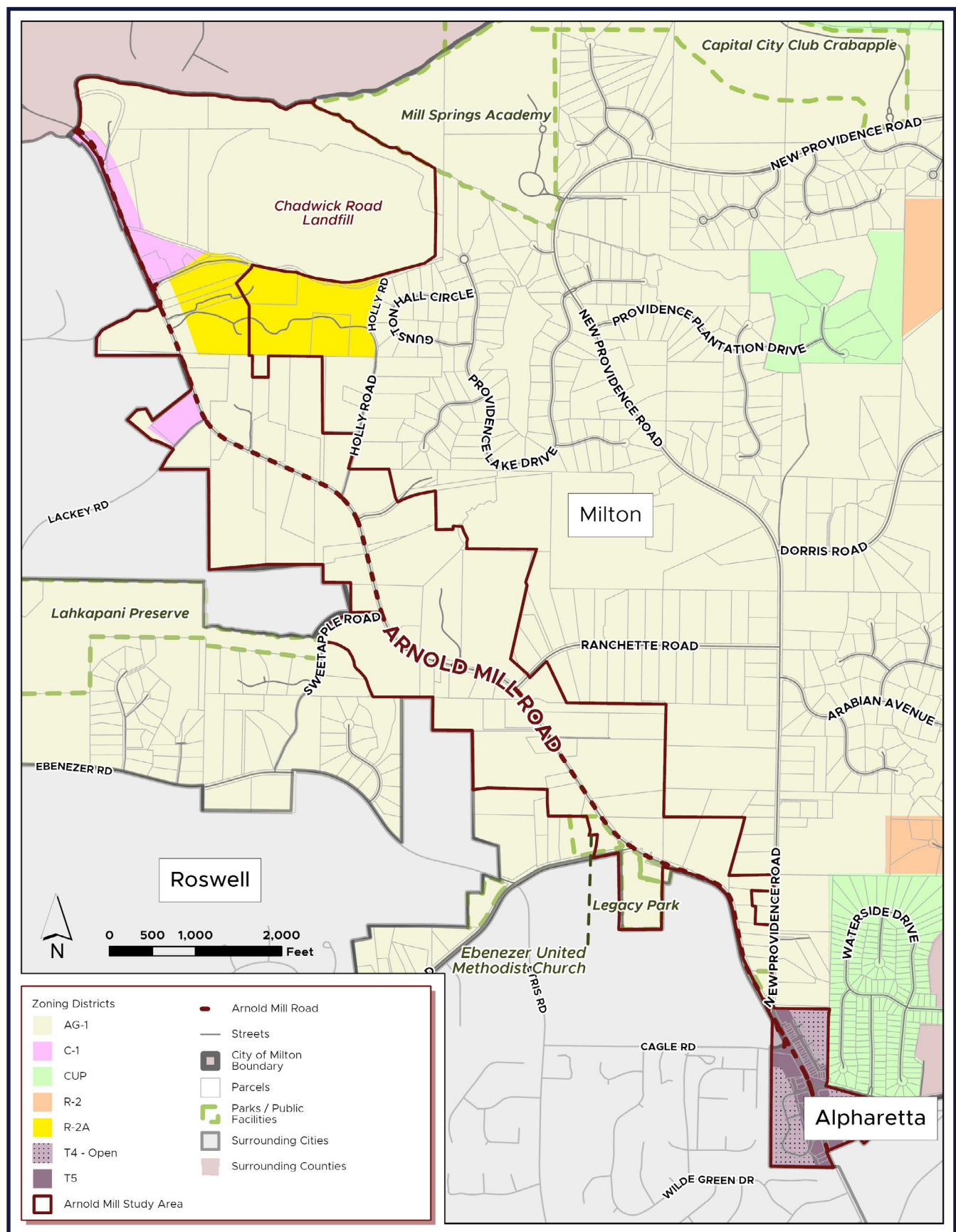


Table 2.2. Permitted Uses within the AG-1 Zoning District

	<i>Commercial Uses</i>	<i>Agricultural Uses</i>	<i>Institutional Uses</i>	<i>Single-Family Uses</i>	<i>Other Uses</i>
Allowed by right or with admin. permit (A)	Animal care (indoor)	Agricultural operations	Golf courses (A)	Single-family homes, 1 acre minimum lot size	Accessory barns
	Greenhouses, larger than 5000 square feet	Barns or riding areas	Private open spaces (A)		Guesthouses (A)
	Roadside stands	Composting	Private recreational courts (A)		Non-commercial greenhouses
		Plant nurseries	Public school (K-12)		Outdoor storage and display
			Public uses		Private swimming pools (A)
					Recycling center collecting
Allowed by Use Permit*	Aircraft landing areas	Farm winery	Cemeteries/mausoleums	Alternative senior housing	Accessory manufactured homes
	Amphitheaters	Rural or agricultural event facilities	Churches, temples, or other places of worship	Group residence (5-8 children)	Landfill, inert waste disposal
	Artist studios		Lodge, retreat, or campground	Senior housing	
	Bed and breakfast inns or country inns		Private or special school		
	Day care facilities associated with church or private school		Recreational fields		
	Driving ranges				
	Equine garment fabrication				
	Festivals or events, indoor or outdoor				
	Keeping of exotic or wild animals				
	Landscape businesses				
	Racetracks				
	Skywalks				
	Stadium associated with private school				

*Any proposal to develop or use the property for one of the purposes allowed by “use permit” involves a public hearing process set forth by the City of Milton’s Unified Development Ordinance. This process is to ensure the proposed use in question adheres to specific guidelines that enable the spirit of the AG-1 district to be upheld.

Figure 2.3. Current Zoning in the Arnold Mill Study Area



Environmental Conditions

The features that contribute to Arnold Mill Road's rural character, especially its scenic viewsheds, are treasured by residents. While much of the land along the corridor has been shaped by landowners for agricultural, equestrian, or other purposes, Arnold Mill's natural resources still contribute to the pastoral feel of the study area. The proposed activity nodes mentioned in Chapter 1 must be designed so that new development and nature can coalesce together.

Tree Canopy

Although several parcels are reserved for agricultural use, and have thus been cleared over the years, the study area boasts a lush tree canopy thanks to its remaining undeveloped land. Many large tracts also feature vegetative buffers to screen agricultural and other uses from the roadway.

Topography

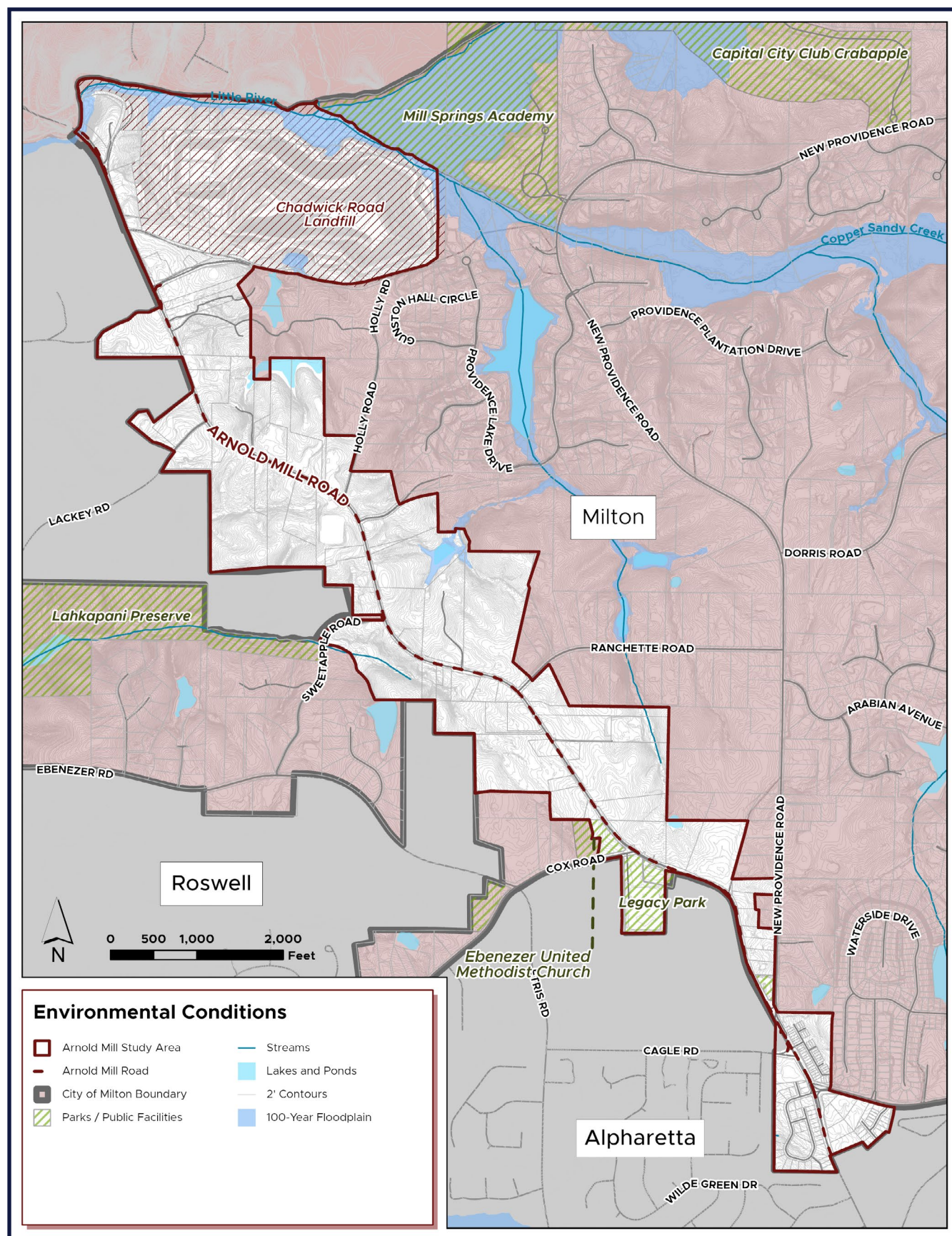
The study area's topography consists of rolling hills, especially in its central and southern sections closer to

Crabapple Road. As the roadway continues north, it follows a gradual descent up to the Little River, which carves a steep valley between Fulton County and Cherokee County. Certain parcels within the activity nodes include some steep slopes, but not enough for the challenge of development—especially in keeping with Arnold Mill's character—to be significant.

Floodplains

Arnold Mill Road is not crossed by very many waterways, yet several small creeks and tributaries can be found along the backside of parcels adjacent to the roadway. As a result, a very small portion of the study area—just 19.3 acres, which comprises 3.6% of the study area—is covered by 100-year floodplains. These floodplains are widest around the Little River. The only other significant 100-year floodplain in the study area includes a pond along the eastern edge of 13235 Arnold Mill Road, currently home to a private residence.

Figure 2.4. Floodplains and Topography



Infrastructure

Due to its rural character, Arnold Mill Road’s public infrastructure is limited. Infrastructure, in this case, refers to physical systems that convey or facilitate conveyance of fundamental goods and services. These include electricity, water, wastewater, and broadband Internet, as well as transportation systems like roads, trails, and sidewalks.

The Arnold Mill Road study area’s access to electricity and broadband Internet is substantial. Water systems are usually derived from private wells, while wastewater is managed by private septic tanks. The most significant challenge facing Arnold Mill Road includes mounting traffic and worsening congestion.

Traffic

Although it is a State Route, Arnold Mill’s character is more reflective of a “winding road” typology than a state highway. For the majority of its length within the study area, Arnold Mill consists of two 12-foot lanes, one running north and one running south. The actual roadway right of way varies throughout the study area, ranging from approximately 50 feet as its narrowest to approximately 80 feet. The right of way widens significantly as Arnold Mill Road approaches the Little River; however, much of this expanded right of way consists of steep slopes.

Arnold Mill Road sees an overwhelming amount of traffic and struggles to adequately convey traffic at

peak times. Table 2.5 shows the 2023 Average Annual Daily Traffic (AADT) figures measured by GDOT at specific points along the roadway. The roadway operates at a Level of Service of “D” which indicates the roadway is approaching an unstable flow of traffic. At peak times, vehicles often travel at speeds lower than the posted limits (ranging from 35 to 45 miles per hour) and are required to queue at key intersections.

Traffic is especially congested where specific roadways converge, leading to spillover congestion along other roadways. This is particularly true for Cox Road, which backs up significantly during peak times. Ranchette Road, which serves as a cut-through for surrounding neighborhoods and also witnesses heavy traffic, is also affected in the evening peak hours.

This congestion is the primary motivating factor behind the proposed project to widen the roadway.

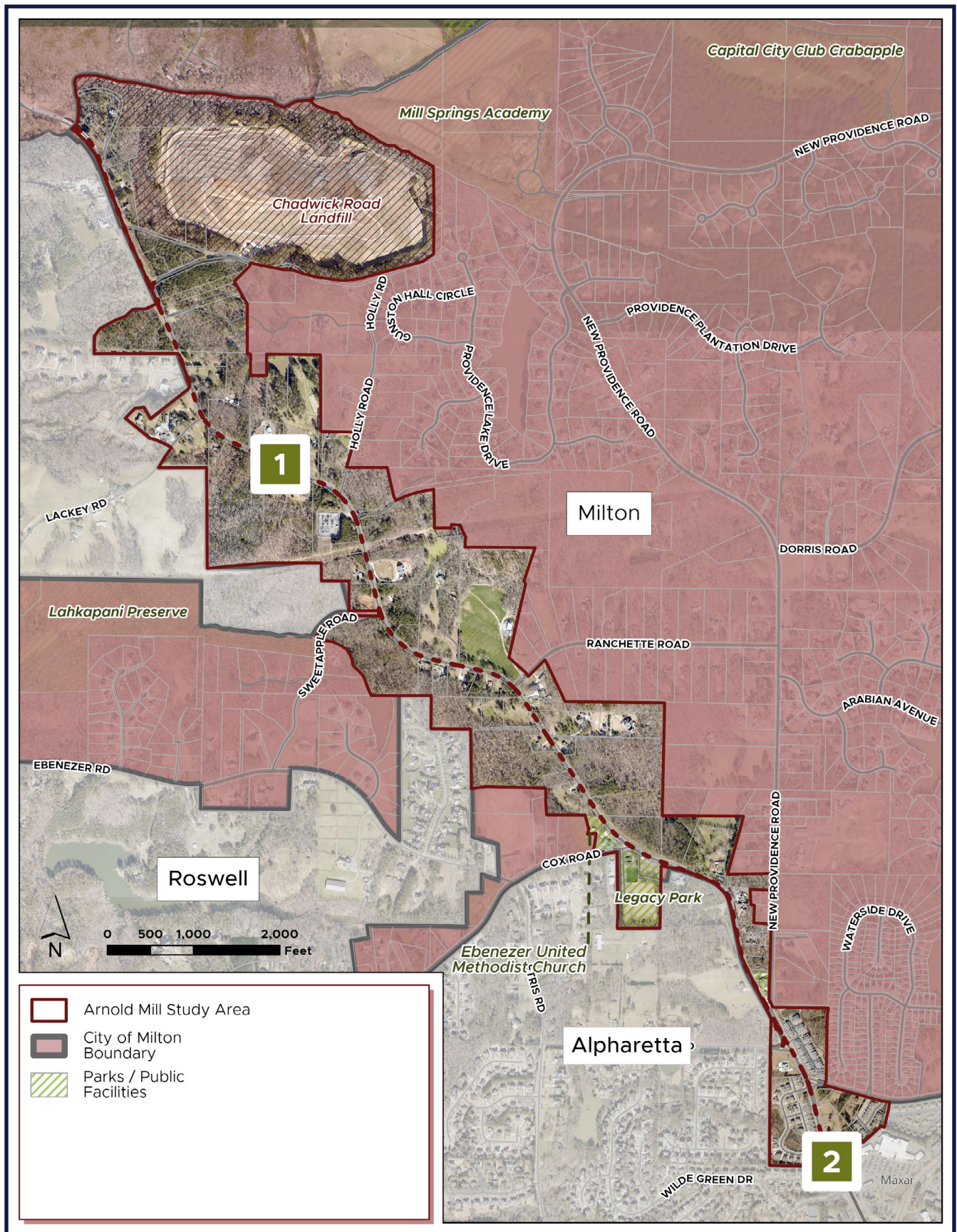
Sewer

There is no municipal sewer system for the majority of the Arnold Mill Study Area, with the exception of the denser area adjacent to Downtown Milton’s Crabapple District. The 2014 Visioning Study identified this lack of sewer infrastructure as “one of the greatest impediments to development” along the roadway. As of this planning process, there are no plans to extend municipal sewer infrastructure along Arnold Mill Road.

Table 2.5: Study Area Traffic Counts (2023)

NUMBER	LOCATION	TRAFFIC COUNT
1	Arnold Mill Road between Lackey Road and Holly Road	23,100
2	Arnold Mill Road between Green Road and Edenwilde Drive	20,100
3 (off map)	Crabapple Road between Green Road and Arbor North Drive	19,500
4 (off map)	Crabapple Road between Sweet Apple Circle and Houze Road	11,000

Figure 2.6. Traffic Counts within the Study Area



Building the Future

This existing conditions analysis reveals a handful of constraints, as well as opportunities, for the future of the Arnold Mill Road corridor, especially in relation to the goals laid out in this plan. In this case, “constraints” are not necessarily negative, nor are “opportunities”

necessarily positive. Rather, the constraints listed here tend to limit change, while opportunities tend to promote change. Some are listed as both to reflect that they may align with priorities in some cases, but not align in others.

Constraints

Infrastructure

Residents generally agree that the Arnold Mill corridor should stay rural (Figure 3.6, pg. 36). Yet the roadway’s excessive traffic, spurred by development in surrounding jurisdictions, already takes away from the corridor’s rural character. Improving the transportation infrastructure, including widening Arnold Mill Road (pg. 42), could reinforce the rural character if designed thoughtfully and intentionally.

Similarly, the lack of municipal sewer in this area is a constraint for new development. This constraint reinforces the desire the majority of the corridor rural; however, it limits the type of development within the activity nodes.

Current Zoning

The agricultural zoning district (AG-1) that governs most of the study area permits land uses and establishes form elements (such as lot size, street frontage, and height) that are appropriate for rural zones in Milton. The study area is also governed by the Rural Milton Overlay, which provides additional regulations for both permitted land uses and built form.

These constraints are intentional, designed to reinforce Milton’s—and Arnold Mill Road’s, specifically—rural character through wide buffers along Arnold Mill Road and ensuring lot sizes appropriate for rural uses.

Opportunities

Undeveloped Land

Significant portions of the study area are undeveloped. Residents appreciate the scenic viewsheds these undeveloped properties provide; however, they also offer an opportunity to promote development of two activity nodes, as described in the 2014 Visioning Study. Channeling development to these areas can encourage new residential units and amenities while keeping the rest of the corridor untouched.

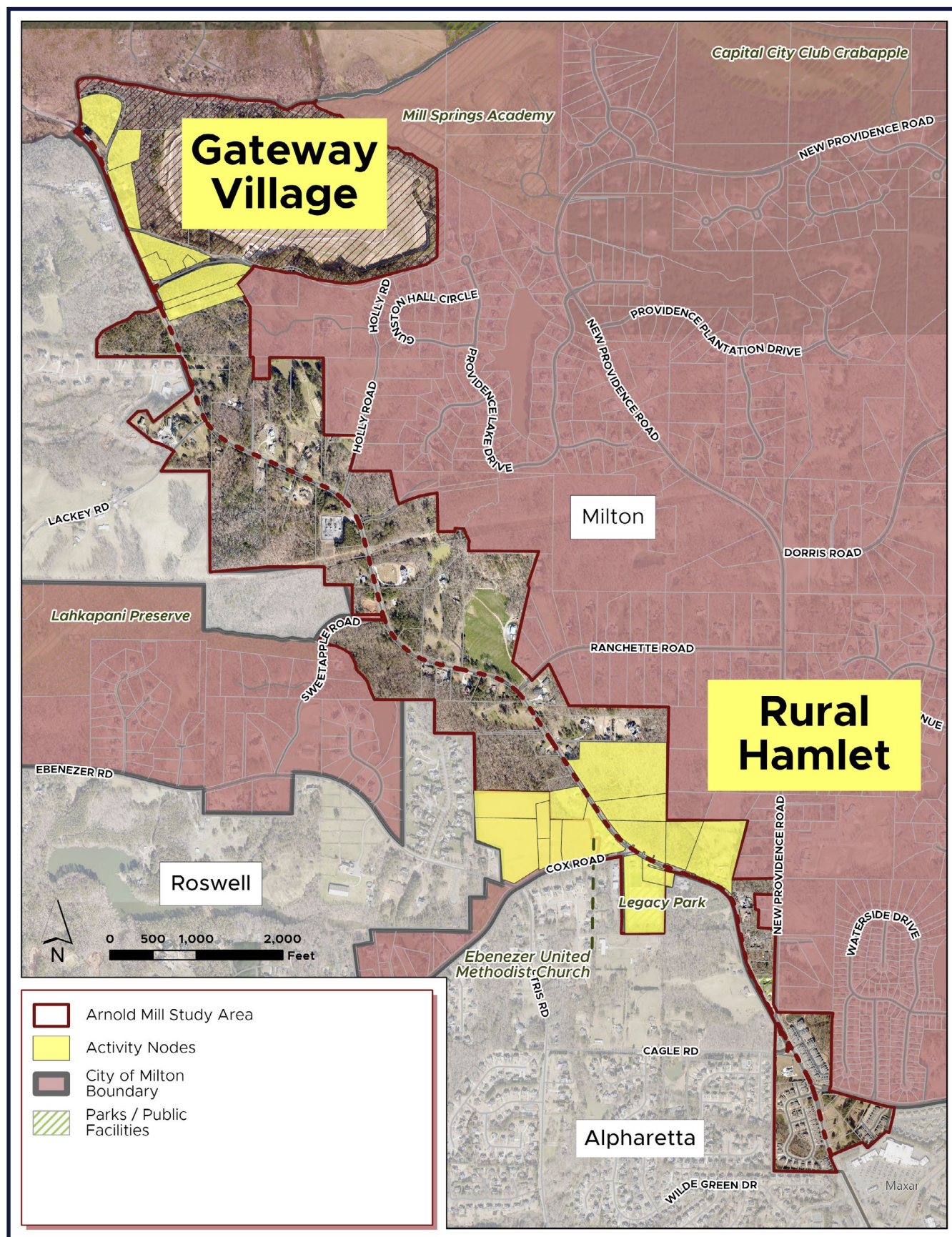
Transportation Improvements

Widening Arnold Mill Road could alleviate traffic pressures on the roadway, as well as introduce fixes that make Arnold Mill Road more rural and livable. It should be noted, however, that GDOT has not scheduled or budgeted for this project as of this report’s publication.

Current Zoning

Though they are a constraint, the AG-1 regulations also offer a chance to introduce new uses and development that uphold the rural Milton character.

Figure 2.7. Future Activity Nodes





3

COMMUNITY INPUT

COMMUNITY INPUT

Throughout the development of this Small Area Plan, the project team has benefited from steady public feedback. Several themes emerged, particularly the importance of Arnold Mill Road’s unique rural character; the locations, desired use mix, and visual aesthetics of two future activity nodes; and future transportation improvements to the corridor.

This chapter provides greater detail on the engagement program for the plan, including a description of activities available at each meeting and general trends observed through community input. A summary of the results from the Community Survey, open from late March to late April, is also provided.

Engagement Program

To date, three meetings have been held, all of which were advertised and open to the public. The latest meeting consisted of the Arnold Mill Small Area Plan Open House, in which Milton residents were invited to review the plan’s recommendations and provide feedback. Details for these meetings are provided in Table 3.1.

Milton City Council will be briefed on this plan during an October work session. A public hearing considering the plan’s adoption is scheduled for December.

Table 3.1: Public Engagement Opportunities

MEETING	DATE	LOCATION	ATTENDANCE*
Public Kickoff	March 21, 2024	Milton City Hall—Council Chambers	22 attendees
Design Workshop	June 13, 2024	Ebenezer United Methodist Church	23 attendees
Open House	August 1, 2024	Milton City Hall—Council Chambers	25 attendees

Table 3.2: City Council Meetings

MEETING	DATE	LOCATION
City Council Work Session	pending (October)	Milton City Hall—Council Chambers
City Council Adoption Hearing	pending (December)	Milton City Hall—Council Chambers

Community Meetings

Public Kickoff

The Public Kickoff meeting introduced the plan to the greater Milton community. Through a presentation as well as informational boards, the project team shared the plan's goals, expected challenges, timeline, and scope, as well as background information on the reason for developing a plan addressing the entire Arnold Mill Road corridor. In the second half of the presentation, the project team led the participants through an interactive survey exercise; following the kickoff meeting, the survey link was then shared on the City of Milton's websites and disseminated to residents. The survey remained open for six weeks, acquiring over 260 responses.



Design Workshop

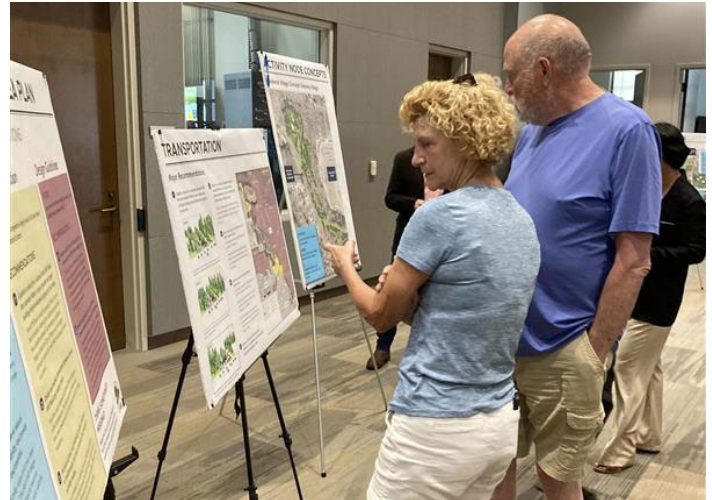
For the project's second community meeting, the team led a highly interactive Design Workshop where residents could provide live critique on design concepts for the two proposed activity nodes they helped identify. The workshop began with a presentation that explained in further detail some of the challenges facing Arnold Mill related to transportation and infrastructure capacity. The project team showed several draft designs for roadway sections, depicting a widened version of Arnold Mill Road that maintained a rural character. An exercise was also led to help the project team determine appropriate architectural elements for any new development in the proposed activity nodes. Following the presentation, community members were invited to provide direct feedback to the design team on their draft concepts, specifically related to form, scale, and proposed land uses within the activity nodes.



Community Meetings

Open House

At the final Open House, the project team shared draft recommendations and final design concepts for the activity nodes. Recommendations were categorized into three major topics: transportation, activity nodes, and design guidelines. Based on community feedback acquired throughout the planning process, these three topics emerged as the most important topics for this plan to address. The Open House agenda was structured similarly to the kickoff meeting, beginning with a presentation followed by open discussion. Informational boards were provided for community members to review and leave feedback.

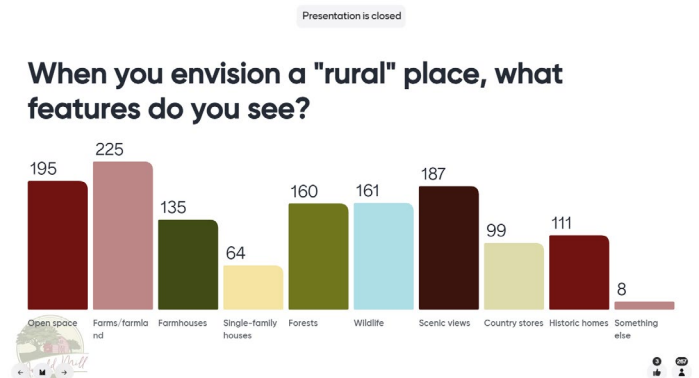


Community Survey

In addition to the three meetings, the Arnold Mill Small Area Plan Community Survey was an instrumental vehicle for determining community preferences for the Arnold Mill corridor. The survey consisted of the following seven questions:

- » When you envision a “rural” place, what features do you see?
- » What unique qualities should be preserved along the Arnold Mill Corridor?
- » What challenges does the Arnold Mill Corridor face?
- » How rural should Arnold Mill feel?
- » Which uses are appropriate for future “activity nodes” along Arnold Mill?
- » Which uses, if any, are appropriate for areas outside the activity nodes?
- » Which housing types are appropriate for the “activity nodes?”

More than 260 responses were logged and analyzed alongside feedback received at public meetings. The major trends are discussed in the next section.



Feedback Summary

Throughout the course of this plan, the project team has received a wealth of feedback from the public. Comments have followed a few consistent trends:

- Traffic is terrible, and a solution for alleviating it must be explored.
- Arnold Mill Road's rural character should not be compromised.
- Any new development should be limited to specific areas and designed in keeping with City of Milton aesthetics.

These trends were the impetus for the project team to focus on three main categories of recommendations proposed in this plan: **transportation**, **activity node development**, and **design guidelines**. These are explored further in Chapter 4: Small Area Plan (pg. 39).

Some comments followed secondary trends. These are trends the project team observed that were not

necessarily shared by everyone, but were prominent enough to merit mention.

- New development should provide community benefits and avoid uses that would bring significant noise and long operating hours.
- The landfill should be transformed into a public amenity.
- Transportation facilities that would allow for safe biking, running, and walking (e.g. trails) would be welcomed, even if it doesn't directly address the traffic problem.
- Some community members would welcome density along Arnold Mill Road and questioned whether municipal sewer should be extended throughout the corridor.

A summary of each meeting's comments can be found on the following pages. Each item has been sorted into one of the three major themes, or a miscellaneous category if it fell outside of those theme areas.

Feedback Summary

Public Kickoff

Transportation

- » Traffic is a major concern for attendees who live along or near the Arnold Mill Road corridor. Travel becomes arduous along Arnold Mill at peak times (6:00-8:00am, 3:00-7:00pm). Any plans for the corridor must address this.
- » Some attendees asked about whether the road would be widened, with some in favor of a future widening project and some against. Attendees agreed that if widening were to be pursued, effort should be made to maintain its rural character.

Design Guidelines

- » During the interactive activity, some participants stressed the need for new development to maintain the City of Milton's rural character, in both details and scale.

Activity Node Development

- » Several attendees expressed interest in seeing new development along Arnold Mill Road.
- » Some participants were curious whether the existing development of the gas station (located in the C-1 district at the north end of the corridor) was part of this plan. The project team said it was not, but that this plan does contemplate creating new "activity nodes" at specific places along Arnold Mill Road.
- » Attendees asked about whether sewer service would be expanded along the corridor. The project team responded that there are no plans to extend municipal sewer lines along Arnold Mill Road, but that development would have to look at other solutions.

Secondary Themes

- » Some attendees were curious about the status of the landfill. City staff confirmed that the landfill is closed.

Design Workshop

Transportation

- » The project team shared that road widening is the most plausible and effective solution for alleviating Arnold Mill Road's traffic, stressing that this plan is an opportunity to commit to a future vision of the right-of-way that incorporates rural design elements. Attendees responded favorably to this idea and were focused on determining a course of action that would make a "rural parkway" concept successful.
- » Community members responded positively to the draft roadway sections (pg. 43-44) for a widened Arnold Mill Road. Each concept featured different dimensions based on the constraints of the roadway throughout its length.
- » The concepts showed a trail running along the eastern side of the roadway. Some community members questioned who would use the trail and how it would be used. The project team explained that it would serve more as an amenity and alternative way to access future activity nodes than a primary transportation route.

Activity Node Development

- » The project team showed two locations along Arnold Mill that would be suitable for future activity nodes (Figure 2.7, pg. 25). These proposed locations match those recommended in the 2014 Visioning Study. Reception by attendees was generally positive, though several asked about traffic impacts.
- » Many attendees were in favor of the draft activity node designs (pg. 49-55), citing how they seemed to contribute to the rural experience already present along Arnold Mill Road.
- » Others were hesitant to add more residential along the corridor, expressing concern that this could lead to other development in the future that would impact natural resources and result in the loss of the corridor's rural character.

Design Guidelines

- » Attendees participated in an interactive exercise to determine the most appropriate architectural styles for new development in the proposed activity nodes. Only architectural styles permitted in other areas of Milton were shown, including: Vernacular, Greek Revival, Italianate, Gothic, Colonial Revival, Queen Anne, Adam/Federal, along with the modern farmhouse aesthetic. Of these, Greek Revival, Queen Anne, and Colonial Revival emerged as the top choices.

Secondary Themes

None

Feedback Summary

Open House

Transportation

- » The project team shared recommendations related to the design of a widened roadway, as well as ideas for new connector streets from Arnold Mill Road to New Providence Road. These were received favorably.

Design Guidelines

- » Using the results from the Design Workshop, the project team sought feedback on fewer architectural styles that would be appropriate for Arnold Mill's activity nodes. Attendees overwhelmingly favored Craftsman and Queen Anne styles.

Activity Node Development

Cox Road Concepts (pg. 49-53)

- » Many attendees were in favor of the draft activity node designs, citing how they seemed to contribute to the rural experience already present along Arnold Mill Road.
- » Among those in favor of the Cox Road concepts, each concept—"Traditional Subdivision" and "Rural Hamlet"—received about the same level of support.
- » Those who preferred the "Traditional Subdivision" concept appreciated the usage of standard 1-acre lots and reduced commercial footprint. They expressed concern about the orientation of some of the residential uses, especially those positioned around a shared central greenspace.
- » Those who preferred the "Rural Hamlet" concept appreciated the larger vegetative buffer between the neighborhood and Arnold Mill Road, as well as the extra acres set aside for greenspace preservation. These attendees didn't cite major concerns about the "Traditional Subdivision" concept, only speaking in favor of the "Rural Hamlet" concept.

Chadwick Gateway Village (pg. 54-55)

- » Comments on the Chadwick Gateway Village concept were mostly positive. Several attendees had a special interest in the preservation of the McConnell-Chadwick house and were pleased to see it incorporated into the concept.

General Feedback

- » One attendee expressed disappointment at the Cox Road concepts' low net density, while another described the market challenges of constructing the Cox Road concepts as shown due to their low density (approximately 1 unit per acre).
- » Some attendees asked for clarification on the feasibility of the design concepts. Still, those who expressed their appreciation for the designs remained in favor of the concepts shown.
- » The project team stated that the maximum density permitted under the current AG-1 zoning is 1 unit per acre and that the lack of municipal sewer places a cap on the overall density that can be supported by these activity nodes.

Secondary Themes

None

Community Survey

The Arnold Mill Small Area Plan Community Survey was published on March 21, 2024 and made its debut as an interactive exercise during the Public Kickoff meeting. From there, a link to the survey was posted on the City of Mllton’s webpage specific to this plan. The survey was promoted through social media posts, physical signage, and other methods throughout the period in which it was open. The survey closed on April 30, 2024.

As mentioned earlier, the survey garnered 260 responses, the majority of which emphasize the community priority to keep Arnold Mill Road a rural corridor.

This section provides a summary of the results. It should be noted that some questions enabled multiple answer choices per participant, hence why the total number of responses exceeds 260 in some cases.

Figure 3.3: Features of a “Rural” Place

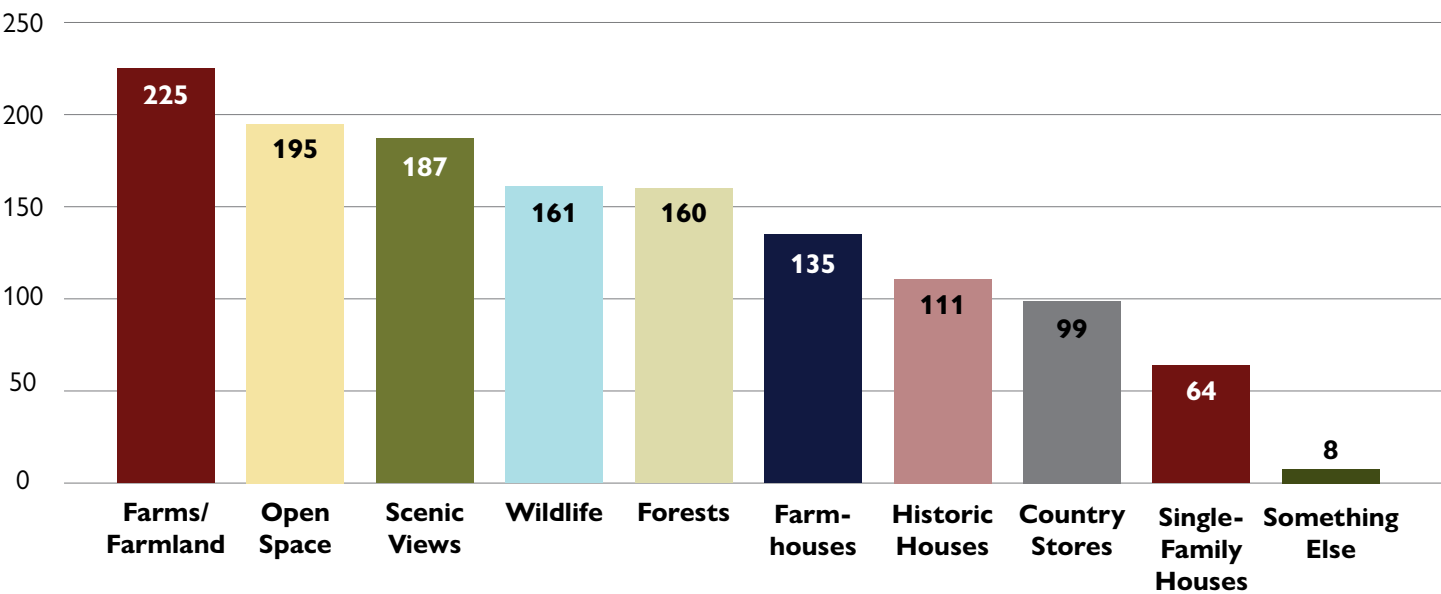


Figure 3.4: Appropriate Uses for Activity Nodes

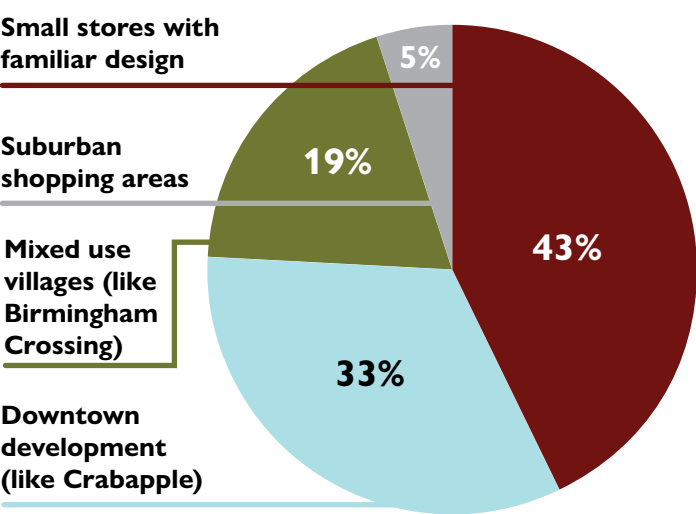
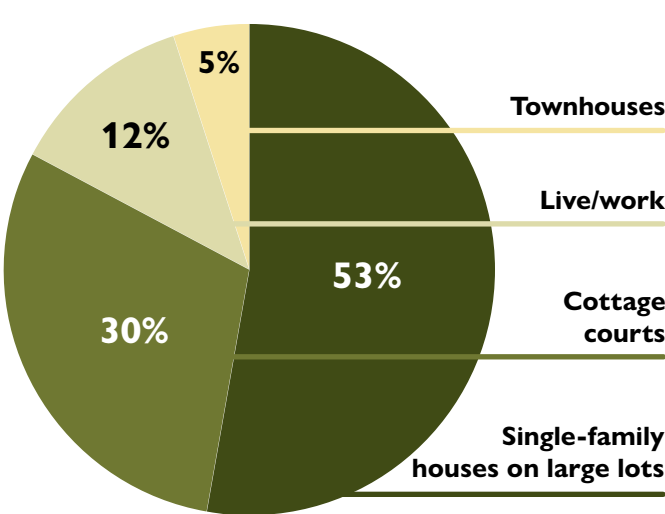


Figure 3.5: Appropriate Uses Outside of Activity Nodes



Community Survey

The survey included two open-ended questions related to aspects of Arnold Mill Road. The first question (Figure 3.6) asked community members

about what they would like to see preserved, while the next (Figure 3.7) polled respondents about challenges the roadway currently faces.

Figure 3.6: Qualities to Preserve



Figure 3.7: Challenges to Address



Respondents were asked to rank four different potential visions of Arnold Mill Road based on the picture shown in Figure 3.9. Each panel shows a roadway with land uses of varying intensity along it. This question was designed to understand which elements of these streetscapes were most important to work into future roadway designs.

Table 3.8: Preferred Visions of Arnold Mill Road

OPTION	RANKS			
	1ST	2ND	3RD	4TH
A	74	24	21	12
B	66	63	6	0
C	21	19	62	0
D	8	2	8	83

Figure 3.9: Streetscape Survey Graphic



Conclusions

Several themes emerged from the various engagement activities. Most notably, there is a strong desire to honor and preserve the existing rural character and associated land uses along Arnold Mill Road. While there is appetite for some additional development, participants noted that it should be channeled into the designated activity nodes while the rest of the corridor remains as is.

Regarding transportation, community members embraced road widening as a method for alleviating traffic issues along Arnold Mill Road and some connecting streets like Cox Road and New Providence Road. However, community members are strongly supportive of roadway designs as long as they maintain

the existing rural character. These are explored in greater detail on pg. 42-45.

Lastly, some community members see an opportunity for Arnold Mill to increase density and advocated for the activity node designs—particularly the Cox Road designs—to accommodate more units than the concepts shown on pg. 49-53. This desire is somewhat at odds with other community feedback as well as existing infrastructure challenges. The concepts shown in Chapter 4 attempt to showcase how thoughtful development of activity nodes can contribute to Arnold Mill’s rural atmosphere while working within the infrastructure and regulatory constraints present along the corridor.



4

SMALL AREA PLAN

RURAL BY DESIGN

Based on community input, in combination with the existing conditions analysis, three main priorities emerged for the Arnold Mill Road Small Area Plan:

- » Alleviate the significant transportation bottlenecks occurring on the roadway.
- » Channel opportunities for development into specific areas, while keeping the remainder of the corridor rural.
- » Ensure that the form, scale, and aesthetic of all development matches Milton's classic, rural style.

These priorities form the backbone of the policy and design recommendations for this Small Area Plan, which follow three central themes: **transportation**, **activity node development**, and **design guidelines**.

This chapter establishes a vision for how each main theme can be addressed. It also proposes design and regulatory solutions for how to advance that vision.

It should be noted that other concerns did emerge during community engagement that fall outside these themes, including repurposing the landfill, preserving the McConnell-Chadwick homestead, and reducing noise. These concerns have been included in Chapter 5 as part of this plan's implementation steps.

Vision

TRANSPORTATION

Vision: Relieve traffic congestion along Arnold Mill Road without losing its pastoral charm.

ACTIVITY NODES

Vision: Concentrate new development along the Arnold Mill Road corridor within two mixed-use activity nodes.

DESIGN GUIDELINES

Ensure all new development reinforces the classic, rural aesthetics found throughout Milton.

Design Framework

1 RURAL PARKWAY

Widened version of Arnold Mill Road that incorporates rural streetscape elements

2 NEW CONNECTIONS

Add roadways in strategic locations near activity nodes to promote connectivity

3 INTERSECTION DESIGN

Leverage new development to improve existing troublesome intersections

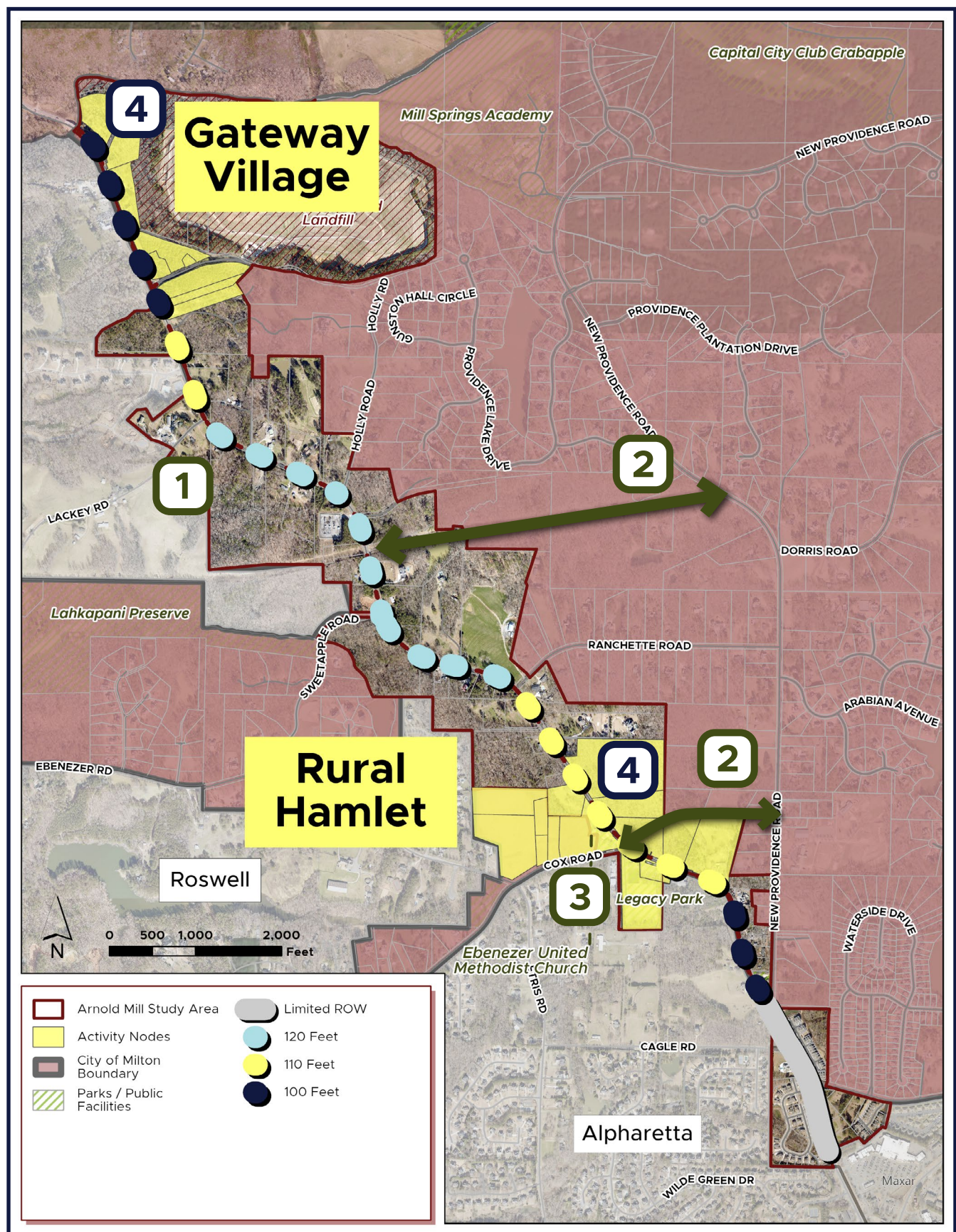
4 ACTIVITY NODES

Design new villages that incorporate residential and limited commercial uses at scale with surrounding rural land

5 DESIGN GUIDELINES

Update code to regulate location and aesthetics of new development

Figure 4.1: Arnold Mill Road Framework Plan



TRANSPORTATION

Three proposed solutions could significantly reduce traffic issues along Arnold Mill Road while also upholding its pastoral character.

Based on existing traffic counts, widening Arnold Mill Road is the single most effective improvement that could be made. Ensuring that the widened version of the road incorporates rural features—such as lush vegetation, a landscaped median, and appropriate adjacent land uses—can maintain the rural charm of the corridor while reducing traffic.

Widening Arnold Mill Road should be coupled with new street connections in strategic locations. While these will not necessarily alleviate traffic on their own, expanding the number of route options can reduce bottlenecks in specific areas.

Lastly, improvements should be made to key intersections that currently hinder traffic flow. One of these intersections is Arnold Mill Road and Cox Road; improvements could take place alongside new development of the adjacent activity node.

Principal Needs

Reduced congestion on Arnold Mill Road

Maintain rural character of the roadway

Proposed Solutions

1 *Widened roadway: four lanes, with landscaped median*

2 *New street connections*

3 *Intersection improvements*

Rural Streetscape Design

The greatest challenge facing Arnold Mill Road's future streetscape is **to stay committed to the design principles outlined in this report.** Arnold Mill Road is a state route, managed by the Georgia Department of Transportation (GDOT); thus, the City of Milton does not have sole jurisdiction over the roadway's ultimate design. GDOT has an established set of design standards for rights-of-way it maintains, which do not necessarily consider each roadway's surrounding context.

As the widening project moves forward, the City of Milton will need to stay apprised of the proposed designs and advocate for the option presented in this plan or a similar one. Emphasizing that the rural design elements highlighted in this plan are preferred by residents of the Arnold Mill Road corridor (and the City of Milton at large) is a crucial step for maintaining the rural character of this area.

1 Widened Roadway

Three different design concepts for widening Arnold Mill Road are recommended, all of which incorporate similar elements that uphold and enhance the rural character of the area. Each concept shows a different width to reflect the right-of-way fluctuations along the corridor's 3-mile length, although several elements are represented across all three:

- » 20-foot landscaped center median
- » 11-foot travel lanes with header curb
- » Adjacent rural land uses
- » Multi-use trail on east side
- » Classic Milton fence

The intention behind the roadway designs shown is to encourage maintaining Arnold Mill Road's rural character by keeping natural buffers and low intensity land uses. The center median depicted in these sections is intended to follow the centerline of the existing road. A multi-use trail has been added along the northern/eastern side of the roadway. Because some of Arnold Mill Road is bordered on the west/south by the City of Roswell, widening certain stretches of the roadway may also require discussions with some adjacent property owners on Arnold Mill's northern and eastern side, depending on the right-of-way dimensions. This mostly applies to the portion of Arnold Mill south/southeast of Legacy Park.

Figure 4.2: Arnold Mill Street Section 1: 120-Foot Right of Way

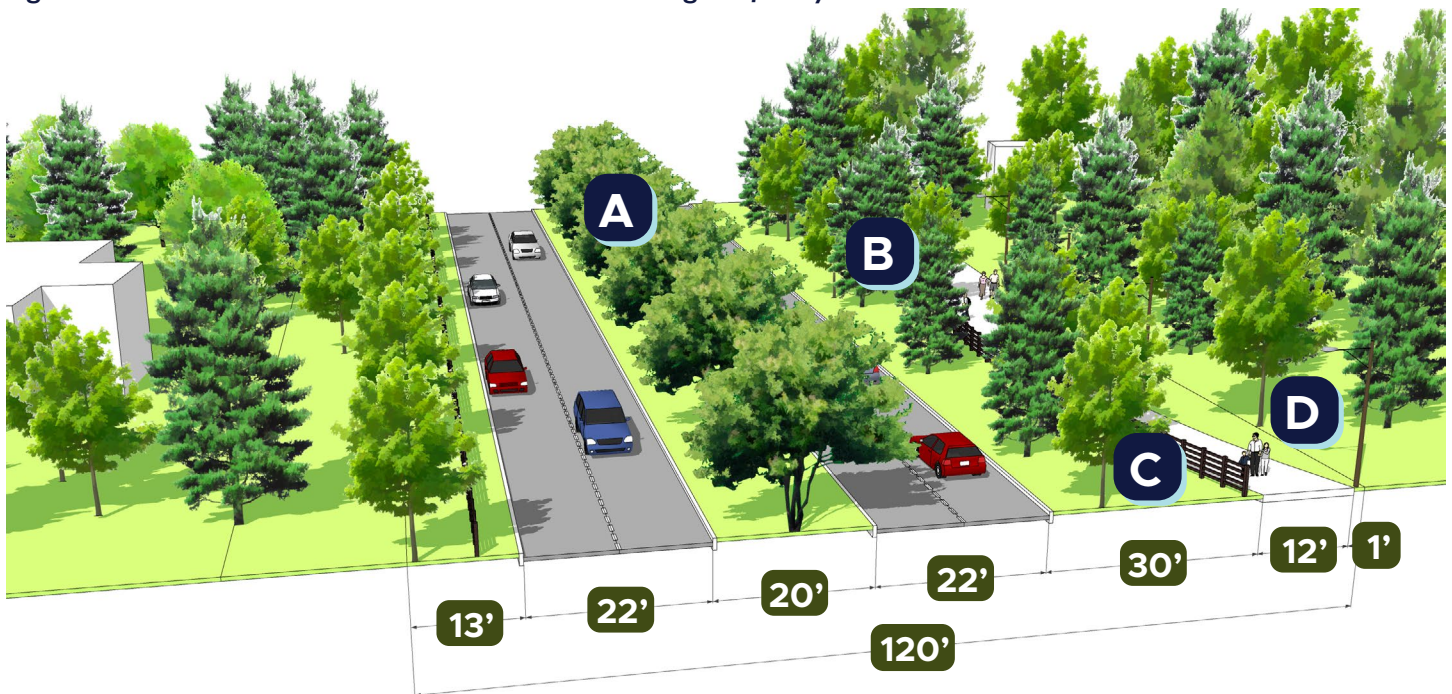


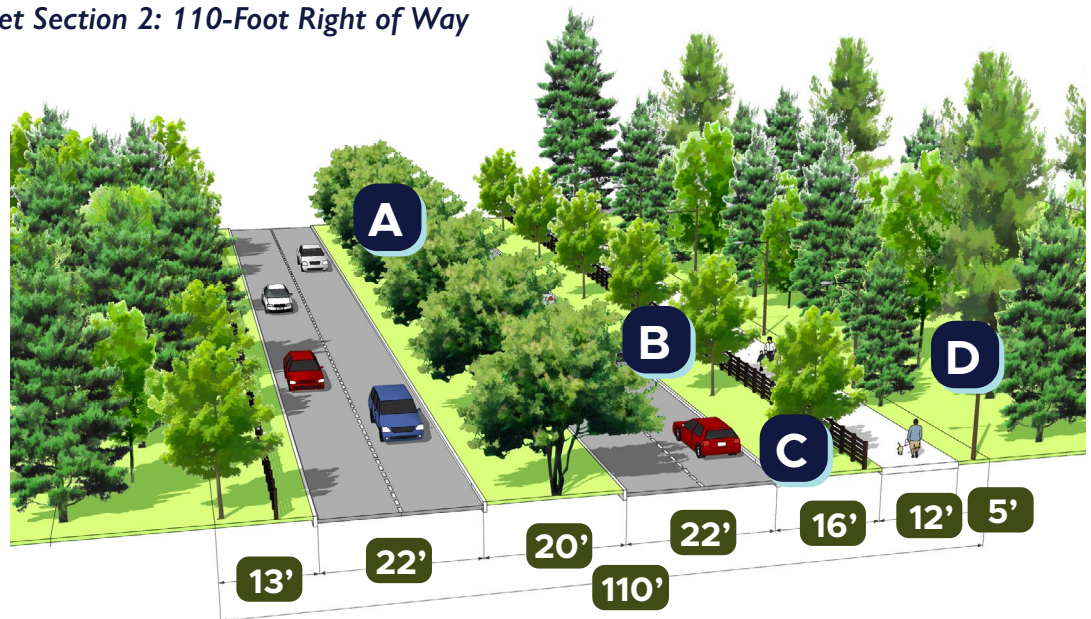
Figure 4.2 shows the widest section of Arnold Mill Road, with a right-of-way of 120 feet. This section is intended for the most rural sections of Arnold Mill. The wide right-of-way allows for an expanded vegetative buffer between the travel lane and the proposed multi-use trail.

- A** *Landscaped, 20-foot median*
- B** *30-foot vegetated buffer between roadway and trail*
- C** *Milton horse fence*
- D** *Adjacent rural land uses*

TRANSPORTATION

Figure 4.3. Arnold Mill Street Section 2: 110-Foot Right of Way

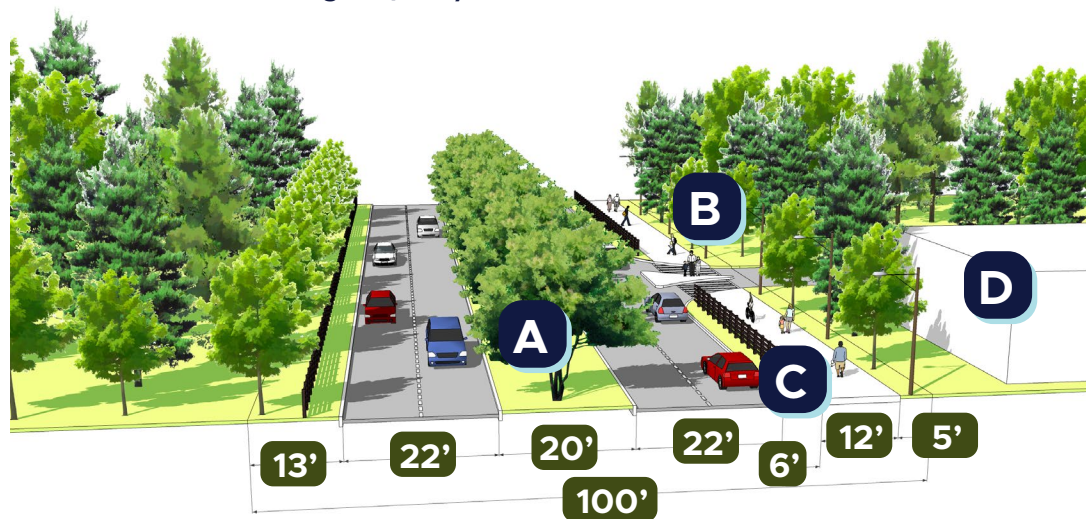
Section 2 is intended for areas with some right-of-way constraints, yet still enough space to accommodate a generous buffer between the roadway and multi-use trail. It would work well adjacent to the activity nodes, especially Cox Road.



- A** Landscaped, 20-foot median
- B** 16-foot vegetated buffer between roadway and trail
- C** Milton horse fence
- D** Adjacent rural land uses

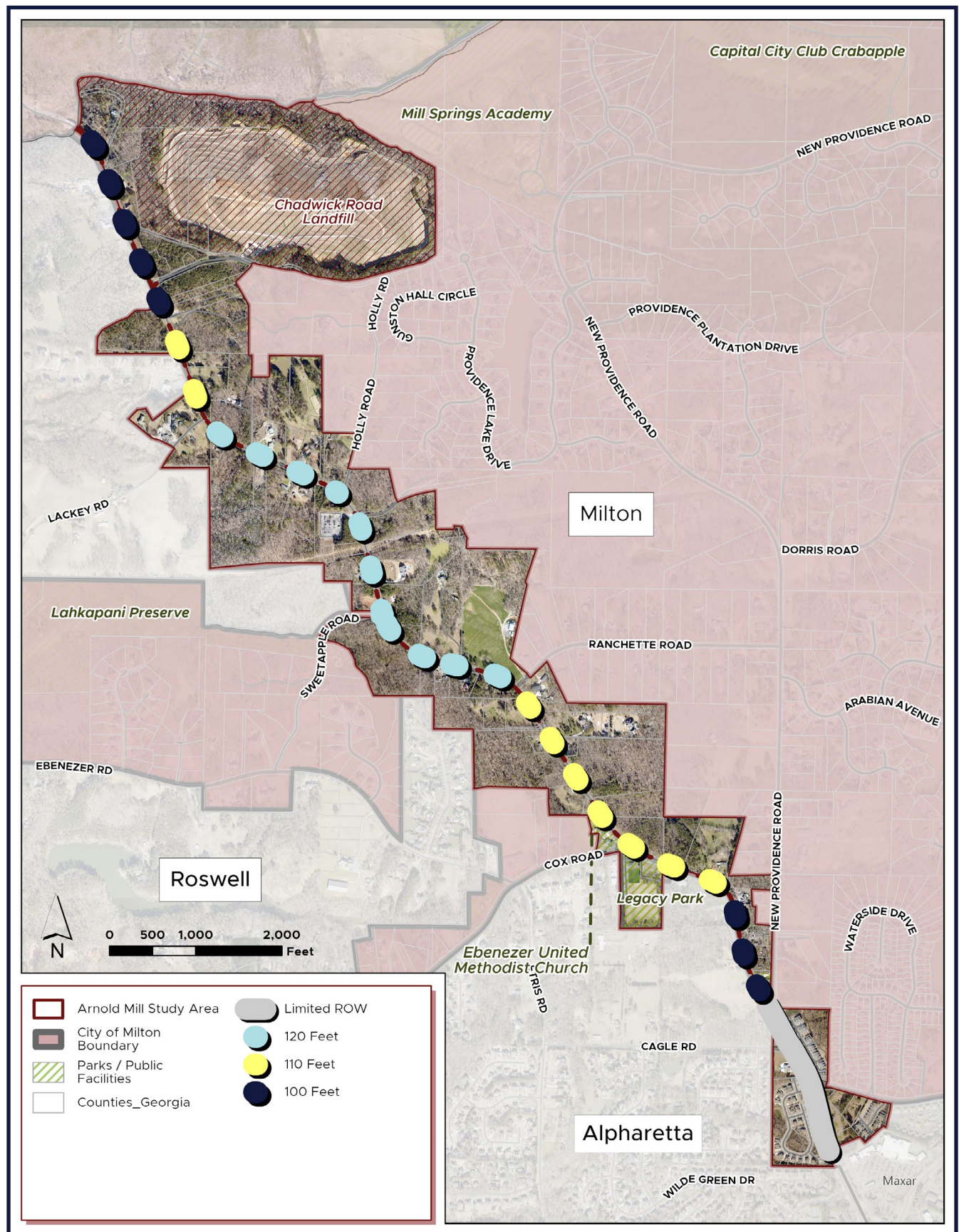
Figure 4.4. Arnold Mill Street Section 3: 100-Foot Right of Way

Section 3 is intended for areas of Arnold Mill Road which face the greatest right-of-way constraints due to the location of existing buildings or steep topography. As a result, the vegetated buffer on the eastern side of the section is reduced to 5 feet, while the trail and classic Milton fence remain.



- A** Landscaped, 20-foot median
- B** Safe, pedestrian access
- C** Milton horse fence
- D** Existing buildings

Figure 4.5. Widened Roadway Section Locations



TRANSPORTATION

2 New Connections

While widening Arnold Mill Road will provide the greatest traffic relief for the corridor, there are a few key opportunities to add new connections between Arnold Mill Road and surrounding roads. In general, road networks can more flexibly accommodate traffic when more connections—and therefore, more routes—are available for drivers to choose from. In a suburban context, it is even more important to expand connectivity given that traditional single-family subdivisions often provide only one entrance and exit route, funneling all cars onto a single collector road.

In this case, Arnold Mill Road is that collector road. It collects traffic from smaller neighborhood streets like Holly Road, Sweet Apple Road, and Cagle Road, as well as connector streets like Lackey Road, Cox Road, Ranchette Road, and New Providence Road.

This plan proposes two new streets that expand route options for drivers on the Milton side of the

Arnold Mill Road corridor. Ideally, these streets would take advantage of new development occurring in adjacent areas. Actual routes may vary depending on final designs.

A *Arnold Mill Road to New Providence Road (north of Sweet Apple Road)*

A new street roughly following the utility easement that already runs between Arnold Mill and New Providence could allow travelers to more quickly access the future Chadwick Village activity node by bypassing Cox Road where traffic backs up now.

B *Cox Road “Extension”*

The concepts for the Cox Road activity node both propose extending a new connection between the Arnold Mill Road - Cox Road intersection and New Providence Road.

3 Intersection Improvements

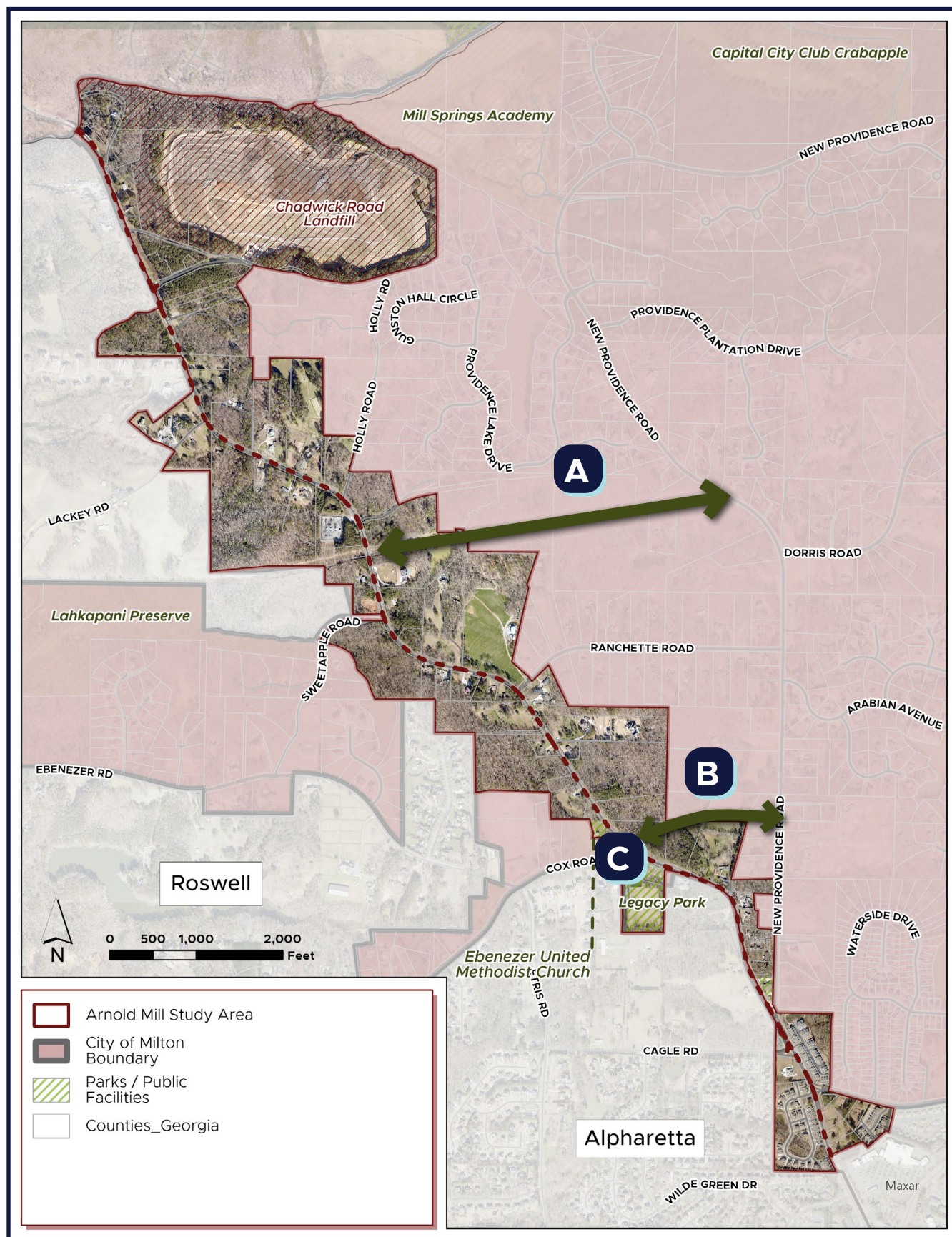
The intersection where Cox Road meets Arnold Mill Road backs up down both roads several hundred feet at peak times of day, blocking traffic for extended periods. Improving this intersection would have immediate benefits, but also would support modest development in the proposed activity node without placing additional burdens on Arnold Mill Road’s infrastructure.

Figure 4.6 shows a conceptual roundabout for this intersection. The northeastern entrance feeds into the proposed activity node, while the other entrances represent the existing roadways. Figure 4.8 on pg. 53 shows this roundabout in context with the surrounding development.

Figure 4.6. Conceptual Roundabout for Arnold Mill Road - Cox Road Intersection



Figure 4.7. Proposed Roadways and Intersection Improvements



ACTIVITY NODES

In the 2014 Visioning Study, two locations were identified for potential “activity nodes”—small areas within the corridor where new development along Arnold Mill could be concentrated. Channeling development to specific places provides new residential units and amenities for nearby Miltonians, while reducing pressure on the rest of Arnold Mill to accommodate the growth pressure coming from surrounding communities.

Through community engagement activities, the locations of these nodes were validated from the original 2014 study. The project team took these recommendations a step further, designing master plans for each site to show what new development could look like, keeping the community’s preferences related to scale and aesthetics in mind. These designs were vetted by the community and adjusted based on the feedback received at the Design Workshop and the Open House.

Principal Needs

Keep rural land uses along the majority of Arnold Mill

Add new development befitting Milton’s rural character

Proposed Solutions

1 *Channel new development into two activity nodes at strategic locations*

2 *Validate node locations from 2014 study*

3 *Design concepts to enhance rural elements*

Arnold Mill Road and Cox Road

Two plans were produced for the activity node at Arnold Mill Road and Cox Road. Both versions of the plan incorporate 31 new single-family houses, a limited commercial district, and connectivity between Cox Road and New Providence Road. The second concept (pg. 51) adjusts certain lot dimensions to allow for more greenspace and to preserve the rural viewshed along Arnold Mill Road.

Chadwick Village

One plan was produced for the Chadwick Village activity node, which incorporates several features the property owner is currently interested in pursuing. Rather than a neighborhood, this activity node would serve more as a rural entertainment destination, with cottages for rent, an amphitheater, and a restaurant. In this concept, the Chadwick-McConnell Homestead has also been preserved.

Node at Arnold Mill Road and Cox Road

Despite its current transportation challenges, the area surrounding the intersection of Arnold Mill Road and Cox Road could be a suitable location for a future activity node for several reasons:

- » Between Ebenezer United Methodist Church, Legacy Park, Porter Academy, and the Georgia Golf Center, there are already points of interest around this intersection that draw visitors.
- » The new community center being built next to Ebenezer UMC reflects new investment in the community.
- » Several undeveloped tracts line the northern side of the intersection.
- » As much as they are a hindrance, the traffic counts here support demand for retail and civic uses.

Two concepts were developed for this activity node, one that follows a traditional subdivision design (pg. 50) and another oriented into a rural hamlet (pg. 51). The Traditional Subdivision concept follows the design, form, and lot size guidelines permitted under the existing agricultural zoning (AG-1).

The Rural Hamlet concept alters certain form guidelines permitted under AG-1 while maintaining the minimum lot sizes. Some single-family houses are placed closer together to leave additional room for greenspace and wider buffer zones that preserve the rural viewshed along this stretch of Arnold Mill.

Both concepts show a small amount of commercial at the entrance to the subdivision along Cox Road.



ACTIVITY NODES

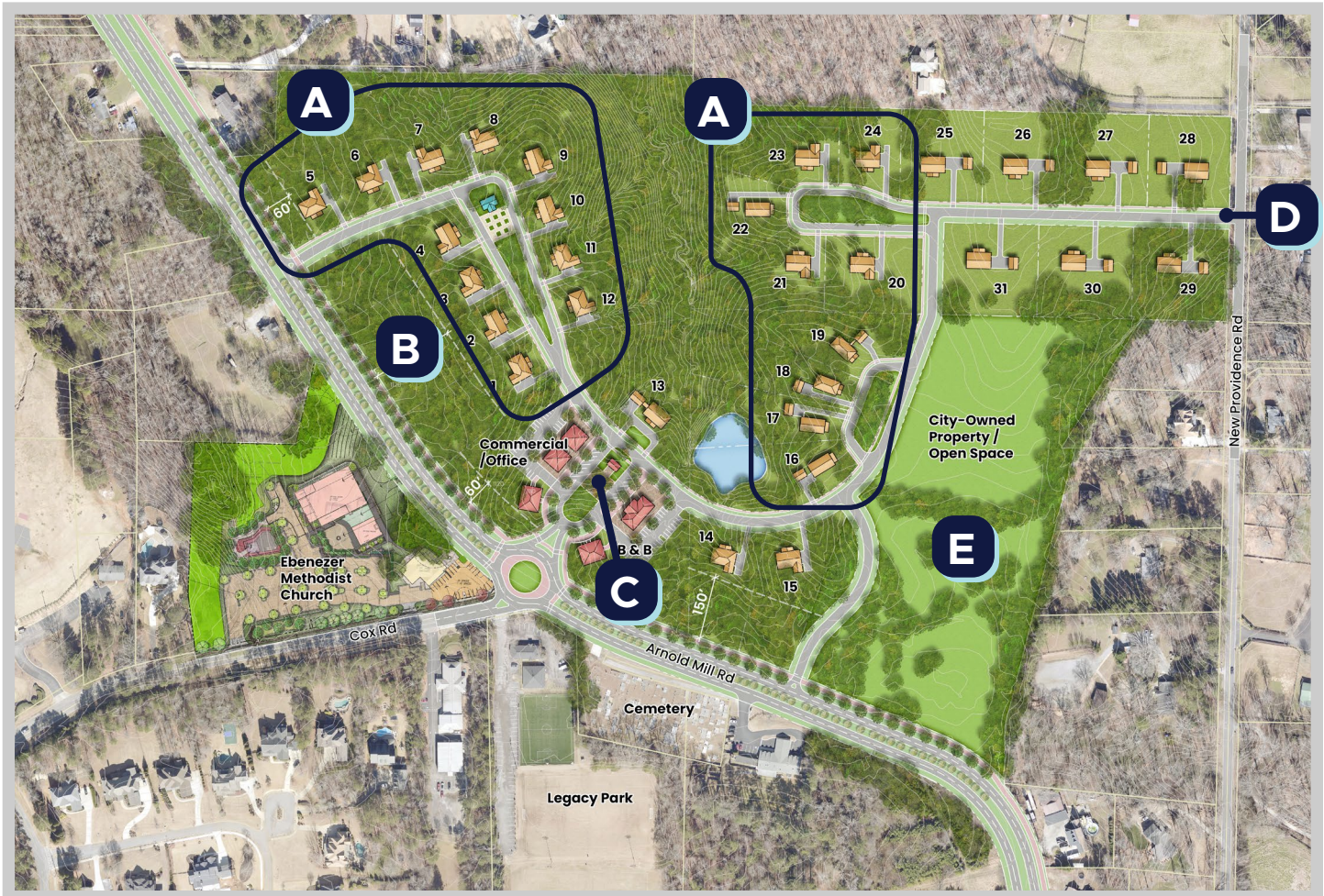
Concept 1: Traditional Subdivision



Features

- A** **31 single-family lots, all one acre**
The 1-acre lot size is required under the AG-1 zoning district, both for aesthetic purposes but also to allow enough space for a septic drain field.
- B** **60-foot rural viewshed along Arnold Mill, with frequent curb cuts**
This 60-foot buffer is the minimum required under AG-1.
- C** **14,900 square feet of nonresidential**
A small commercial village sits at the gateway of this activity node and would accommodate boutique retail or small offices.
- D** **10.2 acres of potential open space**
This property has been newly acquired by the City of Milton.
- E** **Connectivity to New Providence Road**
This back entrance to the activity node offers an alternative route to access the neighborhood and commercial area.

Concept 2: Rural Hamlet



Features

- A** **31 single-family lots, all one acre**
Though they are configured differently, all of the single-family lots in this concept are also one acre in size. The lot width, lot depth, and street frontage dimensions have been adjusted to allow for more communal greenspace.
- B** **Greater vegetative buffer preserved, between 150-200 feet except at key intersections**
This concept expands the vegetative buffer significantly, up to 200 feet in some sections. By reconfiguring the single-family lots and expanding the buffer, this further enhances the rural character of the activity node, especially when observed from Arnold Mill Road.
- C** **15,200 square feet of nonresidential**
- D** **10.2 acres of potential open space**
- E** **Connectivity to New Providence Road**

ACTIVITY NODES

Intersection with Cox Road

Arnold Mill Road is not the only roadway that experiences traffic delays within or adjacent to the study area. Cox Road, where it meets Arnold Mill Road, backs up several hundred feet during peak times, especially in the afternoon. In order for development to be feasible at this location, intersection improvements at this location must also be considered.

One potential solution could be a two-lane roundabout to effectively manage both through

traffic and turning traffic from Cox onto Arnold Mill. Figure 4.8 and 4.9 provide two different views of this potential roundabout and the surrounding development from the Rural Hamlet concept to show how the roadway, trail, and sidewalks all interact.

It is important to note that these designs are conceptual only; an in-depth traffic study would be needed to ensure the viability of this potential solution.

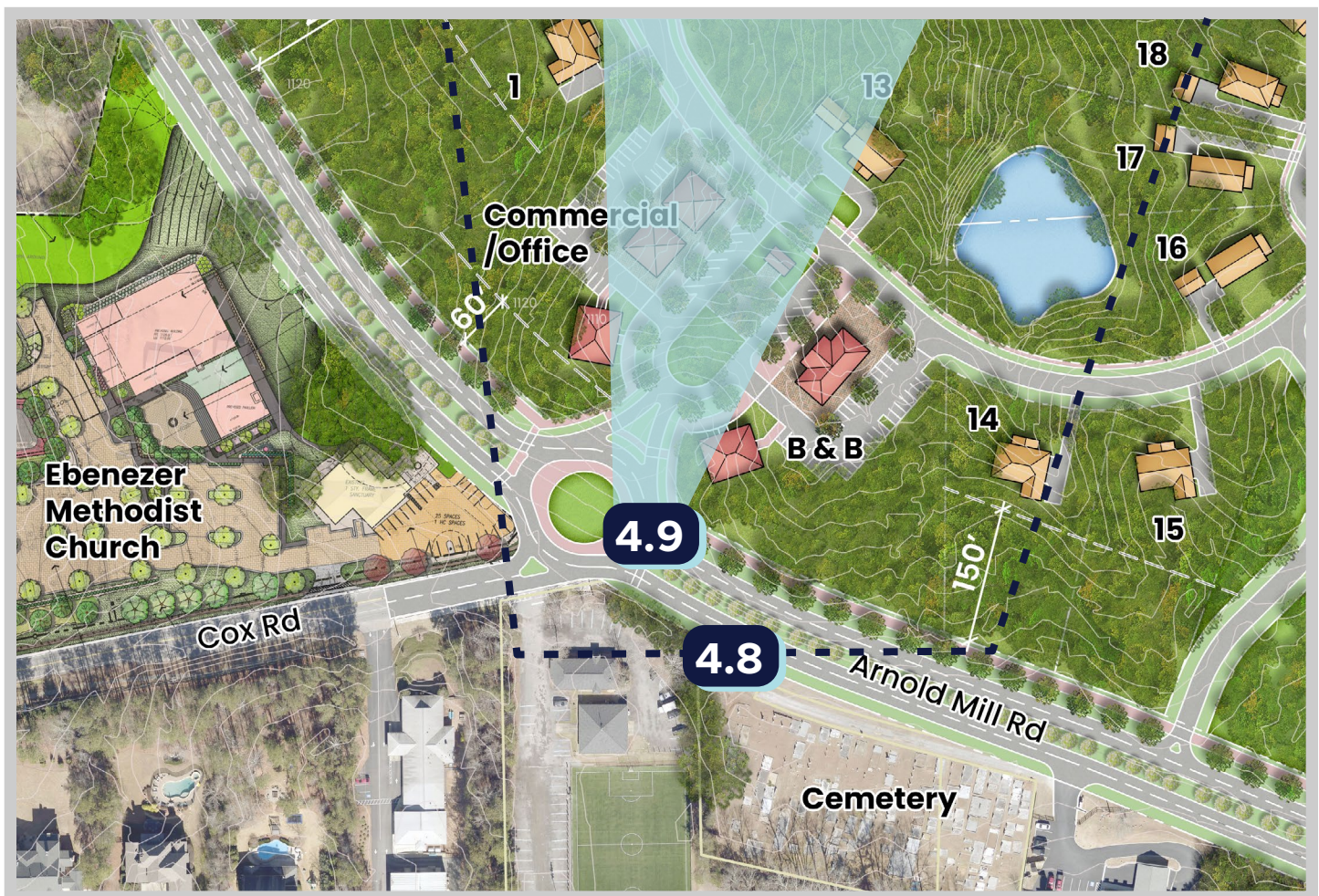


Figure 4.8. Bird's-Eye View of Cox Road Activity Node Model

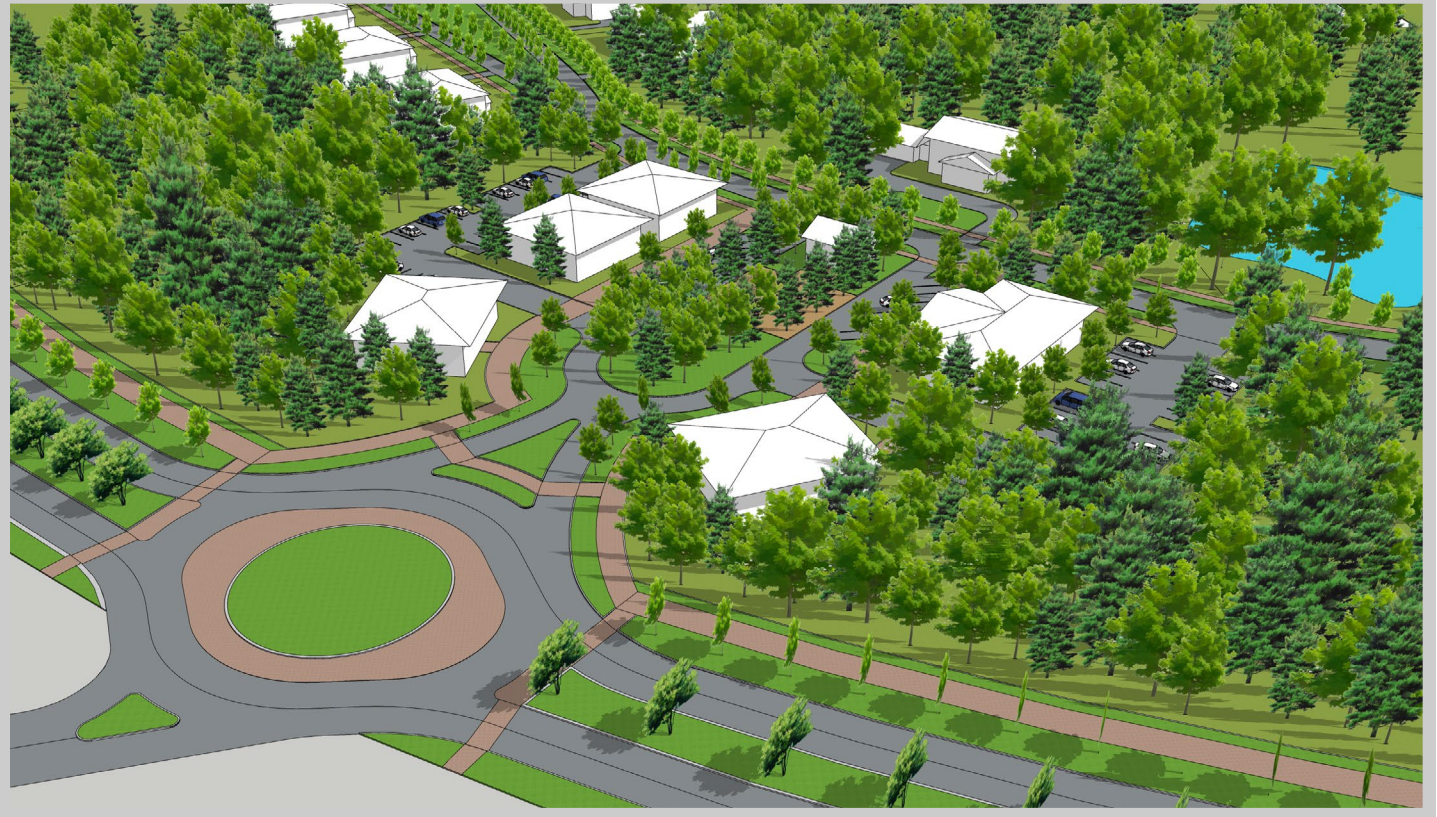


Figure 4.9. Street-Level View of Cox Road Activity Node Model



ACTIVITY NODES

Chadwick Farm Boulevard

This area, right on the border with Cherokee County, provides another prime location for a potential activity node that serves as a gateway into the City of Milton. Several aspects of this site are appealing for a node:

- » The McConnell-Chadwick Homestead and its preservation could offer a chance to learn about Milton history right at the front door to the community.
- » Though it is currently more of a constraint than an opportunity, the landfill could present a unique

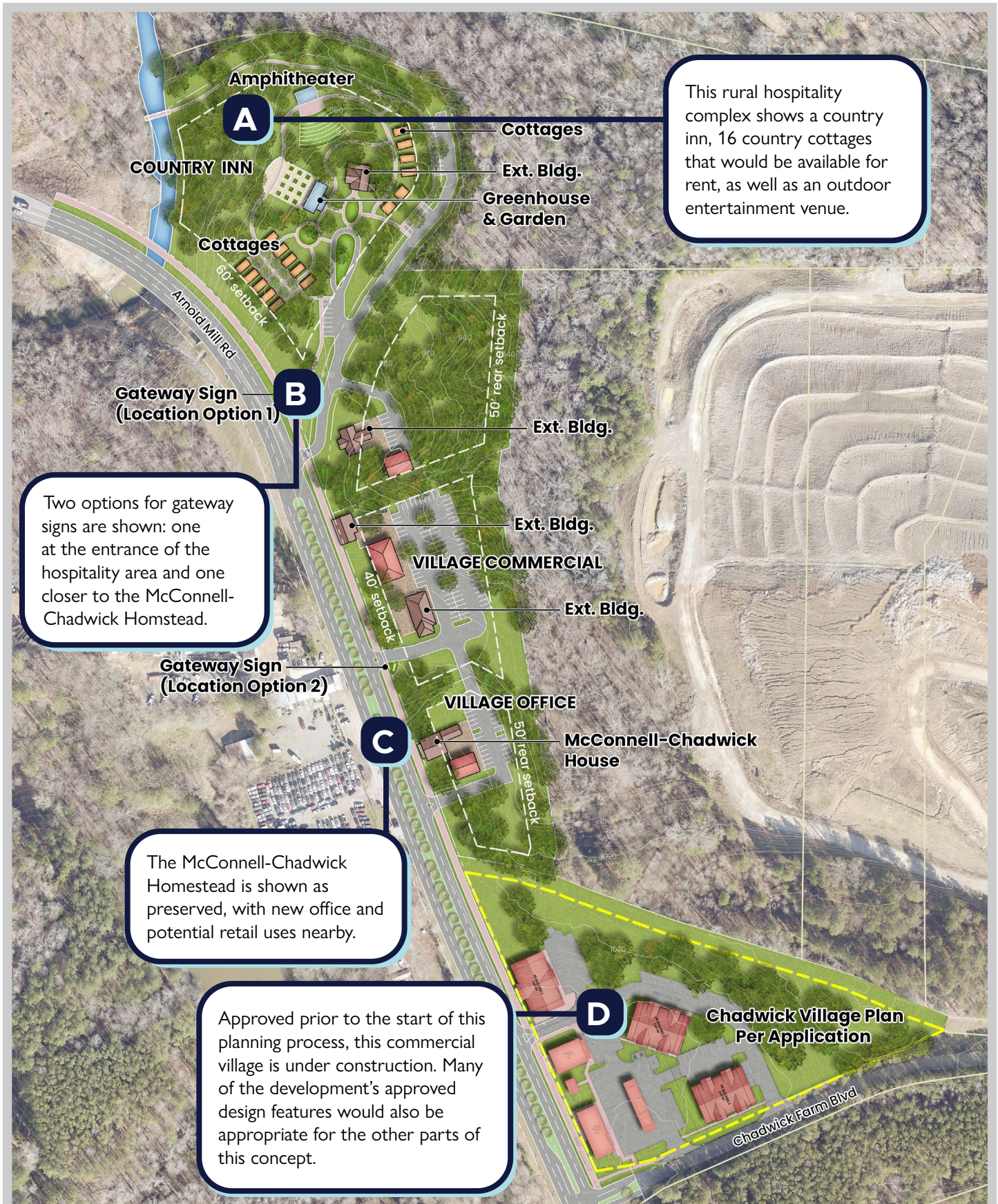
opportunity for future educational greenspace once remediation is complete (25+ years).

- » A new activity node could tie into the gas station and small retail plaza currently under construction at the corner of Arnold Mill Road and Chadwick Farm Boulevard.

One concept was produced for this activity node, which shows a future rural retail and hospitality destination. This approach was pursued due to the narrow dimensions of the site and its location close to the Cherokee County border.



Concept 1: Gateway Village



DESIGN GUIDELINES

To ensure that development in the activity node follows and reinforces Milton's classic, rural aesthetic, new guidelines are recommended for Arnold Mill Road. These guidelines can govern architectural styles, colors, and other ornamental features, but they can also be written into new zoning language that governs aspects related to lot size, street frontage, and other elements of the proposed designs that do not currently align with AG-1 zoning.

Though these guidelines are still in development, residents have provided consistent feedback on the preferred aesthetics for Arnold Mill Road. Certain styles—such as Vernacular, Colonial Revival, Queen Anne, Greek Revival, and Craftsman—are appealing for Arnold Mill Road, while others allowed in nearby districts (e.g. Crabapple) are less preferred.

Principal Needs

Define a unique character for Arnold Mill Road corridor

Ensure development fits a consistent aesthetic

Proposed Solutions

1 *Provide appropriate architectural style options for new development*

2 *Provide new standards through overlay specific to activity nodes*

Character Imagery

Vernacular



Colonial Revival



Queen Anne



Greek Revival



Craftsman

