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APPENDIX B: ***BASELINE CONDITIONS REPORT***

The *Baseline Conditions Report* was conducted at the beginning of the planning process to provide a review of where the city stands as a community in 2017 on issues such as land use, transportation, housing, economic development, and community facilities. It informed the priority needs and opportunities and served as a basis for discussion at community engagement activities. The report was originally published as a standalone document.

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8 GUIDE SMYRNA

BASELINE CONDITIONS REPORT

JUNE 2017



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TABLE OF CONTENTS

INTRODUCTION.....

B1

Purpose and Content.....

B1

About Smyrna.....

B1

Recent Plans and Studies and Their Role in the Comprehensive Plan.....

B3

Baseline Conditions Highlights.....

B3

DEMOGRAPHICS.....

B7

Geographies.....

B7

Population Growth.....

B8

Racial/Ethnic Composition.....

B9

Household Size.....

B11

Age Distribution.....

B12

Educational Attainment.....

B13

Household Income.....

B15

Commute Profile.....

B19

LAND USE.....

B23

Introduction.....

B23

Analysis of Existing Conditions.....

B23

Analysis of Existing Zoning, Including Focus on Overlay Districts.....

B29

Analysis of Recent Development Trends.....

B35

Review of Future Development Map.....

B37

Review of Environmental Conditions and Needs.....

B46

Land Use Recommendations of Related Studies.....

B50

Key Findings.....

B52

TRANSPORTATION.....

B53

Introduction.....

B53

Transportation Plans and Strategic Projects.....

B53

Road Network.....

B57

Freight.....

B60

Transit.....

B61

Active Transportation.....

B63

Transportation and Land Use.....

B67

Key Findings.....

B69

HOUSING B70

Introduction	B70
Housing Stock.....	B71
Housing Trends	B75
Housing Policy.....	B79
Cost of Housing.....	B80
Special Needs Housing.....	B83
Previous Plans & Housing	B83
Key Findings	B86

ECONOMIC DEVELOPMENT B88

Review of Local and Regional Economic Plans.....	B88
Smyrna Economy Overview	B90
Smyrna Occupational Overview.....	B93
Smyrna Labor Force	B95
Resident Employment by Business Sector.....	B95
Resident Employment by Occupation.....	B97
Current Economic Development Incentives.....	B98
Methodology	B100
Key Findings	B101

COMMUNITY FACILITIES AND RESOURCES B102

Introduction	B102
Community Facilities	B104
Senior Services.....	B106
Public Safety.....	B106
Fire Protection and Emergency Management.....	B108
Utilities	B108
Parks and Recreation.....	B109
Schools.....	B113
Historic Resources.....	B114
Key Findings	B115

FIGURES

Figure B-1. Location Map	B2
Figure B-2. Racial Diversity	B9
Figure B-3. Ethnic Diversity.....	B11
Figure B-4. Age Distribution.....	B12
Figure B-5. Educational Attainment.....	B14
Figure B-6. Educational Attainment by Race and Ethnicity, Smyrna Only	B14
Figure B-7. Household Income Distribution.....	B16
Figure B-8. Poverty Rates	B18
Figure B-9. Poverty Rates by Race and Ethnicity	B18
Figure B-10. Jobs by Distance and Direction of Travel.....	B19
Figure B-11. Inflow and Outflow of Workers, 2014.....	B20
Figure B-12. Travel Time to Work, 2011-2015.....	B21
Figure B-13. Mode of Commute, 2011-2015.....	B22
Figure B-14. Existing Land Uses.....	B24
Figure B-15. Existing Land Use Map.....	B28
Figure B-16. Zoning Overlay Map.....	B30
Figure B-17. Zoning Map.....	B31
Figure B-18. Future Development Map (Comprehensive Plan 2030).....	B38
Figure B-19. Combined City of Smyrna Future Development Map and Recommended Future Development Categories for Potential Cobb County Annexations.....	B39
Figure B-20. Topography Map.....	B47
Figure B-21. Water Features Map.....	B49
Figure B-22. Road Network Map.....	B58
Figure B-23. Effective Road Network Map	B59
Figure B-24. Transit Map.....	B62
Figure B-25. Bicycle and Pedestrian Facility Map.....	B64
Figure B-26. Road Network and Physical Form Map.....	B68
Figure B-27. Age of Residential Buildings*	B74
Figure B-28. Neighborhoods.....	B76
Figure B-29. Opportunity Zones and Enterprise Zones	B99
Figure B-30. Local ZIP Codes.....	B100
Figure B-31. Community Facilities Map.....	B103

TABLES

Table B-1. Total Population	B8
Table B-2. Household Dynamics and 5-Year Change Educational Attainment Distribution	B11
Table B-3. Educational Attainment Distribution, 5-Year Pct. Pt. Change	B13
Table B-4. Household Income Distribution, 5-Year Percentage Point Change	B16
Table B-5. Land Use Classifications	B25
Table B-6. Zoning Area Analysis	B32
Table B-7. Zoning Descriptions - Design Overlays	B32
Table B-8. Zoning Descriptions	B33
Table B-9. Future Development Area and Zoning Comparison	B44
Table B-10. Future Development Area Acreage Totals	B45
Table B-11. SPLOST Funding - Projected Expenditures FY 2016 to FY 2023	B56
Table B-12. Housing Structures	B71
Table B-13. Age of Housing	B73
Table B-14. Housing Occupancy	B78
Table B-15. Housing Tenure	B78
Table B-16. Residential Zoning Districts	B79
Table B-17. Housing Value of Owner-Occupied Units	B81
Table B-18. Gross Rent as a Percentage of Household Income	B81
Table B-19. Monthly Owner Costs as a Percentage of Household Income	B82
Table B-20. 2016 Smyrna CDBG Allocation from HUD	B85
Table B-21. Total Jobs, 2006-16	B90
Table B-22. Average Annual Wages, 2005-15	B91
Table B-23. Smyrna Area Economy Overview, 2011-16	B92
Table B-24. Smyrna Area Occupational Overview, 2011-16	B94
Table B-25. Smyrna Labor Force	B95
Table B-26. Resident Employment and Local Job Distribution by Business Sector	B96
Table B-27. Resident Employment and Local Job Distribution by Occupational Group	B97
Table B-28. Economic Development Incentive Criteria	B98
Table B-29. Park Facilities	B110



INTRODUCTION

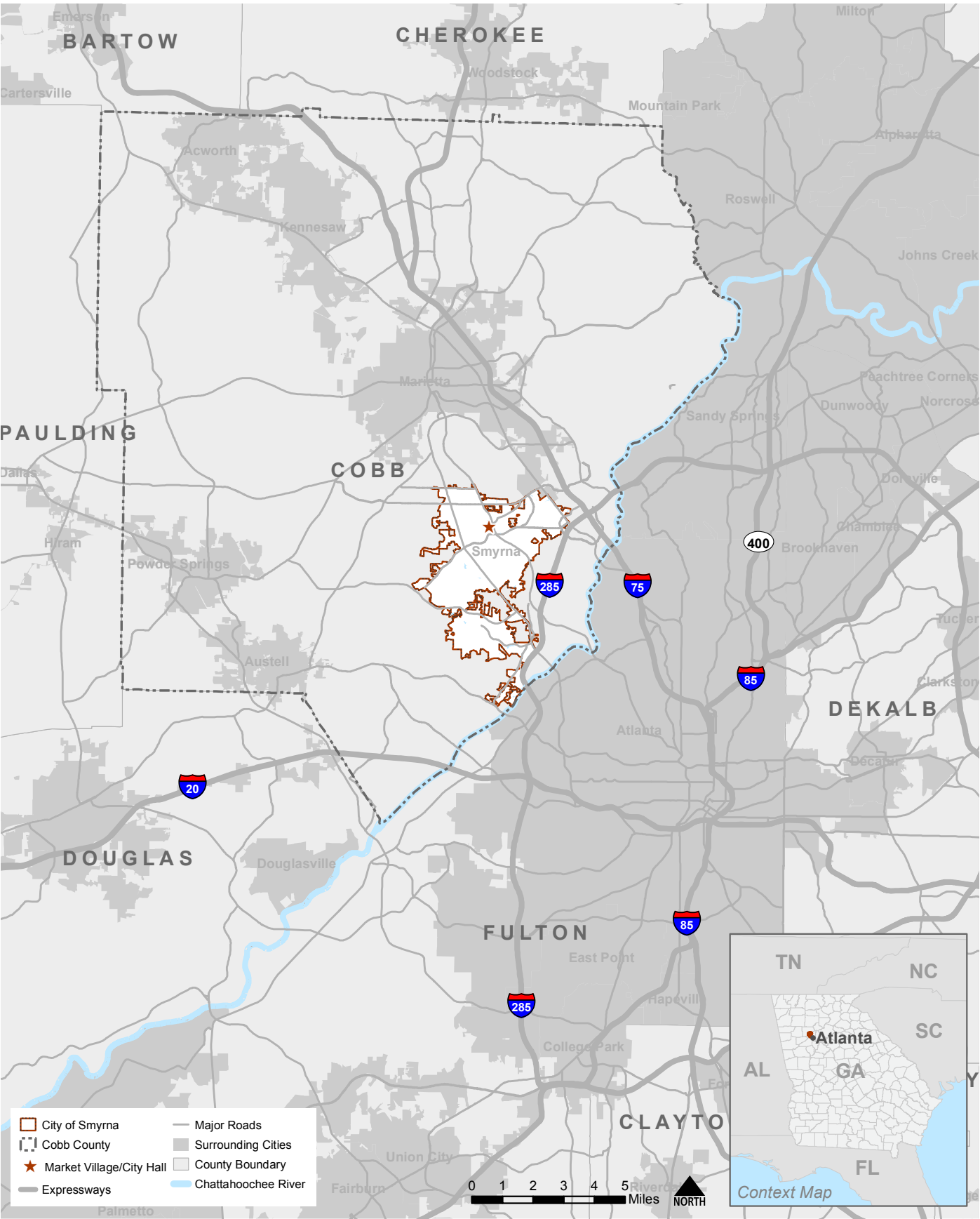
PURPOSE AND CONTENT

This Baseline Conditions Report provides a high level review of existing conditions and trends in the City of Smyrna. Its primary purpose is to support and inform the update to the City's Comprehensive Plan. By providing a baseline review of where the city stands today as a community, it allows the Smyrna community to think strategically about the opportunities and challenges it can best plan for and influence in the years ahead. Areas of focus include land use, housing, economic development, and transportation. The review also includes a look at population trends and community resources and services. The latter two areas, while not a focus of the plan update, have a defining influence on the city's makeup and help tell the story of what sets Smyrna apart from other communities today.

ABOUT SMYRNA

Located within Cobb County, Georgia, the City of Smyrna, totaling 15.46 square miles, is centrally positioned in the Atlanta region, with the City's southern boundary abutting the Chattahoochee River and the City of Atlanta (see Figure B-1 on page B2). The City's northern boundary abuts the southern tip of the City of Marietta and Dobbins Air Reserve Base (ARB), with the bulk of the city adjacent to unincorporated areas of the Cobb County, including the prominent Cumberland Community Improvement District on the northeast, home to one of Atlanta's important employment centers and Atlanta's Major League Baseball Team, the Atlanta Braves at SunTrust Park.

Figure B-1. Location Map



Source: City of Smyrna GIS Department; Atlanta Regional Commission

RECENT PLANS AND STUDIES AND THEIR ROLE IN THE COMPREHENSIVE PLAN

An important dialogue covered in this Baseline Conditions Report is that the City of Smyrna and its partners have a long history of planning. By no means is the update to Smyrna's Comprehensive Plan happening in isolation. To a large degree, it will pull together recent plans and studies completed by the City and its partners into a coherent strategy for future growth of the city by building upon planning work already completed while calibrating those plans with new input from the City's stakeholders and community as a whole. Among the most important plans that the update directly incorporates are *Smyrna's Comprehensive Plan 2030*, *Smyrna's 2014 Strategic Vision Plan*, the *Cobb County Consolidated Plan*, the *Cobb County Comprehensive Transportation Plan*, and small area studies specific to the Smyrna, including the *South Cobb Drive Corridor Development Study* and the *Spring Road Corridor Livable Centers Initiative Study*.

BASELINE CONDITIONS HIGHLIGHTS

The City of Smyrna has served as leader in municipal development over the last several years. As one of the first Atlanta area suburbs to prioritize and rebuild its city core in the Market Village area, it has shown that the location and context of community investments do matter. The City has served as a model in this regard, and the result has been continued focus by the City on fostering public and private development and investments that meet needs while also creating a sense of community and enhancing day-to-day life of its residents. The City has multiple community resources including over 25 parks and recreational facilities or resources, its own fire and police departments, and a City library – combined, these resources provide an impressive portfolio for any community.



Top to Bottom: 1) Mixed-use core at Market Village; 2) Single-family home; 3) Scenic shared use path along Village Parkway.

CONTRIBUTING PLANS & STUDIES

SMYRNA STRATEGIC VISION PLAN

Sets a strategic overarching vision, goals, and actions for the City's next 10 years.

SMYRNA'S COMPREHENSIVE PLAN 2030

The City's current plan for citywide growth and development, includes the City's Future Land Use Plan.

COBB COUNTY CONSOLIDATED PLAN (2016)

Provides a plan for addressing special housing and community development needs in Cobb County and its municipalities.

COBB COUNTY COMPREHENSIVE TRANSPORTATION PLAN 2040 UPDATE (2015)

Countywide plan for improvements to transportation with Cobb County and its municipalities.

SOUTH COBB DRIVE CORRIDOR DEVELOPMENT STUDY (2017)

Covering South Cobb Drive corridor from Concord Road to Windy Hill Road, a collaborative effort between the City and the Georgia Department of Transportation, Cobb County and Cobb LINC, study will formulate various concepts for corridor improvements.

SPRING ROAD LIVABLE CENTERS INITIATIVE (LCI) STUDY (2017)

Focusing on guiding redevelopment along Spring Road corridor from Cobb Parkway to Atlanta Road and identifying appropriate investment projects to improve the aesthetics and functionality of this corridor.

GEORGIA TECH STUDIO: SMYRNA CROSSROADS STUDY (2016)

In coordination with the Spring Road LCI, Georgia Tech developed a vision for the gateway area around SunTrust Park, including land use, transportation, and economic development.



Residential neighborhood in south Smyrna

Located just outside the I-285 perimeter, Smyrna is a community within the Atlanta region with many opportunities at its doorstep due to its quality of life and proximity to major regional job centers and the airport. The creation of mixed-use developments continues to advance Smyrna from a purely suburban development style to a hybrid community that offers the quiet, calm of suburban-style residential areas coupled with a new in-town vibe. Mixed-use centers such as Market Village, Jonquil Village, and Belmont accommodate the various ages and lifestyle preferences of people living and desiring to live here and offer places where one can live, work, and play without leaving the city limits. These characteristics of Smyrna set a strong foundation for continuing to grow the City's economic base and attract jobs. With an estimated 35,000 jobs and a labor force of roughly 33,000 people, there indeed is an opportunity for Smyrna to continue to look for opportunities to attract new jobs that align with the skillsets of residents while providing the right mix of housing options that meet workers' needs. The City's centralized location and continued development interest, however, has been driving up prices of land. Although Smyrna can still be considered affordable, largely due to its diversity of products both in terms of age and structure types, the cost of homes is on the rise. This trend raises the question of whether or not many of the city residents and workers will be able to afford to stay in Smyrna over time.

The City's transportation network is feeling the impact of a changing context as well. Although the City enjoys easy access to the important interstates of 285 and 75, getting to and from these locations from within Smyrna is getting more and more time-consuming, largely due to the suburban development style within the city, which affords minimum alternate routes to local residents, but also due to the increasing development intensity both within Smyrna and in adjacent and nearby communities. Thru-traffic generated by residents of communities to the north and west traveling through Smyrna to interstates, regional employment centers, Downtown Atlanta, and the airport has a significant impact on congestion. The City has been working to enhance mobility through targeted transportation studies and incorporation of sidewalks and expansion of multi-use paths, but there are still few time-competitive options to driving. New transit opportunities may very well be an important key to Smyrna's future success.

As the Comprehensive Plan charts out desired growth and development for the next 20 years, there are a variety of potential opportunities and challenges. Those presented above are just the tip of the iceberg. Building on recent successes and mitigating potential roadblocks will be essential to the City's future success. Thoughtful planning along with an eye on implementable actions and achievable results will help Smyrna continue to build on its history as a model city within the Atlanta region.

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DEMOGRAPHICS

GEOGRAPHIES

Smyrna's demographic characteristics and performance have been benchmarked against five "peer" and "aspiration" cities – Cedar Park, TX; Duluth, GA; Marietta, GA; Matthews, NC; and Woodstock, GA – along with Cobb County, the Atlanta MSA, Georgia, and the United States. Three of the cities – Cedar Park, TX; Marietta, GA; and Matthews, NC – were included as an update to the 2014 Strategic Vision Plan and were selected based on their similarities to Smyrna in population size, location within a large metro area, demographics, and other indicators that put into perspective Smyrna's performance as a city over the past decade. Duluth, GA and Woodstock, GA were added to the analysis in order to provide greater context for the dynamics observed in Smyrna, particularly with respect to its position in the Atlanta MSA.

The Atlanta MSA refers to the Atlanta-Sandy Springs-Roswell, Georgia Metropolitan Statistical Area, as defined by the February 2013 Office of Management and Budget Bulletin, which consists of 29 counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Morgan, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.

*For basic population data, the U.S. Census Bureau Population Estimates program was used. For 2000 to 2009 data, the 2010 Intercensal Dataset from the Census was utilized. For 2010 to 2015 data, the Vintage 2015 Population Estimates was utilized. For detailed data, the American Community Survey (ACS) was the primary source. Due to the size of the city, ACS estimates are five-year averages. For the most recent data available, the 2011-2015 American Community Survey was used, and for historical estimates, the 2006-2010 American Community Survey data was used.



POPULATION GROWTH

Over the past decade, Smyrna has experienced steady population growth, and as of 2015, the most recent year for which data is available, the city's population reached 56,146. Between 2005 and 2015, the population increased by 18 percent, while over the past five years, it increased by 9.3 percent. Smyrna's population growth closely mirrored that of the Atlanta MSA's total population growth; however, Smyrna's population grew at a faster rate than Georgia, Cobb County, and the neighboring city of Marietta.

Elsewhere in metro Atlanta, the City of Duluth grew at relatively the same pace as the Atlanta MSA over the past five years (9.4 percent compared to 9.3 percent), while Woodstock has grown exponentially over the past decade. Woodstock, Georgia and Cedar Park, Texas have grown at unusually fast rates and are among the country's fastest-growing suburbs, which has partially been attributed to their proximity to fast growing metros, of Atlanta and Austin, respectively, and their positions as upcoming suburbs with new, desirable developments.

Table B-1. Total Population

	2005	2010	2015	5-yr Chg.		10-yr Chg.		CAGR	
				#	%	#	%	5-yr	10-yr
Smyrna, GA	47,590	51,382	56,146	4,764	9.3%	8,556	18.0%	1.8%	1.7%
Cedar Park, TX	36,998	52,397	65,945	13,548	25.9%	28,947	78.2%	4.7%	5.9%
Duluth, GA	25,128	26,696	29,193	2,497	9.4%	4,065	16.2%	1.8%	1.5%
Marietta, GA	57,116	56,892	59,067	2,175	3.8%	1,951	3.4%	0.8%	0.3%
Matthews, NC	24,708	27,307	30,678	3,371	12.3%	5,970	24.2%	2.4%	2.2%
Woodstock, GA	17,793	24,024	29,898	5,874	24.5%	12,105	68.0%	4.5%	5.3%
Cobb County, GA	646,754	689,676	741,334	51,658	7.5%	94,580	14.6%	1.5%	1.4%
Atlanta MSA	4,770,870	5,303,758	5,710,795	407,037	7.7%	939,925	19.7%	1.5%	1.8%
Georgia	8,925,922	9,713,454	10,214,860	501,406	5.2%	1,288,938	14.4%	1.0%	1.4%
United States	295,516,599	309,346,863	321,418,820	12,071,957	3.9%	25,902,221	8.8%	0.8%	0.8%

Source: U.S. Census Bureau Population Estimates

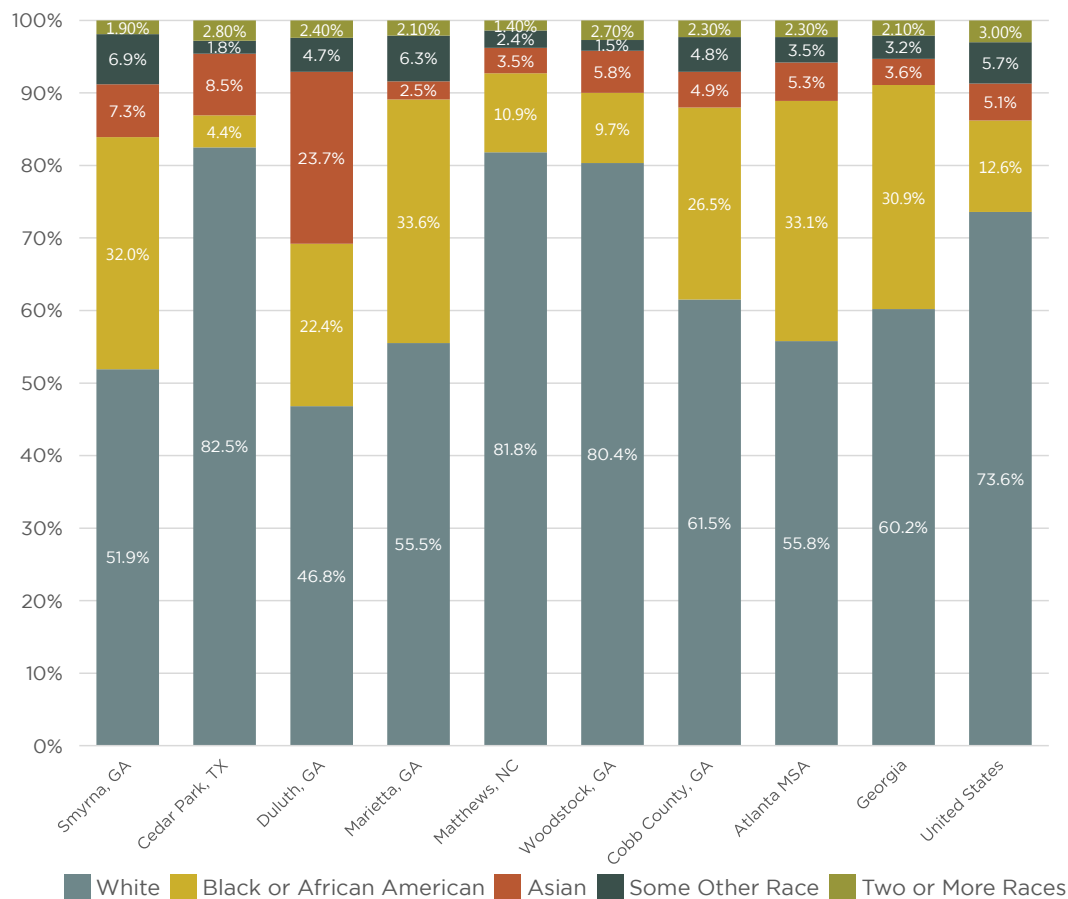
RACIAL/ETHNIC COMPOSITION

Diversity plays an important role in defining the character of a community, and typical of many metropolitan Atlanta communities, Smyrna is much more diverse than the majority of communities across the country. This diversity is measured in two ways, race and ethnicity. Racial diversity refers to biological or genetic traits and differences among the population, such as White, Black or Asian; whereas ethnic diversity refers to cultural differences among the population such as Hispanic, Chinese, or Irish. The U.S. Census, American Community Survey (ACS) reports both measurements separate and together to get a composite picture of diversity in a community. In terms of ethnic diversity the ACS simplifies the categories into two major categories Hispanic or Latino and Not Hispanic or Latino.

RACE

The ACS 2015 Estimates show Smyrna's population at 52 percent White, 32 percent Black or African American, 8 percent Asian, and 8 percent some other race. This is a slight change from 2010 when the city population was 56 percent White, 30 percent Black or African American, 6 percent Asian, and 8 percent some other race, indicating a slight proportionally increase in the number of Blacks and Asians in the City compared whites and other racial groups. Compared to the other benchmark communities, Smyrna has the highest percentage of non-white population, other than Duluth, which is estimated to be only 53 percent non-white.

Figure B-2. Racial Diversity



Source: U.S. Census Bureau, 2006-2010 and 2011-2015 American Community Survey 5-year Estimates

ETHNICITY

In terms of ethnicity, regardless of race, 14 percent of the city's population is Hispanic or Latino. This too is a slight change from 2010, when the city population was 13 percent Hispanic or Latino, and is fairly comparable to the other benchmark communities, though marginally above the average. Among the Smyrna Hispanic community, 66 percent are Mexican, 12 percent are Puerto Rican, 2 percent are Cuban, and 22 percent are some other Hispanic or Latino culture.

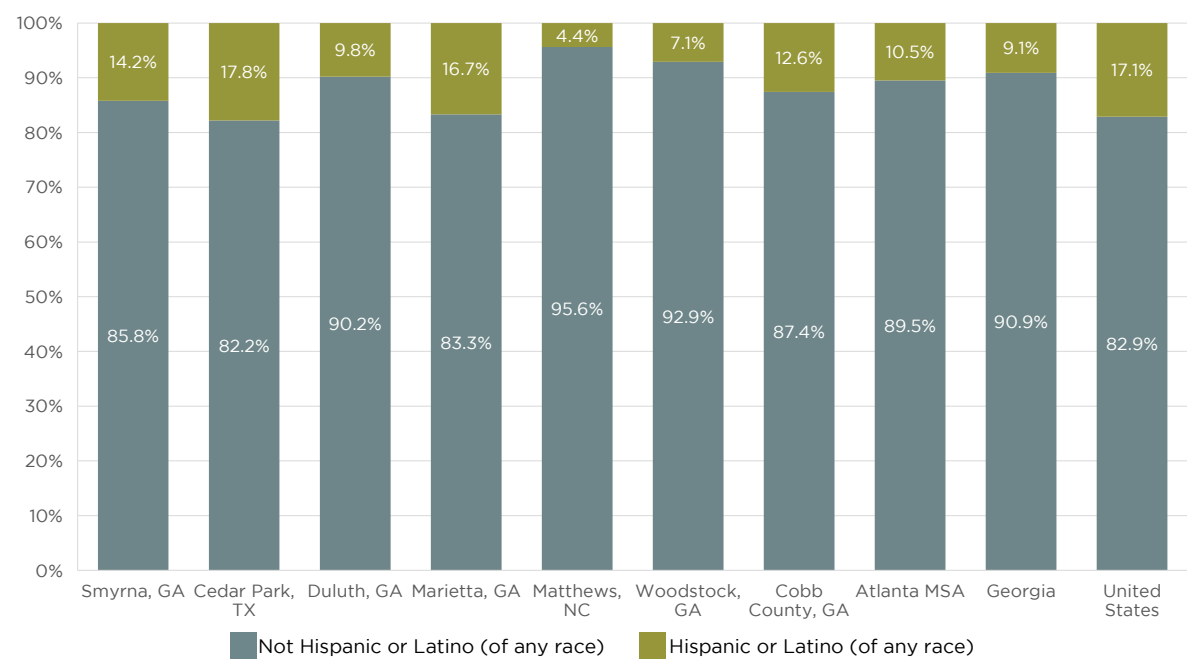
DIVERSITY

Figure B-2 and Figure B-3 show population diversity in the comparison communities when considered as a function of race and ethnicity. These figures combine Non-Hispanic or Latino populations with the Hispanic or Latino population to give a composite picture of diversity. Note that in 2015, 47% of Smyrna's Hispanic or Latino population is White, an estimated population of 3,625. Although the United States is not projected to be a majority-minority nation until 2044, Smyrna is ahead of the trend with only 45.1 percent of its population with no minority designation (White, non-Hispanic).

Smyrna's demographic composition is similar to the 29-county Atlanta MSA, including Duluth and Marietta; however, the city is more diverse than Cobb County as a whole and much more diverse than what is seen in the other comparison communities, including Woodstock in the Atlanta MSA.

Smyrna has continued to diversify over the past five years and has done so at a faster pace than many of the comparison communities. The increasing diversity within city limits illustrates the community's attractiveness as a place to live for residents of many races and ethnicities. The share of the population that is Black, non-Hispanic increased by 1.8 percentage points, while Asian, non-Hispanic increased by 1.6 percentage points and the Hispanic population increased by one percentage point. Meanwhile, the share of the population that is White, non-Hispanic fell from 49.9 percent to 45.1 percent over the five-year period. The shift in the distribution was due to both growth in the minority population and a small decline (-3.2 percent) in the White, non-Hispanic population over the time period.

Figure B-3. Ethnic Diversity



HOUSEHOLD SIZE

There are approximately 23,700 households in Smyrna with an average of 2.27 persons per household, a slightly smaller average household size than the county, metro, state, and nation. The number of households in Smyrna increased by 3.3 percent over the five-year period with an additional 752 households in the city. Consistent with the relatively smaller average household size, the share of households with children living in them is also smaller than what is observed at the regional level. Roughly 28 percent of households have one or more people under the age of 18. Although the average household size and share of households with children trails all the benchmark and comparison communities, it has been increasing in recent years.

Table B-2. Household Dynamics and 5-Year Change Educational Attainment Distribution

	Avg. HH size	5-yr Chg.	% of HHs w/children	5-yr Chg.
Smyrna, GA	2.27	0.08	28.4%	0.7%
Cedar Park, TX	3.05	0.27	46.1%	-2.9%
Duluth, GA	2.61	0.10	36.2%	-2.1%
Marietta, GA	2.42	0.03	30.1%	-1.4%
Matthews, NC	2.61	0.02	31.5%	-4.3%
Woodstock, GA	2.69	0.26	43.9%	5.8%
Cobb County, GA	2.64	0.02	36.0%	-1.1%
Atlanta MSA	2.77	N/A	36.6%	-1.1%
Georgia	2.73	0.07	35.2%	-1.7%
United States	2.64	0.05	32.3%	-1.6%

Source: U.S. Census Bureau, 2006-2010 and 2011-2015 American Community Survey 5-yr Estimates

AGE DISTRIBUTION

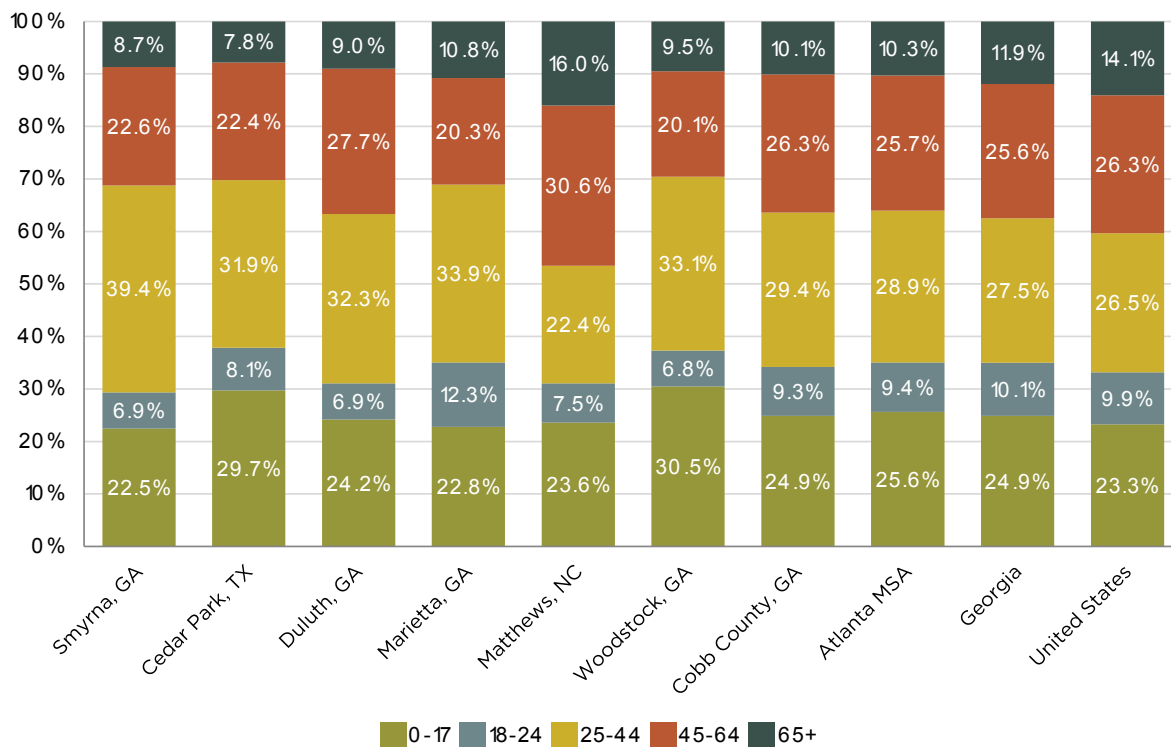
Smyrna has a relatively young population with nearly 70 percent of residents under the age of 45 and has one of the highest shares of residents between the ages of 25 and 44 relative to the comparison communities. Nearly 40 percent of residents fall within this age group. Residents between the ages of 25 and 44 represent individuals that are prime working age, as well as the coveted group of young professionals. Young professionals include individuals that are typically at the beginning of their careers, starting their families, and setting down roots in communities.

Approximately 22.5 percent of residents are under the age of 18, the smallest percentage of all of the comparison and regional communities; however, in recent years, the percentage of children living in Smyrna has been growing. Between 2010 and 2015,

the share of residents under the age of 18 grew by 1.5 percentage points. These population trends, coupled with the household dynamics, indicate that the increase in household formations includes many households that have children residing in their homes and/or existing residents adding children in their households.

At the other end of the age spectrum, the share of the population over the age of 65 living in Smyrna increased by 1.4 percentage points between 2010 and 2015. The aging population and growth in the share of the population over the age of 65 mirrors trends seen across the country. As of 2015, 8.7 percent of Smyrna residents were aged 65 and older; with the exception of Cedar Park, Smyrna had the lowest share of residents within this age group with comparable communities.

Figure B-4. Age Distribution



Source: U.S. Census Bureau, 2006-2010 and 2011-2015 American Community Survey 5-yr Estimates

EDUCATIONAL ATTAINMENT

Smyrna boasts an extremely well-educated population, and out of the comparison communities, Smyrna had the highest share of college-educated residents. Over half of residents aged 25 and older has a bachelor’s degree or higher. In comparison, 44.1 percent of Cobb County residents and 35.8 of Atlanta MSA residents have attained a bachelor’s degree or higher. Across the state and nation, less than 30 percent of adults have attained that level of education.

Smyrna continues to attract and retain educated residents, as is evident by the increase in the share of the population that is college educated. Between 2010 and 2015, the share of residents with a bachelor’s degree or higher increased by 2.6 percentage points. This increase stemmed from a growth in the share of residents with a graduate or professional degree.

Smyrna has a smaller percentage of adults without a high school diploma than Marietta, the Atlanta MSA, Georgia, and the United States. However, when compared to the other highly educated communities such as Cedar Park, Matthews, and Cobb County, Smyrna’s share of adults without a high school diploma (9.5 percent) stands elevated in comparison. The share of Smyrna residents without a high school diploma has remained relatively unchanged.

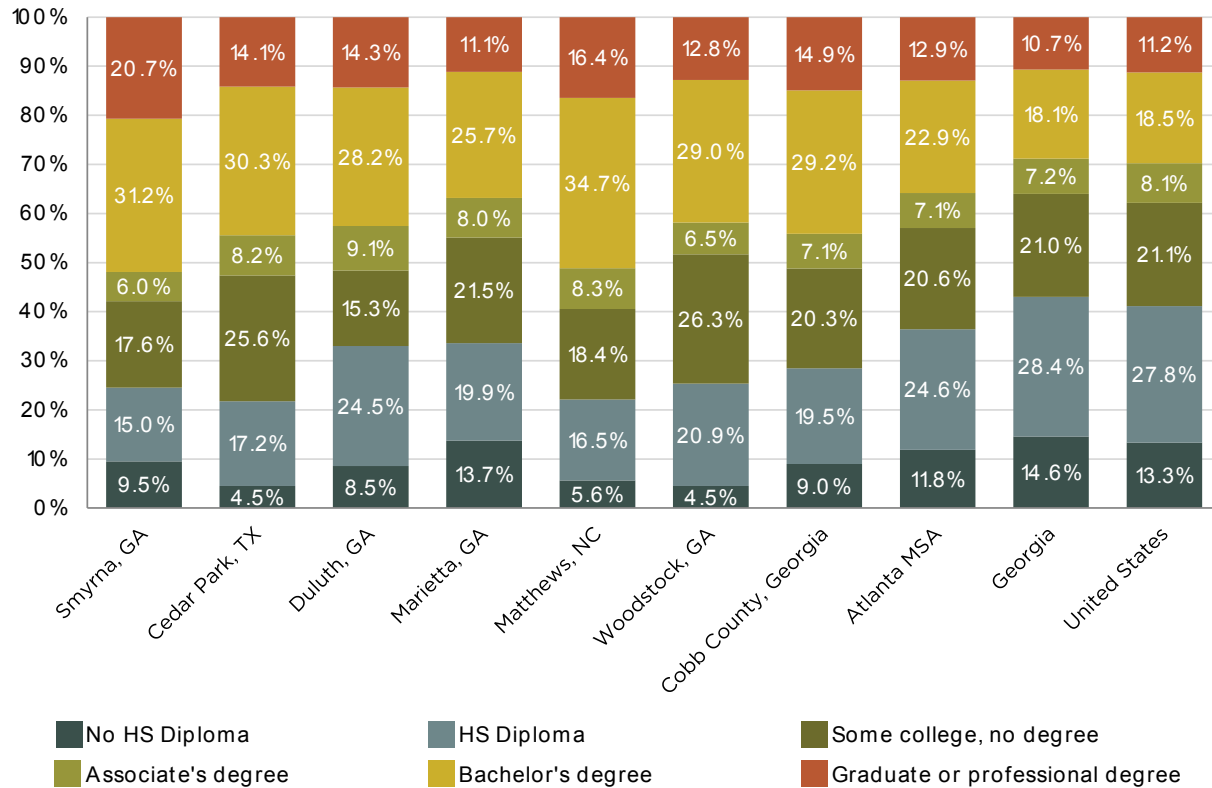
When race and ethnicity are taken into account, disparities among Smyrna’s black and Hispanic residents are clear. While 60.7 percent of white, not Hispanic residents aged 25 or older hold a Bachelor’s degree or higher, only 42.7 percent of black residents and 20.8 percent of Hispanic residents have at least a four-year degree. However, 69.4 percent of Asian residents have at least an undergraduate degree. These disparities are common nationwide—33.2 percent of white, not Hispanic U.S. adults aged 25 or older hold a Bachelor’s degree or higher, compared to 19.5 percent of black adults, 14.3 percent of Hispanic adults, and 51.4 percent of Asian adults. Smyrna is still comparatively competitive, with its proportion of white, not Hispanic and Asian residents holding a four-year degree or higher surpassing that of all nine comparison geographies. Smyrna’s proportion of black residents with a four-year degree or higher surpasses that of all geographies except Woodstock (49.3 percent) and Matthews (48.7 percent). Smyrna’s proportion of Hispanic residents with a four-year degree surpasses that of all comparison geographies except Woodstock (32.9 percent), Matthews (34.8 percent), and Cedar Park (30.2 percent).

Table B-3. Educational Attainment Distribution, 5-Year Pct. Pt. Change

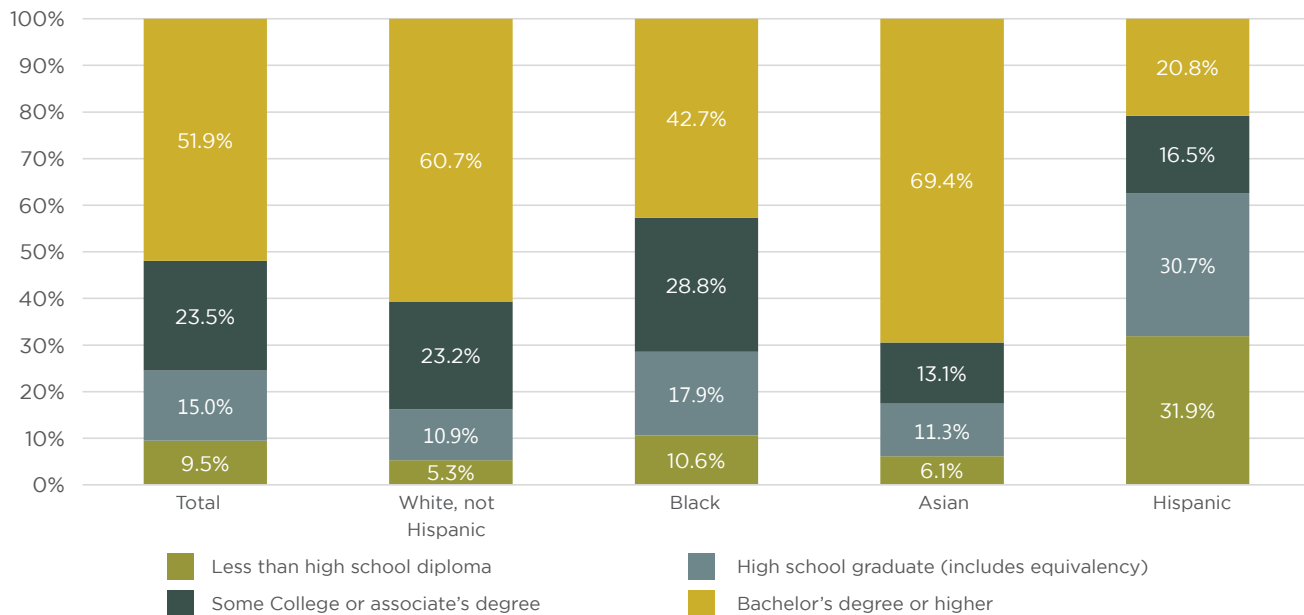
	No HS Diploma		High School Diploma		Some college, no degree		Associate's degree		Bachelor's degree		Graduate or professional degree	
Smyrna, GA	<div></div>	0.3%	<div></div>	-2.4%	<div></div>	0.0%	<div></div>	-0.5%	<div></div>	-0.1%	<div></div>	2.70%
Cedar Park, TX	<div></div>	-1.2%	<div></div>	-1.1%	<div></div>	-2.0%	<div></div>	0.7%	<div></div>	0.4%	<div></div>	3.13%
Duluth, GA	<div></div>	0.0%	<div></div>	6.4%	<div></div>	-3.5%	<div></div>	1.9%	<div></div>	-6.5%	<div></div>	1.55%
Marietta, GA	<div></div>	-3.3%	<div></div>	-2.9%	<div></div>	2.4%	<div></div>	3.2%	<div></div>	1.1%	<div></div>	-0.66%
Matthews, NC	<div></div>	0.3%	<div></div>	0.9%	<div></div>	-4.3%	<div></div>	-1.1%	<div></div>	0.8%	<div></div>	3.35%
Woodstock, GA	<div></div>	-0.6%	<div></div>	2.9%	<div></div>	1.9%	<div></div>	-4.3%	<div></div>	-2.2%	<div></div>	2.29%
Cobb County, GA	<div></div>	-0.9%	<div></div>	-0.9%	<div></div>	0.7%	<div></div>	0.8%	<div></div>	-0.1%	<div></div>	0.33%
Atlanta MSA	<div></div>	-1.2%	<div></div>	-1.2%	<div></div>	0.4%	<div></div>	0.4%	<div></div>	0.4%	<div></div>	1.13%
Georgia	<div></div>	-1.9%	<div></div>	-1.2%	<div></div>	0.9%	<div></div>	0.6%	<div></div>	0.6%	<div></div>	1.00%
United States	<div></div>	-1.6%	<div></div>	-1.2%	<div></div>	0.5%	<div></div>	0.6%	<div></div>	0.9%	<div></div>	0.95%

Source: U.S. Census Bureau, 2006-2010 and 2011-2015 American Community Survey 5-yr Estimates



Figure B-5. Educational Attainment

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-yr Estimates

Figure B-6. Educational Attainment by Race and Ethnicity, Smyrna Only

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-yr Estimates

Note: Black and Asian include both Hispanic and non-Hispanic. Data is not available by ethnicity for these race groups.

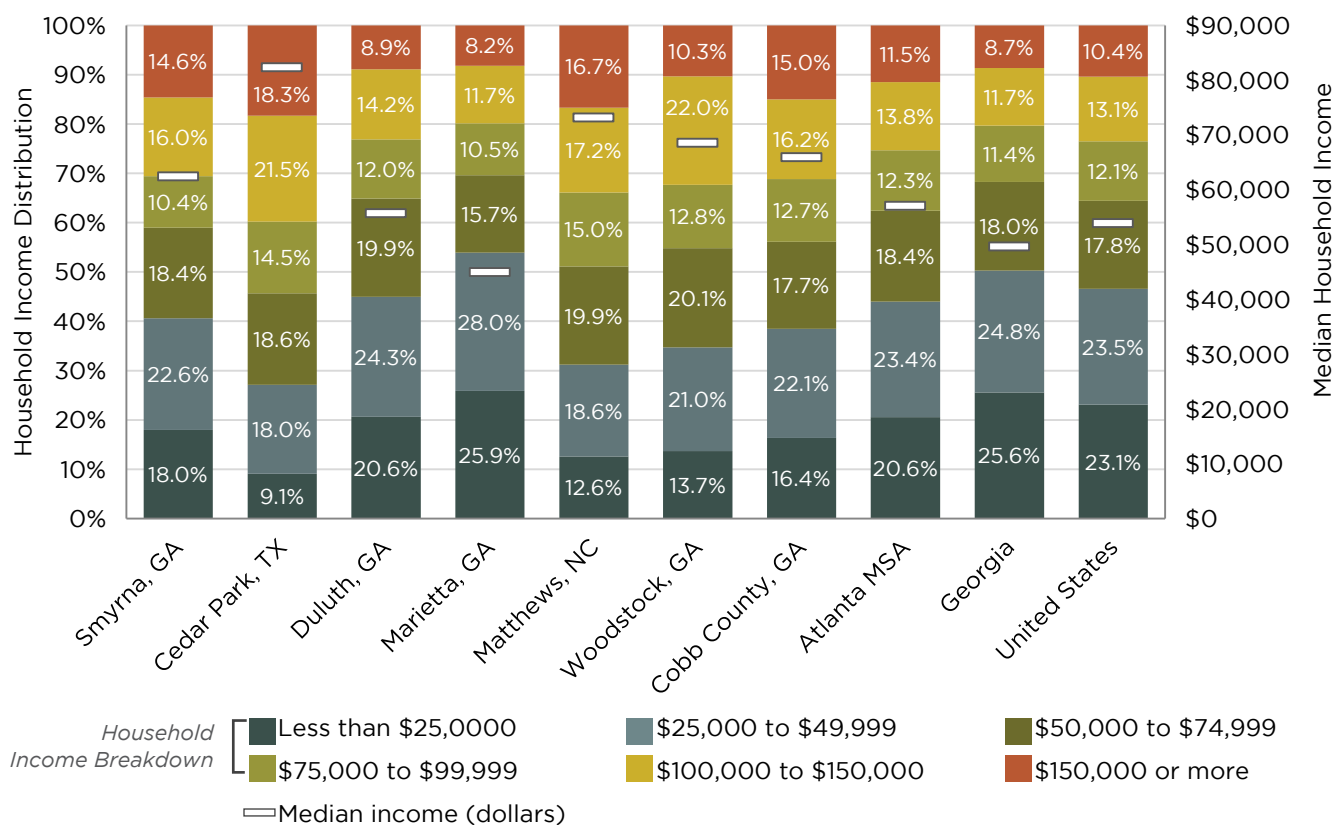
HOUSEHOLD INCOME

Given the high levels of educational attainment and share of residents with a bachelor's degree or higher, it's not surprising to see that Smyrna also has a population with relatively high household incomes. In 2015, the median household income was \$62,363, which was higher than Duluth, Marietta, the Atlanta MSA, Georgia, and the United States. However, despite comparatively higher educational levels than the other benchmark communities, Smyrna's median household income trailed Cobb County, Woodstock, Matthews, and Cedar Park.

Overall, the median household income in Smyrna increased by 14.2 percent, which was greater than all the comparable community household income growth, with the exception of Cedar Park. An analysis of the household income distribution and growth within the higher income brackets illustrates that wealth within the community has been growing in recent years. The most recent data show that the share of households earning more than \$100,000 a year accounted for roughly 30.6 percent of all households in Smyrna, while nationally, 23.5 percent of households fall within that income bracket. In 2015, the share of households with incomes greater

than \$100,000 had increased by 4.7 percentage points in Smyrna over the five-year time frame; nationally, it increased by 2.6 percentage points. Additionally, contrary to regional trends, the share of households with an annual income of less than \$25,000 did not increase in Smyrna. Duluth, Marietta, Woodstock, Cobb County, the Atlanta MSA, and Georgia all experienced an increase to some degree in the share of their population at the lowest end of the income spectrum.

It is interesting to note the range of median household income across majority and minority racial and ethnic groups. In Smyrna, the median income of white, not Hispanic households is \$73,640, compared to \$85,051 for Asian households, \$50,893 for black households, and \$37,176 for Hispanic households. Smyrna's Asian households have a higher median income than all geographies except Cedar Park (\$118,947). Cedar Park and Matthews surpass Smyrna's median income across all selected racial and ethnic groups. While white, not Hispanic and black households in Smyrna have higher median incomes than the metro, state, and nation, this is not the case for Hispanic households, for whom incomes lag behind these geographies.

Figure B-7. Household Income Distribution

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-yr Estimates

Table B-4. Household Income Distribution, 5-Year Percentage Point Change

	Less than \$25,000	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$150,000	\$150,000 or more
Smyrna, GA	-0.1%	-4.3%	0.1%	-0.5%	1.7%	3.0%
Cedar Park, TX	-1.7%	-1.6%	-4.1%	-2.9%	1.9%	8.3%
Duluth, GA	6.6%	-2.4%	-1.5%	-2.7%	-0.2%	0.0%
Marietta, GA	0.5%	-1.3%	-2.0%	-0.3%	2.7%	0.4%
Matthews, NC	-1.3%	-0.4%	0.4%	0.7%	-1.4%	1.9%
Woodstock, GA	1.0%	-1.5%	-4.0%	-4.2%	6.3%	2.2%
Cobb County, GA	0.5%	0.2%	-0.9%	-1.0%	-0.4%	1.7%
Atlanta MSA	1.1%	-0.5%	-0.8%	-0.9%	-0.1%	1.2%
Georgia	0.5%	-0.7%	-0.6%	-0.5%	0.4%	1.2%
United States	-0.4%	-1.1%	-0.8%	-0.2%	0.8%	1.8%

Source: U.S. Census Bureau, 2006-2010 and 2011-2015 American Community Survey 5-yr Estimates

POVERTY RATE

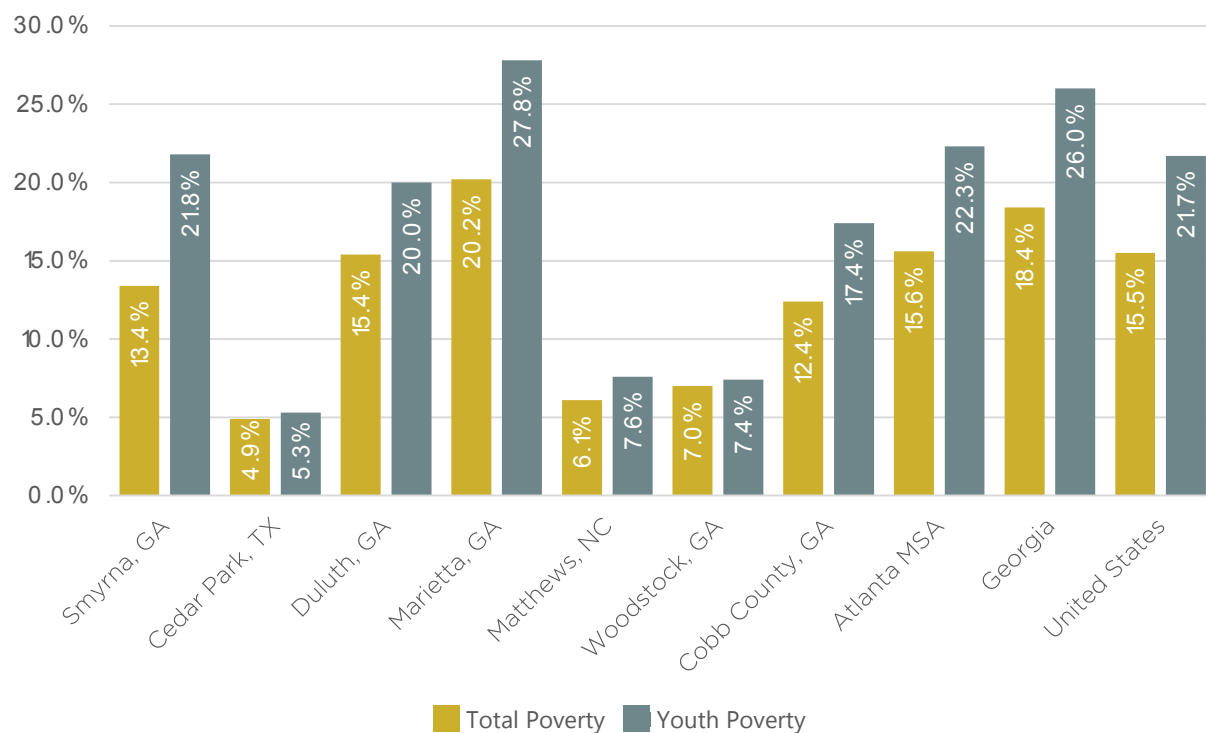
Examining poverty rates helps to gauge a community or region's socioeconomic conditions. Poverty rates are estimated by the U.S. Census Bureau using income measures from annual population surveys. Information including family size, pre-tax income, and the number of children help the Bureau determine poverty thresholds. If a family's income is less than the poverty threshold, that family would be considered living in poverty.

The federal poverty threshold in 2016, the most recent year for which poverty data thresholds have been set at the time of this report, for a family of four with two children was \$24,339. Considering that the national median annual income for high school dropouts is \$25,636, it is clear that a high school dropout is unfortunately a likely path to poverty in the United States. In this section, the total poverty rate (the percentage of all residents who are living below the poverty line) and the youth poverty rate (the percentage of residents aged 17 and below who are living below the poverty line) are examined.

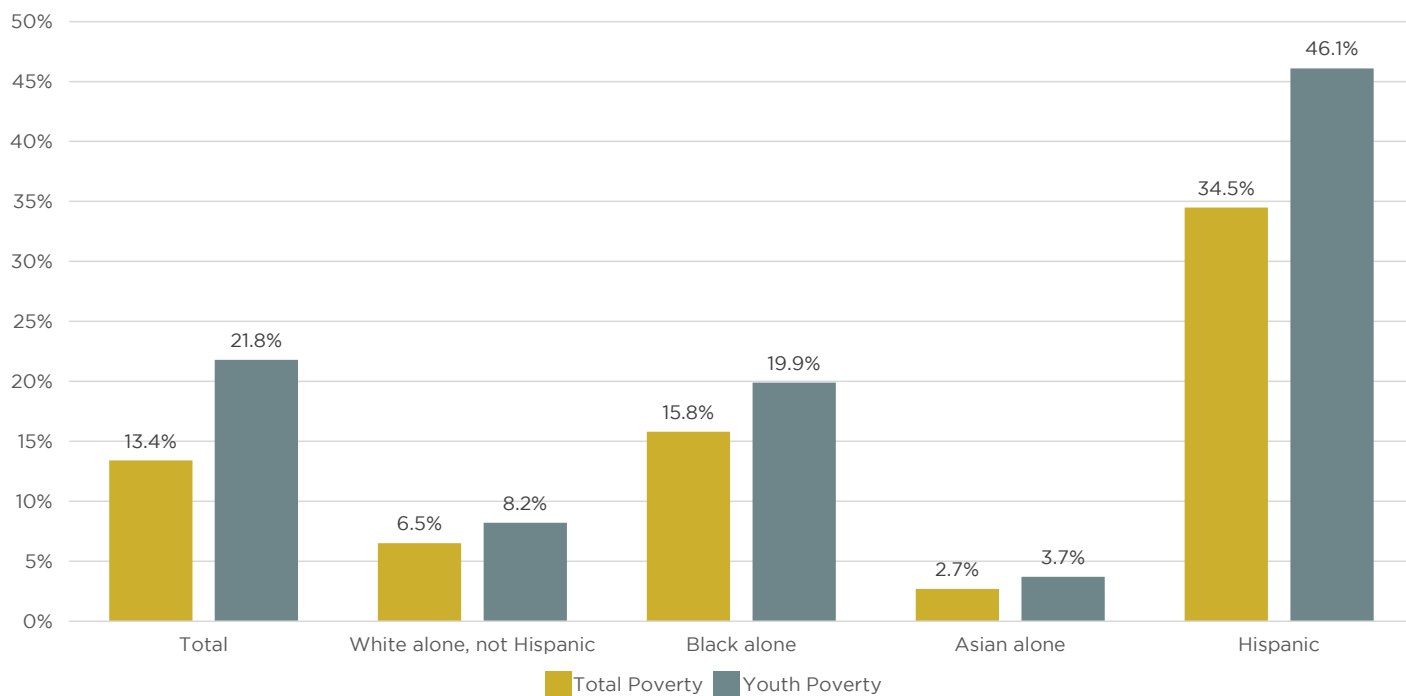
In 2015, the poverty threshold for a family of four was \$24,036. Smyrna's most recent total poverty rate was 13.4 percent, while the youth's poverty rate

was 21.8 percent. Smyrna's poverty rate is slightly higher than Cobb County (12.4%, 17.4%), but is less than the Atlanta MSA (15.6%, 22.3%), Georgia (18.4%, 26.0%), and the United States (15.5%, 21.7%). Smyrna's poverty rate illustrates that although there is a smaller share of households in the lowest income bracket, there are still many residents living in poverty, including roughly one in five children. Youth poverty rates are historically higher than total poverty rates for several reasons, including that households with children require more income to stay out of poverty. Another contributing factor is that on average, households with children have fewer workers than childless households, i.e. two-parent households with a parent who stays at home to care for children or an elderly family member and single parent households.

Over the past decade, poverty rates across the country increased as the negative impact of the recession hit households. And although Smyrna's poverty rates increased by less than national trends, the city was not fully immune to such negative recessionary effects. In 2015, Smyrna's poverty rate was 0.6 percentage points higher than in 2010, and its youth poverty rate was 2.3 percentage points higher.

Figure B-8. Poverty Rates

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-yr Estimates

Figure B-9. Poverty Rates by Race and Ethnicity

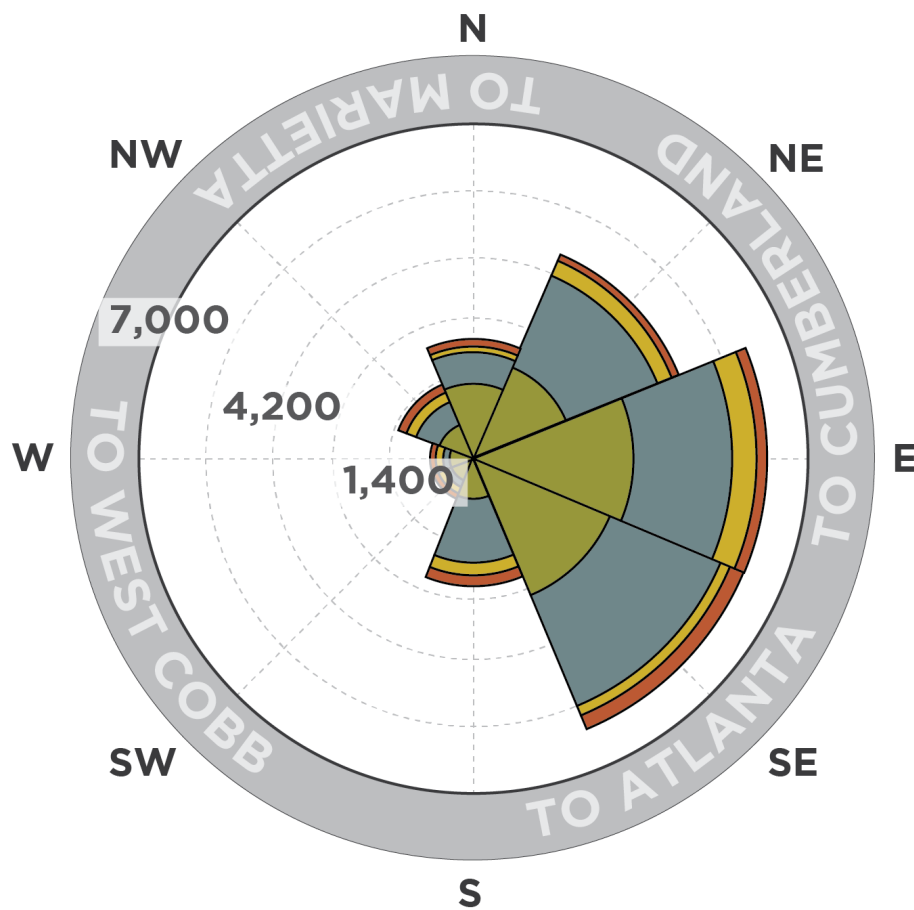
Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-yr Estimates

COMMUTE PROFILE

Although the Metro Atlanta area is notorious for its challenges associated with traffic and rush hour congestion on the interstate, Smyrna is one of the few cities outside the perimeter that enjoys relatively shorter commute times due to its proximity to downtown Atlanta, the airport, and major employment centers. Data show that 94.3 percent of residents are employed outside of

Smyrna for their primary job, suggesting that many residents are in fact taking advantage of Smyrna's location to major nearby employment centers. In 2014, roughly half of residents were within 10 miles of their place of employment. Overall, approximately 25 percent of residents commute to the city of Atlanta for their primary job.

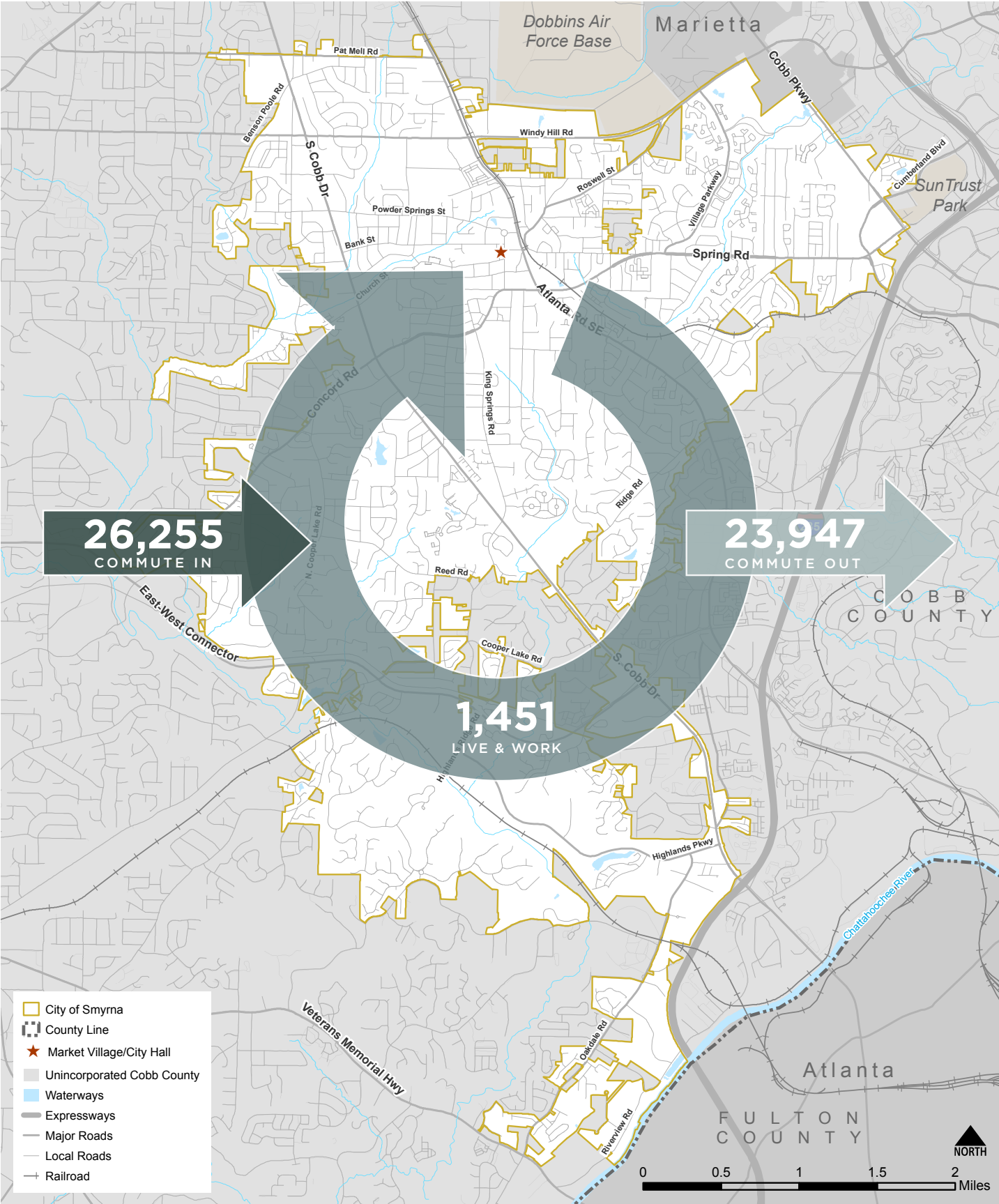
Figure B-10. Jobs by Distance and Direction of Travel



Home Census Block to Work Census Block Distance	2014 Jobs	
	Count	Share
Less than 10 miles	12,664	49.9%
10 to 24 miles	9,893	39.0%
25 to 50 miles	1,525	6.0%
Greater than 50 miles	1,316	5.2%
Total Primary Jobs	25,398	100.0%

Source: U.S. Census Bureau, OntheMap

Figure B-11. Inflow and Outflow of Workers, 2014



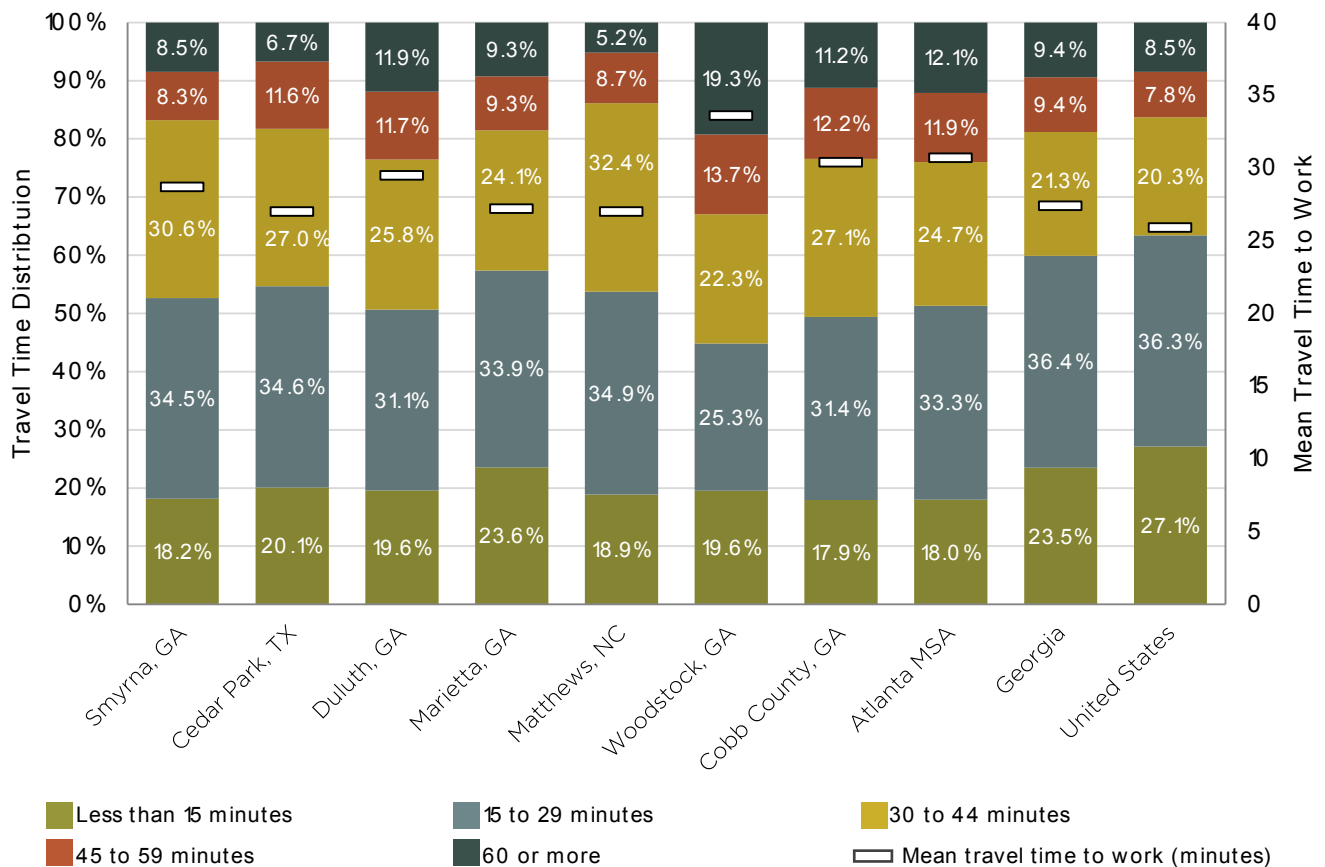
Source: City of Smyrna GIS Department; Atlanta Regional Commission; Census OnTheMap

TRAVEL TIME TO WORK

The average travel time to work for Smyrna residents was 28.7 minutes in 2015. Smyrna's short mean travel time to work illustrates that the average Smyrna resident is spending less time commuting than the average Atlanta resident. In comparison, Duluth (29.5), Woodstock (33.6), Cobb County (30.4), and the Atlanta MSA (30.7) all reported longer average commute times. In recent years, the average commute time for Smyrna residents increased by 3.3 minutes, a greater increase than any of the comparison communities.

An analysis of the travel time distribution of residents shows that this was most likely influenced by the increase in the share of residents with a commute time of more than 60 minutes. Between 2010 and 2015, there was a 4.3 percent increase in residents with a travel time of 60 minutes or more. Only Woodstock, Georgia experienced a greater increase in the share of residents that had a travel time of greater than one hour to work; its share of workers increased by 6.1 percent.

Figure B-12. Travel Time to Work, 2011-2015



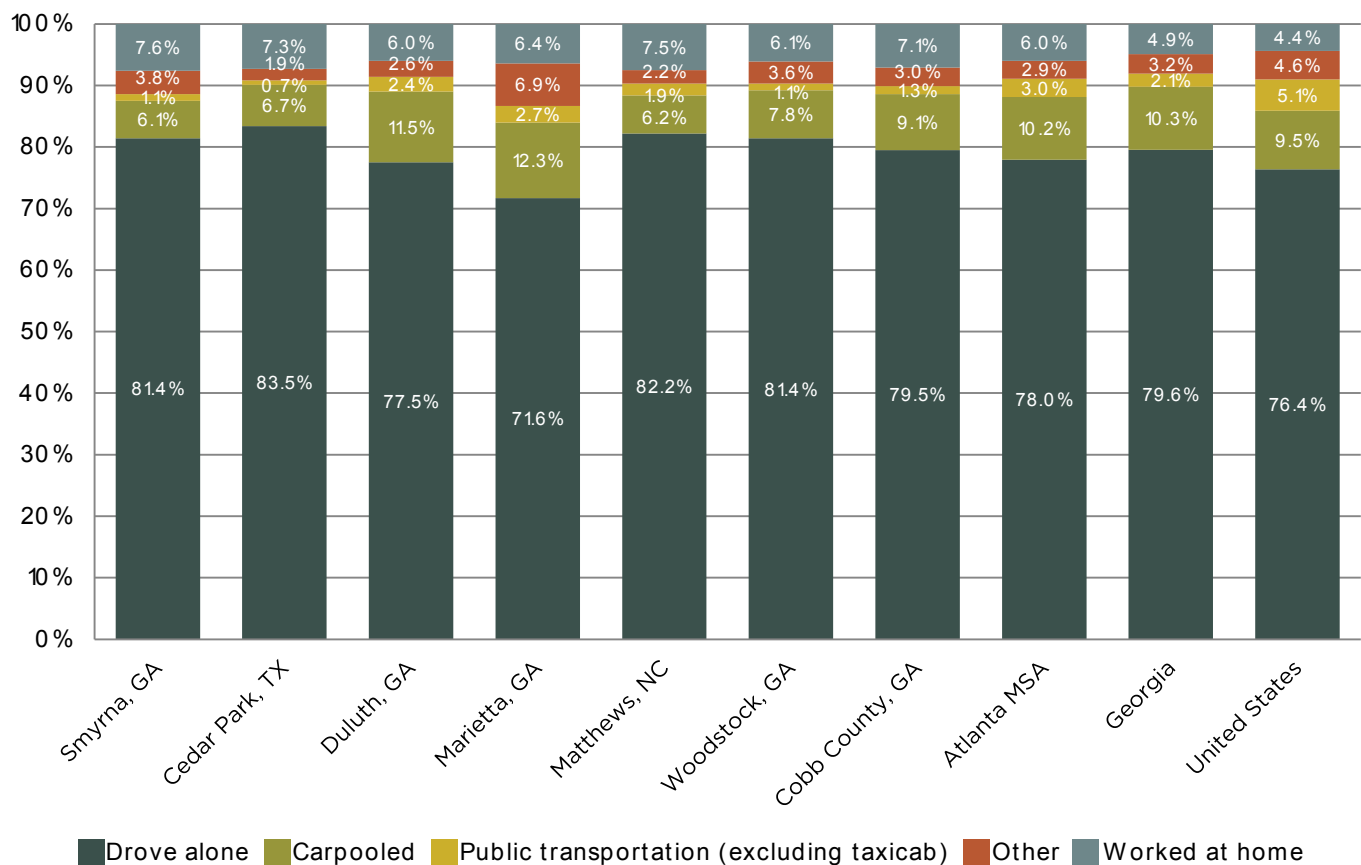
Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

TRANSPORTATION MODES

Similar to most communities, the average Smyrna resident's primary means of transportation to work is in a vehicle and driving alone. In 2015, an estimated 81.4 percent of Smyrna residents drove alone, while 76.4 percent of workers in the United States also drove alone. Only 1.1 percent of Smyrna resident use public transportation as their primary mode of travel to work. In the Atlanta MSA, roughly 3 percent of residents use public transportation to travel to work.

Interestingly, Smyrna has the highest share of residents that work at home out of all the comparison communities. The most recent data show that 7.6 percent of workers over the age of 16 worked at home in Smyrna. Nationally, 4.4 percent of individuals work from home. Nearly every comparison community saw an increase in their share of residents that worked from home, as more companies embrace flexible hours and working arrangements for employees. The share of workers that work from home increased by 2.1 percent in Smyrna between 2010 and 2015.

Figure B-13. Mode of Commute, 2011-2015



Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates



LAND USE

INTRODUCTION

Much of the character, success, and productivity of a community are tied to how it uses its land. This portion of the baseline assessment systematically reviews existing land use within the City of Smyrna, by analyzing how land is used today, reporting on what plans are underway, and what regulations and policies are in place to change how the land can be used in the future.

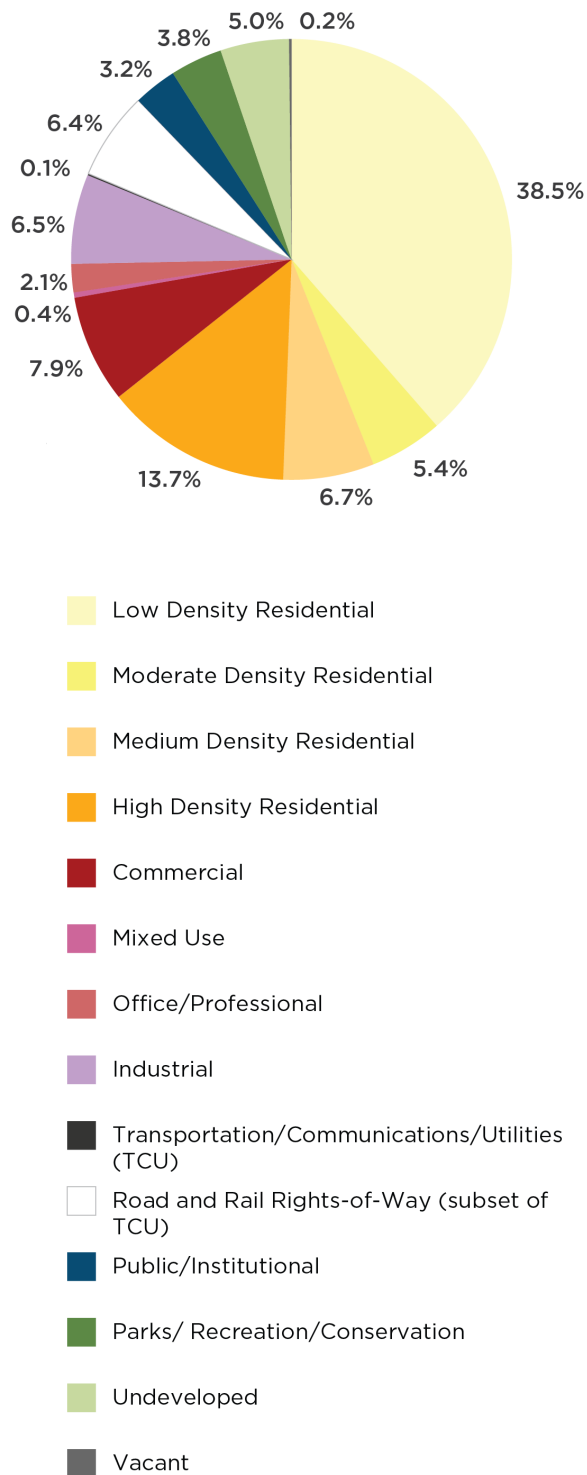
In many ways, land use drives the other topic areas addressed in the Comprehensive Plan. The reason for this is that land use management is a primary responsibility of local government. Unlike other topic areas, such as economic development, transportation, and housing (which are primarily influenced and driven by the decisions of businesses, developers, and other government agencies), local land use decisions are the responsibility of the City of Smyrna. The Comprehensive Plan lays out the framework for making land use decisions, and this assessment identifies potential opportunities and issues that will need to be addressed in order to meet the future needs of the community. This provides a foundation upon which the community can identify potential adjustments to its Future Land Use Map, land use policy, and related priorities and initiatives that the City may choose to pursue.

ANALYSIS OF EXISTING CONDITIONS

Smyrna currently encompasses approximately 15.5 square miles, and over 19,200 parcels of land. In order to gain a clear understanding of current land use patterns, each of these parcels was classified by how it is being used in January 2017. This existing land use survey was based on data from Comprehensive Plan 2030, development permit records, recent tax records, aerial photography, and a windshield survey. The land use classifications are the same as those in Comprehensive Plan 2030 as described in Table B-5 on page B25.

Based on this survey, a majority of the land (approximately 64 percent) can be classified as residential, nearly two-thirds of which is single-family residential. Slightly less than 17 percent of the city can be classified as employment based or commercial and industrial. Approximately 13 percent is support based, used for Transportation/ Communications/ Utilities, Public/ Institutional, and Parks/ Recreation/ Conservation. Only about 5 percent of the city is still vacant or undeveloped, indicating that most or the new construction in the city will be in the form of redevelopment. Most of this undeveloped land is located close to streams and waterways, and likely has environmental constraints for development.



Figure B-14. Existing Land Uses

The parcels classified as vacant are based on a commercial database the City's economic development team has used over the last several years to track available commercial and industrial space within the City. Only those commercial and industrial buildings that are 100 percent vacant are classified on the Existing Land Use Map as vacant, totaling approximately 17 acres. According to the database, only 5 percent of the City's total office and industrial space is vacant, which equates to 523,549 sq.ft. of the total supply of 3,684,567 sq. ft. This indicates a strong real estate market, and a high demand for employment based land uses in Smyrna.¹

Residential uses occupy a majority of the land area within the city. These residential areas are comprised of a large variety of neighborhoods/subdivisions, each with their own character and unified by strong neighborhood or community organizations. According to the City records, there are over 360 neighborhoods/subdivisions in the City. One of Smyrna's greatest assets is its location within Cobb County and proximity and access to the interstate highway system and the airport. Surrounding Smyrna are several key developments that influence or will influence land use within the city including Dobbins Air Force Base, the Cumberland Mall area, and the new Atlanta Braves Major League Baseball Stadium at SunTrust Field. As a result, opportunities for greenfield development through annexation are few, and surrounding uses are likely to be future catalysts for redevelopment.

¹ City of Smyrna Commercial and Industrial Space Database

Table B-5. Land Use Classifications





Land Use Classification	Photo
<p>Low Density Residential: Single-family detached housing with a density under 3 units per acre.</p>	
<p>Moderate Density Residential: Single-family detached housing with a density range between 3 and 4.5 units per acre.</p>	
<p>Medium Density Residential: Single-family detached and attached housing with a density range between 4.5 and 6 units per acre.</p>	
<p>High Density Residential: Single-family detached, single-family attached, and multifamily attached housing units with a density of 6 units per acre and higher.</p>	

Table B-5. Land Use Classifications (Continued)





Land Use Classification	Photo
<p>Commercial: 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</p>	
<p>Mixed Use: Land developed with an integrated combination of residential, commercial, and office uses. Frequently, mixed-use developments include ground-floor retail, services, and office uses with residential uses on upper floors (vertical mixed use). They can also include a combination of uses on separate, adjacent parcels (horizontal mixed use).</p>	
<p>Office / Professional: Office buildings and professional employment centers.</p>	
<p>Industrial: Land dedicated to light manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, assembly facilities, or other similar uses.</p>	

Table B-5. Land Use Classifications (Continued)





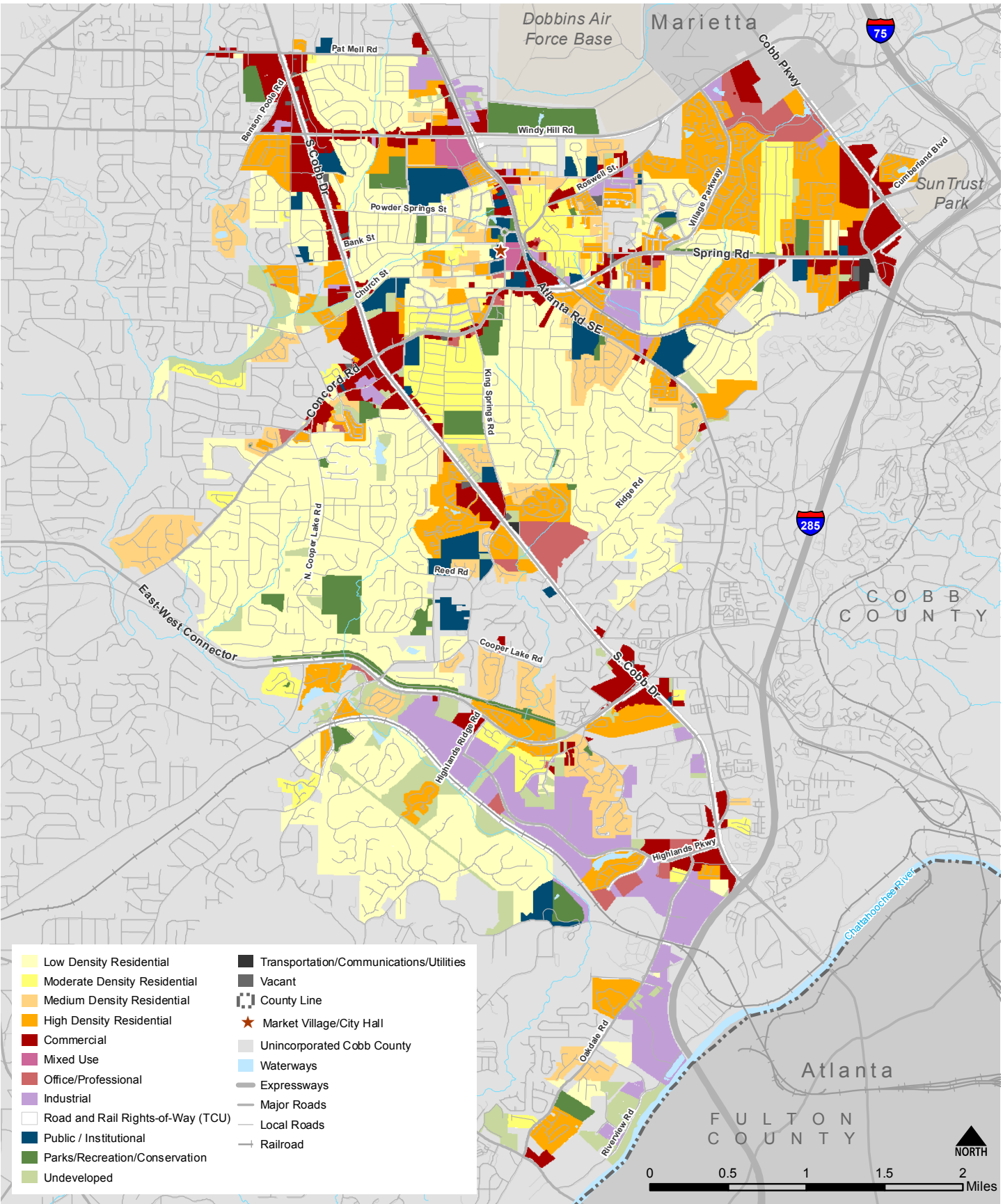
Land Use Classification	Photo
<p>Transportation/Communication/Utilities: Land dedicated to such uses as power generation plants, railroad facilities, radio towers, public transit stations, telephone switching stations, or other similar uses. Road and railroad rights of way are also included in this category. For the purposes of this analysis, road and rail right-of-way has been broken out as a separate listing from the remaining T/C/U uses.</p>	
<p>Public/Institutional: Land used by state, federal or local government, or institutions. Government uses include city hall 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</p>	
<p>Parks/Recreation/Conservation: 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.</p>	
<p>Undeveloped: This category is for lots or tracts of land that have not been developed for a specific use (left in their natural state), though they may be served by typical urban public services (water, sewer, etc.).</p>	
<p>Vacant: This category is for lots or tracts of land that are served by typical urban public services (water, sewer, etc.), were developed for a specific use, but have since been vacated.</p>	

Figure B-15. Existing Land Use Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission

KEY OBSERVATIONS:

- The City is mostly built out with only 5 percent of the land being undeveloped. Opportunities for new development will likely take the form of redevelopment of older commercial areas, and infill housing within residential areas. This topic is discussed further under the Analysis of Recent Development Trends.
- Over half the city is used for residential, offering a wide mix of housing types, though single family subdivisions are the dominant residential form.
- Most of the land surrounding the city is also built out, so opportunities for annexation and corresponding greenfield development are few. However, several key activity centers such as Dobbins Airforce Base, SunTrust Park, and Cumberland Mall serve as a strong catalyst for development interest in Smyrna.

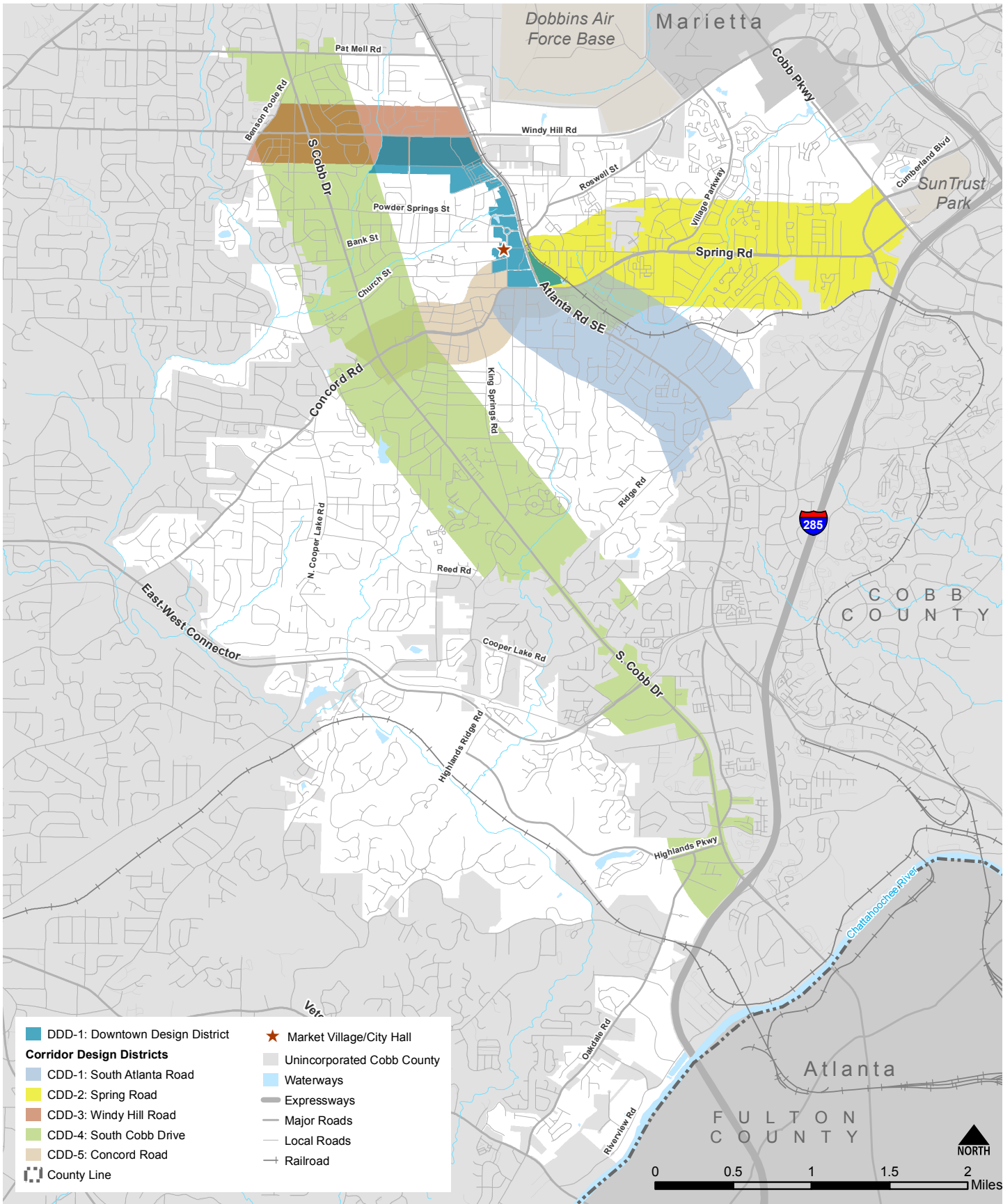
ANALYSIS OF EXISTING ZONING, INCLUDING FOCUS ON OVERLAY DISTRICTS

The City's zoning regulations, design guidelines, and development requirements play a dominant role in shaping the city's natural and built environment as defined by the city's formal land use policy. The City has a conventional zoning ordinance that for the most part separates traditionally incompatible land uses, such as industrial and residential use. In addition, the City does have a Planned Unit Development District (PUD) and a Residential Attached/detached District (RAD) that allows for a mixture of housing types within the control of an approved master plan. It also has a mixed use district that promotes a mix of compatible uses in a more urban setting.

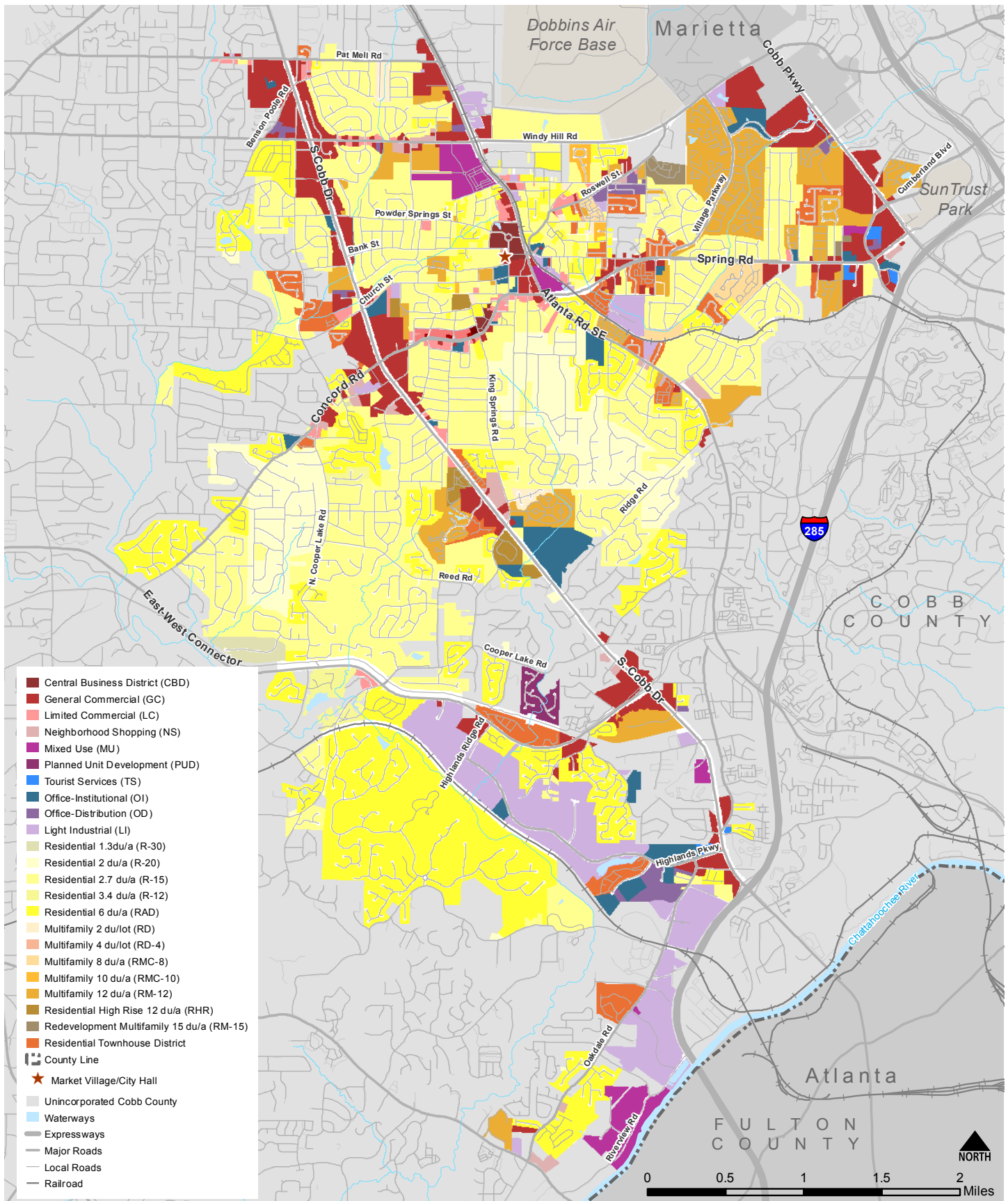
The city has seven overlay districts including six urban design districts that follow along the major commercial corridors of the city and the downtown area, as reflected in Figure B-17 on page B31 and one Redevelopment Overlay District (ROD).

The ROD is a targeted overlay district that maybe overlaid upon the RM-12, RHR, CBD and GC zoning districts and either community activity center, high density residential or mixed-use land use categories as designated on the Future Development Map at the applicant request, and City Council approval. It is intended to provide locations for mixed use development and redevelopment of commercial, office and residential uses which are pedestrian oriented and developed at a community or regional activity center scale and intensity. Table B-6 on page B32 summarizes the prominence of each of these districts within the city.

Figure B-16. Zoning Overlay Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission

Figure B-17. Zoning Map

Sources: City of Smyrna GIS Department; Atlanta Regional Commission

Table B-6. Zoning Area Analysis

	Zoning Category	Total Square Miles*	Percent Total Area*
Highest Percent Land Area	R-15	4.34	32.8%
	RAD	2.80	21.2%
	GC	1.18	8.9%
	RM-12	1.05	8.0%
	LI	0.94	7.1%
	R-20	0.92	7.0%
	RTD	0.47	3.5%
	OI	0.32	2.4%
	MU	0.25	1.9%
	LC	0.14	1.1%
	R-12	0.11	0.9%
	OD	0.11	0.8%
	NS	0.10	0.8%
	RMC-8	0.09	0.7%
	RHR	0.08	0.6%
	R-30	0.06	0.5%
	PUD	0.05	0.4%
	RD	0.05	0.4%
	CBD	0.05	0.3%
	RM-15	0.04	0.3%
Lowest Percent Land Area	RM-10	0.03	0.2%
	TS	0.03	0.2%
	TBD	0.01	0.1%
	RD-4	0.00	0.0%
	Total	13.21	100.0%

Source: City of Smyrna

* The total land area of the City of Smyrna is 15.46 square miles. The City’s zoning data does not assign zoning to rights-of-way and easements. Percentages shown represent the proportion of zoned land.

Table B-7. Zoning Descriptions - Design Overlays

Urban Design District	Description
DDD-1	Downtown Design District
CDD-1	South Atlanta Road
CDD-2	Spring Road
CDD-3	Windy Hill Road
CDD-4	South Cobb Drive
CDD-5	Concord Road

Table B-8. Zoning Descriptions

Zoning Code	Description
R-30	Single-family residential, 30,000 square feet, maximum 1.3 dwelling units per acre.
R-20	Single-family residential, 20,000 square feet, maximum 2 dwelling units per acre.
R-15	Single-family residential, 15,000 square feet, maximum 2.7 dwelling units per acre.
R-12	Single-family residential, 12,000 square feet, maximum 3.4 dwelling units per acre.
RAD	Residential attached and/or detached, maximum 6 dwelling units per acre.
RMC-8	Multi-family residential condominium ownership, maximum 8 dwelling units per acre.
RM-10	Multi-family residential, maximum 10 dwelling units per acre.
RM-12	Multi-family residential, maximum 12 dwelling units per acre.
RD	Multi-family residential, maximum 2 units per 12,500-square-foot lot.
RD-4	Multi-family residential, maximum 4 units per 17,000-square-foot lot.
TD	Multi-family residential, maximum 10 units per acre.
RM-15	Redevelopment district - Multi-family residential, maximum 15 dwelling units per acre.
RHR	Residential high-rise, maximum 12 dwelling units per acre, or as provided in article X.
FC	Future Commercial
LC	Limited Commercial
OI	Office-Institutional
NS	Neighborhood Shopping
CBD	Central Business District
MU	Mixed Use
GC	General Commercial
OD	Office-Distribution
LI	Light Industrial
TS	Tourist Services
PUD	Planned Unit Development
ROD	Redevelopment Overlay District

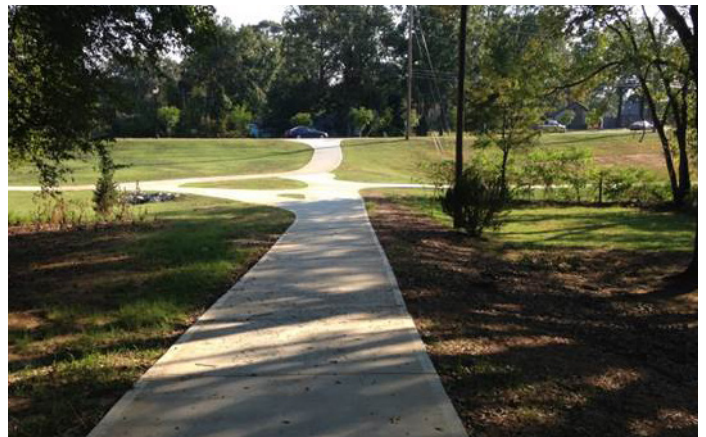
KEY OBSERVATIONS:

- The existing land use and zoning maps are very similar, indicating that there are few deviations from the policies established in the previous Comprehensive Plan for the city.
- The urban design districts could be simplified and reorganized to be more uniform to ease use of the code for both city staff and the community, such as improved district boundary descriptions to remove overlaps.
- Two residential zoning categories (R-15 and RAD), combined, cover almost 50 percent of the city:
- The R-15 zoning district allows for single-family detached homes on lots with a minimum lot size of 15,000 sq. ft. at a density of 2.7 units per acre. The R-15 zoning comprises 28 percent of the City's total land area (32.8 percent of zoned land area). The RAD zoning district allows for single-family detached or attached homes at a density of 6 units per acre. The RAD zoning comprises 18 percent of the City's total land area (21.2 percent of zoned land area).
- R-15 is comprised mainly of well-established single-family neighborhoods, whereas RAD is a zoning designation of choice for many new residential infill developments, allowing for a range of attached and detached housing products.
- Because the two zoning classifications are so prevalent, they often abut one another, and there has been some concern voiced from staff and stakeholders in previous planning efforts regarding the need for appropriate buffers and setbacks to preserve the low density character of the traditional single-family neighborhoods.

ANALYSIS OF RECENT DEVELOPMENT TRENDS

Images on the following page highlight recent and ongoing developments in and around Smyrna, as well as those areas that have development or redevelopment potential. Noted developments in recent years include:

- **Smyrna Grove** – A 194 single-family home subdivision at the intersection of Windy Hill Road and Old Concord Road.
- **Jonquil** – A mixed-use development at the intersection of Atlanta Road and Spring Road, that includes 266 multi-family units, a 46,000 sq. ft. grocery store, and 21,400 sq. ft. of retail space in three multi-tenant buildings.
- **Belmont** – A mixed-use development at the intersection of Atlanta Road and Windy Hill Road, that includes 274 multi-family units, 154 single-family homes, 164 independent senior housing units (proposed), 28,000 sq. ft. of retail space, and a 30,000 sq. ft. medical office building.
- **Concord Road Linear Park** – A new 6-acre city park along the north side of Concord Road at the intersection with Hollis Street, and an additional 1.5 acres of retail-office and restaurant parcels.
- **Riverview Landing** – An 83-acre mixed-use development proposed along the Chattahoochee River on an old industrial site along Riverview Road, which will include 65 single-family detached homes, 233 townhomes, 310 multi-family units and 3,000 sq. ft. of retail space.
- **The Battery Atlanta** – A mixed-use development located just outside the City at the intersection of I-285 and I-75 that will be anchored by the new Atlanta Braves Baseball Stadium, SunTrust Park. The Battery Atlanta will include 630,000 sq. ft. of office, 500,000 sq. ft. of retail space, 450,000 sq. ft. of hotel space, 750,000 sq. ft. of multi-family space, and 100,000 sq. ft. of multi-use space.



Clockwise from Top Left: 1) Single family homes at Smyrna Grove; 2) Commercial buildings under construction at the mixed-use Jonquil Village development; 3) Concord Road Linear Park; 4) Rendering of The Battery Atlanta, anchored by the new Atlanta Braves Stadium, SunTrust Park; 5) Rendering of waterfront property at the proposed Riverview Landing development; 6) Smyrna Elementary School and multi-family housing at the mixed-use Belmont development.

Source: City of Smyrna Community Development Department, 2016

The Smyrna Strategic Vision Plan identifies that the City has been fortunate to experience relatively even growth over the past ten years, while overall growth in Metro Atlanta has slowed down in many areas.

This clearly points to the desirability of Smyrna as a unique destination and preferred location for investment. As stated under the “Analysis of Existing Conditions,” most of this investment will be in the form of redevelopment, and the Development Trends/Opportunity Map points out the location of vacant commercial and industrial tracts where this is likely to occur.

In addition, the City has also witnessed a great deal of infill residential development, where houses in older neighborhoods are being significantly renovated or torn down and replaced. In some incidences, the original residential lot is being subdivided as well, thus increasing the existing housing density in the neighborhoods. Based on field observations, infill residential is particularly prevalent in the northern portions of the city near the Market Village.

KEY OBSERVATIONS:

- Development interest in Smyrna is relatively high as witnessed by several ongoing and proposed developments.
- Most of the market interest is in large mixed-used development and infill housing.

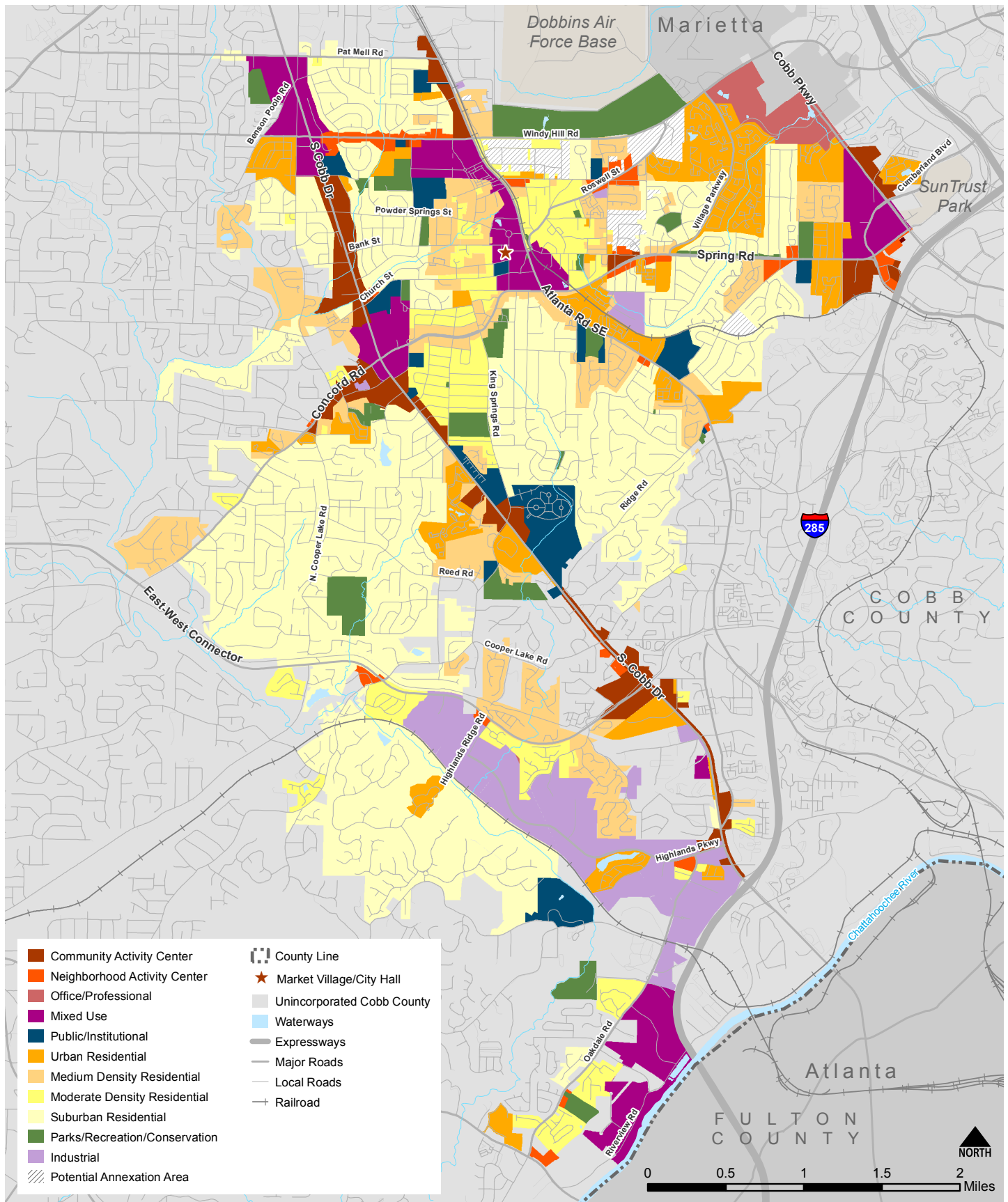
REVIEW OF FUTURE DEVELOPMENT MAP

Adopted in 2007 as part of the City of Smyrna Comprehensive Plan 2030, Smyrna’s current Future Land Use Map (FLUM), referred to as the Future Development Map, and supportive narrative provides a vision for development patterns and land use throughout the City’s in terms of distinct development areas. Each development area lists recommended land uses that would be compatible with the area’s vision and intent, as well as a review of the state’s Quality Community Objectives and recommended implementation measures which can be applied to achieve the desired vision for each area. This map is used primarily for guidance in making rezoning decisions.

Compared to other future development or future land use maps, around the State, the Smyrna Future Development Map is very prescriptive and describes the development areas in terms of primary land use at the parcel level, very similar to a zoning map.

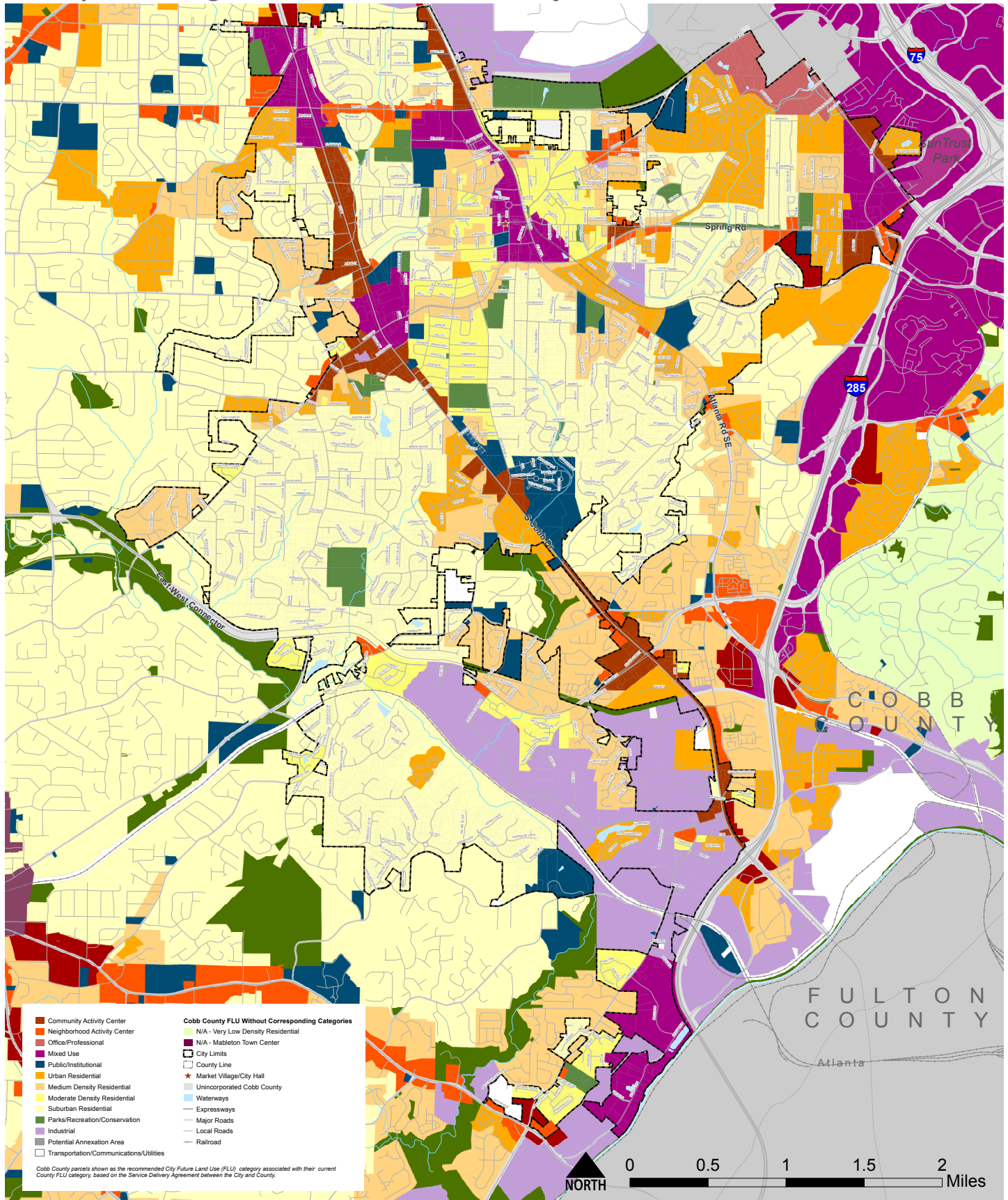
The vision and intent of each of the existing 13 development areas is summarized on the following pages. The Future Development Map also denotes potential annexation areas, but it did not offer any guidance as to the future character or vision of those areas. Since the plan’s adoption, several of those areas have been annexed and were subsequently reclassified using the adopted palette of 13 development areas as prescribed under the land use guidelines in the City’s Service Delivery Strategy (SDS) with Cobb County. The SDS spells out what City land use designations would be acceptable to the County if the parcels were to be annexed. A corresponding City future development category is assigned for each County category. Figure B-19 on page B39 shows the recommended designations for nearby unincorporated parcels.

The appropriate land uses, implementation measures, and boundaries of the areas on the Future Development Map will be reviewed, validated, and possibly revised as part of this comprehensive planning effort.

Figure B-18. Future Development Map (Comprehensive Plan 2030)

Sources: City of Smyrna GIS Department; Atlanta Regional Commission

Figure B-19. Combined City of Smyrna Future Development Map and Recommended Future Development Categories for Potential Cobb County Annexations



Sources: City of Smyrna GIS Department; Atlanta Regional Commission; City of Smyrna and Cobb County Service Delivery Strategy Agreement

Note: Cobb County parcels are shown as the recommended City Future Development category associated with their current County FLU category, based on the Service Delivery Strategy Agreement.

SUBURBAN RESIDENTIAL (LESS THAN 3 UNITS/ACRE)

Comprised almost exclusively of single-family residential neighborhoods, Suburban Residential is the largest development area on the Future Development Map, representing over 44 percent of the total land area. The vision is one of preservation and enhancement: preservation from commercial encroachment, incompatible uses and traffic, and enhancement through support of public services, recreational and small scale institutional uses.

Suburban Residential neighborhoods are often characterized by cul-de-sacs and curvilinear street patterns designed to discourage cut-through traffic.

MODERATE DENSITY RESIDENTIAL (UNDER 4.5 UNITS/ACRE)

Moderate Density Residential neighborhoods primarily consist of single-family detached housing at a slightly higher density than Suburban Residential neighborhoods. The development area is characterized by a high level of pedestrian orientation and traditional neighborhood development (TND) principles. TND principles include a gridded street network, houses oriented towards the street with relatively small setbacks. Because of its pedestrian oriented design, Moderate Density Residential development is supportive of “Main Street” retail opportunities and Neighborhood Activity Centers. It is encouraged within one half mile of the Smyrna Market Village, and also serves as a transition area between established Suburban Residential neighborhoods and Neighborhood Activity Centers.

MEDIUM DENSITY RESIDENTIAL (UNDER 6 UNITS/ACRE)

Medium Density Residential areas provide for both small attached and detached housing at a greater density than both Suburban and Moderate Density Residential neighborhoods. Medium Density Residential neighborhoods may include a mixture of owner and renter occupied housing, and also provides opportunities for innovative master planned communities such as Planned Unit Developments (PUDs) and Conservation Subdivisions.

Planned Unit Developments (PUDs) are master planned communities that may include a mixture of housing types and sizes all within one development or subdivision. PUDs may also include a Neighborhood Activity Center component of convenience shopping, recreational facilities, or open space. Buildings are often clustered within PUDs in order to provide for collectively owned parks, trails, and open space. PUDs allow for greater development flexibility while increasing administrative discretion and negotiating power.

Conservation Subdivisions are an approach to laying out residential subdivisions so that a significant percentage of buildable uplands are permanently protected in such a manner as to create interconnected networks of conservation lands. This style of development keeps the same gross density as a traditional subdivision, but more closely clusters houses together on a portion of the total lot in order to preserve conservation land for communal enjoyment. In theory, this concept may be applied to other residential density categories, but it is restricted to the Medium Density Residential development area in Smyrna.

URBAN RESIDENTIAL (6 UNITS/ACRE AND OVER)

Urban Residential areas provide opportunities for high density attached housing of both owner-occupied and rental tenure. This development area includes townhomes, condominiums, as well as apartment developments. Urban Residential communities often provide a transitional area between Neighborhood Activity and Community Activity Centers and surrounding lower density residential neighborhoods. Urban Residential areas are also compatible with adjacent mixed-use development. This development area encourages pedestrian accessibility to nearby Activity Centers, Mixed Use districts, and redevelopment of older multi-family housing into condominiums and townhomes.

Many of the City's existing Urban Residential communities are located along high-volume corridors such as Cobb Parkway and South Cobb Drive. Both of these corridors have been identified as areas for targeted redevelopment and improvement. In many ways, the fate of these Urban Residential communities is intertwined with their adjacent commercial corridors. Redevelopment proposals in this area are encouraged to allow for mixed-use redevelopment of older shopping centers along with surrounding apartments with both pedestrian and automobile connectivity with adjacent activity centers.

NEIGHBORHOOD ACTIVITY CENTER

Neighborhood Activity Centers are neighborhood focal points with a concentration of small commercial, civic, and public activities. Uses within Neighborhood Activity Centers are intended to be local-serving. Development within these areas is encouraged to be pedestrian-oriented and compatible with surrounding single-family residential areas, and at a smaller scale of intensity than Community Activity Centers. Neighborhood Activity Centers are typically less than 10 acres in total area, with small-scale commercial establishments each less than 5,000 square feet in size, and two stories or less. Neighborhood Activity Centers are normally found at the intersection of collector streets which serve residential areas.

Commercial buildings within Neighborhood Activity Centers are intended to be oriented to streets that are easily accessible from adjacent neighborhoods. Buildings should have minimal front setbacks for easy accessibility by pedestrians (such as zero lot line). Building entrances should be oriented toward streets; corner buildings should have corner entrances whenever possible. When it is not practical or reasonable to orient building entrances toward existing streets, a new "shopping street" with sidewalks and pedestrian amenities can be created within the commercial center. Developments should include sidewalks with a street furniture zone.



Apartments (left), townhomes (right), and other housing types with densities over 6 du/a are permitted within the Urban Residential category. Single-family detached homes on smaller lots also fall into this category.

Parking and vehicle drives should be located away from building entrances, and not allowed between a building entrance and the street. Surface parking should be shared and oriented behind or to the side of buildings. Landscaped buffering should be provided between parking lots, adjacent sidewalks, and adjacent residential land uses.

COMMUNITY ACTIVITY CENTER

Community Activity Centers are regional focal points containing a mix of commercial, professional, civic, and public uses. Community Activity Centers are designed to accommodate commercial uses serving several adjacent neighborhoods. Community Activity Centers have been established along major arterials and at key intersections where development nodes can be supported by the regional transportation network. While Community Activity Centers are more automobile-oriented than Neighborhood Activity Centers, basic access and safety should be provided for pedestrians.

A transition in building scale and land use type should be provided between higher intensity uses and adjacent residential areas. Urban Residential areas may serve as a transition between Community Activity Centers and lower density Suburban Residential areas. This transition in uses removes such high intensity centers from single-family neighborhoods and serves to buffer nearby neighborhoods. In addition, more intense uses

should be focused on those properties in the center of the Community Activity Center and away from existing residential development.

MIXED USE

A prime example of the mixed use development area is the Smyrna Market Village. The Market Village serves as the symbolic heart of the City as a mixed use live/work/play district that provides a venue for gatherings, events, and civic activities. It also provides a unique sense of place and identity for Smyrna, along with a vibrant mix of uses within easy walking distance. Like the Market Village, other mixed use redevelopment of key Community Activity Centers will help revitalize aging commercial areas and serve as a positive amenity for surrounding residential areas. Two key examples are the Belmont and Jonquil developments, both of which are integrated with the City's existing downtown area.

The Future Development Map also encourages additional Mixed Use redevelopment areas at key intersections along major corridors such as South Cobb Drive and Cobb Parkway. South Cobb Drive has been identified as a redevelopment corridor in both the Cobb County Comprehensive Plan and the City of Smyrna Livable Centers Initiative (LCI) Study. Mixed Use redevelopment will be encouraged along South Cobb Drive at its intersections with Windy Hill Road and Concord Road.



Commercial uses are located in multiple future development areas, such as the Community Activity Center area along the Silver Comet and East-West Connector (left) and amongst other uses in the Mixed Use area at Market Village (right).

OFFICE / PROFESSIONAL

The Office / Professional development area seeks to encourage office park development in appropriate locations such as around the Cumberland CID/Galleria regional activity center in an effort to diversify and strengthen the City's economic base. Supportive commercial retail and services are also considered appropriate within these areas.

INDUSTRIAL AREA

Industrial development areas provide suitable locations for industrial employment which do not conflict with residential areas. Clean, light industrial uses that have minimal impact on nearby residential use are encouraged, as well as transportation/ warehousing/ distribution uses carefully planned to avoid freight traffic impacts on residential areas. In addition to industrial uses, some supportive commercial development is also appropriate within industrial areas. Office uses may also be integrated into some light industrial, distribution, and warehousing developments. For example, the Highlands Parkway corridor includes office parks along with some light industrial and distribution uses.

PUBLIC / INSTITUTIONAL

Public/Institutional areas consist of government and civic nodes that provide services to surrounding neighborhoods. Public / Institutional buildings often serve as the anchor for Neighborhood Activity Centers. Public / Institutional areas are compatible with both residential neighborhoods and activity centers. Schools and churches are often located within neighborhoods in order to isolate children from high-traffic areas. However, intensive public uses, such as 'mega-churches' and city halls should be located within Community Activity Centers and Mixed Use districts. Because public/institutional uses are so integral to the character of the surrounding neighborhood, the value of keeping this category as a separate development area should be evaluated.

PARKS / RECREATION / CONSERVATION

Parks and recreational facilities form an important neighborhood asset and contribute to the overall health and quality of life of the community. This development area includes all public parks and multi-use paths and greenways such as the Silver Comet Trail. The City of Smyrna is committed to the expansion and enhancement of its system of greenways, parks, and the development of new linear park facilities. New greenways will be created connecting parks, public facilities, and activity centers. Linkages and trailside amenities will also be created between the city's trail system, pedestrian network, and residential neighborhoods.

It should be noted that this development area for most part reflects existing parks and conserved areas at the time of the last plans adoption, not proposed or potential areas. Also as noted earlier, parks often are integral to the overall character of the surrounding neighborhood and may best be described as part of a larger development area. A close look at future park expansions and plans should be made to determine if additional areas should be included in this development area as part of this planning effort, or indeed whether the development area should be deleted and the area designated as PRC integrated into other surrounding development areas.

Table B-9. Future Development Area and Zoning Comparison

Future Development Area	Corresponding Zoning District
Suburban Residential	R-30, R-20, R-15, OI
Moderate Density Residential	R-15, OI
Medium Density Residential	R-12, RAD, PUD, OI
Urban Residential	RAD, RMC-8, RM-10, RM-12, RM-15, RD, RD-4, RTD, OI
Neighborhood Activity Center	LC, NS, FC
Community Activity Center	GC, MU, NS, TS
Mixed Use	CBD, MU
Office / Professional	OI, OD
Industrial Area	LI, OD
Public / Institutional	OI
Parks / Recreation / Conservation	R-15

Source: Robert and Company, 2007

KEY OBSERVATIONS:

- Compared to other future development or future land use maps around the state, the Smyrna Future Development Map is very prescriptive and describes the development areas in terms of primary land use at the parcel level, very similar to a zoning map. The advantage of this is that it is easy to apply and interpret, as well as transparent, because it is so specific. On the other hand, it does not offer much in the way of land use flexibility and does not necessarily enhance or reflect the distinct character of a particular area, for example, where design overlays may be applied. Through this planning process, the City may want to consider revising the current palette of development areas it uses.
- The adopted plan had identified as an issue that “Our community’s land use/development regulations and Future Land Use map do not match.” This point needs to be further explored through the public involvement process to see if this perspective is still shared today.

Table B-10. Future Development Area Acreage Totals

Future Development Areas	Acres	Percent Total Land Area
Suburban Residential	4,285.2	44.4%
Moderate Density Residential	798.7	8.3%
Medium Density Residential	1,056.5	10.9%
Urban Residential	879.9	9.1%
Neighborhood Activity Center	146.0	1.5%
Community Activity Center	442.6	4.6%
Mixed Use	631.4	6.5%
Office / Professional	133.5	1.4%
Industrial Area	620.5	6.4%
Public / Institutional	348.8	3.6%
Parks / Recreation / Conservation	316.3	3.3%
Potential Annexation Areas	189.5	N/A
Total (Excluding Annexation Areas)	9,659.2	100.0%

Source: Robert and Company, 2007

REVIEW OF ENVIRONMENTAL CONDITIONS AND NEEDS

The City of Smyrna's natural features are typical of similar Atlanta communities close to the Chattahoochee River. It is primarily characterized by a mature tree canopy, a protected stream network, and sloping topography. As the following evaluation of environmental planning criteria indicates, there are few natural constraints to development in the City, but those that do exist are primarily associated with the protection of the City's water resources and associated sloping topography near the city's watercourse network. In particular, natural constraints are most prominent along the Chattahoochee River, Nickajack Creek, Laurel Creek, and Poplar Creek. In addition, as the Topology Map indicates steep slopes are also found along both sides of the appropriately named Ridge Road.

EVALUATION OF ENVIRONMENTAL PLANNING CRITERIA

Protecting the city's natural environment plays an important role in furthering the quality of life for Smyrna residents and contributes to a healthy regional ecosystem that is sustainable for generations to come. The City of Smyrna's ordinances and development regulations help achieve these important needs by including a series of provisions that maintain consistency with the Metropolitan North Georgia Water Planning District plans and the Part 5 Environmental Planning Criteria of the Georgia Planning act that are administered by the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR). Consistency with these plans and criteria are described in the following section.

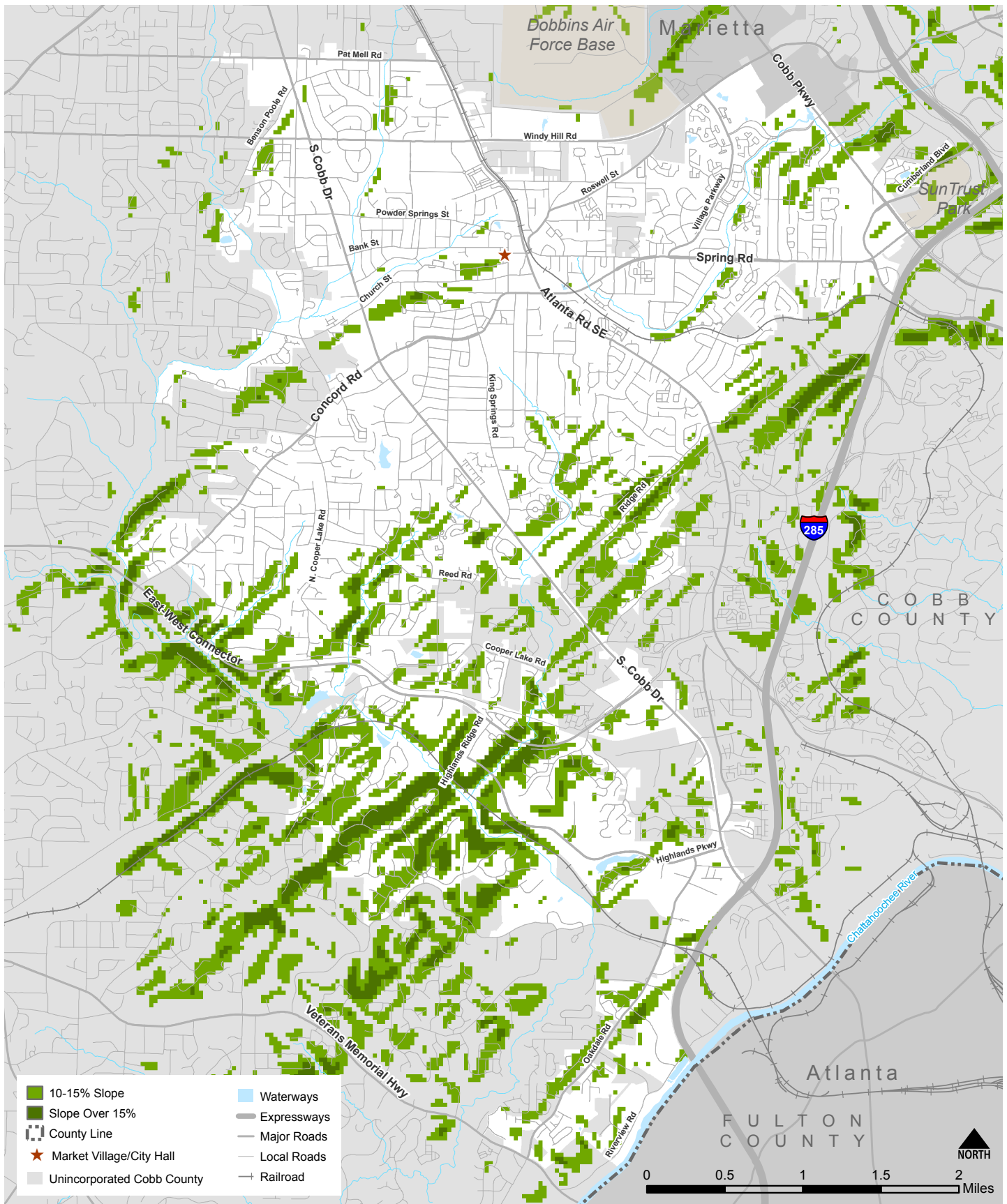
REGIONAL WATER PLANS

The City of Smyrna is part of the Metropolitan North Georgia Water Planning District (MNGWPD), which was created in 2001 to oversee regional water management for over 100 jurisdictions within metropolitan Atlanta, including Cobb County and the City of Smyrna. The MNGWPD oversees implementation of the Water Resource Management Plan, which addresses the region's water resources and its water, wastewater, and watershed management infrastructure. The water supply and wastewater plans are implemented through water and wastewater service providers. For the City of Smyrna, the Public Works Department in conjunction with the Cobb County Watershed Stewardship Program oversees implementation of these items.

The Watershed Management Plan includes local management measures that are to be undertaken by all MNGWPD jurisdictions. These measures include five model ordinances to be adopted by all local jurisdictions within the MNGWPD. The ordinances are for Post-development Stormwater Management, Floodplain Management and Flood Damage Prevention, Stream Buffer Protection, Illicit Discharges and Illegal Connections, and Litter Control. The City of Smyrna has adopted all of these regulations as a part of its Code of Ordinances, Chapter 46 - Environment:

- Article V. Stormwater Quality Management
- Article VI. Stream Buffer Protection
- Article VII Stream Buffer Protection
- Article VIII. Illicit Discharges and Illegal Connections

Flood hazard reduction measures are addressed in Code of Ordinances, Chapter 54 - Floods. Litter control measures are addressed in Code of Ordinances, Chapter 89, Article IV - Litter.

Figure B-20. Topography Map

Sources: City of Smyrna GIS Department; Atlanta Regional Commission

DNR ENVIRONMENTAL PLANNING CRITERIA

Cobb County and its member municipalities have adopted Part V of the Georgia Planning Act, the environmental planning criteria developed by the Department of Natural Resources (DNR). These standards include requirements governing development in water supply watersheds, groundwater recharge areas, and river corridors (DNR Rules for 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 cannot be treated to meet drinking water standards.

The City of Smyrna is situated within two large watersheds, the Rottenwood Creek and the Nickajack Creek Basin. Both of these areas are sub-watersheds of the Chattahoochee River Basin. Approximately 22 percent of Smyrna's land area lies within the Rottenwood 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). This seven mile radius shown on the Water Supply Watershed map, and as can be seen nearly all of the city lands lie within it.

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, as shown in Figure B-21; 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.

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, the location of the buffer can be seen on the Water Features Map. Proposals that are consistent with the Chattahoochee Corridor Plan are then permitted and monitored by the City.

This map illustrates the Upper Chattahoochee Watershed and the Middle Chattahoochee-Lake Harding Watershed in Cobb County, Georgia. The Chattahoochee River is shown flowing through the center, with various creeks and streams branching off. The map includes labels for major roads, cities, and parks. A legend in the bottom left corner provides a key for the symbols used, including watershed boundaries, water intake points, county lines, and various land features. A scale bar and north arrow are located in the bottom right corner.

Legend:

- Watershed Boundary
- Chattahoochee River
- Streams
- Lakes and Ponds
- Stream Buffer
- Chattahoochee River Buffer
- 100-Year Floodplain
- Wetlands
- Water Intake Point 7-Mile Buffer
- Market Village/City Hall
- County Line
- Unincorporated Cobb County
- Expressways
- Major Roads
- Local Roads
- Railroad

Map Labels:

- Marietta
- Dobbins Air Force Base
- Pat Melli Rd
- Benson Poole Rd
- Windy Hill Rd
- Roswell St
- Powder Springs St
- Bank St
- Spring Rd
- Atlanta Rd SE
- Concord Rd
- King Springs Rd
- Reed Rd
- Cooper Lake Rd
- S. Cobb Dr
- Highlands Pkwy
- Onkato Rd
- Riverview Rd
- Chattahoochee River
- Atlanta
- FULTON COUNTY
- Upper Chattahoochee Watershed
- Middle Chattahoochee-Lake Harding Watershed
- Cobb County
- SunTrust Park
- Cumberland Blvd
- Poplar Creek
- Rottenwood Creek
- Vinings Branch
- Orchard Knob Creek
- Gilmore Creek
- Concord Creek
- Conroe Creek
- Hasty Creek
- N. Cooper Lake Rd
- Cooper Lake Creek
- Nickajack Creek
- Laurel Creek
- Highlands Ridge Rd
- East-West Connector
- Mill Creek No. 2
- Favor Creek
- Theater Branch
- Smyrna Branch
- Church St
- SC Cobb Dr
- Richie Rd

Scale: 0 to 2 Miles

North Arrow: NORTH

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's map of protected mountain areas.

KEY OBSERVATION:

- The City is compliant with the Metropolitan North Georgia Water Planning District plans and the Part 5 Environmental Planning Criteria of the Georgia Planning act that are administered by the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR)

LAND USE RECOMMENDATIONS OF RELATED STUDIES

COMPREHENSIVE PLAN 2030

The existing City of Smyrna Comprehensive Plan 2030 serves as the foundation for this update, and as such serves as a reference point for this assessment. Indeed, many of the findings from Comprehensive Plan 2030 prepared have either not changed or changed little. This is particularly true of the assessment of natural resources. Changes to the plan are being driven by development projects both within and near the city boundaries, minor changes in the city boundaries due to annexations, and recent planning studies. Through this comprehensive planning process, the land use recommendations and policies, particularly as expressed through the Future Development Map and its supportive narrative will be evaluated and revised if appropriate.

SMYRNA STRATEGIC VISION PLAN

The Smyrna Strategic Vision Plan not only defines an overall city vision that will be evaluated and integrated into this plan, but also lays out a detailed implementation plan that includes a few land use related recommendations. In particular, the plan in short term (2015-2016) spelled out two action items: (1) "Evaluate the competitiveness of City incentives for new mixed-use development," and (2) "Create gateways into Smyrna that are recognizable and distinct." Incentives for mixed use development could take the form of zoning code modifications, so the follow-up efforts to implement this task should be reviewed. The other action item of creating gateways can be as simple as installing new monument signs or as complex as creating architectural design guidelines that facilitate an inviting character that is reflective of the city at its main entry points. The Future Development Map could play an important supportive role in this effort.

SPRING ROAD LCI STUDY

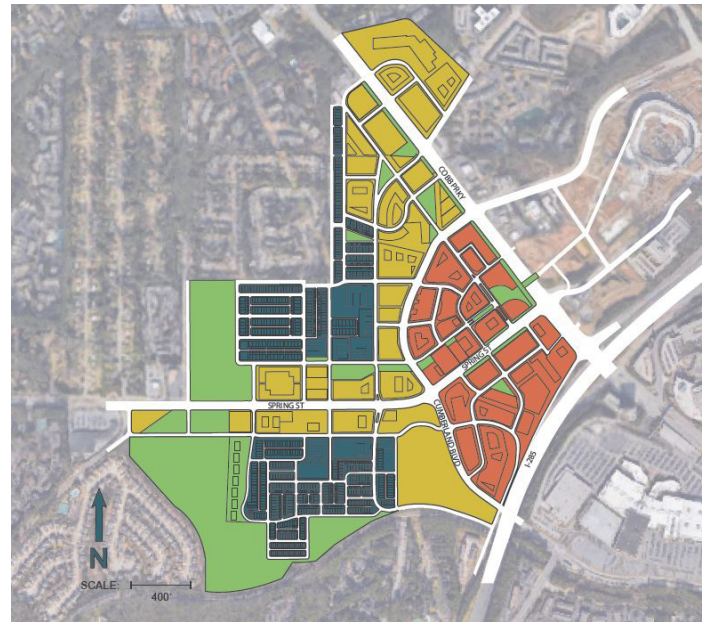
Another key planning effort is the Spring Road LCI Study. Final recommendations from that study will be evaluated in the implementation planning phase of the project. A companion effort was undertaken by Georgia Tech, who was working on a Studio Report related to the Spring Road Gateway to Smyrna. Final recommendations of the report will be evaluated in the implementation planning phase of the project.

GEORGIA TECH STUDIO SMYRNA CROSSROADS STUDY

In coordination with the Spring Road LCI Study, graduate students in the Georgia Tech School of City and Regional Planning completed a vision plan for the Spring Road gateway area near SunTrust Park in December 2016. Land use recommendations for the gateway area include: 1) higher density, mixed-use development near the intersection of Spring Road and Cobb Parkway; 2) medium density, mixed-use development transitioning west into residential neighborhoods; 3) an infill traditional residential neighborhood; and 4) the creation of Jonquil Park, funded by a potential Tax Allocation District (TAD).

SOUTH COBB DRIVE CORRIDOR IMPROVEMENT STUDY

The South Cobb Drive Corridor Improvement Study addressed the segment of South Cobb Drive between Concord Road and Windy Hill Road. The study developed alternative concepts for the road as a multi-modal corridor, including strategies to improve safety, connectivity, and capacity on the roadway. It also examines appropriate land uses, redevelopment opportunities, and aesthetic improvements to the corridor. A preferred alternative will be selected and adopted in late Spring 2017.



- | | |
|--|---|
| ■ The Bridge District | ■ The Gateway |
| ■ East Spring Neighborhood | ■ Jonquil Park |



Top to bottom: 1) Four core areas envisioned in the Georgia Tech Smyrna Crossroads Study; 2) Redevelopment opportunities identified as part of the South Cobb Drive Corridor Improvement Study.

KEY OBSERVATIONS:

- From a land use perspective, there are a few recommendations from the Vision Plan that can be further explored as part of updating the Comprehensive Plan. In particular, an evaluation of the City's incentives for mixed use developments and creation of distinct gateways.
- The Spring Road LCI Study efforts need to be monitored to see what land use recommendations need to be incorporated into the Comprehensive Plan.

KEY FINDINGS

1. The City is built out, new development will take the form of redevelopment along the major commercial corridors, particularly along Spring Road and South Cobb Drive.
2. With the city being primarily residential, the quality of schools has a significant impact on future growth. It must be recognized, however, that decisions of school expansion, location and curriculum are not under the jurisdiction of the City Government, but rather the Cobb County School District.
3. Spin off effects from SunTrust Park (Spring Road Corridor) will have a direct impact on redevelopment efforts along Spring Road, and the City has undertaken a planning effort to address and study what those impacts and preferred vision for the Spring Road corridor should be. The final recommendations of the Spring Road LCI Study will be incorporated into the recommendations of this update based on direction from City staff.
4. Overlay Districts are inconsistent in application, process and procedure and should be standardized in the code to improve their utility, this update will offer high level recommendations as to how to revise the code.
5. The current Future Development Map, also known as the Future Land Use Map, is very land use specific, could be improved by reflecting character of different neighborhoods and incorporating overlay design districts, but this is a decision that will be explored through the public engagement process and will be to the City Council to determine if changes are needed.
6. There are few natural constraints for further development in the City, and there are policies and regulations in place to protect natural resources that would be threatened by future development. This too will be a topic to explore with public through this planning process, to determine if further protections are needed or desired and should be revised



TRANSPORTATION

INTRODUCTION

High performing, multi-modal transportation infrastructure is crucial to maintaining quality-of-life for Smyrna residents, supporting local businesses, and ensuring the future success of the City. This section provides an assessment of mobility in Smyrna, addressing the existing and planned multi-modal transportation system. The key strategies guiding future transportation projects in Smyrna include the Cobb County Comprehensive Transportation Plan 2040 – Cobb in Motion (completed in 2015), and The Atlanta Regional Commission’s (ARC) ‘Atlanta Region’s Plan’ (updated in March 2016). Other plans that will provide targeted improvements to the City’s transportation network include the Smyrna Spring Road Corridor Livable Centers Initiative (LCI) Study and the South Cobb Drive Corridor Improvement Study, and the Georgia Department of Transportation’s (GDOT) Major Mobility Investment Program (MMIP).

TRANSPORTATION PLANS AND STRATEGIC PROJECTS

ATLANTA REGION’S PLAN

The ARC’s ‘Atlanta Region’s Plan’ is a long-range transportation strategy for infrastructure investment to improve mobility in the region. The plan aims to provide Atlanta with world-class infrastructure to build a competitive economy and develop healthy, livable communities. The plan allocates funding for the following project with significant impact for Smyrna.

The ARC Transportation Improvement Program 2016-2021 that is part of the plan allocates \$42.05 million to the **Windy Hill Boulevard Widening and Complete Streets Project in north Smyrna**. This project is a jointly funded project between Cobb County and City of Smyrna and will reconstruct the existing 5-lane roadway between South Cobb Drive and Atlanta Road with a multi-modal boulevard. The proposed roadway will accommodate all forms of travel including vehicular, pedestrian, bicycle, and transit and reduce congestion by providing four limited access express through lanes. The project will incorporate complete streets design guidelines, promoting pedestrian and cyclist use and safety through landscaping, lighting, and street furniture.



MAJOR MOBILITY INVESTMENT PROGRAM (MMIP)

Through the MMIP, the Georgia DOT has focused on 11 major mobility investment projects to strategically reduce congestion along key freight and passenger corridors by improving road and bridge infrastructure. Several of these highway projects will impact traffic flow in and around Smyrna, including two new express lanes in each direction on I-285 from I-75 to I-85 and one new express lane in each direction on I-285 from I-20 to I-75.

SPRING ROAD LCI STUDY

The Livable Centers Initiative (LCI) is a program offered by the Atlanta Regional Commission that encourages local governments to implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities. The Spring Road Corridor LCI aims to improve the aesthetics and functionality of Spring Road, a key corridor in Smyrna. The study focuses on guiding redevelopment along Spring Road, identifying appropriate investment projects and enabling Spring Road to benefit from its strategic location near Cumberland CID and SunTrust Park.

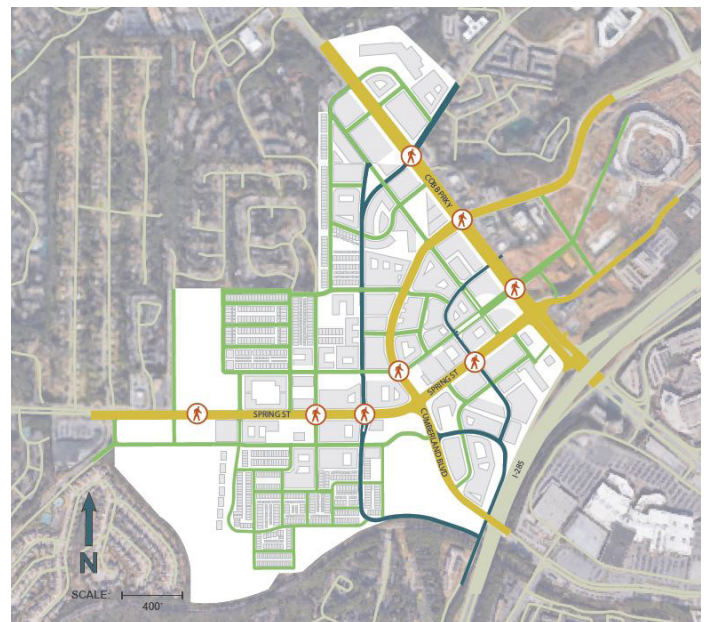
GEORGIA TECH STUDIO SMYRNA CROSSROADS STUDY





In coordination with land use recommendations (see page B51), the Georgia Tech Smyrna Crossroads Study proposes improvements to the transportation system in and around the Spring Road gateway area near SunTrust Park. The study proposes citywide recommendations, such as pedestrian/bicycle connections and transit service to better connect the study area with surrounding neighborhoods. Within the study area, recommendations include: 1) incrementally building out a connected street network; 2) improved pedestrian crossings; and 3) a street hierarchy comprised of vehicular thoroughfares, multi-modal connectors, and neighborhood greenway typologies.

SOUTH COBB DRIVE CORRIDOR IMPROVEMENT STUDY

Similarly, the City of Smyrna, in association with the Georgia Department of Transportation (GDOT), is conducting a Corridor Improvement Study (CIS) for South Cobb Drive (SR 280) between Concord Road and Windy Hill Road. South Cobb Drive is an important north-south corridor, providing access to I-75 and I-285 and commercial, retail, and office centers in Smyrna. The City of Smyrna's vision for South Cobb Drive is to transform the transportation arterial into a dynamic retail, residential, and mixed-use commercial corridor.

The Spring Road, Windy Hill Road, and South Cobb Drive projects will complement Market Village and Atlanta Road to enhance and connect Smyrna's network of walkable and vibrant centers. These projects will improve mobility options in Smyrna, encouraging active transportation and supporting future economic and population in the city. The recommendations from these studies should be incorporated and reflected in the recommendations of the 2040 Comprehensive Plan.



-  Major bike/ped crossing
-  Vehicular Thoroughfares
-  Multi-modal connectors
-  Neighborhood Connectors

Proposed street network for the Georgia Tech Smyrna Crossroads Study

CONCORD ROAD LINEAR PARK

The City completed a development concept study for the Concord Road corridor in March 2015 to determine the best use of city-owned parcels adjacent to the roadway. The recommended concept is a linear park, with some parcels sold off for commercial development to assist in funding the park. The park will include a walking path, wellness area, pond, public restrooms, parking, and a bike share station.

SPECIAL PURPOSE LOCAL OPTION SALES TAX (SPLOST) PROJECTS

In 2014, Cobb County voters approved a one cent SPLOST that is projected to provide \$750 million between FY 2016 and FY 2023. Of this, \$52.7 million will be allocated to City of Smyrna projects alone based on population. Most of this money is allocated for transportation, and when combined with countywide projects located within the city, the approved 2017 City of Smyrna budget identifies \$62.7 million in transportation related projects being funded by the SPLOST. These projects include the following roadway improvements:

- Windy Hill Road Improvements (joint project with the County)
- Church Street Improvements
- Pat Mell Road Improvements
- Spring Road and Cumberland Blvd Intersection Improvements
- Intersection Improvements at Five Points
- Concord Road at South Cobb Drive Intersection Improvements
- Riverview Road at South Cobb Drive Intersection Improvements
- Oakdale Road Improvements
- Dickerson Drive Improvements

In addition, the SPLOST will fund maintenance, upgrades, and general improvements to culverts, sidewalks, traffic calming, curb and gutters, trails, paving markings, as well help fund transportation related studies. The three largest of these general maintenance and improvement projects are \$575,000 a year for road resurfacing, \$300,000 a year for Congestion Relief Improvements, and \$150,000 a year for sidewalks.



Concord Road Linear Park development concept, featuring an extensive walking path.

Table B-11. SPLOST Funding - Projected Expenditures FY 2016 to FY 2023

Project	Total Cost
Windy Hill Road (joint project with Cobb County)	\$38,000,000
Church Street Improvements	\$900,000
Pat Mell Road Improvements	\$900,000
Spring Road and Cumberland Boulevard Improvements	\$4,000,000
Intersection Improvement at Five Points	\$1,000,000
Concord Road at S Cobb Drive Intersection Improvement	\$3,000,000
Riverview Road at S Cobb Drive Intersection Improvement	\$150,000
Oakdale Road Improvements	\$1,500,000
Dickerson Drive Improvements	\$1,000,000
Pedestrian Access Improvements	\$2,500,000
Gann Road Culvert Replacement	\$600,000
Congestion Relief Improvements	\$2,273,000
Traffic Calming	\$200,000
Traffic and Pedestrian Xing Signal Upgrades	\$150,000
Street Signage and Signal Pole Upgrades	\$300,000
Paths / Sidewalks	\$1,000,000
Resurfacing	\$4,000,203
Pavement Marking	\$250,000
Curb and Gutter	\$500,000
Stormwater Drainage Rehabilitation	\$300,000
Studies	\$250,000
Total Transportation Projects	\$62,773,203

Source: City of Smyrna 2017 Budget

ROAD NETWORK

The City of Smyrna's local road network is strategically connected to high capacity interstate highways and principal arterials located within Smyrna, including I-75, I-285, State Route (SR) 41 Cobb Parkway, and the East West Connector). Both I-75 and I-285 carry high traffic volumes and provide access to employment and activity centers across Metro Atlanta and beyond. The city's principal arterials include SR 41 Cobb Parkway, which is a key north-south link on the western edge of the city, and the East-West Connector, located in the south of Smyrna. Minor arterial roads as classified by GDOT include Atlanta Road, Windy Hill Road, Spring Road, SR 280 South Cobb Drive, and Concord Road east of South Cobb Drive. Cooper Lake Road SE and Concord Road west of South Cobb Drive are designated major collectors by GDOT.

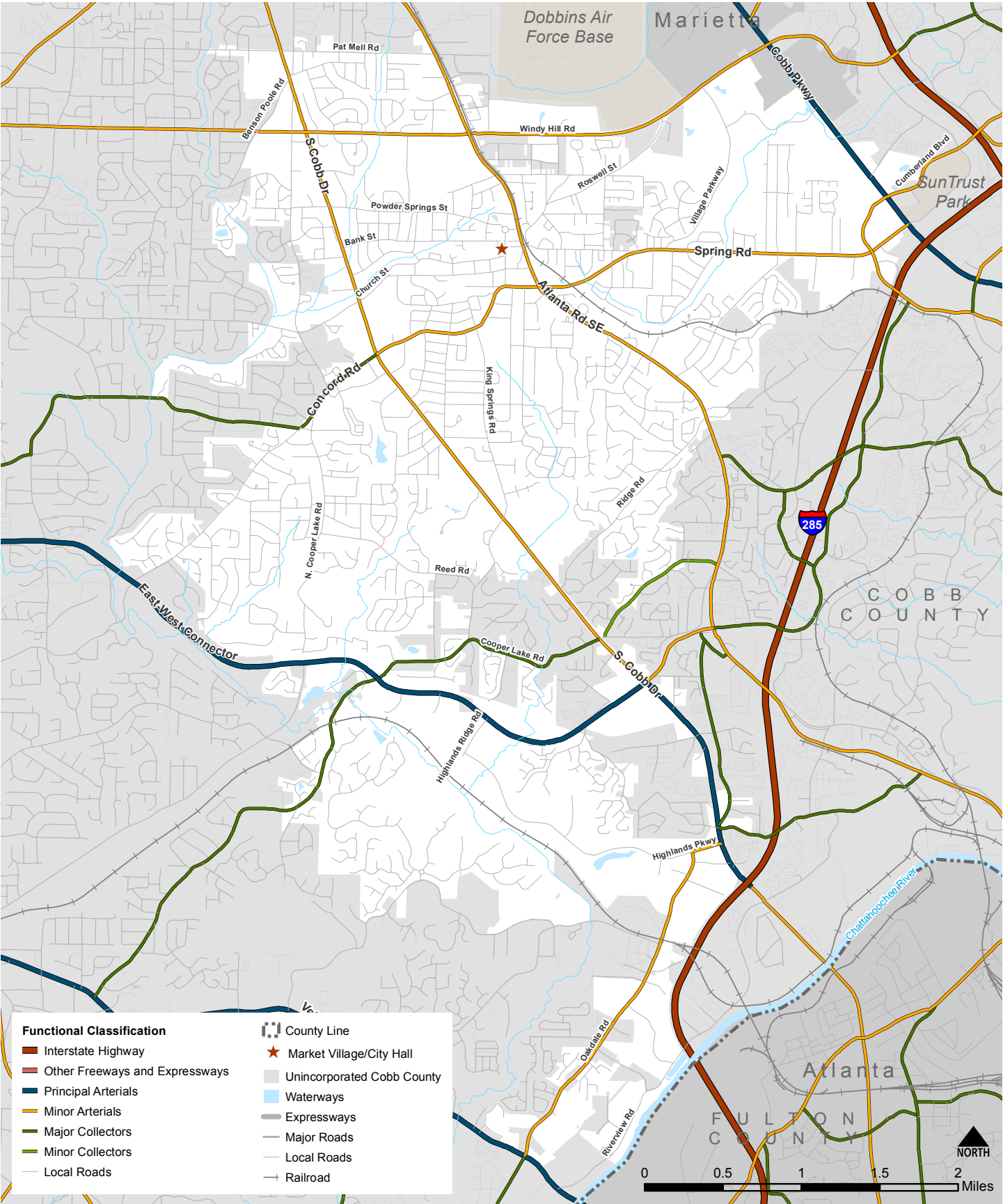
The built form of Smyrna is typical of low-density, suburban areas in Atlanta. This form of development has resulted in residential streets and neighborhoods that are inefficiently disconnected from the street grid, often with only one or two outlets to the city road network. Figure B-23 shows the effective road network for the city, highlighting the streets that are connected to the broader network by multiple outlets and those that are connected only by a single outlet, such as a cul-de-sac or subdivisions with a single entrance. Of the 225.7 total linear miles of roadway within City limits, 134.1 miles (59 percent) have multiple outlets and form a connected network, and 91.5 miles (41 percent) are single outlet roads that do not contribute to network connectivity.

This network design puts tremendous strain on key arterial and collector roads in Smyrna as local traffic cannot bypass these major roads on lower volume local roads. Subsequently, the resulting congestion on key arterials like Atlanta Road, Spring Road, and South Cobb Drive may affect the travel times of residents in Smyrna due to lack of sufficient connectivity.

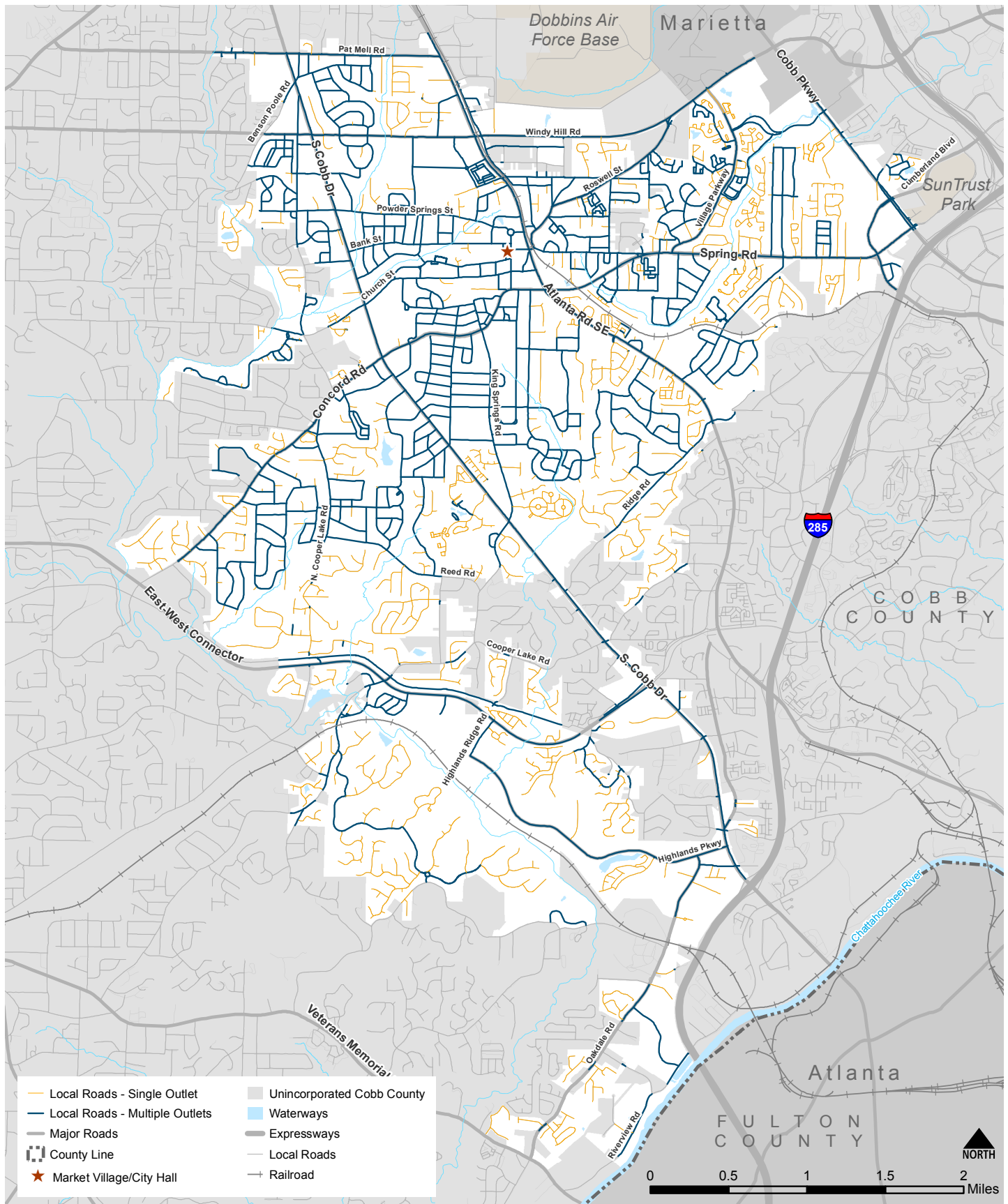
Community feedback collected in the Smyrna Strategic Vision Plan indicates residents are concerned about the impact on local roads from fans accessing the 41,000 seat SunTrust Park at nearby Cumberland CID. In 2017, the Atlanta Braves games are scheduled to begin at 7.30 p.m., with travel to games overlapping with evening peak traffic times.

Future projects including the widening of Windy Hill Road, known as the Windy Hill Boulevard Widening and Complete Streets Project, and Spring Road Complete Streets will increase the capacity, operation, and travel times on these key corridors. Guiding future development in Smyrna along a more regular and permeable street network would help spread traffic evenly across the local road network.

Figure B-22. Road Network Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission

Figure B-23. Effective Road Network Map

Sources: City of Smyrna GIS Department; Atlanta Regional Commission; Jacobs

FREIGHT

The movement of road freight in the City of Smyrna is served by two major Interstates (I-75 and I-285) and a GDOT-designated oversize vehicle route (South Cobb Drive), which together handle freight through traffic in and around the city. South Cobb Drive connects with industrial areas in Smyrna near Oakdale Road and Highlands Parkway. Both the ARC and American Transportation Research Institute (ATRI) pinpoint the intersection of I-285 west and I-75 north as the worst truck bottleneck in the region. This congestion is caused by freight traffic traveling from Chattanooga to Macon, avoiding Metro Atlanta. State Traffic and Report Statistics (STARS) database compiled by the GDOT show the maximum daily volumes for I-75 North is 25,000 trucks per day and 20,000 for I-285 west, making it the heaviest traveled truck corridor in Georgia. Road Freight traffic has the potential to impact travel times in Smyrna, especially during the peak times.

CSX operates a freight railroad connection through Smyrna, connecting to Inman Yard in West Atlanta and Cartersville in northwest Georgia. This line carries significant amounts of rail freight bound for Chattanooga and serves businesses located near the mainline.

Strategies and projects to improve the movement of freight around Smyrna include Atlanta Region's Plan, the GDOT Georgia Statewide Freight and Logistics Plan 2010-2050, and the Cobb County Comprehensive Transportation Plan Update 2040 (CTP). A proposal to reconstruct the interchange of I-75 and I-285 is outlined in Atlanta Region's Plan along with the "Northwest Corridor" project currently under construction, which will add corridor capacity along I-75 to I-285 and improve the flow of traffic, assisting the movement of freight. The CTP has a goal to increase capacity and operations along major truck freight routes through Cobb County through roadway widening or signal timings. The strategy outlines innovative strategies for moving road freight, including potential truck friendly lanes on key corridors.

TRANSIT

Transit in Smyrna is provided by CobbLinc which operates services between Cobb County and Downtown Atlanta. Four services operate within the City of Smyrna, including routes:

- **10** - Marietta Transfer Center to MARTA Arts Center Station, via Cobb Parkway.
- **15** - Marietta, south to County Services Parkway, then Windy Hill Road west to Wildwood office park.
- **20** - Marietta to Cumberland Mall, via South Cobb Drive.
- **25** - Cumberland Transfer Center, to MARTA's Hamilton E. Holmes station, via Concord Road and Mableton Parkway.

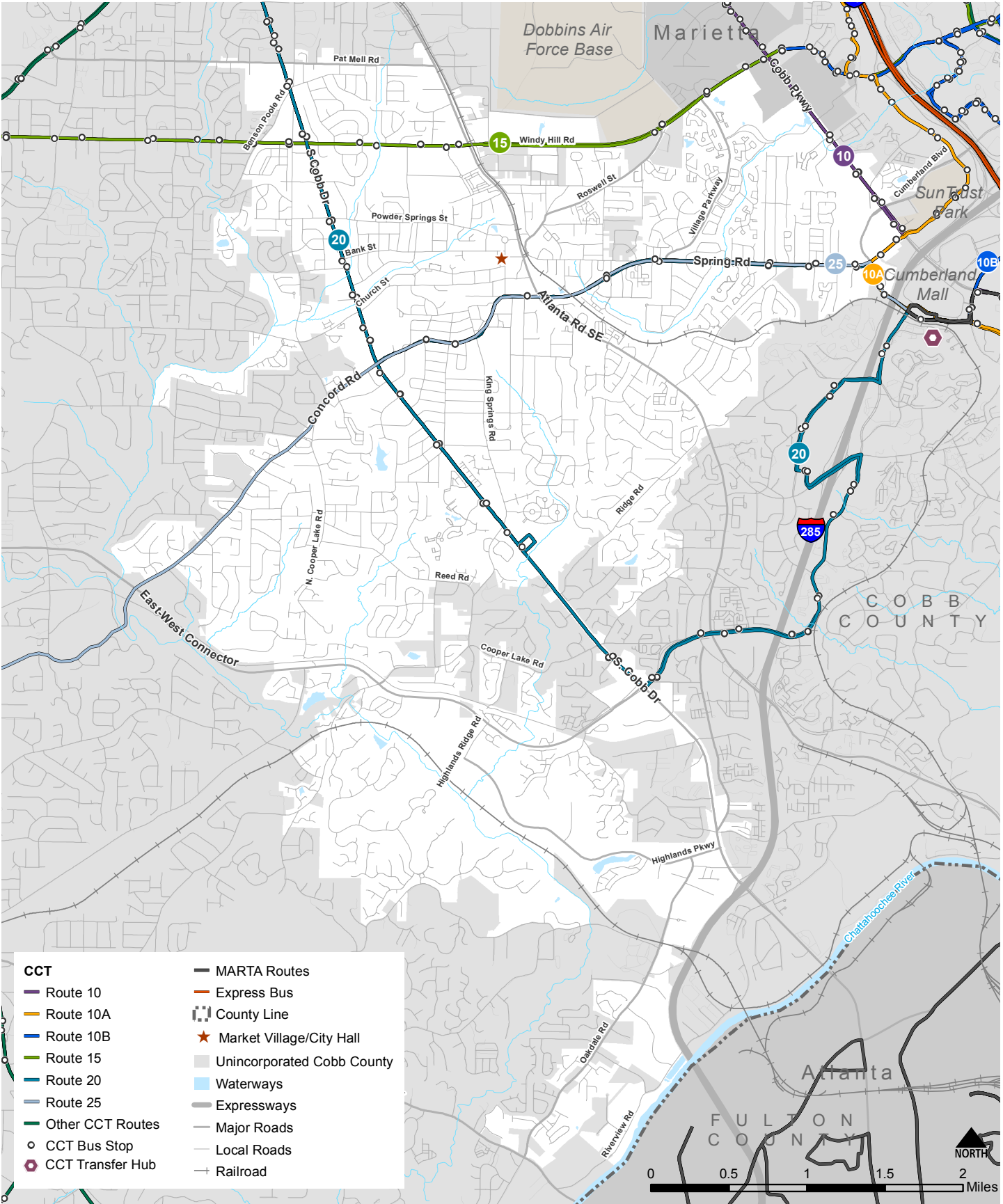
Routes 15, 20, and 25 are the chief routes serving major transportation corridors in Smyrna and connect with Cobb Express buses to Metro Atlanta along Interstate 75. Routes 15 and 20 operate a bus every 30 minutes from Marietta during peak times. Outside peak times and on Saturdays, Route 20 provides a bus every 60 minutes. Route 25 operates a bus every 60 minutes Monday through Saturday. CobbLinc services do not operate on Sunday. Route 10 operates Monday through Saturday with a bus every 30 minutes during peak times. There are no

park-and-ride facilities within the City of Smyrna, with the Marietta park-and-ride facility located to the north of Dobbins Air Force Base being the closest services for Smyrna residents.

CobbLinc operates 100 buses on 18 routes and makes more than four million trips per year. In 2016, CobbLinc revised its schedule and added 35 new buses and a new Route 25 to its service. Despite these improvements, transit options in Smyrna are limited. Community feedback in the 2014 Smyrna Vision Plan identified transit services operated by CobbLinc as being insufficient for the community's transit needs. More reliable, frequent and fast services to Cumberland CID and Metro Atlanta are desired, including a potential rail connections to MARTA. A dedicated city shuttle service connecting Smyrna with Cumberland CID was also proposed by residents.

Increasing the frequency, scheduling and speed of Routes 15, 20, and 25 through Smyrna would have an immediate and greater benefit for the majority of Smyrna residents. Increasing the time advantage of bus services through the installation of dedicated priority lanes on Windy Hill Road, Spring Road and South Cobb Drive during peak times would also make transit a more attractive transportation option.

Figure B-24. Transit Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission; Jacobs; Cobb Community Transit

ACTIVE TRANSPORTATION

Active transportation includes any form of transportation powered by human activity, typically walking and bicycling. Active transportation is proven to improve health, quality of life, and economic development in communities and is supported by a network of safe and connected sidewalks, bike lanes, greenways and trails. Active transportation projects in Smyrna are guided by the Cobb CTP Active Transportation Policy and Program improvement and the City of Smyrna's Master Plan LCI Study. Figure B-25 on page B64 shows the existing active transportation facilities in the city. Sidewalks are the most common form of active transportation infrastructure in Smyrna, bolstered by 10-foot-wide shared paths for pedestrians and cyclists along select corridors and the Silver Comet Trail (see page B65 for more information). There are no on-street bicycle facilities in the city.

URBAN CORE

The pedestrian network is strongest around Market Village and along key roads, including Concord Road, Spring Road, South Cobb Drive, Windy Hill Road, and Atlanta Road. These areas provide access to retail, civic, and recreational areas in Smyrna and CobbLinc bus connections to Marietta and Cumberland Mall.

RESIDENTIAL NEIGHBORHOODS

More recently built residential neighborhoods generally have a sidewalk on one side of the road. Streets in older residential neighborhoods are often without sidewalks, and pedestrians are faced with a variable environment, including obstruction from public infrastructure; parked cars; trees and landscaping; walking on private property along roads; and uneven terrain. These obstacles increase the danger for vulnerable pedestrians-- including the elderly, disabled and children-- to be exposed to passing vehicle traffic.

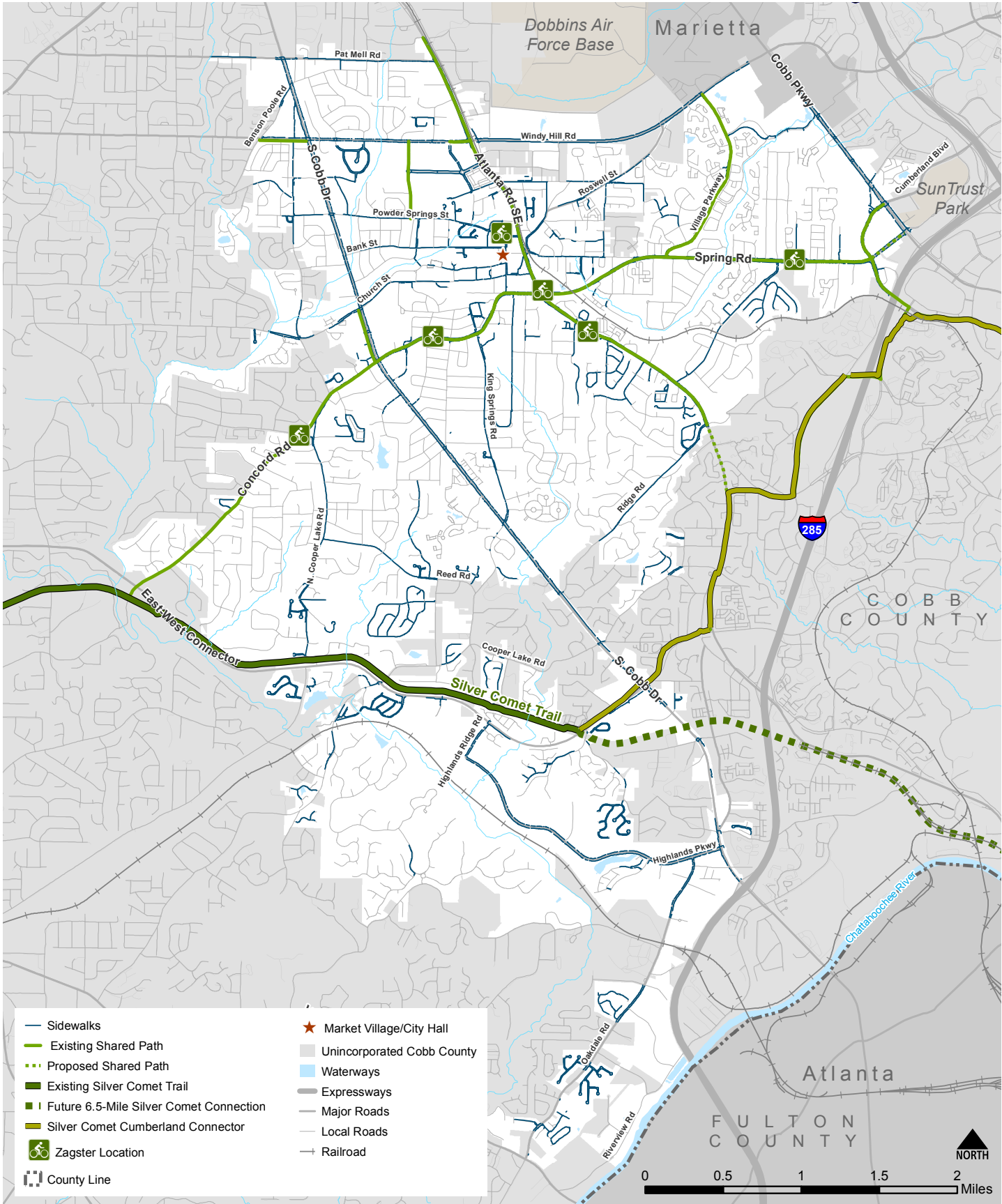
RECREATION

The Silver Comet Trail does not connect to as many uses as do other paths, and it is used primarily for recreation. Cyclists and hikers from across the region come to Smyrna to use the trail. Most city parks are located within residential neighborhoods and are connected to a sidewalk or shared path on at least one side.

IMPACT OF CITY FORM

The City's low-density urban form and disconnected street grid create another barrier to active transportation. Compared to a connected street network, this type of neighborhood design can often significantly increase the walking distance and time to destinations by requiring a circuitous route rather than a direct one.

Figure B-25. Bicycle and Pedestrian Facility Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission



Left to Right: 1) Atlanta Road Shared Path; 2) Covered pedestrian and bicycle bridge at the Spring Street Shared Path

MAJOR CYCLE ROUTES

There are four recommended cycle routes in Smyrna, including the Atlanta Road Shared Path, Spring Road Shared Path, Village Parkway Shared Path, and Silver Comet Trail.

1. The **Atlanta Road Shared Path** is a 10-foot-wide path that runs along Atlanta Road beginning at Pat Mell Road in the north and ending at Ridge Road in the south. The path is shared between cyclists and pedestrians and crosses many residential and commercial entrances, creating potential conflicts with motorists. At Windy Hill Road, users must cross Atlanta Road to continue along the path.
2. The **Spring Road/Concord Road Shared Path** is the primary cycle route between the Cumberland CID and the Silver Comet Trail, hitting several destinations within the City along the way. This connection to the Cumberland Transfer Center within the CID provides Metro Atlanta transit riders with access to the local trail network. However, like Atlanta Road, the path crosses many parking lot entrances, roads, and private driveways, potentially posing safety risks for cyclists.

3. The **Village Parkway Shared Path** is a scenic, 10-foot-wide path along the west side of Village Parkway, connecting Spring Road to Windy Hill Road.
4. The **Silver Comet Trail** is a 61 mile long, off-road, paved trail that starts at the Mavell Road Trailhead in Smyrna and ends at the Georgia/Alabama state line, near Cedartown. Smyrna residents account for 434,000 uses of the Silver Comet Trail per year – or around 1/4 of the total usage statewide. A plan to acquire 7 miles of Silver Comet railroad track and convert it to trail would connect the Silver Comet and the Atlanta BeltLine Trails. This connection would provide a significant boost to cycling in Smyrna and the wider Atlanta region as it would provide a safer commuting option for Smyrna residents to employment, education, transit, and cultural locations in Metro Atlanta than current on-road routes.

Since 2015, the City of Smyrna has provided a Bike Share program operated Zagster Bikes. The City has installed five sharing stations at Smyrna Public Library, Taylor-Brawner Park, Jonquil Park, and two on Concord Road, allowing easy access to the Spring, Concord and Atlanta Road shared paths. Rides are free for the first four hours, and then five dollars per hour after that up to forty dollars.



Left to Right: 1) Neighborhood road without sidewalks; 2) Zagster bike share station at Market Village

Smyrna's bike share program provides access to residential and commercial areas, transit services and trails within Smyrna and beyond.

Community feedback in the Smyrna Strategic Vision Plan indicated a desire for safer and more pedestrian and biking friendly environment in Smyrna. The City of Smyrna is improving the experience of pedestrians and cyclists through the Windy Hill Boulevard Project and Spring Road Complete Streets Programs. The Cobb County CTP Update 2040 has allocated funding for improved sidewalks and pedestrian infrastructure in Smyrna, including \$2.5 million for pedestrian crossing and access improvements at Spring Street, Hawthorne Avenue, and South Cobb Drive. The plan also allocates \$200,000 to install traffic calming devices, \$150,000 for traffic and pedestrian crossing signal upgrades, and \$1 million for new sidewalks and upgrades to existing sidewalks. These projects will improve the pedestrian environment in Smyrna and increase the attractiveness of walking as a transport option. Most of these projects are being funded wholly or in part through the 2016 SPLOST.

To increase the attractiveness of active transportation in Smyrna, the City should look to install sidewalks on all residential streets and roads within a walkable catchment of key retail and activity nodes, generally about 0.5 mile or ten

minutes' walk. Increased connections between neighborhoods, including laneways and trails, could also decrease the distance between residents and centers.

The City's new existing shared path systems should be installed with large signs, wayfinding, distinctive pavement marking and network maps. To increase the safety of pedestrians and cyclists using the city's shared paths, a right-of-way priority for pedestrians and cyclists over motorists at junctions and entryways that cross share paths could be instituted. Road safety infrastructure, including speed bumps, flashing lights and colored pavement, would reinforce this priority and decrease vehicle speeds at shared path junctions and entryways. Lastly, increased marketing of the City's bike network and bike share program, the creation of a network map and the development of cycle themed programs like free bike valet, would encourage residents to view active transportation as a viable, safe and attractive mobility option in Smyrna.

TRANSPORTATION AND LAND USE

Land use has a significant impact on the transportation system and affects the mobility options available to residents. Low-density single-family residential development dominates land use in Smyrna, with small pockets of medium density apartments clustered on key roads, including Atlanta Road, and around Market Village. Many neighborhoods are disconnected from the street grid and have only one outlet to the road network. This puts tremendous strain on key arterial and collector roads in Smyrna as local traffic cannot bypass these major roads on lower volume local roads. Subsequently, congestion on principal and minor arterials like Atlanta Road, Spring Road, and South Cobb Drive affects the travel times of residents in Smyrna.

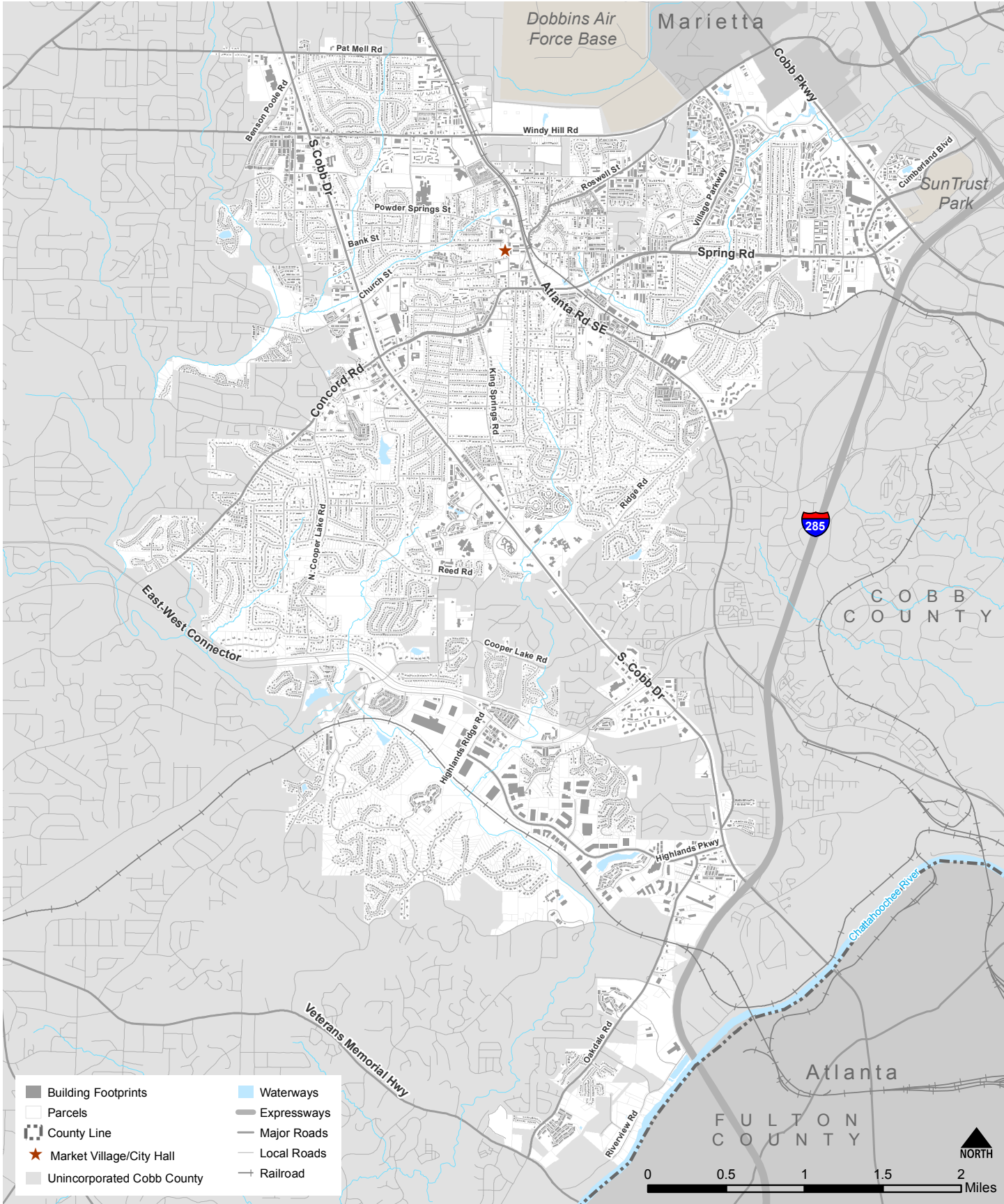
Smyrna's disconnected street network also reduces walkability in Smyrna by decreasing route options and increasing the distance to local shops and centers. Community feedback in the 2014 Smyrna Vision Plan indicated the urban form and street network in Smyrna made travel by private vehicle the only viable option for mobility throughout Smyrna. Active transportation was considered to be possible in limited areas of Smyrna.

Future residential and commercial growth should be focused on Market Village and along mixed use corridors, including Spring Road and Atlanta Road, to increase the viability and attractiveness of transit and active transportation. This would provide the population density required for increased transit services through Smyrna.

PARKING

A general inventory of parking facilities in the City can be found in the Cobb County Comprehensive Transportation Plan 2040 Update (Cobb CTP). It noted that parking is available in various public and private parking garages, surface lots, and on-street locations. Public parking facilities in Smyrna are generally off-street surface lots located off major roads, including South Cobb Drive and Windy Hill Road, as well as on street parking around Market Village. The Cobb CTP does not provide any detailed parking assessment of need; however in 2016, the City of Smyrna did approve \$288,152 for a new parking lot to be built at the intersection of Concord Road and Hollis Street, 0.7 miles south of Market Village to serve the new linear park on Concord Road.

Figure B-26. Road Network and Physical Form Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission

KEY FINDINGS

- Within the city core and along key transportation routes Smyrna is experiencing a greater density of development than what has historically occurred in the city. While this may increase future traffic congestion in Smyrna, it also presents an opportunity to increase mobility options in the city.
- The operation of SunTrust Park, the new home of the Atlanta Braves, has potential to severely impact the operation of local roads in Smyrna at least 81 days of the year. Close collaboration with Cobb County and other key stakeholders will be required to minimize the impact on the transportation system during Atlanta Braves games.
- Transit services in Smyrna are limited, infrequent, and slow. Collaboration with Cobb Transit to increase the frequency and scheduling of Routes 20 and 15 through Smyrna would make transit a more attractive option. The City could investigate the use of City resource as Park-and Ride facilities and dedicated bus priority lanes for Windy Hill Road, Spring Road, and South Cobb Drive during peak times to decrease transit travel times.
- The quality of active transportation infrastructure in Smyrna is varied and includes a well connected network of sidewalks in an around Market Village and along key roads, including Concord Road, Spring Road, and Atlanta Road, as well as four primary bicycle routes: the Atlanta Road Shared Path, the Spring Road/Concord Road Shared Path, the Village Parkway Shared Path, and the Silver Comet Trail . Nonetheless, there is need for improved infrastructure and information that can help increase the safety and attractiveness of walking and biking as a transport option for Smyrna residents.
- Smyrna is characterized by a low density urban form and disconnected street network. Increasing street connections in existing and new developments would improve route and mobility options for residents, increasing walkability and the operation of local roads in Smyrna.
- Higher density development should be focused at Market Village and along mixed use corridors, including Spring Road near Cobb Parkway and Atlanta Road, to increase the viability and attractiveness of transit and active transportation.



HOUSING

INTRODUCTION

Housing plays an important role in the story of Smyrna's history growth and future development. The housing available in the community and the form it takes impacts who lives and stays in the community over time. The mix of housing types shapes how people interact with each other and the built environment as well as the services and jobs that the community attracts. Availability of housing at different price points can also have an impact on business decisions to remain, expand, or locate in a community. This section takes a close look at how Smyrna's housing stock and housing policy interact with and impact the city's form and population by considering the following factors:

- Adequacy and suitability of existing housing stock
- Condition and occupancy
- Cost of housing (rental and ownership)
- Availability of housing options across the life cycle
- Housing needs of special populations
- Jobs housing balance
- Key findings and potential opportunities and issues based on the analysis

HOUSING STOCK

OVERALL MIX

Smyrna's housing stock consists of a variety of different types of both single-family and multi-family homes, with roughly 59 percent single-family homes, including both detached and attached units (e.g. townhomes), and 41 percent multi-family homes (duplex, fourplex, and multiple unit buildings). Single-family detached units make up the biggest segment of housing types, and multi-

family products with five or more units comprising another important segment of housing at roughly 35 percent. The city's housing stock is more diverse than that of Cobb County and the State of Georgia. The City of Marietta has a relatively similar mix of units with fewer single-family attached products and more multi-family units with 5 units or more.

Table B-12. Housing Structures

	Smyrna		Marietta		Woodstock		Cobb County		Georgia	
Total housing units	25,735	100.0%	26,277	100.0%	10,556	100.0%	290,963	100.0%	4,133,065	100.0%
1-unit, detached	10,716	41.6%	10,592	40.3%	6,997	66.3%	191,582	65.8%	2,742,156	66.3%
1-unit, attached	4,565	17.7%	3,039	11.6%	1,423	13.5%	23,475	8.1%	153,418	3.7%
2 units (Duplex)	349	1.4%	755	2.9%	19	0.2%	2,701	0.9%	91,607	2.2%
3 or 4 units (Triplex & Quadraplex)	1,090	4.2%	1,149	4.4%	162	1.5%	7,070	2.4%	124,540	3.0%
5 to 9 units	2,629	10.2%	2,903	11.0%	241	2.3%	16,747	5.8%	210,166	5.1%
10 to 19 units	3,573	13.9%	3,444	13.1%	710	6.7%	23,330	8.0%	194,905	4.7%
20 or more units	2,721	10.6%	4,130	15.7%	996	9.4%	21,680	7.5%	230,534	5.6%
Mobile home	92	0.4%	265	1.0%	8	0.1%	4,307	1.5%	382,992	9.3%
Boat, RV, van, etc.	-	0.0%	-	0.0%	-	0.0%	71	0.0%	2,747	0.1%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, DP04



Smyrna features an assorted housing stock, including detached single-family homes on lots of various sizes, attached single-family homes, and multi-family buildings.

AGE

An up-tick in housing built in the 1950s corresponds with the opening of Lockheed Martin in Marietta in 1951, which led to a surge in nearby job opportunities and demand for new housing – almost ten fold over the previous decades. Nearly 80 percent of the City's housing stock was built in 1970 or later. This is similar to Marietta at 76 percent and Cobb County at 85 percent. Located in the southern portion of Cobb County, it is not surprising that Smyrna has a higher percentage of housing built in the mid to early 20th century, compared to the county as a whole. The greatest percentage of the

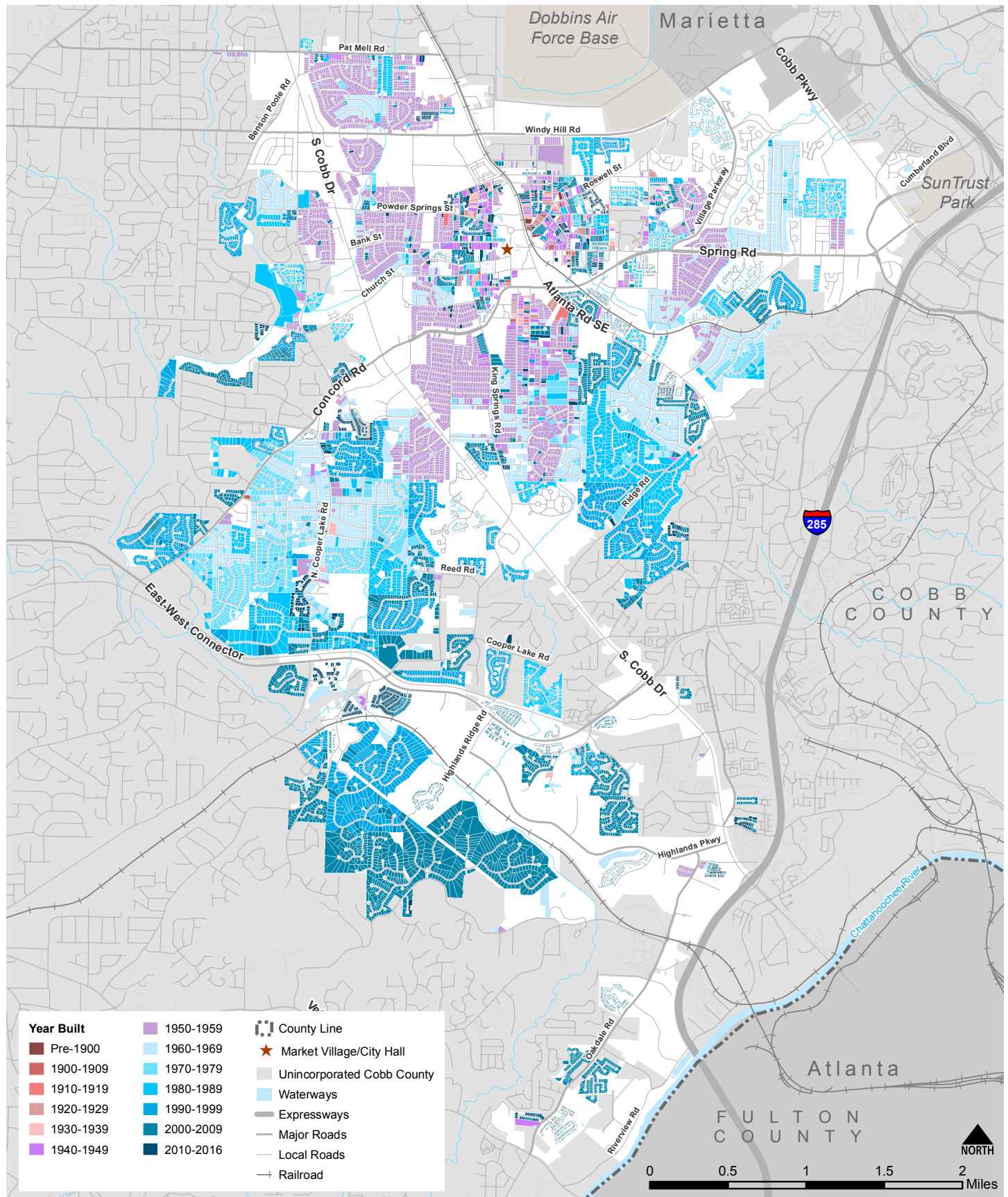
city's housing stock growth occurred during the 1980s when 27 percent of the city's housing stock was built. This concentration of 1980s built housing is similar to the makeup of nearby Marietta and Cobb as whole, reflecting the boom of growth of Atlanta's suburbs at the time.

As demonstrated by Figure 24, the grand majority of Smyrna's pre-1960s housing is located in the northern half of the city, with the newest units (those built between 2010 and 2016), interspersed throughout the city either as newer neighborhoods or infill units in preexisting neighborhoods.

Table B-13. Age of Housing

	Smyrna		Marietta		Woodstock		Cobb County		Georgia	
Total housing units	25,735	100.0%	26,277	100.0%	10,556	100.0%	290,963	100.0%	4,133,065	100.0%
Built 2010 to 2015	505	1.9%	456	1.8%	490	4.7%	4329	1.5%	67432	1.6%
Built 2000 to 2009	4,958	19.3%	3,368	12.8%	5,784	54.8%	55,394	19.0%	951,412	23.0%
Built 1990 to 1999	4,573	17.8%	4,783	18.2%	2,511	23.8%	64,408	22.1%	878,551	21.3%
Built 1980 to 1989	6,828	26.5%	6,343	24.1%	922	8.7%	76,482	26.3%	717,212	17.4%
Built 1970 to 1979	3,566	13.9%	5,038	19.2%	585	5.5%	47,108	16.2%	580,003	14.0%
Built 1960 to 1969	2,380	9.2%	2,319	8.8%	103	1.0%	23,954	8.2%	374,216	9.1%
Built 1950 to 1959	2,378	9.2%	1,707	6.5%	103	1.0%	12,414	4.3%	258,270	6.2%
Built 1940 to 1949	320	1.2%	901	3.4%	46	0.4%	3,183	1.1%	121,047	2.9%
Built 1939 or earlier	227	0.9%	1,362	5.2%	12	0.1%	3,691	1.3%	184,922	4.5%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, DP04

Figure B-27. Age of Residential Buildings*

*Apartments excluded from data source

Sources: City of Smyrna GIS Department; Atlanta Regional Commission; Cobb County Tax Assessor

DISTRIBUTION OF HOUSING TYPES

The existing land use map (see Figure B-14 on page B24) reflects the pervasiveness of low density single family residential (defined as three units per acre or less) on the City's landscape, particularly south of Spring Road and Concord Road, north of the East-West Connector. High density residential is concentrated in the northeast segment of the City, along the Village Parkway, Spring Road, and Atlanta Road corridors. High density residential is also an element of mixed-use projects of Belmont and Jonquil. Where these higher densities of people are located, there will be a high traffic impact on local roads (the Institute of Transportation Engineers (ITE) estimates an average number of 10 daily trips per single family dwelling and 6 daily trips per multifamily unit). This provides an opportunity to better incorporate other modes of transportation such as transit, walking, and biking, with focus on connecting people to common destinations such as parks, commercial areas, local job centers, and other community destinations.

NEIGHBORHOODS

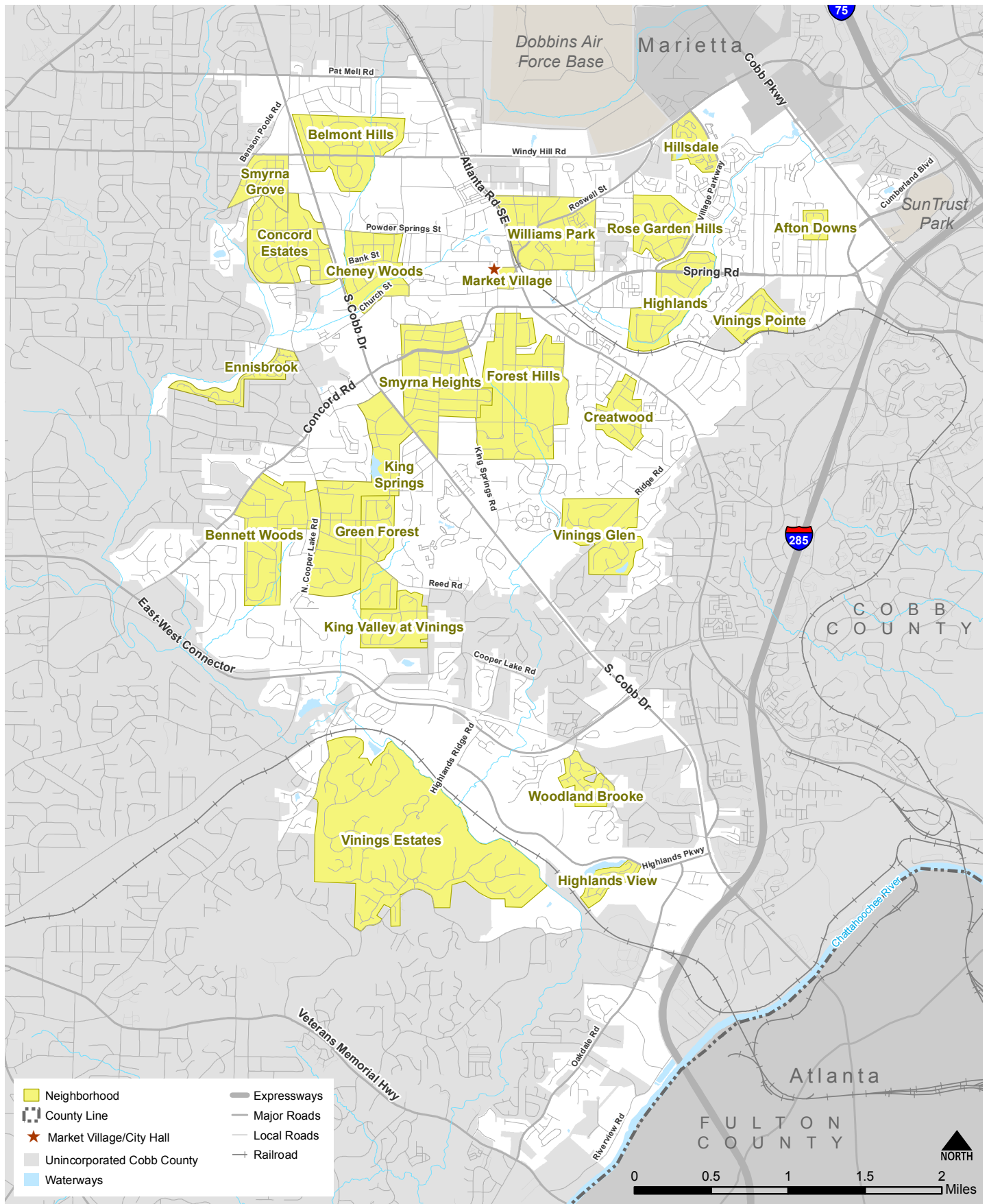
As discussed in the land use analysis, there are more than 360 formally identified neighborhoods/subdivisions within the city. (Figure B-28 shows some of the largest and most recognized neighborhoods in the city, but does not include all neighborhoods.) The neighborhoods and their suburban design have an important impact on the way the city functions. While offering privacy to residents, their insular design over time has contributed to arterial congestion at peak travel time and limited connectivity between different neighborhoods through the use of cul-de-sac and curvilinear street design. Although most of the neighborhoods are pedestrian friendly with sidewalks, some lack pedestrian connectivity between each other and to and from commercial and business areas. This can partially be attributed to topography and environmental constraints, such as streams.

HOUSING TRENDS

Recent investment around the Village Green and Market Village has introduced a new traditional development style within Smyrna that emphasizes connectivity and a positive relationship between residential units and street life. This has led to new housing products that are more reflective of an urban live, work, play environment, providing greater diversity in the City's housing stock and living environments. The diversification of housing makes Smyrna more accommodating as a life-long community by offering different housing products and living environments to accommodate the young and old alike.

Smyrna has been experiencing a continued evolution of its housing stock as a result of carrying out its vision for the community. Belmont and Jonquil are expected to add nearly 692 residential units to Smyrna between 2016 and 2017. Belmont includes senior units, which will help provide for aging in place alternatives within the city. Redevelopment of property along Smyrna's southern boundary and the Chattahoochee River is expected to continue to diversify the housing stock by adding approximately 608 units.

Figure B-28. Neighborhoods



Sources: City of Smyrna GIS Department; City of Smyrna Economic Development Department; Atlanta Regional Commission