



City of Smyrna
2005 – 2030 Comprehensive Plan
Community Assessment Report
September 2006

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Community Development Department

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Community Assessment

Introduction

The Comprehensive Plan for Smyrna, Georgia is mandated by the Georgia Planning Act 634 (Georgia Law 1989, pp. 1317-1391). This act requires that each jurisdiction in the state prepare and implement a Comprehensive Plan, which is reviewed by the regional development center. For the City of Smyrna, the regional development center is the Atlanta Regional Commission (ARC). The rules and regulations of the Act “are intended to provide a framework to facilitate and encourage coordinated, comprehensive planning and development at the local, regional, and state government level”. Chapter 110-12-1- .02 - .08 of the act sets minimum standards for each jurisdiction. This includes preparing the Community assessment, Public Participation Program, and Community Agenda.

The new standards are intended to provide a framework for preparation of local comprehensive plans that will; “involve all segments of the community in developing a vision for the community’s future; generate local pride and enthusiasm about the future of the community; engage the interest of citizens in implementing the plan; and provide a guide to everyday decision-making for use by local government officials and other community leaders.” These standards help the community address critical issues and opportunities while moving toward realization of its vision for the future.

The Smyrna 2030 Comprehensive Plan is an update to the current Smyrna Comprehensive Plan. The 2030 plan will build upon and enhance the vision created in the 1991 document. This will assist the community in preparing for the social, economic, and cultural changes that we are experiencing and providing a vision of what the community wants to be in the future.

The remainder of this document covers the first two sections of the Smyrna 2030 Comprehensive Plan. The Community Assessment is meant to be a professional, objective analysis of data and information about the community. This is mainly a staff run process that provides a solid foundation for the creation of the future vision. The Community Assessment includes the following segments:

- Issues and opportunities;
- Analysis of existing development patterns;
- Evaluation of current community policies
- Analysis of data and information

The result of this analysis is a concise and informative report that will be used to inform Steering Committee members, appointed officials, elected officials, and the community at-large during the development of the Community Agenda.

The Community Participation Program is the second part of the comprehensive plan that describes the local government’s strategy for ensuring adequate public and stakeholder involvement in the preparation of the Community Agenda portion of the plan.



Preliminary List of Issues and Opportunities

Purpose

The purpose of the issues and opportunities list is to provide a list of problems and concerns that is specific to the community. The list will be a starting point for further community study and planning. City staff reviewed typical issues and opportunities provided in the State Planning Recommendations and compiled the items that were applicable for Smyrna. The following is a preliminary list of potential issues and opportunities, and is by no means all inclusive. A final list of issues and opportunities will be generated with public input during the second phase of the planning process (development of the Community Agenda). At such time items may be modified, added, or subtracted based on local knowledge and perceptions. Ultimately, each item will need to be addressed by measures in the City's Implementation Program.

Population

- Rapid population growth is expected in the next 20 years.
- The proportion of the population that is over 65 years of age will increase and this population group will require specialized housing and services.

Economic Development

Existing

- Economic development programs do not support existing businesses (entrepreneur and small business assistance, business retention programs, etc.).
- Our community has an overabundance of commercial and retail space, but lack professional office space.
- Our community does not have an active business recruitment and retention program.
- Existing businesses in our community have not been growing or expanding.

Tools/Methods

- We do not have a community vision for economic development activities in the form of an economic development strategic plan; or the plan was not developed with meaningful stakeholder input.
- Community efforts at recruiting targeted industries are unsuccessful.
- Our community economic development programs:
 - do not use multiple methods and tools and funding sources to support and attract businesses (incubators, tax abatements, infrastructure)
 - do not use appropriate business recruitment, i.e. niche marketing, downtown revitalization
 - do not identify, acquire, assemble and/or stabilize property for redevelopment.
 - do not analyze the types of enterprises that would fit effectively into the local economy, including those that could be accommodated immediately.

Economic Development & Land Use Interaction

- There are perceived additional and high costs for site assessment, underwriting, site development, rate of return, cleanup plan and cleanup.



Housing

Housing Mix & Future Demand

- There is no mix of housing types in neighborhoods/new developments in our community.
- Our community does not have varied housing options available to meet resident's needs at all stages of life.
- There is a lack of special needs housing (elderly, handicapped, etc.) in our community.
- There is no inventory of public and private land available for the development of future housing.

Workforce/Affordable Housing

- Our community does not have a Workforce Housing Master Plan.
- The incentives and barriers to maintenance and/or development of affordable/workforce housing in the community have not been inventoried.

Housing & Land Use Interaction

- Our community does not have an inventory of vacant properties, properties owned by the city or other government agencies, and tax delinquent properties suitable for infill development.
- Our community does not require or encourage new developments to reserve a percentage of proposed units for affordable housing.

Natural & Cultural Resources

Resource Awareness

- The community's resources (environmental, historic, and cultural) worthy of protection have not been identified—there is no inventory of resources.
- Community resources have not been mapped or compared to areas of future development.
- There are not enough parks or greenspace.
- There are erosion, sedimentation, and storm water runoff problems

Implementation/Enforcement

- Our community has not developed means of protecting significant resources.
- Our community's resources do not play significant role in decision-making.

Facilities and Services

Fiscal

- The relative costs of community services have not been considered or compared to different development types (open space/farmland; industrial/commercial; residential).
- The future costs of providing services at current rates and development patterns have not been considered.
- The costs of providing community services for new development are not known or considered.

Physical

- Our community has not defined areas of service and areas of no service.



Land Use

Development Process

- Our community's land use/development regulations and Future Land Use map do not match.
- The development regulations for the community are not illustrated where appropriate.
- We do not have a checklist for development review.
- There are subjective aspects to development regulations that leave too much discretion in the hands of staff.
- There is no expedited plan approval process for quality growth projects.

Transportation

Current & future conditions

- Our community's current transportation systems contribute to pollution, and waste energy.
- Our community's current transportation systems eat up open space and wildlife habitat.
- Our community's current transportation systems limit people's choices.
- There is little connectivity between pedestrian, bike, transit, and road facilities.
- The community's roadway designs are not sensitive to roadway uses or local concerns.
- We do not have a comprehensive transportation study that includes parking, traffic and transit, both local and regional.
- Citizens are experiencing increasing commute times and distances--more people driving longer distances in traffic to reach home, school, shopping, or work.
- Our community does not have an effective public transportation system.

Regulations

- There is little or no flexibility to adjust the design or operation of roadways in case of future changed conditions.
- Our community's subdivision regulations do not allow or require new subdivision streets to connect to existing streets to connect to future subdivision developments.
- Inter-parcel connections between individual developments, where compatible, are not encouraged or mandated in the community.
- Our community has many streets where traffic travels at inappropriate speeds, making pedestrian activity unsafe and unappealing.
- Our community right-of-way pavement standards do not allow for flexible street widths to accommodate different usage patterns or to promote walkability.
- Our community's major corridors suffer from congestion, clutter, signage and sprawl.
- Our community does not have any incentive-based programs that encourage walking, biking, or car-pooling or sustainable transportation choices.

Parking

- The community does not offer a variety of potential parking solutions, including alternate, attended, shared, paid parking locations, such as industrial areas (off hrs. and weekends), church and school lots, etc. or alternative parking arrangements for commercial development.



Alternatives/Amenities

- Our community has few alternatives to using a car to get places and eliminating traffic congestion.
- There is an imbalance between auto-dependent transportation projects and alternative transportation projects.
- Community streets, pedestrian paths, and bike paths do not contribute to a system of fully-connected and interesting routes to all destinations.
- Community streets, pedestrian paths and bike paths do not encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.
- The community does not have enough sidewalks and bike trails and those that exist are not well-linked.
- Our community does not have a bikeway plan to encourage and link network.
- Housing, jobs, daily needs and other activities are not within easy walking distance of one another in the community.
- There is a lack of activities located within easy walking distance of transit stops.



Analysis of Existing Development Patterns

The Analysis of Existing Development Patterns is a section of this report that provides details about how land is currently being used, what are some of the major challenges facing the community, and the creation of a starting point for the future vision. There are three main segments to this section of the Community Assessment that includes: Existing land use; Areas requiring special attention; and Recommended character areas.

Existing Land Use

This portion of the community assessment examines existing land use patterns in the City of Smyrna. The analysis of existing land use patterns helps the community, staff, and elected officials gain an understanding about the current state of land use within the municipality.

In addition, another use for existing land use data is to facilitate the development of a state and regional land use database. In order for this to occur, land use categories used in local plans must be consistent with the standard land use classification system established by the Department of Community Affairs. The more detailed categories used by City of Smyrna have been grouped together into one of the following six standard categories:

- (i) *Residential*: The predominant use of land within the residential category is for single-family detached, single-family attached and multi-family dwelling units.
- (ii) *Commercial*: This category is for land dedicated to non-industrial business uses, including retail sales, office, services and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.
- (iii) *Industrial*: This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities or other similar uses.
- (iv) *Public/Institutional*: This category includes certain state, federal or local government uses, and institutional land uses. Government uses include city halls and government building complexes, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc.
- (v) *Transportation/Communication/Utilities*: This category includes such uses as power generation plants, railroad facilities, radio towers, public transit stations, telephone switching stations, airports, port facilities or other similar uses.
- (vi) *Parks/Recreation/Conservation*: This category is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, open space, sensitive habitat, national forests, golf courses, recreation centers and other similar uses.



Smyrna is a bedroom community for the Metro-Atlanta area that is growing at a rapid rate. Table 1 shows the existing land uses in the City of Smyrna and the acreage of each use in the city. Smyrna's most dominant land use is the residential land use with 6,081.48 acres which comprises approximately 73% of the total acres in the city. The second largest land use is the commercial land use with 1,216.6 acres which comprises approximately 15% of the acres in the city. Of the commercial uses, retail consumes much of the acreage leaving the city with a deficit in available office space. The city is working towards attracting office developments for professional businesses such as finance, insurance and real estate. These existing land uses are indicative of the escalating growth that is occurring in the City of Smyrna.

Table 1: Existing Land Use Percentages, City of Smyrna, 2006

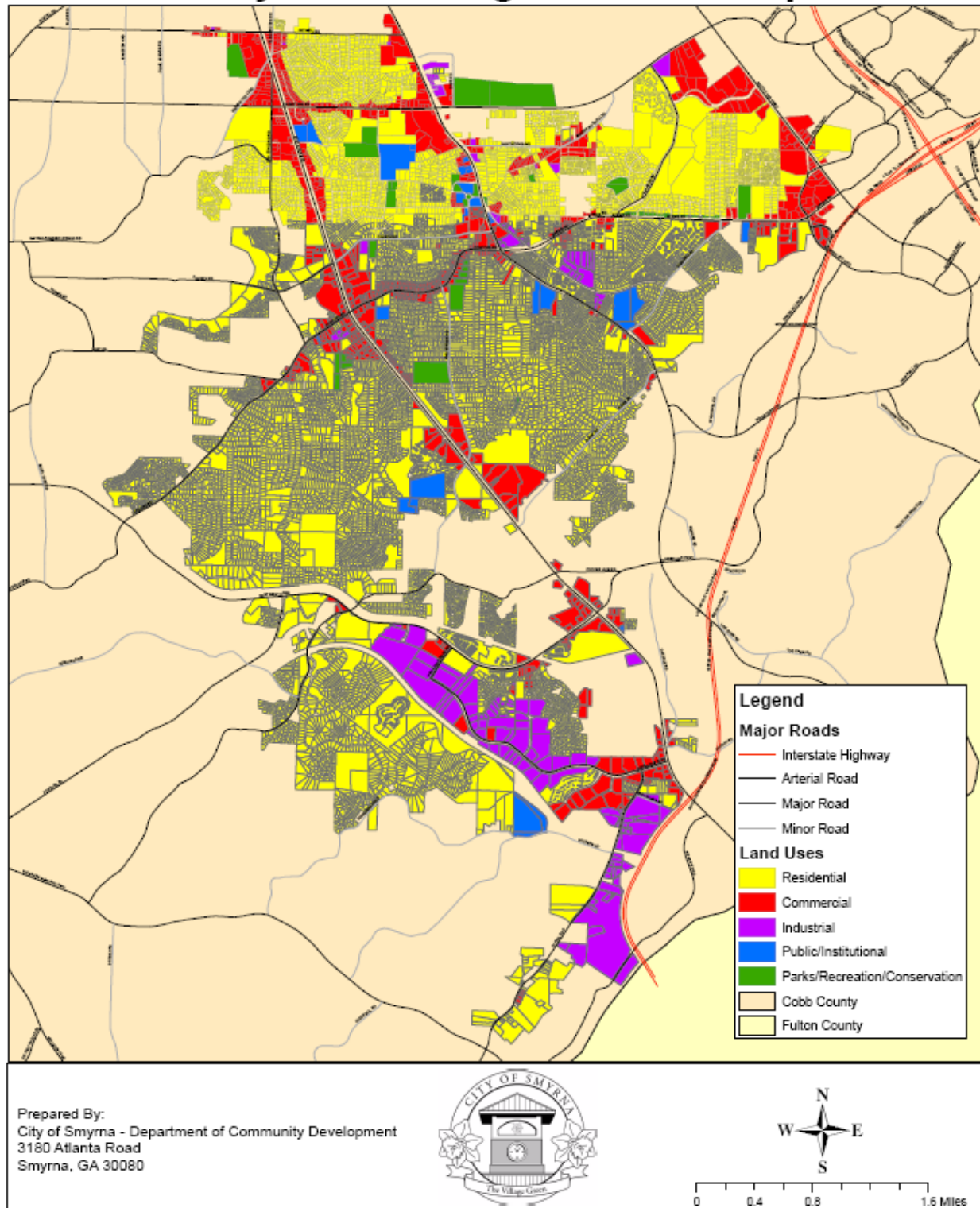
	Acreage	Percentage of the City
Residential	6,081.48	73.04%
Commercial	1,212.6	14.56%
Industrial	590.18	7.09%
Public/Institutional	185.65	2.23%
Transportation/Communications/Utilities	40.5	0.49%
Parks/Recreation/Conservation	216.36	2.60%
Total	8,326.77	100.00%

Source: City of Smyrna, Department of Community Development



Map 1: City of Smyrna Existing Land Use Map

Smyrna Existing Land Use Map



Areas Requiring Special Attention

The following analysis is an evaluation of the existing land use patterns in the city. Trends are discovered within the jurisdiction through observation of how development is occurring that allow for the identification of areas of special concern or particular areas that require attention by city staff, the community at-large, and elected/appointed officials. They are as follows:

Areas Where Development is Likely to Intrude Upon or Otherwise Impact Significant Natural or Cultural Resources

There are numerous areas throughout City of Smyrna where increased development may impact significant natural or cultural resources. They include: areas fronting the Chattahoochee River, trunk line tributaries that drain into the regions major river systems, general floodplain and wetland areas, and the Civil War Earthworks.

The Chattahoochee River is one of the primary sources of drinking water for residents of various metropolitan Atlanta communities, including Cobb County and the City of Smyrna. A portion of the southern border of the city lies on the banks of the Chattahoochee River. The Chattahoochee River is also a part of the Safe Rivers Program, which is a designation for important and threatened rivers throughout the country. Many of the nation's waterways, including the Chattahoochee River, are accumulating non-point source pollution and turbidity due to human interactions in the ecosystem. Thus, drinking water is thoroughly processed and purified to meet federal drinking water quality standards. A decrease in the levels of non-point source pollution entering the waterways would result in lower cost for treating our region's drinking water. Also, increased residential development pressures impact the area's floodplain and scenic views, which cause negative impacts on existing property owners and existing wildlife species.

There are many trunk line tributaries throughout the City of Smyrna that flow directly into the Chattahoochee River. These creeks and streams carry non-point source pollution, silt, and other contaminants from areas throughout the city into the main river systems. In an effort to improve water quality in the regions, it is important to be cognizant of the impact new development has on these existing watershed resources. Once the impacts are realized, policies need to be created and actions implemented that will assist in improving these resources.

Floodplains and wetland are important resources because of the impact they can have on society at large. Floodplains are areas that can cause property damage and financial loss for individuals that own structures within their areas of influence. Floodplains, when left undisturbed, provide areas to accommodate the natural fluctuation of our hydrologic system while creating areas for plant and animal habitat. Wetlands are important because of their role in improving water quality. Wetlands are as effective and more efficient at taking silt and other pollutants from ground water when compared to the manmade structures currently being employed. Therefore, the protection of these resources will result in improved water quality in the watershed. These areas also provide plant and animal habitat for numerous species that have specific habitat requirements. Development that occurs in these areas has a negative impact on the manner in which the area functions as a natural habitat. Development in and around floodplains causes the alteration (usually in the form of expansion) of the floodplain areas, thus impacting a larger number of residents and homeowners. Wetlands, however, can be altered during the development process by altering water flow and adding fill. The alteration sometimes results in a loss of this resource resulting in mitigation measures as found appropriate by the United States Army Corp of Engineers.



The final areas that require special attention due to their historical significance are several Civil War trenches and shoupades that exist in Smyrna. The shoupades run in a general northwest to southeast direction and were used by the Confederate Army in their attempts to hold back Sherman's march on Atlanta. Many of these structures are on private property, so it is difficult to propose a comprehensive preservation strategy. The protection of these resources has occurred on a piece by piece basis. When developments are seeking permits or some other governmental action, the structures are identified and the preservation of the features is recommended through land buffering, open space area set-asides, or other mitigation measures. At the same time, there are many private organizations and individuals that actively work to identify and preserve these structures through property purchase, negotiation, and conservation easements.

Areas Where Rapid Development or Change of Land Uses is Likely to Occur

Residential developments are beginning to intrude upon existing and underdeveloped industrial areas. The Atlanta region is a hub of industrial manufacturing, warehousing, and distribution because of its abundance of transportation options and its proximity to many of the south's major markets. The highest concentration of the City of Smyrna's industrial areas can be found along Highlands Parkway and Oakdale Road. This area of the city is quickly converting from an industrial area to a single-family residential area. The intrusion of residential developments into industrial areas causes concern for the health and safety of the new populations that eventually live in these areas. The primary reason that Euclidian zoning was determined to be a legal police power of government was due to its ability to protect the population from noxious and potentially hazardous uses. Many of these industrial tenants have low impacts on the local transportation system and environment, but many others contain potentially hazardous and combustible materials that would subject nearby residents to air, noise, and other pollutants. In addition, the reduction of industrial land will hurt the county's tax base by decreasing the value of land as it moves from a more intense use to a less intense use. This will have a negative impact on the City's ability to finance necessary public facilities and programs.

The Silver Comet Trail provides non-motorized transportation and recreational opportunities for individuals in the community. The trail was constructed through the national Rails-to-Trails program, which encourage the reuse of abandoned railroad right-of-way for recreational opportunities. Since the completion of the trail, there have been many new residential developments that have been constructed in close proximity to the trail facility. A large segment of the population desires to have convenient access to quality facilities such as this and similarly valuable recreational resources. This is a positive development pattern because it provides the nearby community with close and convenient access to a high quality recreational facility and an alternative transportation mode that provides access to numerous areas of the city and county. In addition, it provides a success story which has gathered public support for the provision of similar facilities in other areas throughout the Metropolitan Atlanta region.

Areas Where the Pace of Development May Outpace the Availability of Community Facilities and Services

Pedestrian and bicyclists of Smyrna are in need of better facilities throughout the city. There are some areas that contain adequate pedestrian and bicycle facilities, but they are not abundant. The Smyrna's Department of Parks and Recreation and Department of Community Development have plans in place for the expansion of the multi-use pedestrian/bicycle facilities in certain parts of the city. Efforts should be made to enhance the pedestrian experience in activity center areas, while also providing facilities in areas that lack alternative transportation options.



Declining or Unattractive Areas, Possibly in Need of Redevelopment

There are a few areas in the City of Smyrna which could be considered declining or blighted. There are a few corridors in the city that could significantly benefit from new development and investment. These are mainly areas that were adjacent to the first commercial corridors in the county and have non-residential buildings that are nearing the end of their development cycle. Many of these structures no longer meet the direct needs of the individuals they are trying to serve. This serves as a concern and an opportunity. The concern is that the properties are underutilized and have a negative impact on surrounding properties due to their lack of use. On the other hand, these areas are prime properties for the expansion of commercial, industrial, and residential lands to meet the needs over the next twenty years. The redevelopment of these commercial corridors and the evolution of them into viable neighborhoods is one of the main goals over this planning horizon. In addition, the reuse of these properties assists in reducing the disturbance and conversion of “greenfield” sites for similar developments. The areas under consideration for new investment include portions of Windy Hill Road, Concord Road, Atlanta Road, and South Cobb Drive.

All of these areas are older commercial corridors that contain an abundance of commercial, industrial, and automobile-oriented uses. Many of the structures in these areas are deteriorating due to age and a lack of upkeep. There is also a high quantity of “greyfield” sites in these areas that result from the loss of a “big box” retailer, anchor tenant, or similar use. Redevelopment in these areas should replace the existing strip retail/commercial centers with a variety of uses that encourage a sustainable land use pattern along the corridors. A sustainable land use pattern is one that creates a village concept theme. These are areas that generally have a variety of uses, a mixture of housing types, and a community character that allows individuals of different life stages and lifestyles to live, work, and play within the same general community. There is a need for redevelopment and reinvestment in existing highway-commercial districts so that the structures and uses meet the needs and desires of the overall community as market conditions adjust over time. It is just that there is an oversupply of these auto-oriented uses and the conversion of these uses into a neighborhood concept will assist in stabilizing both the commercial and residential properties within the areas.

Areas with Significant Infill Development Opportunities

The most significant infill development opportunities are located in North Smyrna around the Village Market and Town Center. These areas of the city were the first to develop albeit in different styles and fashions. Infill development is difficult to define because it can occur in many different ways, but there are three well-documented methods by which it can occur. The first infill type is the replacement of an existing structure with a newly constructed home. In this case, the replacement occurs by using the existing foundation or by a complete demolition and replacement of the structure. The second type of infill development that can occur is the utilization of existing public roads to subdivide vacant or oversized land in the effort to construct more than one buildable lot. This can also result in the demolition of an existing structure within an established community. The third style of infill development is the subdivision of vacant land and/or demolition of existing structures in established communities that require the installation of new streets to access the buildable lots. All three of these styles of infill development are occurring in the City of Smyrna’s Downtown area at varying levels, but only infill development as a whole will be discussed in the context of the comprehensive plan.

North Smyrna has been a hot spot for infill and redevelopment opportunities particularly around the Downtown area. Residential redevelopment is the main redevelopment efforts happening in this area. The first type of infill discussed earlier is the main process in which redevelopment occurs in this area, with the replacement of an existing home with several newly constructed homes. Since 2001, the City of



Smyrna has approved fifty-one rezoning cases that have resulted in the construction of 688 units in the Downtown area. The City of Smyrna as well as developers have realized the benefits and potential of infill development in this area. Residential redevelopment is not the only redevelopment occurring in this area. The City is currently working in cooperation with two developers to redevelop Belmont Hill Shopping Center at the southwest corner of the Windy Hill Road and Atlanta Road; and Jonquil Plaza at the northeast corner of Spring Road and Atlanta Road into a mixed-use development orientated towards a live-work-play community. This redevelopment is currently in the conceptual phase and will be discussed in greater detail in the following section.

Areas Developing Under a Nodal Concept of Growth

Community growth using a nodal concept is an important strategy for the City of Smyrna along the Atlanta Road Corridor (Windy Hill to Spring/Concord Road). Many aspects of nodal development are important building blocks in the creation of neighborhoods and villages. Use of the nodal concept along Atlanta Road would allow the use of clusters of commercial/retail/office development at specified points along the corridor. Within these nodal areas is medium and higher density residential development along with non-residential uses. This serves as a transition to lower density residential uses. It is important to have architectural consistency in each of these nodes connecting the commercial development and the residential developments with common themes and styles. Public and institutional uses have also contributed to the success of the nodal concept by having them strategically located in areas that assist in the transition between higher and lower intensity uses. The city's nodal concept encourages non-residential uses to be located at or near the intersections of major thoroughfares. As discussed previously, Smyrna is currently working on two mixed-use projects (Belmont Hills and Jonquil Plaza) that embrace the nodal concept of growth.

The redevelopment of Jonquil Plaza will include an updated configuration of the commercial space, and an added residential element. The key is for the development to better address the street, and not be so far removed from the street experience. The expectation is for this project to include a grocery store anchor with additional commercial space. The residential component will likely be condominiums or townhomes, with approximately 200 units. The City's push is really about making a development statement similar to Market Village "on the other side of the street."

The Belmont Hills shopping center is another significant redevelopment project in concept phases now. The approximately half-million square foot shopping center, potentially along with surrounding outdated, run-down apartments, is planned to be turned into a mixed-use development. The shopping center sits on approximately 50 acres, if the surrounding apartments are included in the redevelopment, the project size moves to about 100 acres. The thought is that this area would be primarily residential development, with a diverse housing product mix. If the project size is able to be developed at 100 acres, the unit count is recommended to be between 700 to 850 residential units. The housing mix would include single-family homes, townhomes, and condominiums/apartments. Commercial space would also be included in the redevelopment, at a maximum of 100,000 square feet.

Both of these redevelopment projects will have a significant impact on the City of Smyrna, with the northern part of the City most directly impacted. Either of these redevelopment projects individually, Jonquil Plaza or Belmont Hills, would be notable projects. But, together, there is a significant opportunity to change the face of northern Smyrna, and thus, the image of the City as a whole.



Character Areas

Character areas is an analysis of sub-areas found throughout the City of Smyrna. These sub-area classifications are the start of visioning for the community as they describe what type of physical community exists now and it also provides an understanding of what the community wants to become in the future. There will be major revisions to this initial vision as we interact with the public and gain a better understanding of their wishes and desires through the public comment process. The Character area classifications are as follows:

Activity Center

The Activity Center (AC) areas are a neighborhood focal point with a concentration of commercial/retail activities and a slightly higher residential density compared to what exists in the surrounding community. These areas also tend to have open space or other areas to promote public gathering and social interaction. Smaller activity centers serve one neighborhood, while larger activity centers may draw from numerous neighborhoods. The larger the activity center, the more appropriate it is to have a residential component mixed with the commercial/retail component. Residential areas in the AC should be either be mixed-use buildings or areas used as buffers that create separation between nonresidential components and exiting residential neighborhoods. Pedestrian activity is an important factor in the viability of activity centers because it allows people that live in and around the center the ability to accomplish daily trips without using the automobile. This will require a comprehensive strategy that ensures pedestrian facilities throughout the activity center and also requires connections with existing established neighborhoods. Pedestrian facilities in these areas should be developed in a manner that provides a level of safety in its interaction with the vehicular traffic, is well connected in order the facilitate movement between buildings, and aesthetically pleasing.

Civic

Civic (CV) areas are congregations of uses that are appropriate for government, cultural activities, and other areas that congregate people to a particular location for community based reasons. This is an area appropriate for schools, county government buildings, post offices, museums, and churches. Public art should be encouraged throughout these areas as a means of celebrating the history and culture of the area. Pedestrian systems should be enhanced to provide for greater accessibility and enhance the public's enjoyment of these areas.

Corridors

The Corridors (COR) are areas that exist along major arterials roads and highways. Currently, the areas are primarily commercial in nature with the majority of the uses being strip commercial centers and served almost exclusively by the automobile. There is a diversity of quality with corridor areas because some are economically viable while others are underutilized or contain marginal uses. These areas require a new vision that will help bring a more pleasing and inviting built environment. This can be accomplished by adding urban design treatments such as transitioning these roadways to boulevards, adding decorative streetlights, street trees, landscaped areas, requiring power lines to be placed underground, and creating multi-modal facilities to encourage pedestrian, bicycle, and transit usage. These improvements will result in a more aesthetic environment, will result in a safer environment for pedestrians, and will help to revitalize some of the underperforming centers. Another facility that will improve pedestrian safety is pedestrian refuge islands. This will assist in creating safe areas to ease



crossings at major intersections. Inter-parcel access should also be encouraged between properties to assist with traffic management issues. It is also appropriate to add some residential uses into the corridor areas. Corridor areas can use higher density residential uses to transition from higher intensity commercial uses to the stable single-family detached residential areas surrounding these thoroughfares.

Park, Recreation, Conservation, and Historic

Park, Recreation, Conservation (PRCH) areas are a mixture of land uses that include undeveloped, natural, environmentally sensitive, recreational uses, significant landmarks, and areas with significant historical interest. These include areas with floodplain, wetlands, steep slopes, wildlife management areas, protected open space, pocket parks, linear greenspace linkages, multi-use trails, historic properties, and historic districts. The PRC areas should maintain their current character by not allowing substantial developments that will result in major land disturbance activity. This will help preserve the character of these areas and ensure greenspace/natural lands for future generations. Historic properties in designated areas should be protected from demolition and encouraged for rehabilitation. New developments in specified historic districts should be of scale and architectural design to fit well into the historic fabric of the area.

Residential Revitalization

The Residential Revitalization (RRV) areas are similar to the Village Residential in that they are older traditional neighborhood developments. These areas contain the same characteristics as the village residential, high level of pedestrian orientation, sidewalks, street trees, small regular lots, limited open space, and a low degree of building separation, with a few exceptions. The RR areas have low rates of homeownership and the housing stock is declining due to a lack of investment by the property owners. The areas need to have strategic investment in the community in a way that will stabilize the neighborhoods. This can be accomplished by creating additional home owners in the area and by providing financial assistance to low income homeowners for upgrading their housing units through additional maintenance and upkeep. This should be done by keeping the general layout of the neighborhood intact, maintaining the grid-style street system and keeping architectural styles similar to the existing structures. New housing units created through infill activity should be similar in nature to the existing housing stock so they fit into the community while also meeting current market demands. As the residential housing stock in these areas improves, there will be a corresponding elevation in the quality of neighborhood serving commercial space within the neighborhood.

Village Residential

The Village Residential (VR) areas are older more traditional neighborhoods many of which were developed prior to World War II. These areas are predominantly residential, but they sometimes contain small neighborhood-scale businesses scattered at street intersections. The general development pattern of these areas include a high level of pedestrian orientation, sidewalks, street trees, small regular lots, limited open space, and a low degree of building separation. The villages are generally stable areas with well maintained structures and lots witnessing a high rate of homeownership. These areas should focus on preserving and maintaining the original character of these neighborhoods. Infill development should be done in a manner that does not significantly detract from the existing neighborhood, but also meet the market demands of today's home buyer. The grid street network should be maintained and where appropriate, additional pedestrian and bicycle facilities should be incorporated.



Regional Activity Center

Regional Activity Center (RAC) areas contain a concentration of high intensity commercial and office uses. These areas tend to have a high degree of access by vehicular traffic and transit. Regional activity centers evolve in areas that have quality access for the metropolitan region such as at intersections of major Interstate systems. It is common in regional activity centers to have a low degree of internal open space, a high floor area ratio, and development occurring on large tracts of land as a campus or unified development. The concentration of uses in these areas, as mentioned above, should contain high-density retail, office, and services to act as an employment center that draws people from throughout the metropolitan area. It is important to start expanding the diversity of uses within regional activity centers by incorporating some housing developments. The housing should be of higher-density and include a diversity of housing types and price ranges. Design of all new construction in a regional activity center should be pedestrian-oriented that would include safe and aesthetically pleasing connections between different uses, greenspace, and multi-use facilities. New transit and vehicular transportation facilities should be designed and implemented in ways to make the areas more pedestrian friendly by incorporating sidewalk, pedestrian amenities, pedestrian islands, and other facilities to ease pedestrian mobility while also maintaining adequate vehicular service.



Analysis of Consistency with Quality Communities Objectives

The Department of Community Affairs has established statewide goals and a number of Quality Community Objectives based on growth and development issues identified in local and regional plans. These goals and objectives are intended to provide guidance, or targets for local governments to achieve, in developing and implementing their comprehensive plans. The purpose of this section is to analyze current development patterns and practices to ensure that the City of Smyrna is growing in a manner that is consistent with the Department of Community Affairs general objectives for the state. The City of Smyrna has used the assessment tool provided by the Department of Community Affairs that evaluates the City's current policies, activities, and development patterns for consistency with the Quality Community Objectives.

Table 2: Consistency with Quality Community Objectives Assessment

Development Patterns			
Traditional Neighborhoods			
Traditional Neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.			
	Yes	No	Comments
If we have a zoning code, it does not separate commercial, residential and retail uses in every district.		X	
Our community has ordinances in place that allow neo-traditional development "by right" so that developers do not have to go through a long variance process.	X		
We have a tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.	X		
Our community has an organized tree-planting campaign in public areas that will make walking more comfortable in the summer.	X		
We have a program to keep our public areas (commercial, retail districts, parks) clean and safe.	X		
Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.	X		
In some areas of the city several errands can be made on foot, if so desired.	X		
Some of our children can and do walk to school safely.	X		
Some of our children can and do bike to school safely.	X		
Schools are located in or near neighborhoods in our community.	X		
Infill Development			



Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core

	Yes	No	
Our community has an inventory of vacant sites and buildings that are available for redevelopment and or infill development.		X	
Our community is actively working to promote Brownfield redevelopment.	X		
Our community is actively working to promote Greyfield redevelopment.	X		
We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).	X		
Our community allows small lot development (5,000 square feet or less) for some uses.	X		
Sense of Place			

Traditional downtown areas should be maintained as the focal point in the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

	Yes	No	
If someone dropped from the sky into our community, he or she would know immediately where he or she was, based on our district characteristics.		X	
We have delineated the areas of our community that are important to our history and heritage, and have taken steps to protect those areas.		X	
We have ordinances to regulate the aesthetics of development in our highly visible areas.	X		
We have ordinances to regulate the size and type of signage in our community.	X		
We offer a development guidebook that illustrates the type of new development we want in our community.	X		
If applicable, our community has a plan to protect designated farmland.			Not Applicable to the City of Smyrna

Transportation Alternatives

Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

	Yes	No	
We have public transportation in our community.	X		Provided By Cobb County
We require that new development connects with existing development through street network, not single entry/exit.		X	



We have a good network of sidewalks to allow people to walk to a variety of destinations.	X		
We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.	X		
We require that newly built sidewalks connect to existing sidewalks whenever possible.	X		
We have a plan for bicycle route throughout community.	X		
We allow commercial and retail development to share parking areas whenever possible.	X		
Regional Identity			
Each region should promote and preserve a regional "identity," or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.			
	Yes	No	
Our community is characteristic of the region in terms of architectural styles and heritage.	X		
Our community is connected to the surrounding region for economic livelihood through business that process local agricultural products.			Not Applicable to the City of Smyrna
Our community encourages businesses that create products that draw on our regional heritage (mountain, agricultural, metropolitan, coastal, etc.)	X		
Our community participates in the Georgia Department of Economic Development's regional tourism partnership.	X		
Our community promotes tourism opportunities based on the unique characteristics of our region.		X	
Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and education.	X		
Resource Conservation			
Heritage Preservation			
The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.			
	Yes	No	
We have designated historic districts in our community.		X	
We have an active historic preservation commission.		X	
We want new development to complement our historic development, and we have ordinances in place to ensure this.		X	
Open Space Preservation			



New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.

	Yes	No	
Our community has a comprehensive natural resources inventory.		X	
We use this resource inventory to steer development away from environmentally sensitive areas.		X	
We have identified our defining natural resources and taken steps to protect them.	X		
Our community has passed the necessary "Part V" environmental ordinances, and we enforce them.	X		
Our community has a tree preservation ordinance which is actively enforced.	X		
Our community has a tree-replanting ordinance for new development.	X		
We are using stormwater best management practices for all new developments.	X		
We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.)	X		

Social and Economic Development

Growth Preparedness

Each Community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, and sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.

	Yes	No	
We have population projections for the next twenty years that we refer to when making infrastructure decisions.	X		
Our local governments, the local school board, and other decision-making entities use the same population projections.	X		
Our elected officials understand the land-development process in our community.	X		
We have reviewed our development regulations and/or zoning code recently, and believe that our ordinances will help us achieve our QCO goals.	X		
We have a Capital Improvements Program that supports current and future growth.	X		
We have designated areas of our community where we would like to see growth, and these areas are based on a natural resources inventory of our community.		X	
We have clearly understandable guidelines for new development.	X		



We have a citizen-education campaign to allow all interested parties to learn about development processes in our community.		X	
We have procedures in place that make it easy for the public to stay informed about land use issues, zoning decisions, and proposed new development.	X		
We have public-awareness element in our comprehensive planning process.	X		
Appropriate Business			
The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.			
	Yes	No	
Our economic development organization has considered our community's strengths, assets and weaknesses, and has created a business development strategy based on them.		X	
Our economic development organization has considered the types of businesses in our community, and has a plan to recruit businesses and/or industries that will be compatible.		X	
We recruit firms that provide or create sustainable products.		X	
We have a diverse job base, so that one employer leaving would not cripple our economy.	X		
Employment Options			
A range of job types should be provided in each community to meet the diverse needs of the local workforce.			
	Yes	No	
Our economic development program has an entrepreneur support program.		X	
Our community has jobs for skilled labor.	X		
Our community has jobs for unskilled labor.	X		
Our community has professional and managerial jobs.	X		
Housing Choices			
A range of housing size, cost, and density, should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and provide a range of housing choice to meet market needs.			
	Yes	No	
Our community allows accessory units like garage apartments or mother-in-law units.		X	
People who work in our community can also afford to live in the community.		X	
Our community has enough housing for each income level (low, moderate, and above-average).		X	



We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small setbacks.	X		
We have options available for loft living, downtown living, or "neo-traditional" development.	X		
We have vacant and developable land available for multifamily housing.	X		
We allow multifamily housing to be developed in our community.	X		
We support community development corporations that build housing for lower-income households.		X	
We have housing programs that focus on households with special needs.		X	
We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.	X		
Educational Opportunities			
Educational and training opportunities should be readily available in each community - to permit community residents to improve their job skills, adapt to technological advances, or pursue entrepreneurial ambitions.			
	Yes	No	
Our community provides workforce training options for its citizens.	X		
Our workforce training programs provide citizens with skills for jobs that are available in our community.	X		
Our community has higher education opportunities, or is close to a community that does.	X		
Our community has job opportunities for college graduates, so that our children may live and work here if they choose.	X		
Governmental Relations			
Regional Solutions			
Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.			
	Yes	No	
We participate in regional economic development organizations.	X		
We participate in regional environmental organizations and initiatives, especially regarding water quality and quantity issues.	X		
We work with other local governments to provide or share appropriate services, such as public transit, libraries, special education, tourism, parks and recreation, emergency response, E-911, homeland security, etc.	X		
Our community thinks regionally, especially in terms of issues like land use, transportation and housing, understanding that these go beyond local government borders.	X		



Regional Cooperation			
Regional Cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.			
	Yes	No	
We plan jointly with our cities and county for comprehensive planning purposes.	X		
We are satisfied with our Service Delivery Strategy.		X	
We initiate contact with other local governments and institutions in our region in order to find solutions to common problems, or to craft region wide strategies.	X		
We meet regularly with neighboring jurisdictions to maintain contact, build connections, and discuss issues of regional concern.	X		

The City of Smyrna is working towards achieving the Goals and Quality Community Objectives established by the Department of Community Affairs. The City has ordinances and programs in place to accomplish these goals. Through the use of the assessment tool the City has identified its strengths and weakness in achieving these goals. By identifying the City's areas of weakness in achieving the Quality Community Objectives the City can move toward improving these areas of weakness and achieving a quality community.

The areas in which Smyrna identified as strengths are: Development Patterns, Transportation Alternatives, Governmental Relations and Regional Coordination. The City has in place a zoning ordinance, tree ordinance, and design standards that promote neo-traditional neighborhoods and infill development. The City is also working to promote connectivity and alternate modes of transportation (i.e. road improvements that include multi-use paths). Finally, the city identified a strong regional relationship with neighboring local municipalities, counties, and the state. These are the areas in which the City believes that it is strongly achieving the quality community objectives established by the state.

There are four areas in the list of goals in which the City is not achieving the objectives for quality communities established by the state. These areas include: Regional Identity, Sense of Place, Resource Conservation, and Economic Development. Besides the Market Village, the City of Smyrna lacks a regional identity and a sense of place. There are no developments in the city that have been identified that hold any historical or cultural value. Smyrna does not achieve the objectives set forth by the state for natural and cultural resource conservation. The city does not have an inventory of natural or cultural resources nor does it have an agency or ordinance dedicated to the preservation of these resources. Finally, Smyrna is not achieving the objectives established for economic development. The City does not have an economic strategy or plan to guide the type of economic development desired by the city. Also, Smyrna does not have adequate staff or economic resources to draw in the businesses desired Smyrna. The assessment tool has pointed out areas of weakness and areas in need of improvement that the City needs to work on over the next planning period to meet the goals and standards established by the state.



Analysis of Supporting Data

Population

A Growing Population

The Atlanta Regional Commission (ARC) estimates that the City of Smyrna's population reached 44,564 in 2004. This is an increase of 3,565 compared to the Census 2000 count of 40,999, and equates to an average change of 891 additional residents per year. This average change slowed from the previous 1980's and 1990's growth of over a 1,000 persons per year.

An analysis of annual growth rates furthermore illustrates this decline. The following table displays annual growth rates for the City of Smyrna and other select neighboring counties and cities. The rate decline is evident in Cobb County, Smyrna, Alpharetta, Marietta, and Roswell. However, the resurgence in Atlanta and the suburbanization of rural areas such as Douglas County and Austell do not match this trend.

Assuming Smyrna continues to grow at a 2.11% annual growth rate, it is projected that the population will be 50,501 in 2010, 56,049 in 2015, 62,205 in 2020, and 69,039 in 2025. Smyrna's recent population growth is a combination of annexations and infill developments. Annexations and associated new development occurring mainly in the southern and western portions of the city have increased Smyrna's land area by approximately 920 acres in the last 5 years.

Table 3: Annual Growth Rates

Jurisdiction	1980-1990	1990-2000	2000-2004
Cobb County	4.17%	3.10%	1.02%
Douglas County	2.68%	2.63%	3.63%
Fulton County	0.96%	2.32%	1.10%
City of Alpharetta	15.31%	10.36%	1.78%
City of Atlanta	-0.75%	0.56%	1.09%
City of Austell	0.58%	2.53%	3.24%
City of Marietta	3.65%	2.90%	-0.35%
City of Roswell	7.46%	5.17%	0.52%
City of Smyrna	4.31%	2.84%	2.11%

Source: U.S. Census Bureau and ARC

Development along Oakdale Road and the East-West Connector has outpaced the City's ability to provide water and sewer; instead the City has an agreement with Cobb County Water System to provide services for approved zonings. The northern half of the city around the downtown area was primarily built-out in the 1950's and 1960's at a low density. Recent redevelopment has created pockets of higher density residences in neighborhoods like Forest Hills and the Roswell Street Area. There is a mixture of acceptance and resistance to the density change from existing residents. Public concerns include residences that are out of scale with the neighborhood, protecting the existing tree canopy, and increased stormwater runoff.

Age Trends

Smyrna has a relatively young population according to census data (table below). Approximately 19% of the population is under the age of 18. Approximately 44% is between the ages of 25 and 44, and only 8.30% are 65 or older. Anticipated future trends include a growing youth and elderly population. Smyrna's ability to attract 24 to 44 year olds yields a continual supply of elementary-age children. In



addition, the older sector of the population is expected to grow as “baby boomers” begin to reach retirement age.

Table 4: Smyrna’s Age Distribution

Age Group	1990 Count	1990 Percent	2000 Count	2000 Percent
0 - 4	1,803	5.82%	2,846	6.94%
5 - 13	2,635	8.51%	4,029	9.83%
14 - 17	851	2.75%	1,117	2.72%
18 - 20	1,123	3.62%	1,289	3.14%
21 - 24	2,705	8.73%	3,148	7.68%
25 -34	9,164	29.58%	10,944	26.69%
35 - 44	5,002	16.15%	7,022	17.13%
45 - 54	2,867	9.25%	4,643	11.32%
55 - 64	2,213	7.14%	2,557	6.24%
65 and over	2,618	8.45%	3,404	8.30%
Total	30,981		40,999	

Source: U.S. Census Bureau

the need to travel is limited. Accessibility is another issue as the population advances. Retrofitting of the housing stock and public transportation is required so that people can remain in their homes and the community.

Primary concerns for elementary-aged children are schools and recreation areas. Smyrna must provide input as to areas of anticipated growth to the Cobb County School Board to help guide decisions for new facility locations and the adaptation of existing facilities. There are few large, undeveloped parcels within the city to construct new recreation fields. Safe corridors of travel to schools and nearby parks are another related issue, since children have limited transportation options.

Existing senior service programs such as home repair, meal delivery, and social/physical activities will need expansion. A variety of health care specialties and providers within the city should be nurtured so that citizens have in-home care options and

Increased Diversity

According to the 2000 Census, 59.4% of the city’s residents are White, 27.2% are African American, and 13.4% are another race. Hispanics compose 13.8% of the city’s population. Please note that Hispanics are an ethnic group and may be any race. Overall racial and ethnic trends show increasing amounts of diversity, as the shares of Whites and Non-Hispanics have steadily decreased each census period. This trend is similar in neighboring counties and cities, with the exception of the racial composition for Fulton County and the City of Atlanta.

The number and share of Hispanics increased in all neighboring counties and cities with 2000 population percentages between 2.86% and 16.93%. Roswell, Marietta, and Austell were the only jurisdictions similar to Smyrna with Hispanic percentages over 10%. An analysis of Hispanic population by census tracts reveals the northern areas of Smyrna have higher concentrations of Hispanics.

The growing diversity of the City’s population adds to the vibrancy of the community. As other races and ethnicities migrate through and/or settle in the community, the City must ensure that their needs and ideas are incorporated into community decisions. Potential obstacles include differences in customs, culture, and language. Efforts should be made to provide vital community information in other languages, and to develop relationships with ethnic neighborhood leaders who can represent these populations.



Rising Income Levels

Smyrna's median household income increased from \$39,620 in 1990 to \$60,240 in 2000. This growth is attributed to new higher-end developments and an increase percentage of owner-occupied housing. Furthermore the percentage of households with incomes below \$50,000 has decreased by approximately 22.29%, as the following table illustrates. These trends are likely to continue as Smyrna focuses on supplying executive housing and reducing the percentage of rental housing.

While Smyrna residents have become more affluent, the number of households with incomes below the poverty level has increased. There were 1,441 households or 7.77% of city households with incomes below the poverty level in 1999. Ten years earlier these figures were 941 households and 6.32% of city households. An examination of householder age for poverty households shows that large shares of householders are between the ages of 25 and 44. Non-family households of women 45 and over represent another large share of poverty households.

Table 5: Income Distribution

Income	1990 Percentage	Cumulative Percentage	2000 Percentage	Cumulative Percentage
Total Households	14,887		18,551	
\$19,999 and below	21.30%	21.30%	14.05%	14.05%
\$20,000 - \$29,999	20.94%	42.24%	11.64%	25.69%
\$30,000 - \$39,999	18.06%	60.31%	14.58%	40.27%
\$40,000 - \$49,999	14.81%	75.12%	12.56%	52.83%
\$50,000 - \$59,999	9.26%	84.38%	10.91%	63.74%
\$60,000 - \$74,999	7.43%	91.81%	11.56%	75.30%
\$75,000 - \$99,999	4.72%	96.53%	10.54%	85.83%
\$100,000 and above	3.47%	100.00%	14.17%	100.00%

Source: U.S. Census Bureau



Economic Development

Economic Base

Total Employment

The total employment for the City of Smyrna was approximately 20,500 in 2005. This represents just over seven percent of Cobb County's jobs and about one percent of the total employment base in the Atlanta MSA. There are almost 1,900 businesses in Smyrna, demonstrating its role in the regional economy as a contributor, but not an economic driver, shown in the following table.

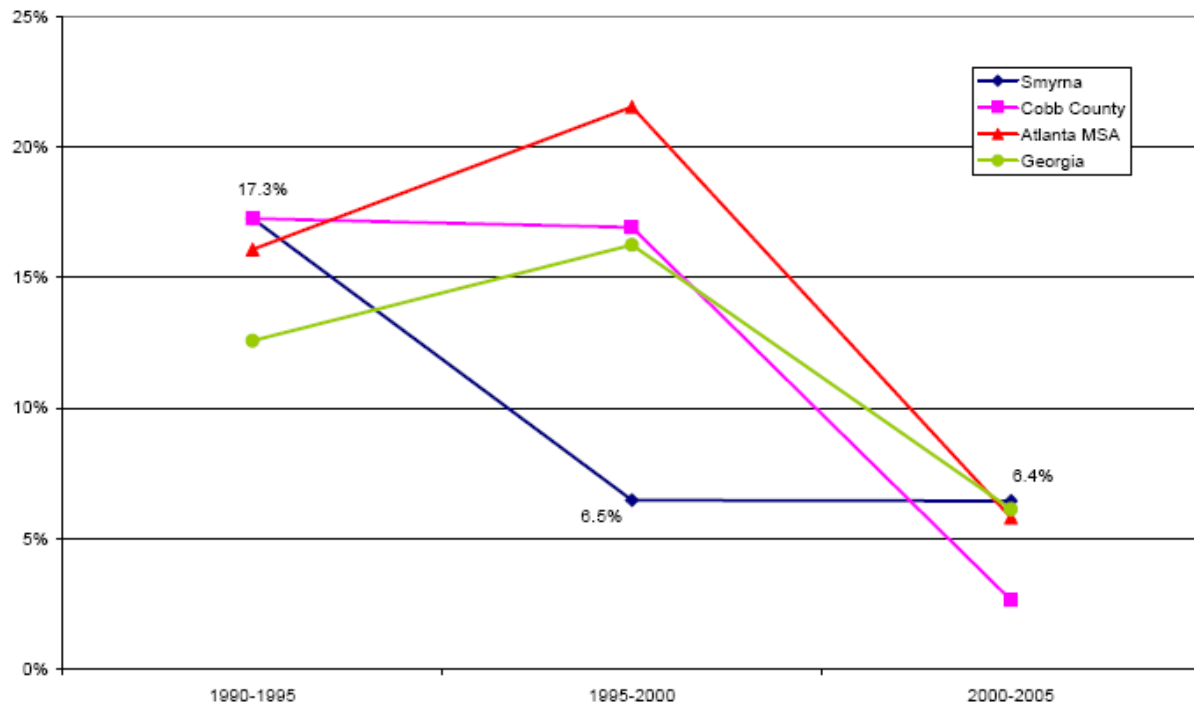
Table 6: Total Employment, 2005

	City of Smyrna	Cobb County	Atlanta MSA
Employment	20,531	280,215	1,990,258
Businesses	1,868	25,610	171,406

Source: US Bureau of Labor Statistics, Demographics Now

In taking a look at trend data, total jobs increased steadily for all geographies considered, as illustrated in chart below. Smyrna was tied for the greatest increase (17.3%) between 1990 and 1995, but then reported the least growth in jobs between 1995 and 2000. The recession of the late 1990s and into the early 2000s is obvious, as all growth rates became smaller.

Figure 1: Total Employment Change Comparison, 1990 - 2005



Source: US Bureau of Labor Statistics

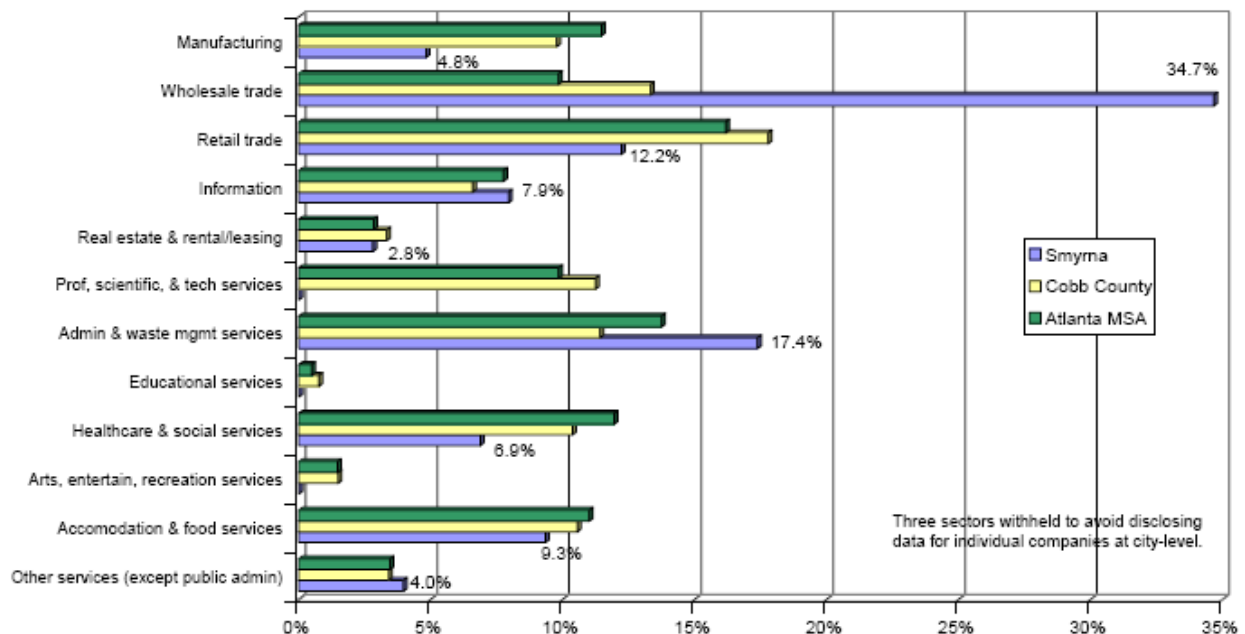


However, Smyrna experienced the greatest comparative growth in jobs between 2000 and 2005, increasing more than Cobb County, the Atlanta MSA, and the State during that time frame. The preliminary information for Smyrna being released by the US Bureau of Labor Statistics for 2006 shows just over a three percent increase from this time last year in terms of total employment.

Sector Employment

In terms of sector employment for municipalities, the best information is available through the Economic Census, taken every five years. The most recent Economic Census was taken in 2002. Smyrna's largest industry sectors, in terms of employment, were: Wholesale Trade (34.7%); Administrative, Support, Waste Management, & Remediation Services (17.4%); and Retail Trade (12.2%). The three largest employment sectors in Smyrna are similar to the same ones found at both Cobb County and the Atlanta MSA, as shown in the chart below.

Figure 2: Sector Employment Comparison, 2002



Source: US Census Bureau

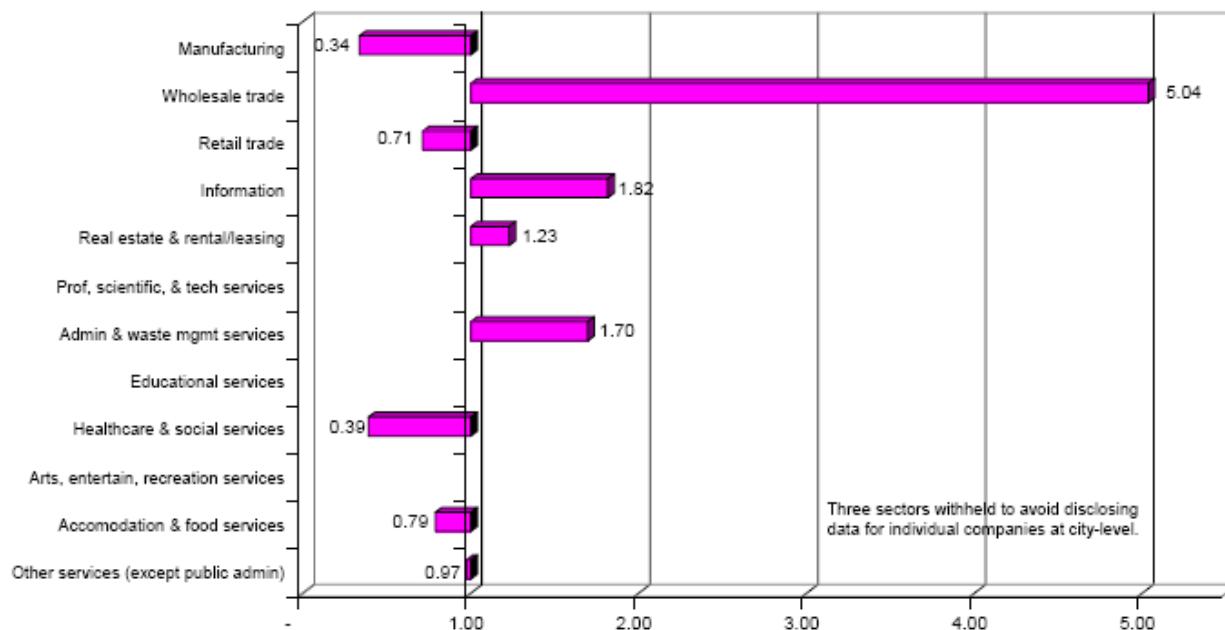
However, the notable difference is that the County's first and second ranking for employment sectors are reversed of Smyrna's. For the Atlanta MSA, the Retail Trade and Administrative, Support, Waste Management, & Remediation Services sectors are ranked first and second, while these were second and third for the City. There was a three-way tie for "third place" at the MSA level between the Healthcare & Social Assistance Services, Manufacturing, and Accommodation & Food Services sectors. It is worth noting that the Wholesale Trade sector in Smyrna is about three-times greater than the sector's share of employment at the County or MSA level.

The City of Smyrna has location quotients above 1.0 in four sectors: Wholesale Trade; Information Services; Administrative, Support, Waste Management, & Remediation Services; and Real Estate, Rental,



& Leasing Services. The concentration in Wholesale Trade for the City is notable since it is five times the national average, as illustrated on the following chart. The Information Services and Administrative, Support, Waste Management, & Remediation Services are also significant, at nearly twice the national average. Wholesale Trade and Information Services are both industries that typically have high-paying jobs. The Real Estate, Rental, & Leasing Services and Other Services location quotients are just over and just under the national average by a small amount, thus, these do not really indicate a true concentration or clustering. It is worth noting that this analysis is limited by the omission of data on the three sectors mentioned earlier, due to federal reporting standards.

Figure 3: Sector Employment Location Quotients, City of Smyrna, 2002



Source: US Census Bureau, Market + Main, Inc.

The other important location quotients to take note of are those well under the national average. For instance, the Manufacturing and Healthcare & Social Assistance Services sectors are essentially at one-third the national average in terms of employment. This means these industries are significantly under-represented in Smyrna.

Sub-Sector Employment

It is useful to further drill down into the particular employment sectors that have significant concentrations in Smyrna. As detailed in the previous section, the employment sectors that have above-average concentrations in the City include: Wholesale Trade; Information Services; Administrative, Support, Waste Management, & Remediation Services; and Real Estate, Rental, & Leasing Services. To gain a better understanding of why these concentrations exist locally, and more importantly, to examine them to understand potential attraction and clustering opportunities, reviewing sub-sector statistics is important too. Unfortunately, there is a complicating factor in the way data is collected. As noted earlier, some data is suppressed in reporting total numbers in order to protect the detailed identity of individual companies. In some cases, it is an individual company that constitutes the numbers for the entire sector or sub-sector.



Within the Wholesale Trade employment sector, there are many sub-sectors; only one sub-sector is not suppressed. The bulk of the Wholesale Trade sector in the City of Smyrna is constituted by Durable Goods Merchants Wholesalers (88%). Within the Information Services sector, the sub-sectors that make it up are primarily the Internet Service Providers, Web Search Portals, & Data Processing (53%) and Telecommunications (29%) sub-sectors. When drilling down into the Administrative, Support, Waste Management, & Remediation Services sector, the primary sub-sectors are: Employment Services (51%); Investigation & Security Services (29%); and Services to Buildings & Dwellings (15%). The Real Estate, Rental, & Leasing Services sector is predominately made up of Real Estate (73%) in Smyrna. Within the Real Estate sub-sector, the concentrations are in Activities Related to Real Estate (62%), Leasers of Real Estate (25%), and Offices of Real Estate Agents & Brokers (13%) in the City.

The largest industry sectors in the City of Smyrna, in terms of employment, include the Wholesale Trade and the Administrative, Support, Waste Management, & Remediation Services sectors, and are addressed above in identifying relevant sub-sectors. The Retail Trade sector is the third largest employment sector in the City, and is certainly worth taking a closer look at as well (details shown in table below).

Table 7: Percentage of Retail Trade Sub-Sectors Employment, 2002

NAICS Code	Retail Trade Sub-Sectors	2002 Employment
441	Motor Vehicle & Parts Dealers	15.8%
443	Electronics & Appliance Stores	7.3%
444	Building Material & Garden Equipment & Supplies Dealers	1.8%
445	Food & Beverage Stores	18.4%
446	Health & Personal Care Stores	17.4%
447	Gasoline Stores	3.9%
448	Clothing & Clothing Accessories Stores	15.0%
451	Sporting Goods, Hobby, Book, and Music Stores	1.7%
452	General Merchandise Stores	9.4%
454	Non-store Retailers	0.8%

Source: US Census Bureau

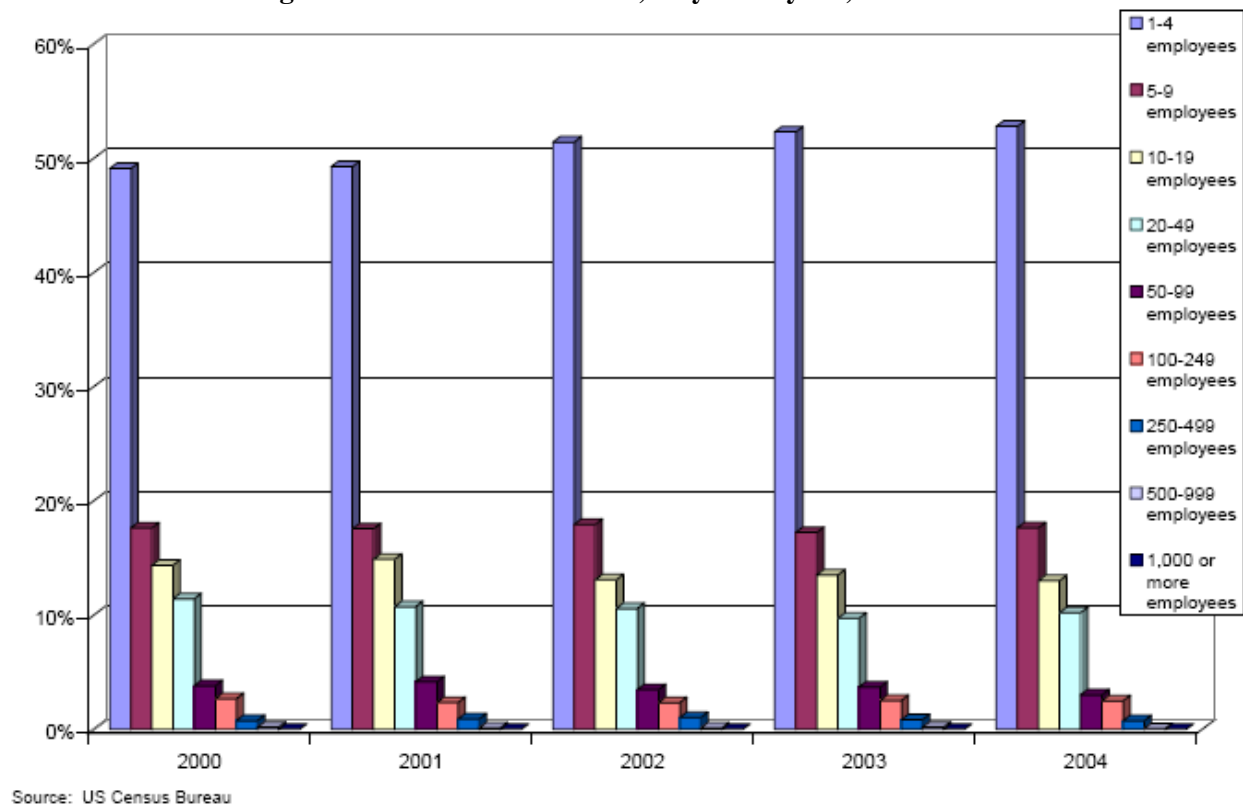
It quickly becomes clear that Food & Beverage Stores and Health & Personal Care Stores account for a large proportion of the Retail Trade sector; as does Motor Vehicle & Parts Dealers and Clothing & Clothing Accessories Stores. Together, these four sub-sectors comprise two-thirds of the Retail Trade sector in the City of Smyrna.

Business Size

Not surprisingly, the bulk of the City of Smyrna's employers are small businesses. About half of the businesses in Smyrna have less than five employees, as demonstrated in the following chart. Just under 20% of the businesses are sized between five and nine employees. Roughly 15% of the total businesses in the City are sized between 10 and 19 employees. As employee size increases, the total number of businesses decreases. Businesses with 20 to 49 employees account for about 10% of total businesses. Approximately three percent of businesses were sized between 50 and 500 employees between 2000 and 2004. There were one to three businesses with more than 500 employees during this timeframe, and no businesses sized over 1,000 employees.



Figure 4: Business Size Trends, City of Smyrna, 2000 – 2004



To stress how important small- to mid-size businesses are for the City of Smyrna, there is one compelling statistic – 94% of businesses had less than 50 employees in 2004.

Labor Force

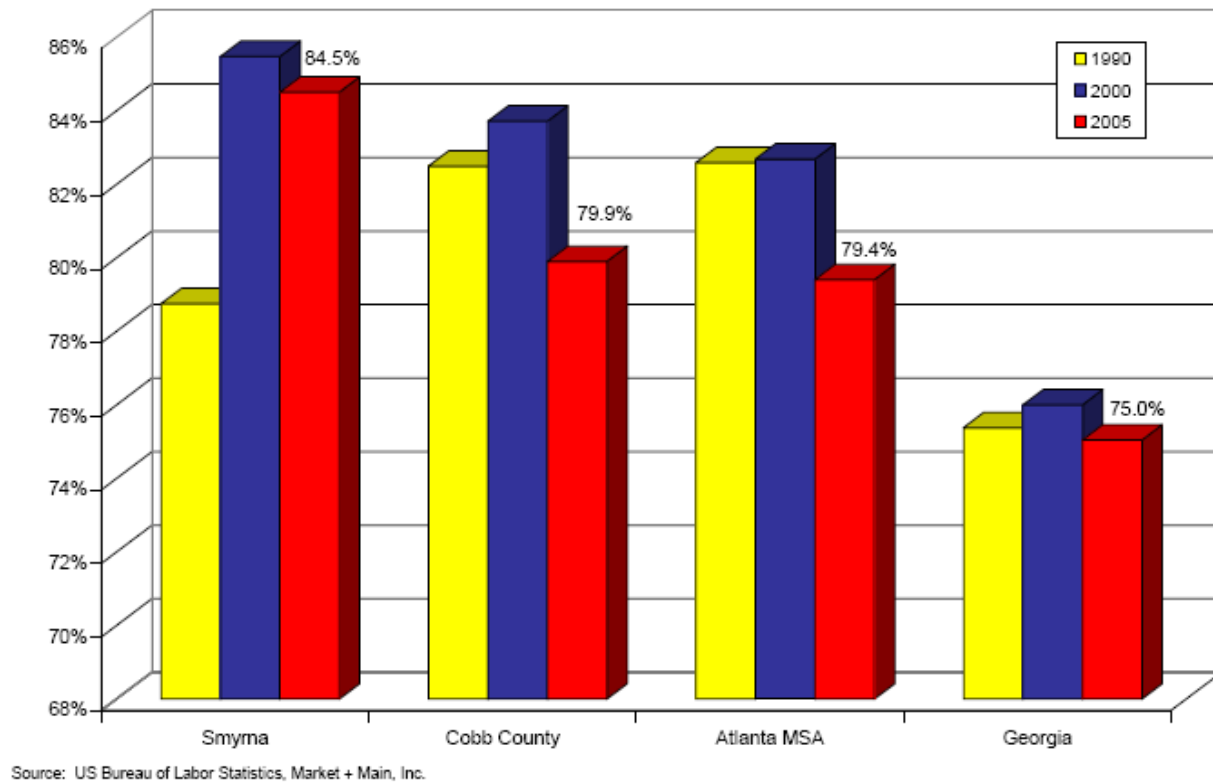
The City of Smyrna's labor force totaled 33,187 in 2005, equaling approximately 72.5% of the City's total population. Cobb County's labor force accounted for 70.2% of its population. By comparison, the Atlanta MSA's labor force accounted for 69.2% of its total. Smyrna contributed approximately seven percent of the total workers in Cobb County.

Labor Force Participation

Labor Force Participation Rate (LFPR) is the proportion of the total working age population (16 to 65) that is employed or unemployed *and* seeking employment. The LFPR for the City of Smyrna was 84.5% in 2005. Smyrna's LFPR was approximately five percent above both the County and MSA. As shown in the chart below, the high in labor force participation was seen in 2000, for all geographies considered.



Figure 5: Labor Force Participation Rate Comparison, 1990 – 2005



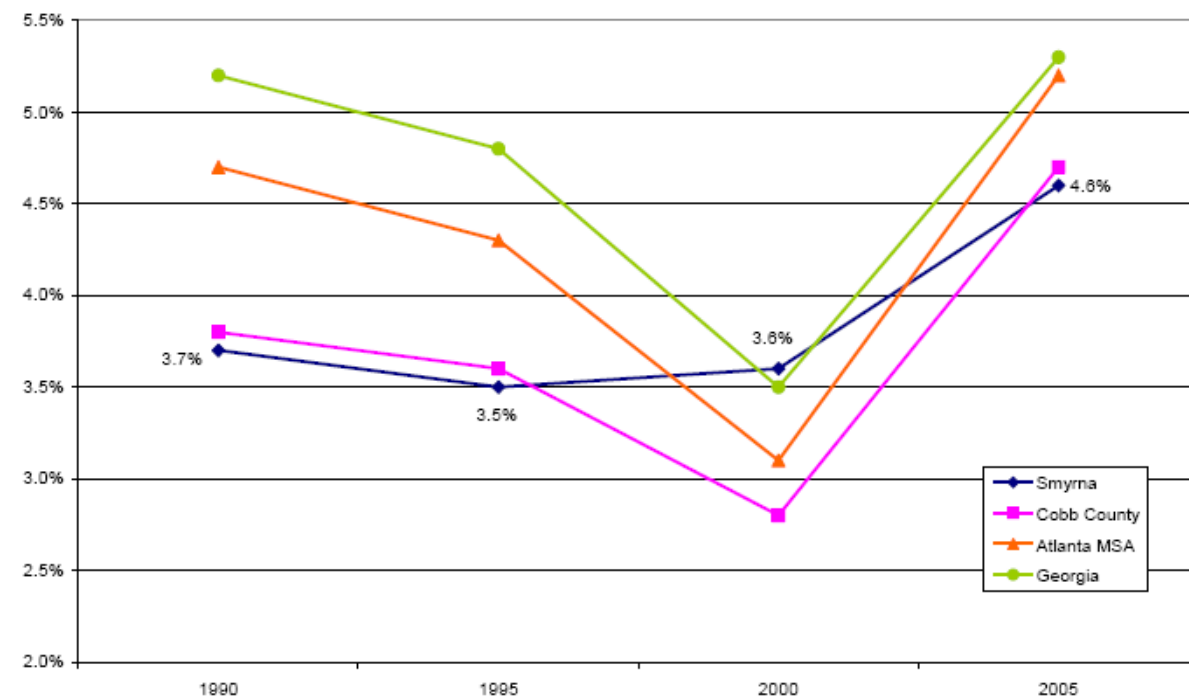
Obviously, there are people that choose not to participate in the workforce. These people include students, retirees, stay-at-home parents, disabled individuals; those too discouraged about their employment opportunities to actively seek work, or people that have other sources of income and do not need to work. But, the economic impact of LFPR is demonstrated very simply in that those that do not participate in the labor force make a contribution of zero dollars earned annually to the local economy.

Unemployment

The annual unemployment rate for Smyrna was 4.6% in 2005, which was lower than the County, MSA and State, as seen in following chart. As has been seen across the nation, the unemployment rate in Smyrna has increased slightly over the last few years.



Figure 6: Unemployment Rate Comparison, 1990 – 2005



Source: US Bureau of Labor Statistics

Commuting Patterns

The most up-to-date information on commuting patterns is only available in census-taking years; the last census was taken in 2000. Most residents (86%) in the City of Smyrna worked outside of the City as of 2000. There is a pretty close split between those City residents that work inside and outside of Cobb County. Approximately 46% of the City's residents worked in Cobb County and 54% of Smyrna residents worked outside of Cobb County. Not surprisingly, fewer than two percent of the City's residents worked outside of the Atlanta MSA.

To better understand Smyrna's situation, it is interesting to take a look at Cobb County in more detail. In the County, approximately 60% of people lived and worked in the same county in 2000. For Cobb County, more people commuted into (55%) the County than out of it. The highest proportion of incoming commuters came from Fulton County (28%).

The average travel time to work for Smyrna residents was 28.8 minutes, which was just under the Cobb County (31.3 minutes) and Atlanta MSA (31.2 minutes) averages.

Occupations

Workers in the City of Smyrna are predominately employed in management and professional occupations, with sales and office occupations being the second largest proportion. These two occupational categories account for just over 70% of the jobs in Smyrna, as detailed in the table below. These proportions are similar to the County, MSA, State, and national findings.



Table 8: Employment by Occupation

Occupations	City of Smyrna	Cobb County	Atlanta MSA	Georgia	United States
Management, professional, and related occupations	42.7%	42.4%	37.5%	32.7%	33.6%
Service occupations	11.5%	10.6%	12.1%	13.4%	14.9%
Sales and office occupations	28.9%	30.0%	28.7%	26.8%	26.7%
Farming, fishing, and forestry occupations	0.1%	0.1%	0.2%	0.6%	0.7%
Construction, extraction, and maintenance occupations	7.7%	8.7%	10.0%	10.8%	9.4%
Production, transportation, and material moving occupations	9.1%	8.1%	11.6%	15.7%	14.6%

Source: US Census Bureau

Source of Income

There are three primary sources of income: earnings, investments, and transfer payments. Earnings are wages and salary received from employment. Investments include unearned income from sources such as stocks, bonds, rents, and royalties. Transfer payments include governmental financial assistance, such as Social Security, Medicare, and Medicaid.

Unfortunately, the most recent data on sources of income at the city-level is from the 2000 Census. The City of Smyrna's average proportions of income sources in 2000 were: earnings (92.5%); investments (4.3%); and transfer payments (3.2%). There is not a known significant reason to assume substantial changes in the proportions of sources of income in the City in the intervening years.

More recent data (2004) is available for county-level geography and larger, as shown in the following table. Smyrna is well above the County, MSA, State, and nation, in terms of earnings. Cobb County performs the best in terms of investment income. The proportion of transfer payments for both the City and County are well below the MSA, State, and nation.

Table 9: Source of Income, 2004

	Earnings	Investments	Transfer Payments
Cobb County	80.0%	12.5%	7.4%
Atlanta MSA	77.2%	13.3%	9.4%
Georgia	72.6%	14.1%	13.3%
United States	69.5%	15.8%	14.7%

Source: US Bureau of Labor Statistics

Proportions of income from both investments and transfer payments are notably lower in the City of Smyrna in comparison to any geography in above table.



Wages

The most accurate data on wages is collected at the county level and higher. The data available at the municipal level is related to payroll, collected through the Economic Census (as explained earlier, only taken every five years). The City of Smyrna's average annual payroll disbursement in 2002 was \$39,713. While this appears to be a strong indicator, it is again limited by the omission of data on the three sectors mentioned earlier, due to federal reporting standards. This most likely skews the City's number higher than it actually is.

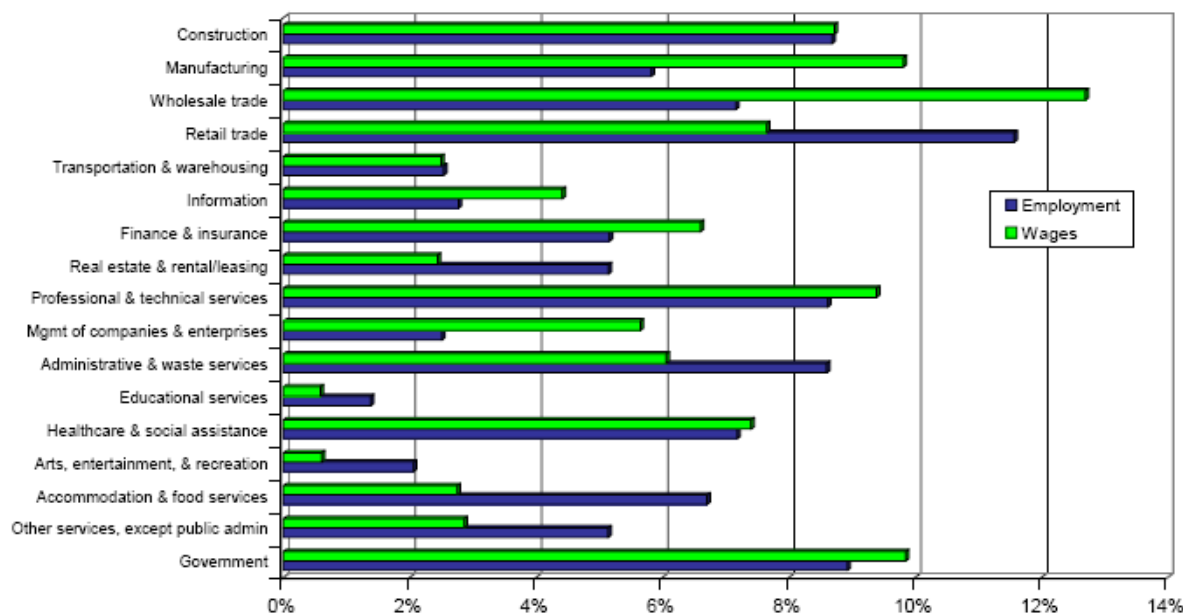
The best and most detailed data on average annual wages is collected at the county level. Average annual wages for Cobb County were \$42,942 in 2004. The Georgia average annual wage was \$37,371 in 2004; the national average annual wage was \$39,354 in 2004. Cobb County's wages equaled approximately 109% of the nation's wages. The wages for Cobb County have increased 11% since 2000.

Sector Wages

The county-level geography is utilized for sector wage analysis, since this data is only collected at this level and higher. In order to make more effective comparisons about wages, there is a greater level of sector breakdown shown in this section.

The largest sectors in terms of wages for Cobb County in 2004 were: Wholesale Trade (12.7%); Government (9.9%); Manufacturing (9.8%); and Professional & Technical Services (9.4%), as illustrated in chart below. It is noteworthy that the largest sectors in terms of total employment were not the same. The largest sectors for Cobb County in terms of employment were: Retail Trade (11.6%); Government (8.9%); Construction (8.7%); and Administrative & Waste Services and Professional & Technical Services (both at 8.6%).

Figure 7: Sector Employment vs. Sector Wages, Cobb County, 2004



Source: US Bureau of Economic Analysis



When the proportion of wages a sector contributes is higher per job than the proportion of employment, it means that these are high-paying jobs. Conversely, if there is a higher concentration of employment versus wages, it usually indicates a low-paying job.

For Cobb County, the sectors that pay well over the total jobs they represent include: Manufacturing; Wholesale Trade; Information Services; and Management of Companies & Enterprises. The sectors that have more jobs than wages include: Retail Trade; Real Estate & Rental/Leasing; Administrative & Waste Services; Educational Services; Arts, Entertainment, & Recreation Services; Accommodation & Food Services; and Other Services.

Educational Attainment

Smyrna's educational attainment levels are very high. Nearly half (46%) of the City's residents had a college degree in 2005. The City's proportion of college graduates was 20% more than the national average and about 16% greater than the Atlanta MSA average, as seen in the table below. Cobb County did perform slightly better on educational attainment levels than the City, by a minuscule difference. Approximately six percent of Smyrna's residents had less than a ninth grade education. Almost five percent of the City's population had a ninth to twelfth grade education, but did not graduate. These two numbers taken together mean that 10% of the City's residents had less than a high school diploma.

The high level of educational attainment is seen when considering post-secondary education specifically. Approximately 19% of Smyrna's population had some college education, but no degree. Four percent of residents had an Associates degree. About 30% had a Bachelor's degree and 16% had a graduate or professional degree.

Table 10: Educational Attainment

	City of Smyrna	Cobb County	Atlanta MSA	Georgia	United States
Less than High School	10.5%	8.0%	16.4%	19.8%	18.3%
High School Graduates	20.6%	21.1%	29.0%	30.4%	29.1%
College Graduates	46.1%	46.4%	29.9%	25.8%	26.6%

Source: US Census Bureau, Demographics Now

Economic Trends

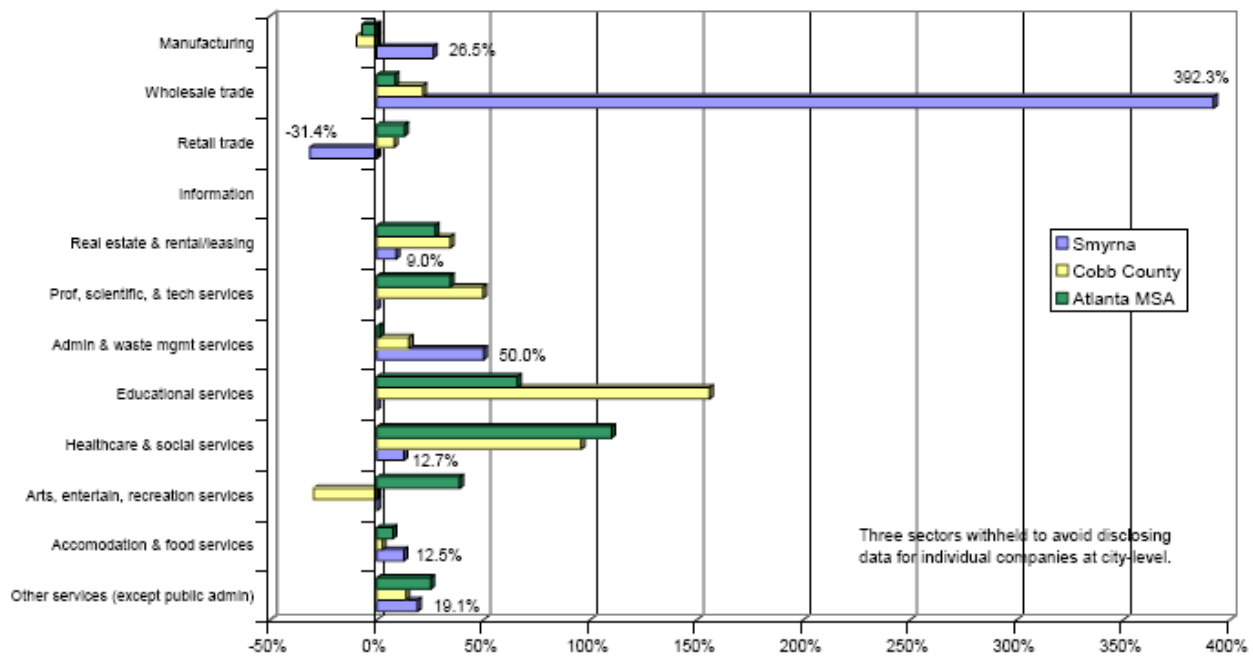
Sector Employment Trends

As explained in a previous section, the most recent Economic Census was taken in 2002, and it provides the best information in terms of sector employment for municipalities. The City of Smyrna's largest industry sectors, in terms of employment, were: Wholesale Trade (34.7%); Administrative, Support, Waste Management, & Remediation Services (17.4%); and Retail Trade (12.2%).

The change in sector employment between 1997 and 2002 is shown in the following chart. Clearly, the greatest change over this five-year period was the growth in the Wholesale Trade sector for the City of Smyrna. There was also significant growth (50%) in the Administrative, Support, Waste Management, & Remediation Services sector in Smyrna. However, the City's Retail Trade sector also had the greatest proportionate decline between 1997 and 2002, with a loss of -31.4%.



Figure 8: Sector Employment Change Comparison, 1997 – 2002



Source: US Census Bureau

The largest gains between 1997 and 2002 for Cobb County, in terms of sector employment, were Educational Services and Healthcare & Social Services, both essentially doubling in size. The Arts, Entertainment, & Recreation Services sector lost nearly one-third of its employment in Cobb County during this timeframe. The County's changes in employment do not reflect the same ones happening in the City of Smyrna, demonstrating that the City's and County's economic base have notable differences.

Sub-Sector Trends

The Wholesale Trade, Administrative, Support, Waste Management, & Remediation Services, and Retail Trade sectors are the employment sectors that experienced the greatest changes between 1997 and 2002 in the City of Smyrna. Due to the data collections issues that necessitate suppression, the detailed sub-sector changes for the Wholesale Trade sector are not available for further analysis.

However, more detail is available for the Administrative, Support, Waste Management, & Remediation Services sub-sectors. Most of the employment within this employment sector is concentrated in the Administrative and Support Services sub-sector. The changes within this sub-sector between 1997 and 2002 in the City of Smyrna are shown in the table below. The biggest change, and clearly the sub-sector that is driving much of the growth in the Administrative, Support, Waste Management, & Remediation Services sector, is in the Investigation and Security Services sub-sector. The Employment Services sub-sector also experienced substantial growth between 1997 and 2002, contributing to the changes in the sector as a whole as well.



**Table 11: Change in Employment for Administrative Support Services
Sub-Sector, 1997-2002**

NAICS Code	Administrative Support Services Sub-Sectors	1997-2002 Change in Employment
5613	Employment Services	66.3%
5616	Investigation & Security Services	510.8%
5617	Services to Buildings & Dwellings	-8.8%

Source: US Census Bureau

As noted in the previous section, the Retail Trade sector had a significant change between 1997 and 2002, losing almost a third of its employment base. The following table demonstrates the changes inside of the Retail Trade sector that aggregated to the approximate one-third loss. The greatest declines were in: Building Material & Garden Equipment & Supplies Dealers; Sporting Goods, Hobby, Book, & Music Stores; and General Merchandise Stores. These sub-sectors lost the majority of their employment during this five-year timeframe, indicating significant store closures and reactions to the local marketplace. However, during the same time period, the Health & Personal Care Stores nearly doubled in size of employment for the City. The Clothing & Clothing Accessories Stores also grew between 1997 and 2002, by nearly a third, which is still substantial considering how many other sub-sectors lost employment within this same time period. These increases also speak to the changes in the local marketplace as well.

Table 12: Change in Employment for Retail Trade Sub-Sectors, 1997-2002

NAICS Code	Retail Trade Sub-Sectors	1997-2002 Change in Employment
441	Motor Vehicle & Parts Dealers	-2.2%
443	Electronics & Appliance Stores	-11.6%
444	Building Material & Garden Equipment & Supplies Dealers	-78.5%
445	Food & Beverage Stores	-43.9%
446	Health & Personal Care Stores	93.9%
447	Gasoline Stores	-21.3%
448	Clothing & Clothing Accessories Stores	28.2%
451	Sporting Goods, Hobby, Book, and Music Stores	-75.9%
452	General Merchandise Stores	-73.5%
454	Non-store Retailers	-46.0%

Source: US Census Bureau

Major Employers

The largest employers in the City of Smyrna, along with brief company overviews, are listed below.

- Boise Cascade
 - The company manufactures and distributes engineered wood products, plywood, lumber, and particleboard; and distributes a broad line of building materials. The company also manufactures and distributes specialty and premium paper products, printing and converting papers, containerboard and corrugated boxes, newsprint, and market pulp.



-
- Comcast Cable
 - The company is the nation's leading provider of cable, entertainment, and communications products and services, delivered primarily through cable, high-speed Internet, and voice products. Comcast is principally involved in the development, management and operation of broadband cable networks and in the delivery of programming content.
 - Glock
 - The company offers nearly 40 pistol models under the Glock name. It also markets field knives, entrenching tools, and apparel. It is the largest seller of firearms to law enforcement agencies in the nation.
 - Greater Southern Distributors
 - Greater Southern Distributing Co, Inc. is headquartered in Smyrna. The company is an exclusive factory distributor of coin-operated amusement games, jukeboxes, vending machines, microwave ovens, coin changers, office coffee service equipment, and pool tables.
 - Home Depot
 - The company is the world's largest home improvement chain and second largest retailer in the nation; the firm operates more than 2,000 stores. It targets the do-it-yourself and professional markets with a broad product assortment (up to 50,000 items, including lumber, floor and wall coverings, plumbing, gardening supplies, tools, paint, and even appliances). It's the largest seller of garden products in North America and also runs about 35 EXPO Design Center stores (showrooms featuring bath, kitchen, and lighting products).
 - IBM
 - The company is the world's top provider of computer products and services. Among the leaders in almost every market in which it competes, the company makes mainframes and servers, storage systems, and peripherals. Its service arm is the largest in the world, and IBM is also one of the largest providers of both software and semiconductors.
 - Quintiles Labs
 - The Company is a contract pharmaceutical organization, and is the market leader in providing a variety of integrated product development and commercialization solutions to biotech industries. Quintile leads in electronic data interchange and healthcare informatics industry. It provides healthcare policy consulting to governments and other organizations worldwide.
 - UCB Chemicals Corporation
 - Until recently, the company was active in two industrial sectors: pharmaceuticals and surface specialties. In 2005, the company sold its surface specialties unit. Now, UCB focuses on its biopharmaceutical offerings, which include both prescription drugs and other medicines. Its drugs include Atarax (tranquillizer), Dipentum (ulcer treatment), Keppra (anti-seizure), Lortab (pain reliever), Metadate CD/ Equasym XL (Attention Deficit Hyperactivity Disorder treatment) Nootropil (cerebral function regulator), Tussionex (cough suppressant), and Xyzal and Zyrtec (anti-allergy).



-
- United Distributors
 - The company is a manufacturer and distributor of supplies that provides products to many industries, including Furniture Retail and Manufacturing, Rental-Purchase, Medical, Grocery and Produce, and Construction. The primary components of the business include: corrugated boxes, furniture covers, medical packaging, packing supplies, plastic bags, and warehouse supplies.
 - US Micro Corporation
 - US Micro Corporation is headquartered in Smyrna. Since 1995, US Micro Corporation has provided corporate IT asset management services to many of North America's most respected companies, including G.E. Capital, Merrill Lynch, CitiGroup, and CLEARLINK, to name a few. US Micro handles companies' corporate-wide IT refresh and off-lease asset management programs. Auditing, data destruction, and refurbishing activities are the primary components of the business.

Important New Developments

There are two key redevelopment projects currently being pursued in Smyrna. Both of these projects are still in concept phases. Unfortunately, neither has been officially submitted, and thus, not approved, so detailed information is not available at this time. However, the City has been a partner in helping to facilitate and guide the type of development that is going in. This role is heightened for the City since both of these projects are located in the Tax Allocation District in North Smyrna that essentially includes older, run-down commercial properties. As such, there are some basic understandings about the expectations of these redevelopment projects that can be reported.

The redevelopment of Jonquil Plaza will include an updated configuration of the commercial space, and an added residential element. The key is for the development to better address the street, and not be so far removed from the street experience. The expectation is for this project to include a grocery store anchor with additional commercial space. The residential component will likely be condominiums or townhomes, with approximately 200 units. The City's push is really about making a development statement similar to Market Village "on the other side of the street."

The Belmont Hills shopping center is another significant redevelopment project in concept phases now. The approximately half-million square foot shopping center, potentially along with surrounding outdated, run-down apartments, is planned to be turned into a mixed-use development. The shopping center sits on approximately 50 acres, if the surrounding apartments are included in the redevelopment, the project size moves to about 100 acres. The thought is that this area would be primarily residential development, with a diverse housing product mix. If the project size is able to be developed at 100 acres, the unit count is recommended to be between 700 to 850 residential units. The housing mix would include single-family homes, townhomes, and condominiums/apartments. Commercial space would also be included in the redevelopment, at a maximum of 100,000 square feet.

Both of these redevelopment projects will have a significant impact on the City of Smyrna, with the northern part of the City most directly impacted. Either of these redevelopment projects individually, Jonquil Plaza or Belmont Hills, would be notable projects. But, together, there is a significant opportunity to change the face of northern Smyrna, and thus, the image of the City as a whole.



Unique Economic Situations

The City of Smyrna is experiencing what many inner-ring suburbs are across the nation. The transition from being suburban to becoming semi-urban is being seen in the City. The fundamental challenge is not lack of demand; instead it is lack of supply of land. Single-family sales in the Smyrna area are decreasing in number, but increasing in price. Townhome and condominium sales are doubling and tripling, as those prices also increase. This is evidence of builders trying to satisfy the strong demand for housing using the limited land that is available to them – density is one of the most direct routes to achieve this. The issue at hand is delivering competitive product to the market that matches who the customer is in the City today.

The City of Smyrna has successfully attracted new residents that have begun to change its consumer base, as well as the overall community during its transition to a more urban place. These new residents have moved into high-value housing and the initial node of retail and commercial services to meet their needs in the kind of environment they want has been achieved. This means there is now a critical mass to justify further redevelopment, but the aggregate numbers are in flux now, as they “catch up” to accurately reflect these changes.

The City of Smyrna is a clear recipient of the natural evolution of metro Atlanta on the eastern side, and is located in the midst of new suburban development pushing from the west and continued urban development and infill pushing from the east. Northern Smyrna has been the area of the City that has lagged in terms of development, but it been making a comeback recently. And while, in many cases, the rest of Smyrna performs better than northern Smyrna, that is not to say that northern Smyrna is performing poorly, it is still doing well in comparison to the nation as a whole.

The crux of the City of Smyrna’s issue is a fundamental supply and demand mismatch. There is a large proportion of space that is an outdated supply that does not match the new, emerging customer in the City. The focus should be on rooftop creation, in order to help attract and leverage continuing commercial development. Further, there is also the business “customer” to consider, with changes needed to meet both existing and new businesses’ needs in the area. There are many projects that can be undertaken in efforts to improve upon the assets of Smyrna and continue redevelopment efforts that are in their infancy. The City is now embracing its role to nudge the market to the next level through an increased and diversified residential base, which will spur retail improvements as well as commercial additions.

Economic Resources

The City of Smyrna lacks adequate staff to coordinate development agencies, programs, tools, and other economic resources available to assist with the city's economic development efforts. Furthermore, there is no comprehensive economic development strategy to guide staff or volunteer board members, nor is there any interaction or coordination between various authorities and appointed boards. This underutilization of existing boards and authorities has contributed to commercial disinvestment throughout the city as surrounding retail trade areas continue to grow and draw market share away from Smyrna.

The City of Smyrna has successfully focused its redevelopment efforts on new housing developments with higher household incomes in an effort to attract upscale retail, but the City has failed to address the issue of attracting quality companies that offer high-paying jobs for Smyrna residents. The proximity of the Cumberland/Galleria office and retail cluster has hindered the City’s efforts to recruit quality white collar jobs and desirable retail business. The City has not established a strategy to compete with neighboring trade areas, has not identified a realistic targeted market niche and has not coordinated the efforts of appointed commissions, boards and authorities to achieve the desired outcome.



Downtown Smyrna Development Authority

Smyrna's Downtown Development Authority is one of the most powerful constitutional authorities in Georgia. The DDA has jurisdiction throughout the city and has the ability to levy taxes to provide a funding source for operation expenses, staff and land acquisition. While the Authority was very active with the redevelopment of the downtown area over a decade ago, it remains unfunded, unstaffed and underutilized. Smyrna should follow the example set by the successful Decatur Downtown Development Authority.

Downtown Development/Main Street Manager

The City of Smyrna has no Downtown Development Director, Main Street Manager or other staff position dedicated solely to downtown development and business relations. Smyrna could benefit greatly from following the National Main Street Program's four point approach to downtown revitalization. The four elements combine to create this well-balanced program:

- **Organization** involves building a local Main Street organization that is well-represented and funded by local residents, merchants, property owners, civic groups, bankers, public officials, and maintain a long-term effort.
- **Economic Restructuring** involves analyzing current market forces to develop long-term solutions. Recruiting new businesses, creatively converting unused space for new uses, and sharpening the competitiveness of Main Street's entrepreneurial merchants are examples of economic restructuring activities.
- **Design** enhances the visual appearance, attractiveness and traffic management of the business district. Historic building rehabilitations, street and alley clean-ups, parking and traffic calming issues, colorful banners, landscaping, and lighting all improve the physical beauty of the downtown as a quality place in which to shop, work, walk, invest, and live.
- **Promotion** involves marketing an enticing image to shoppers, investors, residents, and visitors. Festivals, retail events, and image development campaigns are some of the ways Main Street encourages consumer traffic in the downtown.

Georgia Power Company

Georgia Power operates a full-service Community and Economic Development organization that provides assistance with the recruitment and expansion of new and existing companies. Georgia Power assists communities with improving their economic development attractiveness by offering leadership, strategy, infrastructure, and marketing consultation services. Smyrna staff regularly updates available commercial and industrial sites with Georgia Power; however, more cooperation with Georgia Power's Community and Economic Development department would benefit the City of Smyrna.



Cobb County Chamber of Commerce

The Cobb County Chamber of Commerce offers various resources to the business community including site selection for new facility needs, small business assistance, educational opportunities, marketing assistance and visitor's information. The City of Smyrna needs to be more proactive in building a stronger relationship with the Cobb Chamber and its members.

Economic Development Incentives

As an economic development incentive, the City of Smyrna may waive the following development fees in order to attract quality businesses and development: Development impact fees, plan review fees, water system development fees, occupation tax certificate fees, sewer system development fees, and water and sewer fees.

Tax Allocation District

In 2003, the City of Smyrna established a 140-acre Tax Allocation District (TAD) around the downtown area in order to provide economic incentives for redevelopment. The present value of properties located within the TAD totals \$30 million. Proposed redevelopment projects within the TAD may support a bond issuance that will be paid back by increased tax revenues generated from redeveloped sites.



Housing

Stock and Mix

ARC estimates there were 22,215 housing units in the City of Smyrna in 2004. This was an increase of 2,500 compared to the Census 2000 count of 19,715. This average change of 625 units per year is similar to the construction boom witnessed during the 1980's. The following table displays housing types for the City of Smyrna by census year. Mobile homes and other types of housing have always comprised less than 1% of Smyrna's housing stock. The 1980's was marked by the construction of a large share of multi-family housing that was as high as 53% of the housing stock in 1990. Since that time, the number of multi-family units has remained stable while single-family housing units increased. ARC estimates the share of single-family housing to be 56% in 2004.

New residential subdivisions since 2000 have been single-family neighborhoods of attached or detached dwellings. House sizes for detached residences ranged from 1,349 square feet (ft²) to 9,555 ft², with an average size of 3,324 ft². Attached, single-family house sizes ranged from 1,241 ft² to 3,477 ft², with an average size of 2,200 ft². These new developments are primarily focused in the southern portion of the City along the East-West Connector and Oakdale Road, and also in the neighborhoods east and west of the City's revitalized downtown.

Table 13: Housing Unit Type

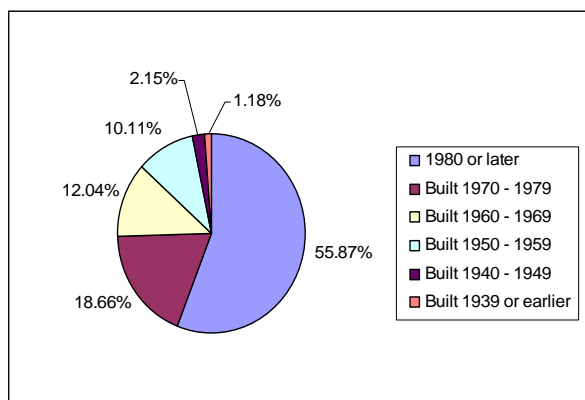
Jurisdiction	1980	1990	2000
Total Housing Units	8,488	16,822	19,715
Single Units (detached)	4,753	5,731	7,923
Single Units (attached)	143	1,832	2,307
Double Units	88	168	247
3 to 9 Units	1,487	3,625	4,500
10 to 19 Units	1,573	3,253	2,237
20 to 49 Units	326	1,394	955
50 or more Units	105	682	1,423
Mobile Home or Trailer	13	12	123
All Other	0	125	0

Source: U.S. Census Bureau

Conditions

According to the 2000 Census, over half of Smyrna's 19,715 housing units were built in or after 1980. Approximately one third of housing units were constructed during the 1960's and 1970's, and 14% were built prior to 1960. Figure 9 displays the percentage breakdown by decade built. In general, housing that is 30 years old require some form of repair or replacement. Without proper maintenance older units have the potential to contribute to neighborhood decline. Furthermore, older units are not likely to be constructed to current fire and safety building standards.

Figure 9: Age of Housing, Census 2000



Another sign in substandard housing is the lack of facilities. The 2000 Census estimated that 105 units lacked plumbing facilities (25 owner-occupied/71 renter-occupied), and 41 units lacked kitchen facilities (31 owner-occupied/10 renter-occupied). These housing units represent less than 1% of Smyrna's housing stock, but grew from 1990 levels. These dwellings which lack facilities are typically garages, sheds, and basements which have been converted illegally into residences.



Vacancy and Tenure

Smyrna's vacancy rate in 2000 was 6.39%, as 1,260 of housing units were unoccupied. A vacancy rate of five percent is desirable because it allows in migration and opportunities for existing residents to change housing. This was a reduction from 1990's vacancy rate of 11.81%, and is most likely attributed to the increased attractiveness of the community as new developments and improvements are built. Approximately 47% of the vacant units in 2000 were for rent and 23% were for sale. Another 5.56% were already sold or rented, but had not been occupied. The number of vacant units was divided by structure type between 369 single-family detached, 198 single-family attached, and 693 multi-family units.

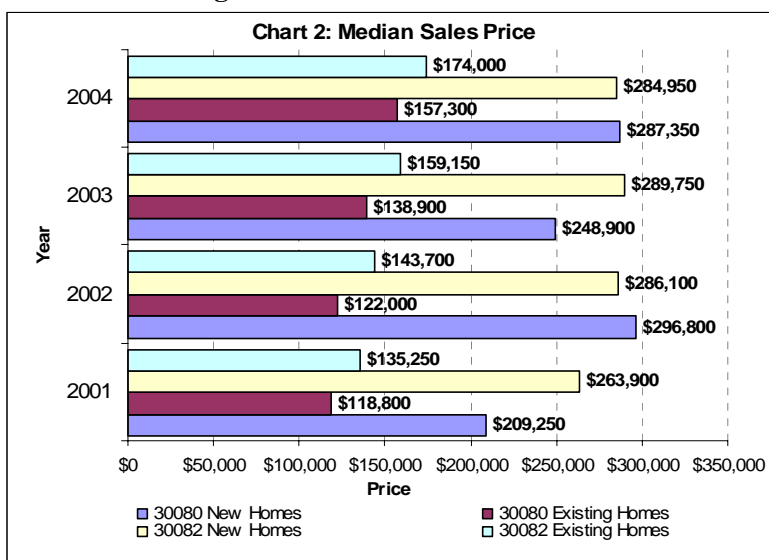
An examination of occupied housing units reveals that in 2000 there was an equal split between owner-occupied units and renter-occupied units (9,283 versus 9,172). Previously, owners occupied 43.09% of the occupied housing units in 1990. Future trends will include a further increase in the percentage of owners over renters due to the current apartment moratorium and the conversion of rental units to owned condominiums.

Costs and Affordability

Smyrna is relatively affordable in comparison to Cobb County; as median property values and rents have consistently been lower the County. The median property value in the City has increased from \$78,800 in 1990 to \$129,700 in 2000, a 64.59% increase. The rising value of property in Smyrna is also demonstrated by growing median sales price for homes witnessed over the last four years. Figure 10 exhibits median sales price for new homes and existing homes in the 30080 and 30082 postal zip codes that comprise a major portion of the city and adjacent area. Furthermore price points for new residential developments in 2005 range from \$300,000 to \$600,000, and will continue to elevate median property values.

In regard to rental units, Smyrna's median rent increased by 38.08% from \$562 in 1990 to \$776 in 2000. The 2000 value correlates with the fact that 78% of charged rents were between \$499 and \$1,000. The increase in median rent is likely the result of inflation, since the City's value increased at a similar rate as Cobb County. Median rents in the future will likely continue to rise only due to inflation since new apartment communities are not being developed. Older apartment communities in Smyrna have no incentive to upgrade, as any new competition is prevented due to the current moratorium on apartments.

Figure 10: Median Sales Price



While Smyrna's housing costs are relatively affordable compared to the county, an important question is: How well does it match citizen's incomes? The median household income in Smyrna was \$60,240 in 2000. The U.S. Department of Housing and Urban Development (HUD) classifies incomes into four categories for affordability analysis.

- Very Low Income: 50% of median income.
- Low Income: 51% to 80% of median income.
- Moderate Income: 81% to 120% of median income.
- Above Moderate Income: Above 120% of median income.

For the purposes of analyzing affordability for the City of Smyrna, the median income was utilized to calculate income levels. Table 14 displays the breakdown of households by income levels, and the maximum affordable amount for housing. In general, Smyrna's rental costs are affordable for very low and low income households. Prices for existing houses appear to be affordable to all income levels except for very low income households. However, new home prices exceed the buying ability of households that earn less than \$95,000 a year.

Table 14: Affordability by Annual Household Income

Income Category	Household Income	Maximum Affordable Rent¹	Maximum Affordable Purchase Price²
Very Low	\$0 - \$30,120	\$753	\$90,360
Low	\$30,121 - \$48,192	\$1,205	\$144,576
Moderate	\$48,193 - \$72,288	\$1,807	\$216,864
Above Moderate	\$72,288 and Above	\$1,808+	\$216,865+
Median	\$60,240	\$1,506	\$180,720

¹ Rent based on 30% of income.

² Purchase price based on 3 times income.

The next question is: Are the correct number of housing units being provided for existing household incomes? The supply of housing was calculated for several income groups and then compared to the housing demand. Census 2000 data is readily available for household income distribution (housing demand) and gross rent paid. However, property values for all owner-occupied housing had to be converted into monthly amounts using a 6% interest rate on a 30-year mortgage, a 10% down payment, property taxes of 1.25%, and insurance costs of 0.2%. This analysis was conducted so that no household paid greater than 30% of their income on housing, with the exception of the \$60,000 to \$74,999 group. The smallest Census monthly payment range that best corresponded to this income group varied from \$1,500 to \$1,999. Table 15 shows the number of housing units available for each income group by tenure.



Table 15: Demand and Supply of Housing

Income Range			Housing Demand			Housing Supply			
Minimum	Maximum	30% of Monthly Income	Minimum Monthly Payment	Maximum Monthly Payment	Number of Households	Rental	Owner ³	Total	Surplus /Deficit
\$0	\$14,999	\$375	\$0	\$349	1,965	270	238	508	-1,457
\$15,000	\$19,999	\$500	\$350	\$499	642	101	322	423	-219
\$20,000	\$24,999	\$625	\$500	\$599	1,136	535	1,610	2,145	1,009
\$25,000	\$29,999	\$750	\$600	\$749	1,023	2,900	1,122	4,022	2,999
\$30,000	\$34,999	\$875	\$750	\$899	1,414	2,605	1,552	4,157	2,743
\$35,000	\$39,999	\$1,000	\$900	\$999	1,290	1,155	1,148	2,303	1,013
\$40,000	\$49,999	\$1,250	\$1,000	\$1,249	2,330	959	815	1,774	-556
\$50,000	\$59,999	\$1,500	\$1,250	\$1,499	2,024	278	609	887	-1,137
\$60,000	\$74,999	\$1,875	\$1,500	\$1,999	2,144	122	994	1,116	-1,028
\$75,000	and Above		\$2,000		4,583	12	873	885	-3,698
Totals					18,551	8,937	9,283	18,220	-331

³ House price was converted into a monthly payment amount using a 6% interest rate on a 30-year mortgage, a 10% down payment, property taxes of 1.25%, and insurance costs of 0.2%.

The final tally of units suggests there is an abundance of housing units available to households that earn between \$20,000 and \$40,000 annually. However there is an inadequate amount of housing for all other income levels. Over the last 5 years, Smyrna has focused on providing higher-end housing products to meet market demands. Several of these new developments have been the result of assemblages for rezoning to higher densities. Thus older, lower priced housing is replaced with higher priced housing that may cause the displayed surplus and deficits to be less than what is shown.

There are drawbacks to this analysis, since certain factors were not accounted for in the results. These factors include overpayment, under consumption, and government housing assistance programs. There are financial rewards for homeownership, and an owner may choose to overpay the allotted 30% of income with the hopes of selling the house at a gain later. This problem is of little concern for higher income households. However the problem can be troublesome for lower income groups, if the reason for overpayment is housing for their income level is of poor quality or size. On the other hand, there is under consumption when a household chooses to spend significantly less than 30% of income on housing. Households may choose smaller homes, a convenient location, or may stay in the same house even though income has increased. Both factors result in a mismatch, as housing units are consumed by other income groups and reduce the amount available to the corresponding household income. According to the analysis, there are over 1,600 units needed for households that earn less \$20,000. This number could in fact be smaller due to government housing assistance programs that low income groups are eligible for such as Section 8 rental assistance. These government programs ensure that a household spends only 30% on housing, and subsidizes the remaining amount up to the fair market rate.

Overburdened Households

The rising cost of housing has outpaced income gains and increased the number of cost burdened households. According to the 2000 Census, approximately 1 in 4 households in Smyrna was burdened as greater than 30% of household income was paid for housing. More specifically 13.68% of the 18,455



households paid 30% to 49% of household income for housing, and another 10.58% were severely cost burdened paying 50% or greater.

Overburdened households use a disproportionate share of their income for housing, thereby depleting funds that may be utilized for other basic needs (utilities, food, clothing, transportation expenses). The problem is especially difficult for the elderly, low-income families, persons with disabilities, and persons on fixed incomes. Households struggling to meet the basic need for shelter may find themselves with little money for home maintenance and repairs. These persons also have limited affordable housing choices, and may live in dwellings that are too small, lack facilities, are deteriorating, or are located far away from employment centers.

Socioeconomic characteristics for cost burdened households alone are not readily available. However, data for households with housing needs for the year 2000 was compiled by a research team under the guidance of Dr. Larry Keating from Georgia Institute of Technology's City and Regional Planning Program. Households with housing needs include households that are cost burdened, overcrowded (more than one person per room), and/or lacking kitchen or bathroom facilities. According to the data, 4,219 out of 4,515 (93.44%) housing need households were cost-burdened in 2000. Therefore the data can offer valuable insight as to general characteristics of overburdened households in Smyrna.

- **Tenure Information**
 - There were 1,338 owner households (7.28% of city households) and 3,177 renter households (17.29% of city households) reporting one or more housing needs.
- **Household Composition and Size**
 - The largest share of owners with housing needs (31.2%) lived in two-person households.
 - The largest share of renters (29.1% and 29.7%) with housing needs lived in one and two-person households.
 - Married couples comprised 69.4% of owner households with housing needs.
 - 30.2% of renter households are occupied by married couples and 29.1% renters live alone.
 - 88.8% of owners with housing needs lived in single-family detached housing.
 - Housing types for renters were single-family detached housing (19.2%) and multi-family housing of 5 to 19 units (32.7%).
- **Personal Characteristics**
 - 67.8% persons living in households with housing needs were employed. As would be expected for a metropolitan region, these persons primarily worked in management, professional, sales, and office related fields.
 - Over seventy percent of householders were white and non-Hispanic.
 - Seventy-nine percent of householders were between the ages of 25 and 59, and 10.8% were over the age of 59. The number of householders over the age of 59 was closely split between renters and owners.
 - Household incomes for owners tended to be in the higher income range of \$25,000 to \$49,999, while over half of renters earned less than \$25,000.



Special Housing Needs

Other segments of the population that have special housing needs include the elderly, persons with disabilities, persons with HIV/AIDS, the homeless, victims of domestic violence, and persons recovering from substance abuse. As of 2000, there were 3,404 persons over the age of 64 in Smyrna. According to the 2000 Census, there were 7,003 persons with a disability living in Smyrna as shown in Table 16. According to AIDS Action of Washington D.C. there were 944 total reported AIDS cases in Cobb County by 2003. Smyrna Police Department investigated 348 calls of domestic violence in 2004.

Table 16: Persons with Disabilities

Disability Type	Age Group			
	5 - 15	16 - 20	21 - 64	65 & over
Sensory	29	0	240	88
Physical	8	10	415	274
Mental	211	0	194	132
Self Care	20	0	0	0
Go Outside	-	16	276	223
Employment	-	104	1,745	-
Multiple Disabilities	78	106	1,984	850
Total	346	236	4,854	1,567

Source: U.S. Census Bureau

assists persons with mental and developmental disabilities, along with persons recovering from substance abuse. Emergency and transitional housing for the homeless and victims of domestic violence are referred to MUST Ministries in Marietta. Ridgeview Institute is a private, not-for-profit facility that provides mental health and addiction treatment services, and is located in Smyrna. Ridgeview Institute operates a recovery residence (supportive community living) as an option to patients receiving treatment.

Senior housing options are available in the community in the form of affordable senior housing, nursing homes, assisted-living facilities, and personal care homes (PCHs). The following table presents the three largest providers of senior housing in Smyrna. These facilities are currently near capacity, and the majority of residents originate from Smyrna. A small percentage of these senior residents are the result of Smyrna residents who have moved a parent in from out of state.

Table 17: Senior Housing Facilities

Facility	Housing Units Provided				Waiting List
	Affordable	Nursing	Assisted Living	Independent Living	
Delmar Gardens of Smyrna 404 King Springs Village Pkwy Smyrna, GA 30082	X	120/120	40/40	130/140	None
Woodland Ridge 4005 South Cobb Drive Smyrna, GA 30080	X	X	53/59	X	None
Smyrna Towers 4000 South Cobb Drive Smyrna, GA 30080	150/150	X	X	X	3 year

Telephone survey conducted 7/18/05

The Smyrna Housing Authority administers assistance and loan programs for exterior housing repairs. Approximately ten requests are received annually, with 90% of the requests being fulfilled by the authority. Funded projects have included roof replacement, window/door repair, painting, and gutter



replacement. Assistance is available to house owners that earn less than \$40,000 a year. Four requests over the last ten years have been received for ramp installations to increase accessibility for seniors and persons with disabilities.

Senior housing is a growing issue in Smyrna as the baby boomer generation ages. There is a need for housing that meets the needs of seniors who are likely empty nesters. Existing residences may be used to meet senior housing needs through design modifications. However, Smyrna is also encouraging development of new housing that is smaller and requires less maintenance to be marketed towards seniors. The residences are one-story or have the master bedroom on the main floor. They also incorporate “easy living” standards that include a stepless entry, larger width doors, and a bathroom that can accommodate a wheelchair.

Jobs-Housing Balance

The percentage of persons living and working within Smyrna decreased from 17.67% in 1990 to 14.01% in 2000. A similar trend was witnessed as the percentage of Smyrna residents working in Cobb County decreased from 48.37% to 44.50%. These two figures can be misleading however, since Smyrna is a small portion of two larger employment centers and also lies near the Cobb-Fulton County boundary. Travel time to work is another way to assess the link between home and work.

Advances in technology have nearly doubled the number of Smyrna residents that work at home, but this group remains a minority. The sale of live-work units in Smyrna has been slow according to builders. A travel time of less than 30 minutes was chosen as an acceptable commute between home and work. Approximately 53% of Smyrna’s workers meet the criteria; a decrease of 9.5% from 1990 levels. Several factors however complicate where people choose to live, such as neighborhood amenities, school districts, multi-worker households, and tax rates. In an earlier section the demand and supply of housing was examined utilizing housing values and household income data for Smyrna. It is unrealistic to examine jobs and housing on such a micro scale, instead it is best to look at the larger job centers.

Table 18: Travel Time to Work (Workers 16+ Years)

Category	1990	2000	1990 Percentage	2000 Percentage
Total:	19,558	23,085	100.00%	100.00%
Worked at home	354	679	1.81%	2.94%
Less than 9 minutes	2,061	1,508	10.54%	6.53%
10 to 19 minutes	5,190	5,245	26.54%	22.72%
20 to 29 minutes	4,934	5,424	25.23%	23.50%
30 to 59 minutes	6,527	8,720	33.37%	37.77%
60 or more minutes	492	1,509	2.52%	6.54%

Source: U.S. Census Bureau

Smyrna currently has 87.8% of its land area within the Cumberland-Vinings employment center. Another 9.7% of Smyrna lies within the Marietta employment center (See Figure 11). A 2003 study of regional housing was conducted by a research team under the guidance of Dr. David Sawicki from Georgia Institute of Technology’s City and Regional Planning Program. Part of the study examined jobs and housing by employment center. The study revealed that each of the Cumberland-Vinings and Marietta employment centers have balanced jobs-housing ratios of 1.74 and 1.62, respectively. A ratio of 1.25 and less is considered a house-rich area, and a ratio of 1.75 and greater is considered a job-rich area. No correlation was made as to whether or not people were living in their corresponding employment center, just that the potential was there for balance.



The study examined the number of jobs by income, and the number of workers per household to determine housing needs in each employment center. The calculated surplus and deficit of housing by price is shown in the table. Responsibility for filling the housing need was distributed to local governments based on the percentage of land area each government had in an employment center. Since the study's completion, the percentage of Smyrna's land within the employment centers has increased. Currently Smyrna is 2.2% of the Marietta employment center's land area, and 27.3% of the Cumberland-Vinings employment center's land area. The column labeled Smyrna Deficit Share utilizes the current land percentages, and shows a responsibility of approximately 7,000 affordable units.

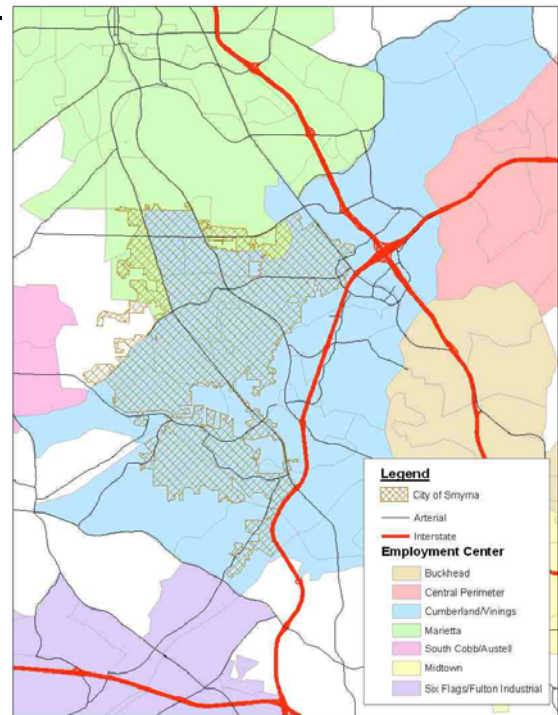


Figure 11: Employment Centers

The lack of affordable housing is the primary barrier for nonresident workers to live in the community. Properties that are zoned for higher densities or multifamily have already been developed, so there is no land readily available. There is a need to integrate higher density residential into the community near major employment corridors, and also to develop focused nodes of mixed-uses. Currently Smyrna has two mixed-use zoning categories which include: Central Business District and Mixed Use. City staff recently developed the new mixed-use zoning category to be used as part of a redevelopment strategy for its older shopping centers located at major transportation intersections. These mixed-use areas should incorporate a variety of housing types and sizes to meet part of the affordable housing need.

Table 19: Housing Need

Household Income Range	Affordable Rent or House Payment	Cumberland-Vinings Surplus & Deficit		Marietta Surplus & Deficit	
		Surplus/Deficit ⁴	Smyrna Deficit Share	Surplus/Deficit ⁴	Smyrna Deficit Share
\$0 - 14,999	\$0 - 299	-1,594	435	-1,416	31
\$15,000 - 19,999	\$300 - 399	-4,346	1,186	-6,383	140
\$20,000 - 24,999	\$400 - 499	-7,868	2,148	-8,944	197
\$25,000 - 29,999	\$500 - 599	-5,825	1,590	-4,423	97
\$30,000 - 34,999	\$600 - 799	6,843		10,911	
\$35,000 - 39,999	\$800 - 899	4,172		6,771	
\$40,000 - 49,999	\$900 - 999	-2,444	667	-3,451	76
\$50,000 - 59,999	\$1,000 - 1,249	1,749		1,392	
\$60,000 - 74,999	\$1,250 - 1,499	-1,516	414	-246	5
\$75,000 and up	\$1,500 and up	4,538		2,177	
Totals		-6,291	6,441	-3,612	547

⁴ Source: "Fair Share Housing in the Atlanta Region", Georgia Institute of Technology, City & Regional Planning Studio, November 2003



Natural and Cultural Resources

Environmental Planning Criteria

Water Supply Watersheds

Water supply watersheds are areas of land upstream of a governmentally-owned public drinking water intake. The larger a watershed is, the less susceptible it is to pollution by land development. Small watersheds are categorized as less than 100 square miles in size, and have stricter protection criteria than large watersheds. Criteria are established to allow development of a water supply watershed without contaminating the water source to a point where it can not be treated to meet drinking water standards.

The City of Smyrna is situated within two large watersheds, the Sope Creek and the Utoy Creek Basins (Map 2). Approximately 22% of Smyrna's land area lies within the Sope Creek Basin located above the City of Atlanta's water intake. The only water supply watershed criteria that must be adhered to is the regulation of new facilities located within seven-miles of the water supply intake that handle hazardous materials of the types and amounts as determined by the Georgia Department of Natural Resources (DNR).

Wetlands

Wetlands within Smyrna are classified as Palustrine Systems. Palustrine systems include all non-tidal wetlands dominated by trees, shrubs, emergents, mosses, or lichens. Palustrine subsystem classifications found in Smyrna include aquatic bed, emergent, forested, scrub-shrub, and unconsolidated bottom. DNR's criteria list five categories of wetlands that require identification and mapping: open water, non-forested emergent, scrub-shrub, forested, and altered wetlands. Thirteen forested wetlands and one scrub-shrub wetland are identified within Smyrna along stream banks and ponds (Map 3). However given the small combined wetland area of approximately 22 acres, no further city-level protection measures are considered necessary. Other existing federal and state laws are applicable to wetlands and their protection.

Groundwater Recharge Areas

Groundwater recharge areas are areas where water infiltrates into the ground to replenish an aquifer. According to the U.S. Geological Survey and the Georgia Department of Resources, there are no groundwater recharge areas located within the city limits of Smyrna (Map 4).

Protected River Corridors

The City of Smyrna lies within the Upper Chattahoochee and the Middle Chattahoochee-Lake Harding Basins, which are tributaries to the Chattahoochee River. The City is in compliance with the Metropolitan River Protection Act's Chattahoochee River Tributary Protection Ordinance. The City forwards development and land-disturbing applications within 2,000 feet of the



Chattahoochee's banks to ARC for consistency review (Map 5). Proposals that are consistent with the Chattahoochee Corridor Plan are then permitted and monitored by the City.

Furthermore the City has adopted other water protection ordinances. Smyrna requires a more stringent stream buffer of 50 feet on all state waters, instead of the state mandated 25 feet. The City is in compliance with the Metropolitan North Georgia Water Planning District's stormwater protection requirements. The City has a Litter Control ordinance, and has adopted the following Planning District's model ordinances.

- Post Development Stormwater Management for New Development and Redevelopment
- Floodplain Management/Flood Damage Prevention
- Conservation Subdivision/Open Space Development
- Illicit Discharge & Illegal Connection
- Stream Buffer Protection

Protected Mountains

There are no protected mountains located within the city limits of Smyrna according to Georgia's Department of Community Affairs' map of protected mountain areas.

Environmentally Sensitive Areas

Public Water Supply

Smyrna's water supply is provided by the Cobb County-Marietta Water Authority. The authority's water supply is obtained from the Chattahoochee River at the Quarles Plant in East Cobb. The plant will supply sufficient water to allow for the continued growth and expansion of Smyrna.

Steep Slopes

Smyrna's topography varies from 1,080 feet above sea level in the northwest portion of the city (near the intersection of South Cobb Drive and Pat Mell Road) to 800 feet above sea level near the Chattahoochee River (Map 6). Currently Smyrna does not allow development on slopes of 2:1 or greater.

Floodplains

Floodplains exist along Nickajack Creek, Poplar Creek, the Chattahoochee River, and their tributaries (Map 7). The City of Smyrna adopted Georgia EPD model floodplain ordinance. No increase of fill is allowed within the floodplain, and a structure's finish floor must be three feet above the 100-year floodplain.



Plant and Animal Habitats

Cobb County contains habitat that can support a number of endangered and threatened species. Listed species known to exist within the county according to the Fish and Wildlife Service include:

Bald Eagle (*haliaeetus leucocephalus*) - Listed as threatened on the Federal list and endangered on the State list. Bald eagles usually live in inland waterways and estuaries. The major factor in the eagles' initial decline was lowered reproductive success following the use of DDT. Current threats include habitat destruction, nest disturbances, illegal shooting, electrocution, impact injuries, and lead poisoning.

Bluestripe Shiner (*cyprinella callitaenia*) - No Federal status, but listed as threatened on the State list. The bluestripe shiner lives in brownwater streams.

Cherokee Darter (*etheostoma scotti*) – Listed as threatened on both the Federal and State lists. The Cherokee darter likes shallow water (0.1 – 0.5 m) in small to medium warm water creeks (1 – 15 m wide) with predominantly rocky bottoms. It is usually found in sections with reduced current, and typically runs above and below riffles and at ecotones of riffles and backwaters.

Highscale Shiner (*notropis hypsilepis*) – No Federal status, but listed as threatened on the State list. The highscale shiner lives in blackwater and brownwater streams.

Bay Star-Vine (*schisandra glabra*) – No Federal status, but listed as threatened on the State list. It can be found twining on subcanopy and understory trees and shrubs in rich alluvial woods.

Georgia Aster (*aster georgianus*) – Listed as a candidate species on the Federal list, and as threatened on the State list. The aster grows in post oak savannah and prairie communities. Most remaining populations survive adjacent to roads, utility right of ways, and other openings.

Indian Olive (*nestronia umbellula*) – No Federal status, but listed as threatened on the State list. Its habitat consists of dry open upland forests of mixed hardwood and pine.

Michaux's Sumac (*rhus michauxii*) – Listed as endangered on both the Federal and State lists. This species is found in sandy or rocky open woods, usually on ridges with a disturbance history (periodic fire, prior agricultural use, maintained right of ways). The known population of this species in Cobb County has been extirpated (last seen in county in 1900).

Open-Ground Whitlow-Grass (*draba aprica*) – No Federal status, but listed as endangered on the State list. This species of grass grows in shallow soils on granite outcrops, especially beneath eastern red cedars.

White Fringeless Orchid (*platanthera integrilabia*) – Listed as a candidate species on the Federal list, and as threatened on the State list. This species of orchid is also known as monkey-face orchid. Its habitats include red maple-sweetgum swamps, sandy damp stream margins, and seepy, rocky, thinly vegetated slopes.



Cultural Resources

Historic site are cultural resources which remind us about our past and help define a community's character. Unfortunately, it appears that most, if not all sites or structures which might have some historical significance have been destroyed. The Concord Covered Bridge District, which is frequently referred to, is not within the existing city limits. The fundamental goal of all preservation programs is to protect properties that contribute to an understanding of our history and culture. It may be through further investigation that other potentially historical sites or structures are identified, at which time; a comprehensive strategy will be developed to ensure their preservation. There is no Historical Preservation Commission with jurisdiction in the City of Smyrna.

Scenic Views and Sites

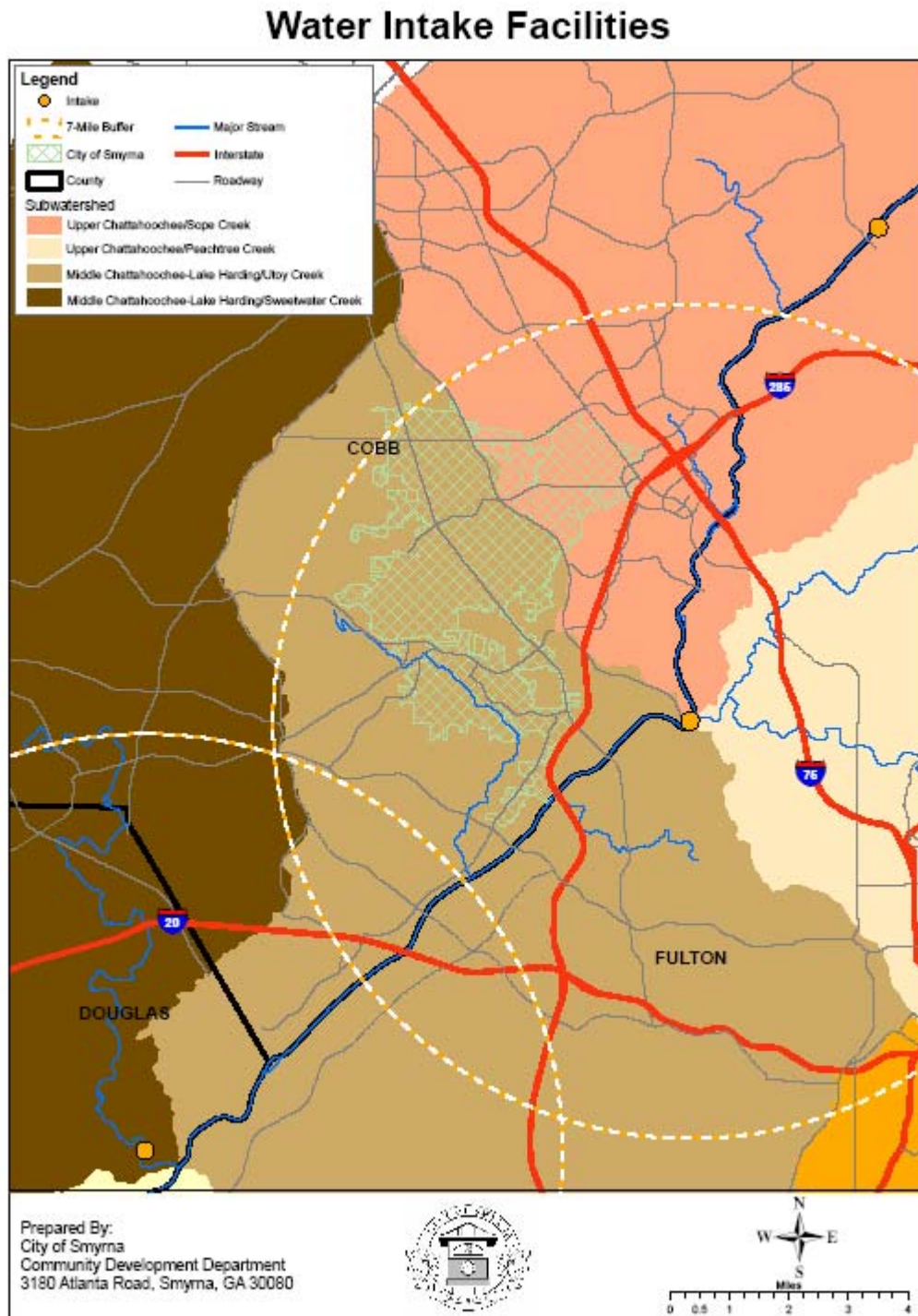
The concord Covered Bridge Historic District, while not in the city limits, serves as the only area of scenic value. Important natural features within the area include Nickajack Creek and wooded, hilly terrain. Close to the Miller's House and the Grist Mill, the creek follows a double horseshoe loop, makes a sharp drop, and provides a natural place for a mill pond, remnants of which can still be seen. The district also includes the Concord Covered Bridge, ruins of the Concord Woolen Mills and Mill Workers Village, a railroad trestle bridge, and three historic houses.

Archaeological and Cultural Resources

Presently, there is no mechanism in place which would allow for the identification, protection, and enhancement of archaeological/cultural resources. It is very likely that guidance in these areas would have to be provided with the assistance of Cobb County through some type of interagency agreement. This would seem to be the most logical approach given the County's experience and familiarity with the entire Cobb County area.

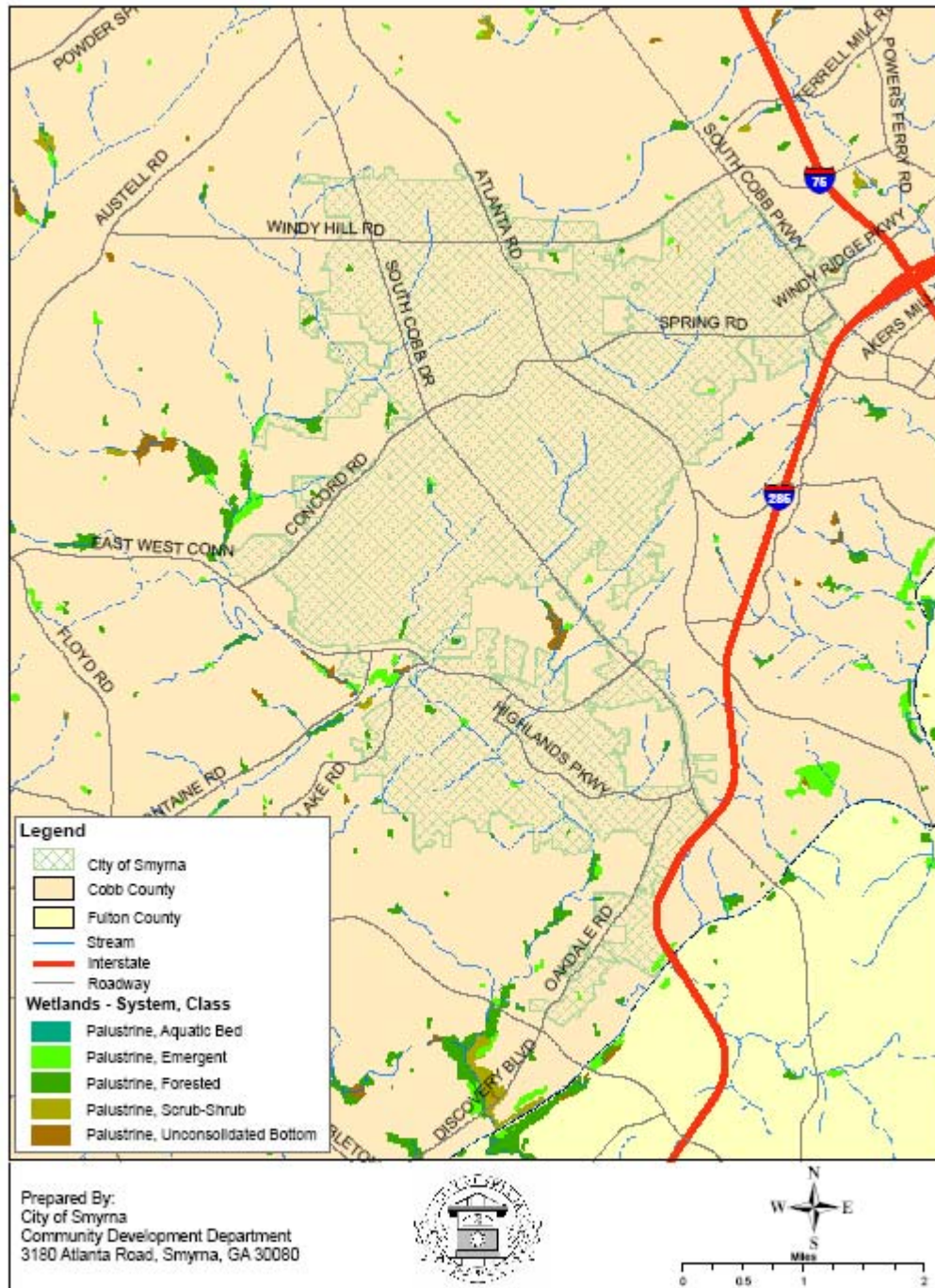


Map 2: Water Supply Watersheds and Intake Facilities

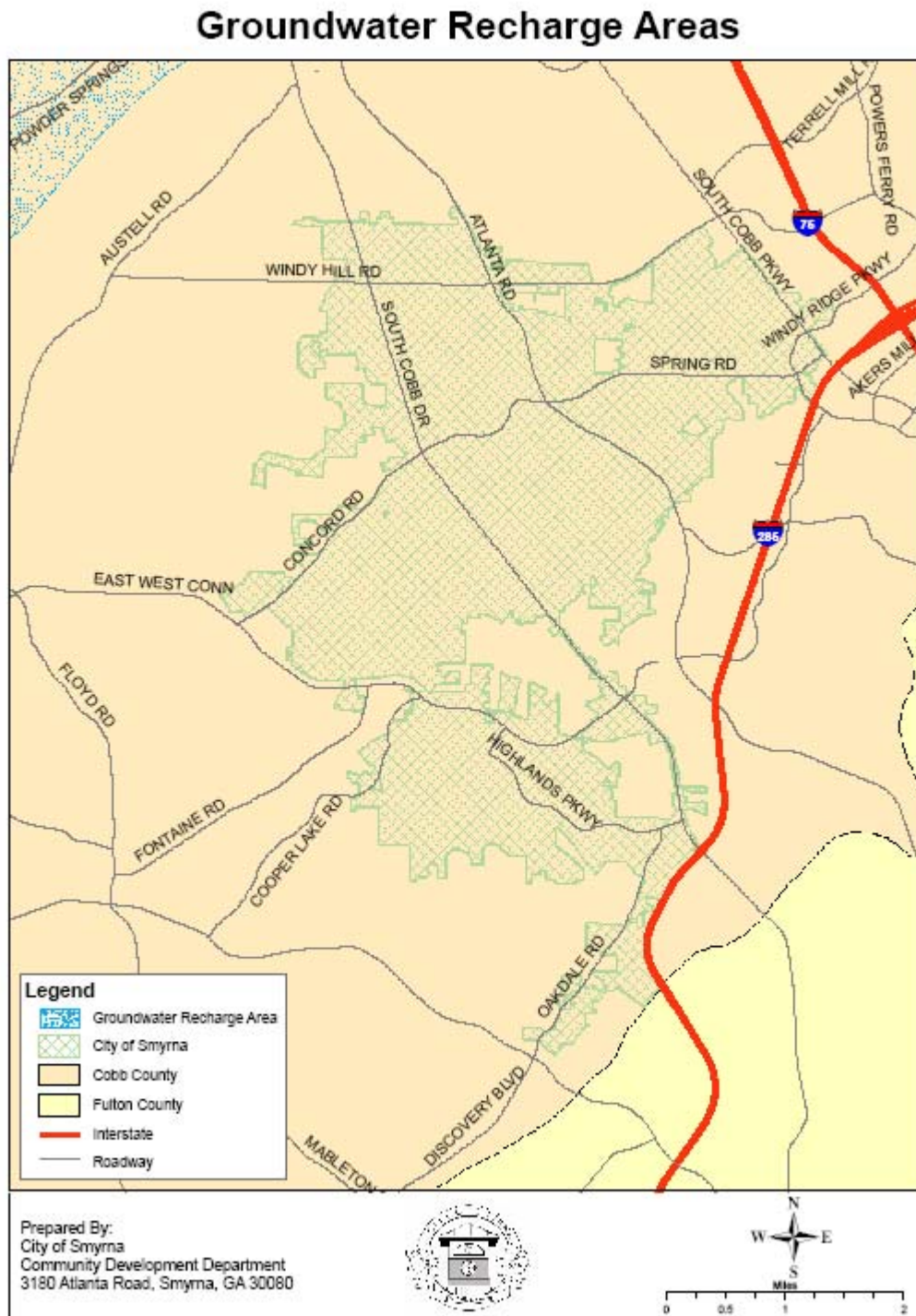


Map 3: Wetlands

Wetlands

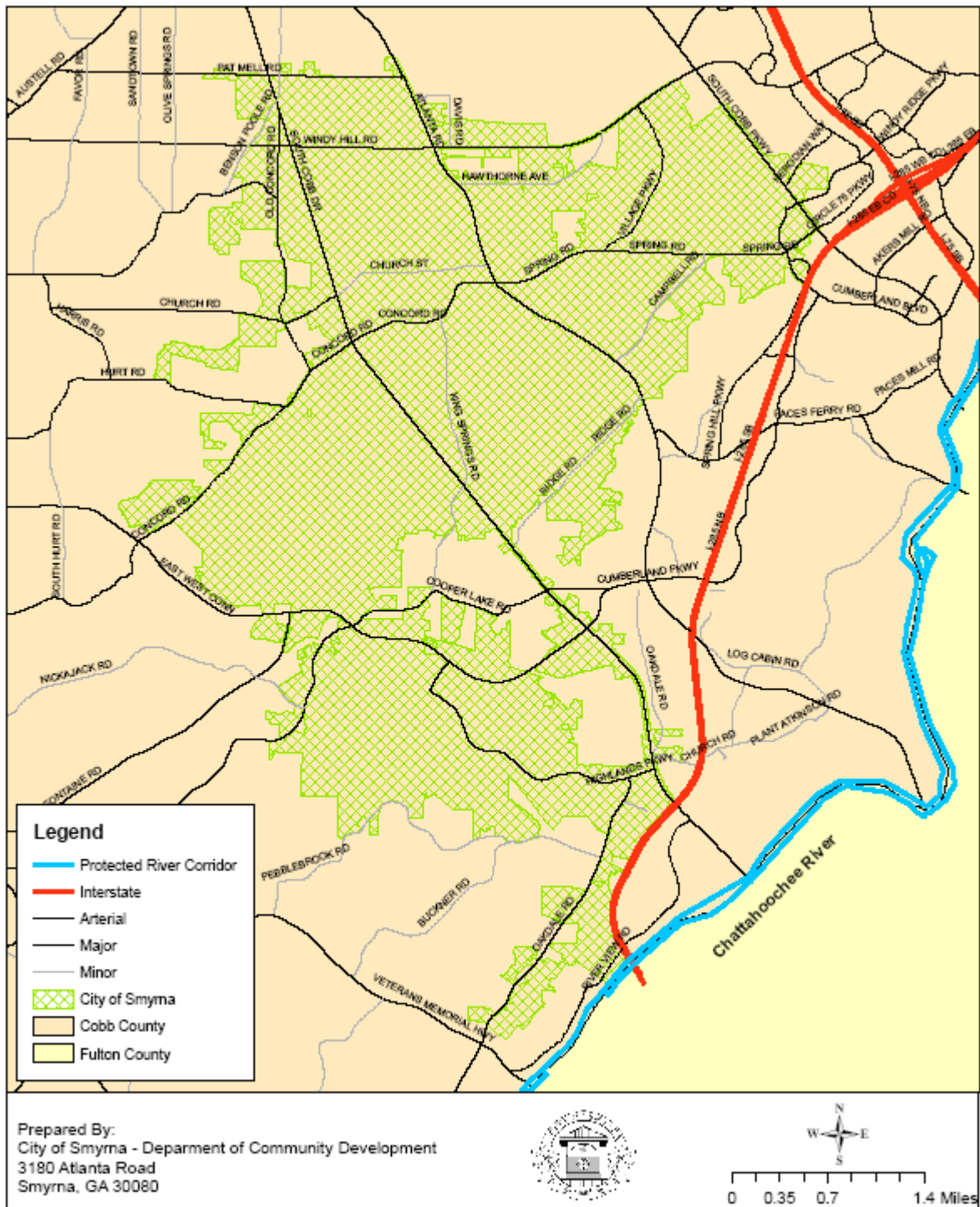


Map 4: Groundwater Recharge Areas



Map 5: Protected River Corridors

Protected River Corridor



Map 6: Soils and Slopes

Smyrna Soils and Slope Map

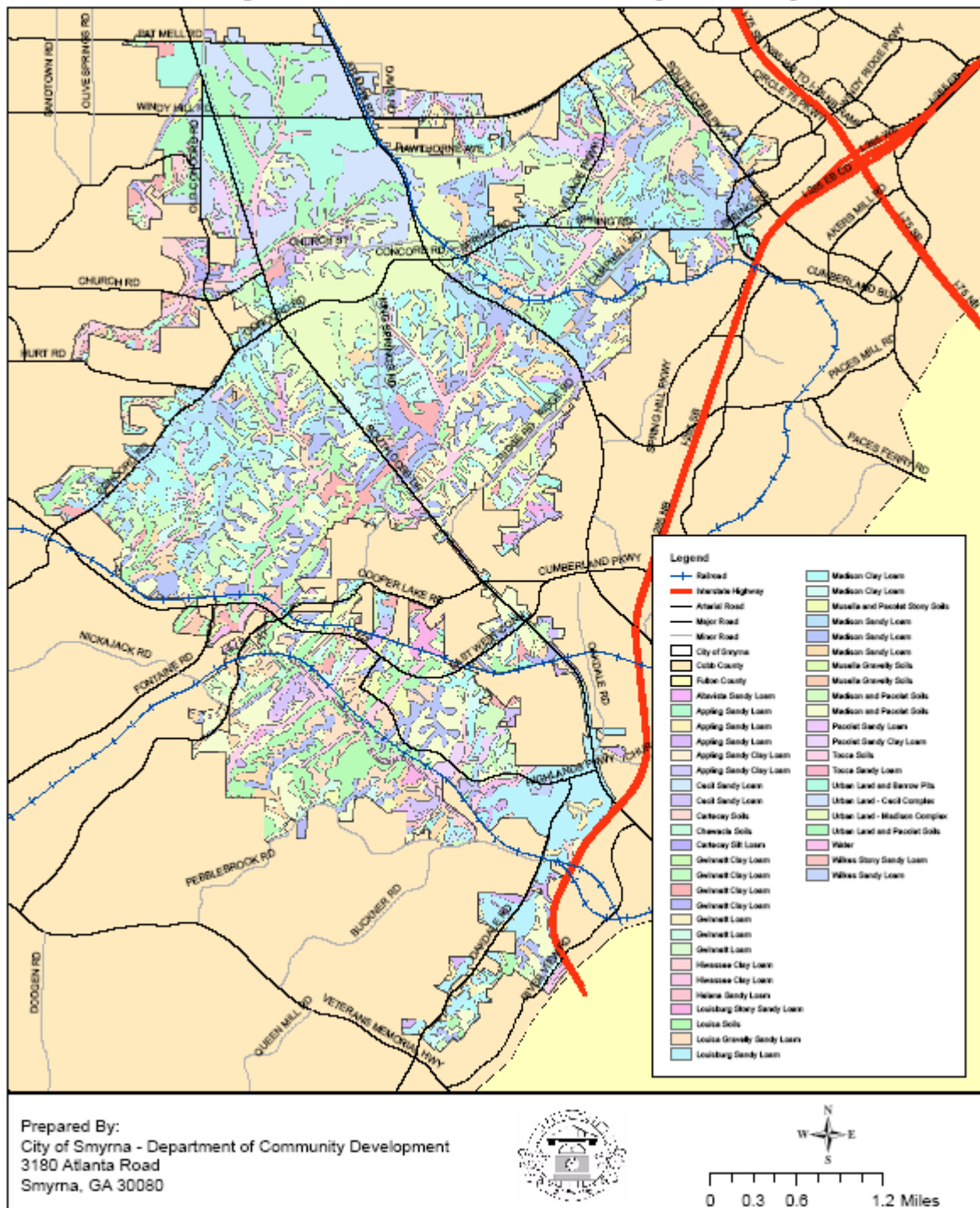


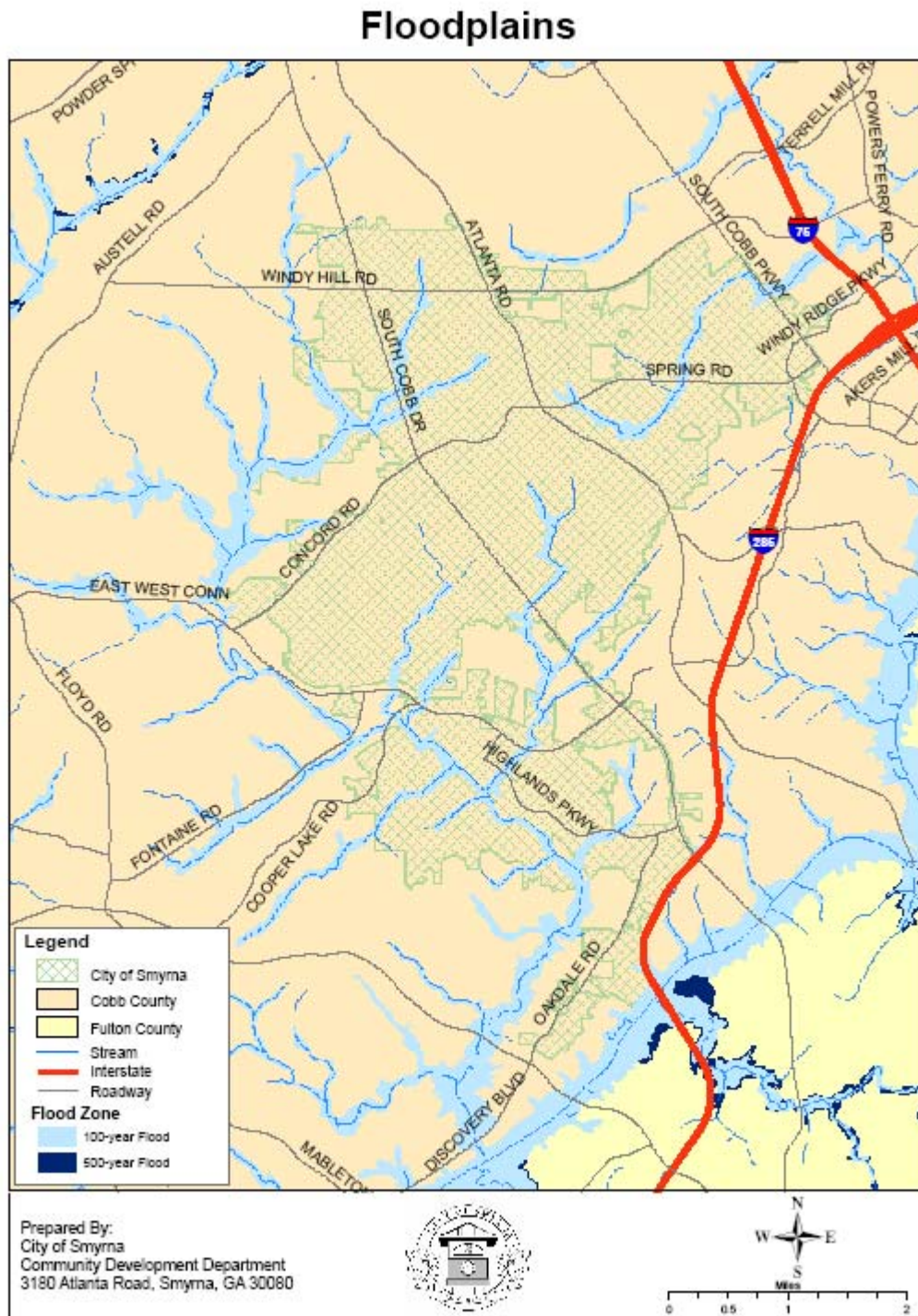
Table 20: Soil Types and Slopes
Table: Soil Types and Slopes

Soil Symbol	Type	Slope	Additional Notes
AlB	Altavista Sandy Loam	0-4 percent	
AmB	Appling Sandy Loam	2-6 percent	
AmC	Appling Sandy Loam	6-10 percent	
AmD	Appling Sandy Loam	10-15 percent	
AnB3	Appling Sandy Clay Loam	2-6 percent	Severly Eroded
AnC3	Appling Sandy Clay Loam	6-10 percent	Severly Eroded
CYB2	Cecil Sandy Loam	2-6 percent	
CYC2	Cecil Sandy Loam	6-10 percent	Eroded
Cah	Cartecay Soils	N/A	
Csw	Chewacla Soils	N/A	Wet Variants
Cw	Cartecay Silt Loam	N/A	Silt Variant
GeB3	Gwinnett Clay Loam	2-6 percent	Severly Eroded
GeC3	Gwinnett Clay Loam	6-10 percent	Severly Eroded
GeD3	Gwinnett Clay Loam	10-15 percent	Severly Eroded
GeE2	Gwinnett Clay Loam	15-25 percent	Severly Eroded
GgB2	Gwinnett Loam	2-6 percent	Eroded
GgC2	Gwinnett Loam	6-10 percent	Eroded
GgD2	Gwinnett Loam	10-15 percent	Eroded
HTC2	Hiwassee Clay Loam	6-10 percent	Eroded
HTD2	Hiwassee Clay Loam	10-15 percent	Eroded
HYC	Helena Sandy Loam	2-10 percent	Eroded
LDF	Louisburg Stony Sandy Loam	15-45 percent	
LNF	Louisa Soils	25-60 percent	
LkE	Louisa Gravelly Sandy Loam	10-25 percent	
LnE	Louisburg Sandy Loam	10-25 percent	
MDC3	Madison Clay Loam	6-10 percent	Severly Eroded
MDE3	Madison Clay Loam	15-25 percent	Severly Eroded
MJF	Musella and Pacolet Stony Soils	10-45 percent	
MgB2	Madison Sandy Loam	2-6 percent	Eroded
MgC2	Madison Sandy Loam	6-10 percent	Eroded
MgD2	Madison Sandy Loam	10-15 percent	Eroded
MID2	Musella Gravelly Soils	6-15 percent	Eroded
MIE3	Musella Gravelly Soils	15-25 percent	Severly Eroded
MsD3	Madison and Pacolet Soils	10-15 percent	Severly Eroded
MsE2	Madison and Pacolet Soils	15-25 percent	Eroded
PfD	Pacolet Sandy Loam	10-15 percent	
PgC3	Pacolet Sandy Clay Loam	6-10 percent	Severly Eroded
Toc	Tocca Soils	N/A	
Tod	Tocca Sandy Loam	N/A	Local Alluvium
Ubp	Urban Land and Barrow Pits	N/A	
UfC	Urban Land - Cecil Complex	2-10 percent	
UhC	Urban Land - Madison Complex	2-10 percent	
UiE	Urban Land and Pacolet Soils	10-25 percent	
W	Water	N/A	
WjF	Wilkes Stony Sandy Loam	10-40 percent	
WvD	Wilkes Sandy Loam	6-15 percent	Clayey Subsoil Variant

*Source: National Resource Conservation Services



Map 7: Floodplains



Community Facilities and Services

Water Supply Distribution and Treatment

Water Supply & Treatment

The Cobb County-Marietta Water Authority handles water treatment for all of Cobb County. The distribution of water is the responsibility of Cobb County and the Cities of Marietta, Smyrna, Kennesaw, Powder Springs, and Austell. The Cobb County-Marietta Water Authority is a regional wholesaler of water. In addition to selling water to the Cobb County Water System and the five municipal systems in Cobb, it serves portions of Fulton, Douglas, Cherokee, and Paulding Counties. The sources of water are the Chattahoochee River and Lake Allatoona. The treated water is distributed via a circumferential trunk main system through approximately 900 separate feed points.

The Cobb County-Marietta Water Authority takes water from the Chattahoochee River for its Quarles Treatment Plant on Lower Roswell Road. Capacity at this plant is currently 64 million gallons per day (MGD). The Authority takes water from Lake Allatoona for its Wyckoff Treatment Plant on Mars Hill Road in Acworth. Capacity at this plant is 72 MGD. The Water Authority maintains a large circumferential wholesale water main around Cobb to distribute to the local water systems. This water main serves to interconnect the treatment plants, helping to maintain an adequate flow for the entire county.

The Water Authority also maintains eight water storage tanks across the county with a combined storage capacity of approximately 35 million gallons, representing about one-half of average daily flow in the county. The storage tanks are located at Pine Mountain, Brushy Mountain, Pete Shaw Road, Factory Shoals Road, Groover Mountain, and Blackjack Mountain.

Distribution System

The Cobb County Water System distributes potable water in the unincorporated portions of the county and in the City of Acworth. The Cobb County Water System has just under 150,000 customers (roughly 360,000 persons). It maintains some 2,470 miles of water lines and 13,370 fire hydrants. The CCWS service area includes a normal operating pressure one and three high pressure zones. The normal operating pressure zone consists of the areas in the CCWS service area with ground elevations below 1,140 feet. Because of variations in ground elevation, the operating pressure in the normal zone varies between 40 and 200 psi. Approximately 95% of the CCWS service area is in this normal pressure zone.

The Cities of Marietta, Smyrna, Kennesaw, Powder Springs, and Austell distribute water within their water and sewer service area boundaries. The CCWS distribution system is used to transmit water to these municipal systems. The flow between each system is measured at master meters, which are located at the service boundaries. The CCWS maintains these meters. In some instances the boundaries extend beyond the corporate limits; in other cases the county water system serves areas within city limits.



Sewerage System and Wastewater Treatment

A community has a responsibility to its own citizens and to those living downstream to provide wastewater treatment in a manner that will protect their health and environment. Cobb County's ability to meet the wastewater treatment demand has contributed to the significant population and employment growth of recent years.

Treatment and collection are the two major components of a wastewater system. Wastewater treatment for the entire county is the responsibility of the Cobb County Water System. Collection is handled by the Water System and by the Cities of Marietta, Smyrna, Kennesaw, Powder Springs, and Austell. The flows from these municipalities, as well as a small portion of Fulton County in the Willeo Creek basin, are received by the CCWS interceptor system for transport to treatment facilities.

Cobb County currently maintains approximately 1,700 miles of sewer lines and 56 pump stations. Four wastewater treatment plants are located in Cobb County and are owned and operated by the Water System. Smyrna is served by the South Cobb and R.L. Sutton Wastewater Treatment Plants. The R. L. Sutton Wastewater Treatment Plant, located in Southeast Cobb, has a capacity of 40 mgd and is Cobb County's largest treatment plant. The South Cobb Wastewater Treatment Plant has a capacity of 40 mgd.

Solid Waste

Smyrna's Residential Sanitation Division is responsible for performing an essential service to the citizens of Smyrna, the removal of garbage and refuse. The services provided are residential garbage removal, recycling and yard waste removal. The City of Smyrna collects solid waste from single family and some multiple family residences. The City of Smyrna contracts with a private refuse company to collect waste from the remaining multiple family residences and nonresidential developments. Smyrna disposes of the waste that it collects at the Cobb County landfill located on Pinter Road and other landfills outside of Cobb County.

Public Safety

The City of Smyrna Police Department is a full-service municipal department, comprised of 93 sworn officers, 21 jail personnel, 22 full and part-time communications officers and 13 administrative support personnel. The primary purpose of the Smyrna Police Department is to maintain social order within prescribed ethical and constitutional limits, while providing professional law enforcement services. To attain this, the department enforces the law in a fair and impartial manner, recognizing both the statutory and judicial limitations of police authority and the constitutional rights of all persons. Recognizing that no law enforcement agency can operate at its maximum potential without supportive input from the citizens it serves, the Smyrna Police Department actively solicits and encourages the cooperation of all citizens in decreasing opportunities for crime and to facilitate the maximum use of resources.

The City of Smyrna has a quality Fire Rescue Department. The City of Smyrna's Fire Rescue Department continues to maintain a fire insurance rating of "Class 3," one the best in Georgia. Smyrna has 4 fire stations that are strategically located, ensuring excellent response times (Map 8). Paramedic fire engines provide advanced life support including drugs, airway intubation and electrical defibrillation to heart attack victims. All City of Smyrna Fire and Rescue vehicles are equipped with hydraulic rescue systems, known as the "Jaws of Life," and flood lighting systems.



Educational Facilities

Smyrna, like all municipalities in Cobb County, is served by the Cobb County School System. There are eight elementary schools, two middle schools and one high school serving the Smyrna area (Map 9). In addition, there are two private institutions located within the city limits of Smyrna.

The Smyrna Public Library is the only independent city-operated library in the State of Georgia. The library was established in 1936. The library has grown rapidly from a collection of a few hundred donated books to a collection of over 100,000 books and audio-visual materials. In August of 1991 the City opened a new 28,000 square foot facility. This nationally recognized building is designed after the colonial capitol in Williamsburg, Virginia and it features a wide-open floor plan with large windows to provide a warm inviting atmosphere.

The library provides a wide variety of services to the public. In addition to circulating books and audio-visual materials the Smyrna Library maintains a special collection of Georgia genealogy materials, provides reference service in the library or by phone and free interlibrary loan service to library cardholders. The library provides free public access to the Internet and over one hundred CD-Rom databases. Children's story programs are presented weekly. Word processors, typewriters and meeting rooms are available for a fee. The library provides numerous educational resources.

Parks and Recreation

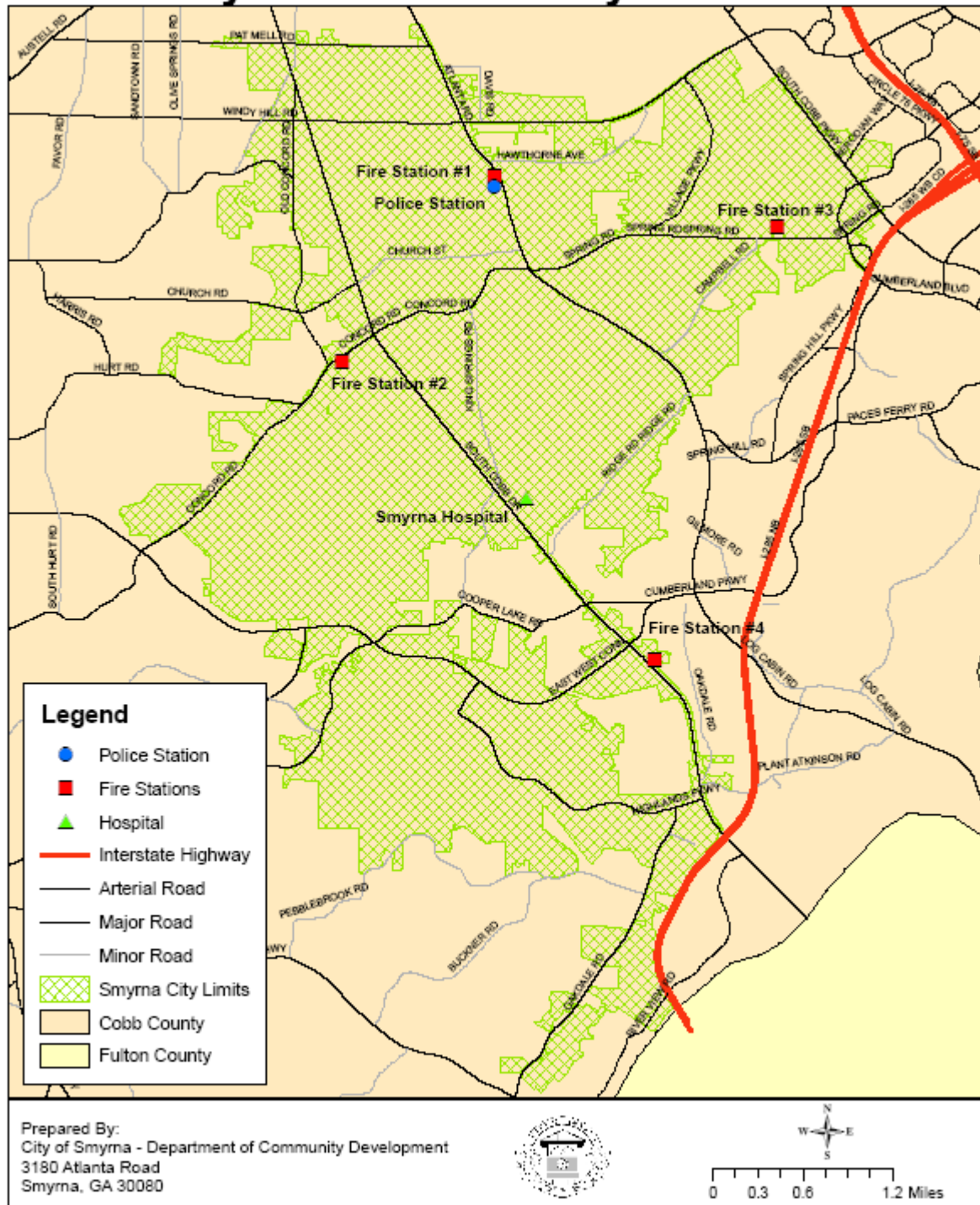
Smyrna has operated a city park system under the auspices of the Smyrna Parks and Recreation Department since June 1974. The past 22 years have brought many new programs and facilities to fruition to serve the diverse needs of city residents. Smyrna now offers a variety of programs and facilities at 15 park locations throughout the city on approximately 167.8 acres (Map 10). City parks range in size from .5 to 77 acres and offer passive or active recreational opportunities. These parks offer numerous amenities from walking trails to sport fields and courts.

The citizens of Smyrna recently voted to approve a \$22 million Parks and Recreation Bond issue to fund improvements recommended in the City's Parks and Recreation Master Plan. Bond funding is providing \$11 million for the development of new parks, \$5 million for the acquisition of new greenspace and park property, \$4.2 million for improvements to existing park space and \$1.5 million for new City sidewalks. The City of Smyrna has realized the added value that openspace provides a community and it is working hard to provide its citizens with such amenities.



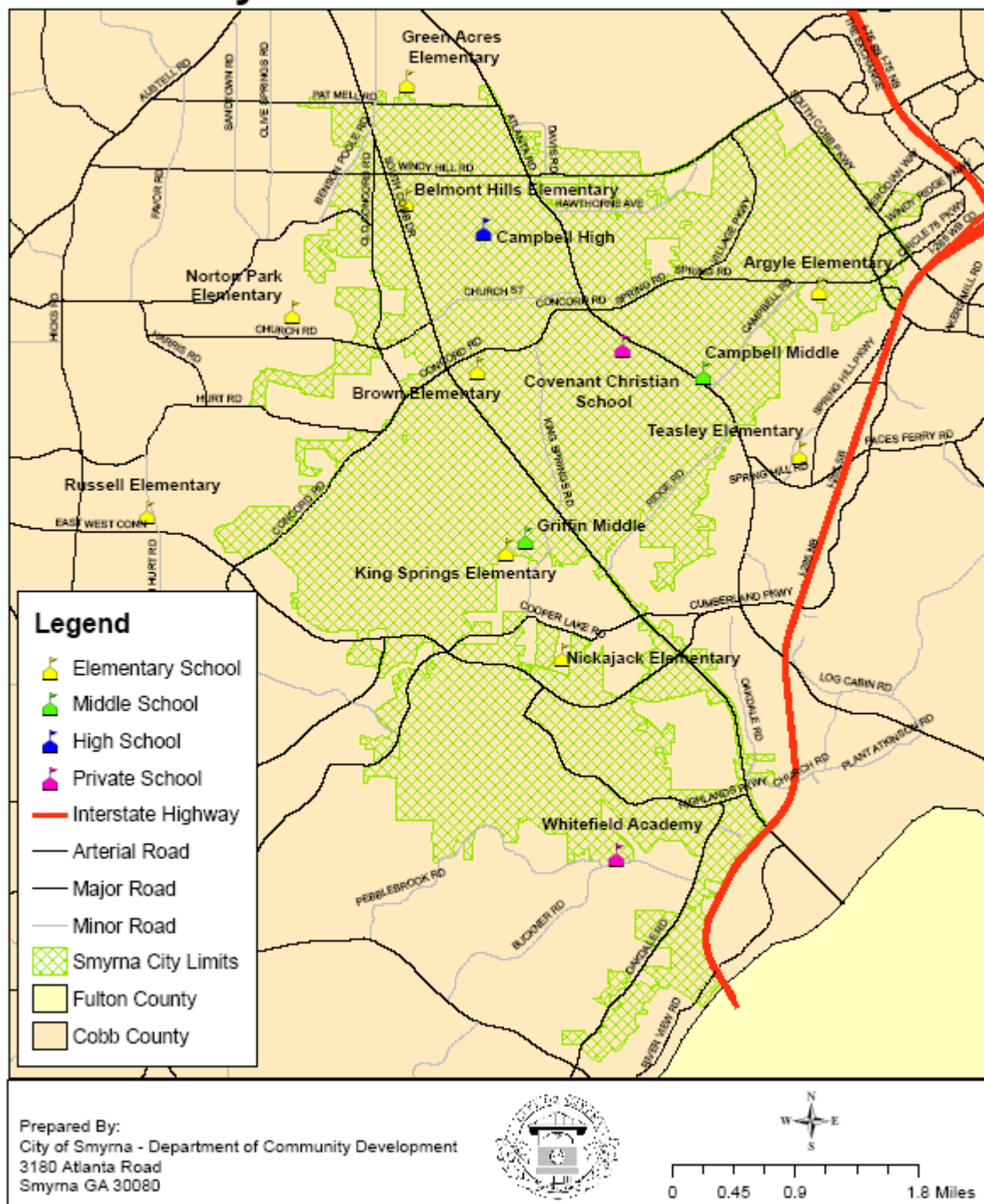
Map 8: Public Safety Facilities

Smyrna Public Safety Facilities



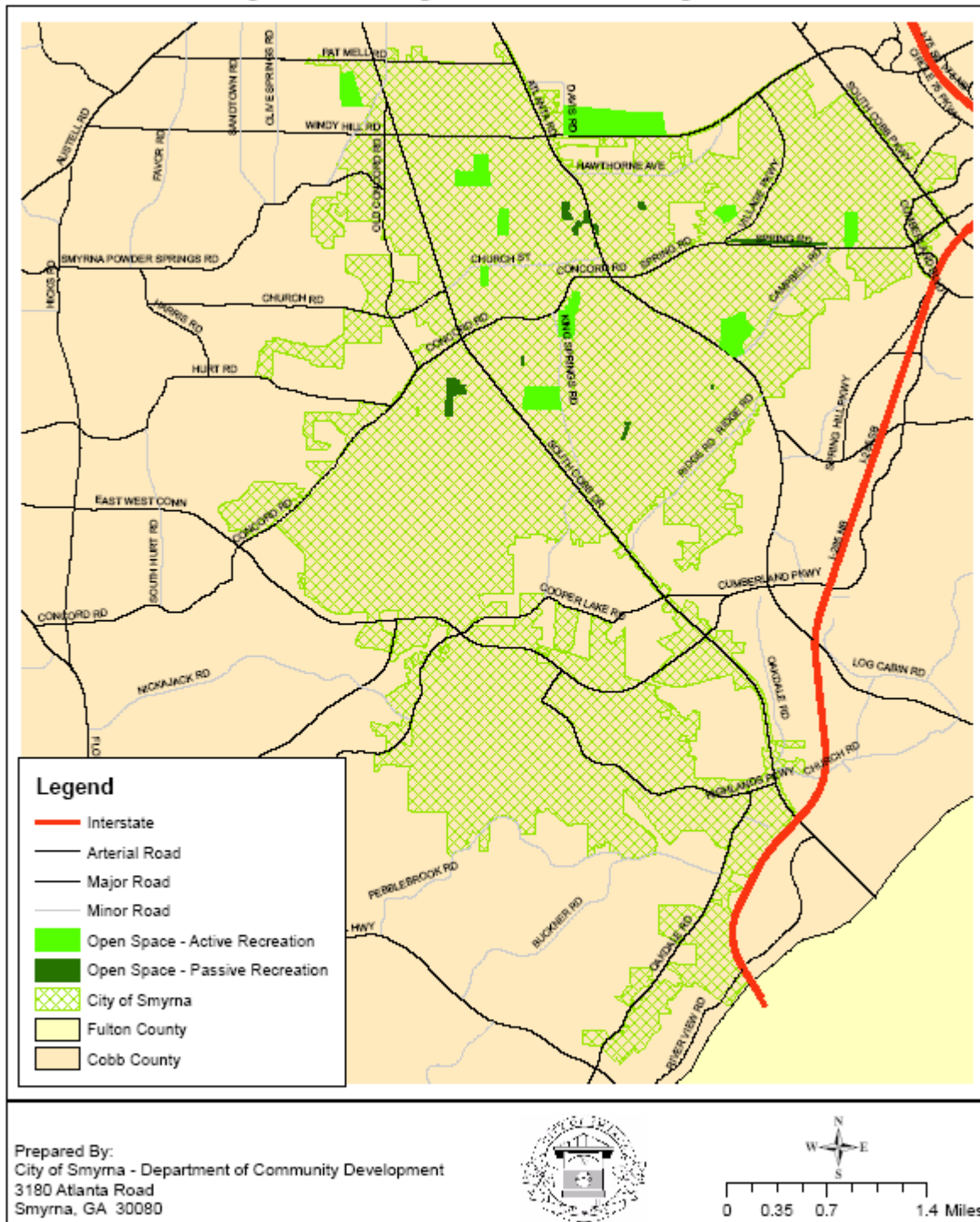
Map 9: Educational Facilities

Smyrna Educational Facilities



Map 10: Parks and Recreational Facilities

City of Smyrna Park System



Intergovernmental Coordination

The City of Smyrna provides a full compliment of municipal services to its residents and business owners. These services include: police and fire protection, water and sewer service, residential trash collection, non-residential trash collection (via a private hauler), recreation and public work services. Other services are provided by external governmental agencies as well. The remainder of this portion of the Comprehensive Plan outlines all services and programs which may impact the City of Smyrna.

Adjacent Local Governments

The City of Smyrna shares its boundary along Cobb Parkway with the City of Marietta. Marietta is the largest City in Cobb County in terms of population and serves as the County seat. Smyrna, Marietta and the other municipalities in Cobb County meet on a monthly basis to discuss mutual concerns and initiatives. On a professional level, the City's Economic Development Coordinator meets monthly with his counterparts from Marietta as well.

Service Delivery Strategy

In 1997 the State passed the Service Delivery Strategy (HB 489). This law required each county and their respective municipalities to work together to formulate a strategy to deliver efficient local services. The primary goal of HB 489 was to eliminate the duplication of services between the county and local governments.

Cobb County and each of its municipalities (Acworth, Austell, Marietta, Powder Springs and Smyrna) updated the Service Delivery Strategy in 2004. This update included important agreements concerning when and how water/sewer service would be extended by the County to municipal developments and how land use/annexation disputes could be resolved. The City Administrator's office is considered the lead department for addressing service issues with Cobb County. In some cases, the Community Development Department will also become involved with issues related to land use changes/annexations as well.

Annexations

The City and County adopted specific provisions for addressing annexations as part of the Service Delivery Strategy agreements in 2004. As stated earlier, these agreements include provisions for addressing land use conflicts related to annexations. Specifically, the City and County have an agreed-upon list of acceptable land use categories and densities for properties which are rezoned and annexed into the City (see appendix). Additionally, the agreement calls for joint planning meetings between the City and the County to identify areas of cooperation and mutual concern. Topics which have been discussed during these planning meetings have included open space preservation and redevelopment.



Independent Special Authorities

The City's water supply is provided by the Cobb-Marietta Water Authority. This authority, which includes the Mayor of Smyrna as a board member, ensures an adequate and safe water supply to meet both existing and future demand. Future service areas for the authority were addressed via the HB 489 agreements.

Cobb County School District

The Cobb County School District is the second largest school system in Georgia and among the 30th largest in the United States. This district is headquartered in Marietta and is governed by a seven-member board. Smyrna works closely with its representative on the School Board and the other school board members to support its local schools.

Downtown Development Authority

The Downtown Smyrna Development Authority (DDA) was created in 1970 via an amendment to the State Constitution by the State general assembly. Its internal rules and regulations were subsequently updated in 1986 and 1989. The geographic boundaries of the DDA are the same as the City of Smyrna. Similarly, the DDA has been vested with many of the rights and responsibilities normally associated with local governments including the ability to purchase and lease property, make grants, issue bonds and levy taxes. One of the few restrictions placed upon the DDA limits the levying of taxes to a maximum of five (5) mills. Additionally, taxes by the DDA can only be levied on those properties within the City which are either non-residential or non owner-occupied residential.

Other External Governmental Activities:

The City is also served by external governmental entities as well. These include the following unit of state government:

Atlanta Regional Commission

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency for the 10-county area including Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale counties, as well as the City of Atlanta. The City has participated in the ARC's Livable Centers Initiative (LCI) Program and has received funding to implement the adopted LCI plan.

Georgia Department of Natural Resource Protection

The Department of Natural Resources' (DNR) website states its mission "is to sustain, enhance, protect and conserve Georgia's natural, historic and cultural resources for present and future generations, while recognizing the importance of promoting the development of commerce and industry that utilize sound environmental practices". The City recently adopted the updated regulations related to stormwater runoff requirements and stream/creek buffers.



Georgia Department of Transportation

The Georgia Department of Transportation (DOT) plans, constructs, maintains and improves the state's road and bridges. The Department also provides administrative support to the State Tollway Authority and the Georgia Rail Passenger Authority. The DOT has four facilities either in the City (South Cobb Drive, E-W Connector and Cobb Parkway) or along the City's boundary (I-285 and I-75).

Georgia Department of Community Affairs

The Georgia Department of Community Affairs (DCA) was created in 1977 to serve as an advocate for local governments. DCA provides a variety of technical services to the City related to the adoption/administration of the Comprehensive Plan and the City's Solid Waste Management Plan.



Transportation System

The City of Smyrna, covering a land area of 16.4 square miles, has a diverse, multimodal transportation system. Located in the southeast corner of Cobb County, the city has major regional roadway facilities, a rail line, and transit system infrastructure. The city is located near three interstate highway systems: I-75, I-285 and I-20. In addition, several principal arterial roads and state routes provide access to the different areas within the city. Windy Hill Road near the north portion of the city and the East-West Connector near the southern portion of the city provide east-west connections. SR 280/South Cobb Drive connects the southeast and northwest areas of the city. Major trip attractors and generators in and around Smyrna include downtown, the Silver Comet Trail entrance locations, Tolleson Park, and Rhyne Park. The following presents the existing conditions assessment of the transportation system in the City of Smyrna.

Roadways

The roadway system provides the backbone of the transportation network. Smyrna has 181.5 centerline miles of existing roadway network. Classifying the roadway system by how each roadway functions allows for analysis and evaluation of the roadway's effectiveness within the system. Roadways are described by the county's functional classification system, which defines a roadway based on its accessibility and mobility. On one end of the spectrum are expressways or interstates, which provide the greatest mobility with controlled access. On the other end are local roads, which provide the greatest accessibility and feed traffic into higher capacity roads. A description of the system's major functional classifications is presented below and in Map 11.

- **Interstate Highways** – Interstates provide the greatest level of mobility, with access limited to interchanges. There are no interstate facilities within Smyrna city limits, though I-285 does form a portion of the city's southeastern boundary.
- **Arterials** – An arterial is a street or road whose primary function is to carry through traffic over relatively long distances between major areas of the county. Smyrna's arterial system comprises 31.5 miles, or 17.4 percent of the total roadway network. Selected major arterials include Atlanta Road, Cobb Parkway, and South Cobb Drive.
- **Major Collectors** – A major collector is defined as a street or road whose primary function is to carry through traffic over moderate distances between arterial streets and/or activity centers. The major collector system in Smyrna comprises 6.9 miles (3.8 percent) of the total roadway network.
- **Minor Collectors** – A minor collector is a street or road whose primary function is to carry through traffic over minor distances from local streets and subdivisions to an activity center or higher classification street. The minor collector system in Smyrna comprises 6.9 miles (3.8 percent) of the total roadway network.
- **Local Streets** – Local streets feed the collector system from low volume residential and commercial areas. In Smyrna, local streets comprise 136.2 miles (75 percent) of the total roadway network.

Roadway jurisdiction defines which entity owns and is responsible for maintenance. As depicted in Map 12, most of the roadways in Smyrna are city streets.



Roadway Conditions

Data is maintained by the Georgia Department of Transportation (GDOT) on roadway and bridge condition. Roadway pavement condition is rated within the roadway characteristics (RC) file which contains a Pavement Condition Evaluation System (PACES) rating. Pavement is rated under the PACES system on a linear scoring system from 10 to 99. The rating ranges are summarized in Table 21. As shown in Map 13, a majority of the roadway system in Smyrna is rated good or very good. Of the 130 centerline miles in Smyrna for which pavement ratings are available, 22.5 percent are rated very good, 47.2 percent are rated good, and 29.6 percent are rated fair. Only 0.7 percent are rated as poor.

Table 21: PACES Rating

Rating	Definition	Score
Very Good	No maintenance necessary at present time.	81 to 99
Good	Rideability good, some minor repairs needed.	65 to 80
Fair	Considerable deterioration; needs major repairs or resurfacing in near future.	45 to 64
Poor	Badly deteriorated; needs leveling and resurfacing.	28 to 44
Very Poor	Critical condition; needs immediate attention.	11 to 27

Source: GDOT, Systems Inventory Data Collection, Coding, and Procedures Manual

Bridges

There are a total of sixteen roadway bridges within the City of Smyrna, which are provided in Table 22 on the following page. There is also one pedestrian overpass over the East-West Connector and Silver Comet Trail Bridge over Cooper Lake Road. As shown in Table 22, seven of the sixteen roadway bridges are roadway overpasses, five are stream crossings, two are railroad overpasses and the other two are trail crossings.

Of the roadway bridges within the City, only the Campbell Road Bridge over the CSX railroad is in need of repair. It is scheduled to be replaced within the SPLOST improvements program. In addition, a new pedestrian bridge over the CSX railroad at Village Green Bridge is also programmed for construction.



Table 22: Bridges within the City of Smyrna

Roadway	Intersecting Feature
US 41	Poplar Creek
South Cobb Drive	Laurel Branch
South Cobb Drive	East Fork, Nickajack Creek
Spring Drive	CSX Railroad
Silver Comet Trail	Cooper Lake Road
Concord Road	Silver Comet Trail
Camp Highland Road	Abandoned Railroad
Campbell Road	CSX Railroad
Old Concord Road	East Fork, Nickajack Creek
Concord Road	East-West Connector
East-West Connector	Concord Road
East-West Connector	Laurel Lake Tributary
East-West Connector	Abandoned Railroad
Cooper Lake Road	Laurel Branch
Pedestrian Trail	East-West Connector
Cooper Lake Road	Nickajack Creek
Cooper Lake Road	Norfolk Southern Railroad
Ewing Road	Silver Comet Trail

Source: GDOT

Roadway Capacity

Available roadway network capacity is determined by functional classification, number of lanes, traffic controls, and utilization. The number of lanes and traffic signal locations are shown in Map 14. As is shown, most of the streets have two lanes, but several large facilities also traverse the city, providing capacity for higher volumes of through traffic. Also shown in this map are the intelligent transportation system (ITS) enhancements that have been added to improve operations, including roadway corridors with fiber-optic infrastructure and real-time camera surveillance locations. Map 15 shows the range of existing (2004) Annual Average Daily Traffic (AADT) levels on the Smyrna roadway network.

The level of system performance varies by type of transportation facility, geographic location, time of day, and other characteristics. Each network roadway has a theoretical capacity based on its functional classification and characteristics. When roadways are operating in free-flow conditions, capacity constraints are not apparent. However, as traffic volumes increase, available capacity is restricted and roadway congestion results. Federal regulations define traffic congestion as the level at which transportation system performance is no longer acceptable.

Capacity needs are identified using measures such as daily volume to capacity (v/c). The v/c ratio of a specific roadway is an indicator of the level of service (LOS) that can be expected on that roadway. A v/c ratio of less than 1.0 indicates that a road can handle additional volume and remain within capacity. A v/c ratio of 1.0 indicates that a road has reached its capacity, and additional traffic volume will result in a less than acceptable LOS. A v/c ratio of more than 1.0 indicates that a road's traffic volume exceeds its capacity to handle that traffic, resulting in an



unacceptable LOS. The computation and analysis of roadway v/c allows system-wide analysis of the transportation network, providing an approximation of the LOS of roadways or corridors based on information such as lane configuration, observed roadway speed, and traffic volumes.

V/C ratios are linked to LOS to provide an easier way to communicate roadway operations. LOS is a user-based assessment of conditions. Roadways are given a letter designation, with A representing the best operating conditions and F representing the worst. The 2000 *Highway Capacity Manual* provides the following LOS guidelines:

- LOS A, B and C indicate conditions where traffic can move relatively freely.
- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted.
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from the bottleneck or breakdown.

Throughout the Cobb County Comprehensive Transportation Plan (CTP), the following LOS criteria are used to determine congestion levels on roadway segments:

- LOS A through C is equivalent to a v/c of 0.7 or less.
- LOS D is equivalent to a v/c of 0.701 to 0.85.
- LOS E is equivalent to a v/c of 0.851 to 1.00.
- LOS F is equivalent to a v/c greater than 1.00.

To determine which facilities were congested in Smyrna, ARC's region-wide travel demand model was used. Model results for the 2005 and 2010 networks were evaluated. It is important to note that the model network reflects the actual roadway network but, due to the nature of the model, the network is an abstraction of the actual system. Major roadways classified as collectors and arterials are included in the model network, but local roads are not.

Maps 16 and 17 illustrate 2005 and 2010 peak period congestion, respectively. As indicated by these maps, several major roadway facilities already operate at LOS F according to the model, including portions of Windy Hill Road and Oakdale Road.

As required by federal law and regulations, ARC has developed a Congestion Management System (CMS) for the Atlanta region. Within the CMS, roadways are identified for congestion monitoring, evaluation, and identification of improvements to alleviate congestion. Ten roadways in Smyrna are included in the CMS. Table 23 lists the CMS facilities and identifies the reason for inclusion in the CMS.



Table 23: ARC Congestion Management System Facilities

Roadway	From/To	Reasons for Inclusion in the CMS
Atlanta Rd.	SR 120 Loop / N. Marietta Pkwy. to SR 5 / Austell Rd.	Heavy Peak Period Volumes
Concord Rd./Spring Rd.	Hurt Rd. to SR 3, US 41 / Cobb Pkwy.	Heavy Peak Period Volumes, Heavy Turn Volumes, Too Many Driveways
Cooper Lake Rd.	Nickajack Rd. to Atlanta Rd.	Heavy Peak Period Volumes
East-West Connector	Concord Rd. to Camp Highland Rd	Heavy Peak Period Volumes
Hurt Rd.	Hicks Rd. to Concord Rd.	Heavy Peak Period Volumes
I -285 West	Chattahoochee River (Fulton N) to Chattahoochee River (Fulton S)	Heavy Peak Period Volumes
Oakdale Rd.	Highlands Pkwy to Mableton Pkwy.	Heavy Peak Period Volumes
SR 280 / South Cobb Dr.	Fairground St. to I-285	Heavy Peak Period Volumes
SR 3 / US 41 / Cobb Pkwy.	SR 92 / Dallas Acworth Hwy. to Fulton County Line	Heavy Peak Period Volumes, Heavy Cross-Street Traffic, Heavy Turn Volumes, Too Many Driveways
Windy Hill Rd.	SR 5 / Austell Rd. to Powers Ferry Rd.	Heavy Peak Period Volumes, Heavy Cross-Street Traffic, Heavy Turn Volumes, Too Many Driveways

Source: Atlanta Regional Commission, Congestion Management System, 2004

Signalized Intersections

There are currently 52 signalized intersections either within or along the municipal boundaries of Smyrna. All of these signals are maintained by the City of Smyrna. Signal locations are presented in Map 14.

Planned signal improvements are generally associated with two projects:

- South Cobb Drive – GDOT, through its Fast Forward program, is enhancing pedestrian facilities and signal timing along the roadway from I-285 to Pat Mell Road.
- Concord Road – Roadway and safety operations project from Atlanta Road to South Cobb Drive will include signal enhancements.

Connectivity

Street connectivity is a measure that is critical to analyzing the possibility of re-routing traffic to relieve pressures on severely overburdened facilities. In a nutshell, street connectivity is a measure of the number of parallel facilities in an area that allow for multiple routing options. To determine street connectivity within the City, an inventory of streets with more than one end point was taken.



Smyrna has very good connectivity in specific sectors of the town, notably the central downtown area and the western edge, but the southern and eastern sectors have some limitations in this regard. In particular, the area just south of the East-West Connector offers virtual no through routes due to the presence of two rail lines that cut off many of the access routes that run north-south. There are also limited connections to a large area in the eastern sector of the town near Cobb Parkway. As a proportion of the street network, roughly 15% of the streets in Smyrna do not offer connectivity. This lack of connectivity is relatively minor compared to other areas in the county and was confirmed during stakeholder interviews.

Roadway Safety

To evaluate roadway safety, vehicle crashes, including those between vehicles and pedestrians or bicyclists, were examined for the period of 2001 through 2004 using the GDOT crash database for roadway facilities within Smyrna. Map 18 identifies the locations of vehicle-to-vehicle crashes over the four-year period. During this period, a total of 8104 crashes occurred, an average of 2026 crashes per year. As is shown, high numbers of vehicle crashes occurred on South Cobb Drive, Spring Road, Windy Hill Road, and Cobb Parkway. For vehicular crashes, normalized crash rates were calculated for each facility based on its functional classification. City roadway crash rates were compared against the county-wide crash rate averages. To identify areas in need of additional investigation, locations were flagged when the crash rate at the location exceeded one standard deviation from the county-wide average. Map 19 shows potential locations for additional safety evaluation based on this assessment.

A higher level of pedestrian activity occurs in the city's commercial core, and many pedestrians make mid-block crossings on other major facilities such as South Cobb Drive and Atlanta Road. To evaluate the level of conflict between vehicles and pedestrians or bicyclists, locations of pedestrian and bicyclist crashes, injuries, and fatalities were identified. For the period of 2001 to 2004, 62 vehicular crashes involved a pedestrian or bicyclist, accounting for 0.7 percent of all crashes in the city. Of the 62 crashes, 6 involved a fatality, 47 involved an injury, and 9 resulted in no injury. Normalized rates based on population were compared to county-wide and national averages, as summarized in Table 24. As is shown, the pedestrian crash injury and fatality rate in Smyrna exceeds what is experienced county-wide. The location of pedestrian/vehicle and bicycle/vehicle crashes, injuries, and fatalities is shown in Map 20. South Cobb Drive experienced the greatest number of crashes with pedestrians or bicyclists.

Table 24: Bicyclist and Pedestrian Injury and Fatality Rates, 2001-2004

Geography	Non-Injury Pedestrian Crash	Injury Pedestrian Crash	Fatal Pedestrian Crash	Non-Injury Bicycle Crash	Bicycle Injury Crash	Fatal Bicycle Crash
Smyrna	2.44	23.17	3.05	3.05	5.49	0.61
Cobb County	1.65	16.7	1.81	1.52	6.05	0.12
United States (2002)	n/a	24.62	1.67	n/a	16.65	0.23

Rates per 100,000 residents. Source: GDOT Crash Database 2001-2004; Traffic Safety Facts 2002, U.S. Department of Transportation



Alternative Modes and Travel Characteristics

Transit

The Cobb Community Transit (CCT) bus system provides links to the MARTA rapid-rail system. Most of the CCT routes serving the City converge at the bus transfer center in the Cumberland Mall area. In terms of access to bus service, CCT offers a total of five routes. Frequencies vary from 15 minutes to one hour. Map 21 depicts transit service routes in Smyrna. Table 25 lists the transit services serving Smyrna by operator, type, and service parameters.

Table 25: Existing Transit Service in the City of Smyrna

System Operator	Service/Name	Description	Days/Hours of Service	Service Frequency
CCT	10 - Cobb Pkwy	Connects Marietta Transfer Center to Cumberland and MARTA Arts Center Station in Midtown Atlanta	Mon-Sat	15 minutes
			5:00 am to 12:50 am	
CCT	10A - Delk Rd / Peachtree St	Connects Delk Rd with Peachtree corridor in downtown/Midtown Atlanta via Cumberland; Peak Hours Only	Weekdays	AM: 25 min. (avg.)
			6:05 am to 6:21 pm	PM: 40 minutes
CCT	15 - Windy Hill Rd	Connects MTC to Wildwood Office Park via Marietta Square and Windy Hill Rd corridor	Mon-Sat	30 minutes
			6:00 am to 9:38 pm	
CCT	20 – S. Cobb Dr	Connects MTC to Cumberland Transfer Center via South Cobb Dr corridor	Mon-Sat	30 minutes
			6:00 am to 12:33 am	
CCT	70 - Cumberland / H.E. Holmes	Connects Cumberland Transfer Center with H.E. Holmes MARTA Station in Atlanta via Cumberland Pkwy, East-West Connector, and S. Cobb Dr	Mon-Sat	60 minutes
			6:15 am to 9:10 pm	

Source: Cobb Community Transit, Georgia Regional Transportation Authority

The most recent (2006) ridership numbers for the routes in Smyrna are as follows:

- Route 10 carries 157,188 unlinked passengers per month.
- Route 10A carries 2,791 unlinked passengers per month.
- Route 15 carries 45,074 unlinked passengers per month.
- Route 20 carries 52,158 unlinked passengers per month.
- Route 70 carries 10,622 unlinked passengers per month.

CCT conducted a Transit Development Plan (TDP) in 2005-2006 in which bus stop conditions were inventoried throughout the county. Although individual cities were not specifically examined, some general notes on bus stops and signage were listed these were:



-
- There are 724 bus stops
 - 30 stops have no registered activity in the ride check and were not used for this analysis
 - 114 stops have no sign posted but 111 of these are at shelter locations
 - Thus only 3 locations have no sign or shelter
 - CCT plans to place shelters at all locations with over 25 daily boardings
 - CCT plans to place benches at all locations with 10-25 daily boardings
 - There are 348 shelters at stops
 - 339 of the shelters have benches
 - 208 of the shelters have lighting
 - 343 of the shelters have trash receptacles
 - 49 stop without shelters have trash receptacles

The TDP also conducted a survey to determine ridership characteristics of its passengers. As with the bus stop conditions inventory, the cities in Cobb were not individually examined but some general notes on ridership demographics were assembled and include the following:

- Most common home origins were Marietta, Atlanta, Smyrna, Kennesaw
- 18% of the weekday ridership and 15% of the Saturday ridership transfer from other systems to CCT
- On any given day 5% of the CCT riders are using transit for the first time
- The most common trip purpose is home to work (35% local, 50% Express)
- The second most common trip purpose is work to home (20% local 39% express)
- The majority of local riders ride 5 or more days per week (58%)
- The majority of Express riders ride 5 or more days per week (81%)
- The most common requests for new service were : Service to Lindbergh Station, from Cumberland Mall to the MARTA north line, along Terrill Mill Road, and along Powder Springs Road

There are several planned improvements for transit service in the Smyrna area. They are:

- Increase Saturday frequency on Route 10
- Add earlier weekday morning trip on Route 15
- Add earlier weekday morning trip on Route 20
- Eliminate H. E. Holmes leg and reroute Route 70 from Cumberland Transfer Center to Cobb General Hospital
- Reroute Route 70 from Cumberland Transfer Center to Cobb General Hospital and return to Marietta Transfer Center via Austell Road
- Reroute Route 70 from Cumberland Transfer Center to Cobb General Hospital and return to Marietta Transfer Center via Powder Springs Road
- Introduce complementary paratransit service wherever new routes are implemented

It should be noted that the TDP, from which the list of improvements above were generated, had not been formally adopted as of July 2006.

GRTA is also undertaking the Northwest Connectivity Study to improve transportation connections among activity centers within the corridor, including Midtown Atlanta on the south, the Cumberland/Galleria area, and Town Center on the north. Several options are being explored, including highway solutions, HOV lanes; express buses and bus rapid transit, commuter rail,



monorail, light rail transit, and heavy rail transit. The findings and implementation plan resulting from this study will likely have a profound impact on future transit enhancements in and around in the City of Smyrna.

Pedestrian Facilities

The primary pedestrian facility infrastructure in Smyrna is sidewalks. Other elements that contribute to a pedestrian environment include the provision of well-defined crosswalks, pedestrian actuated traffic signals, and compact development patterns. The existing sidewalk network is shown in Map 22. Smyrna's sidewalk network is extensive, and connects many major activity centers, including the City's Market Village complex and a number of schools. One major corridor presently without sidewalks is the residential portion of Concord Road between the East-West Connector and South Cobb Drive. In performing a spatial overlay analysis of sidewalks with existing bus routes, it is evident that most of the bus routes currently operating in the city are well connected to sidewalks. One segment of a bus route in need of sidewalks is the Highland Parkway loop located off South Cobb Drive. Sidewalks along bus routes improve the safety and comfort for bus patrons walking to bus stops and boarding/alighting buses.

Due to the City's extensive pedestrian network and the high percentage of households without vehicles (6.2% or 1,144 in 2000) it may be assumed that there is a high level of pedestrian activity in Smyrna. One area of intense pedestrian activity in the city is around the newly redeveloped Market Village area where many pedestrians make mid-block crossings between the residential and commercial/civic uses located on either side of Atlanta Road. Another area of concentrated pedestrian activity is South Cobb Drive, where there is a mix of higher density residential areas, employment centers and retail uses spread along the roadway corridor. To evaluate the safety of the city's pedestrian facilities, crash data from 2001 – 2004 was evaluated. The location of pedestrian/vehicle and bicycle/vehicle crashes, injuries, and fatalities is shown in Map 20. South Cobb Drive experienced the greatest number of crashes involving pedestrians. This may indicated a necessity for additional crosswalks, refuge islands and pedestrian signage/signalization in the busy corridor. There was also a fair number of pedestrian injury crashes within Smyrna's core residential areas, additional pedestrian signage and traffic calming could be employed here to ensure greater pedestrian safety.

The City's 2003 LCI Study included a number of programs for increasing pedestrian accessibility in the city. Of the 11 key transportation improvement programs recommended for implementation during the 2004 – 2009 period 6 are pedestrian oriented. The projects associated with these programs are listed in Table 26. In addition to plans put forth in Smyrna's LCI study, the City has already secured funding for a number of pedestrian oriented projects through the Regional Transportation Plan (RTP) and the recently approved special purpose local option sales tax (SPLOST), these projects are also listed in the following table.



Table 26: Planned Pedestrian Enhancements in the City of Smyrna

Project Type	Project Description / Project Location
LCI	Install streetscape improvements and a landscaped median along Atlanta Road from Windy Hill Road to Spring Road (streetscape improvements include 10' sidewalks, benches, street lights, and landscaped buffer). Install improvements at Atlanta Road and West Spring Street intersection
LCI	Define pedestrian walking areas at railroad grade crossings and enhance connections to sidewalk system (Spring Street and Hawthorne Street crossings).
LCI	Modify Atlanta Road at Spring Road intersection to remove right turn channelization islands for northbound and southbound directions to provide a direct path for pedestrian crossing and landscape reclaimed channelization island areas.
LCI	Replace all crosswalks with GDOT standard crosswalk markings to enhance visibility.
LCI	Provide sidewalks and greenspace within Jonquil redevelopment area.
LCI	Provide greenway with trail section through Belmont Hills redevelopment area.
LCI	Install multi-use trail section (10' off-road multi-use trail) from Village Parkway to Hawthorne Street at Davenport Street.
LCI	Install multi-use trail section (10' off-road multi-use trail) from Ward Street to Glendale Circle and Glendale Place through Park/School.
LCI	Replace existing sidewalk with multi-use section (10' multi-use trail on north side of road with 6' sidewalk on south side of road) along Bank Street (50' ROW) from South Cobb Drive to Hamby Street.
LCI	Replace existing sidewalk with multi-use section (10' multi-use trail on north side of road with 6' sidewalk on south side of road) along Roswell Street (50' ROW) from Spring Street to Hawthorne Street.
LCI	Replace existing sidewalk with multi-use section (10' multi-use trail on north side of road with 6' sidewalk on south side of road) along Hawthorne Street (40' ROW) from Roswell Street to Davenport Street.
LCI	Replace existing sidewalk with multi-use section (10' multi-use trail on north side of road with 6' sidewalk on south side of road) along Powder Springs Street (50' ROW) from Grady Street to Hamby Street.
LCI	Replace sidewalk along Spring Street (40' ROW) from Roswell Street to Mathews Street with new 5' sidewalks on both sides of street and install new 5' sidewalk on both sides along Spring Street from Mathews Street to Spring Road.
LCI	Install new 6' sidewalks along both sides of the following streets from Bank Street to Church Street, Pine Hill Drive (50' ROW) from Bank Street to Lavista Drive Lavista Drive (50' ROW) from Pine Hill Drive to Stephens Street Stephens Street (30' ROW) from Flagler Circle to Church Street
LCI	Replace sidewalk along Mathews Street (30' ROW) from Spring Street to Hawthorne Street with new 5' sidewalks on both sides of street.
LCI	Replace sidewalk with new 5' sidewalk on both sides of the following streets from Hawthorne Street to Village Parkway: Davenport Street (50' ROW) from Hawthorne Street to Argo Drive.



	Argo Drive (40' ROW) from Davenport Street to Teasley Drive. Teasley Drive (60' ROW) from Argo Drive to Knoll Road. Knoll Road (60' ROW) from Teasley Drive to Turpin Road. Turpin Road (50' ROW) from Knoll Road to Village Parkway.	
LCI	Upgrade ADA deficiencies along other sidewalks as defined in the program for upgrading and expanding sidewalk system with new 5' sidewalks on both sides of street.	
LCI	Inventory existing sidewalks for ADA compliance and develop program to upgrade sidewalks not planned for replacement in future projects.	
LCI	Define local streets compatible with sidewalk installation and prepare plans for implementation.	
LCI	Provide signalized pedestrian crossings at all (arterial and major collector) intersections (requires additional pedestrian crossings along Village Parkway).	
LCI	Replace all crosswalks (on arterial and major collector roadways) with GDOT standard crosswalk markings to enhance visibility.	
LCI	Install pedestrian traffic signal at Village Parkway and Post Apartments access/trail access (if warranted based on MUTCD criteria).	
SPLOST	Install Sidewalk	Glendale Place from Ward Street to Glendale Place
SPLOST	Install Sidewalk	Hawthorne Avenue from Village Parkway to Roswell Street
SPLOST	Install Sidewalk	Village Parkway from Windy Hill Road to Spring Road
SPLOST	Install Sidewalk	Ward Street from Windy Hill Road to Powder Springs Road
RTP	Pedestrian Facility (Sidewalk)	South Hurt Road Pedestrian Improvements near Schools
RTP	Pedestrian Facility (Sidewalk)	Cobb County Transit Supportive Sidewalks

The City's zoning and development regulations are also supportive of pedestrian accessibility requiring new developments to provide sidewalks and to connect new sidewalks to those already existing adjacent to the development.

Bicycle Travel

The Silver Comet Trail provides a dedicated bicycle corridor connecting the City of Smyrna with the City of Powder Springs. Excluding the Silver Comet Trail, Smyrna currently has no dedicated bicycle facilities – either off-street trails or in-street bicycle lanes – available. Bicycling is permitted on all major streets, but the suitability of bicycling within the city varies greatly. Both ARC and Cobb County have assessed bicycle suitability of major roadways within Cobb County, assigning a numerical score to each segment ranging from 0 (for the most difficult conditions) to



4 (for the most favorable conditions). Bicycle suitability for the City of Smyrna is depicted in Map 23.

The bicycle suitability evaluation performed by ARC in 2003 indicated that roads with the best conditions for bicycling in Smyrna were North Cooper Lake Road, Stephens Street, and Camp Highland Road. Roads identified as having “medium conditions” for bicycling include South Cobb Drive, Atlanta Road, Concord Road, and Powder Springs Street. Windy Hill Road was identified as having difficult conditions for bicycling, while the East-West Connector and Cobb Parkway present “very difficult” conditions.

The City has not developed a bicycle-specific facility plan. However, there are four significant planned or programmed bicycle facilities in and around the City of Smyrna:

- **Concord Road Trail** - The proposed Concord Road Trail will link to the Silver Comet Trail at the southernmost end. It will also provide a link to the Mountain to the River Trail and connect with an existing trail on Spring Road.
- **Smyrna-Atlanta Road Trail** - This trail is nearly three miles long, with its location proposed between Concord Road/Spring Road and Paces Ferry Road. The link would connect the Mountain-to-River and Concord Road Trails in the City of Smyrna, with the Silver Comet Cumberland Connector.
- **Spring Road-Cumberland Connector Trail** - A vital link that unites three trail systems (Silver Comet, Kennesaw Mountain to Chattahoochee River, and the Concord Road trails). The connector will link to many destinations including Cumberland/Galleria area, the Chattahoochee River, the National Park Service lands, and the proposed Chattahoochee River Trail.
- **Heritage Park Trail** - This two-mile long trail begins at Heritage Park and crosses the wetlands on a boardwalk. It then crosses Nickajack Creek and parallels the creek for about a mile and a half. The trail traverses an old mill site that was operational in the late 1800s and connects to the Silver Comet Trail.
- **Laurel Creek Connector** - The Laurel Creek Connector will link the Nickajack Trail with the Silver Comet Cumberland Connector.
- **Nickajack Creek Trail** - The proposed Nickajack Creek Trail will be approximately 5.2 miles. It will connect with the Heritage Park Trail in the north and end at the Johnston's River Line Trail. It will run parallel to the Norfolk Southern rail line.

Parking

The inventory of public parking facilities in Smyrna consists primarily of off-street surface lots along major roads, as well as selected streets in the downtown area. The majority of parking facilities are located along SR 280/South Cobb Drive, Windy Hill Road, and Cobb Parkway. In addition, large concentrations of parking are located in the Cumberland Mall area and along the US 41/Cobb Parkway corridor located at the east city limits. The supply of off-street parking is depicted in Map 24.



Freight

The City of Smyrna is served by three major Interstate systems: I-75, I-285 and I-20. Aside from the Interstates, there are no other federally-designated truck routes in the city. Other major State Routes and roads with oversize vehicle designation are Atlanta Road and SR 280/South Cobb Drive. These two corridors run across areas with commercial land uses. Industrial land uses, which constitute a major generator of freight traffic, are located in the south limits of the city between Oakdale Road and I-285 and along Highlands Parkway. This area has railroad connection served by CSX. Major truck routes and industrial traffic generators are depicted in Map 25.

Seaports, Harbors, Air Terminals

There are no air terminals located within the City of Smyrna. The nearest air terminals to the City of Smyrna are: Hartsfield-Jackson International Airport in Atlanta, the major commercial carrier location in the region; Dobbins Naval Air Station near Marietta, a facility used exclusively for military purposes; and McCollum Field located near Kennesaw, the Cobb County airport. With a runway of 6,000 feet in length, McCollum Field has transitioned from a recreational airport to a business class airport in recent years and hosts nearly 350 takeoffs and landings each day. Approximately 400 aircraft are based at the airport and it supports a staff of 185 employees.

No seaports or harbors exist within the City of Smyrna.

Current Studies and Projects

A number of transportation planning studies have recently been completed or are underway that will impact Smyrna. The recently completed *ARC Mobility 2030* long range regional transportation plan, with its accompanying *Transportation Improvement Program (TIP)*, identifies short range improvements for the Smyrna area. TIP projects are shown in Map 26 and listed in Table 27. Regional improvements with the potential to impact Smyrna include arterial enhanced bus service along the Northwest Corridor. Local projects in Smyrna will include a variety of capacity, operations, and bicycle/pedestrian improvements.



Table 27: FY 2006-2011 Transportation Improvement Program Projects

ARC Project Number	GDOT PI Number	Project Name, Description and Location	Project Type	Sponsor	Jurisdiction	Length (miles)
AR-909A	N/A	Northwest Corridor Arterial Bus Rapid Transit - Phase II	Transit Capital	GRTA	Multi-County	12
CO-279	6045	Mount Wilkinson Parkway Extension from Spring Hill Road to Campbell Road	Roadway Capacity	Cobb County	Cobb County	0.9
CO-328	N/A	Cumberland Parkway from SR 280 (South Cobb Parkway) to Atlanta Road	Roadway Capacity	Cobb County	Cobb County	0.63
CO-347	N/A	Buckner Road from Oakdale Road to US 78/278	Roadway Operations	Cobb County	Cobb County	2
CO-AR-070B	712760-	I-285 at East-West Connector, Phase VI	Interchange Capacity	Cobb County	Cobb County	N/A
CO-AR-BP217	6803	South Hurt Road Pedestrian Improvements near Schools	Pedestrian Facility	Cobb County	Cobb County	1.5
CO-AR-BP219	6874	Cobb County Transit Supportive Sidewalks	Pedestrian Facility	Cobb County	Cobb County	N/A
CO-AR-BP221	6876	Spring Road Multi-use Trail / Cumberland Connector	Bicycle/ Pedestrian	Cobb County	Cobb County	3.5

Source: Atlanta Regional Commission, FY 2006-2011 Transportation Improvement Program Project List

In addition to the Regional Transportation Plan (RTP), Cobb County voters recently approved a special purpose local option sales tax (SPLOST) that will fund a series of transportation projects around the county. The resulting Capital Improvement Projects (CIP) program is currently being implemented. Specific projects in the City of Smyrna to be funded by the SPLOST are listed in Table 28.



Table 28: SPLOST Projects

Project Type	Location	Description
Roadway Safety & Operations	Atlanta Road from Spring Road to Ridge Road	Add landscaped median. Include Atlanta Road Trail Ext.
Sidewalk	Broad Street (Austell) from Austell Powder Springs Road to Joe Jerkins Boulevard	Install Sidewalk-Drainage work
Bridge	Campbell Road over CSX Railroad Bridge	Replace Bridge
Roadway Safety & Operations	Concord Road from Atlanta Road to South Cobb Drive	Install median and turn lanes. Add trail/streetscape.
Bridge	CSX Railroad Bridge-Smyrna	New Pedestrian Bridge at Village Green
Sidewalk	Glendale Place from Ward Street to Glendale Place	Install Sidewalk-Trail
Sidewalk	Hawthorne Avenue from Village Parkway to Roswell Street	Install Sidewalk-Trail
Roadway Safety & Operations	Oak Drive from South Cobb Drive to Oakdale Road	Add turn lanes
Roadway Safety & Operations	Smyrna Powder Springs Road/Benson Poole Road from Hicks Road to Windy Hill Road	Safety and Operational Improvements- Intersection realignment at Benson Poole/Smyrna Powder Springs Road
Intersection Safety & Operations	Spring Road at Campbell Road	Intersection Improvement
Thoroughfare	SR 280/South Cobb Drive (CO-175A) from SR 5/Atlanta Road to Bolton Road	Widen to 4/6 lane divided
Sidewalk	Village Parkway from Windy Hill Road to Spring Road	Install Sidewalk
Sidewalk	Ward Street from Windy Hill Road to Powder Springs Road	Install Sidewalk-Trail
Roadway Safety & Operations	Windy Hill Road from Atlanta Road to South Cobb Drive	Add landscaped median

Aside from RTP/TIP and SPLOST implementation processes, there are several other ongoing planning efforts that affect the City of Smyrna. The *City of Smyrna Livable Centers Initiative* (LCI) project (2003) focused upon development of implementation programs that encourage complementary transportation, land use and urban design solutions. The *Smyrna LCI* has led to over \$1,800,000 in construction funding for implementation of recommended improvements. Other LCI's adjacent to Smyrna have also been completed, including the *Delk Road Transit Oriented Development (TOD) LCI* (2004) and the *Cumberland LCI* (2001).

With regard to transit planning, CCT recently completed a major countywide transit planning study, and Cobb County is also a partner in the development of a regional smartcard-based fare system (the MARTA-led "Breeze Card" initiative). The Northwest Corridor station area planning process is considering land use opportunities for the areas surrounding several proposed bus facilities along I-75. Several alternatives from the predecessor study, the *Northwest Connectivity Study*, include alignments through the City of Smyrna.



Human - Transportation Interactions

The U.S. Census Bureau collects socioeconomic and other data that can be reviewed to help determine potential transportation needs as well as understand area travel patterns. Demographic characteristics illustrate the planning context in which the transportation system operates.

Smyrna is one of six cities in Cobb County. The city had a 2000 population of 40,999, representing 6.7 percent of the county's population. The 2004 population estimate is 45,616, representing a growth rate of 11.3 percent since 2000. Population density is an important consideration in transportation planning, particularly when examining alternatives to the automobile. The greater the density, the better suited the area is to more intensive transit and bicycle/pedestrian infrastructure. Smyrna has a higher population density (4.6 persons per acre) than the county as a whole (3.1 persons per acre), as well as a higher household density (2.1 households per acre) than the county (1.1 households per acre).

Selected demographic characteristics of Smyrna are shown in Tables 29 and 30. These characteristics are presented because they help identify population groups that may have a greater tendency to use or need transit or non-motorized modes. As shown in Table 11, Smyrna's population is more diverse than the county as a whole yet generally similar to the region and state. Of those who consider themselves one race, 57.9 percent identified themselves as white, 37.4 percent as black or African American, 4.3 percent as Hispanic or Latino, 1.1 percent as Asian, and 2.0 percent as some other race.

Table 29: Demographic Characteristics Comparison, Race and Ethnicity, 2000

Geographic Area	Population	Percent Identifying as One Race				Two or More Races	Percent Hispanic or Latino
		White	Black	Asian	Other Race		
Smyrna	40,999	57.90%	37.40%	1.10%	2.00%	1.70%	4.30%
Cobb	607,751	72.30%	18.60%	3.00%	4.00%	2.10%	7.70%
10-County ARC Region	3,429,379	58.80%	32.10%	3.80%	3.50%	1.80%	7.30%
Georgia	8,186,453	65.10%	28.70%	2.10%	2.80%	1.40%	5.30%

Source: U.S. Census Bureau, 2000

As shown in Table 30, a greater proportion of persons in Smyrna live below poverty (8.9 percent) and a greater proportion of households are lacking vehicles (6.2 percent) than found in the county as a whole, though these figures are lower than what is found in the region or state. There are relatively more persons age 65 and older living in the city (8.3 percent), but the proportion of persons age 15 to 19 is lower in the city (4.7 percent) than is found in the county or region. Overall, the demographic characteristics indicate a population that has a greater proportion of potential transit-supportive markets than is found in the county as a whole.



Table 30: Demographic Characteristics Comparison, Income and Age, 2000

Geographic Area	Total		Percent			
	Population	Households	Persons below poverty	Persons Age 65+	Persons Age 15-19	Households without vehicles
Smyrna	40,999	18,455	8.90%	8.30%	4.70%	6.20%
Cobb	607,751	227,487	6.50%	6.90%	6.50%	3.80%
10-County ARC Region	3,429,379	1,261,894	9.50%	7.30%	6.80%	7.70%
Georgia	8,186,453	3,006,369	13.00%	9.60%	7.30%	8.30%

Source: U.S. Census Bureau, 2000

A number of factors related to commuting patterns can be evaluated using Census data. The data indicates how people are getting to work, where they are working, and how long it takes to travel between home and work on an average day. Table 31 shows how residents living in Smyrna get to work, compared against the county, region and state. The data shows that 81 percent of Smyrna workers rely on the single occupant vehicle to get to work. The percent of commuters carpooling (12.2 percent) is similar to that typical in the county, region, or state. More persons commute to work using public transit in Smyrna (1.2 percent) than in the county as a whole; however, it is less than the percent at the regional level (4.3 percent). The proportion of persons walking to work within the city (1.0 percent) is also similar to what is found in the county, region or state.

Table 31: Manner of Commute Comparison, 2000

Geographic Area	Number of Workers Age 16 and Over	Percent of Commuters					
		Drive Alone	Carpool	Public Transit	Walk	Other	Work at Home
Smyrna	23,085	81.00%	12.20%	2.20%	1.00%	0.60%	2.90%
Cobb	325,412	80.80%	12.00%	1.30%	1.00%	0.90%	4.10%
ARC 10-County Region	1,733,135	76.40%	13.50%	4.30%	1.30%	1.00%	3.60%
Georgia	3,832,803	77.50%	14.50%	2.30%	1.70%	1.10%	2.80%

Source: U.S. Census Bureau, 2000

Table 32 provides a comparison between Smyrna and the county and state regarding where city residents work. The data gives some indication of travel patterns within the city. A majority of Smyrna residents work outside the city (86 percent) and county (55 percent). This data indicates a jobs-housing imbalance for Smyrna.



Table 32: Location of Work, 2000

Geographic Area	Number of Workers Age 16 and Over	Work in City of Residence		Work in County of Residence	
		Number	Percent	Number	Percent
Smyrna	23,085	3,235	14.00%	10,272	44.50%
Cobb	325,412	18,268	5.60%	179,750	55.20%
Georgia	3,832,803	717,187	18.70%	2,240,758	58.50%

Source: U.S. Census Bureau, 2000

The amount of time it takes for persons living in Smyrna to commute to their jobs is shown in Table 13, compared to the county and state. A greater proportion of Smyrna commuters get to their jobs in less than 30 minutes (54.3 percent) than county-wide (48.3 percent) or statewide (50.4 percent). A greater proportion of Smyrna commuters also indicated their travel time to work is 30 to 44 minutes (29.3 percent) than either the county (27.2 percent) or the state (20.9 percent).

Table 33: Travel Time to Work, 2000

Geographic Area	Number of Commuters Age 16 and Over	< 10 Minutes	10 to 19 Minutes	20 to 29 Minutes	30 to 44 Minutes	45 to 60 Minutes	> 60 Minutes
Smyrna	22,406	6.70%	23.40%	24.20%	29.30%	9.70%	6.70%
Cobb	312,177	7.80%	21.50%	19.00%	27.20%	13.60%	10.90%
Georgia	3,723,817	11.50%	29.30%	19.60%	20.90%	9.30%	9.30%

Source: U.S. Census Bureau, 2000

Land Use - Transportation Interactions

The land use pattern in Smyrna is very supportive of multi-modal transportation choices. Through ongoing redevelopment efforts, Smyrna has revitalized its core area, which now includes many commercial, residential, recreational and institutional uses adjacent to some of the City's most established traditional residential neighborhoods. The close proximity of a variety of land uses and the prevalence of sidewalks promotes walkability. Outside of the City's core, the sidewalk network also connects to the entrances of a number of residential developments and additional retail centers such as shopping centers located along S. Cobb Parkway and South Cobb Drive. Additionally, the majority of the City's roadways meet medium conditions for bicycle use suitability.

With service provided by CCT, there is a high level of transit connectivity between Smyrna and a number of employment and centers in Cobb County. CCT bus routes serving Smyrna also provide connections to MARTA which allows users to access a wide variety of destinations in the Atlanta region. Due to the City's wide network of sidewalk most of the transit stops in Smyrna are accessible on foot.



A key area where the land use transportation interaction should be monitored is along the South Cobb Drive corridor. A prominent land use along this corridor is industrial in the Highlands Parkway section. The truck traffic generated by this land use has the potential to cause conflicts with auto traffic accessing residential areas to the north and south of Highlands Parkway, especially at the access point to I-285. The city should work with Cobb County and adjacent Fulton County / City of Atlanta to coordinate land uses and transportation improvements in this area to maintain a safe and efficient environment for all roadway users.

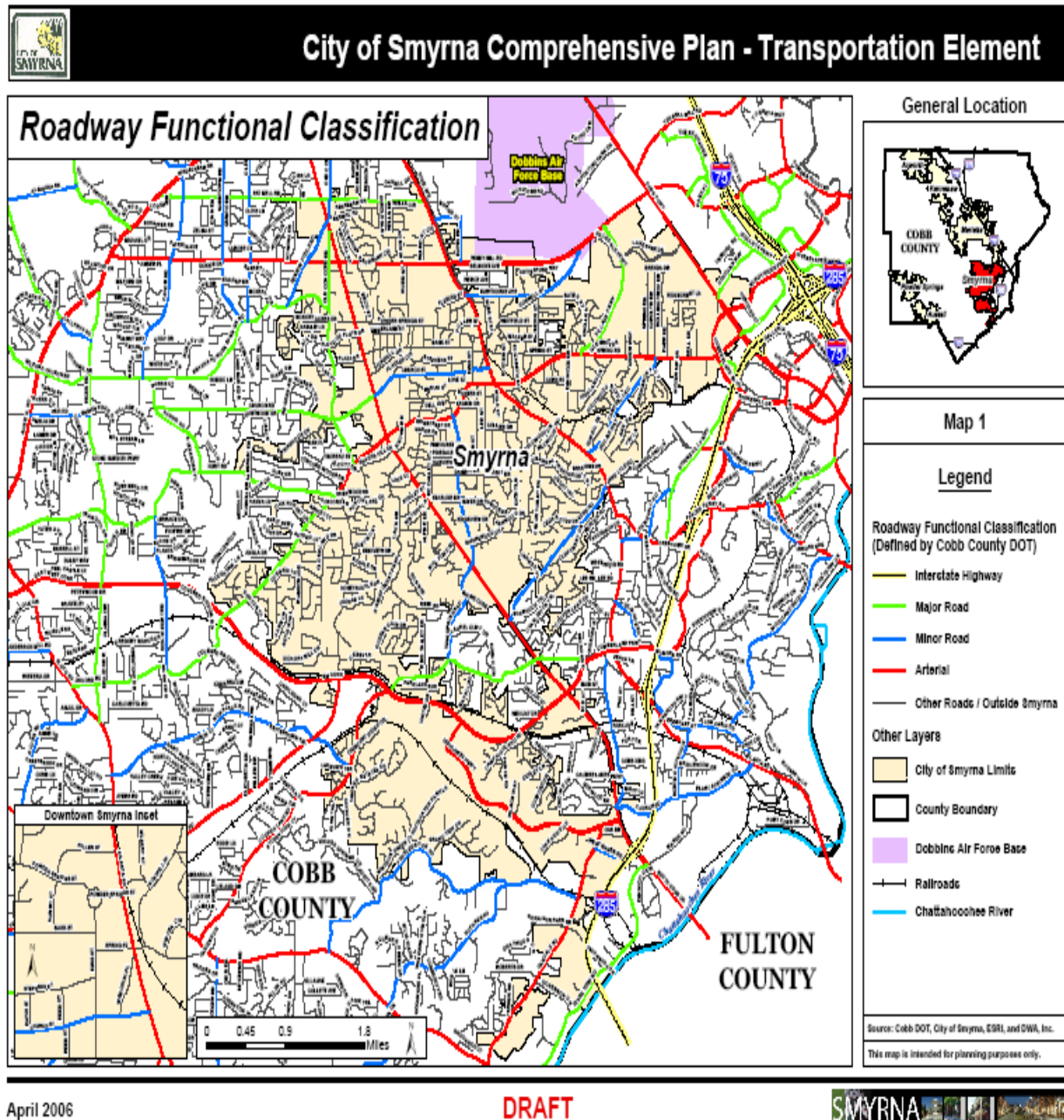
The City of Smyrna's current Future Land Use Map (April 2006) and 2003 LCI Study indicate the continued development and redevelopment of Smyrna's core area. The Atlanta Road corridor between Concord/Spring Road and Windy Hill will be the primary retail and office node within the city with infill residential development activity in the adjacent residential areas. As the population of the city and the greater southwestern Cobb County area grows the adjacent roadways (S. Cobb Drive, Concord/Spring Road, Atlanta Road, Windy Hill Road) will continue to increase in importance as commuter routes. As it moves forward, the city must continue to monitor the condition of these key roadways in order to maintain the strong residential and commercial environmental quality and the pedestrian orientation it has developed in recent years.

Transportation Conclusions

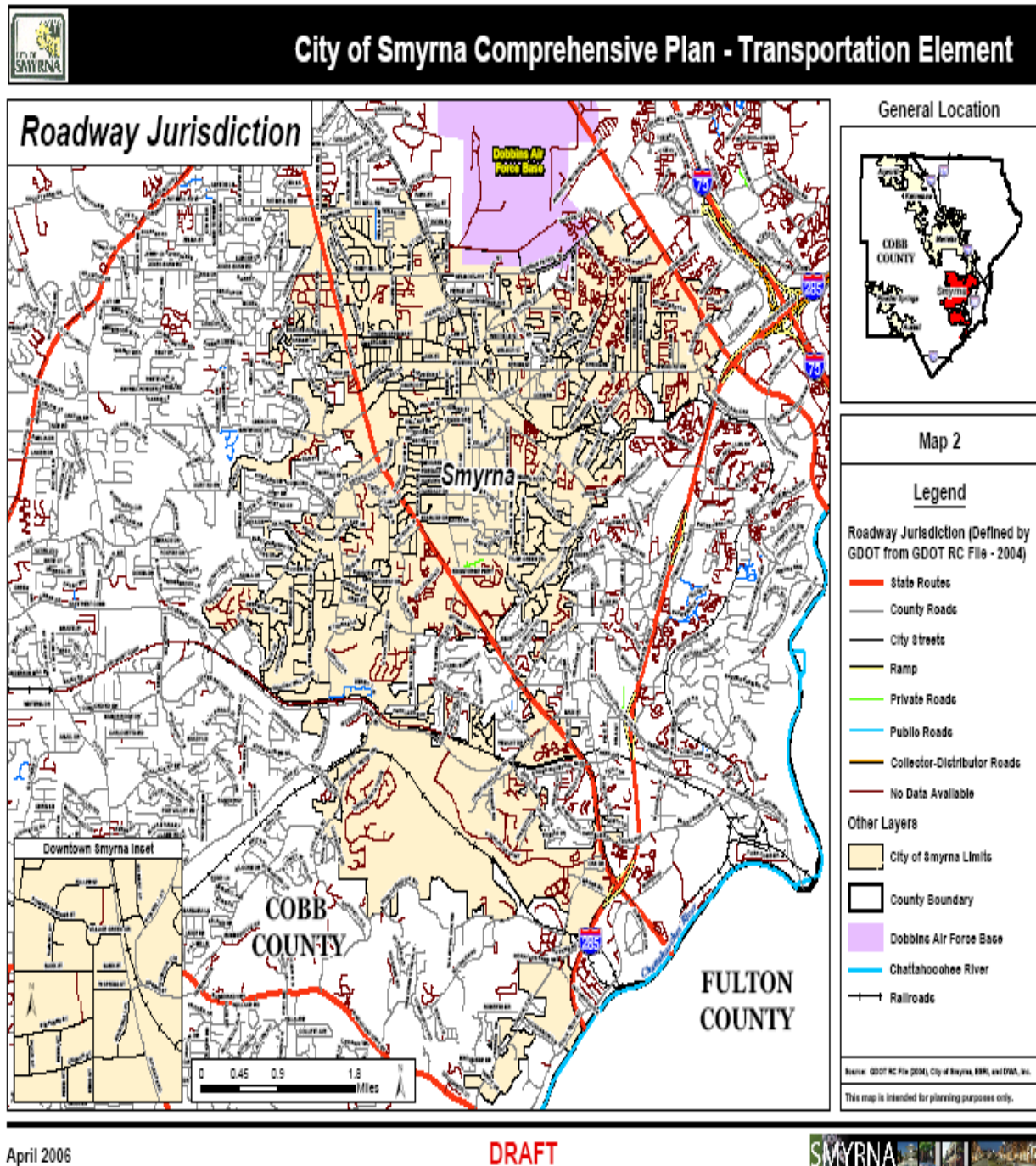
The City of Smyrna has the advantage of a recently completed LCI process to help successfully guide the City's development and to encourage a transition toward walkable, mixed-use development in the core of the community. A key objective for the City will be building upon this success and coordinating the remaining elements of the LCI study and other ongoing planning efforts with the transportation planning process at the county level. This will include integrating the various sets of projects already identified through the RTP/TIP, SPLOST, and LCI processes into a unified and cohesive program that reflects clearly defined community goals. Another consideration is the need to carefully coordinate the transportation planning process in Smyrna with that of any neighboring communities, in particular the adjacent City of Marietta and the unincorporated Cumberland area (also the focus of an LCI study).



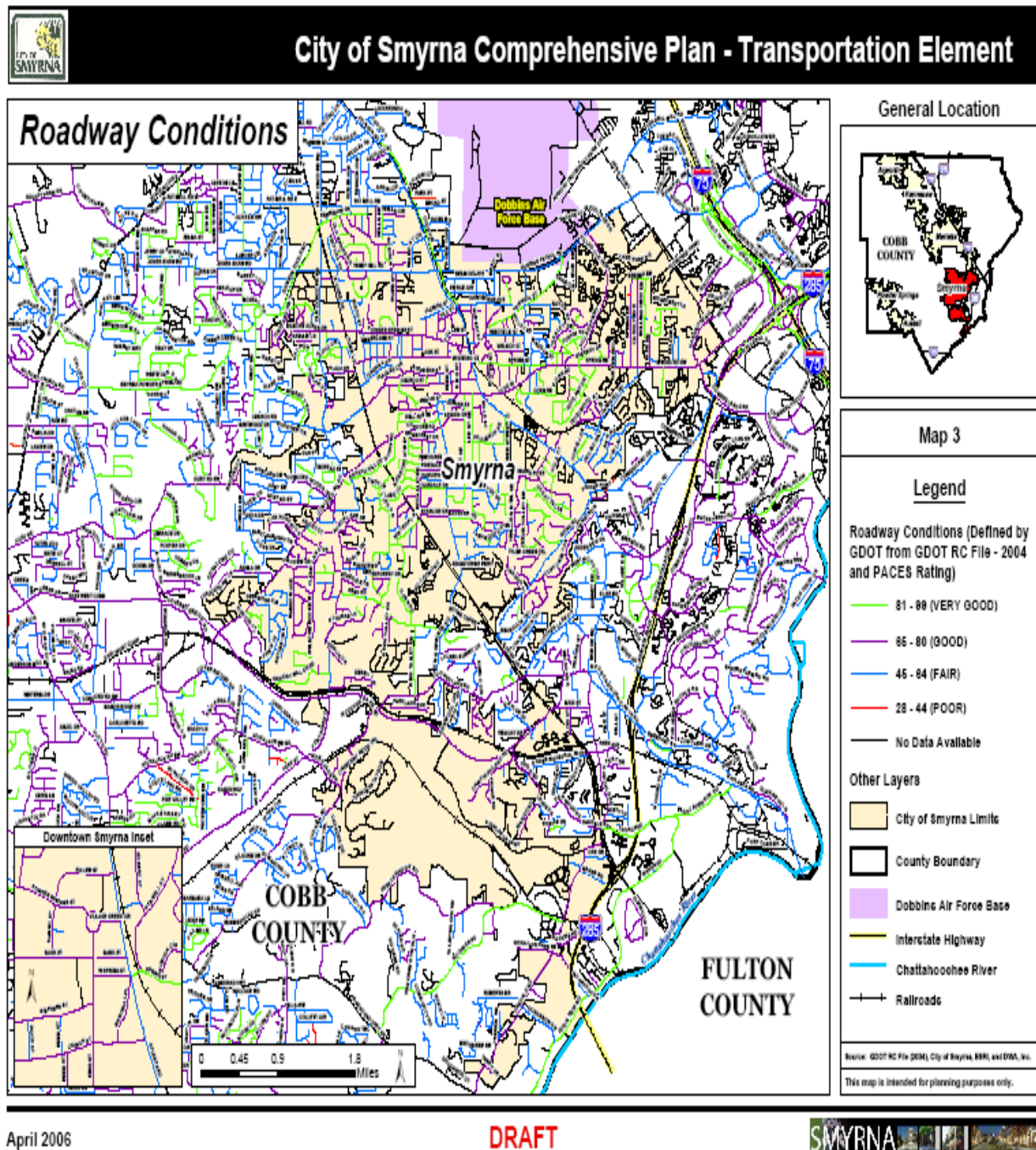
Map 11: Roadway Functional Classification, City of Smyrna



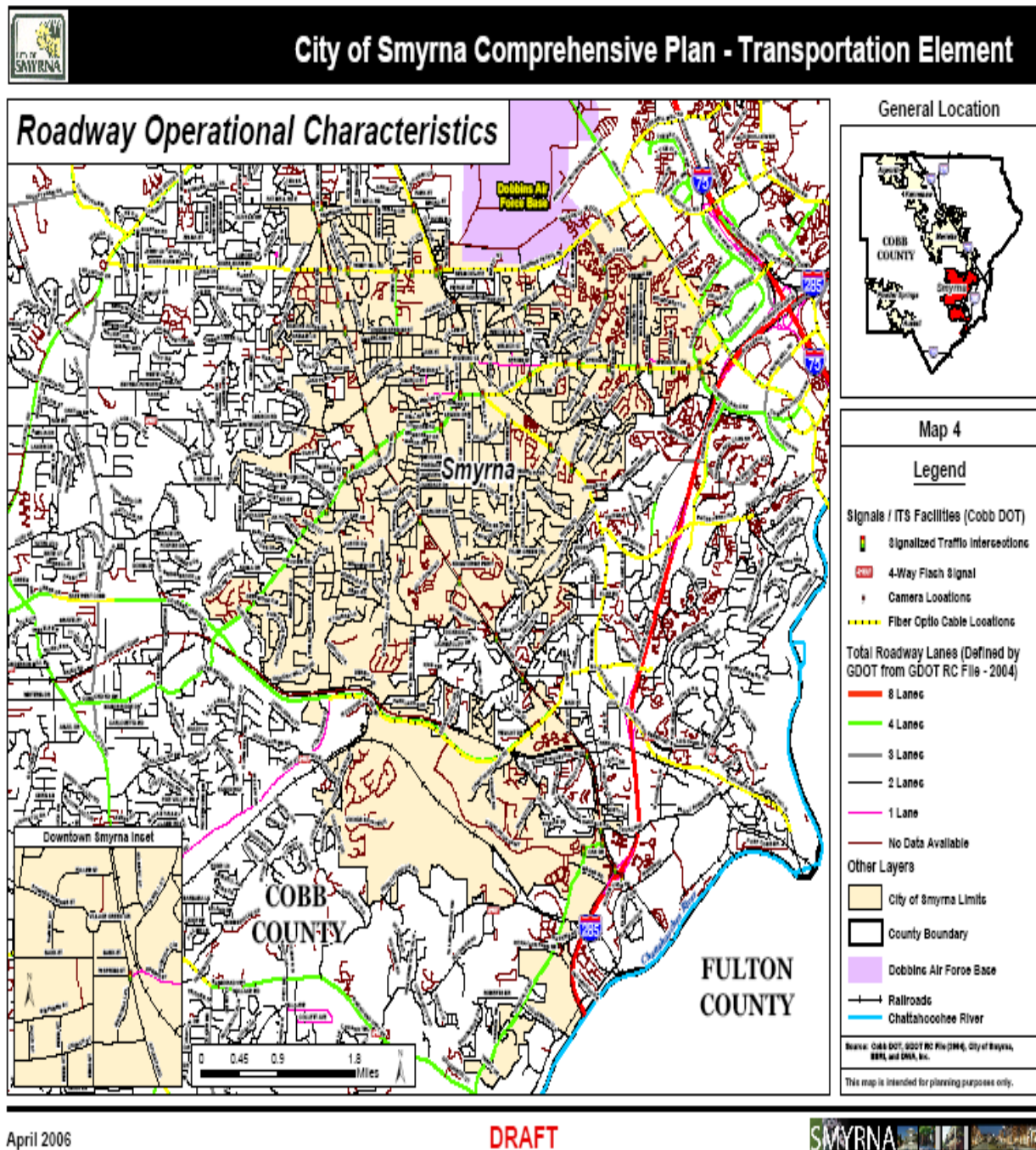
Map 12: Roadway Jurisdiction Map



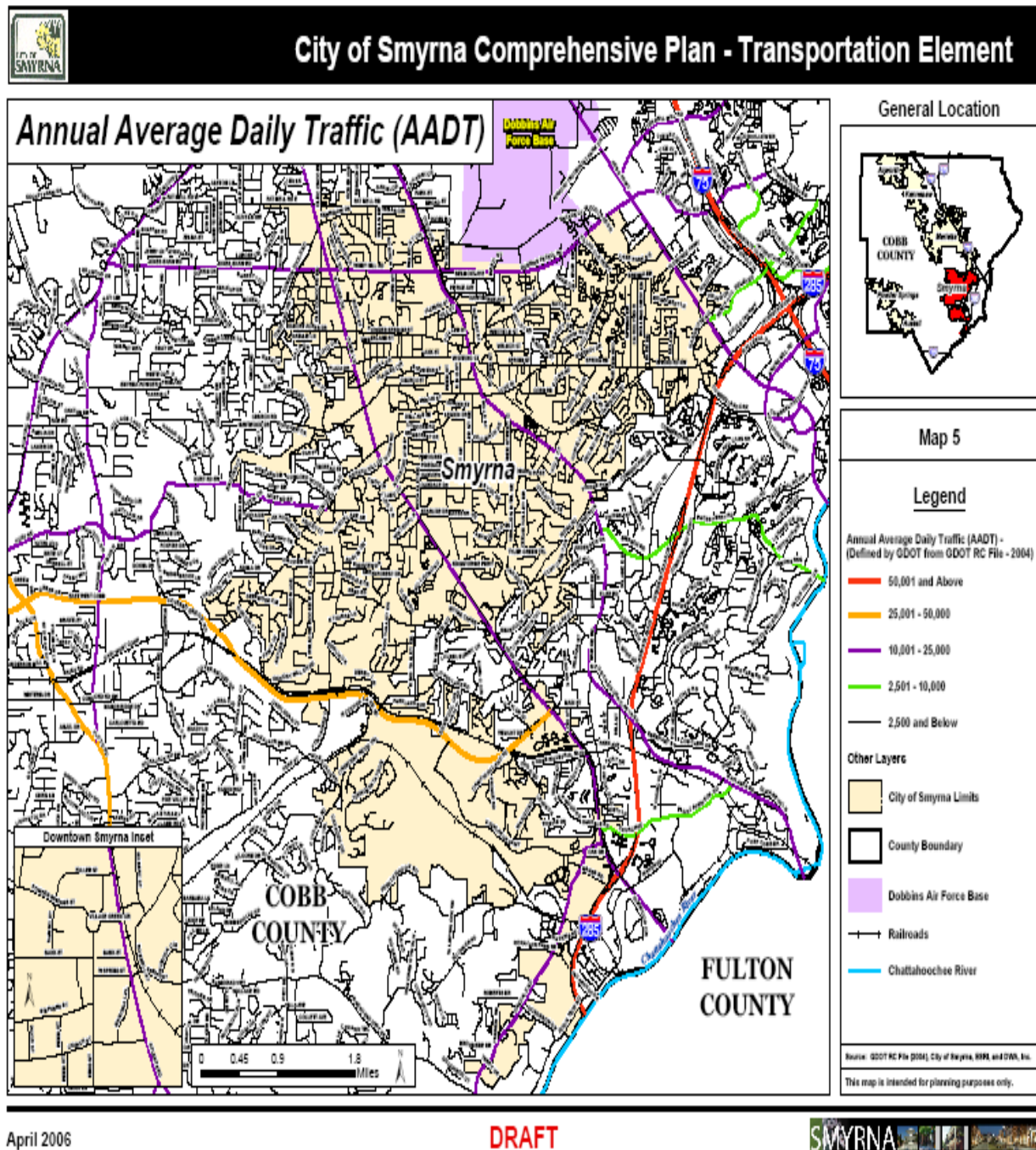
Map 13: Roadway Conditions



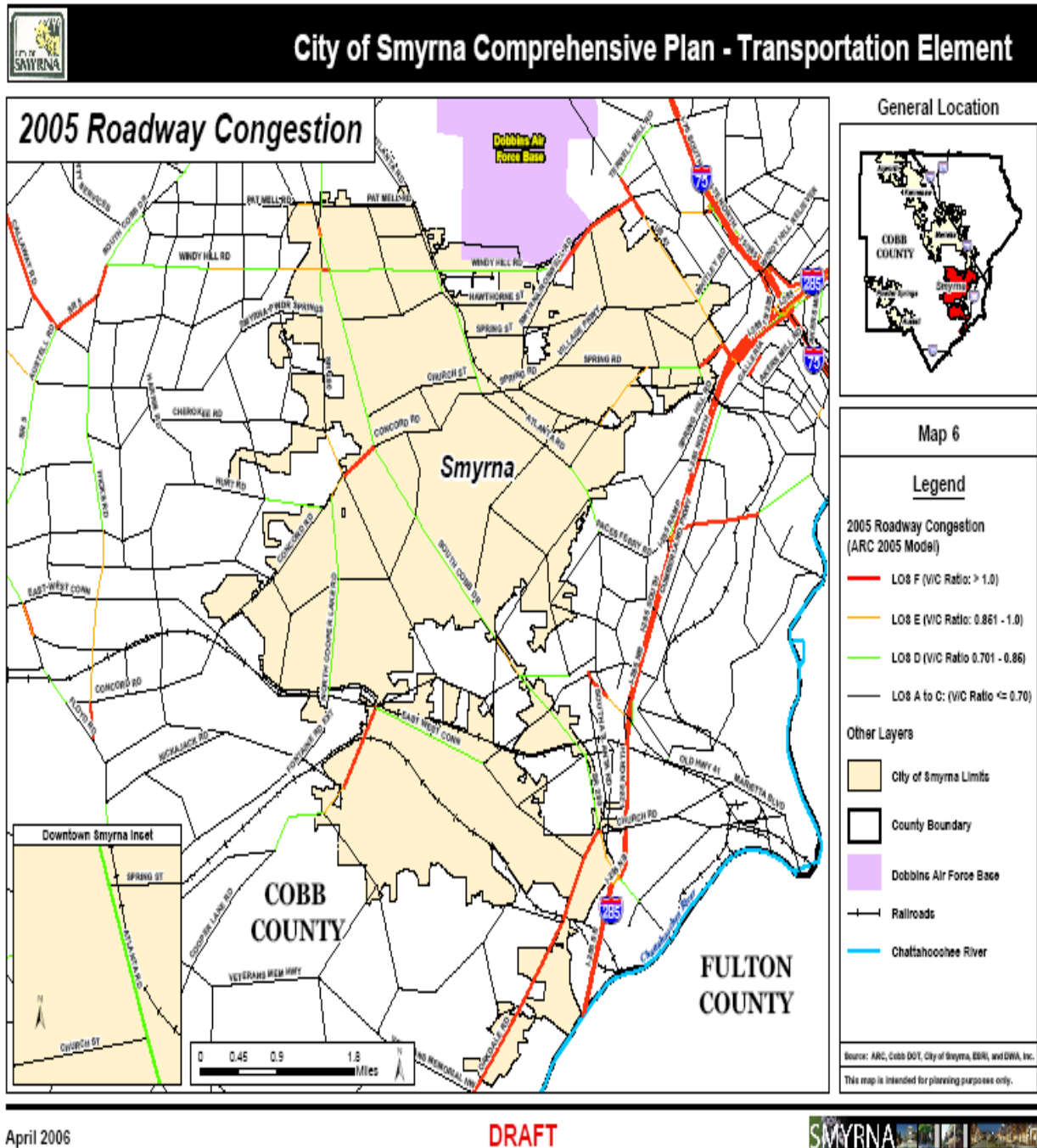
Map 14: Roadway Operational Characteristics



Map 15: Annual Average Daily Traffic (AADT)

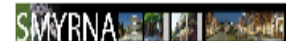


Map 16: 2005 Roadway Congestion

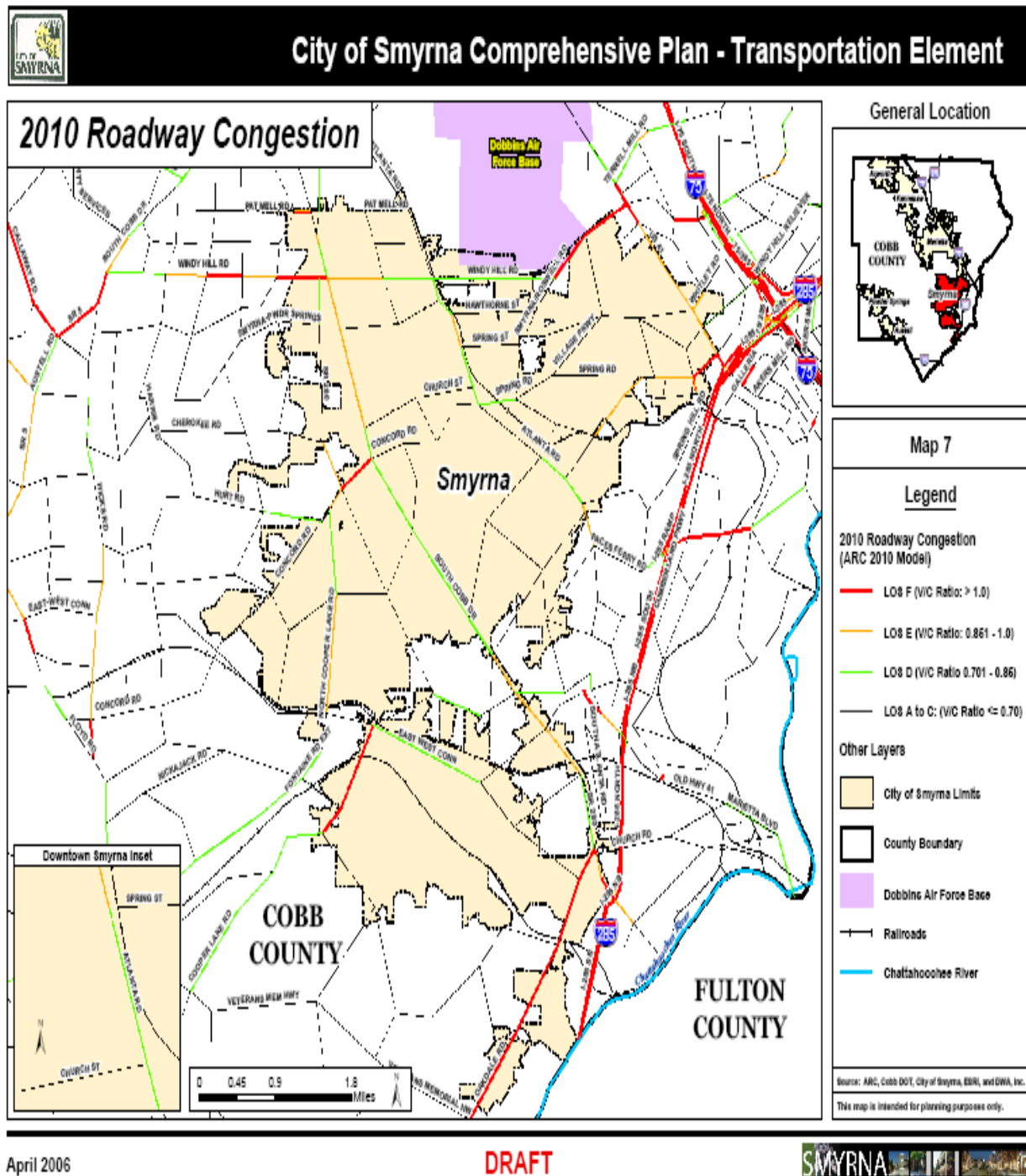


April 2006

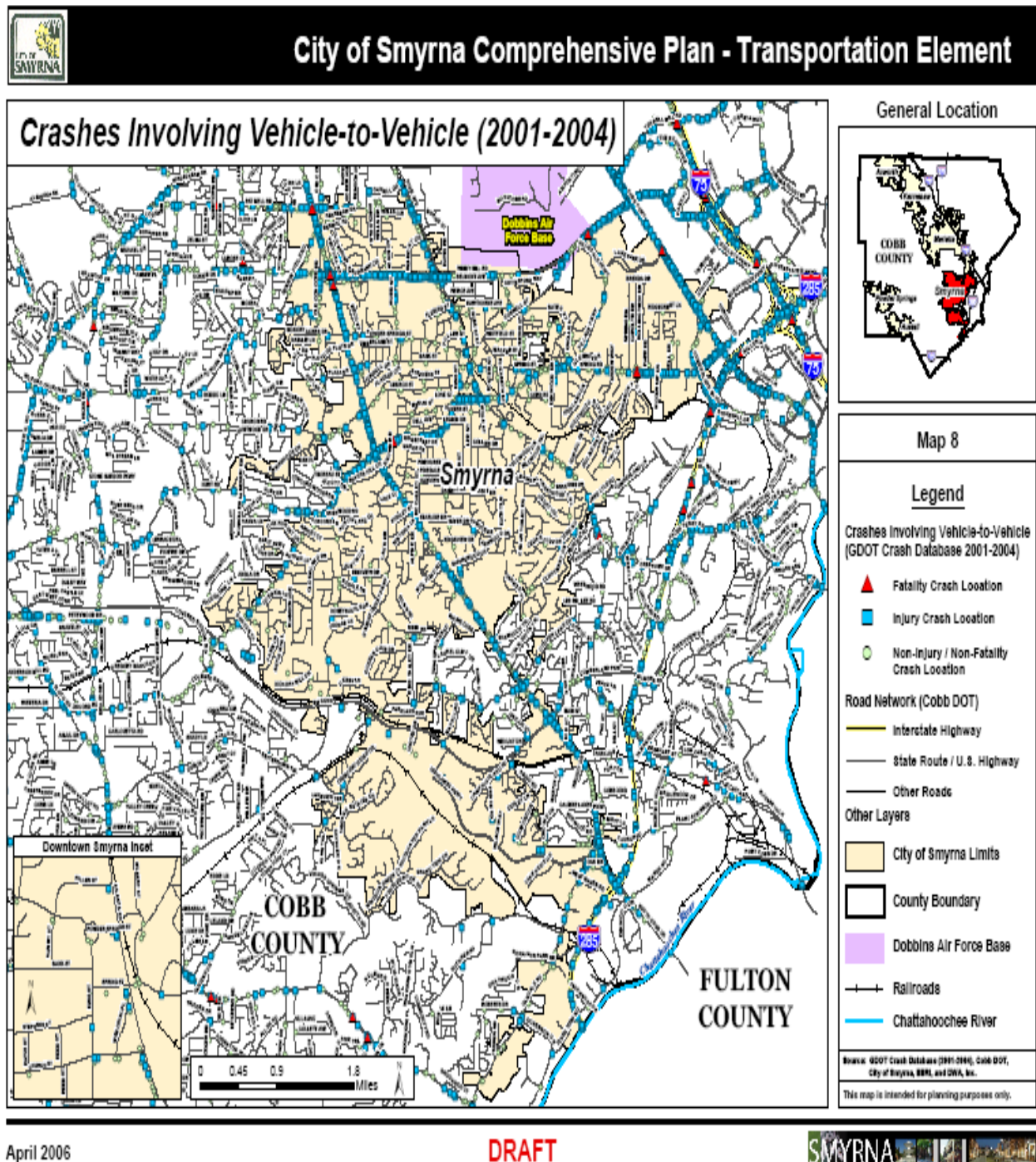
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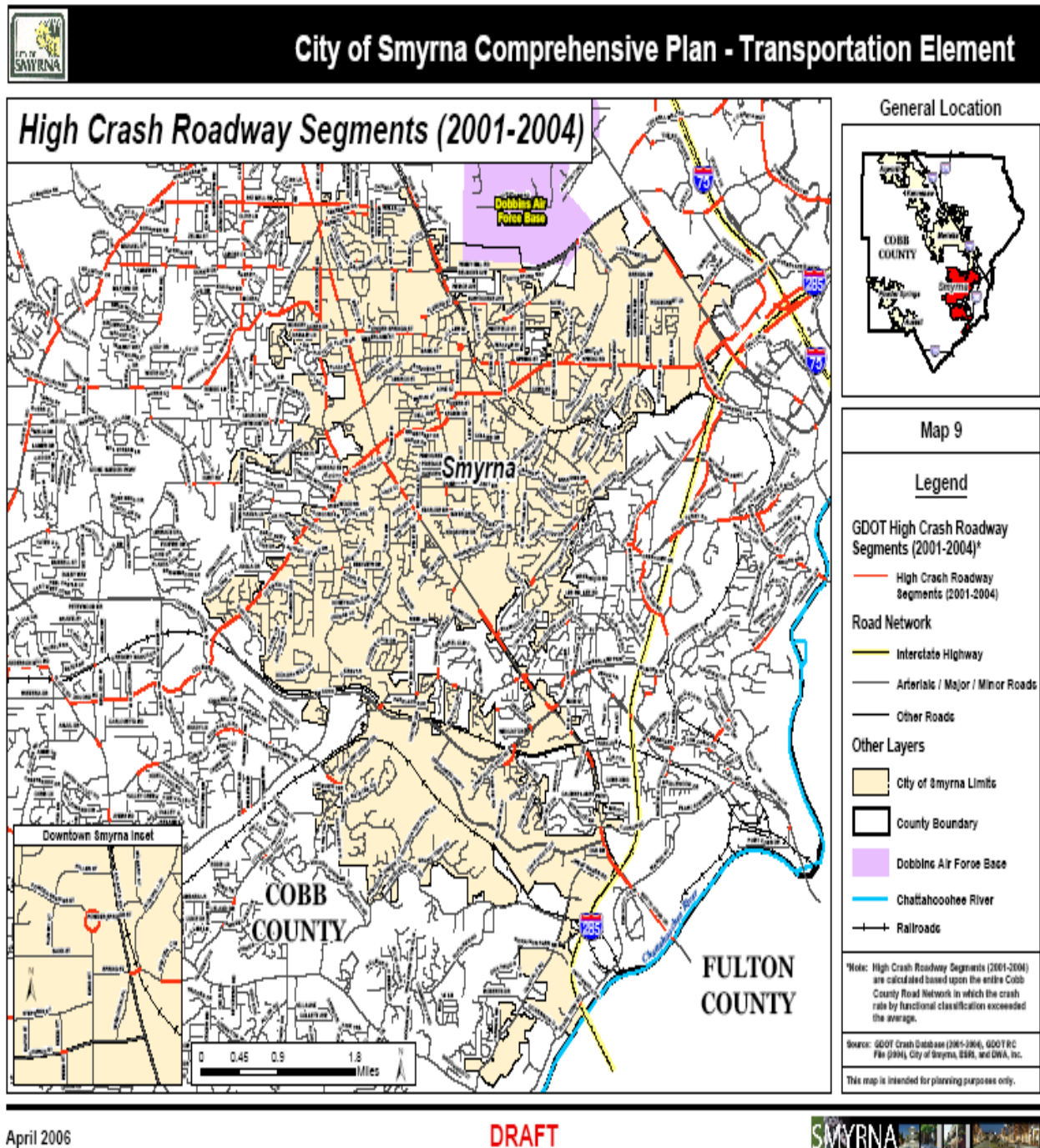
Map 17: 2010 Roadway Congestion



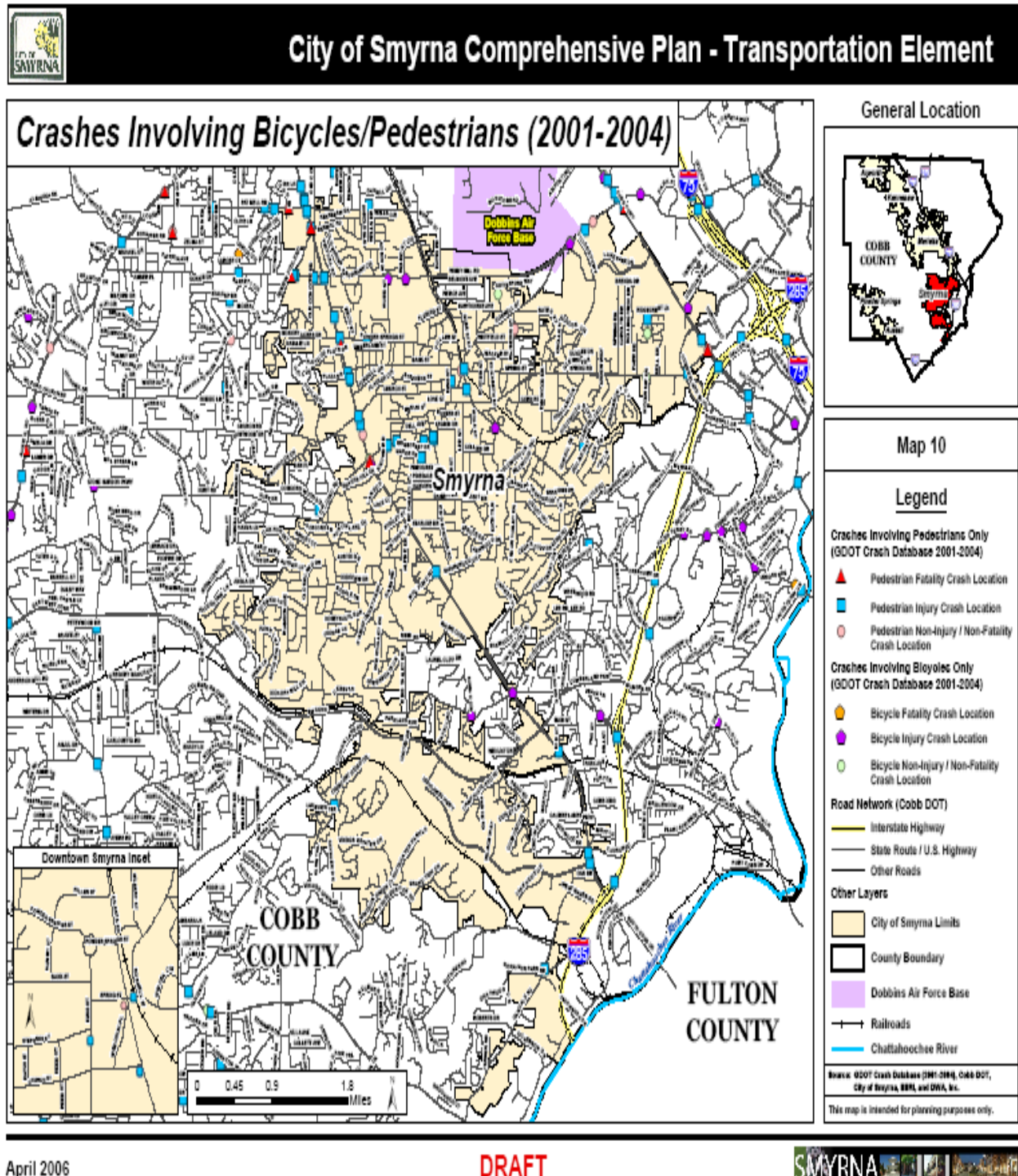
Map 18: Crashes Involving Vehicles (2001 – 2004), City of Smyrna



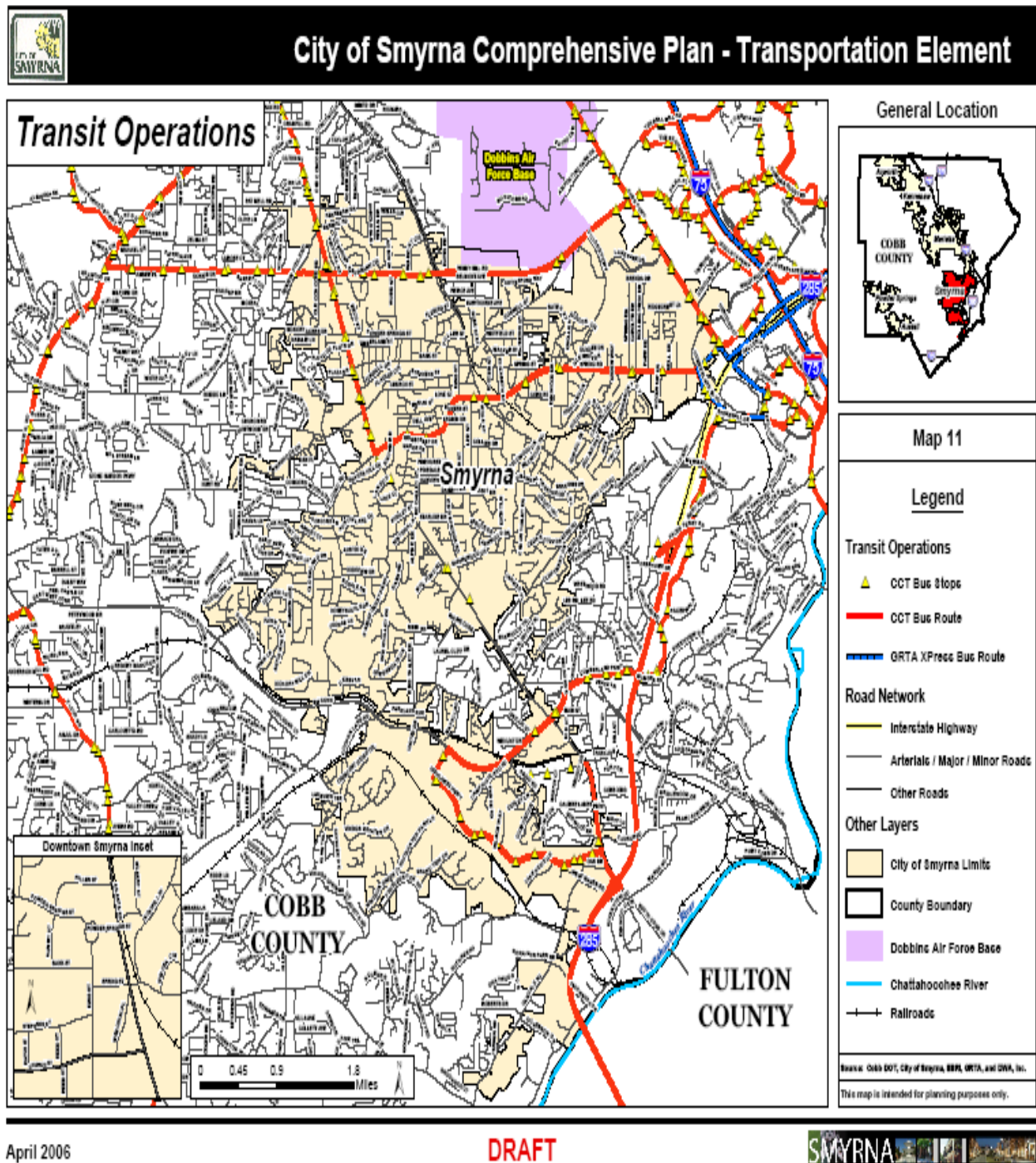
Map 19: Vehicular Crash Rates, City of Smyrna



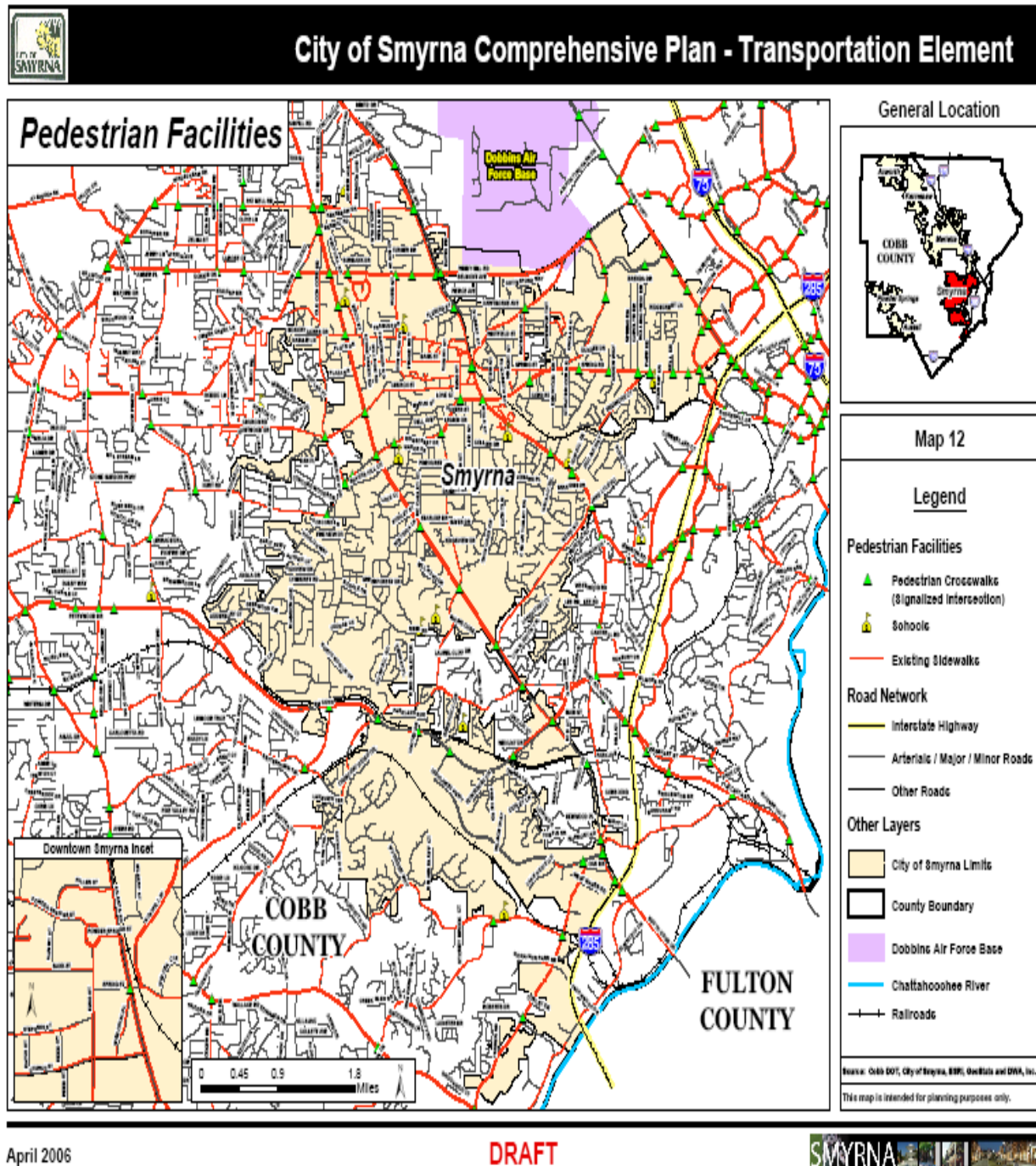
Map 20: Crashes Involving Bicycles/Pedestrians (2001 – 2004), City of Smyrna



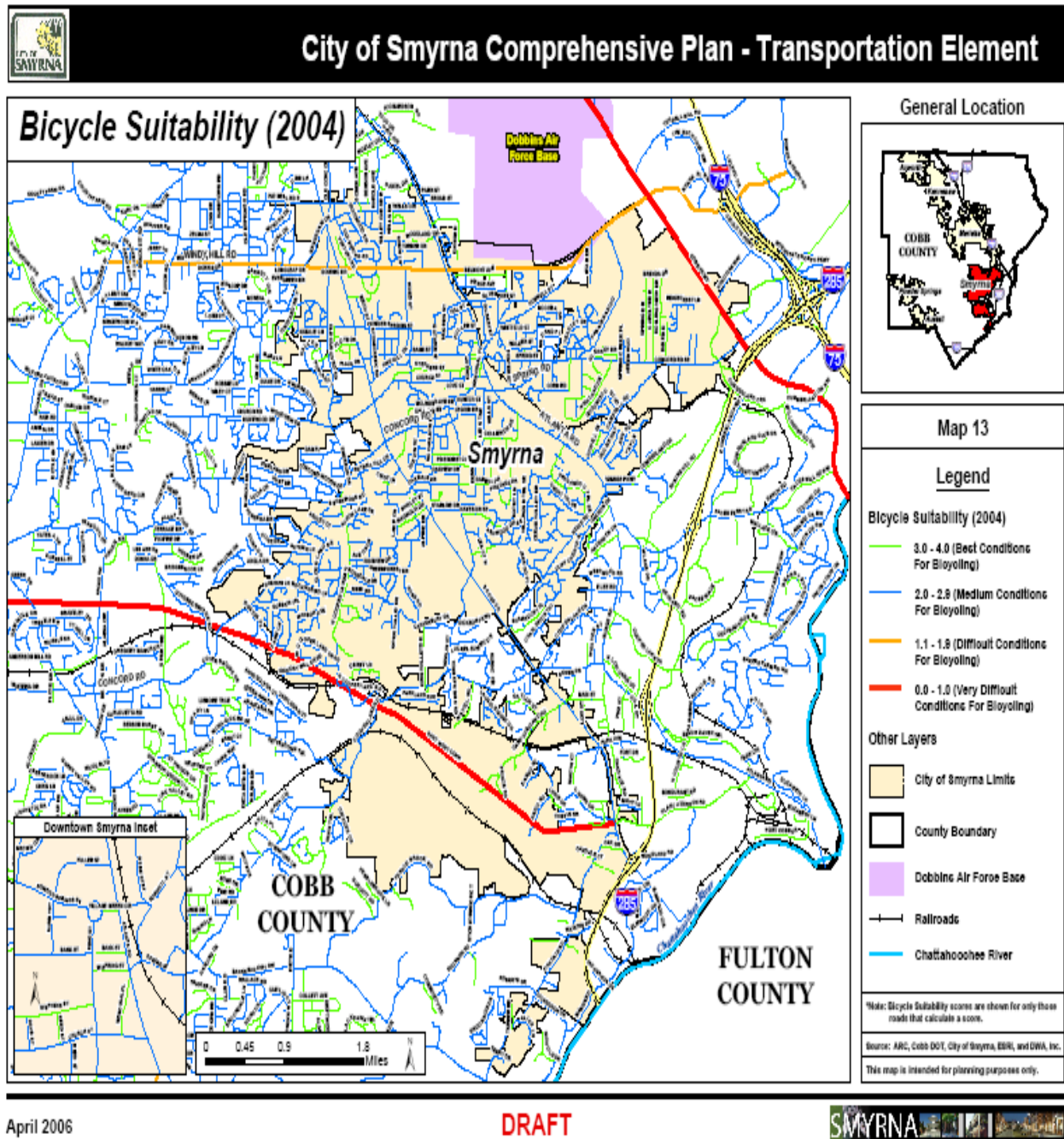
Map 21: Transit Operations



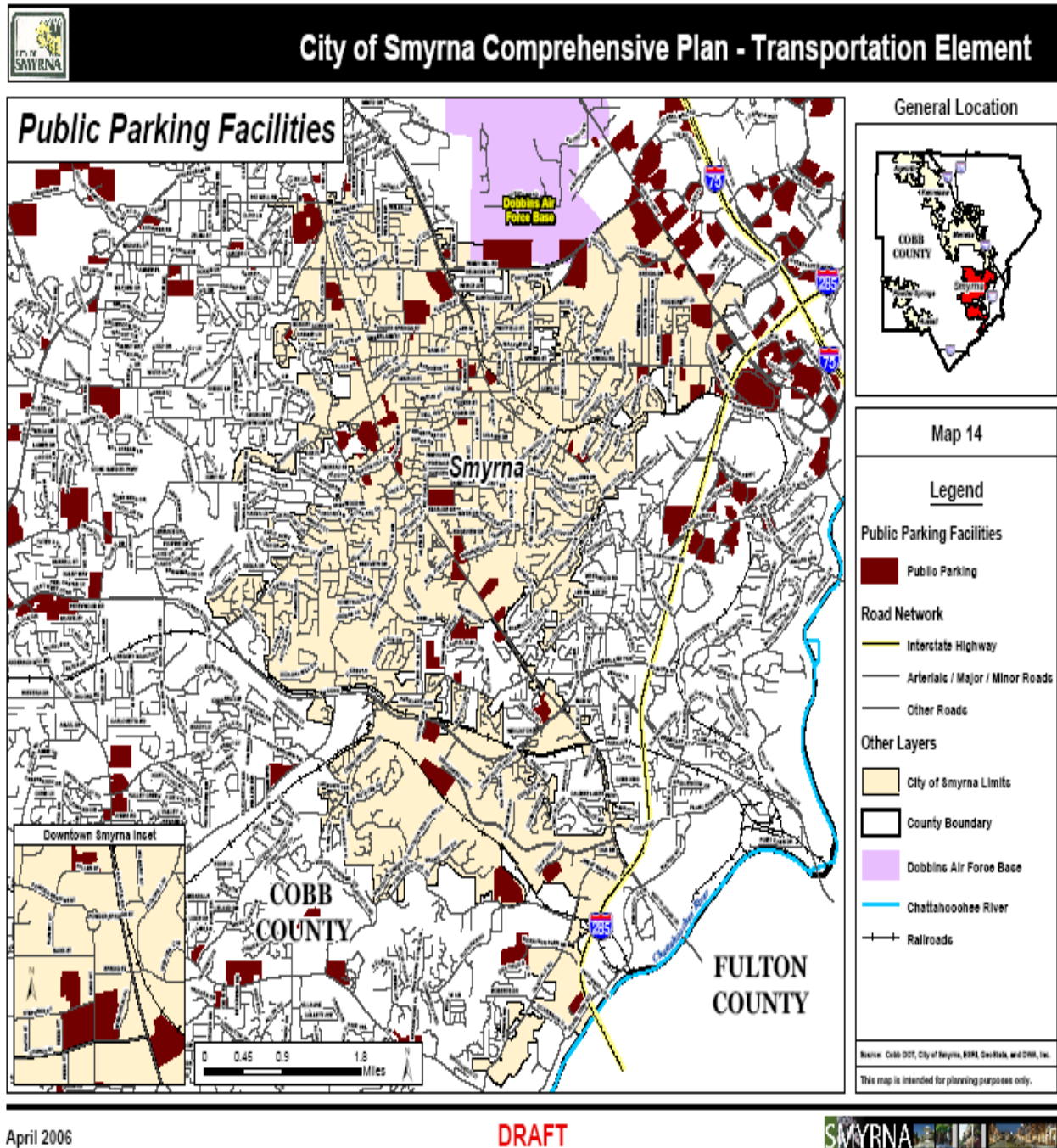
Map 22: Pedestrian Facilities



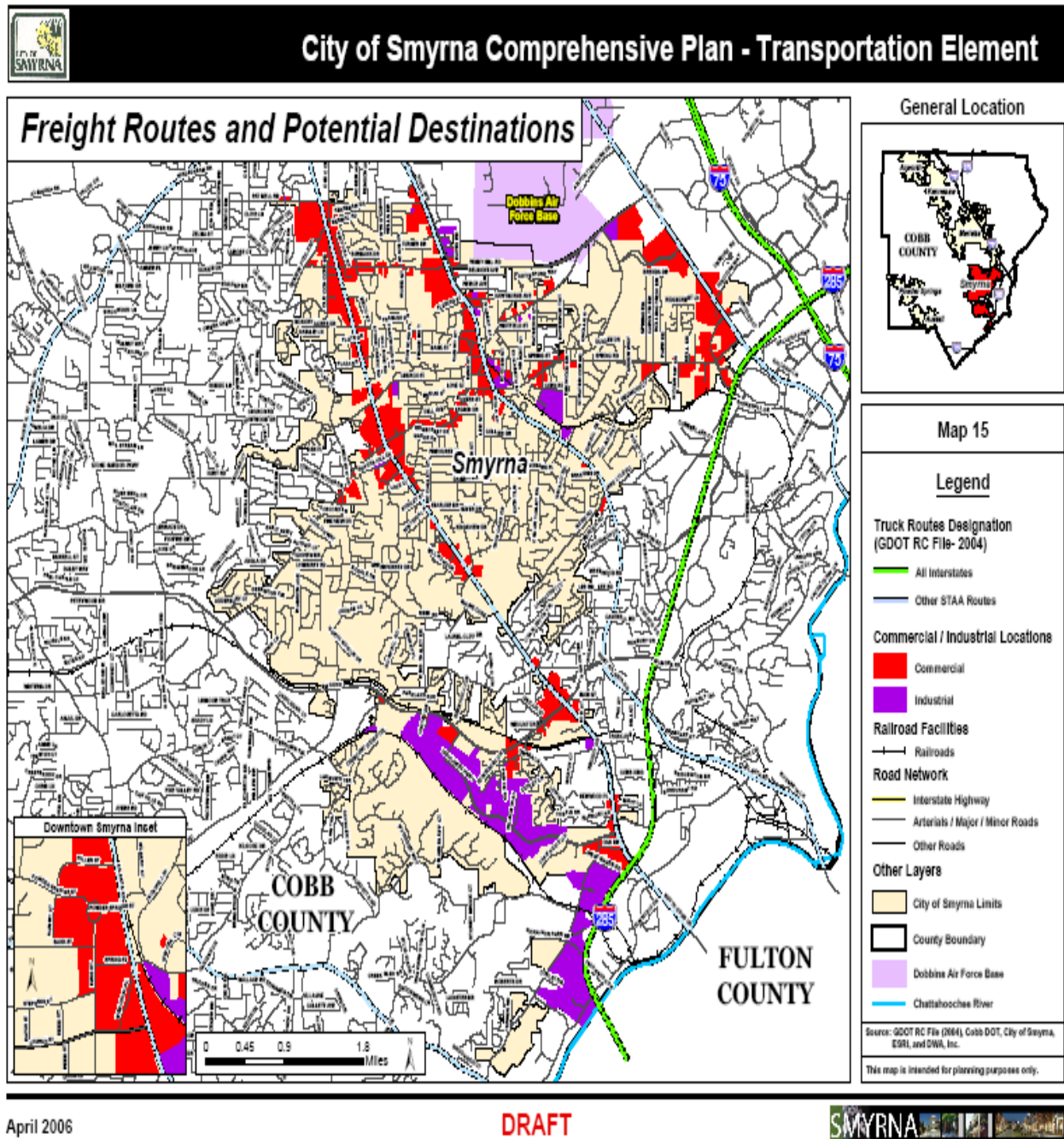
Map 23: Bicycle Suitability



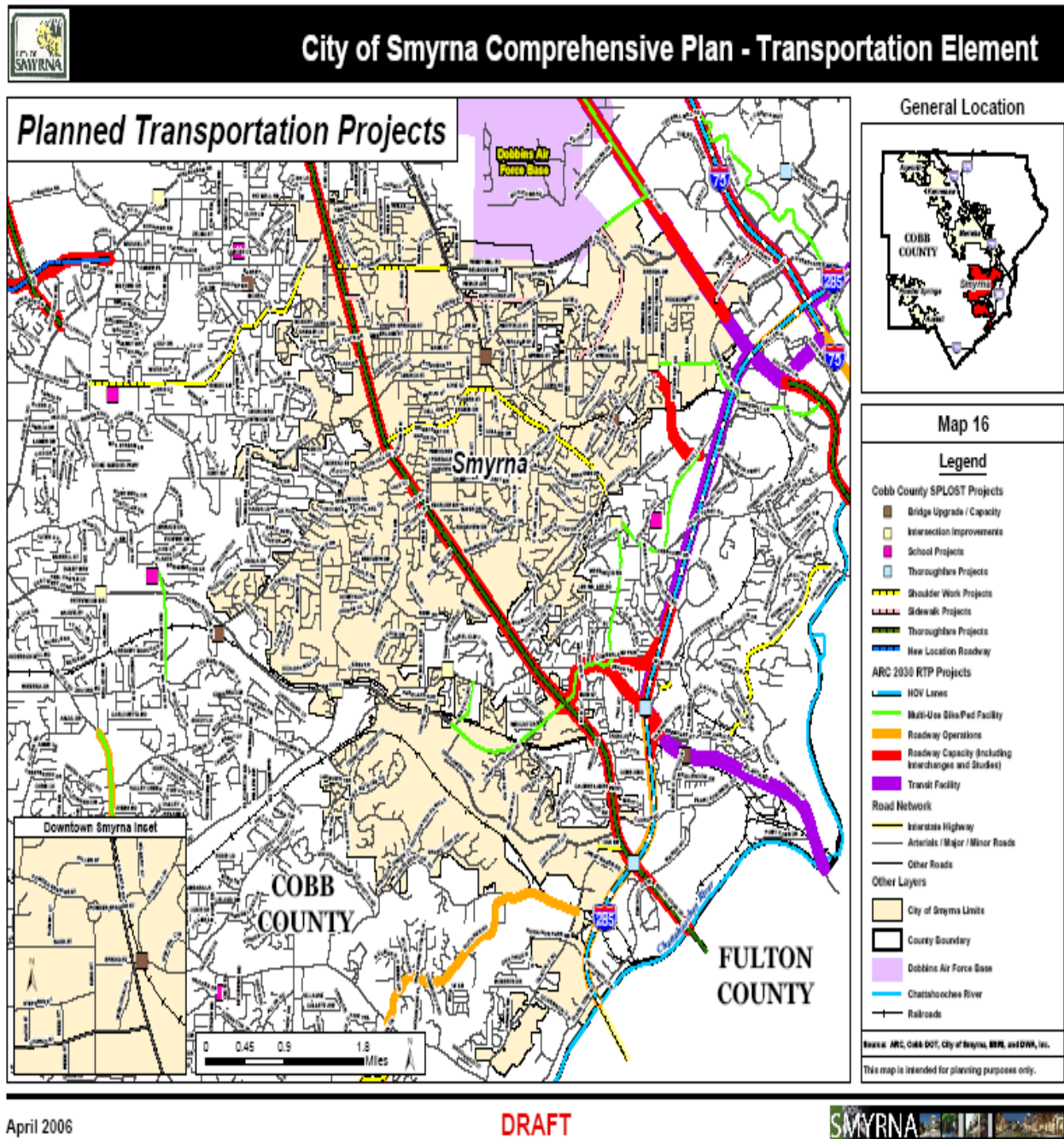
Map 24: Public Parking Facilities



Map 25: Freight Routes



Map 26: Short Range Projects/Studies, City of Smyrna



Community Participation Plan

The purpose of the community participation plan is to ensure that a wide-range of values and interests are incorporated into the development of the Community Agenda. The Community Agenda will establish the long-range vision, development pattern, and policies for Smyrna's future. The participation process must be open to all individuals and groups that can be or will be affected. Multiple communication methods to invite stakeholders to participate will be utilized, along with a variety of participation methods. A comprehensive participation process will build valuable partnerships and generate a shared responsibility to implement the Community Agenda. The following sections outline potential stakeholders, participation techniques, and a schedule for completion of the Community Agenda.

Stakeholders

A diverse group of stakeholders is critical to achieving a healthy, well-rounded discussion of issues and values. The participation process is an educational experience as different stakeholders learn the needs of others, and an opportunity to balance and/or mediate conflicting interests is provided. The following is a list of potential stakeholders that will be encouraged to participate. This list is by no means all inclusive, and as the planning process proceeds the list is likely to grow.

- Mayor and City Council
- City Boards and Commissions (Planning and Zoning, Economic Development, Housing, Downtown Development, Parks and Recreation, etc.)
- Cobb County Commissioners
- City and County Departments (Transportation, Public Works, Community Development, etc.)
- Local Developers
- Real Estate Professionals
- Trade Associations (Homebuilders, etc.)
- Major Local Employers
- Local Business Owners
- Local Property Owners
- Community Service Organizations
- Local Church Representatives
- Cobb County Board of Education
- Local School Administration and Student Representatives
- Neighborhood Representatives
- Environmental Organizations
- Preservation Organizations and Historical Societies
- Lockheed/Dobbins ABR Representative



Participation Techniques

The City of Smyrna will combine a variety of communication medium and participation methods to facilitate a successful public participation process. The following describes the methodology the City will utilize to ensure meaningful participation by a wide range of stakeholders.

Steering Committee

Smyrna's Planning and Zoning Board will act as a steering committee throughout the planning process. This group is already familiar with ongoing land and development issues occurring in Smyrna. Any materials presented to the steering committee will also be made available to Smyrna's elected officials for review. Furthermore, input and feedback from Smyrna's officials will be incorporated at each stage of the planning process. In addition, temporary task forces or civic advisory committees may be formed to research and address specific issues.

Public Input

A series of community meetings will be held over a 7-month period to solicit public input starting in December 2006. The meetings will include both public hearings and community workshops to develop the Community Agenda. The public will be informed of meetings through a variety of communication mediums including:

- Mailed invitations to stakeholders
- Newspaper and Television Advertisements
- A Link on the City's Website
- Announcements at Public Meetings
- Signage at Major Intersections
- Notices on Community Bulletin Boards (In English and Spanish)

The website will also be utilized as a means to provide upcoming meeting dates, a synopsis of meetings held, downloadable drafts for review, and a submittal of comments. Drafts will also be made available for review in person at Smyrna's City Hall, Public Library, and Community Development Office. Citizens who have questions or can not attend the public meetings may contact Community Development for further information or to submit comments.

Community Agenda Schedule

The City of Smyrna plans to begin development of its Community Agenda with a public kickoff meeting to be held on September 28, 2006 at the regularly scheduled Planning and Zoning Board meeting. The kickoff event will be followed with twelve months of public participation to formulate the Community Agenda. The completed draft will be presented to the public in September 2006 for public comment. The City anticipates the draft Community Agenda will be submitted for review to the Atlanta Regional Commission (ARC) in January 2007. After this initial review, a finalized Community Agenda must be adopted by the City's Planning and Zoning Board and its Mayor and City Council prior to being



resubmitted to ARC on June 30, 2007. The table and timeline on the following pages outline the completion schedule.

Table 34: Comprehensive Plan Update Schedule

Dates	Task
5/1/05 - 9/15/06	Assembly of draft community assessment report (CAR) and community participation program (CPP)
9/28/06	Kickoff event to explain the planning process to the community and present the draft CAR and CPP
10/02/06	Adoption of transmittal resolution by Mayor and City Council to submit the CAR and CPP to ARC for review.
11/24/06	ARC provides a Report of Findings and Recommendations for the submitted CAR and CPP
12/12/06 - 2/13/07	Community-wide input events to discuss and prioritize the Preliminary Issues and Opportunities list
2/13/07 - 3/13/2007	Processing of community input by guidance committees
3/13/07 – 4/8/07	Community-wide visioning events to produce/refine the Future Development Map
04/16/07	Adoption of transmittal resolution by Mayor and City Council to submit the Community Agenda to ARC for review
04/17/07	ARC and Department of Community Affairs (DCA) completes 60-day review, and provides Report of Final Findings and Recommendations
06/1/07 - 6/30/07	Incorporate ARC and DCA recommendations
07/02/07	Adoption of Community Agenda by Mayor and City Council
07/16/07	Written notification sent to ARC that Community Agenda was adopted



Appendix



Total Population

Jurisdiction	1980	1990	2000	ARC 2004	1980-1990 Change	1980-1990 Average Change	1990-2000 Change	1990-2000 Average Change	2000-2004 Change	2000-2004 Average Change
U.S.	224,810,192	248,032,624	281,421,920	NA	23,222,432	2,322,243	33,389,296	3,338,930	NA	NA
Georgia	5,457,566	6,478,216	8,186,453	NA	1,020,650	102,065	1,708,237	170,824	NA	NA
Cobb County	297,718	447,745	607,751	632,900	150,027	15,003	160,006	16,001	25,149	6,287
Douglas County	54,573	71,120	92,174	106,300	16,547	1,655	21,054	2,105	14,126	3,532
Fulton County	589,904	648,951	816,006	852,500	59,047	5,905	167,055	16,706	36,494	9,124
City of Alpharetta	3,128	13,002	34,854	37,409	9,874	987	21,852	2,185	2,555	639
City of Atlanta	425,022	394,017	416,474	434,900	-31,005	-3,101	22,457	2,246	18,426	4,607
City of Austell	3,939	4,173	5,359	6,089	234	23	1,186	119	730	183
City of Marietta	30,829	44,129	58,748	57,932	13,300	1,330	14,619	1,462	-816	-204
City of Roswell	23,337	47,923	79,334	80,986	24,586	2,459	31,411	3,141	1,652	413
City of Smyrna	20,312	30,981	40,999	44,564	10,669	1,067	10,018	1,002	3,565	891

Source: U.S. Census Bureau (SF1) & Atlanta Regional Commission (ARC)



Total Population

Jurisdiction	1980-1990 Growth Rate	1980-1990 Annual Growth Rate	1990-2000 Growth Rate	1990-2000 Annual Growth Rate	2000-2004 Growth Rate	2000-2004 Annual Growth Rate
U.S.	10.33%	0.99%	13.46%	1.27%	NA	NA
Georgia	18.70%	1.73%	26.37%	2.37%	NA	NA
Cobb County	50.39%	4.17%	35.74%	3.10%	4.14%	1.02%
Douglas County	30.32%	2.68%	29.60%	2.63%	15.33%	3.63%
Fulton County	10.01%	0.96%	25.74%	2.32%	4.47%	1.10%
City of Alpharetta	315.66%	15.31%	168.07%	10.36%	7.33%	1.78%
City of Atlanta	-7.29%	-0.75%	5.70%	0.56%	4.42%	1.09%
City of Austell	5.94%	0.58%	28.42%	2.53%	13.62%	3.24%
City of Marietta	43.14%	3.65%	33.13%	2.90%	-1.39%	-0.35%
City of Roswell	105.35%	7.46%	65.54%	5.17%	2.08%	0.52%
City of Smyrna	52.53%	4.31%	32.34%	2.84%	8.70%	2.11%

Source: U.S. Census Bureau (SF1) & ARC

Percentage of County's Population

Jurisdiction	Census 1980	Census 1990	Census 2000	ARC 2004
City of Alpharetta	0.53%	2.00%	4.27%	4.39%
City of Atlanta	NC	NC	NC	NC
City of Austell	NC	NC	NC	NC
City of Marietta	10.36%	9.86%	9.67%	9.15%
City of Roswell	3.96%	7.38%	9.72%	9.50%
City of Smyrna	6.82%	6.92%	6.75%	7.04%

NC – Not Calculated



City of Smyrna: Population Projection

	2000	2005	2010	2015	2020	2025	2030
City of Smyrna	40,999	45,503	50,501	56,049	62,205	69,039	76,622

Assuming a Constant Annual Growth Rate of 2.11%

City of Smyrna: Population by Age

Age Group	1980	1990	2000	1980 Percentage	1990 Percentage	2000 Percentage	1980-1990 Growth Rate	1990-2000 Growth Rate
0 - 4	1,207	1,803	2,846	5.94%	5.82%	6.94%	49.38%	57.85%
5 - 13	2,611	2,635	4,029	12.85%	8.51%	9.83%	0.92%	52.90%
14 - 17	1,442	851	1,117	7.10%	2.75%	2.72%	-40.98%	31.26%
18 - 20	1,189	1,123	1,289	5.85%	3.62%	3.14%	-5.55%	14.78%
21 - 24	1,966	2,705	3,148	9.68%	8.73%	7.68%	37.59%	16.38%
25 - 34	4,079	9,164	10,944	20.08%	29.58%	26.69%	124.66%	19.42%
35 - 44	2,629	5,002	7,022	12.94%	16.15%	17.13%	90.26%	40.38%
45 - 54	2,230	2,867	4,643	10.98%	9.25%	11.32%	28.57%	61.95%
55 - 64	1,743	2,213	2,557	8.58%	7.14%	6.24%	26.97%	15.54%
65 and over	1,216	2,618	3,404	5.99%	8.45%	8.30%	115.30%	30.02%

Source: U.S. Census Bureau (SF1)



Educational Attainment

Category	1980	1990	2000	1980 Percentage	1990 Percentage	2000 Percentage
Less than 9th Grade	1,321	1,248	1,546	11.07%	5.70%	5.48%
9th to 12th Grade (No Diploma)	2,077	2,105	2,403	17.40%	9.62%	8.51%
High School Graduate (Includes Equivalency)	4,101	5,193	5,638	34.35%	23.74%	19.98%
Some College (No Degree)	2,193	4,678	5,738	18.37%	21.38%	20.33%
Associate Degree	NA	1,188	1,418	NA	5.43%	5.02%
Bachelor's Degree	1,369	5,696	7,826	11.47%	26.04%	27.73%
Graduate or Professional Degree	877	1,770	3,655	7.35%	8.09%	12.95%

Source: U.S. Census Bureau (SF3)

Hispanic Ethnic Composition

Jurisdiction	1980	1990	2000	1980 Percentage	1990 Percentage	2000 Percentage	1980-1990 Difference	1990-2000 Difference
Cobb County	2,840	9,403	46,964	0.95%	2.10%	7.73%	1.15%	5.63%
Douglas County	377	749	2,640	0.69%	1.05%	2.86%	0.36%	1.81%
Fulton County	7,574	13,373	48,056	1.28%	2.06%	5.89%	0.78%	3.83%
City of Alpharetta	14	240	1,927	0.45%	1.85%	5.53%	1.40%	3.68%
City of Atlanta	5,842	7,525	18,720	1.37%	1.91%	4.49%	0.54%	2.59%
City of Austell	16	37	593	0.41%	0.89%	11.07%	0.48%	10.18%
City of Marietta	366	1,418	9,947	1.19%	3.21%	16.93%	2.03%	13.72%
City of Roswell	267	1,285	8,421	1.14%	2.68%	10.61%	1.54%	7.93%
City of Smyrna	182	1,099	5,659	0.90%	3.55%	13.80%	2.65%	10.26%

Source: U.S. Census Bureau
(SF1)



Racial Composition

Jurisdiction	Race	1980	1990	2000	1980 Percentage	1990 Percentage	2000 Percentage	1980-1990 Difference	1990-2000 Difference
Cobb County	White	281,625	391,959	439,991	94.59%	87.54%	72.40%	-7.05%	-15.14%
	Black/African American	13,055	44,154	114,233	4.39%	9.86%	18.80%	5.48%	8.93%
	American Indian/Alaska Native	439	957	1,579	0.15%	0.21%	0.26%	0.07%	0.05%
	Asian/Pacific Islander	1,666	7,918	18,844	0.56%	1.77%	3.10%	1.21%	1.33%
	Other Race	933	2,757	33,104	0.31%	0.62%	5.45%	0.30%	4.83%
Douglas County	White	51,444	64,734	71,235	94.27%	91.02%	77.28%	-3.25%	-13.74%
	Black/African American	2,818	5,597	17,065	5.16%	7.87%	18.51%	2.71%	10.64%
	American Indian/Alaska Native	114	176	324	0.21%	0.25%	0.35%	0.04%	0.10%
	Asian/Pacific Islander	108	386	1,101	0.20%	0.54%	1.19%	0.34%	0.65%
	Other Race	89	227	2,449	0.16%	0.32%	2.66%	0.16%	2.34%
Fulton County	White	280,334	309,901	392,598	47.52%	47.75%	48.11%	0.23%	0.36%
	Black/African American	303,508	324,008	363,656	51.45%	49.93%	44.57%	-1.52%	-5.36%
	American Indian/Alaska Native	644	981	1,514	0.11%	0.15%	0.19%	0.04%	0.03%
	Asian/Pacific Islander	2,926	8,380	25,169	0.50%	1.29%	3.08%	0.80%	1.79%
	Other Race	2,492	5,681	33,069	0.42%	0.88%	4.05%	0.45%	3.18%
City of Alpharetta	White	3,074	12,380	29,150	98.27%	95.22%	83.63%	-3.06%	-11.58%
	Black/African American	50	332	2,256	1.60%	2.55%	6.47%	0.95%	3.92%
	American Indian/Alaska Native	1	27	68	0.03%	0.21%	0.20%	0.18%	-0.01%
	Asian/Pacific Islander	2	177	2,005	0.06%	1.36%	5.75%	1.30%	4.39%
	Other Race	1	86	1,375	0.03%	0.66%	3.95%	0.63%	3.28%
City of Atlanta	White	137,879	122,327	138,352	32.44%	31.05%	33.22%	-1.39%	2.17%
	Black/African American	282,911	264,262	255,689	66.56%	67.07%	61.39%	0.50%	-5.67%
	American Indian/Alaska Native	422	563	765	0.10%	0.14%	0.18%	0.04%	0.04%
	Asian/Pacific Islander	2,000	3,498	8,219	0.47%	0.89%	1.97%	0.42%	1.09%
	Other Race	1,810	3,367	13,449	0.43%	0.85%	3.23%	0.43%	2.37%

Source: U.S. Census Bureau (SF1)



Racial Composition

Jurisdiction	Race	1980	1990	2000	1980 Percentage	1990 Percentage	2000 Percentage	1980-1990 Difference	1990-2000 Difference
City of Austell	White	3,615	3,747	3,506	91.77%	89.79%	65.42%	-1.98%	-24.37%
	Black/African American	306	381	1,317	7.77%	9.13%	24.58%	1.36%	15.45%
	American Indian/Alaska Native	13	21	24	0.33%	0.50%	0.45%	0.17%	-0.06%
	Asian/Pacific Islander	1	16	48	0.03%	0.38%	0.90%	0.36%	0.51%
	Other Race	4	8	464	0.10%	0.19%	8.66%	0.09%	8.47%
City of Marietta	White	25,647	33,655	33,185	83.19%	76.27%	56.49%	-6.93%	-19.78%
	Black/African American	4,790	9,059	17,330	15.54%	20.53%	29.50%	4.99%	8.97%
	American Indian/Alaska Native	52	126	188	0.17%	0.29%	0.32%	0.12%	0.03%
	Asian/Pacific Islander	195	814	1,795	0.63%	1.84%	3.06%	1.21%	1.21%
	Other Race	145	475	6,250	0.47%	1.08%	10.64%	0.61%	9.56%
City of Roswell	White	22,720	44,162	64,666	97.36%	92.15%	81.51%	-5.20%	-10.64%
	Black/African American	383	2,327	6,773	1.64%	4.86%	8.54%	3.21%	3.68%
	American Indian/Alaska Native	18	64	160	0.08%	0.13%	0.20%	0.06%	0.07%
	Asian/Pacific Islander	158	851	2,987	0.68%	1.78%	3.77%	1.10%	1.99%
	Other Race	58	519	4,748	0.25%	1.08%	5.98%	0.83%	4.90%
City of Smyrna	White	19,396	24,854	24,368	95.49%	80.22%	59.44%	-15.27%	-20.79%
	Black/African American	545	4,918	11,147	2.68%	15.87%	27.19%	13.19%	11.31%
	American Indian/Alaska Native	56	83	170	0.28%	0.27%	0.41%	-0.01%	0.15%
	Asian/Pacific Islander	234	699	1,620	1.15%	2.26%	3.95%	1.10%	1.70%
	Other Race	81	427	3,694	0.40%	1.38%	9.01%	0.98%	7.63%

Source: U.S. Census Bureau (SF1)



Mean Household Income

	City of Smyrna		Cobb County		Percent of County	
Census Year	1990	2000	1990	2000	1990	2000
Mean Household Income	\$39,620	\$60,240	\$49,796	\$73,586	79.56%	81.86%

Source: U.S. Census Bureau (SF3)

City of Smyrna: Household Income Distribution

Income	1990 Households	2000 Households	1990 Percentage	2000 Percentage	1990-2000 Difference
\$9,999 and below	1,134	1,265	7.62%	6.82%	-0.80%
\$10,000 - \$14,999	1,024	700	6.88%	3.77%	-3.11%
\$15,000 - \$19,999	1,013	642	6.80%	3.46%	-3.34%
\$20,000 - \$29,999	3,118	2,159	20.94%	11.64%	-9.31%
\$30,000 - \$34,999	1,402	1,414	9.42%	7.62%	-1.80%
\$35,000 - \$39,999	1,287	1,290	8.65%	6.95%	-1.69%
\$40,000 - \$49,999	2,205	2,330	14.81%	12.56%	-2.25%
\$50,000 - \$59,999	1,379	2,024	9.26%	10.91%	1.65%
\$60,000 - \$74,999	1,106	2,144	7.43%	11.56%	4.13%
\$75,000 - \$99,999	702	1,955	4.72%	10.54%	5.82%
\$100,000 - \$124,999	286	1,234	1.92%	6.65%	4.73%
\$125,000 - 149,999	83	515	0.56%	2.78%	2.22%
\$150,000 and above	148	879	0.99%	4.74%	3.74%
Total	14,887	18,551			

Source: U.S. Census Bureau (SF3)



Per Capita Income

	City of Smyrna			Cobb County			Percent of County		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
Per Capita Income	\$8,150	\$19,158	\$27,637	\$8,650	\$19,166	\$27,863	94.22%	99.96%	99.19%

Source: U.S. Census Bureau (SF3)

Total Employment, 2005

	City of Smyrna	Cobb County	Atlanta MSA
Employment	20,531	280,215	1,990,258
Businesses	1,868	25,610	171,406

Source: US Bureau of Labor Statistics, Demographics Now

Employment for Retail Trade Sub-Sectors

NAICS Code	Retail Trade Sub-Sectors	2002 Employment
441	Motor Vehicle & Parts Dealers	15.8%
443	Electronics & Appliance Stores	7.3%
444	Building Material & Garden Equipment & Supplies Dealers	1.8%
445	Food & Beverage Stores	18.4%
446	Health & Personal Care Stores	17.4%
447	Gasoline Stores	3.9%
448	Clothing & Clothing Accessories Stores	15.0%
451	Sporting Goods, Hobby, Book, and Music Stores	1.7%
452	General Merchandise Stores	9.4%
454	Nonstore Retailers	0.8%

Source: US Census Bureau



Employment by Occupation

Occupations	City of Smyrna	Cobb County	Atlanta MSA	Georgia	United States
Management, professional, and related occupations	42.7%	42.4%	37.5%	32.7%	33.6%
Service occupations	11.5%	10.6%	12.1%	13.4%	14.9%
Sales and office occupations	28.9%	30.0%	28.7%	26.8%	26.7%
Farming, fishing, and forestry occupations	0.1%	0.1%	0.2%	0.6%	0.7%
Construction, extraction, and maintenance occupations	7.7%	8.7%	10.0%	10.8%	9.4%
Production, transportation, and material moving occupations	9.1%	8.1%	11.6%	15.7%	14.6%

Source: US Census Bureau

Source of Income, 2004

	Earnings	Investments	Transfer Payments
Cobb County	80.0%	12.5%	7.4%
Atlanta MSA	77.2%	13.3%	9.4%
Georgia	72.6%	14.1%	13.3%
United States	69.5%	15.8%	14.7%

Source: US Bureau of Labor Statistics



Educational Attainment

	City of Smyrna	Cobb County	Atlanta MSA	Georgia	United States
Less than High School	10.5%	8.0%	16.4%	19.8%	18.3%
High School Graduates	20.6%	21.1%	29.0%	30.4%	29.1%
College Graduates	46.1%	46.4%	29.9%	25.8%	26.6%

Source: US Census Bureau, Demographics Now

**Change in Employment for Administrative Support Services
Sub-Sector, 1997-2002**

NAICS Code	Administrative Support Services Sub-Sectors	1997-2002 Change in Employment
5613	Employment Services	66.3%
5616	Investigation & Security Services	510.8%
5617	Services to Buildings & Dwellings	-8.8%

Source: US Census Bureau



Change in Employment for Retail Trade Sub-Sectors, 1997-2002

NAICS Code	Retail Trade Sub-Sectors	1997-2002 Change in Employment
441	Motor Vehicle & Parts Dealers	-2.2%
443	Electronics & Appliance Stores	-11.6%
444	Building Material & Garden Equipment & Supplies Dealers	-78.5%
445	Food & Beverage Stores	-43.9%
446	Health & Personal Care Stores	93.9%
447	Gasoline Stores	-21.3%
448	Clothing & Clothing Accessories Stores	28.2%
451	Sporting Goods, Hobby, Book, and Music Stores	-75.9%
452	General Merchandise Stores	-73.5%
454	Nonstore Retailers	-46.0%

Source: US Census Bureau



City of Smyrna: Poverty Status in 1989 by Age of Householder by Household Type

	Households	Percentage of City Households	Percentage of Poverty Households
Income in 1989 below poverty level:	941	6.32%	100.00%
Householder 15 to 64 years:	696	4.68%	73.96%
<i>Married-couple family</i>	<i>143</i>	<i>0.96%</i>	<i>15.20%</i>
<i>Other family:</i>	<i>123</i>	<i>0.83%</i>	<i>13.07%</i>
Male householder, no wife present	10	0.07%	1.06%
Female householder, no husband present	113	0.76%	12.01%
<i>Nonfamily households:</i>	<i>430</i>	<i>2.89%</i>	<i>45.70%</i>
Householder living alone	292	1.96%	31.03%
Householder not living alone	138	0.93%	14.67%
Householder 65 and over:	245	1.65%	26.04%
<i>Married-couple family</i>	<i>32</i>	<i>0.21%</i>	<i>3.40%</i>
<i>Other family:</i>	<i>5</i>	<i>0.03%</i>	<i>0.53%</i>
Male householder, no wife present	0	0.00%	0.00%
Female householder, no husband present	5	0.03%	0.53%
<i>Nonfamily households:</i>	<i>208</i>	<i>1.40%</i>	<i>22.10%</i>
Householder living alone	208	1.40%	22.10%
Householder not living alone	0	0.00%	0.00%

Source: U.S. Census Bureau (SF3)

City of Smyrna: Poverty Status in 1999 by Age of Householder by Household Type

	Households	Percentage of City Households	Percentage of Poverty Households
Income in 1999 below poverty level:	1,441	7.77%	100.00%
Householder 15 to 64 years:	1,232	6.64%	85.50%



<i>Married-couple family</i>	190	1.02%	13.19%
<i>Other family:</i>	405	2.18%	28.11%
Male householder, no wife present	100	0.54%	6.94%
Female householder, no husband present	305	1.64%	21.17%
<i>Nonfamily households:</i>	637	3.43%	44.21%
Householder living alone	NC	NC	NC
Householder not living alone	NC	NC	NC
Householder 65 and over:	209	1.13%	14.50%
<i>Married-couple family</i>	30	0.16%	2.08%
<i>Other family:</i>	17	0.09%	1.18%
Male householder, no wife present	0	0.00%	0.00%
Female householder, no husband present	17	0.09%	1.18%
<i>Nonfamily households:</i>	162	0.87%	11.24%
Householder living alone	NC	NC	NC
Householder not living alone	NC	NC	NC

Source: U.S. Census Bureau (SF3)

NC = Not able to Calculate



Total Households

Jurisdiction	1980	1990	2000	ARC 2004	1980-1990 Change	1980-1990 Average Change	1990-2000 Change	1990-2000 Average Change	2000-2004 Change	1980- 2000 Average Change
Cobb County	106,595	171,288	227,487	240,490	64,693	6,469	56,199	5,620	13,003	3,251
Douglas County	16,911	24,277	32,822	39,356	7,366	737	8,545	855	6,534	1,634
Fulton County	225,308	257,140	321,242	340,342	31,832	3,183	64,102	6,410	19,100	4,775
City of Alpharetta	1,085	5,265	13,911	15,257	4,180	418	8,646	865	1,346	337
City of Atlanta	162,553	155,752	168,147	178,770	-6,801	-680	12,395	1,240	10,623	2,656
City of Austell	1,374	1,561	2,009	2,401	187	19	448	45	392	98
City of Marietta	12,810	19,866	23,895	23,733	7,056	706	4,029	403	-162	-41
City of Roswell	8,064	18,189	30,207	31,264	10,125	1,013	12,018	1,202	1,057	264
City of Smyrna	7,945	14,835	18,372	20,131	6,890	689	3,537	354	1,759	440

Source: U.S. Census Bureau (SF1) & Atlanta Regional Commission



Total Households

Jurisdiction	1980-1990 Growth Rate	1980- 1990 Annual Growth Rate	1990-2000 Growth Rate	1990- 2000 Annual Growth Rate	2000- 2004 Growth Rate	2000- 2004 Annual Growth Rate
Cobb County	60.69%	4.86%	32.81%	2.88%	5.72%	1.40%
Douglas County	43.56%	3.68%	35.20%	3.06%	19.91%	4.64%
Fulton County	14.13%	1.33%	24.93%	2.25%	5.95%	1.45%
City of Alpharetta	385.25%	17.11%	164.22%	10.20%	9.68%	2.34%
City of Atlanta	-4.18%	-0.43%	7.96%	0.77%	6.32%	1.54%
City of Austell	13.61%	1.28%	28.70%	2.56%	19.51%	4.56%
City of Marietta	55.08%	4.49%	20.28%	1.86%	-0.68%	-0.17%
City of Roswell	125.56%	8.47%	66.07%	5.20%	3.50%	0.86%
City of Smyrna	86.72%	6.44%	23.84%	2.16%	9.57%	2.31%

Source: U.S. Census Bureau (SF1)

Percentage of County's Households

Jurisdiction	1980	1990	2000	ARC 2004
City of Alpharetta	0.48%	2.05%	4.33%	4.48%
City of Atlanta	NC	NC	NC	NC
City of Austell	NC	NC	NC	NC
City of Marietta	12.02%	11.60%	10.50%	9.87%
City of Roswell	3.58%	7.07%	9.40%	9.19%
City of Smyrna	7.45%	8.66%	8.08%	8.37%



City of Smyrna: Household Projection

	2000	2005	2010	2015	2020	2025
City of Smyrna	18,372	20,596	23,090	25,886	29,020	32,534

Assuming a Constant Annual Growth Rate of 2.31%

Average Household Size

Jurisdiction	1980	1990	2000
Cobb County	2.77	2.60	2.64
Douglas County	3.20	2.90	2.78
Fulton County	2.54	2.44	2.44
City of Alpharetta	2.88	2.45	2.50
City of Atlanta	2.51	2.40	2.30
City of Austell	2.85	2.66	2.66
City of Marietta	2.32	2.17	2.39
City of Roswell	2.88	2.62	2.61
City of Smyrna	2.54	2.06	2.21

Source: U.S. Census Bureau (SF1)



City of Smyrna: Types of Housing

Category	1980	1990	2000	1980 Percentage	1990 Percentage	2000 Percentage
Total Housing Units	8,488	16,822	19,715	100.00%	100.00%	100.00%
Single Units (detached)	4,753	5,731	7,923	56.00%	34.07%	40.19%
Single Units (attached)	143	1,832	2,307	1.68%	10.89%	11.70%
Double Units	88	168	247	1.04%	1.00%	1.25%
3 to 9 Units	1,487	3,625	4,500	17.52%	21.55%	22.83%
10 to 19 Units	1,573	3,253	2,237	18.53%	19.34%	11.35%
20 to 49 Units	326	1,394	955	3.84%	8.29%	4.84%
50 or more Units	105	682	1,423	1.24%	4.05%	7.22%
Mobile Home or Trailer	13	12	123	0.15%	0.07%	0.62%
All Other	0	125	0	0.00%	0.74%	0.00%

Source: U.S. Census Bureau (SF3)

City of Smyrna: Age of Housing

Category	1990	2000	1990 Percentage	2000 Percentage
Total Housing Units	16,822	19,715	100.00%	100.00%
1980 or later	8,210	11,014	48.81%	55.87%
Built 1970 - 1979	2,840	3,678	16.88%	18.66%
Built 1960 - 1969	3,218	2,373	19.13%	12.04%
Built 1950 - 1959	1,967	1,994	11.69%	10.11%
Built 1940 - 1949	401	423	2.38%	2.15%
Built 1939 or earlier	186	233	1.11%	1.18%

Source: U.S. Census Bureau (SF3)



City of Smyrna: Condition of Housing

Category	1990	2000	1990 Percentage	2000 Percentage
Total Housing Units	16,822	19,715	100.00%	100.00%
Complete Plumbing Facilities	16,787	19,610	99.79%	99.47%
Lacking Plumbing Facilities	35	105	0.21%	0.53%
Complete Kitchen Facilities	16,800	19,674	99.87%	99.79%
Lacking Kitchen Facilities	22	41	0.13%	0.21%

Source: U.S. Census Bureau (SF3)

City of Smyrna: Tenure of Substandard Units

Category	2000
Owner occupied:	
Lacking complete kitchen facilities	31
Lacking complete plumbing facilities	25
Renter occupied:	
Lacking complete kitchen facilities	10
Lacking complete plumbing facilities	71

Source: U.S. Census Bureau (SF3)

City of Smyrna: Occupancy Characteristics

Category	1990	2000	1990 Percentage	2000 Percentage
Total Housing Units	16,822	19,715	100.00%	100.00%
Housing Units Vacant	1,987	1,260	11.81%	6.39%
Housing Units Occupied	14,835	18,455	88.19%	93.61%
Housing Units Owner Occupied	6,392	9,283	38.00%	47.09%
Housing Units Renter Occupied	8,443	9,172	50.19%	46.52%
Housing Units Occupied	14,835	18,455	100.00%	100.00%
Housing Units Owner Occupied	6,392	9,283	43.09%	50.30%
Housing Units Renter Occupied	8,443	9,172	56.91%	49.70%

Source: U.S. Census Bureau (SF3)



City of Smyrna: Vacancy Status

Category	2000	2000 Percentage
Total:	1,260	100.00%
For rent	595	47.22%
For sale only	299	23.73%
Rented or sold, not occupied	70	5.56%
Seasonal/recreational/occasional use	129	10.24%
For migrant workers	0	0.00%
Other vacant	167	13.25%

Source: U.S. Census Bureau (SF3)

**City of Smyrna: Units in Structure for Vacant
Units**

Category	2000	2000 Percentage
Total:	1,260	100.00%
1, detached	369	29.29%
1, attached	183	14.52%
2	15	1.19%
3 or 4	60	4.76%
5 to 9	374	29.68%
10 to 19	149	11.83%
20 to 49	68	5.40%
50 or more	42	3.33%
Mobile home	0	0.00%
Boat, RV, van, etc.	0	0.00%

Source: U.S. Census Bureau (SF3)



City of Smyrna: Gross Rent

Category	2000	2000 Percentage
Total:	9,163	100.00%
With cash rent:	9,066	98.94%
Less than \$100	55	0.60%
\$100 to \$149	81	0.88%
\$150 to \$199	58	0.63%
\$200 to \$249	14	0.15%
\$250 to \$299	14	0.15%
\$300 to \$349	48	0.52%
\$350 to \$399	44	0.48%
\$400 to \$449	57	0.62%
\$450 to \$499	129	1.41%
\$500 to \$549	192	2.10%
\$550 to \$599	343	3.74%
\$600 to \$649	777	8.48%
\$650 to \$699	1,111	12.12%
\$700 to \$749	1,012	11.04%
\$750 to \$799	1,134	12.38%
\$800 to \$899	1,471	16.05%
\$900 to \$999	1,155	12.61%
\$1,000 to \$1,249	959	10.47%
\$1,250 to \$1,499	278	3.03%
\$1,500 to \$1,999	122	1.33%
\$2,000 or more	12	0.13%
No cash rent	97	1.06%

Source: U.S. Census Bureau (SF3)**City of Smyrna: Value for all Owner-Occupied Units**

Category	2000	2000 Percentage
Total:	9,283	100.00%
Less than \$10,000	75	0.81%
\$10,000 to \$14,999	19	0.20%
\$15,000 to \$19,999	0	0.00%
\$20,000 to \$24,999	15	0.16%
\$25,000 to \$29,999	0	0.00%
\$30,000 to \$34,999	23	0.25%
\$35,000 to \$39,999	0	0.00%
\$40,000 to \$49,999	106	1.14%
\$50,000 to \$59,999	90	0.97%
\$60,000 to \$69,999	232	2.50%
\$70,000 to \$79,999	637	6.86%
\$80,000 to \$89,999	973	10.48%
\$90,000 to \$99,999	1,122	12.09%
\$100,000 to \$124,999	1,552	16.72%
\$125,000 to \$149,999	1,148	12.37%
\$150,000 to \$174,999	815	8.78%
\$175,000 to \$199,999	609	6.56%
\$200,000 to \$249,999	617	6.65%
\$250,000 to \$299,999	377	4.06%
\$300,000 to \$399,999	539	5.81%
\$400,000 to \$499,999	298	3.21%
\$500,000 to \$749,999	26	0.28%
\$750,000 to \$999,999	10	0.11%
\$1,000,000 or more	0	0.00%

Source: U.S. Census Bureau (SF3)

Housing Cost

Category	City of Smyrna		Cobb County		Percent of County	
	1990	2000	1990	2000	1990	2000
Median Property Value	\$78,800	\$129,700	\$97,500	\$147,600	80.82%	87.87%
Median Rent	\$562	\$776	\$575	\$806	97.74%	96.28%

Source: U.S. Census Bureau (SF3)

City of Smyrna: Median Sales Price

Category	2001	2002	2003	2004
30080 New Homes	\$209,250	\$296,800	\$248,900	\$287,350
30080 Existing Homes	\$118,800	\$122,000	\$138,900	\$157,300
30082 New Homes	\$263,900	\$286,100	\$289,750	\$284,950
30082 Existing Homes	\$135,250	\$143,700	\$159,150	\$174,000

Source: AJC Homes Sales Report, Market Data Center

Affordability by Annual Household Income

Income Category	Household Income	Maximum Affordable Rent ¹	Maximum Affordable Purchase Price ²
Very Low	\$0 - \$30,120	\$753	\$90,360
Low	\$30,121 - \$48,192	\$1,205	\$144,576
Moderate	\$48,193 - \$72,288	\$1,807	\$216,864
Above Moderate	\$72,288 and Above	\$1,808+	\$216,865+
Median	\$60,240	\$1,506	\$180,720

¹ Rent based on 30% of income.

² Purchase price based on 3 times income.



Demand and Supply of Housing

Income Range			Housing Demand			Housing Supply			
Minimum	Maximum	30% of Monthly Income	Minimum Monthly Payment	Maximum Monthly Payment	Number of Households	Rental	Owner ³	Total	Surplus/ Deficit
\$0	\$14,999	\$375	\$0	\$349	1,965	270	238	508	-1,457
\$15,000	\$19,999	\$500	\$350	\$499	642	101	322	423	-219
\$20,000	\$24,999	\$625	\$500	\$599	1,136	535	1,610	2,145	1,009
\$25,000	\$29,999	\$750	\$600	\$749	1,023	2,900	1,122	4,022	2,999
\$30,000	\$34,999	\$875	\$750	\$899	1,414	2,605	1,552	4,157	2,743
\$35,000	\$39,999	\$1,000	\$900	\$999	1,290	1,155	1,148	2,303	1,013
\$40,000	\$49,999	\$1,250	\$1,000	\$1,249	2,330	959	815	1,774	-556
\$50,000	\$59,999	\$1,500	\$1,250	\$1,499	2,024	278	609	887	-1,137
\$60,000	\$74,999	\$1,875	\$1,500	\$1,999	2,144	122	994	1,116	-1,028
\$75,000	and Above		\$2,000		4,583	12	873	885	-3,698
Totals					18,551	8,937	9,283	18,220	-331

³ House price was converted into a monthly payment amount using a 6% interest rate on a 30-year mortgage, a 10% down payment, property taxes of 1.25%, and insurance costs of 0.2%.

City of Smyrna: Cost Burdened

Category	1990	2000	1990 Percentage	2000 Percentage
Total Occupied Housing Units	14,835	18,455	100.00%	100.00%
30% - 49%	1,150	2,524	7.75%	13.68%
50% and greater	NA	1,953	NA	10.58%
Not Computed	158	336	1.07%	1.82%

Source: U.S. Census Bureau (SF3)



City of Smyrna: Overcrowding

Category	1990	2000	1990 Percentage	2000 Percentage
Total Occupied Housing Units	14,835	18,455	100.00%	100.00%
More than 1 Person per Room	300	1,145	2.02%	6.20%

Source: U.S. Census Bureau (SF3)

City of Smyrna: 2000 Housing Needs

City of San Francisco Housing Needs

Housing Needs	Tenure				Total	
	Owners		Renters			
	Number	Percent	Number	Percent	Number	Percent
Cost Burdened (30% and up)	1,292	96.6%	2,927	92.1%	4,219	93.4%
Severely Cost Burdened (50% and up)	465	34.8%	1,295	40.8%	1,760	39.0%
Overcrowded	179	13.4%	682	21.5%	861	19.1%
Lacking Facilities	42	3.1%	76	2.4%	118	2.6%
One or more Needs	1,338	100.0%	3,177	100.0%	4,515	100.0%

Source: ARC 2/4/05 Housing Planning Workshop

City of Smyrna: 2000 Householder's Age for Households with Housing Needs

Age of Householders	Tenure				Total	
	Owner		Renter			
	One or More Housing Needs		One or More Housing Needs		One or More Housing Needs	
	Number	Percent	Number	Percent	Number	Percent
24 and Under	12	0.9%	461	14.5%	473	10.5%
25 to 59	1,115	83.3%	2,438	76.7%	3,553	78.7%
59 and Older	211	15.8%	278	8.8%	489	10.8%
Total	1,338	100.0%	3,177	100.0%	4,515	100.0%

Source: ARC 2/4/05 Housing Planning Workshop



City of Smyrna: 2000 Household Income for Households with Housing Needs

City of San Francisco 2009 Household Income for Households with Housing Needs

Household Income	Tenure				Total	
	Owner		Renter			
	One or More Housing Needs		One or More Housing Needs		One or More Housing Needs	
	Number	Percent	Number	Percent	Number	Percent
Less than \$5,000	68	5.1%	236	7.4%	304	6.7%
\$5,000 - 9,999	106	7.9%	285	9.0%	391	8.7%
\$10,000-14,999	127	9.5%	364	11.5%	491	10.9%
\$15,000-19,999	87	6.5%	416	13.1%	503	11.1%
\$20,000-24,999	153	11.4%	547	17.2%	700	15.5%
\$25,000-34,999	369	27.6%	786	24.7%	1,155	25.6%
\$35,000-49,999	428	32.0%	543	17.1%	971	21.5%
Total	1,338	100.0%	3,177	100.0%	4,515	100.0%

Source: ARC 2/4/05 Housing Planning Workshop

**City of Smyrna: 2000 Employment Status of Persons 16 and Older
in Households with Housing Needs**

Work Status	Tenure				Total	
	Owner		Renter			
	One or More Housing Needs		One or More Housing Needs		One or More Housing Needs	
	Number	Percent	Number	Percent	Number	Percent
In Labor Force	945	77.8%	4,523	70.8%	5,468	71.9%
Employed	894	73.6%	4,263	66.7%	5,157	67.8%
Unemployed	45	3.7%	233	3.6%	278	3.7%
Armed Forces	6	0.5%	27	0.4%	33	0.4%
Not in Labor Force	270	22.2%	1,868	29.2%	2,138	28.1%
Total	1,215	100.0%	6,391	100.0%	7,606	100.0%

Source: ARC 2/4/05 Housing Planning Workshop



City of Smyrna: 2000 Household Types for Households with Housing Needs

Household Type	Tenure				Total	
	Owner		Renter			
	One or More Housing Needs		One or More Housing Needs		One or More Housing Needs	
	Number	Percent	Number	Percent	Number	Percent
Family	1,059	79.1%	1,701	53.5%	2,760	61.1%
Married Couple	929	69.4%	959	30.2%	1,888	41.8%
Male Householder, No Wife	28	2.1%	220	6.9%	248	5.5%
Female Householder, No Husband	102	7.6%	522	16.4%	624	13.8%
Non-family	279	20.9%	1,476	46.5%	1,755	38.9%
Male Householder	119	8.9%	750	23.6%	869	19.2%
Living Alone	76	5.7%	466	14.7%	542	12.0%
Not Living Alone	43	3.2%	284	8.9%	327	7.2%
Female Householder	160	12.0%	726	22.9%	886	19.6%
Living Alone	141	10.5%	459	14.4%	600	13.3%
Not Living Alone	19	1.4%	267	8.4%	286	6.3%
Total	1,338	100.0%	3,177	100.0%	4,515	100.0%

Source: ARC 2/4/05 Housing Planning Workshop



City of Smyrna: 2000 Household Size for Households with Housing Needs

Household Size	Tenure				Total	
	Owner		Renter			
	One or More Housing Needs		One or More Housing Needs		One or More Housing Needs	
	Number	Percent	Number	Percent	Number	Percent
1 Person	217	16.2%	923	29.1%	1,140	25.2%
2 Persons	418	31.2%	945	29.7%	1,363	30.2%
3 Persons	242	18.1%	502	15.8%	744	16.5%
4 Persons	243	18.2%	408	12.8%	651	14.4%
5 Persons	136	10.2%	216	6.8%	352	7.8%
6 Persons	56	4.2%	100	3.1%	156	3.5%
More than 6	26	1.9%	83	2.6%	109	2.4%
Total	1,338	100.0%	3,177	100.0%	4,515	100.0%

Source: ARC 2/4/05 Housing Planning Workshop



**City of Smyrna: 2000 Types of Housing Units Occupied
by Households with Housing Needs**

Type of Housing Unit	Tenure				Total	
	Owner		Renter			
	One or More Housing Needs		One or More Housing Needs		One or More Housing Needs	
	Number	Percent	Number	Percent	Number	Percent
Single unit detached	1,188	88.8%	609	19.2%	1,797	39.8%
Single unit attached	87	6.5%	178	5.6%	265	5.9%
Duplex	0	0.0%	88	2.8%	88	1.9%
3 or 4 units	12	0.9%	232	7.3%	244	5.4%
5 to 9 units	11	0.8%	717	22.6%	728	16.1%
10 to 19 units	3	0.2%	746	23.5%	749	16.6%
20 to 49 units	0	0.0%	286	9.0%	286	6.3%
50 or more units	0	0.0%	291	9.2%	291	6.4%
Manufactured home	37	2.8%	30	0.9%	67	1.5%
Boat, RV, van, etc.	0	0.0%	0	0.0%	0	0.0%
Total	1,338	100.0%	3,177	100.0%	4,515	100.0%

Source: ARC 2/4/05 Housing Planning Workshop



City of Smyrna: 2000 Races for Households with Housing Needs

Household Race		Tenure				Total	
		Owner		Renter			
		One or More Housing Needs		One or More Housing Needs		One or More Housing Needs	
		Number	Percent	Number	Percent	Number	Percent
Non-Hispanic							
	White	880	65.8%	2,341	73.7%	3,221	71.3%
	Black	319	23.8%	531	16.7%	850	18.8%
	American Indian/Native American	6	0.4%	0	0.0%	6	0.1%
	Asian	33	2.5%	96	3.0%	129	2.9%
	Pacific Islander	0	0.0%	2	0.1%	2	0.0%
	Other	13	1.0%	40	1.3%	53	1.2%
Hispanic							
	White	45	3.4%	88	2.8%	133	2.9%
	Black	0	0.0%	5	0.2%	5	0.1%
	American Indian/Native American	0	0.0%	0	0.0%	0	0.0%
	Asian	0	0.0%	0	0.0%	0	0.0%
	Pacific Islander	0	0.0%	0	0.0%	0	0.0%
	Other	42	3.1%	74	2.3%	116	2.6%
Total		1,338	100.0%	3,177	100.0%	4,515	100.0%

Source: ARC 2/4/05 Housing Planning Workshop



**City of Smyrna: 2000 Occupations of Employed Persons Age 16 and Older
in Households with Housing Needs**

Occupation	Tenure				Total	
	Owner		Renter			
	One or More Housing Needs		One or More Housing Needs		One or More Housing Needs	
	Number	Percent	Number	Percent	Number	Percent
Management, Professional and Related	374	41.8%	1,532	35.9%	1,906	37.0%
Services	101	11.3%	500	11.7%	601	11.7%
Sales and Office	286	32.0%	1,362	31.9%	1,648	32.0%
Farming, Fishing and Forestry	2	0.2%	0	0.0%	2	0.0%
Construction, Extraction and Maintenance	75	8.4%	451	10.6%	526	10.2%
Production, Transportation and Materials Moving	56	6.3%	418	9.8%	474	9.2%
Total	894	100.0%	4,263	100.0%	5,157	100.0%

Source: ARC 2/4/05 Housing Planning Workshop

**City of Smyrna: 2000 Social Security & Public Assistance
Income for Households with Housing Needs**

Income Source	Tenure		Total
	Owner	Renter	
	One or More Housing Needs	One or More Housing Needs	One or More Housing Needs
	Number	Number	Number
Social Security Income	156	547	703
Public Assistance Income	21	95	116

Source: ARC 2/4/05 Housing Planning Workshop



Persons with Disabilities

Disability Type	Age Group			
	5 - 15	16 - 20	21 - 64	65 & over
Sensory	29	0	240	88
Physical	8	10	415	274
Mental	211	0	194	132
Self Care	20	0	0	0
Go Outside	-	16	276	223
Employment	-	104	1,745	-
Multiple Disabilities	78	106	1,984	850
Total	346	236	4,854	1,567

Source: U.S. Census Bureau

Senior Housing Facilities

Facility	Housing Units Provided				Waiting List
	Affordable	Nursing	Assisted Living	Independent Living	
Delmar Gardens of Smyrna 404 King Springs Village Pkwy Smyrna, GA 30082	X	120/120	40/40	130/140	None
Woodland Ridge 4005 South Cobb Drive Smyrna, GA 30080	X	X	53/59	X	None
Smyrna Towers 4000 South Cobb Drive Smyrna, GA 30080	150/150	X	X	X	3 year

Telephone survey conducted 7/18/05



Place of Work (Workers 16+ Years)

Category	1990	2000	1990 Percentage	2000 Percentage
Total:	19,558	23,085	100.00%	100.00%
Worked in place of residence	3,455	3,235	17.67%	14.01%
Worked outside place of residence	16,103	19,850	82.33%	85.99%
Worked in county of residence	9,460	10,272	48.37%	44.50%
Worked outside county of residence	9,945	12,498	50.85%	54.14%
Worked outside state of residence	153	315	0.78%	1.36%

Source: U.S. Census Bureau (SF3)

Means of Transportation to Work (Workers 16+ Years)

Category	1990	2000	1990 Percentage	2000 Percentage
Total:	19,558	23,085	100.00%	100.00%
Car, truck, or van:	18,524	21,530	94.71%	93.26%
Drove alone	16,306	18,703	83.37%	81.02%
Carpooled	2,218	2,827	11.34%	12.25%
Public transportation:	265	499	1.35%	2.16%
Bus or trolley bus	119	319	0.61%	1.38%
Subway or elevated	80	60	0.41%	0.26%
Railroad	0	11	0.00%	0.05%
Taxicab	66	109	0.34%	0.47%
Motorcycle	48	26	0.25%	0.11%
Bicycle	22	13	0.11%	0.06%
Walked	277	227	1.42%	0.98%
Other means	68	111	0.35%	0.48%
Worked at home	354	679	1.81%	2.94%

Source: U.S. Census Bureau (SF3)



Travel Time to Work (Workers 16+ Years)

Category	1990	2000	1990 Percentage	2000 Percentage
Total:	19,558	23,085	100.00%	100.00%
Did not work at home:	19,204	22,406	98.19%	97.06%
Less than 5 minutes	448	263	2.29%	1.14%
5 to 9 minutes	1,613	1,245	8.25%	5.39%
10 to 14 minutes	2,415	2,150	12.35%	9.31%
15 to 19 minutes	2,775	3,095	14.19%	13.41%
20 to 24 minutes	3,300	3,571	16.87%	15.47%
25 to 29 minutes	1,634	1,853	8.35%	8.03%
30 to 34 minutes	4,056	4,583	20.74%	19.85%
35 to 39 minutes	621	829	3.18%	3.59%
40 to 44 minutes	615	1,145	3.14%	4.96%
45 to 59 minutes	1,235	2,163	6.31%	9.37%
60 to 89 minutes	406	1,008	2.08%	4.37%
90 or more minutes	86	501	0.44%	2.17%
Worked at home	354	679	1.81%	2.94%

Source: U.S. Census Bureau (SF3)



Time Leaving Home to go to Work (Workers 16+ Years)

Category	2000	2000 Percentage
Total:	23,085	100.00%
Did not work at home:	22,406	97.06%
12:00 a.m. to 4:59 a.m.	330	1.43%
5:00 a.m. to 5:29 a.m.	311	1.35%
5:30 a.m. to 5:59 a.m.	645	2.79%
6:00 a.m. to 6:29 a.m.	1,437	6.22%
6:30 a.m. to 6:59 a.m.	2,151	9.32%
7:00 a.m. to 7:29 a.m.	4,220	18.28%
7:30 a.m. to 7:59 a.m.	4,065	17.61%
8:00 a.m. to 8:29 a.m.	3,283	14.22%
8:30 a.m. to 8:59 a.m.	1,578	6.84%
9:00 a.m. to 9:59 a.m.	1,526	6.61%
10:00 a.m. to 10:59 a.m.	476	2.06%
11:00 a.m. to 11:59 a.m.	207	0.90%
12:00 p.m. to 3:59 p.m.	951	4.12%
4:00 p.m. to 11:59 p.m.	1,226	5.31%
Worked at home	679	2.94%

Source: U.S. Census Bureau (SF3)



Housing Need

Household Income Range	Affordable Rent or House Payment	Cumberland-Vinings Surplus & Deficit		Marietta Surplus & Deficit	
		Surplus/Deficit ⁴	Smyrna Deficit Share	Surplus/Deficit ⁴	Smyrna Deficit Share
\$0 - 14,999	\$0 - 299	-1,594	435	-1,416	31
\$15,000 - 19,999	\$300 - 399	-4,346	1,186	-6,383	140
\$20,000 - 24,999	\$400 - 499	-7,868	2,148	-8,944	197
\$25,000 - 29,999	\$500 - 599	-5,825	1,590	-4,423	97
\$30,000 - 34,999	\$600 - 799	6,843		10,911	
\$35,000 - \$39,999	\$800 - 899	4,172		6,771	
\$40,000 - \$49,999	\$900 - 999	-2,444	667	-3,451	76
\$50,000 - \$59,999	\$1,000 - 1,249	1,749		1,392	
\$60,000 - 74,999	\$1,250 - 1,499	-1,516	414	-246	5
\$75,000 and up	\$1,500 and up	4,538		2,177	
Totals		-6,291	6,441	-3,612	547

⁴ Source: "Fair Share Housing in the Atlanta Region", Georgia Institute of Technology, City & Regional Planning Studio, November 2003



PACES Rating

Rating	Definition	Score
Very Good	No maintenance necessary at present time.	81 to 99
Good	Ride-ability good, some minor repairs needed.	65 to 80
Fair	Considerable deterioration; needs major repairs or resurfacing in near future.	45 to 64
Poor	Badly deteriorated; needs leveling and resurfacing.	28 to 44
Very Poor	Critical condition; needs immediate attention.	11 to 27

Source: GDOT, Systems Inventory Data Collection, Coding, and Procedures Manual

Bridges within the City of Smyrna

Roadway	Intersecting Feature
US 41	Poplar Creek
South Cobb Drive	Laurel Branch
South Cobb Drive	East Fork, Nickajack Creek
Spring Drive	CSX Railroad
Silver Comet Trail	Cooper Lake Road
Concord Road	Silver Comet Trail
Camp Highland Road	Abandoned Railroad
Campbell Road	CSX Railroad
Old Concord Road	East Fork, Nickajack Creek
Concord Road	East-West Connector
East-West Connector	Concord Road
East-West Connector	Laurel Lake Tributary
East-West Connector	Abandoned Railroad
Cooper Lake Road	Laurel Branch
Pedestrian Trail	East-West Connector
Cooper Lake Road	Nickajack Creek
Cooper Lake Road	Norfolk Southern Railroad
Ewing Road	Silver Comet Trail

Source: GDOT



ARC Congestion Management System Facilities

Roadway	From/To	Reasons for Inclusion in the CMS
Atlanta Rd.	SR 120 Loop / N. Marietta Pkwy. to SR 5 / Austell Rd.	Heavy Peak Period Volumes
Concord Rd./Spring Rd.	Hurt Rd. to SR 3, US 41 / Cobb Pkwy.	Heavy Peak Period Volumes, Heavy Turn Volumes, Too Many Driveways
Cooper Lake Rd.	Nickajack Rd. to Atlanta Rd.	Heavy Peak Period Volumes
East-West Connector	Concord Rd. to Camp Highland Rd	Heavy Peak Period Volumes
Hurt Rd.	Hicks Rd. to Concord Rd.	Heavy Peak Period Volumes
I -285 West	Chatahoochee River (Fulton N) to Chattahoochee River (Fulton S)	Heavy Peak Period Volumes
Oakdale Rd.	Highlands Pkwy to Mableton Pkwy.	Heavy Peak Period Volumes
SR 280 / South Cobb Dr.	Fairground St. to I-285	Heavy Peak Period Volumes
SR 3 / US 41 / Cobb Pkwy.	SR 92 / Dallas Acworth Hwy. to Fulton County Line	Heavy Peak Period Volumes, Heavy Cross-Street Traffic, Heavy Turn Volumes, Too Many Driveways
Windy Hill Rd.	SR 5 / Austell Rd. to Powers Ferry Rd.	Heavy Peak Period Volumes, Heavy Cross-Street Traffic, Heavy Turn Volumes, Too Many Driveways

Source: Atlanta Regional Commission, Congestion Management System, 2004



Bicyclist and Pedestrian Injury and Fatality Rates, 2001-2004

Geography	Non-Injury Pedestrian Crash	Injury Pedestrian Crash	Fatal Pedestrian Crash	Non-Injury Bicycle Crash	Bicycle Injury Crash	Fatal Bicycle Crash
Smyrna	2.44	23.17	3.05	3.05	5.49	0.61
Cobb County	1.65	16.7	1.81	1.52	6.05	0.12
United States (2002)	n/a	24.62	1.67	n/a	16.65	0.23

Rates per 100,000 residents. Source: GDOT Crash Database 2001-2004; Traffic Safety Facts 2002, U.S. Department of Transportation

Existing Transit Service in the City of Smyrna

System Operator	Service/Name	Description	Days/Hours of Service	Service Frequency
CCT	10 - Cobb Pkwy	Connects Marietta Transfer Center to Cumberland and MARTA Arts Center Station in Midtown Atlanta	Mon-Sat	15 minutes
			5:00 am to 12:50 am	
CCT	10A - Delk Rd / Peachtree St	Connects Delk Rd with Peachtree corridor in downtown/Midtown Atlanta via Cumberland; Peak Hours Only	Weekdays	AM: 25 min. (avg.)
			6:05 am to 6:21 pm	PM: 40 minutes
CCT	15 - Windy Hill Rd	Connects MTC to Wildwood Office Park via Marietta Square and Windy Hill Rd corridor	Mon-Sat	30 minutes
			6:00 am to 9:38 pm	
CCT	20 – S. Cobb Dr	Connects MTC to Cumberland Transfer Center via South Cobb Dr corridor	Mon-Sat	30 minutes
			6:00 am to 12:33 am	
CCT	70 - Cumberland / H.E. Holmes	Connects Cumberland Transfer Center with H.E. Holmes MARTA Station in Atlanta via Cumberland Pkwy, East-West Connector, and S. Cobb Dr	Mon-Sat	60 minutes
			6:15 am to 9:10 pm	

Source: Cobb Community Transit, Georgia Regional Transportation Authority



Planned Pedestrian Enhancements in the City of Smyrna

Project Type	Project Description / Project Location
LCI	Install streetscape improvements and a landscaped median along Atlanta Road from Windy Hill Road to Spring Road (streetscape improvements include 10' sidewalks, benches, street lights, and landscaped buffer). Install improvements at Atlanta Road and West Spring Street intersection
LCI	Define pedestrian walking areas at railroad grade crossings and enhance connections to sidewalk system (Spring Street and Hawthorne Street crossings).
LCI	Modify Atlanta Road at Spring Road intersection to remove right turn channelization islands for northbound and southbound directions to provide a direct path for pedestrian crossing and landscape reclaimed channelization island areas.
LCI	Replace all crosswalks with GDOT standard crosswalk markings to enhance visibility.
LCI	Provide sidewalks and greenspace within Jonquil redevelopment area.
LCI	Provide greenway with trail section through Belmont Hills redevelopment area.
LCI	Install multi-use trail section (10' off-road multi-use trail) from Village Parkway to Hawthorne Street at Davenport Street.
LCI	Install multi-use trail section (10' off-road multi-use trail) from Ward Street to Glendale Circle and Glendale Place through Park/School.
LCI	Replace existing sidewalk with multi-use section (10' multi-use trail on north side of road with 6' sidewalk on south side of road) along Bank Street (50' ROW) from South Cobb Drive to Hamby Street.
LCI	Replace existing sidewalk with multi-use section (10' multi-use trail on north side of road with 6' sidewalk on south side of road) along Roswell Street (50' ROW) from Spring Street to Hawthorne Street.
LCI	Replace existing sidewalk with multi-use section (10' multi-use trail on north side of road with 6' sidewalk on south side of road) along Hawthorne Street (40' ROW) from Roswell Street to Davenport Street.
LCI	Replace existing sidewalk with multi-use section (10' multi-use trail on north side of road with 6' sidewalk on south side of road) along Powder Springs Street (50' ROW) from Grady Street to Hamby Street.



LCI	Replace sidewalk along Spring Street (40' ROW) from Roswell Street to Mathews Street with new 5' sidewalks on both sides of street and install new 5' sidewalk on both sides along Spring Street from Mathews Street to Spring Road.	
LCI	Install new 6' sidewalks along both sides of the following streets from Bank Street to Church Street, Pine Hill Drive (50' ROW) from Bank Street to Lavista Drive Lavista Drive (50' ROW) from Pine Hill Drive to Stephens Street Stephens Street (30' ROW) from Flagler Circle to Church Street	
LCI	Replace sidewalk along Mathews Street (30' ROW) from Spring Street to Hawthorne Street with new 5' sidewalks on both sides of street.	
LCI	Replace sidewalk with new 5' sidewalk on both sides of the following streets from Hawthorne Street to Village Parkway: Davenport Street (50' ROW) from Hawthorne Street to Argo Drive. Argo Drive (40' ROW) from Davenport Street to Teasley Drive. Teasley Drive (60' ROW) from Argo Drive to Knoll Road. Knoll Road (60' ROW) from Teasley Drive to Turpin Road. Turpin Road (50' ROW) from Knoll Road to Village Parkway.	
LCI	Upgrade ADA deficiencies along other sidewalks as defined in the program for upgrading and expanding sidewalk system with new 5' sidewalks on both sides of street.	
LCI	Inventory existing sidewalks for ADA compliance and develop program to upgrade sidewalks not planned for replacement in future projects.	
LCI	Define local streets compatible with sidewalk installation and prepare plans for implementation.	
LCI	Provide signalized pedestrian crossings at all (arterial and major collector) intersections (requires additional pedestrian crossings along Village Parkway).	
LCI	Replace all crosswalks (on arterial and major collector roadways) with GDOT standard crosswalk markings to enhance visibility.	
LCI	Install pedestrian traffic signal at Village Parkway and Post Apartments access/trail access (if warranted based on MUTCD criteria).	
SPLOST	Install Sidewalk	Glendale Place from Ward Street to Glendale Place



SPLOST	Install Sidewalk	Hawthorne Avenue from Village Parkway to Roswell Street
SPLOST	Install Sidewalk	Village Parkway from Windy Hill Road to Spring Road
SPLOST	Install Sidewalk	Ward Street from Windy Hill Road to Powder Springs Road
RTP	Pedestrian Facility (Sidewalk)	South Hurt Road Pedestrian Improvements near Schools
RTP	Pedestrian Facility (Sidewalk)	Cobb County Transit Supportive Sidewalks



FY 2006-2011 Transportation Improvement Program Projects

ARC Project Number	GDOT PI Number	Project Name, Description and Location	Project Type	Sponsor	Jurisdiction	Length (miles)
AR-909A	N/A	Northwest Corridor Arterial Bus Rapid Transit - Phase II	Transit Capital	GRTA	Multi-County	12
CO-279	6045	Mount Wilkinson Parkway Extension from Spring Hill Road to Campbell Road	Roadway Capacity	Cobb County	Cobb County	0.9
CO-328	N/A	Cumberland Parkway from SR 280 (South Cobb Parkway) to Atlanta Road	Roadway Capacity	Cobb County	Cobb County	0.63
CO-347	N/A	Buckner Road from Oakdale Road to US 78/278	Roadway Operations	Cobb County	Cobb County	2
CO-AR-070B	712760-	I-285 at East-West Connector, Phase VI	Interchange Capacity	Cobb County	Cobb County	N/A
CO-AR-BP217	6803	South Hurt Road Pedestrian Improvements near Schools	Pedestrian Facility	Cobb County	Cobb County	1.5
CO-AR-BP219	6874	Cobb County Transit Supportive Sidewalks	Pedestrian Facility	Cobb County	Cobb County	N/A
CO-AR-BP221	6876	Spring Road Multi-use Trail / Cumberland Connector	Bicycle/ Pedestrian	Cobb County	Cobb County	3.5

Source: Atlanta Regional Commission, FY 2006-2011 Transportation Improvement Program Project List



SPLOST Projects

Project Type	Location	Description
Roadway Safety & Operations	Atlanta Road from Spring Road to Ridge Road	Add landscaped median. Include Atlanta Road Trail Ext.
Sidewalk	Broad Street (Austell) from Austell Powder Springs Road to Joe Jerkins Boulevard	Install Sidewalk-Drainage work
Bridge	Campbell Road over CSX Railroad Bridge	Replace Bridge
Roadway Safety & Operations	Concord Road from Atlanta Road to South Cobb Drive	Install median and turn lanes. Add trail/streetscape.
Bridge	CSX Railroad Bridge-Smyrna	New Pedestrian Bridge at Village Green
Sidewalk	Glendale Place from Ward Street to Glendale Place	Install Sidewalk-Trail
Sidewalk	Hawthorne Avenue from Village Parkway to Roswell Street	Install Sidewalk-Trail
Roadway Safety & Operations	Oak Drive from South Cobb Drive to Oakdale Road	Add turn lanes
Roadway Safety & Operations	Smyrna Powder Springs Road/Benson Poole Road from Hicks Road to Windy Hill Road	Safety and Operational Improvements- Intersection realignment at Benson Poole/Smyrna Powder Springs Road
Intersection Safety & Operations	Spring Road at Campbell Road	Intersection Improvement
Thoroughfare	SR 280/South Cobb Drive (CO-175A) from SR 5/Atlanta Road to Bolton Road	Widen to 4/6 lane divided
Sidewalk	Village Parkway from Windy Hill Road to Spring Road	Install Sidewalk
Sidewalk	Ward Street from Windy Hill Road to Powder Springs Road	Install Sidewalk-Trail
Roadway Safety & Operations	Windy Hill Road from Atlanta Road to South Cobb Drive	Add landscaped median



Demographic Characteristics Comparison, Race and Ethnicity, 2000

Geographic Area	Population	Percent Identifying as One Race				Two or More Races	Percent Hispanic or Latino
		White	Black	Asian	Other Race		
Smyrna	40,999	57.90%	37.40%	1.10%	2.00%	1.70%	4.30%
Cobb	607,751	72.30%	18.60%	3.00%	4.00%	2.10%	7.70%
10-County ARC Region	3,429,379	58.80%	32.10%	3.80%	3.50%	1.80%	7.30%
Georgia	8,186,453	65.10%	28.70%	2.10%	2.80%	1.40%	5.30%

Source: U.S. Census Bureau, 2000

Demographic Characteristics Comparison, Income and Age, 2000

Geographic Area	Total		Percent			
	Population	Households	Persons below poverty	Persons Age 65+	Persons Age 15-19	Households without vehicles
Smyrna	40,999	18,455	8.90%	8.30%	4.70%	6.20%
Cobb	607,751	227,487	6.50%	6.90%	6.50%	3.80%
10-County ARC Region	3,429,379	1,261,894	9.50%	7.30%	6.80%	7.70%
Georgia	8,186,453	3,006,369	13.00%	9.60%	7.30%	8.30%

Source: U.S. Census Bureau, 2000



Manner of Commute Comparison, 2000

Geographic Area	Number of Workers Age 16 and Over	Percent of Commuters					
		Drive Alone	Carpool	Public Transit	Walk	Other	Work at Home
Smyrna	23,085	81.00%	12.20%	2.20%	1.00%	0.60%	2.90%
Cobb	325,412	80.80%	12.00%	1.30%	1.00%	0.90%	4.10%
ARC 10-County Region	1,733,135	76.40%	13.50%	4.30%	1.30%	1.00%	3.60%
Georgia	3,832,803	77.50%	14.50%	2.30%	1.70%	1.10%	2.80%

Source: U.S. Census Bureau, 2000

Location of Work, 2000

Geographic Area	Number of Workers Age 16 and Over	Work in City of Residence		Work in County of Residence	
		Number	Percent	Number	Percent
Smyrna	23,085	3,235	14.00%	10,272	44.50%
Cobb	325,412	18,268	5.60%	179,750	55.20%
Georgia	3,832,803	717,187	18.70%	2,240,758	58.50%

Source: U.S. Census Bureau, 2000



Travel Time to Work, 2000

Geographic Area	Number of Commuters Age 16 and Over	< 10 Minutes	10 to 19 Minutes	20 to 29 Minutes	30 to 44 Minutes	45 to 60 Minutes	> 60 Minutes
Smyrna	22,406	6.70%	23.40%	24.20%	29.30%	9.70%	6.70%
Cobb	312,177	7.80%	21.50%	19.00%	27.20%	13.60%	10.90%
Georgia	3,723,817	11.50%	29.30%	19.60%	20.90%	9.30%	9.30%

Source: U.S. Census Bureau, 2000

