

RESOLUTION 2023-05

A RESOLUTION OF THE CITY OF SMYRNA TO ADOPT THE UPDATE TO THE SMYRNA 2040 COMPREHENSIVE PLAN

WHEREAS: The Comprehensive Plan for Smyrna, Georgia is mandated by the Georgia Planning Act 634 (Georgia Law 1989, pp. 1317-1391). The act requires that each jurisdiction in the state prepare and implement a Comprehensive Plan, which is reviewed by the regional development center; and,

WHEREAS: For the City of Smyrna, the regional development center is the Atlanta Regional Commission (ARC); and,

WHEREAS: The rules and regulations of the Act “are intended to provide a framework to facilitate and encourage coordinated, comprehensive planning and development at local, regional and state government level”; and,

WHEREAS: Chapter 110-12-1 of the act sets minimum standards for each jurisdiction, which includes preparing the Community Assessment, Public Participation Program and Community Agenda; and,

WHEREAS: The standards are intended to provide a framework for preparation of local comprehensive plans that will; “Involve all segments of the community in developing a vision for the community’s future; generate local pride and enthusiasm about the future of the community; engage the interest of citizens in implementing the plan; and provide a guide to everyday decision-making for use by local government officials and other community leaders.”; and,

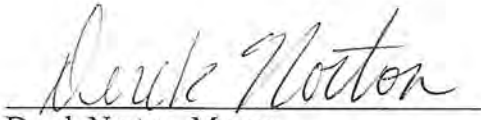
WHEREAS: These standards help the community address critical issues and opportunities while moving toward realization of its vision for the future; and,

WHEREAS: The city hereby resolves to adopt the update to the Smyrna 2040 Comprehensive and

NOW THEREFORE BE IT RESOLVED: that the Mayor and Council of the City of Smyrna do hereby adopt the update to the Smyrna 2040 Comprehensive Plan to the Atlanta Regional Commission and the Georgia Department of Community Affairs.

Resolution 2023-05
2040 Comprehensive Plan
February 6, 2023

RESOLVED: by the Mayor and Council of the City of Smyrna this 6th day of February 2023.


Derek Norton, Mayor

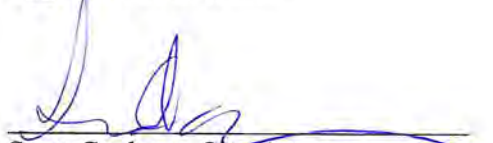
CITY SEAL



ATTEST:


Heather Peacon-Corn, City Clerk

Approved as to form:


Scott Cochran, City Attorney

SG GUIDE SMYRNA

2040 COMPREHENSIVE PLAN



FINAL PLAN - JANUARY 2023



GUIDE
SMYRNA

2040 COMPREHENSIVE PLAN

FINAL PLAN - JANUARY 2023



ACKNOWLEDGMENTS

This plan document is the product of a collaborative effort on the part of the Smyrna community, including community members, City of Smyrna elected officials, a Steering Committee, City staff, and Atlanta Regional Commission (ARC) staff. The document was prepared by ARC using funds provided by the State of Georgia, and it builds on the 2017 Comprehensive Plan prepared by Jacobs and Market Street Services.

A special thank you is given to community members who shared input, ideas, and feedback throughout the planning process to help update the City's vision and priorities for its future. The following individuals played key roles in the plan's development. Members of the City Council and City staff who were also a part of the Steering Committee are denoted by an asterisk (*):

CITY OF SMYRNA MAYOR AND CITY COUNCIL

- Derek Norton, Mayor *
- Glenn Pickens, Ward 1
- Latonia P. Hines, Ward 2
- Travis Lindley, Ward 3
- Charles Welch, Ward 4
- Susan Wilkinson, Ward 5
- Tim Gould, Ward 6
- Lewis Wheaton, Ward 7

CITY OF SMYRNA PLANNING & ZONING (P&Z) BOARD

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- Charlie Phillips, Ward 1
- Jonathan Howard, Ward 2
- Keith Bentley, Ward 3
- Earl Rice, Ward 4
- Jill Gordon-Evans, Ward 5
- Michael Seagraves, Ward 6
- Henriette Ostrzega, Ward 7

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- Jill Evans
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- Tobi North
- Derek Porter
- Lysondra Somerville
- Christy Ullman
- Derek Norton, Mayor
- Rusty Martin, AICP, Community Development Director
- Joey Staubes, AICP, Planner II
- Caitlin Crowe, Planner I
- Andrea Worthy, Economic Development Director

CITY STAFF

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- Joey Staubes, AICP, Planner II *
- Caitlin Crowe, Planner I *
- Andrea Worthy, Economic Development Director *
- Jennifer Bennett, Community Relations Director
- Kelsey Scott, Community Liaison
- City of Smyrna Geographic Information Systems (GIS) Staff

ATLANTA REGIONAL COMMISSION STAFF

- Andrew Smith, Principal Planner
- Bonnie Lapwood, Senior Planner
- Ryan Schlom, Senior Planner

GUIDE SMYRNA

2040 COMPREHENSIVE PLAN

More for our city's future growth and development? Visit www.guidesmyrna.com to learn more!

What building types would you like to see around Market Village in the future?

Place dots in the boxes below to indicate the types of buildings you would like to see around Market Village in the future. You may choose multiple.

What types of infrastructure improvements would the City encourage around the new Windy Hill Road improvements?

Directions: Place dots in the boxes next to the types of places you think would best fit with the infrastructure improvements along Windy Hill Road. You may choose multiple.



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SMYRNA 2040 COMPREHENSIVE PLAN EXECUTIVE SUMMARY

OVERVIEW

Guide Smyrna 2040, the City's Comprehensive Plan, represents a roadmap for City officials to follow in crafting policy, making decisions, and setting priorities for the future. As with most comprehensive plans, the document aims to inform land use, transportation and capital investment decisions. It also looks at economic development, housing, quality of life, natural resources, and other key issues that are critical to the City. Updating the plan offers Smyrna the opportunity to look beyond the execution of day-to-day services and consider where it wants to be in the future and how to get there.

This plan serves as a relatively modest update to the major Comprehensive Plan, which was a significant update prepared in 2017 by the firms Jacobs and Market Street Services. It builds upon other previous initiatives as well, including the the 2014 Smyrna Strategic Vision Plan; the recently adopted 2021-2024 Smyrna Strategic Plan; and other relevant plans and studies such as the Cobb County Consolidated Plan (focused on housing and updated every five years), the Cobb County Comprehensive Transportation Plan (CTP) (updated regularly), the South Cobb Drive Corridor Development Study, the Spring Road Livable Centers Initiative (LCI) Study, and the Georgia Tech Studio Smyrna Crossroads Study.

Local governments in Georgia are required to update their comprehensive plans every five years. As a result, and as with the 2017 plan, this plan's preparation and organization were guided by the state's planning requirements, maintained by the Georgia Department of Community Affairs (DCA) and updated most recently in 2018. In keeping with those requirements, the plan's content focuses on existing conditions and priority needs and opportunities influencing the community; the resulting community vision and goals to aim for; and implementation actions to achieve those goals.

Feeding into this plan update was a public outreach effort that included an informational project website featuring a robust online survey, a public open house, and Steering Committee meetings and engagement.

THE VISION

Before beginning this plan update process, the planning team acknowledged and reviewed the significant planning efforts already undertaken in the City. The 2014 Smyrna Strategic Vision Plan focused primarily on community involvement, leadership, quality of life/place, and economic development, and the community has continued to actively refine that plan's recommendations through vision committee efforts. That plan and its committee work were incorporated into the 2017 Comprehensive Plan, which sought to translate the strategic visioning efforts into the language of place as a way to best guide land use decision-making. This way of thinking remained as a guiding principle in the current 2022 Comprehensive Plan update process.

This place-based vision for the future is embodied in two maps: the 2040 Future Land Use Map and the Comprehensive Plan Policy Map. The 2040 Future Land Use Map offers parcel-based guidance for zoning and other land use decisions by designating each parcel of land in the City with a character area that depicts how the community would like it to develop in the future. In similar fashion, the Comprehensive Plan Policy Map provides general guidance on where the community sees the need for preservation and protection as well as opportunities for change and growth. Features of both maps tie to policies that help guide day-to-day decision-making for City officials.



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1

SMYRNA TODAY: NEEDS AND OPPORTUNITIES

This chapter provides a broad snapshot of Smyrna as a city today. It answers basic questions that the community asked early in the planning process, such as:

- How would you describe Smyrna today?
- What are the key needs and opportunities influencing growth in our community?
- What plans are already in place influencing future development?





1. SMYRNA TODAY: NEEDS AND OPPORTUNITIES

A viable plan for the future is grounded in a thoughtful understanding of the past and present. The existing conditions in this chapter reflect information collected in the early stages of the planning process and vetted with the Steering Committee and public. The chapter also includes a summary of community engagement, and needs and opportunities identified for the City to address in planning for the future. Supplemental information relevant to community engagement are provided in the Technical Addendum to this plan.

FOUNDATION

This plan document updates and builds on previous planning initiatives undertaken by the City, chiefly the Guide Smyrna 2040 Comprehensive Plan developed in 2017, a major update prepared by Jacobs and Market Street Services in partnership with the City. That plan was informed by the 2014 Smyrna Strategic Vision Plan, previous comprehensive plans, and other plans and studies.

As mentioned in the Executive Summary, this document seeks to build upon those efforts and others, including those that have taken place since the adoption of the 2017 Comprehensive Plan. Similar to the 2017 plan, dialogue with the Steering Committee and the public helped translate their broader vision into the language of place and the built environment. Those conversations also determine how that vision should be reflected in maps, images, and city policies.

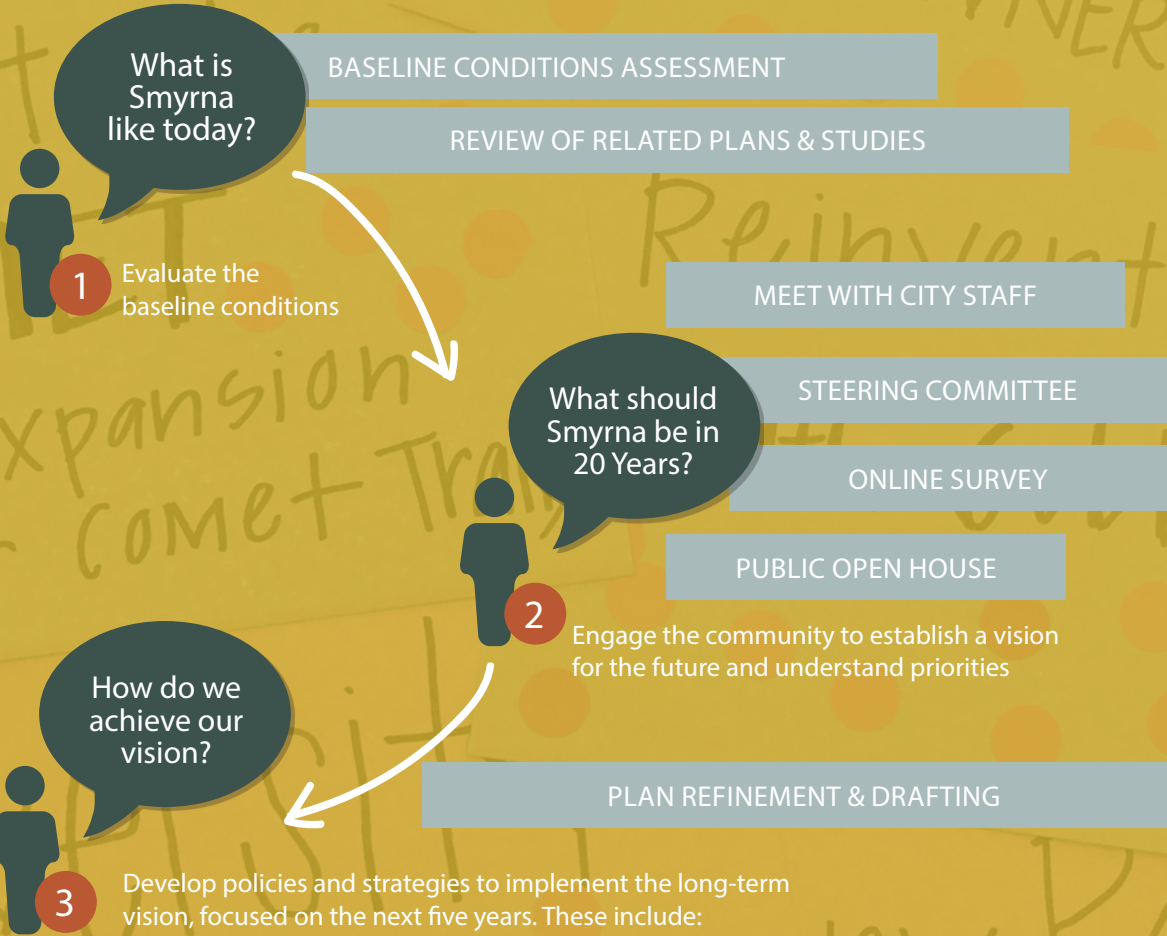
METHODOLOGY

It is important to emphasize that the 2017 Comprehensive Plan update was a major update intended to set a new direction following the 2007 Comprehensive Plan a decade earlier. The 2017 plan was prepared by a consultant team and involved a substantial engagement process that included 24 stakeholder interviews, two public workshops, a public open house, Steering Committee meetings, a project website and survey, a Jonquil Festival booth, and public hearings.

The 2022 plan development process - including community engagement - was narrower in scope given that only five years have elapsed since 2017 and, as a result, City officials pursued a more modest update assisted by ARC staff at no cost to the City. However, plan development included significant community engagement and centered around many of the same activities as in 2017, including existing conditions research, City staff meetings, three Steering Committee meetings, an informational project website and online survey, and a public open house. This is summarized in Figure 1.1, Project Schedule.



8 GUIDE SMYRNA PROCESS



2040 COMPREHENSIVE PLAN

FUTURE LAND USE MAP (FLUM)

The FLUM identifies the desired future character of different areas of the city. Each piece of land is assigned a category, and each category has a description with the vision for the area, character images, appropriate land uses, appropriate zoning districts, and strategies to advance the vision.

GOALS & POLICIES

Goal and policy statements define how Smyrna will approach various issues and guide future decisions by staff and officials. Goals and policies address issues of land use, transportation, housing, and economic development.

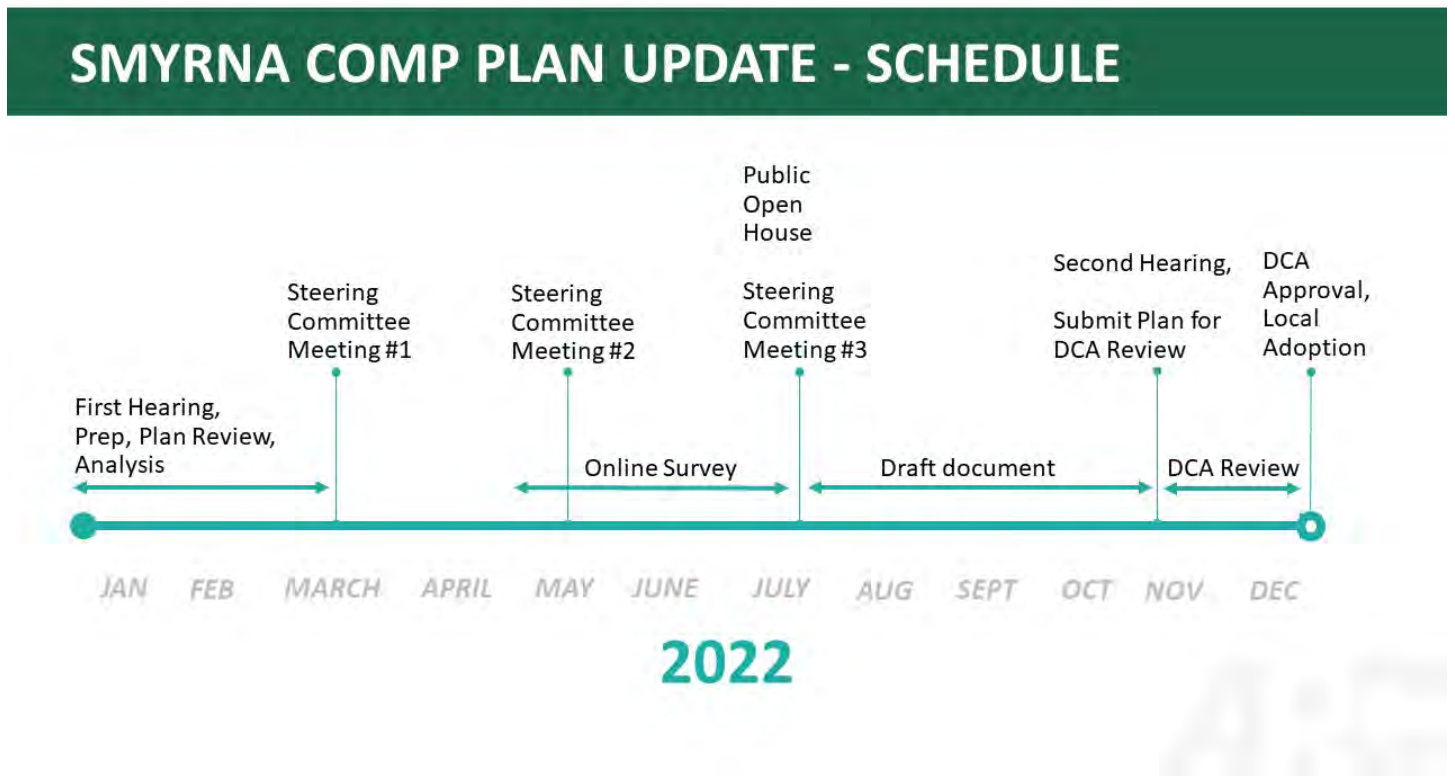
COMMUNITY WORK PROGRAM

Action items are organized into a 5-year work program with a timeline, responsible party, estimated cost, and potential funding sources for each. This becomes the game plan for Smyrna's planning staff and officials.

Plan development took place in four stages: 1) inventory and trends analysis, 2) visioning, 3) implementation planning, and 4) plan compilation. The inventory and trends analysis was used as a resource for the Steering Committee and public as they identified and updated priority needs and opportunities that will influence the future of the city. The visioning stage resulted in an updated vision and goals, a policy map that stayed largely the same, and a Future Land Use Map (FLUM) that will help guide City officials in making zoning and capital investment decisions, described in Chapter 2.

Implementation planning was the result of close coordination with City staff to distill input received and develop a Community Work Program with key action items and policies to help the city achieve its vision, outlined in Chapter 3. Finally, the plan compilation phase resulted in this plan document and the Technical Addendum, which documents the findings and recommendations of the planning effort for ongoing and future reference. These final documents are the result of an iterative review process between Atlanta Regional Commission (ARC) staff and City staff and officials.

Figure 1.1. Project Schedule



COMMUNITY ENGAGEMENT

Insight from Smyrna community members drove the development of this plan update. Key community engagement activities and outcomes are summarized below, and summaries of all engagement activities can be found in the Technical Addendum.

Key project stakeholders included community members, the Steering Committee, the Mayor and City Council, City staff in Community Development and Economic Development, and the Planning and Zoning Board.

STEERING COMMITTEE

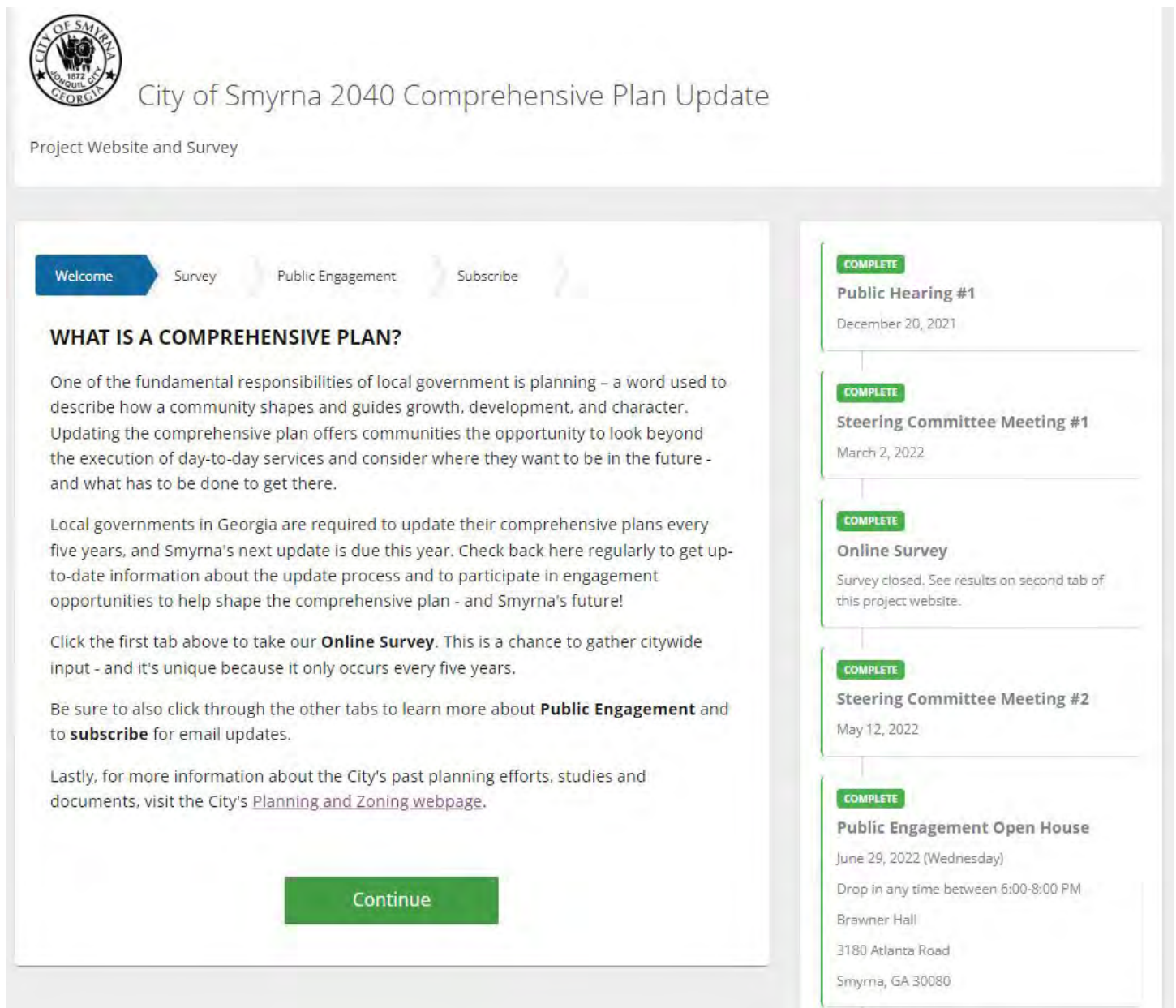
The Steering Committee was made of representative members of the Smyrna community who provided guidance to the planning team, served as champions of the plan, and helped engage the community in the planning process. The committee met three times throughout the planning process and included members of the community at large, elected officials, and City staff. Steering Committee members are listed in the Acknowledgments section of the plan document.



PROJECT WEBSITE

The project website, <https://publicinput.com/GuideSmyrna2040Update>, was the landing page for all project content and the primary point of online community engagement. The site, which was linked to the City’s website,

included information about the planning process, the project calendar, access to the online survey, Steering Committee information, and contacts for the planning team. A screen shot of the project website’s landing page is below.



ONLINE COMMUNITY SURVEY

The project website featured an online survey composed of 21 substantive questions and nine demographic questions. City staff and Steering Committee members led the charge of marketing the survey to the community in social media, on the City website, in City announcements, and through personal interactions. The survey garnered 350 unique participants; 1,681 views; 6,582 responses to questions; and 1,071 comments. It also yielded 126 subscriptions, which aided in marketing for the subsequent Public Open House described later in this document. In terms of content, the survey solicited input on assets and challenges; quality of life; natural, historic and cultural resources; future development and land use; housing; transportation (including bicycle and pedestrian); parking; downtown issues; economic development; city services.

Broadly, respondents value Smyrna’s convenient location, mature neighborhoods, small town feel, relative affordability, and unique identity; worry about transportation choices, school quality, housing costs and choice in housing types, and overdevelopment; think new development should be channeled to designated nodes and corridors; believe that new development needs corresponding transportation improvements and context sensitivity; want established single family residential neighborhoods to be protected and in some cases stabilized; desire operational improvements on local roadways (rather than large-scale widenings), sidewalk improvements, bike lanes, trails, local shuttles, connections to transit, and better roadway designs; would like to walk or bike to activity centers and recreation facilities; want to leverage development and infrastructure around Truist Park; and would like to see additional parks and greenspace. Selected survey results are shown below and on the following page. Complete survey results are found in the Technical Addendum.

City of Smyrna 2040 Comprehensive Plan Update

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
1,681	350	6,582	1,071	126

What are the **three (3) strongest assets** in Smyrna currently?

1. Suburban but close (20 min) to anywhere in Atlanta
2. Battery and Smyrna downtown
3. Relatively little crime

5 months ago 209 Agree

Suburban feel but close to city
Other young families
Safe

5 months ago 122 Agree

1. LOCATION: Suburban, but close to highways, the city, airport and upscale dining options. Ability to navigate life without using the interstate. Great city to age in.
2. DIVERSITY - Age, Ethnicity, marital status, sexual origin, etc. Everyone loves Smyrna!
3. The Battery/Truist Park, Silver Comet Trail, Chattahoochee park/hiking, festivals, food trucks, etc.

5 months ago 107 Agree

The cute downtown area
Close to the Braves stadium
Public amenities like parks, pools, rec center

5 months ago 90 Agree

Close to Atlanta but affordable houses with large lots
Becoming more diverse and progressive
Expanding dining and entertainment options

Show all comments

How would you rate Smyrna's housing needs?

	Need More	Right Amount	Need Less
Affordable Housing	45% Need More	43% Right Amount	13% Need Less
Senior Housing	24% Need More	55% Right Amount	21% Need Less
Density	13% Need More	40% Right Amount	47% Need Less
Mixed-Income Housing	30% Need More	51% Right Amount	19% Need Less

251 respondents

What would you describe as Smyrna's **most important housing need**? What role should the City play in helping to address this need?

Fewer apartments
More QUALITY single-family homes and townhomes

5 months ago 122 Agree

More walkable neighborhoods - requires higher density / more affordable housing options with mixed used

5 months ago 47 Agree

More swim tennis neighborhoods that aren't 30 years old.

5 months ago 46 Agree

More thoughtful zoning: large houses are fine if that's your wish, but limit the number of houses per lot (ie only one house if only one was there before). Keep family feel; fewer apartments, Require new builders of multifamily structures to maintain greenspace, natural barriers (eg Trees), between housing and roads. Smaller more affordable housing for first time homebuyers. No highrise condos.

5 months ago 30 Agree

Reasonably priced high density like Vinings Forest/ Heights at Spring Road. Great way to bring in first time homebuyers.
No more high end townhomes.
Condo midrise (like Element/Foundry in Atlantic Station)
Senior midrise building since limited land avail

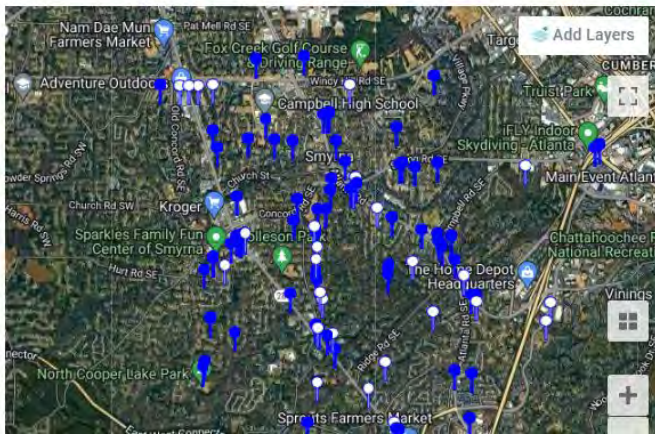


How would you rank your satisfaction with Smyrna's **transportation system**?

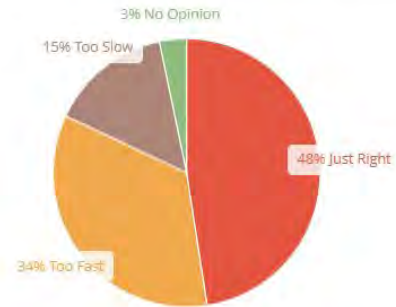
	Poor	Below Average	Adequate	Good	Excellent	No Opinion
Traffic Safety	9% Poor	24% Below Average	38% Adequate	21% Good	4% Excellent	4% No Opinion
Traffic Congestion	11% Poor	30% Below Average	41% Adequate	14% Good	3% Excellent	- No Opinion
Road Conditions	4% Poor	12% Below Average	44% Adequate	34% Good	6% Excellent	- No Opinion
Pedestrian & Bicycle Safety	15% Poor	35% Below Average	25% Adequate	18% Good	3% Excellent	4% No Opinion
Public Transportation	37% Poor	33% Below Average	12% Adequate	2% Good	2% Excellent	13% No Opinion
Parking	2% Poor	13% Below Average	47% Adequate	29% Good	8% Excellent	1% No Opinion

253 respondents

Are there any areas in Smyrna you feel are particularly **dangerous for pedestrians or bicyclists**? You may put down more than one pin and also add comments to pins that you place.

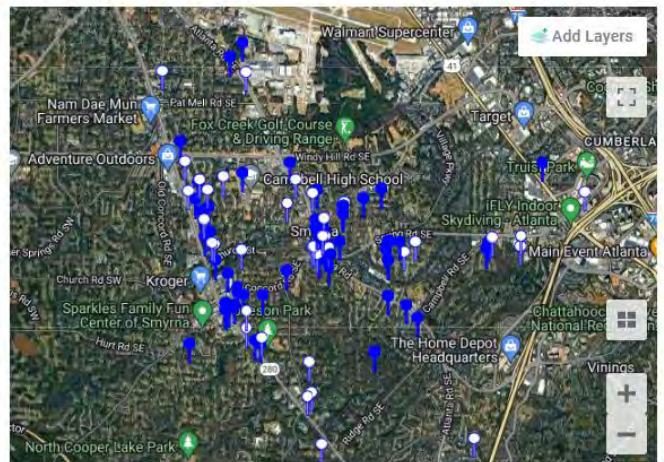


How would you characterize Smyrna's **pace of development** in recent years? For context, Smyrna's population grew by 8% to 55,663 between 2010-2020. The city added about 1,600 new housing units between 2010-2019, an increase of roughly 6.5% (see graphic below).



244 respondents

Where would you like to see **future development** focused? You may put down more than one pin and also add comments to pins that you place.



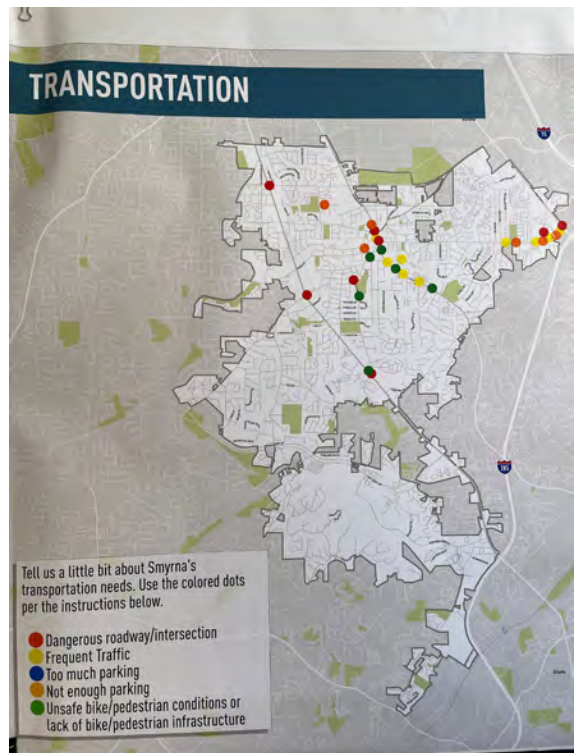
PUBLIC OPEN HOUSE

The planning team facilitated a community engagement Open House on June 29, 2022 at Brawner Hall to collect public feedback. Participants first reviewed baseline conditions information presented in the next section of this document, to get them thinking about their community and issues. Participants then reviewed and offered feedback on the Needs and Opportunities from the 2017 plan and documented their opinions on the City's strengths, weaknesses, opportunities and threats. Attendees also reviewed information and gave input in the areas of future land use and development, housing, transportation, natural resources, and parks/greenspace. Two examples of input are that South Cobb

Drive stood out as a key area of community attention for future growth and housing, while Atlanta Road stood out as a corridor in need of transportation improvements. Lastly, participants engaged in a Do-It-Yourself budgeting exercise in which they were given a limited number of "Planning Bucks" to deposit into containers representing city services and needs. The game features more containers (services/needs) than the amount of money given to each person, meaning they must make choices and prioritize services and needs. Feedback from the budgeting exercise showed that arts and culture, parks, and trails and greenways are points of community emphasis. Selected Open House feedback and results are shown on the following pages. Additional information is found in the Technical Addendum.

PUBLIC HEARINGS

Public hearings were held before City Council to announce the project, transmit the plan for state and regional review, and adopt the plan, providing additional opportunities for citizens to voice their opinions about its process and content.





GREENSPACE

Please select only one of the images from each of the rows below by placing a dot under the picture you prefer.

PASSIVE PARKS Passive parks are informal gathering places for relaxation and play.

OPEN FIELD: ●●

WOODED: ●●●●●●●●

ACTIVE PARKS Active parks are developed for active sports facilities (e.g., tennis courts).

SKATE PARK: ●

SPORTS FIELD: ●

OTHER GREENSPACES Other types of greenspaces generally serve a very specific purpose.

DOG PARK: ●

TOT LOT: ●

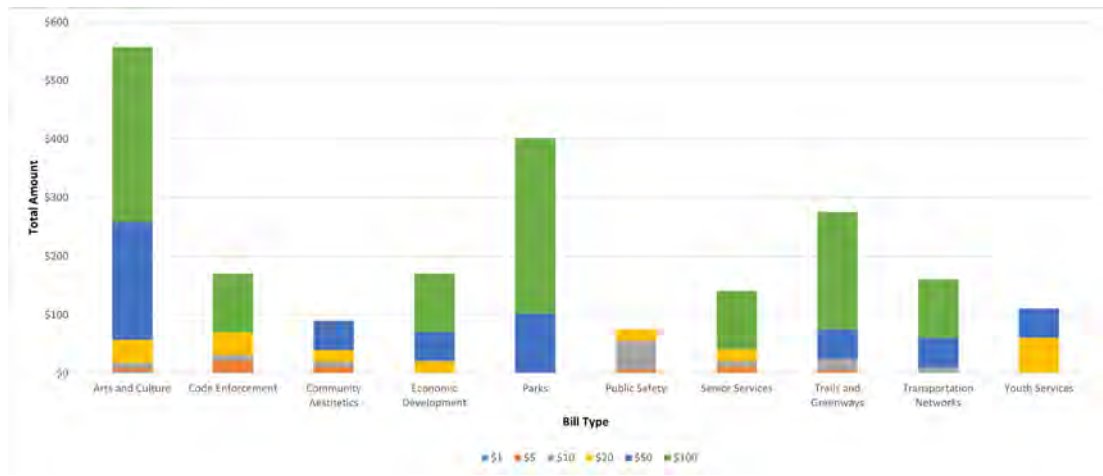
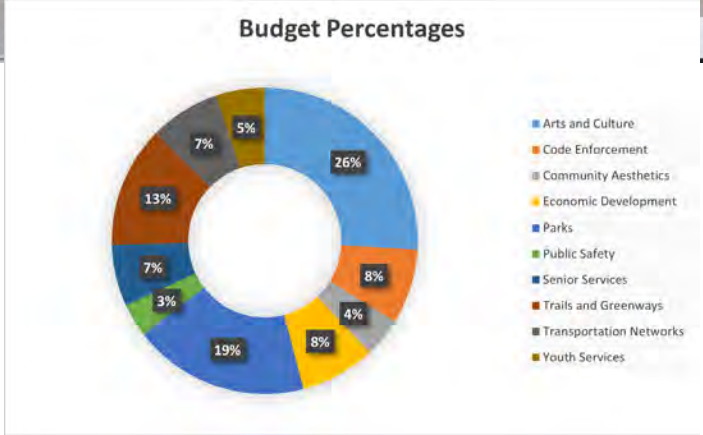
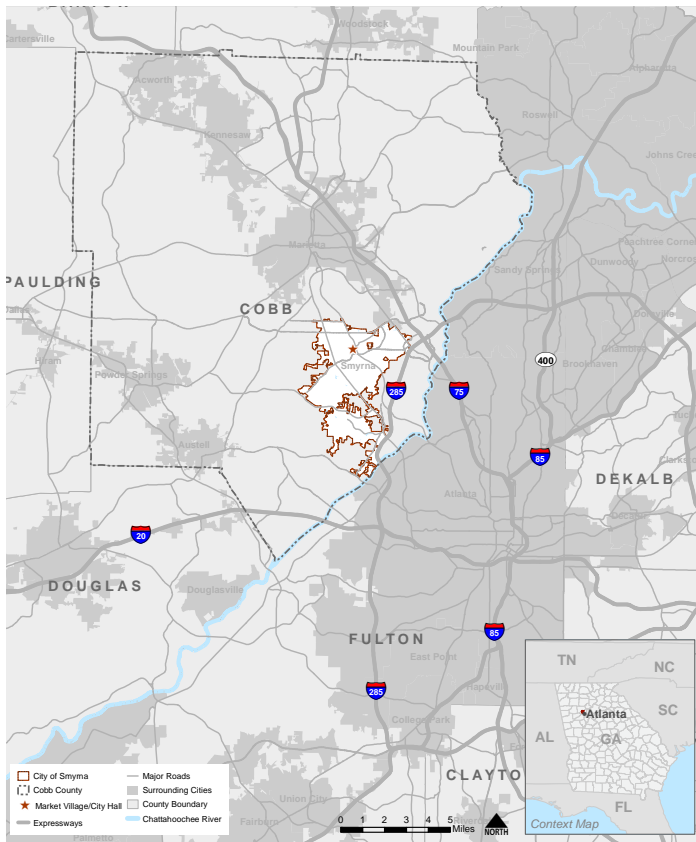


Figure 1.2. Location Map



Source: City of Smyrna GIS Department; Atlanta Regional Commission

BASELINE CONDITIONS SUMMARY

The Baseline Conditions Summary provides a high level review of existing conditions and trends in the City of Smyrna, in an effort to support and inform the this plan update. Information is organized into the areas of population and demographics, housing, broadband, labor and employment, and transportation.

OVERVIEW

Located in Cobb County, Georgia, the City of Smyrna covers just over 15 square miles of land area, with the City’s southern boundary abutting the Chattahoochee River and the City of Atlanta and its northern boundary abutting the southern tip of the City of Marietta and Dobbins Air Reserve Base (ARB) (see Figure 1.2). The majority of city’s boundary adjoins unincorporated areas of Cobb County, including the prominent Cumberland area to the northeast, home to one of Atlanta’s major important employment centers as well as Truist Park and The Battery.

RECENT PLANS & STUDIES

The City of Smyrna has grown and developed with the guidance of a long history of planning. Past and ongoing plans summarized in Table 1.1 are particularly relevant to the update of Smyrna’s Comprehensive Plan.



Figure 1.3. Contributing Plans and Studies

CONTRIBUTING PLANS & STUDIES	<p>SMYRNA STRATEGIC VISION PLAN (2014) Set a strategic overarching vision, goals, and actions for the City's next 10 years.</p>
	<p>SMYRNA DOWNTOWN MASTER PLAN UPDATE (2020) Identifies potential locations for additional civic and public facilities as well as the expansion of commercial land uses through new development or redevelopment of surrounding properties.</p>
	<p>GUIDE SMYRNA 2040 COMPREHENSIVE PLAN (2017) The City's current Council-approved plan for citywide growth and development, including the City's Future Development Plan.</p>
	<p>SMYRNA STRATEGIC PLAN (2021) Establishes a strategic overarching vision, goals, and actions for the City's next 3 years, from 2021-2024.</p>
	<p>COBB COUNTY CONSOLIDATED PLAN (2021) Addresses special housing and community development needs in Cobb County and its municipalities.</p>
	<p>SOUTH COBB DRIVE CORRIDOR IMPROVEMENT STUDY (2017) Collaborative effort between the City and the Georgia Department of Transportation, Cobb County and CobbLinc that formulated concepts for corridor improvements on South Cobb Drive from Concord Road to Windy Hill Road.</p>
	<p>GEORGIA TECH STUDIO SMYRNA CROSSROADS STUDY (2017) In coordination with the Spring Road LCI, Georgia Tech developed a vision for the gateway area around Truist Park, including land use, transportation, and economic development.</p>
	<p>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.</p>
	<p>SMYRNA TRANSIT ANALYSIS & FEASIBILITY STUDY (2020) Study evaluating the potential for transit service in Smyrna and adjacent areas of Cobb County.</p>
	<p>COBB COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) UPDATE (2022) Countywide plan for transportation improvements in Cobb County and its municipalities.</p>

DEMOGRAPHICS

POPULATION

Smyrna, like many areas in metro Atlanta, has experienced significant population growth in recent decades, adding roughly 10,000 new residents per decade from 1980-2010. Population leveled off somewhat between 2010-2020,

growing at 8 percent in that decade to reach just over 55,000 persons (see Figure 1.4). Figure 1.5 shows how Smyrna compares to other selected cities in the north/northwest metro area.

Figure 1.4. Population Change, 1980-2020

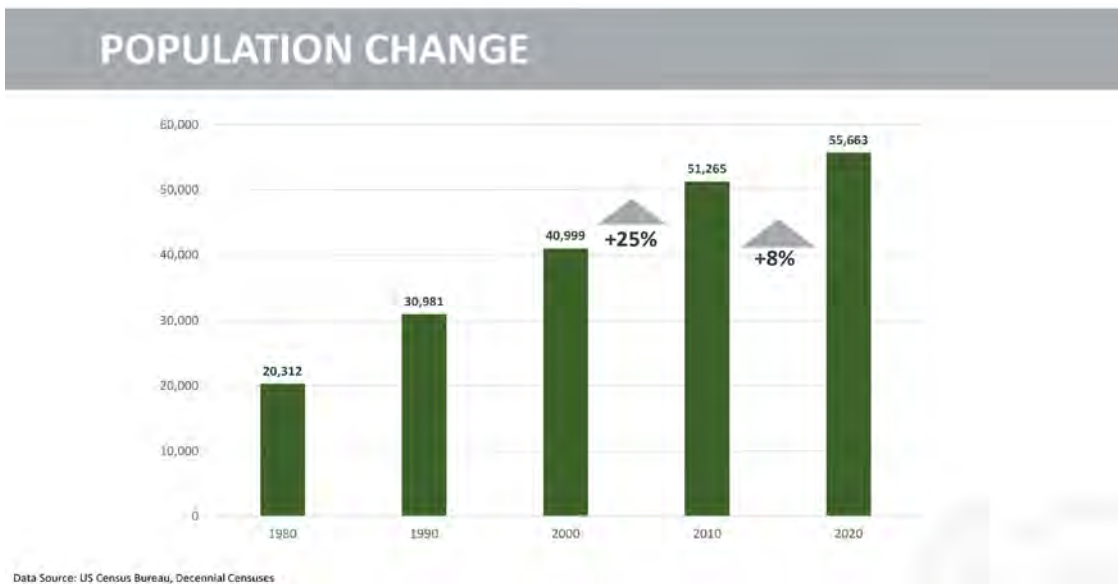
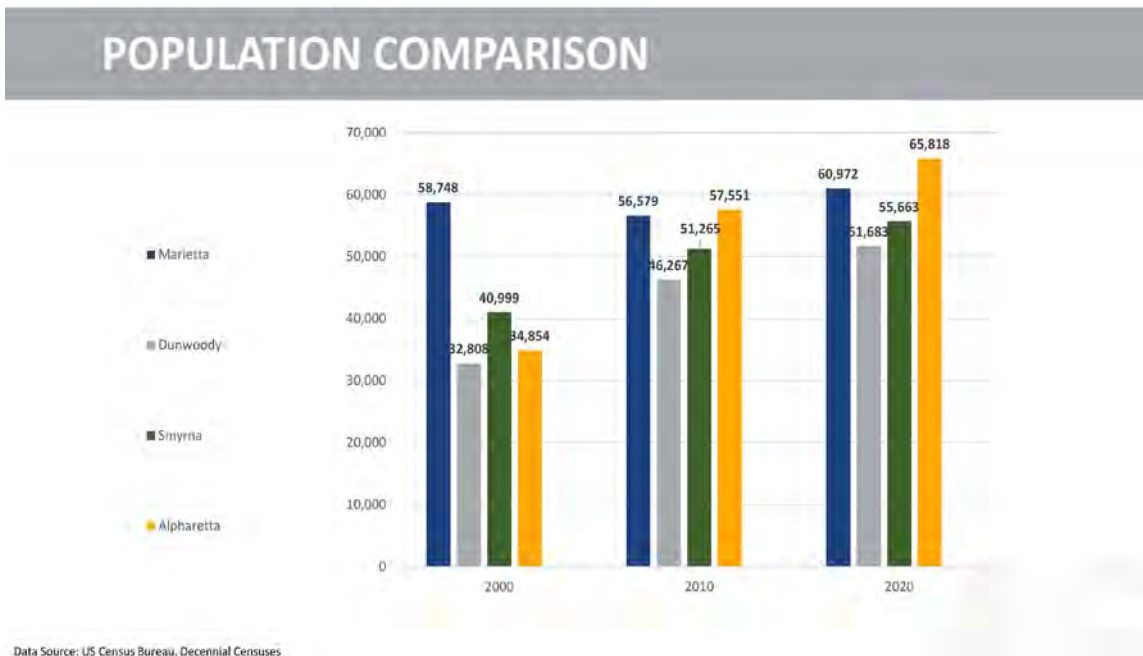


Figure 1.5. Population Compared to Other Northside Cities, 2000-2020



Smyrna has more racial diversity than many peer communities in the region, although its racial and ethnic composition exhibited relatively little change between 2010-2019 (see Figure 1.6). The proportion of black residents hovered around 30 percent, while the proportion of white residents dropped from 55 to 49 percent. There was a modest increase in Asian residents, people of two or more races, and people identifying

as Other in terms of race, during the same period. Between the 2010 and 2020 Censuses, Smyrna’s population also shifted from 15 percent Hispanic/Latino to 14 percent. Smyrna’s racial composition is fairly similar to that of the 11-county metro area as a whole (see Figure 1.7). The Atlanta region is roughly 12 percent Hispanic, while Smyrna’s population is roughly 14 percent Hispanic.

Figure 1.6. Racial Composition, 2010-2019

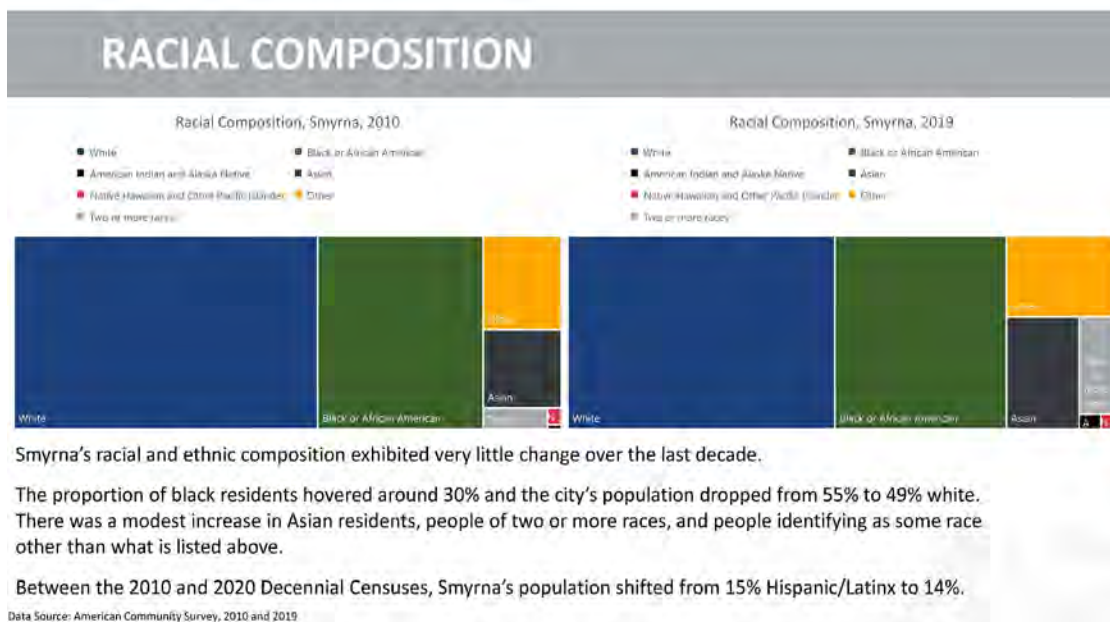
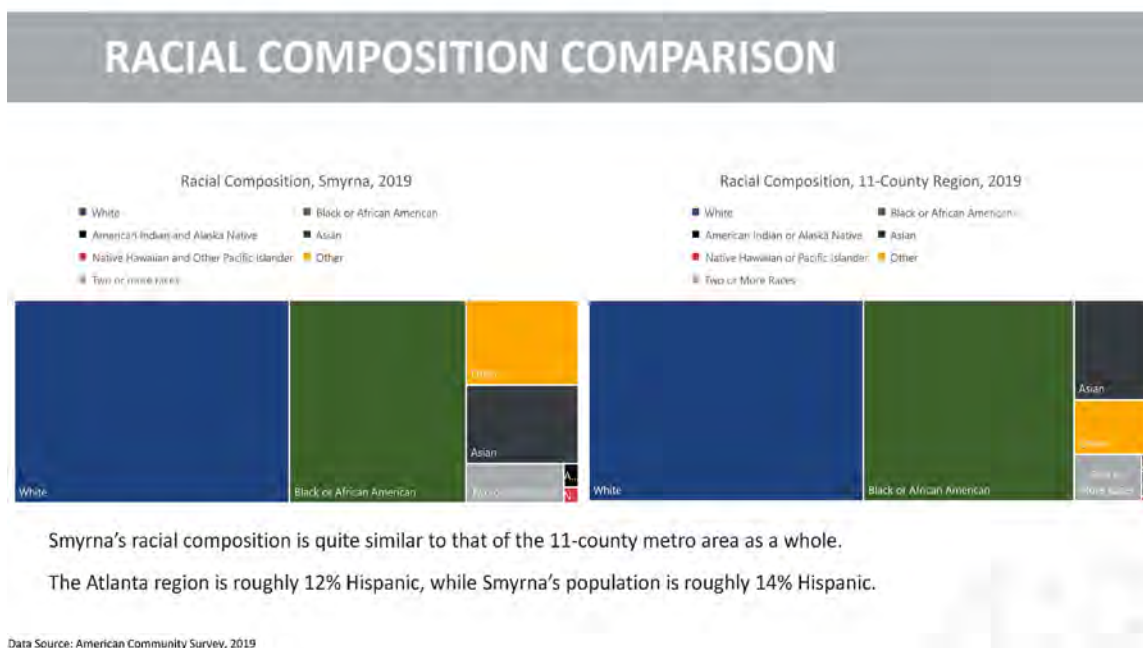


Figure 1.7. Racial Composition Compared to Region, 2019

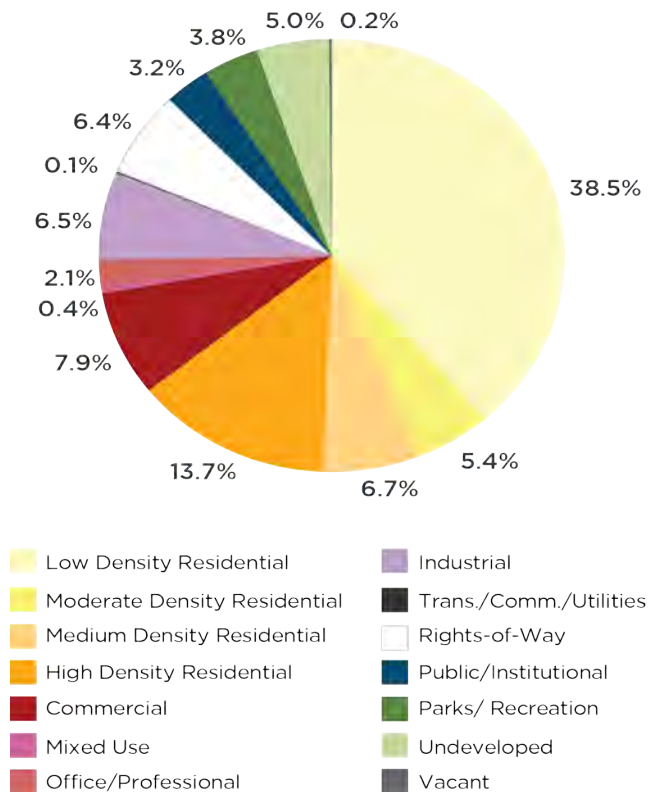


LAND USE

EXISTING LAND USES

The more than 15.5 square miles of land in Smyrna feature a range of existing uses and development types, including residential, commercial, office, industrial, and mixed-use. A detailed inventory and analysis of existing land uses was conducted for the 2017 plan update. As shown in Figure 1.8, in 2017, the most prominent existing land use in Smyrna was residential, accounting for about 64 percent of the land in the city, nearly two-thirds of which was single-family. Just under 17 percent of the city could be classified as employment-based or commercial and industrial. About 13 percent was support-based, used for Transportation/Communications/Utilities, Public/Institutional, and Parks/Recreation/Conservation. Only five percent of land was still vacant or undeveloped. Most adjacent unincorporated land is developed. Together, these factors indicate that most future construction in the city will be in the form of redevelopment. Figure 1.9 provides a spatial view of existing land uses in the city.

Figure 1.8. Existing Land Uses (2017)



ENVIRONMENTAL CONDITIONS

Smyrna is part of the 15-county Metropolitan North Georgia Water Planning District (“the Water District”), which maintains the region’s Water Resource Management Plan. That plan brings together water supply and conservation, wastewater management, and watershed management into an integrated document. The City is in compliance with the Water Resource Management Plan’s stormwater protection requirements. Regulations for stormwater management, floodplain management and flood damage prevention, stream buffer protection, illicit discharges and illegal connections, and litter control have all been adopted as part of the City’s Code of Ordinances.

Smyrna is part of two watersheds: the Upper Chattahoochee Watershed and the Middle Chattahoochee Lake Harding Watershed. Few wetland areas are present within the city, comprising 22 acres along stream banks and ponds. There are no groundwater recharge areas located within Smyrna. The City riverfront is within the 2,000-foot Chattahoochee River Corridor created under the Metropolitan River Protection Act (MRPA). All development in the Corridor is subject to the requirements of the Chattahoochee Corridor Plan. Review responsibilities in the Corridor are shared between the City and the Atlanta Regional Commission (ARC), and the City will work with ARC on any future submittals. The City has adopted stream buffer requirements that are in compliance with the Water District’s Model Stream Buffer Ordinance and also serves as the tributary buffer ordinance required under MRPA.

While the city is largely built out, there are myriad opportunities to enhance environmental protection to ensure the future of the community’s mature tree canopy, stream network and connection to the Chattahoochee. There are also opportunities to regenerate and restore streams and other natural systems as part of improvements or conditions tied to new development.

ZONING & OVERLAY DISTRICTS

Zoning plays a critical role in implementing land use decisions, and current zoning closely mirrors existing land uses. Much like the proportion of residential land uses in Smyrna, two



Figure 1.9. Existing Land Use Map (2017)

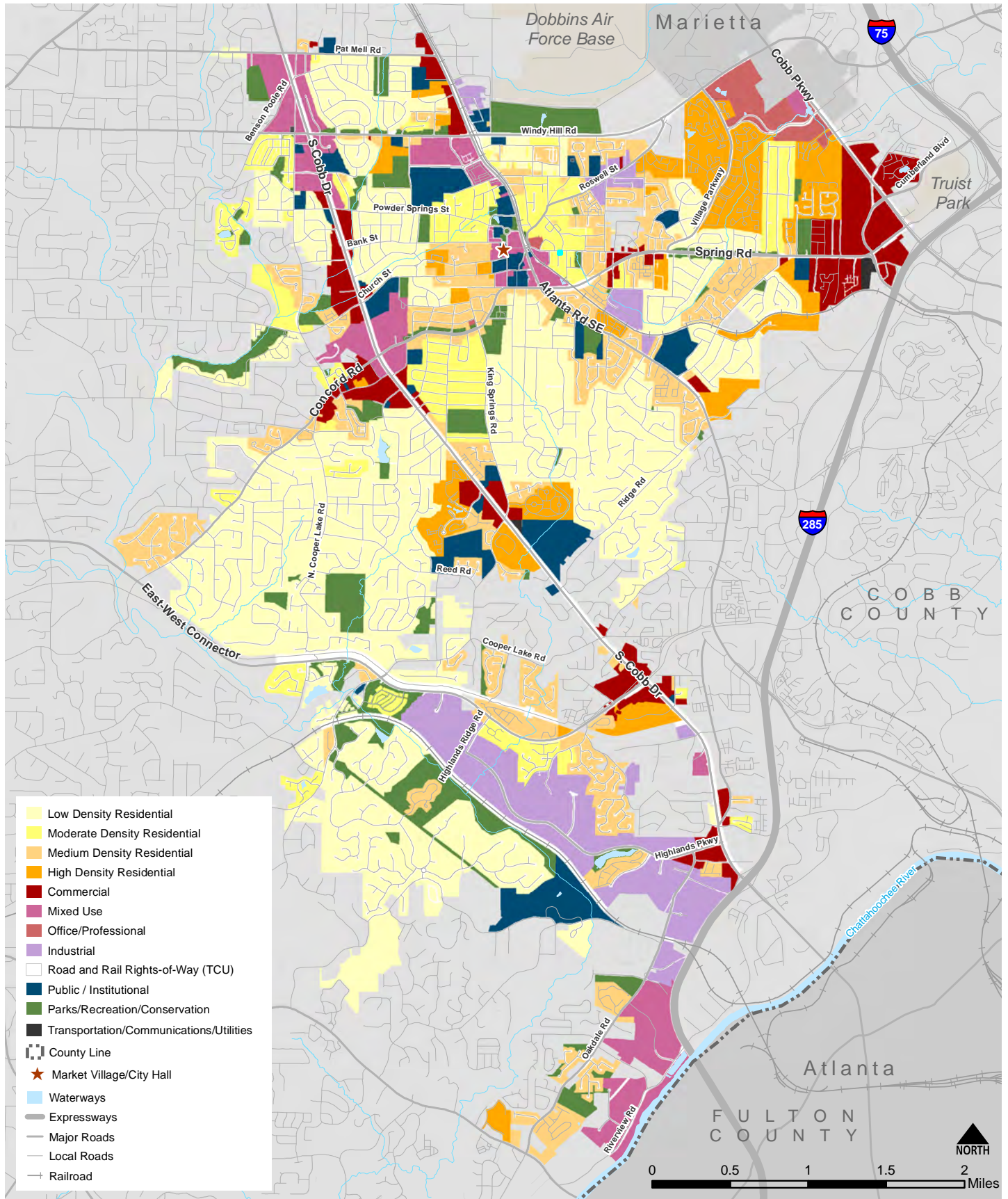
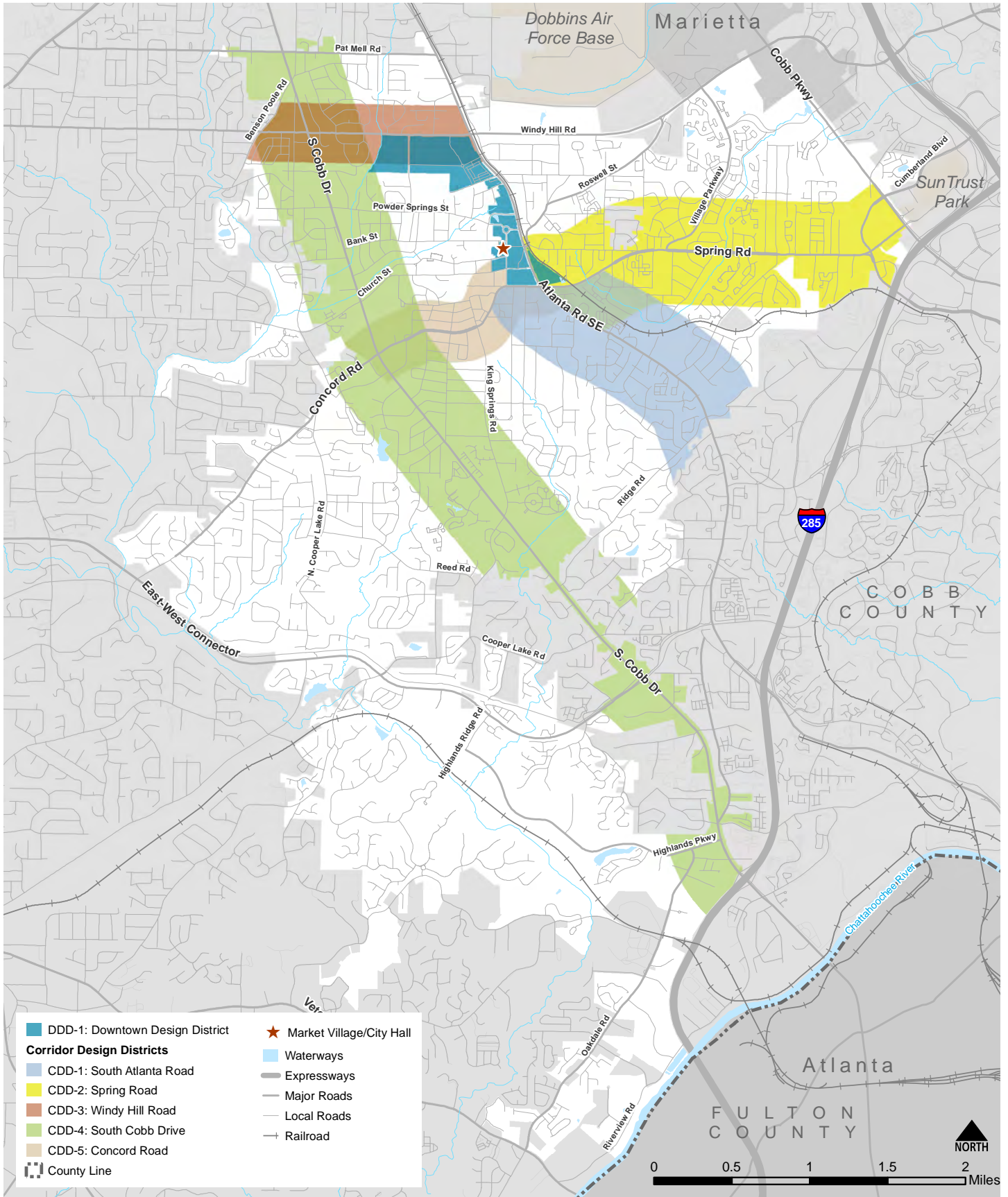


Figure 1.10. Zoning Overlay Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission



residential zoning categories (R-15 and RAD) cover almost 50 percent of the city. Six overlay districts - including the Downtown Design District, South Atlanta Road, Spring Road, Windy Hill Road, South Cobb Drive, and Concord Road - provide a guide for land use, design, and development in strategic areas of the city (see Figure 1.10).

These zoning overlay districts are currently planned along major commercial corridors of the city and the downtown area. Properties can also opt into the Redevelopment Overlay District (ROD), which is not applied to a specific geography and is meant to encourage pedestrian-oriented, mixed-use developments. More information on zoning codes, maps, and other information can be found in the Technical Addendum.

RECENT DEVELOPMENT TRENDS

Several ongoing and proposed developments indicate high interest in the Smyrna area; many of these are either mixed-use developments or infill housing projects.

Substantial recent infill development and redevelopment have occurred within the Downtown Design Overlay District noted in the previous section. Two prominent projects are Belmont, at the southwest corner of Windy Hill Rd. and Atlanta

Rd., and Jonquil, at the northeast corner of Spring Rd. and Atlanta Rd. In the core of downtown at Market Village, the City, with planning and design assistance from Pond & Company, has developed a recent plan to replace the traffic circle and fountain in front of the library and community center with a large town green and event area with new development activating its edges, including a new brewery/restaurant space (see Figure 1.11).

Continued growth of the area around Truist Park and The Battery, just outside Smyrna to the east, has also created increased development interest in the area, spurring the Spring Road Livable Centers Initiative (LCI) Study.

In general, Smyrna is seeing continued development interest in many areas. Via its plans, codes and overlays, the City will continue channeling denser and mixed-use development to identified key nodes and corridors with heavier infrastructure already in place, planned or conditioned upon new construction. In parallel, Smyrna recognizes the importance of its existing, lower density, single-family residential areas and their character. City officials will work to preserve and enhance these areas.

DEVELOPMENT TREND: MIXED USE

WHAT IS MIXED-USE DEVELOPMENT?

Mixed-use development combines multiple land uses within close proximity to each other. It includes both horizontal mixed use, with different uses in separate buildings next to each other, and vertical mixed use, with different uses occupying parts of the same building.

WHY MIXED USE?

Mixed-use neighborhoods typically offer a convenient, walkable lifestyle, giving people a place to live, work, and play without relying on a car for every trip. Because they bring users to the area at different times of day for a variety of purposes, they tend to be more vibrant and interesting places than areas that serve a single purpose.

WHAT'S HAPPENING IN SMYRNA?

Recent development in Smyrna and throughout metro Atlanta have trended toward mixed use, including Market Village, Belmont, and Jonquil. As of 2021-2022, the Market Village area is planned to be partially redeveloped, replacing the traffic circle and fountain in front of the library and community center with a town green and additional new development - including a brewery/restaurant space.



▲Market Village is a signature mixed-use development in Smyrna, combining restaurants, shops, small offices, residences, civic facilities, and park space within a walkable area connected to the adjacent neighborhood. It was most frequently selected as participants' favorite place in Smyrna during the 2017 community engagement process and was reaffirmed as a priority area for the City in the 2022 plan update.

Figure 1.11. Market Village Redevelopment Concept Plan (2021)



TRANSPORTATION

TRANSPORTATION PATTERNS/BEHAVIOR

Given Smyrna’s location in one of metro Atlanta’s core counties and its proximity to multiple major regional employment centers, the city exhibits multi-directional transportation patterns and behaviors. Figure 1.12 shows daily commuting flows in and out of Smyrna. Almost 20,000 people commute into Smyrna each day for work, while just over 26,000 leave the city for work. Only about 1,300 individuals both live and work in the city limits.

In terms of transportation modes (see Figure 1.15), almost 90 percent of the city’s employed residents use a car to get to work each day. The vast majority (84 percent) drives alone, while about 5 percent of workers carpool. One percent of residents use public transportation, and 9 percent work from home (as of 2019, pre-COVID). Commute times vary, but nearly 70 percent of workers spend between 15-44 minutes on their trip to work; 38 percent spends 15-29 minutes, while 30 percent spends 30-44 minutes (see Figure 1.16)

As depicted in Figure 1.13, Smyrna residents work in a wide range of locations in the region but with a notable pull toward major employment centers to the northeast and east, which creates implications for the transportation network for those affected corridors. Figure 1.14 shows that workers in Smyrna live in a widely distributed range of locations, with slightly higher concentrations traveling to Smyrna from the north and northwest.

Figure 1.12. Commuting Flows In/Out of Smyrna

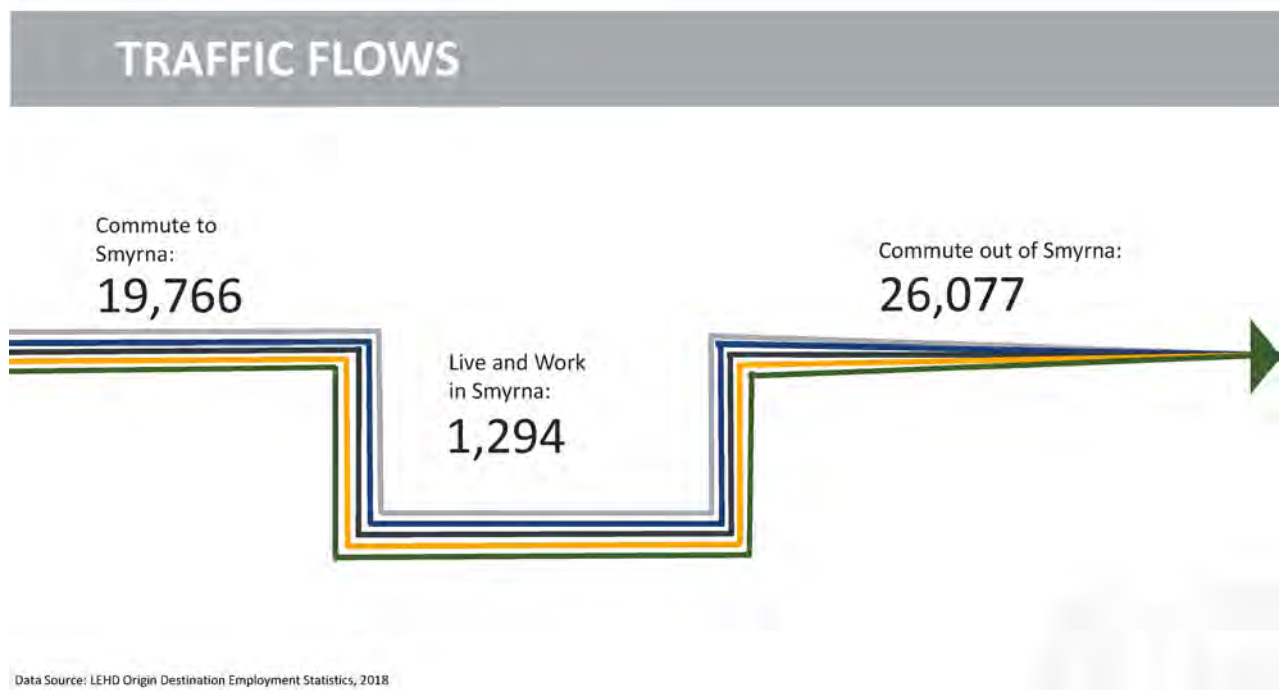


Figure 1.13. Where Smyrna Residents Work

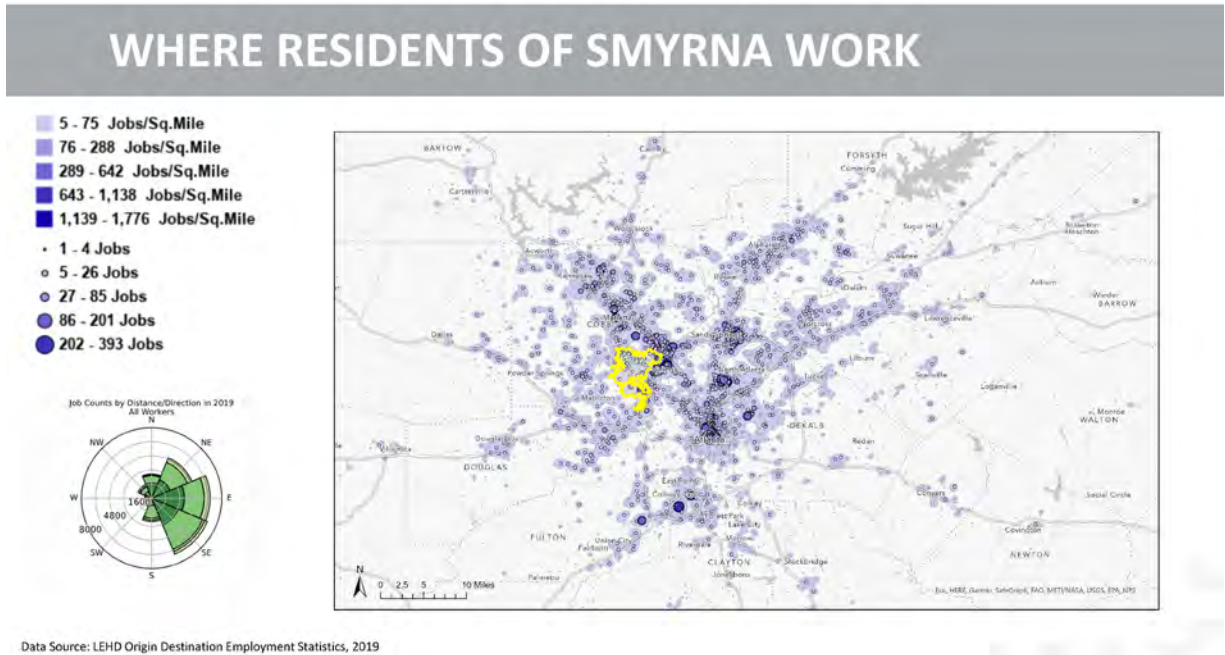


Figure 1.14. Where Smyrna Workers Live

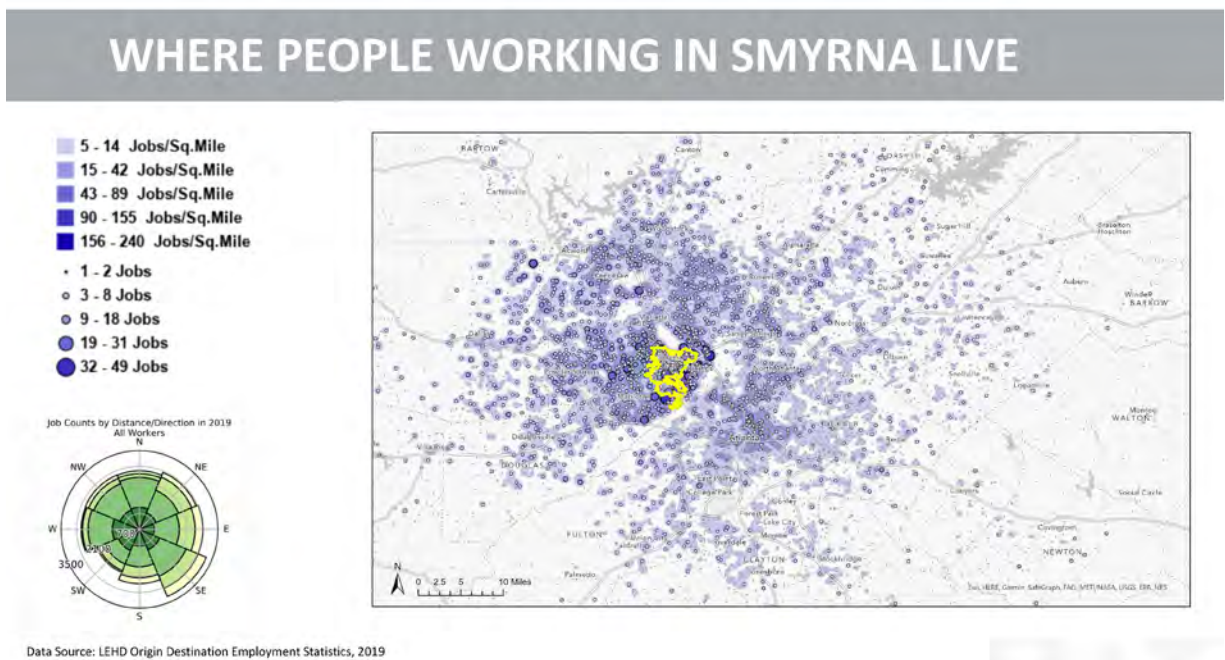


Figure 1.15. Smyrna Residents' Mode of Transportation to Work

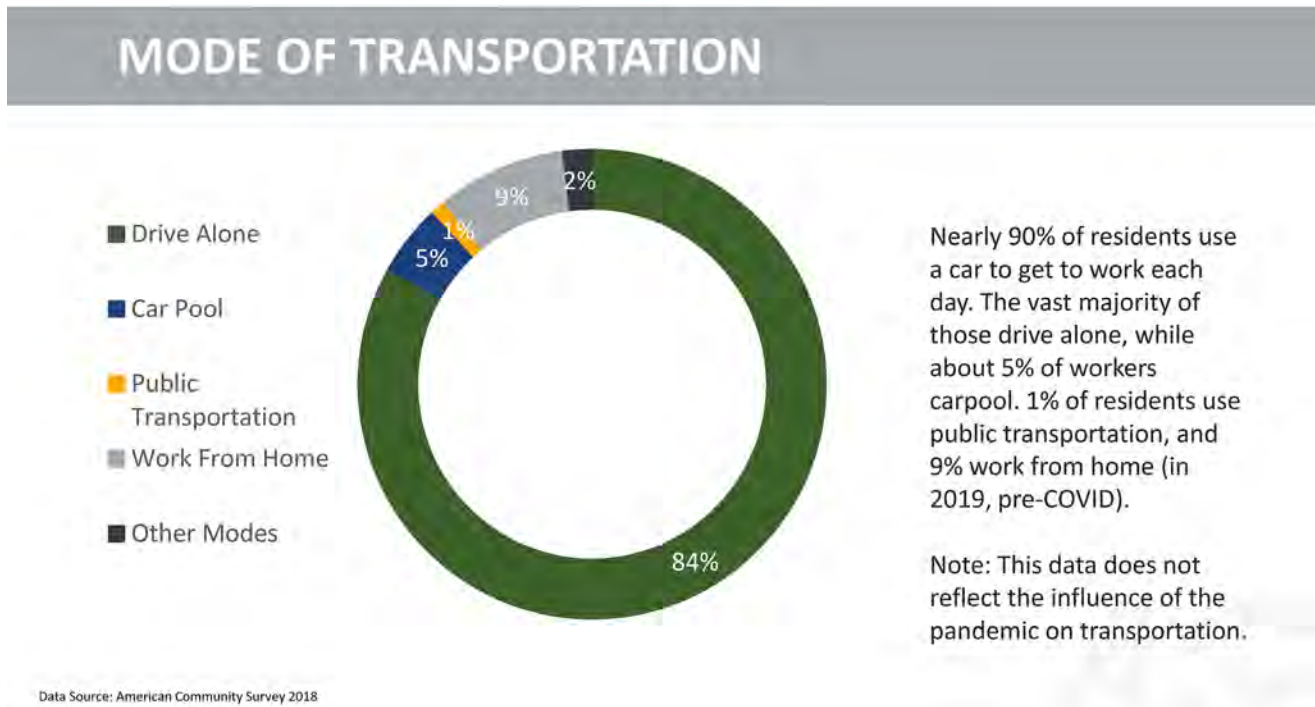
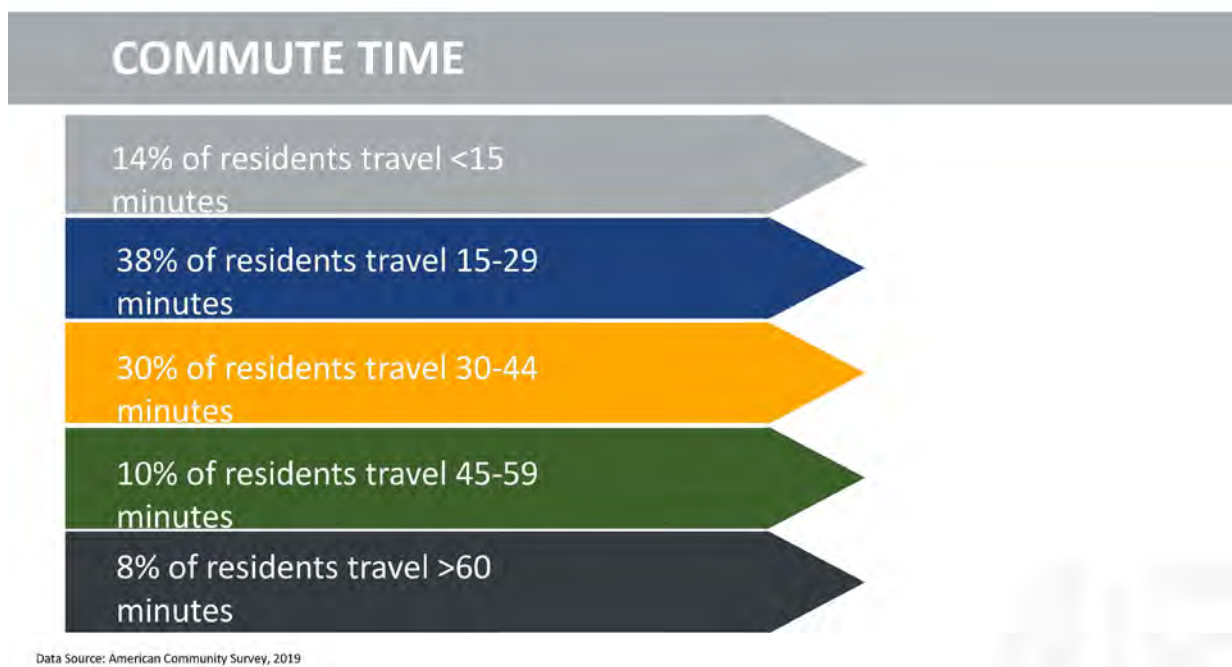


Figure 1.16. Smyrna Residents' Commute Time



ROAD NETWORK

Smyrna enjoys direct connection to high-capacity interstate highways and principal arterials including I-75, I-285, SR 41 (Cobb Parkway), and the East-West Connector. This wealth of connectivity to major arterials, however, is fed through an abundance of small, residential road networks which lack cohesive connection. As evaluated in 2017, of the 225.7 total linear miles of roadway in Smyrna, 91.5 miles (41 percent) were single outlet roads, which do not contribute to effective and efficient network connectivity. This is a result of a historical pattern of low density, suburban development, creating an inefficient and disconnected roadway system. Figure 1.17 shows Smyrna’s road network as of 2022.

A variety of projects and plans impact the road network in Smyrna. There are currently \$63 million in local transportation projects scheduled to be completed before 2023 through the Special Purpose Local Option Sales Tax (SPLOST) alone. This network of roads is supported by a variety of parking options, with various public and private garages, surface lots, and on-street parking locations throughout Smyrna.

ACTIVE TRANSPORTATION

Local networks have contributed to challenges in Smyrna’s active transportation infrastructure. Active transportation is any form of transportation that is human-powered, the most significant form of which in Smyrna is sidewalks. Sidewalks are present along most major roads, but their presence, quality, and connectivity is less consistent within residential neighborhoods.

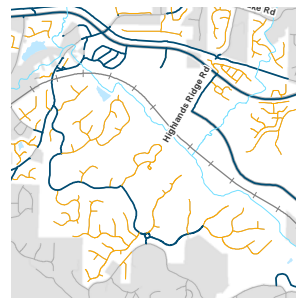
In addition to sidewalks, Smyrna has four major cycle routes: the Atlanta Road and Spring Road Shared Paths (together known as the Mountain to River Trail), the Concord Road Shared Path, the Village Parkway Shared Path, and the Silver Comet Trail (see Figure 1.18). These paths are primarily used for recreational purposes rather than daily commuting or other needs, due to the widespread issue of a disconnected street grid preventing easy access to the path network.

IMPACT OF NETWORK CONNECTIVITY

Within a road network, some roads connect to more than one other road (multiple-outlet roads) and others, such as culs-de-sac, only connect to one other road (single-outlet roads). The prevalence of single-outlet roads in Smyrna limits alternative routes, increases the distance traveled between destinations, and contributes to congestion.



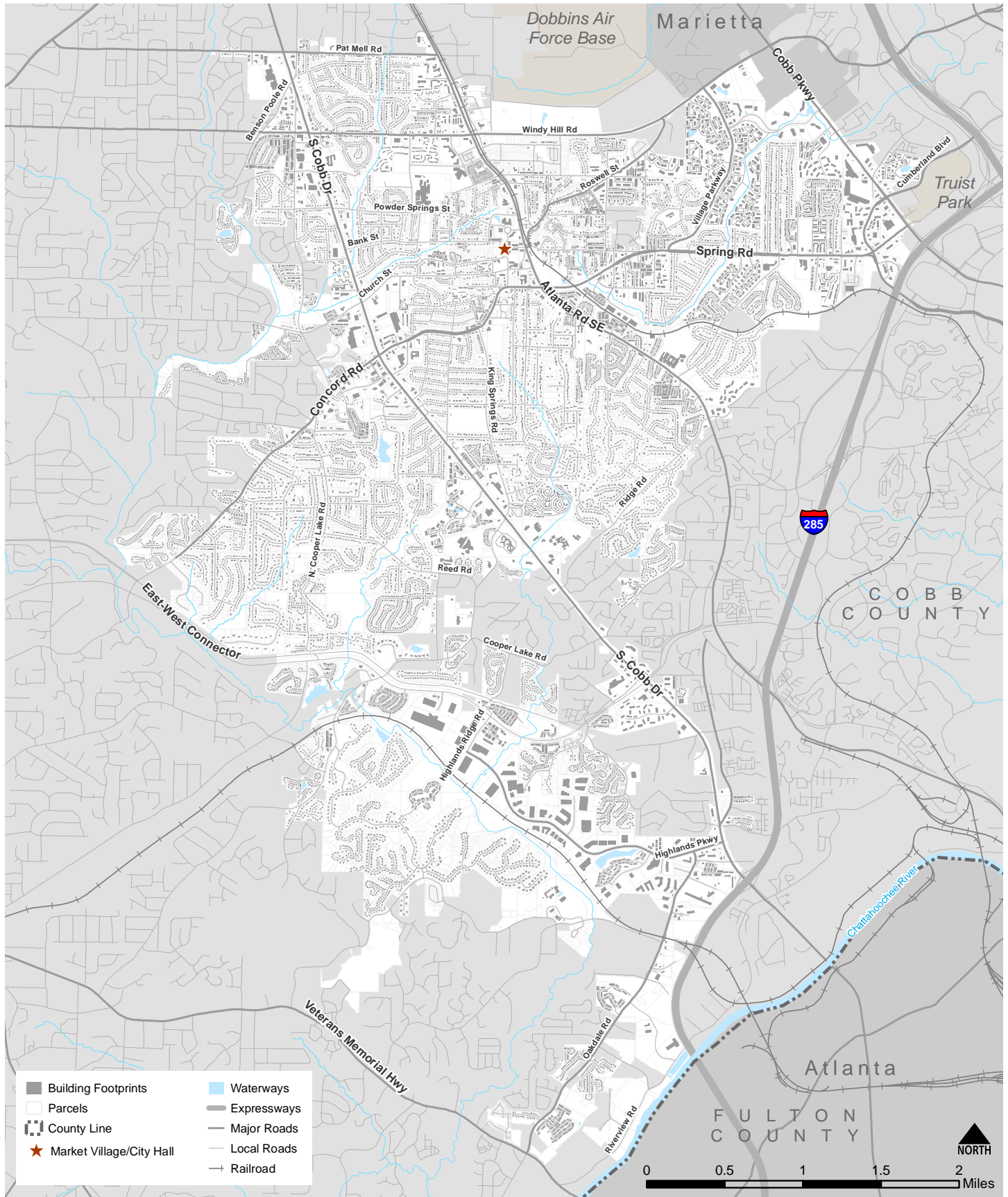
◀ Most of the roads in the northern part of the city have multiple outlets, allowing for a variety of potential routes, helping to alleviate congestion, and accommodating a range of potential development types.



◀ In the southern part of the city, most roads are single outlet, which can put strain on major roads and largely limits potential development to residential uses.

Multiple-outlet roads Single-outlet roads

Figure 1.17. Road Network Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission



Smyrna has worked diligently with Cobb County, the City of Marietta and other partners to connect its trail system to those jurisdictions. These partnerships have yielded the Silver Comet to Cumberland Connector and ensuring that the Mountain to River Trail connects all the way through downtown Marietta.

Community member input received during the 2022 plan update suggests a strong desire for continued improvements in active transportation infrastructure and connectivity, including for commuting and accomplishing daily needs versus recreation alone.

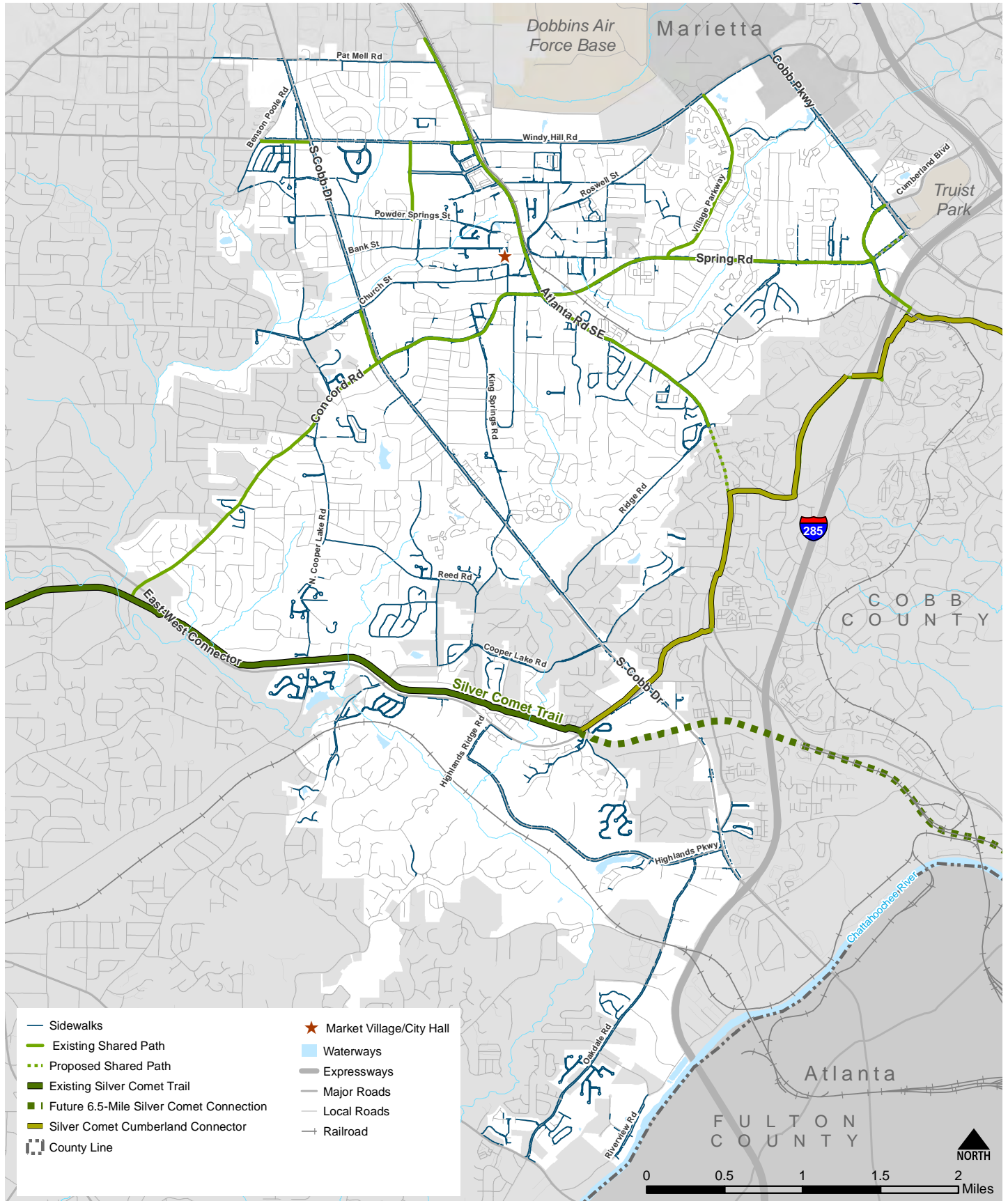


TRANSIT

Additional transportation options include public transportation provided by CobbLinc, which operates between Cobb County and Downtown Atlanta. Four services operate within the City of Smyrna, including bus routes 10, 15, 20, and 25. While CobbLinc operates 100 buses on 18 routes, transit in Smyrna connects to limited destinations with infrequent service.



Figure 1.18. Bicycle and Pedestrian Facility Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission

HOUSING

HOUSING STOCK

Smyrna's housing stock consists of a variety of different types of both single-family and multi-family homes. As of the 2017 comprehensive plan update, roughly 59 percent was single-family - including both detached and attached units - and 41 percent was multi-family. Looking back at the previous decade, Smyrna added approximately 1,600 units (of any kind) to its total stock. The city's housing stock did not change dramatically during that decade, although Census data suggests a decline in the supply of smaller multi-family properties and an increase in the number of larger multi-family product (see Figure 1.19).

As of the 2017 plan update, nearly 80 percent of the housing stock was built in 1970 or later, with most of the older housing units located in the northern half of the city. Newer single-family homes have been built both as subdivisions in the southern part of the city and as infill housing within older neighborhoods. While much of the housing stock in Smyrna is located in single-family neighborhoods, high density residential is located along major corridors, contributing to a more urban layout promoting live/work/play environments.

Figure 1.19. Smyrna Housing Types, 2010-2019

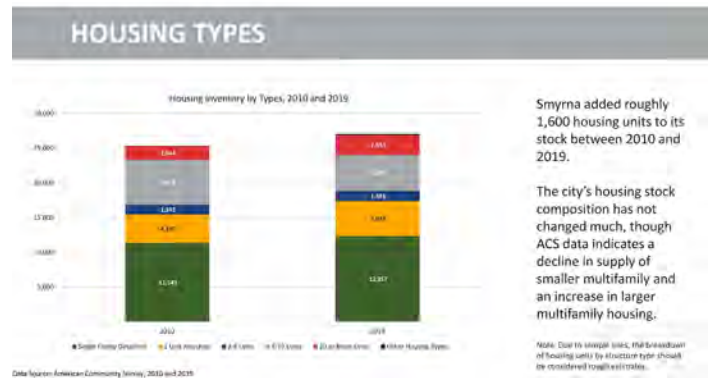


Figure 1.20. Housing Tenure, 2010-2019

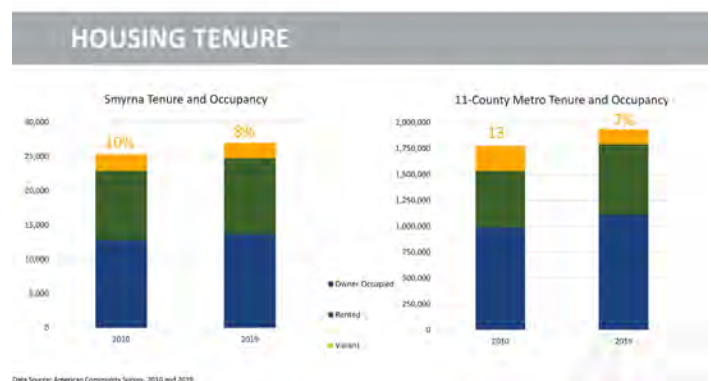
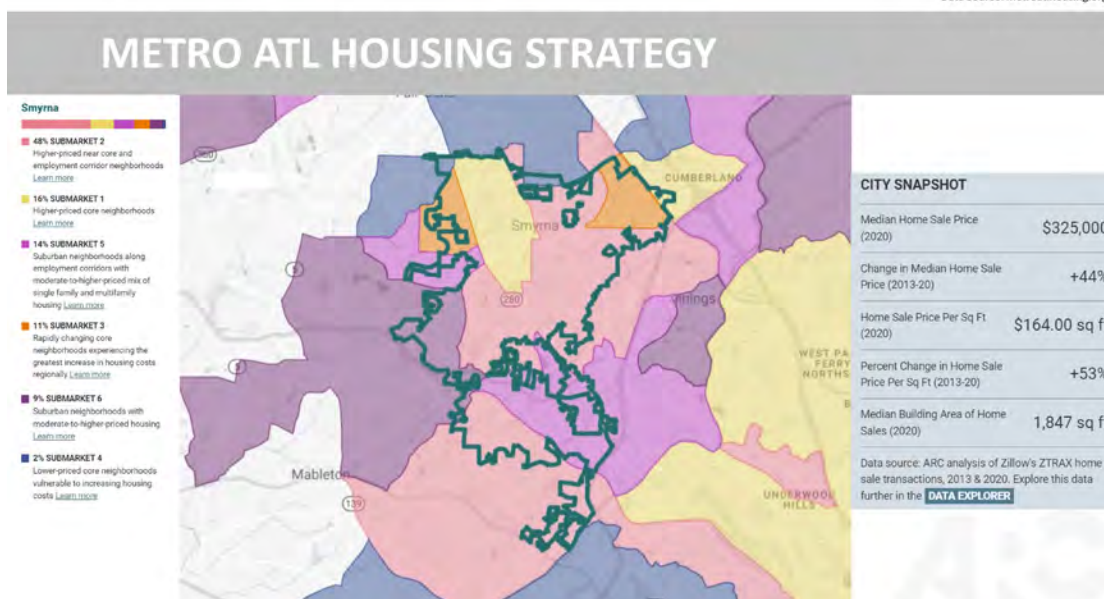


Figure 1.21. Metro Atlanta Housing Strategy Data

Data Source: metroathousing.org

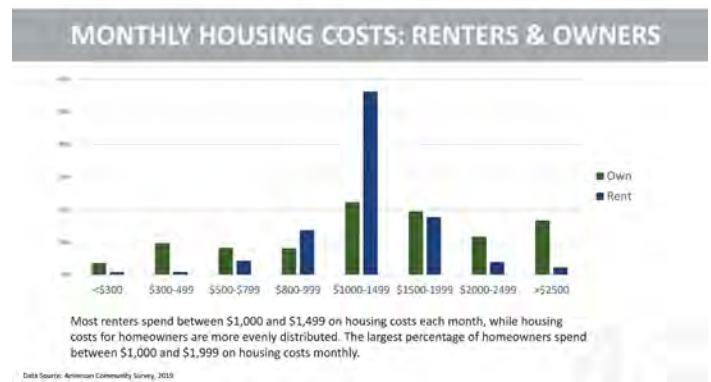


As of 2019, housing vacancy (owners and renters combined) hovered at eight percent, decreasing from 10 percent in 2010. Just over half of housing units were owner-occupied in 2019. Both of these statistics roughly mirror those of the region (see Figure 1.20).

HOUSING COST AND OTHER INDICATORS

Figure 1.21 shows a snapshot of Smyrna’s housing cost and other important indicators taken from the Metro Atlanta Housing Strategy (metroatlhousing.org). The median home sale price in Smyrna in 2020 was \$325,000, representing a 44 percent increase from 2013 (53 percent if judged per square foot). The Strategy classifies the metro region into submarkets based on characteristics such as average sales price, age, type, and size. These submarkets cross city and county lines and include non-contiguous sections. According to the Strategy, 48 percent of Smyrna’s land area is classified as Submarket 2, which describes neighborhoods relatively near the region’s core and major employment corridors, with a mix of newer and older higher-priced homes and higher rents.

Figure 1.22. Monthly Housing Costs



Monthly housing costs in Smyrna vary substantially between owners and renters. Most renters spend between \$1,000 and \$1,499 on housing each month, while costs for owners are more evenly distributed. The largest percentage of owners spending between \$1,000 to \$1,999 each month.

DEVELOPMENT TREND: INFILL

WHAT IS INFILL DEVELOPMENT?

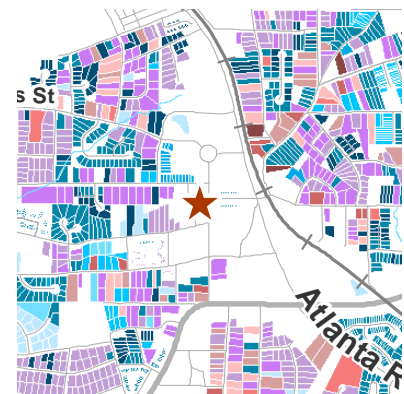
Infill development refers to building within an already established area, rather than on an undeveloped greenfield site.

WHY INFILL?

Infill development typically occurs in built out urban areas where there is limited undeveloped land available, or to conserve remaining natural land. Because it utilizes existing infrastructure and helps preserve natural land, it is a more sustainable and economical alternative to greenfield development.

WHAT'S HAPPENING IN SMYRNA?

Smyrna has limited remaining undeveloped land, making infill a preferred and necessary approach to development. The primary form of infill development in Smyrna is in the context of residential development; typically replacing an older home with one or more new homes. It can also take the form of commercial or mixed-use development, such as the recent conversion of an aging strip mall in the center of the city into the Belmont development.



▲ A map of the age of homes in Smyrna shows a historic trend of infill development in the northern part of the city. Around Market Village, in Williams Park, and in other nearby neighborhoods, new construction has already come alongside older homes in established areas.

ECONOMIC DEVELOPMENT

INCOME AND EMPLOYMENT OVERVIEW

As shown in Figure 1.23, Smyrna’s median household income as of 2019 was \$76,444, a roughly 40 percent increase from 2010. Household income distribution is spread fairly evenly across several bands, predominantly among the four earning groups above \$50,000. Both of these statistics suggest a strong

and balanced economic profile. However, there is a wide disparity between median household income for homeowners versus renters (see Figure 1.24). Rental households are not universally comprised of young, single adults with no dependents; very often these households have multiple working adults or children, or both.

Figure 1.23. Median Household Income and Distribution

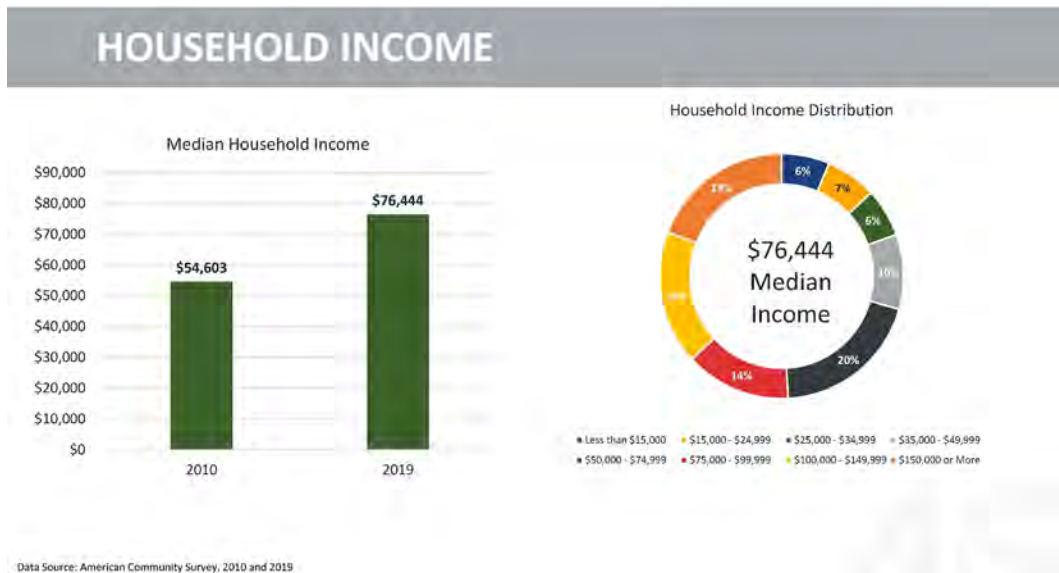
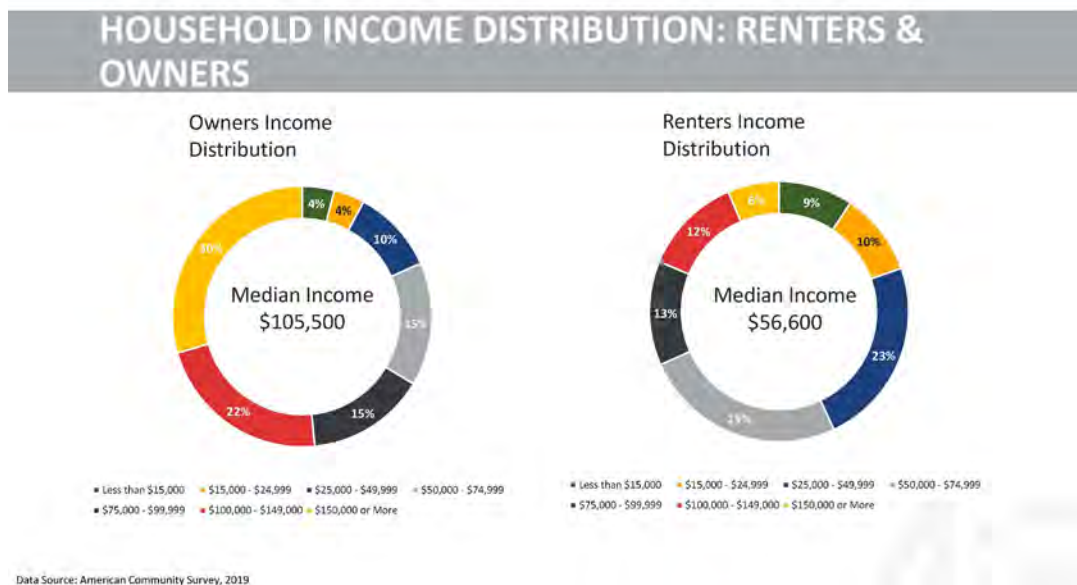


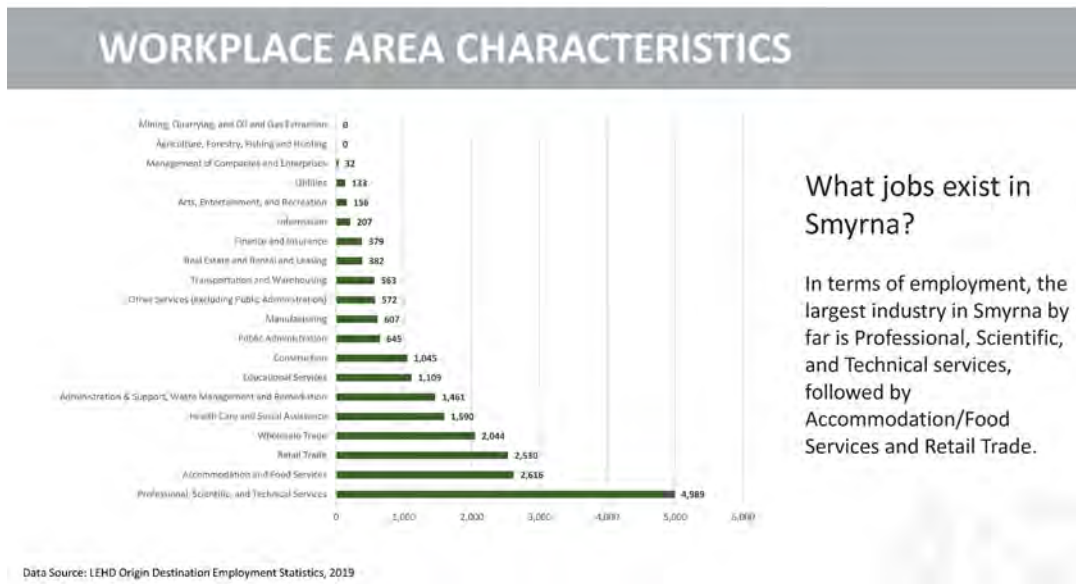
Figure 1.24. Household Income Distribution: Renters vs. Owners



In terms of employment opportunities in Smyrna, the largest industry by far is Professional, Scientific, and Technical Services, followed rather distantly by Accommodation/Food Services and then Retail Trade. These are jobs located in the city that employ both residents and non-residents (see Figure 1.25). The

largest industry among the city’s residents is also Professional, Scientific, and Technical ServicesT, followed fairly closely by Healthcare and Social Assistance. These are jobs held only by Smyrna residents at locations both inside and outside Smyrna (see Figure 1.26).

Figure 1.25. Workplace Area Characteristics



What jobs exist in Smyrna?

In terms of employment, the largest industry in Smyrna by far is Professional, Scientific, and Technical services, followed by Accommodation/Food Services and Retail Trade.

Figure 1.26. Resident Area Characteristics



What industries do Smyrna residents work in?

In terms of employment, the largest industry among the city’s residents is also Professional, Scientific, and Technical services, though by a smaller margin than for jobs available in the City.



LOCAL & REGIONAL ECONOMIC PLANS

Economic development is a “team sport,” as seen not only by the number of Smyrna residents employed outside of the city but also by the number of non-residents employed in the city. Therefore, economic planning requires partnerships, collaborations, and ongoing communication with other municipalities and regional organizations. Smyrna employs a full-time economic development director to carry out priorities locally, in alignment with the Comprehensive Plan, the recently adopted Strategic Plan, and other guiding documents.

However, various other economic plans impact the economic development of Smyrna, such as Cobb’s Competitive EDGE and the Atlanta Regional Commission’s Comprehensive Economic Development Strategy (CEDS). These economic planning efforts are detailed in Figure 1.27 and have been reviewed as they relate to the future of Smyrna’s economic development. Further details can be found in the Technical Addendum.

The City of Smyrna also offers several incentive programs for businesses, including an opportunity zone, an enterprise zone, and various fee waivers. (See Figure 1.28.)

Figure 1.27. Economic Development Partners and Resources

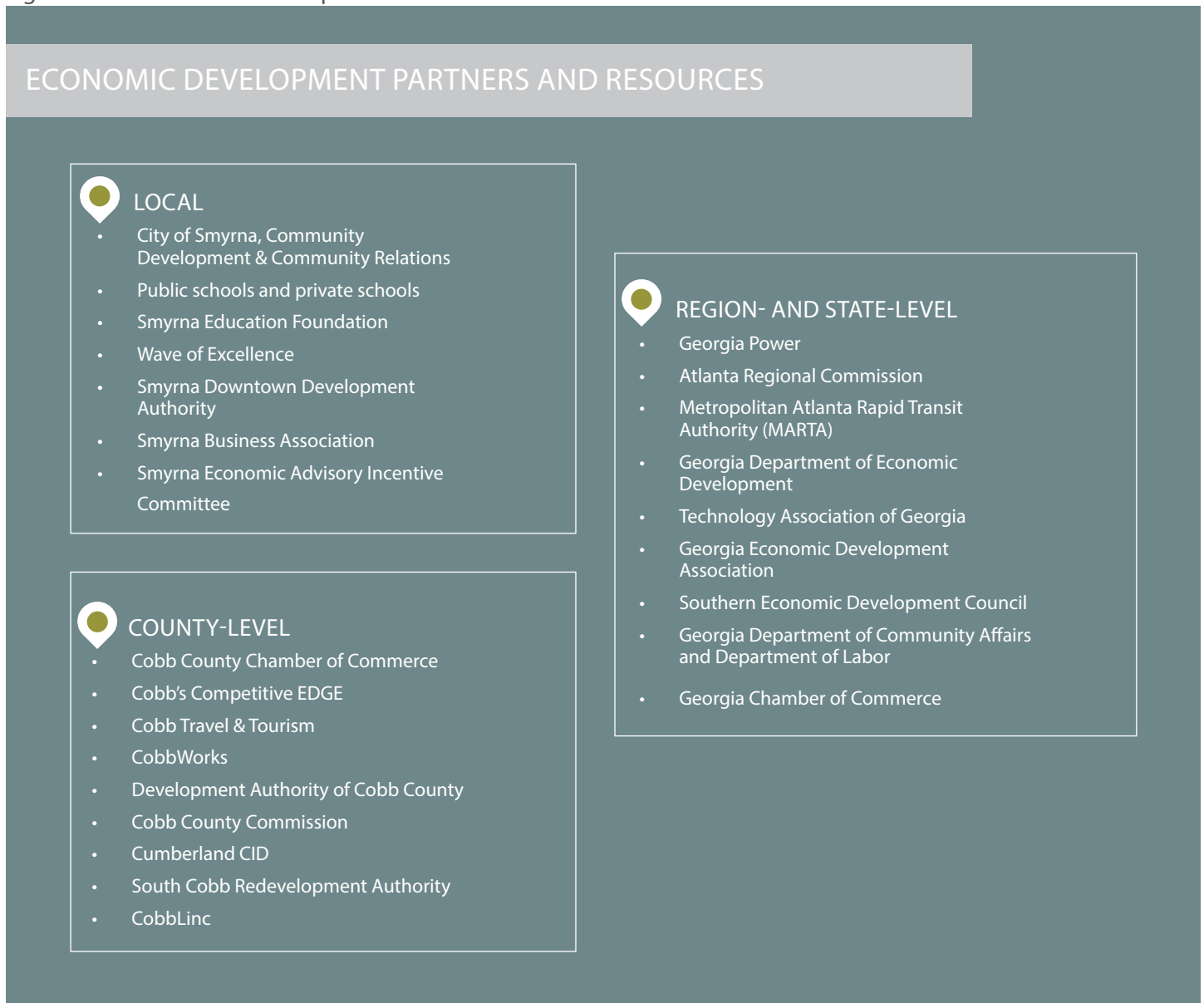
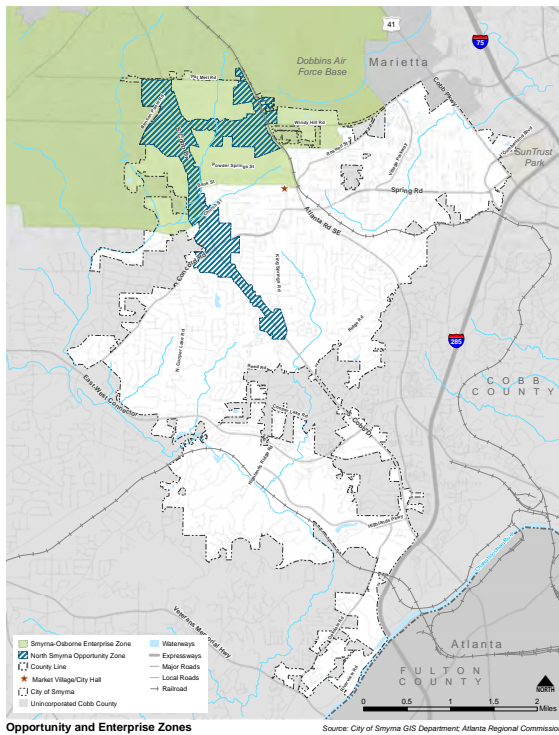


Figure 1.28. Opportunity Zones and Enterprise Zones

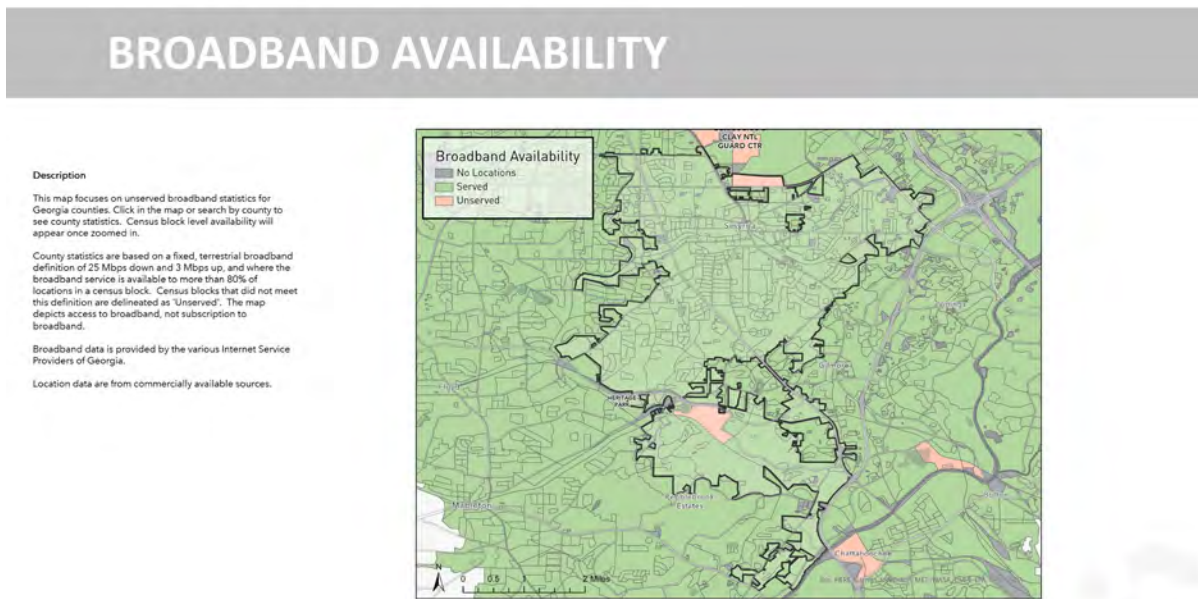


BROADBAND

Access to high-speed internet (“broadband”) is a critical economic development and infrastructure goal for the State of Georgia’s current and future competitiveness. Each local government must include in its Comprehensive Plan a discussion of broadband access and availability and an action plan for any unserved areas.

According to Figure 1.29 below, which uses information from the Georgia Broadband Center and the Federal Communications Commission (FCC), broadband is widely available in Smyrna, with nearly all of the city’s footprint having access. A relatively small unserved area exists within two adjacent light industrial areas along United Drive and Highlands Ridge Road, on the south side of East-West Connector and the Silver Comet Trail. City leaders and broadband providers should develop plans to serve this area. Broadly speaking, Smyrna has excellent broadband access and would be well positioned to pursue certification as a Broadband Ready Community or designation of facilities and developments as Georgia Broadband Ready Community Sites.

Figure 1.29. Broadband Availability



Description

This map focuses on unserved broadband statistics for Georgia counties. Click in the map or search by county to see county statistics. Census block level availability will appear once zoomed in.

County statistics are based on a fixed, terrestrial broadband definition of 25 Mbps down and 3 Mbps up, and where the broadband service is available to more than 80% of locations in a census block. Census blocks that did not meet this definition are delineated as “Unserved.” The map depicts access to broadband, not subscription to broadband.

Broadband data is provided by the various Internet Service Providers of Georgia.

Location data are from commercially available sources.

Data Source: Georgia Broadband Center and Federal Communications Commission, 2021

COMMUNITY FACILITIES & RESOURCES

COMMUNITY FACILITIES

The Smyrna community has earned a reputation as a community of excellence in both services and treasured public amenities. With 28 park facilities in Smyrna, residents enjoy 304 acres of parklands, trails, and greenspace. Five new parks were added to the city as a part of the 2005 Parks Bond. Additionally, senior services are run through the Wolfe Center, hosting programs for 930 members as of 2014.

PUBLIC SAFETY & FACILITIES

Key public services and facilities in the city include the police department, fire department, sanitation services, and water and sewer services.

- **Police Department:** The Smyrna Police Department has 97 sworn officers, 20 jail employees, and 11 administrative staff members. The city is serviced by a 24/7 E-911 center with an operating budget of more than \$1.6 million in 2022. Increases in arrest and citation percentages and a decrease in serious crime in recent years have been attributed to shifts in community policing.
- **Fire Department:** The City of Smyrna Fire Department operates and maintains nine pieces of emergency response equipment and has 80 career employees.

- **Sanitation Services:** More than 13,000 tons of municipal solid waste are collected by Smyrna’s residential Sanitation and Recycling Division, a division of the Public Works Department, and disposed of through a contract with Smyrna Transfer Station, LLC. Recycling bins are provided to all city residents and are processed at Cobb County’s WestRock single stream facility. Materials not collected at curbside can be brought to the City’s Recycling Center.
- **Water and Sewer Services:** 250 miles of water lines and 140 miles of sewer lines are serviced by the City of Smyrna Public Works Department. Part of the city falls under the Cobb County Water System service area.

FACILITY IMPROVEMENTS

Key facility and resource updates in Smyrna include improvements to the City’s Recycling Center, replacement of the roof at Wolfe Pool, renovation of the Tolleson Park Pool Building, completion of the Concord Road Linear Park project, installation of the Atlanta Road and Spring Street shared paths, and the recently constructed Smyrna Elementary School. There are eight elementary schools, two middle schools, and one high school serving the Smyrna area, all of which are managed and operated by Cobb County School District. Historic resources in Smyrna include Brawner Hall and the Chattahoochee River Line.

FAST FACTS

304

ACRES OF parklands, trails, & GREEN SPACE

28

PARK facilities

97

sworn POLICE OFFICERS

80

career FIREFIGHTERS

1

HIGH school

2

MIDDLE schools

8

ELEMENTARY schools

390

MILES of serviced WATER & SEWER lines



NEEDS AND OPPORTUNITIES

Smyrna's needs and opportunities were identified based on the assessment of existing conditions, input from the community, and refinement from the Steering Committee and City staff. Input gathering was framed around strengths/opportunities to build on and challenges to be addressed. The needs and opportunities are connected to the Goals and Policies, future land use recommendations, and implementation actions detailed later. They are organized into land use, transportation, housing, economic development, and other issues, as shown below.



LAND USE

- LU1. Key nodes and corridors are opportunities for walkable, mixed-use development and infrastructure investment.
- LU2. The City's development regulations need adaptability and flexibility to accommodate adaptive reuse and redevelopment.
- LU3. Infill development needs to be compatible with its surroundings.
- LU4. High design standards are a priority for both new construction and renovation/adaptive reuse.
- LU5. The character of Smyrna's single-family residential neighborhoods should be maintained and enhanced.

TRANSPORTATION

- T1. Smyrna needs enhancement and expansion of transit to reduce car dependency and compete in the region.
- T2. Congestion on major roads at peak times remains a challenge.
- T3. Continued development of bicycle/pedestrian/trail networks - particularly off-street - is a critical need.

HOUSING

- H1. Smyrna needs diversification of housing types to retain and attract a range of residents and compete with other areas. "Missing middle" housing is a target opportunity.
- H2. Home ownership and neighborhood stability and enhancement remain priorities for the City.
- H3. Quality of life should be maintained and enhanced in residential areas.

- H4. Context-appropriateness is central to regulating new housing densities.

ECONOMIC DEVELOPMENT

- ED1. Activity centers and priority redevelopment areas are key opportunities for economic activity.
- ED2. Continued growth around The Battery/Truist Park and in the Cumberland CID should be leveraged to grow Smyrna's economic base.
- ED3. Business retention, recruitment, incentives, and entrepreneurship are priority needs.
- ED4. The community's civic/volunteer ecosystem is an asset for supporting economic development.

PUBLIC SERVICES AND QUALITY OF LIFE

- Q1. Continued coordination with Cobb County Schools is essential to support school excellence and to link growth with school capacity.
- Q2. Additional parks and greenspace are needed.
- Q3. Arts and culture, including public art, are community needs that should be expanded.
- Q4. The community needs a strategic approach to annexation, especially of unincorporated "islands."
- Q5. The City needs better signage and beautification at key gateways.
- Q6. The City has many historic assets that help define its identity and need further support.
- Q7. Smyrna's tree canopy and streams are assets that deserve stronger attention and protection.
- Q8. The Riverview Landing/Chattahoochee River frontage is a unique asset to continue to leverage.

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2

SMYRNA TOMORROW: COMMUNITY VISION AND GOALS

This chapter provides an aspirational vision of how Smyrna will develop in the future. It offers tools in the form of goals, policies, maps that will aid city officials in guiding public and private investment to achieve that vision. It addresses the questions:

- What kind of place should Smyrna be in 2040?
- What policy framework will help us reach that vision?



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2. SMYRNA TOMORROW: COMMUNITY VISION AND GOALS

The community vision and goals identify the City of Smyrna’s direction for the future and are intended to serve as a guide for city officials in day-to-day decision making. They are the product of an extensive public involvement effort and are comprised of several components:

- Vision Statement
- Community Goals and Policies
- Policy Map
- Future Land Use Map and Defining Narrative

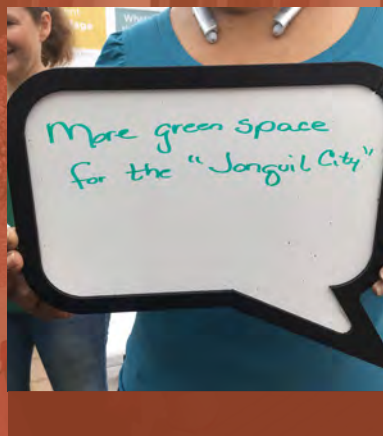
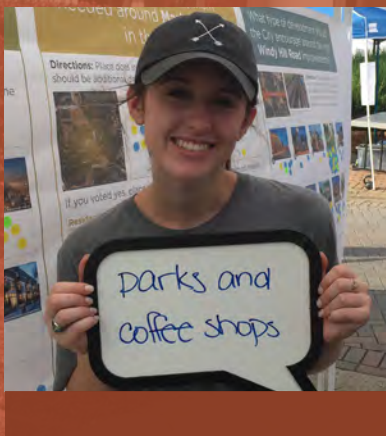
Each of these components was already part of the 2017 Comprehensive Plan, and all but the Policy Map were already established in the previous major plan developed in 2007. This 2022 update to the plan sought to gather input from community members by revisiting the above components via discussion and activities - just as with other components of the plan, e.g., Baseline Conditions, Needs and Opportunities, etc. The results of this engagement is presented here, and they reflect the changing conditions and evolving vision for the community.

The 2040 Future Land Use Map was revised in 2017 to provide guidance in making rezoning decisions at the parcel level, and it remains so. The map illustrates the appropriate future land use patterns that would be in keeping with the overall vision and goals for the community. It works in concert with the Policy Map. While the Future Land Use Map provides guidance on specific future land uses that support the vision, the Policy Map provides guidance on where to apply area-wide policies related to development trends, transportation corridors, and broad geographic locations.



COMPREHENSIVE PLAN VISION

“Smyrna will emerge and prosper as a regional destination known for its people and sense of community; ease of access and connectivity; signature public spaces and art; unique history; entrepreneurial spirit embodied in its local businesses; and diversity of distinct and welcoming neighborhoods.”



VISION

The updated 2022 community vision paints a picture of what the City of Smyrna desires to become in the long term, extending out to the year 2040. To arrive at this vision, the planning team began with the community vision statement that was established in the 2017 Comprehensive Plan - which itself was based on vision documented in the 2014 Strategic Vision Plan.

2017-2022: TRANSLATING A VISION INTO THE LANGUAGE OF PLACE

The vision statement at the core of 2014 Smyrna Strategic Vision Plan included key images or ideals related to different policies and actions the community could undertake to achieve it. These ideals included community attachment, high quality of life and place, engaged citizens, strong identity and image, and academic excellence.

In the 2017 plan update, these ideals were diagrammed and translated into action-oriented and land use-based policies by linking them to the four major Comprehensive Plan elements - land use, transportation, housing, and economic development.

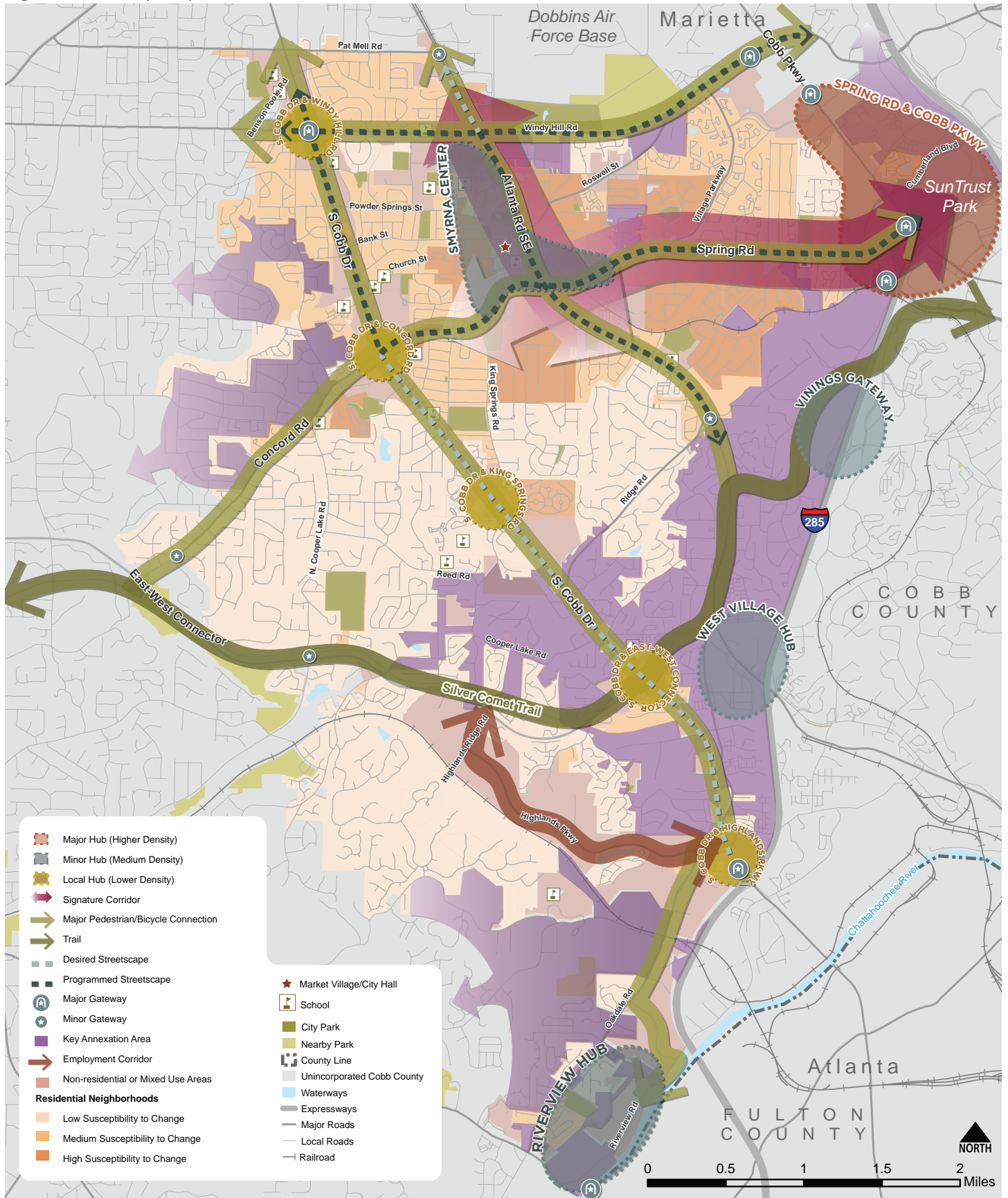
The resulting 2017 community vision was refined by a Steering Committee and vetted by the public. The vision statement was in turn then used as a sounding board for refining the goals and policies, as well as a guide in crafting a Policy Map to support their application.

Using the 2017 plan as a baseline, the 2022 planning team followed a similar process - reviewing the 2017 vision and refining it through engagement with the community, the Steering Committee, and staff.

UNDERSTANDING THE POLICY MAP

The Policy Map serves two purposes: (1) it provides a portrait of the overall development trends impacting the Smyrna community, and (2) it provides guidance on where to apply area-wide policies related to development characteristics, transportation corridors, and broad geographic locations. The Policy Map was crafted during the 2017 plan update through a reiterative process involving the project team, City staff, the Steering Committee, and participants in the public engagement process. The features of the map describe the character and function of activity hubs, major transportation routes, and residential neighborhoods. It also identifies potential annexation areas as well as desired features such as gateways, trails, and public facilities. For map feature definitions, see the Technical Addendum.

Figure 2.1. Policy Map



GOALS AND POLICIES

The following goals represent the recurring, dominant themes expressed by participants in the multi-year Guide Smyrna planning effort. They are large-scale and long-term objectives that the city seeks to achieve in order to make its vision a reality.

Nearly all of the goals were carried forward from the 2017 plan update, with many being refined and supplemented. Each underwent a reiterative vetting process involving the planning team, City staff, and the Steering Committee.

Under each goal are supportive policies intended to offer guidance and direction to local government officials in making decisions consistent with those goals. These policies are organized by goal, though being comprehensive in nature, many individual policies help to achieve multiple goals.

HOUSING

GOAL 1 Protect and preserve established residential neighborhoods.

Policy 1.1 Ensure adequate buffering and screening in order to protect residential neighborhoods from negative impacts of adjacent incompatible development.

Policy 1.2 Ensure that infill housing development is compatible with surrounding established neighborhoods.

Policy 1.3 Maintain a strict code inspection and compliance program to promote the maintenance and preservation of existing housing.

GOAL 2 Encourage redevelopment of older declining neighborhoods and apartment communities.

Policy 2.1 Identify declining neighborhoods within planning studies and target these areas for revitalization efforts.

Policy 2.2 Strictly enforce building code and property maintenance regulations in order to eliminate substandard or dilapidated housing.

Policy 2.3 Encourage the redevelopment of older apartment complexes into townhomes and condominiums in order to increase home ownership rates.

Policy 2.4 Maintain an inventory of vacant properties, properties owned by the City or other government agencies, and tax delinquent properties suitable for infill development.

Policy 2.5 Encourage adequate amounts, types, and densities of housing needed to support desired mixed use redevelopment.

GOAL 3 Encourage the development of a range of housing choices in order to meet market demand and allow residents to remain in Smyrna across different life-cycle stages.

Policy 3.1 Encourage the construction of affordable and accessible housing in order to accommodate the growing senior population.

Policy 3.2 Encourage housing opportunities for young families as well as “empty nester” households.

Policy 3.3 Encourage housing opportunities to ensure that those who work within Smyrna have the option of living within the City.

Policy 3.4 Support housing opportunities for special needs populations such as the disabled.

Policy 3.5 Encourage opportunities for mixed-use, live/work housing.

Policy 3.6 Assist nonprofit housing agencies to ensure an adequate supply of affordable housing.

Policy 3.7 Support equal housing opportunities for all persons.

ECONOMIC DEVELOPMENT

GOAL 4 Attract and retain a diverse variety of businesses in order to provide quality employment opportunities for residents and maintain a healthy tax base.

Policy 4.1 Promote opportunities for additional office professional development around the Cumberland/Galleria employment center.

Policy 4.2 Encourage opportunities for light industrial employment that is compatible with the residential nature of the City.

Policy 4.3 Pursue growth industries such as education, health care, and transportation to locate within the City.

Policy 4.4 Continue to work with the Cobb Chamber of Commerce to conduct business recruitment, retention and expansion programs.

Policy 4.5 Focus some economic development activities on retention, expansion and support of existing businesses (entrepreneur and small business assistance, business retention programs, etc.).

Policy 4.6 Develop a mechanism to market the City and its assets. Network and coordinate with agencies which compile data and carry out promotional and marketing efforts, to assist in stimulating business location and development that serves the region.

GOAL 5 Promote revitalization of declining commercial and industrial areas.

Policy 5.1 Promote adaptive reuse and mixed-use redevelopment of declining strip commercial centers.

Policy 5.2 Continue to utilize innovative economic development tools to revitalize declining commercial areas.

Policy 5.3 Compile and maintain a database of key parcels with development and redevelopment potential.

GOAL 6 Promote continued economic development within downtown Smyrna and other activity centers as vibrant mixed-use centers for residential, government, office, retail and entertainment activities.

Policy 6.1 Support higher-intensity housing within and adjacent to activity centers in conformity with the Future Land Use Map.

Policy 6.2 Pursue cultural institutions, entertainment, and recreational businesses to locate in and around activity centers in order to draw people to the district after business hours.

Policy 6.3 Maintain a strategy to promote special events in Smyrna Market Village.

Policy 6.4 Encourage new businesses to locate within Activity Centers, such as specialty retail, office, and services.

Policy 6.5 Maintain architectural design standards in the Smyrna downtown area and along key gateway corridors.

GOAL 7 Improve the job skills and educational attainment of residents in order to attract professional employment opportunities.

Policy 7.1 Encourage continued excellence in the public educational system, making sure we are providing training in the work skills needed by local businesses and industry.

Policy 7.2 Explore possible job training programs and tax credits for company training.

Policy 7.3 Collaborate with Cobb County through its Cobb Works job training program to enhance workforce skills and education.

LAND USE

GOAL 8 Protect natural resources and sensitive environmental features from encroachment by development.

Policy 8.1 Develop a greenspace plan as part of a comprehensive natural resources strategy.

Policy 8.2 Target environmentally sensitive areas such as floodplains and wetlands for greenspace acquisition.

Policy 8.3 Encourage use of conservation subdivision designation for the protection of sensitive natural resources and provision of community open space.

Policy 8.4 Consider environmental sensitivity of steep slopes and ridgelines when making land use and site plan decisions.

Policy 8.5 Develop and manage land use and transportation networks in order to promote air and water quality.

Policy 8.6 Encourage opportunities for compact development supportive of open space preservation.

Policy 8.7 Maintain development regulations that protect and preserve environmentally sensitive features.

GOAL 9 Provide for community open space, parks, and recreational opportunities.

Policy 9.1 Continue development of bicycle/ pedestrian trail network throughout Smyrna with linkages to parks, schools, and residential areas.

Policy 9.2 Preserve scenic views and natural environment along the Silver Comet Trail and other multi-use paths in the City.

Policy 9.3 Maintain the City's parks master plan in coordination with greenspace preservation efforts.

Policy 9.4 Incorporate the connection, maintenance, and enhancement of greenspace in all new development.

GOAL 10 Protect the unique historic and cultural assets of the City of Smyrna.

Policy 10.1 Identify historic resources and apply for designation of the National Register of Historic Places.

Policy 10.2 Enlist the resources of a civic or community organization to perform an inventory of all historic structures in the City.

Policy 10.3 Maintain certificate of approval process for historic structures in designated urban design districts.

GOAL 11 Maintain compliance with state environmental planning regulations.

Policy 11.1 Implement and enforce the City's stormwater management ordinance.

Policy 11.2 Maintain a stormwater management plan.

Policy 11.3 Implement and enforce the City's erosion and sedimentation control ordinance.

Policy 11.4 Maintain a solid waste management plan.

Policy 11.5 Support solid waste reduction and recycling initiatives.

Policy 11.6 Work with state and federal agencies to identify and clean up brownfields and hazardous waste sites.

Policy 11.7 Implement and enforce the City's Stream Buffer Ordinance.

GOAL 12 Expand on the success of Smyrna's Downtown Market Village

Policy 12.1 Promote mixed-use redevelopment of older strip commercial shopping centers and apartments at key nodes and intersections around Smyrna Market Village.

Policy 12.2 Encourage infill residential development and redevelopment surrounding the downtown area that is supportive of "Main Street" retail.

Policy 12.3 Promote walkable, pedestrian-oriented development in and around Smyrna Market Village.

Policy 12.4 Encourage commercial buildings to be oriented toward the street with parking in the rear in order to enhance pedestrian appeal and mitigate the impact of automobiles.

GOAL 13 Encourage an efficient, equitable, and compatible distribution of land uses.

Policy 13.1 Support a broad range of land uses within the City.

Policy 13.2 Encourage an appropriate transition of type and scale between established neighborhoods and activity centers.

Policy 13.3 Designate areas for industrial, warehousing, distribution, and transportation uses with direct access to major transportation systems.

Policy 13.4 Protect established single-family residential neighborhoods from the encroachment of incompatible land uses.

Policy 13.5 Encourage the use of density bonuses to encourage greenspace creation or preservation.

Policy 13.6 Coordinate land use planning with transportation improvement programs.

GOAL 14 Establish a visually attractive environment.

Policy 14.1 Update, implement and enforce the City's tree ordinance to preserve and re-establish the City's tree canopy.

Policy 14.2 Update, implement and enforce the City's sign ordinance.

Policy 14.3 Update, implement and enforce the City's design guidelines for development along major corridors.

Policy 14.4 Screening of service yards and other places that tend to be unsightly should be encouraged by the use of walls, fencing, planting, or combinations of these. Screening should be equally effective year round.

Policy 14.5 Newly installed utility services, and service revisions necessitated by exterior alterations should be placed under ground, where economically feasible.

Policy 14.6 Monotony of design in single or multiple building projects should be avoided. Variations in detail, form, and siting should be used to promote visual interest. Harmony in texture, lines, and mass is encouraged.

Policy 14.7 Reduce the visual impact of the automobile in both commercial and residential areas of Smyrna.

Policy 14.8 Maintain and utilize gateway signage and landscaping in order to foster a sense of place within the community.

GOAL 15 Encourage infill development and redevelopment that has a positive impact on existing neighborhoods and activity centers.

Policy 15.1 Prioritize redevelopment and revitalization of existing underutilized commercial and industrial areas over development of new land for commercial purposes.

Policy 15.2 Ensure that infill development is compatible with surrounding neighborhoods and activity centers.

Policy 15.3 Where appropriate, the City should assist in site assemblage for redevelopment initiatives, without the use of eminent domain.

TRANSPORTATION

GOAL 16 Provide a safe, efficient, financially supportable transportation system

Policy 16.1 Concentrate development in areas with existing infrastructure to reduce congestion, encourage transit, and foster redevelopment.

Policy 16.2 Protect the identity and unique character of Smyrna through context-sensitive design in all transportation projects.

Policy 16.3 Refine and use the subdivision and development process in order to provide transportation improvements needed such as pedestrian facilities, safety improvements, interparcel access, and transit supportive street design within a specific timeframe as a condition of development approval.

Policy 16.4 Require a Traffic Analysis as a condition of development to review the potential traffic impacts related to proposed developments, assign appropriate mitigation requirements as a condition of development approval, and discuss opportunities for multi-modal travel.

Policy 16.5 Any development that generates more than 500 PM peak hour trips should prepare a traffic impact study and define how they plan to mitigate their impacts.

Policy 16.6 Developments that generate more than 100 PM peak hour trips and have direct access to a roadway that currently operate at Level of Service (LOS) E or F, which reflects conditions where a roadway is operating at or above its design capacity, should prepare a traffic impact study and define actions to mitigate their impacts.

Policy 16.7 Strive to achieve a minimum LOS D, which reflects conditions where roadways are functioning within their design capacity, for all roadway classifications.

GOAL 17 Connect to the county and regional transport networks in a seamless manner, and coordinate with regional and local plans to support multiple goals wherever possible.

Policy 17.1 Continue the participation in and development of the Cobb County Comprehensive Transportation Plan to address congestion, pollution, transit, land use and redevelopment issues.

Policy 17.2 Coordinate with Cobb County and GDOT to maximize the effectiveness of all transportation investments.

Policy 17.3 Coordinate transit planning and services with CobbLinc and the Georgia Regional Transportation Authority (GRTA) to ensure existing bus routes and stops are appropriately planned for and incorporated into the transportation network and land use plan.

Policy 17.4 Consider policies and recommendations from the Regional Freight Mobility Plan and Regional Bicycle and Pedestrian Plan.

GOAL 18 Promote the further development of a multi-modal transportation network to maximize access and connectivity for all residents.

Policy 18.1 Work to provide more transit service where cost effective in order to allow more residential areas direct access to transit.

Policy 18.2 Design better pedestrian facilities such as sidewalks, traffic calming measures, and crossings in high traffic areas, as recommended in the LCI study.

Policy 18.3 Promote transportation alternatives such as transit, bicycle facilities, pedestrian infrastructure, carpooling, and other forms of alternative modes of travel by mixing land uses and making more areas pedestrian accessible.

Policy 18.4 Encourage a safe and efficient transportation network for all modes of travel.

Policy 18.5 Work with the PATH Foundation, the Atlanta Bicycle Coalition, and PEDS to assist with the provision of safe and convenient bike and pedestrian facilities to and throughout the City.

Policy 18.6 Consider opportunities for a Safe Routes to School Program.

Policy 18.7 Encourage street connectivity and/

or pedestrian connectivity between subdivisions for low density residential and moderate density residential.

PUBLIC SERVICES AND QUALITY OF LIFE

GOAL 19 Provide for efficient, high-quality, cost-effective public services.

Policy 19.1 Maximize the use of existing community facilities and services.

Policy 19.2 Encourage infill development in areas with existing infrastructure capacity.

Policy 19.3 Ensure that service levels are maintained whether to existing residents or new development.

Policy 19.4 Use planned infrastructure investments and capital improvements to support desired development patterns.

Policy 19.5 Coordinate public facilities and services with land use planning.

Policy 19.6 Promote the annexation of unincorporated islands within the City in order to streamline and simplify the provision of public services.

Policy 19.7 Consider impact fees in order to balance the need for new development and public services.

Policy 19.8 Consider fiscal impacts of proposed new developments and annexations.

Policy 19.9 Provide for vital public safety and emergency services within Smyrna.

Policy 19.10 Encourage quality schools and diverse educational opportunities, such as charter schools.

GOAL 20 Provide lifestyle amenities that improve the “quality of life” in Smyrna.

Policy 20.1 Continue support for pedestrian-oriented, mixed-use development in and around Smyrna Market Village.

Policy 20.2 Provide pedestrian linkages from existing neighborhoods to the City’s multi-use trail system.

Policy 20.3 Encourage outdoor gathering areas, such as plazas, public squares, and amphitheatres.

Policy 20.4 Provide a variety of recreational opportunities including both active, organized recreation (e.g. sports fields), as well as areas for passive recreation (e.g. nature preserves, walking trails).

GOAL 21 Ensure that community facilities and services are adapted to meet the changing needs of Smyrna’s diverse population.

Policy 21.1 Provide facilities and services for the growing population of senior citizens.

Policy 21.2 Adapt public services and facilities to meet the needs of growing minority communities in Smyrna.

Policy 21.3 Adapt public services and facilities to serve special client groups such as the handicapped, homebound, and institutionalized.

GOAL 22 Support mechanisms for the coordination of public services between different governmental entities.

Policy 22.1 Continue to work with Cobb County in providing vital emergency services such as fire protection and emergency medical service.

Policy 22.2 Maintain the required Service Delivery Strategy document that formalizes intergovernmental service provision agreements.

Policy 22.3 Work collaboratively with Cobb County and the Cobb County School Board in order to improve local schools.

Policy 22.4 Support communication mechanisms that facilitate the exchange of information and ideas between adjacent local governments and Cobb County.

GOAL 23 Coordinate planning efforts of the City with surrounding jurisdictions.

Policy 23.1 Continue to ensure that land use plans are consistent with surrounding jurisdictions and regional goals. Coordinate planning with bordering cities, Cobb County, and Cumberland CID.

Policy 23.2 Continue to foster strong relationships with the surrounding county and regional agencies to ensure that infrastructure improvements within the City’s surrounding area are supportive of local needs and compatible with the City’s future development plans.

Policy 23.3 Pursue joint processes for collaborative planning and decision making.

Policy 23.4 Provide City representation on ARC task forces or committees and maintain close staff relationships with ARC in efforts to address regional issues.

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FUTURE LAND USE MAP

The Future Land Use Plan narrative provides a vision for development and land use patterns throughout the City's distinct character areas. The narrative provides a detailed description of each future development category found on the 2040 Future Land Use Map (See Figure 2.2). The primary features of the Future Land Use Map are its character areas. Character areas represent a future land use pattern of distinct residential areas, activity centers, employment centers, and infrastructure and public spaces that support the community's future vision. Each character area description includes:

- An overview of the vision and intent,
- Design and transportation features,
- Appropriate land uses,
- Corresponding zoning categories,
- Implementation strategies, and
- Character images (examples of preferred land use patterns).

The recommended land uses listed for each character area represent the range of possible activities that are compatible with the intent of each area. While providing for a flexible list of potential uses, the Smyrna Community Development Department will review specific development proposals against the allowable appropriate range of uses. Elected officials have the authority to permit the least intensive uses listed within each area as deemed appropriate on a case-by-case basis. As with the recommended land uses, implementation policies listed for each future character area represent a toolbox of possible strategies to achieve the desired vision.

The character areas are:

Residential Character Areas

- Low Density Residential (3 dwelling units per acre and under) (LDR)
- Moderate Density Residential (4.5 dwelling units per acre and under) (MODR)
- Medium Density Residential (6 dwelling units per acre and under)(MEDR)
- Medium-High Density Residential (10 dwelling units per acre and under) (MHDR)
- High Density Residential (more than 10 dwelling units per acre) (HDR)

Activity Center Character Areas

- Neighborhood Activity Center (NAC)
- Community Activity Center (CAC)
- Mixed Use (MU)
- Regional Activity Center (RAC)

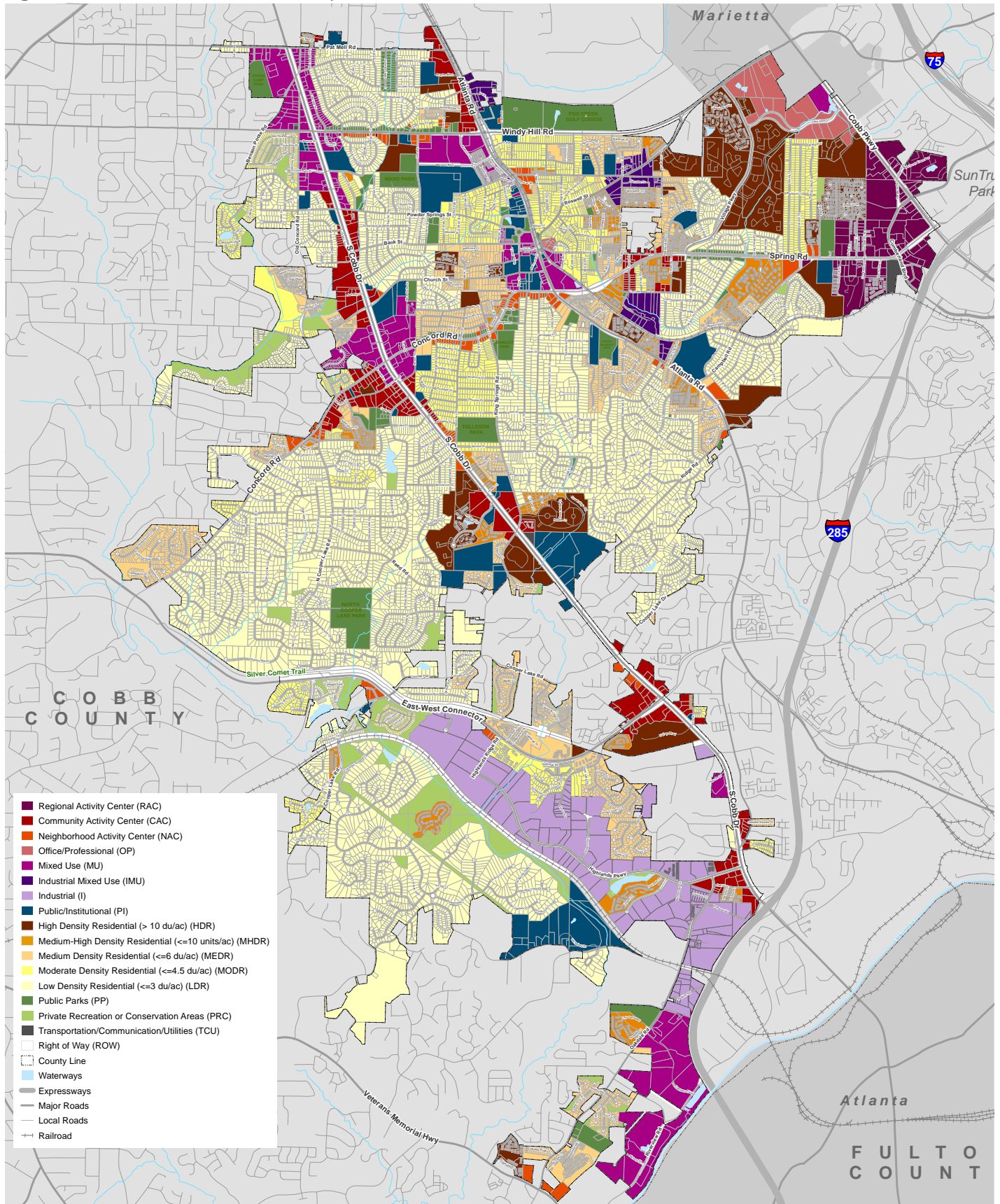
Employment Center Character Areas

- Office/Professional (OP)
- Industrial (I)
- Industrial Mixed Use (IMU)

Public Services and Quality of Life Character Areas

- Public/Institutional (PI)
- Public Parks (PP)
- Private Recreation and Conservation (PRC)
- Transportation/Communication/Utilities (TCU)
- Rights-of-way (ROW)

Figure 2.2. 2040 Future Land Use Map

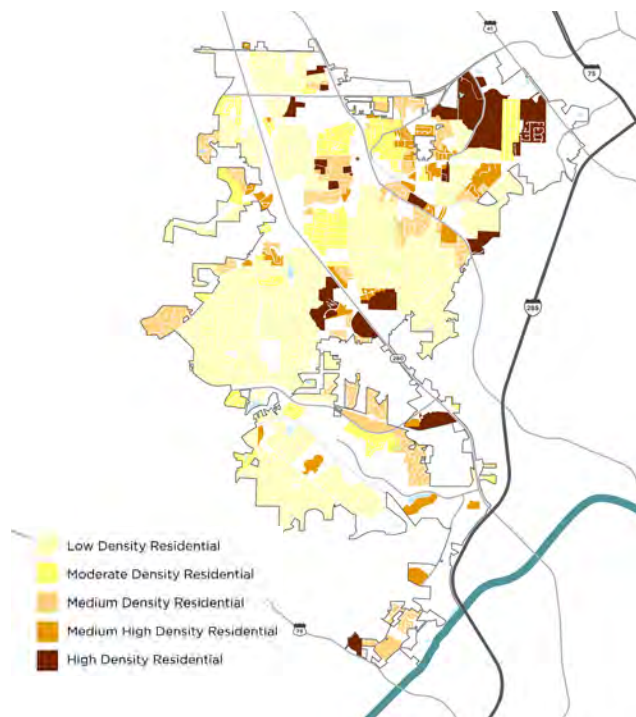




RESIDENTIAL CHARACTER AREAS

Everyone’s housing needs are different. Depending on where they work, their lifestyle preference, and their household budget, they may prefer the retreat of a large lot, single-family home along the Silver Comet Trail or the low-maintenance lifestyle of a condo in Market Village. As these examples show, Smyrna already offers a wide diversity of housing products, but today’s housing supply may not meet future housing demands.

Figure 2.3. Residential Character Areas



CHARACTER AREAS

The residential character areas represented on the 2040 Future Land Use Map encompass a wide range of future housing products, and they are characterized primarily by housing density represented by dwelling unit densities per acre (du/ac) of land. There are five residential character areas on the Future Land Use Map:

- Low Density Residential (LDR) – 3 du/ac or less
- Moderate Density Residential (MODR) – 4.5 du/ac or less
- Medium Density Residential (MEDR) – 6 du/ac or less
- Medium-High Density Residential (MHDR) – 10 du/ac or less
- High Density Residential (HDR) – more than 10 du/ac.

SUPPORTING CITY GOALS

Together, the visions for these character areas support the city’s primary housing goals:

- Goal 1: Protect and preserve established residential neighborhoods
- Goal 2: Encourage the redevelopment of older, declining neighborhoods and apartment communities.



- Goal 3: Encourage the development of a range of housing choices in order to meet market demand and allow residents to remain in Smyrna across different life-cycle stages.

Housing is one component of a complete community. To support goals related to transportation, economic development, and sustainability, the following general policies should be encouraged across all residential character areas:

- Coordinated transportation improvements,
- A focus on walkable communities,

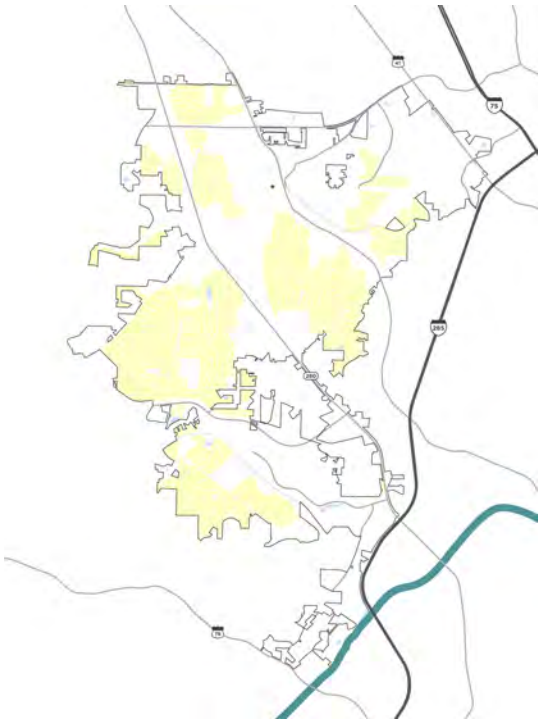
- Access to Activity Centers,
- Protection of natural resources, and
- Connecting residents to home ownership and maintenance programs.

In addition, some supportive non-residential uses should be allowed within residential character areas to encourage active lifestyles and reduced vehicular dependency by locating everyday activities within walking distance of residences.

NEIGHBORHOOD DESIGN GUIDELINES

The overall design of a neighborhood plays a major role in establishing its character and protecting the property values. Some communities establish design guidelines that dictate a particular architectural style, minimum building sizes, or maximum building heights to maintain or enhance neighborhood character. There was some limited interest expressed during the public participation process of this plan in establishing such neighborhood design guidelines in Smyrna. It was also recognized, however, that such guidelines maybe overly restrictive and difficult to administer. As a compromise, this plan recommends that the creation of voluntary neighborhood design guidelines be considered as part of a revision to the City Zoning Ordinance. The guidelines are described as voluntary in that individual subdivisions or neighborhoods could, by petition among their residents, self-impose such guidelines rather than have the City impose the guidelines on them.

LOW DENSITY RESIDENTIAL (LDR)



OVERVIEW

Most of the land in Smyrna today and in the future is occupied by low density residential neighborhoods. Density in these neighborhoods is limited to 3 dwelling units per acre. This land also includes some small, neighborhood-serving civic and recreational uses. Open space here is often privately held in the form of individual yards or community recreation facilities, collectively owned and managed by a homeowners association.

DESIGN

Low Density Residential neighborhoods are characterized by single-family homes on large lots, with a high degree of building separation and deep setbacks. A generous tree canopy is typical of these neighborhoods and should be maintained. As infill development occurs, care should be taken to reflect the dimensions and character of the existing neighborhood.

TRANSPORTATION

Low Density Residential neighborhoods are designed to provide a quiet, peaceful retreat for residents. Traffic calming devices-- such as speed humps, bulb-out curbs, and crosswalks-- may be implemented to reduce vehicle speeds and encourage careful driving. Road networks should be designed to provide connectivity to the surrounding area. Pedestrian facilities-- such as sidewalks, trails, and street lighting-- are encouraged to promote physical activity and decrease vehicular dependence.



Cooper Lake Park neighborhood

LOW DENSITY RESIDENTIAL (CONTINUED)

APPROPRIATE LAND USES

- Single-family detached residential
- Small-scale civic/public/places of worship
- Parks/recreation/greenspace
- Community gardens

CORRESPONDING ZONING

- R-30, Single-family Residential District
- R-20, Single-family Residential District
- R-15, Single-family Residential District (if built on lots greater than 1/3 of an acre)

IMPLEMENTATION STRATEGIES

- Continuous sidewalks and pedestrian linkages to trail systems
- Roadway safety improvements
- Traffic calming
- Historic preservation may be considered on a voluntary basis for homes and even neighborhoods built over 50 years ago that still maintain a strong historic character and context
- Conduct Infill Housing Study and develop guidelines to regulate compatibility of new development in established neighborhoods (e.g. DCA Model Code 3-10)
- Discourage clear cutting
- Conservation subdivisions
- Voluntary neighborhood overlays with design guidelines
- Strict code enforcement
- Home ownership and maintenance programs
- Buyer education and counseling

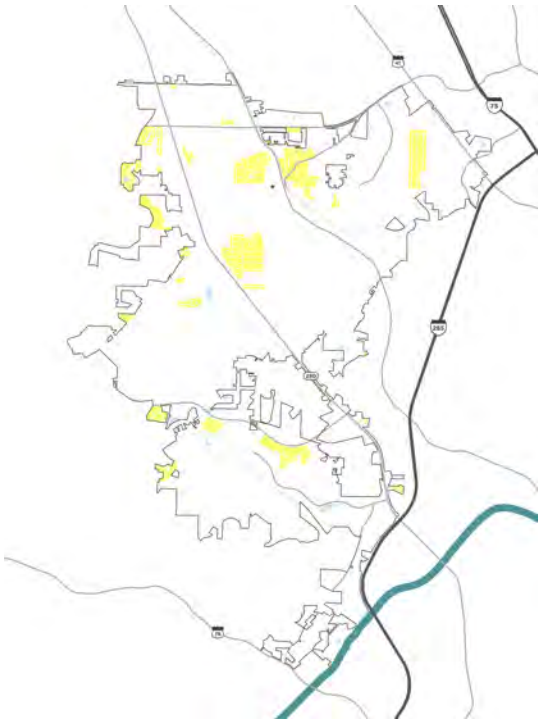


Vinings Glen neighborhood



Creatwood Trail neighborhood

MODERATE DENSITY RESIDENTIAL (MODR)



OVERVIEW

Moderate Density Residential neighborhoods are primarily single-family detached residential neighborhoods designed at a slightly higher density than Low Density Residential neighborhoods. Density is limited to 4.5 dwelling units per acre or less. They may include a wider variety of housing types—such as accessory dwelling units, cottage courts, duplexes, or quadraplexes—and small civic or recreational uses.

DESIGN

Homes in Moderate Density Residential neighborhoods are characterized by smaller lots, some degree of building separation, and moderate setbacks. Traditional Neighborhood Development (TND) principles should be applied throughout to encourage walkability by orienting buildings toward the street, designing alleys, locating residences near other uses, integrating parks and public spaces, opting for compact designs, and providing safe and inviting alternative modes of transportation.

TRANSPORTATION

Road networks in Moderate Density Residential neighborhoods are connected to the surrounding area. As in other residential areas, traffic calming devices-- such as speed humps, bulb-out curbs, and crosswalks-- may be implemented to reduce vehicle speeds and encourage careful driving. The proximity of many of these areas to mixed-use and commercial nodes makes walking and biking feasible modes for many trips, and excellent pedestrian facilities-- such as sidewalks, trails, street trees and lighting— should be provided to connect residents to nearby commercial and recreational amenities.



Single-family detached homes near Belmont

MODERATE DENSITY RESIDENTIAL (CONTINUED)

APPROPRIATE LAND USES

- Single-family detached housing
- Duplexes
- Quadraplexes
- Cottage courts
- Accessory dwelling units
- Small-scale civic/public/places of worship
- Parks/recreation/greenspace
- Community gardens

CORRESPONDING ZONING

- R-30, Single-family Residential District
- R-20, Single-family Residential District
- R-15, Single-family Residential District (if built on less than 1/3 of an acre)
- R-12, Single-family Residential District
- R-10, Single-family Residential District
- RDA, Residential Detached and/or Attached District
- O-I, Office-Institutional District

IMPLEMENTATION STRATEGIES

- Roadway safety improvements
- Traffic calming
- Continuous sidewalks and pedestrian linkages to trail systems
- Conduct Infill Housing Study and develop guidelines to regulate compatibility of new development in established neighborhoods (e.g. DCA Model Code 3-10)
- Review the impact of stormwater regulations on potential lot configurations for infill development
- Discourage clear cutting
- Voluntary neighborhood overlays with design guidelines
- Screening and buffering requirements between neighborhoods and surrounding commercial/industrial uses
- Create additional zoning categories as alternatives to RDA
- Buyer education and counseling
- Home ownership and maintenance programs
- Strict code enforcement

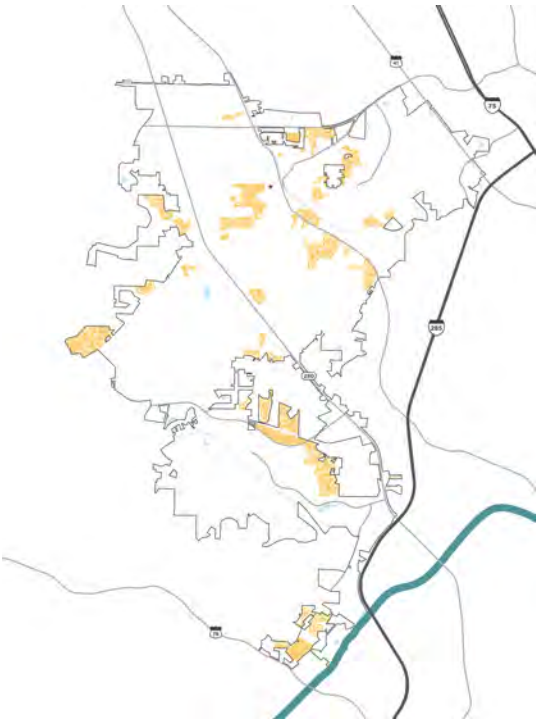


Williams Park neighborhood



Homes in the Stapleton neighborhood in Denver, CO

MEDIUM DENSITY RESIDENTIAL (MEDR)



OVERVIEW

Medium Density Residential neighborhoods include a mix of detached and attached housing in a primarily residential context. Density is limited to 6 dwelling units per acre or less. Small civic and recreational uses may be incorporated into the neighborhood. These neighborhoods are often located near activity centers or mixed use areas.

DESIGN

Medium Density Residential areas are relatively compact, walkable places. Homes are oriented to the street, sited on smaller lots with shallower setbacks, and have little or no building separation. Open space is a mix of small, private lawns and shared spaces, such as neighborhood parks or trails. Traditional Neighborhood Development principles are encouraged in Medium Density Residential areas.

In some cases, Medium Density Residential neighborhoods may take the form of master-planned communities, such as Planned-Unit Developments (PUDs). These planned communities are meant to allow for innovative designs that may not fit within the confines of established zoning districts, and approvals are tied to project site plans, allowing for both greater flexibility and administrative discretion. PUDs often integrate a mixture of housing types and sizes along with limited commercial uses, open space, and recreation facilities.

TRANSPORTATION

The connected transportation network in Medium Density Residential neighborhoods offers residents direct access to nearby amenities by a variety of modes. Pedestrian amenities—such as continuous sidewalks, crosswalks, lighting, and street trees—should be standard elements of neighborhood streets to encourage non-automotive trips to nearby destinations.



Single-family detached homes in Smyrna Heights



Townhomes in Smyrna Heights

MEDIUM DENSITY RESIDENTIAL (CONTINUED)

APPROPRIATE LAND USES

- Single-family detached residential
- Duplexes
- Quadraplexes
- Townhomes
- Cottage courts
- Accessory dwelling units
- Senior housing
- Small-scale civic/public/places of worship
- Parks/recreation/greenspace
- Community gardens
- Limited neighborhood commercial within a PUD

CORRESPONDING ZONING

- R-30, Single-family Residential District
- R-20, Single-family Residential District
- R-15, Single-family Residential District
- R-12, Single-family Residential District
- R-10, Single-family Residential District
- R-8, Single-family Residential District

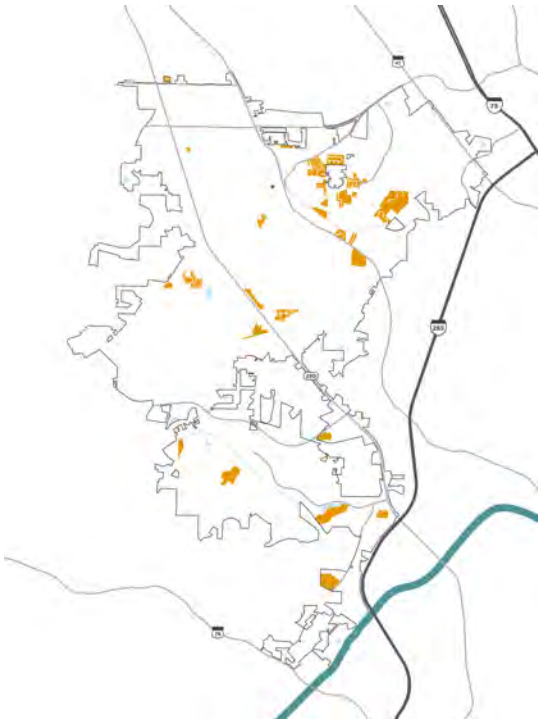
IMPLEMENTATION STRATEGIES

- Pedestrian-oriented design
- Pedestrian infrastructure, including sidewalks, crosswalks, street trees, and lighting
- Cluster development
- Planned-Unit Development
- Conservation subdivisions
- Roadway safety improvements
- Traffic calming
- On-street parking
- Strict code enforcement
- Home ownership and maintenance programs
- Voluntary neighborhood overlays with design guidelines
- Conduct Infill Housing Study and develop guidelines to regulate compatibility of new development in established neighborhoods (e.g. DCA Model Code 3-10)
- Review the impact of stormwater regulations on potential lot configurations for infill development
- Screening and buffering requirements between neighborhoods and surrounding commercial/industrial uses
- Create a new zoning district as an alternative to RDA
- Buyer education and counseling



Mix of single-family detached homes, townhomes, and small multi-family residential in the Ansley Park neighborhood in Atlanta

MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR)



OVERVIEW

Medium-High Density Residential areas consist primarily of compact, low-maintenance housing, such as townhomes and small-scale, multi-family housing. Density is limited to 10 dwelling units per acre or less. They may include auxiliary uses, such as small civic buildings or recreational amenities. These neighborhoods are typically located along high-volume corridors near activity centers and mixed use nodes.

DESIGN

Medium-High Density Residential neighborhoods have a pedestrian-oriented design. Buildings are oriented toward the street on small lots with shallow setbacks, in keeping with the principles of Traditional Neighborhood Design. More often than not, buildings are attached. Roads are lined with street trees and open space and amenities are typically shared facilities, such as a neighborhood park or trail.

TRANSPORTATION

The road network in Medium-High Density Residential neighborhoods should have a high degree of connectivity and provide facilities to easily access nearby commercial destinations by foot or bike. In many cases, they are located next to shared paths on major roads. Continuous sidewalks, lighting, and traffic calming measures should be implemented to create a safe and enjoyable walking environment.

APPROPRIATE LAND USES

- Single-family detached residential
- Duplexes
- Quadraplexes
- Townhomes



Detached townhomes at Belmont

MEDIUM-HIGH DENSITY RESIDENTIAL (CONTINUED)

- Cottage courts
- Accessory dwelling units
- Senior housing
- Multi-family residential
- Small-scale civic/public/places of worship
- Parks/recreation/greenspace
- Community gardens

CORRESPONDING ZONING

- R-30, Single-family Residential District
- R-20, Single-family Residential District
- R-15, Single-family Residential District
- R-10, Single-family Residential District
- R-8, Single-family Residential District
- RDA, Residential Detached and/or Attached District
- RD, Multi-family Residential District
- RD-4, Multi-family Residential District
- RMC-8, Multi-family Residential District
- RM-10, Multi-family Residential District
- TD, Multi-family Residential District
- OI, Office-Institutional District

IMPLEMENTATION STRATEGIES

- Pedestrian-oriented design
- Pedestrian infrastructure, including sidewalks, crosswalks, street trees, and lighting
- Cluster development
- Roadway safety improvements
- Traffic calming
- On-street parking
- Strict code enforcement
- Home ownership and maintenance programs
- Voluntary neighborhood overlays with design guidelines
- Conduct Infill Housing Study and develop guidelines to regulate compatibility of new development in established neighborhoods (e.g. DCA Model Code 3-10)
- Review the impact of stormwater regulations on potential lot configurations for infill development
- Screening and buffering requirements between neighborhoods and surrounding commercial/industrial uses
- Buyer education and counseling



Multi-family residential in Old Fourth Ward in Atlanta



Townhomes in Decatur, GA

HIGH DENSITY RESIDENTIAL (HDR)



OVERVIEW

High Density Residential areas include multi-family housing ranging from small-scale condominiums to high-rise residential buildings. Residential developments with a density of more than 10 dwelling units per acre are included in this category. These areas are often located along high-volume corridors in close proximity to Activity Centers or Mixed Use nodes as part of a broader, mixed-use neighborhood.

DESIGN

This category encompasses both multi-family buildings in integrated, neighborhood settings, as well as apartment or condominium complexes. The renovation of older multi-family complexes is encouraged. Open space in High Density Residential areas typically takes the form of a neighborhood park or plaza, as well as privately owned recreational amenities.

TRANSPORTATION

High Density Residential areas should be part of a well-connected, multi-modal street network. New multi-family complexes and major renovations should be designed with multiple points of entry to avoid creating stressors on major roads; gated complexes are discouraged. Locations in close proximity to transit routes are preferred, and transit stops should be coordinated with multi-family residential locations. Pedestrian and bicycle facilities within developments and connecting to the surrounding area should include lighting, street trees, and other features to encourage non-automotive trips.

APPROPRIATE LAND USES

- Single-family detached residential
- Duplexes
- Quadraplexes



Condominiums in Asheville, NC



Multi-family residential at Belmont

HIGH DENSITY RESIDENTIAL (CONTINUED)

- Townhomes
- Multi-family residential
- Senior housing
- Small-scale civic/public/places of worship
- Parks/recreation/greenspace
- Supportive limited commercial
- Urban design standards when located within an overlay zoning district
- Roadway safety improvements
- Traffic calming
- Access management and interparcel connectivity
- Pedestrian and bicycle infrastructure, including sidewalks, shared paths, crosswalks, street trees, lighting, and bicycle parking
- Access to convenient and efficient transit routes with high quality, nearby shelters and pedestrian connections
- On-street, hidden surface parking, and structured parking encouraged
- Shared private or public amenities
- Redevelopment incentives for older multi-family complexes
- Strict code enforcement
- Incentives for the provision of affordable units and workforce housing
- Buyer education and counseling
- Screening and buffering requirements between neighborhoods and surrounding commercial/industrial uses
- Locate highest density buildings furthest from adjacent single-family neighborhoods

CORRESPONDING ZONING

- R-30, Single-family Residential District
- R-20, Single-family Residential District
- R-15, Single-family Residential District
- R-12, Single-family Residential District
- R-10, Single-family Residential District
- R-8, Single-family Residential District
- RDA, Residential Detached and/or Attached District
- RD, Residential Duplex
- RD-4, Residential Triplexes or Quadraplexes
- TD, Multi-family Residential District
- RMC-8, Multi-family Residential Condominium Ownership
- RM-10, Multi-family Residential District
- RM-12, Multi-family Residential District
- RM-15, Multi-family Residential District
- RHR, Residential High-rise District
- OI, Office-Institutional District

IMPLEMENTATION STRATEGIES

- Pedestrian-oriented design



Senior living facility in Colorado



ACTIVITY CENTER CHARACTER AREAS

Located along the major transportation corridors of the city, activity centers contribute greatly to setting the overall character and image of the city. They include the commercial centers, which based on overall economic trends and the city’s small supply of vacant and undeveloped land, represent the best opportunity for redevelopment and growth. With the rise of online shopping and the “gig” economy, the demand for retail space is declining, so the overall development trend is for aging strip commercial centers to be transformed into vibrant

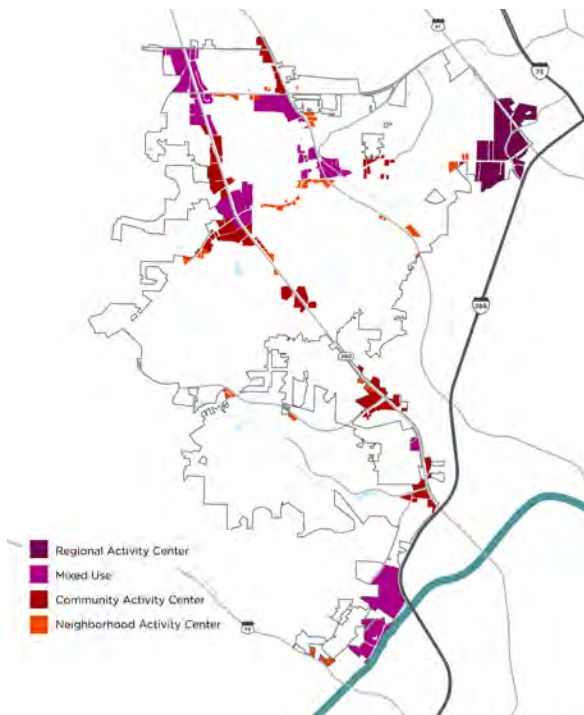
mixed use centers. A prime example of this trend within Smyrna is the Belmont development, which replaced one of the largest strip shopping centers in region with a mix of over 485 residential units, 28,000 sf of retail, and a 30,000 sf office.

CHARACTER AREAS

This transition of commercial to mixed use is at the heart of the community’s future vision, and its promotion will be the key to successful implementation of this plan. As a general category activity centers include 4 character areas:

- Neighborhood Activity Centers (NAC)
- Community Activity Centers (CAC)
- Mixed Use (MU), and
- Regional Activity Centers (RAC)

Figure 2.4. Activity Center Character Areas



These areas share a history of commercial use, and a generally high real estate market demand for redevelopment due to their visibility and access. Because they often present opportunities for the adaptive reuse of aging and possibly historic structures, general policies applicable to each of these categories must consider the design challenges that such reuse or redevelopment presents, as well as the possibility of starting with a completely cleared and graded site. Since most of these sites are aging commercial centers, the



redesign of surface parking lots to allow for outdoor dining areas, multi-use paths, passive storm water detention, landscaped parking islands, or even small public parks should be encouraged where appropriate.

In addition to real estate trends pushing for the redevelopment of aging commercial sites, trends in transportation are also playing a major role in design of activity centers. Throughout the public engagement process for this plan, participants supported a future lifestyle that is less dependent on the traditional automobile and more supportive of the use of a wide variety of transportation modes, including walking, bicycling, on-demand ride sharing, and transit. Participants even realized that through

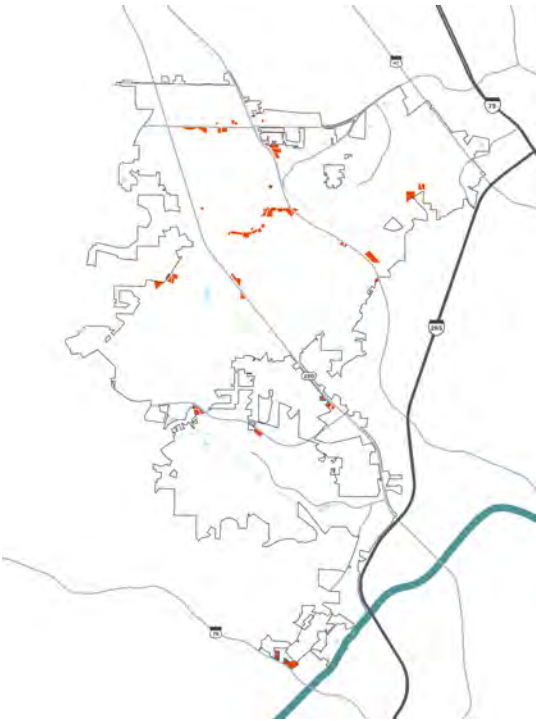
technological advances the form and function of automobiles themselves are changing. Though no one can yet accurately predict when self-driving or autonomous vehicles will dominate the auto market and subsequently our public streets, the reality that it is coming and very likely within the time frame of this plan, or by the year 2040, is generally accepted. As a result, activity centers must be designed to accommodate a wide range of transportation options, and include such features as drop off and queue lanes, pedestrian and bicycle access to front doorways, wayfinding, and a general orientation of the building toward the street, rather than toward parking areas.

TRANSIT-ORIENTED DEVELOPMENT

Transit-oriented development (TOD) is a “pedestrian-friendly, mixed-use community near a transit station that provides relief from automobile-dependent lifestyles for residents and workers, enabling them to drive less and ride transit more;”¹ typically encompassing the area within a 10-minute walk (half mile) of a transit station. Activity Centers are natural transit service locations and should be designed to encourage the use of buses, shuttles, and potential future rail, integrating transit facilities seamlessly into the community. Effective TODs feature a connected grid network with small block sizes; a compact, vertical land use pattern with a mix of uses; buildings oriented toward the street; continuous sidewalks and bicycle facilities; lighting, street trees, furniture, public art, and other pedestrian amenities; clear wayfinding signage; and alleys and other design features to reduce the curb cuts in sidewalks.

¹Atlanta Regional Commission - Transit Oriented Development

NEIGHBORHOOD ACTIVITY CENTER (NAC)



OVERVIEW

Neighborhood Activity Centers are neighborhood focal points with a concentration of small commercial, civic, and public activities. Retail and services within Neighborhood Activity Centers are intended to be local-serving. Development within these areas is encouraged to be pedestrian and bicycle-oriented and compatible with surrounding single-family residential areas.

Neighborhood Activity Centers are of limited scale in order to control adverse impacts on surrounding neighborhoods. Neighborhood Activity Centers typically feature small-scale commercial establishments each less than 5,000 square feet in size. Office and retail uses within Neighborhood Activity Centers should be limited to a maximum of two stories. Auto-oriented land uses, such as gas stations, car washes, and drive-through windows should be discouraged within Neighborhood Activity Centers.

DESIGN

Commercial buildings within Neighborhood Activity Centers should be oriented to streets that are easily accessible from adjacent neighborhoods. To accomplish this, the following design consideration should be implemented were deemed appropriate:

- Buildings should have minimal front setbacks for easy pedestrian access.
- 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 retail center.



Home converted to business in Nashville, TN



Virginia Highlands neighborhood in Atlanta

NEIGHBORHOOD ACTIVITY CENTER (CONTINUED)

- Developments should include sidewalks with a street furniture zone.
- Parking and vehicle drives should be located away from building entrances, and not be allowed between a building entrance and the street.
- Surface parking should be oriented behind or to the side of buildings for new construction. In redevelopment situations, where an excess of parking is provided under the parking requirements of the Zoning Ordinance, pedestrian walkways, landscaping, or outdoor serving areas should be required.
- If the site is large enough, landscaping should be provided within parking lots, adjacent to sidewalks, and adjacent residential land uses.

Small offices will also play an important role in the city's future development. Residential houses located along busy corridors may benefit from adaptive reuse as small offices or neighborhood commercial.

TRANSPORTATION

Neighborhood Activity Centers are normally found at the intersection of collector streets that serve residential areas. Limiting such uses to collectors minimizes traffic on local streets. Pedestrian connections to nearby neighborhoods are encouraged to facilitate trips by foot or bike.

APPROPRIATE LAND USES

- Neighborhood commercial (not automobile-oriented)
- Small mixed-use development
- Live-work units
- Low-rise office/professional
- Civic / public / places of worship
- Parks / plazas

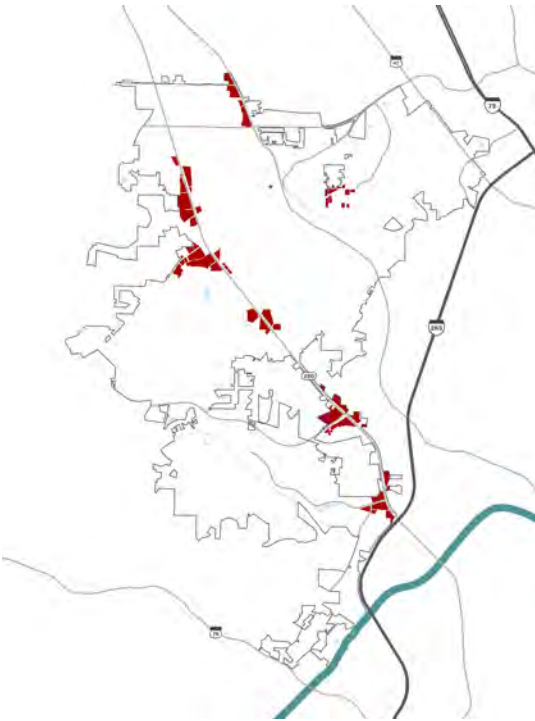
CORRESPONDING ZONING

- LC, Limited Commercial District
- NS, Neighborhood Shopping District
- FC, Future Commercial District
- OI, Office-Institutional District

IMPLEMENTATION STRATEGIES

- Implementation of Corridor Design Guidelines, (See recommended changes to the zoning ordinance in the Implementation Plan.)
- Pedestrian-oriented design
- Require pedestrian- and bicycle-oriented wayfinding
- Encourage streetscaping, street furniture, and lighting
- Redesign off-street parking facilities for inter-parcel connectivity
- Encourage shared parking agreements
- Orient new buildings toward primary streets
- Promote the Commercial Revitalization Program
- Market available commercial space and work with the Chamber of Commerce to identify potential tenants

COMMUNITY ACTIVITY CENTER (CAC)



OVERVIEW

Community Activity Centers contain a mix of commercial, professional, civic, and public uses, and are intended to accommodate commercial uses serving several adjacent neighborhoods. Compared to the other character areas, CAC is more commercial and auto-oriented. Most of the locations within this designation are currently traditional commercial uses within strip commercial centers or standalone buildings supported by large surface parking lots. Though there is still a market demand for such development, current real estate market trends indicate that that demand is waning and the future vision for these areas is not strictly commercial in character, but rather centers of local activity that support a mix of uses that support the surrounding community with variety of activities and services.

DESIGN

A transition in building scale and land use type should be provided between higher intensity uses and adjacent residential areas. Within a site, more intense uses should be located further from existing residential development. Community Activity Centers should also reflect the character and aesthetic of the surrounding neighborhoods. The installation of public art and good wayfinding should also be encouraged.

TRANSPORTATION

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, cyclists, and transit users.



Street-oriented retail at Edgewood Shopping Center in Atlanta



Redeveloped retail center in Orlando with added street-facing buildings and a trail connection

COMMUNITY ACTIVITY CENTER (CAC)

APPROPRIATE LAND USES

- Mixed use development
- General commercial
- Office / professional
- Civic / public / places of worship
- Plaza / park / gathering space

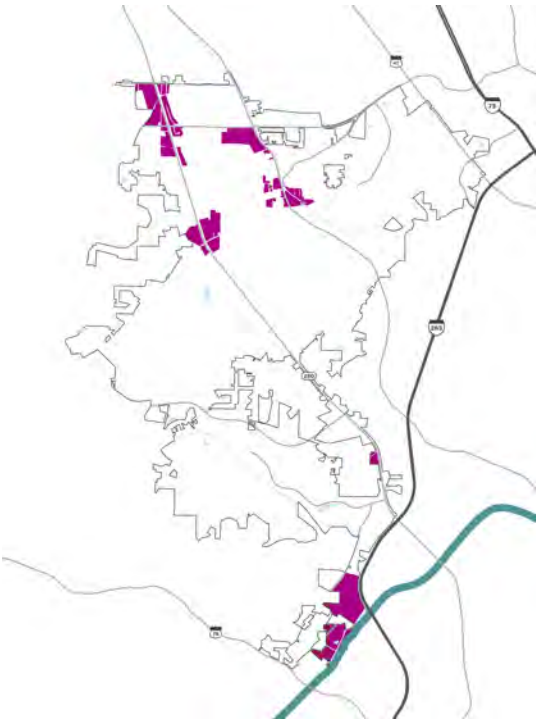
CORRESPONDING ZONING

- GC, General Commercial District
- MU, Mixed Use District
- LC, Limited Commercial
- NS, Neighborhood Shopping District
- TS, Tourist Services District
- OI, Office-Institutional District

IMPLEMENTATION STRATEGIES

- Encourage alternatives to or reuse of big box retail development
- Implement corridor design guidelines where applicable
- Buffering between commercial uses and surrounding neighborhoods where appropriate
- Improve parking design standards to better support other modes of transportation, such as on-demand ride sharing, transit, pedestrian, and bicycling. (See recommended changes to the City Zoning Ordinance in the Implementation Plan.)
- Encourage shared parking agreements
- Redesign off-street parking facilities for inter-parcel connectivity, where applicable
- Require pedestrian safety improvements and connections to surrounding neighborhoods
- Bicycle safety improvements, connections, parking, and bike share stations
- Provide high quality transit infrastructure, shelters, and connections

MIXED USE (MU)



Market Village

OVERVIEW

Mixed Use areas provide a unique sense of place and identity, and include several landmark developments that many identify with the city, such as the Market Village, Belmont, and Jonquil. They provide a vibrant combination of residential and commercial uses, and a venue for gatherings, events, and civic activities within a “village center.” The redevelopment of existing automobile-oriented commercial centers to Mixed Use nodes is encouraged, particularly at key intersections, such as South Cobb Drive at its intersections with Windy Hill Road and Concord Road.

DESIGN

Each mixed use development should also be supportive of pedestrian and bicycle access through use of a compact site plan that includes a mix of uses within close proximity to one another. Buildings should be oriented to the street and feature human-scale design elements, using best practices in Traditional Neighborhood Development. Open space—such as parks, pocket parks, plazas, and trails—provide everyday gathering spaces and a place to hold community events. These areas should be designed to integrate seamlessly into the surrounding neighborhoods through a transition in building scale and a connected road network.

TRANSPORTATION

Mixed Use areas should be designed as pedestrian oriented nodes, rather than auto-oriented strip corridors. The road network should consist of connected streets with small, walkable blocks. Streets should feature generous sidewalks, lighting, street furniture, and traffic calming elements to create an enjoyable walking experience. To encourage locals to bike to these areas, bike lanes, bike share stations, and trail connections should be provided. Coordination with transit stops and the creation of a potential shuttle system should be considered. Parallel road networks, access management, and coordinated signal timing will help reduce vehicle congestion in the surrounding area.



MIXED USE (CONTINUED)

APPROPRIATE LAND USES

- “Main Street” retail
- Office/Professional
- Detached single-family residential
- Townhomes
- Multi-family residential
- Live-Work units
- Civic / government / places of worship
- Parks / plazas / gathering spaces

CORRESPONDING ZONING

- CBD, Central Business District
- MU, Mixed Use District

IMPLEMENTATION STRATEGIES

- Pedestrian-oriented design
- Redevelopment Overlay Districts

- Design guidelines
- Internal pedestrian connectivity and linkages to parks, neighborhoods, Silver Comet Trail, and activity centers
- Bicycle lanes and bike share stations
- Provide high quality transit infrastructure, shelters, and connections
- Wayfinding and gateway signage
- Streetscaping features including lighting, street trees, furniture, and public art
- Integrate public open space
- Maximize use of existing parking
- Encourage shared parking agreements
- Locate parking in the rear or to the side of new buildings
- Marketing publication promoting existing businesses
- Downtown Business Improvement District
- Zoning incentives for mixed-use development.
- Provision of housing at a range of price points
- Festival events



Harbor Town in Memphis, TN



Pearl Brewery Redevelopment in San Antonio, TX

REGIONAL ACTIVITY CENTER (RAC)



OVERVIEW

The recent construction of SunTrust Park and the Battery has served as a catalyst for development interest around the intersection of the Spring Road and Cobb Parkway. Throughout the public involvement process of the plan, participants recognized the Spring Road area is becoming urbanized and more regionally focused, drawing in visitors from all over the Metro Atlanta area, and saw it as an appropriate location for future growth. To plan for this, the City recently undertook and adopted the Spring Road Livable Centers Initiative (LCI) Study, and the purpose of this character area is to support the implementation of that study. The boundaries of the RAC do not directly match the boundaries of the study, but do focus on the core area of the study where a more urbanized land form was recommended than is currently supported by the Zoning Ordinance. The vision for the area is one that contains a mix of mid- to high-rise commercial, professional, residential and public uses.



RiverPlace in Greenville, SC



Townhomes in the Ansley Park neighborhood of Atlanta

DESIGN

The Regional Activity Center is positioned to become the gateway to Smyrna for much of the Metro Atlanta community. Its design should represent the community's vision for a walkable, mixed-use area with good access and integrated park space. New plazas, pocket parks, and stronger connections to Jonquil Park will provide community gathering spaces and opportunities for recreation. Development patterns should reflect best practices in transit-oriented development (TOD), with many uses within convenient walking distance and buildings oriented to the street. As in Community Activity Centers, a transition in building scale and land use type should be provided between higher intensity uses and adjacent residential areas. As called for in the LCI plan, the building scale will be highest around SunTrust Park and Cobb Parkway and scale down in intensity the further away from the park.

REGIONAL ACTIVITY CENTER (CONTINUED)

TRANSPORTATION

The Regional Activity Center will be the multi-modal hub of Smyrna. Premium transit service should be a core component of the future development of this area in order to effectively and efficiently connect users from throughout the region to the site. Within the area, most trips will be by foot or by bike. The road network will be a walkable, connected network with smaller blocks to create a pedestrian- and cyclist-friendly environment. Excellent pedestrian and bicycle infrastructure and amenities—including generous sidewalks, signalized crosswalks, bike lanes, bike share stations, lighting, street trees, landscaping, wayfinding, public art, and a pedestrian bridge over Cobb Parkway—will be essential to creating a high quality of life and reducing the impact of local trips on roadway congestion. When possible, alleys should be provided and utility poles should be located in the rear of buildings or underground to minimize curb cuts and sidewalk interruptions. The creation of parallel roads, access management, signal optimization, and innovative roadway design solutions should be implemented to reduce the traffic impact of the stadium and future development on the surrounding area.

APPROPRIATE LAND USES

- Mixed use
- Office/professional
- Townhomes
- Multi-family residential
- Hotels
- Civic / government / places of worship
- Parks / plazas / gathering spaces

CORRESPONDING ZONING

- MU, Mixed Use District
- GC, General Commercial District
- OI, Office Institutional District
- New zoning categories will need to be created to support the higher densities of development recommended by the Spring Road LCI Study

REGIONAL ACTIVITY CENTER (CONTINUED)

IMPLEMENTATION STRATEGIES

- Create an efficient, walkable road network by extending existing roads to form a more connected grid pattern.
- Build on existing and under-construction bridge projects to create a seamless pedestrian/bicycle connection, and potentially a transit loop, grade separated from vehicular traffic.
- Build a multi-modal boulevard, referred to as Baseball Boulevard in the Spring Road LCI study, between Jonquil Park and the Battery that provides ample sidewalks for pedestrians, a bike boulevard for cyclists, and greenspace/pocket parks along the way
- Amend the Corridor Design District Overlay and Mixed Use Zoning District, as described in Section 4.4 of the Spring Road LCI Study
- Create a Special Use District in the area to allow the city to invest in significant infrastructure for sites and adjacent roads in exchange for higher development intensities and greater development flexibility.
- Consider the creation of a Community Improvement District.
- Pursue grants to help offset up-front infrastructure development costs, focusing on underground utilities, streetscape improvements and parking for key redevelopment sites in the area.
- Consider the development of a parking structure near the proposed location of the transit transfer hub that could accommodate commuter transit parking as well as apartment and retail parking.
- Pursue green SPLOST to improve and expand Jonquil Park.
- Consider inclusionary zoning, housing that requires a given share of new construction to be workforce housing.
- Consider allowance of smaller lot sizes, smaller minimum building footprints, and accessory dwelling units in making revisions to the current Zoning Ordinance.
- Consider the acquisition and conversion of existing single-family homes south of the existing linear parkway along Spring Road into greenspace.

REGIONAL ACTIVITY CENTER (CONTINUED)



The Green in Uptown, Charlotte, NC



Bicycle boulevard, as recommended in the Spring Road LCI Study



Fifth Street bridge at Georgia Tech, designed to enhance connectivity and minimize highway impact on the pedestrian experience



Activated, transit-integrated community plaza in Decatur, GA



Bethesda Row in Bethesda, MD



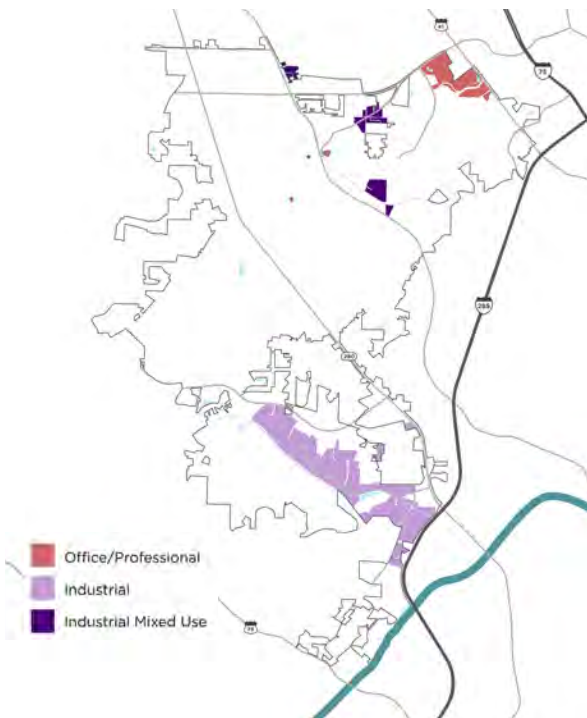
The Gulch in Nashville, TN



EMPLOYMENT CENTER CHARACTER AREAS

A well balanced community not only offers a diverse supply of housing choices, but also a diverse supply of employment opportunities. Smyrna is fortunate to have easy access to all that the metropolitan Atlanta area has to offer, but to maintain and foster a strong tax base, reduce traffic congestion, and minimize the strain on local transportation systems, it must also provide good locations for employment centers.

Figure 2.5. Employment Center Character Areas



CHARACTER AREAS

The 2040 Future Land Use Map includes three character areas that support employment based land uses:

- Office Professional (O/P)
- Industrial (I), and
- Industrial Mixed-Use (IMU)

Though other areas of the map also support home-based businesses, government services, and commercial service sector employment, these three categories provide the primary locations for employment within the city, and are often comprised of aging office parks and industrial areas. As in the case of the activity centers, employment centers also offer redevelopment opportunities to accommodate the anticipated growth of the community.



SUPPORTING CITY GOALS

Together, the visions for these character areas support the city's primary economic development goals:

- Goal 4: Attract and retain a diverse variety of businesses in order to provide quality employment opportunities for residents and maintain a healthy tax base.
- Goal 5: Promote revitalization of declining commercial and industrial areas.
- Goal 6: Promote continued economic development within downtown Smyrna and other activity centers as vibrant mixed-use centers for residential, government, office, retail and entertainment activities.

Like housing, employment centers are just one component of a complete community, and as the economic development goals suggest, the activity centers play as much of a role in the future employment growth of the city as do the employment centers themselves. One way in which the employment centers are different from other land uses in the city, however, is their reliance on and accommodation of both rail- and highway-oriented freight traffic. Such uses tend to be less compatible with residential uses, so adequate buffering, proper orientation and screening of loading areas, and adequate turning radii for large vehicles are essential to mitigate negative impacts of freight traffic.

OFFICE/PROFESSIONAL (O/P)



OVERVIEW

Office/Professional areas, along with Activity Centers and Mixed Use areas, are centers of professional employment within the city. Office uses are the primary focus of these areas, though they may include some limited supportive retail or service uses, such as restaurants or daycares.

DESIGN

Office/Professional areas may take the form of freestanding office buildings or professional campuses. Along primary streets, new building frontages and entrances should be oriented toward the road to contribute to the walkability and sense of place in the surrounding area.

TRANSPORTATION

Historically, these areas have typically taken the form of office parks with limited connectivity to the surrounding area and ample parking. New construction and renovations should seek to increase connectivity and ensure the availability of alternative modes of transportation, such as by improving connections to nearby bus shelters or providing sidewalks for employees to walk within the campus.



Office building on Atlanta Road



Office park campus on S. Cobb Parkway

OFFICE/PROFESSIONAL (CONTINUED)

APPROPRIATE LAND USES

- Office
- Research and development
- Limited supportive commercial
- Civic/government

CORRESPONDING ZONING

- OI, Office-Institutional District
- OD, Office-Distribution District

IMPLEMENTATION STRATEGIES

- Market available office space and work with the Chamber of Commerce to identify potential tenants
- Expand the Business Retention and Expansion (BRE) program
- Promote the Commercial Revitalization Program
- Urban design standards when located within an overlay zoning district
- Encourage shared parking agreements
- Pedestrian and bicycle facility connectivity within the parcel and to the surrounding area
- Provide high quality transit routes, shelters, and connections
- Orient new buildings toward primary streets
- Screening and buffering between office uses and adjacent neighborhoods



Office park with outdoor amenities



Office building on Concord Road

INDUSTRIAL (I)



Warehouse on Martin Court

OVERVIEW

Clean, light industrial uses compatible with the residential nature of Smyrna support the city's economic base and are encouraged. These may include light and artisanal manufacturing, distribution, construction, and warehousing facilities, as well as offices or flex space. Heavy industrial uses, which generate significant external impacts, are not permitted.

DESIGN

Sufficient screening and buffers—such as appropriate setbacks, fences, walls, and landscaping—should be provided to minimize disturbances from industrial uses and designed to avoid creating a harsh environment. Along primary streets, building frontages and entrances should be oriented toward the road.

TRANSPORTATION

By nature of their function, these areas are primarily auto-oriented. Industrial, warehousing, and distribution facilities can produce major freight traffic and must be carefully planned to avoid freight traffic impacts on residential areas. These uses should be located with direct access to designated oversize vehicle routes or rail lines. Clearly defined, safe pedestrian paths should be provided, using markings and features like pedestrian crossing signals to increase pedestrian visibility and minimize conflicts. Transit stops should be coordinated with major employment centers.

INDUSTRIAL MIXED USE (CONTINUED)

APPROPRIATE LAND USES

- Light industrial
- Office
- Research and development
- Distribution centers
- Transportation and warehousing
- Utilities
- Commercial

CORRESPONDING ZONING

- LI, Light Industrial District
- OD, Office-Distribution District

IMPLEMENTATION STRATEGIES

- Market available industrial space and work with the Chamber of Commerce to identify potential tenants
- Expand the Business Retention and Expansion (BRE) program
- Promote the Commercial Revitalization Program
- Provide sidewalks, crosswalks, lighting, and street trees along major corridors
- Screening outdoor storage and loading areas
- Screening and buffering between industrial and commercial uses and nearby neighborhoods



Sustainably designed light manufacturing facility



Renovated warehouse

INDUSTRIAL MIXED USE (IMU)



OVERVIEW

Industrial Mixed Use areas are legacy light industrial areas located near Activity Centers and residential neighborhoods. The continuation of light industrial uses in these areas is encouraged. To expand opportunities for relatively affordable commercial space and encourage innovative design, a broader range of uses is also allowed, including small commercial, makers’ spaces, offices, event spaces, breweries, and multi-family residential.

DESIGN

Many existing industrial sites are inwardly oriented and separated from their surroundings by physical barriers. These screening and buffering techniques should be used as necessary to mitigate negative impacts of some industrial uses, but should be designed to avoid creating a harsh environment. As these areas evolve and begin to incorporate more non-industrial uses, industrial properties will become one element of an eclectic area character, along with infill development and adaptive reuse projects. Open space, such as pocket parks or trails, may be incorporated into these areas.

TRANSPORTATION

The existing transportation system in Industrial Mixed Use areas is auto-oriented and impacted by freight traffic. Sidewalks are generally inadequate in size or condition, discontinuous, or nonexistent. As property renovations and road improvements are made, provisions for pedestrian and bicycle infrastructure should be made with particular consideration for opportunities to mitigate conflict with truck traffic. Increased interparcel connectivity for non-industrial uses and road network connectivity throughout will improve the functionality of the area for a broader set of uses.



Industrial adaptive reuse project



Combined studio and warehouse facility

INDUSTRIAL MIXED USE (CONTINUED)

APPROPRIATE LAND USES

- Light industrial
- Office
- Limited commercial
- Research and development
- Event space
- Breweries
- Flex space
- Multi-family residential
- Live-work units
- Townhomes
- Post-secondary education

CORRESPONDING ZONING

- LI, Light Industrial District
- OI, Office-Institutional District
- OD, Office Distribution District
- LC, Limited Commercial District
- MU, Mixed Use District

IMPLEMENTATION STRATEGIES

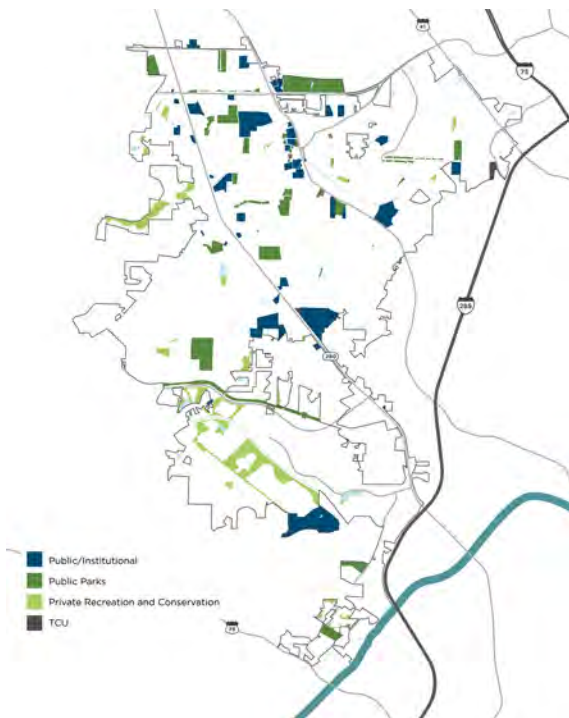
- Respect and encourage the continued use of light industrial facilities
- Market brownfield sites and vacant industrial buildings for redevelopment opportunities
- Identify funding sources for brownfield remediation
- Encourage the renovation and adaptive reuse of vacant, underutilized, or obsolete industrial facilities
- Promote the Commercial Revitalization Program
- Create a small-scale business incubator and mentorship program through public-private partnership
- Coordinate pedestrian and bicycle infrastructure plans with freight routes and loading logistics to minimize conflicts
- Monitor roads for wear from freight traffic and identify road resurfacing projects
- New buildings should locate parking and loading facilities in the rear or to the side
- Screening outdoor storage and loading areas
- Screening and buffering between industrial and commercial uses and nearby neighborhoods
- Discourage fencing and encourage interparcel connectivity for non-industrial uses
- Create a new zoning category or revision to allow makers spaces, breweries, small retailers and services, and other uses appropriate to this area
- Conduct small area studies for priority redevelopment areas, such as the Jonquil Drive Industrial Area
- Promote the installation of temporary and permanent public art
- Code enforcement



PUBLIC SERVICES AND QUALITY OF LIFE CHARACTER AREAS

Several character areas shown on the Future Land Use Map represent the locations of essential public services as well as lands reserved and dedicated to recreation and conservation uses. These areas more than any other influence the overall quality of life offered by the city. In some respects, they are so ubiquitous that they are often taken for granted, and so to some extent, some would view these as features of the map rather than distinct character areas; however, most of these areas are directly owned and controlled by the city or other

Figure 2.6. Public Services and Quality of Life Character Areas



government or institutional bodies, and so the city has a strong influence on their function and aesthetics.

CHARACTER AREAS

As a general category public services and quality of life include five character areas:

- Public/Institutional (PI)
- Public Parks (PP)
- Private Recreation and Conservation (PRC)
- Transportation/Communication/Utilities (TCU), and
- Rights-of-way (ROW)

SUPPORTING CITY GOALS

Core to the proper functioning of the city, the Public Services and Quality of Life character areas support the vast majority of the goals outlined in this plan, but in particular the, land use and public services and quality of life goals themselves. Following are a sampling of the goals most directly related to these areas:

- Goal 8: Protect natural resources and sensitive environmental features from encroachment by development.
- Goal 9: Provide for community open space, parks, and recreational opportunities.

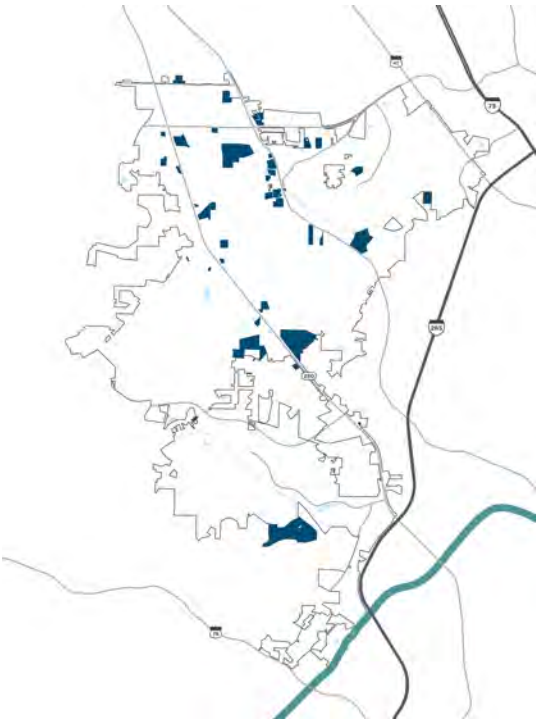


- Goal 10: Protect the unique historic and cultural assets of the City of Smyrna.
- Goal 14: Establish a visually attractive environment.
- Goal 19: Provide for efficient, high-quality, cost-effective public services.
- Goal 20: Provide for lifestyle amenities that improve the “quality of life” in Smyrna.
- Goal 21: Ensure that community facilities and services are adapted to meet the changing needs of Smyrna’s diverse population.
- Newly installed utility services and service revisions necessitated by exterior alterations should be placed underground, where economically feasible.
- Maintain and utilize gateway signage and landscaping in order to foster a sense of place within the community.
- Maximize the use of existing community facilities and services.
- Provide pedestrian linkages from existing neighborhoods to the city’s multi-use trail system.

To support these goals, the following general policies should be encouraged:

- Target environmentally sensitive areas such as floodplains and wetlands for greenspace acquisition.
- Maintain development regulations that protect and preserve environmentally sensitive features.
- Continue development of bicycle/pedestrian trail network throughout Smyrna with linkages to parks, schools, and residential areas.
- Preserve scenic views and natural environment along the Silver Comet Trail and other multi-use paths in the city.
- Incorporate the connection, maintenance, and enhancement of greenspace in all new development.
- Provide for outdoor gathering areas, such as plazas, public squares, and amphitheaters.
- Provide a variety of recreational opportunities including both active, organized recreation (e.g. sports fields), as well as areas for passive recreation (e.g. nature preserves, walking trails).
- Provide facilities and services for the growing population of senior citizens.
- Adapt public services and facilities to meet the needs of growing immigrant and Hispanic communities in Smyrna.
- Adapt public services and facilities to serve special client groups such as the handicapped, homebound, and institutionalized.

PUBLIC/INSTITUTIONAL (PI)



OVERVIEW

Public/Institutional areas consist of government and civic nodes that provide services to surrounding neighborhoods. Providing the basic supportive infrastructure and government services, these areas are compatible with all land uses. Public/Institutional areas should encourage shared use of recreation facilities and gathering spaces with the surrounding community in order to maximize the utility of vibrant community spaces. While Public/Institutional areas provide spaces for necessary educational and civic services, those Public/Institutional uses which will likely generate higher volumes of traffic should be alternately located within Activity Centers and Mixed Use districts.

APPROPRIATE USES

- Medical facilities
- Educational facilities
- Civic/Government buildings
- Places of worship
- Public safety facilities
- Other institutional uses

CORRESPONDING ZONING

- All zoning categories

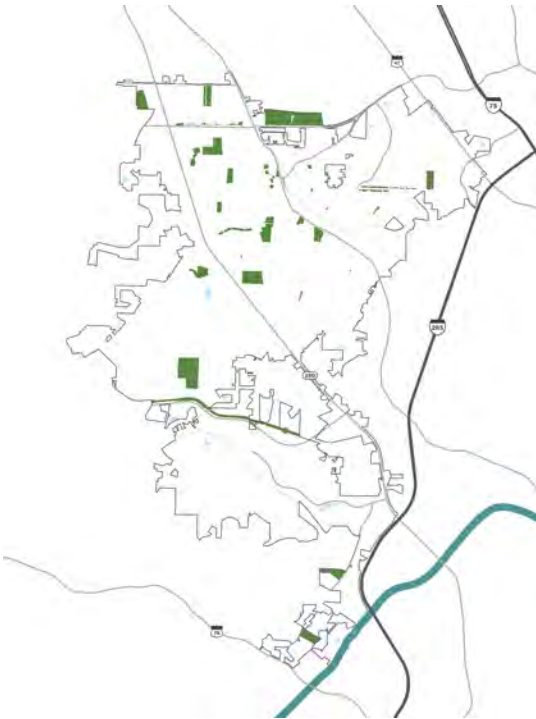


Smyrna City Hall



Smyrna Elementary School

PUBLIC PARKS (PP)



OVERVIEW

Public Parks include a variety of open space facilities including neighborhood parks, trails, regional parks, preserves, playgrounds, and conservation areas. These spaces are essential to preserving natural resources-- such as streams and floodplains-- from development, and when possible these spaces should be designed to incorporate light imprint storm water management and other green infrastructure. The City will continue to explore possible greenspace acquisition opportunities along these corridors to jointly address environmental preservation and recreational needs.

Public parks should be designed with excellent pedestrian and bicycle access to increase connectivity and minimize the need for parking. Lighting, wayfinding, and outdoor furniture should support user experience and safety.

APPROPRIATE USES

- Parks
- Recreational facilities
- Bicycle/pedestrian pathways
- Conservation areas

CORRESPONDING ZONING

- All zoning categories



Village Green



Silver Comet Trail

PRIVATE RECREATION AND CONSERVATION (PRC)



OVERVIEW

Private Recreation and Conservation areas are spaces held in common ownership. These spaces are typically a part of subdivisions, providing legally-protected spaces for neighborhood residents. Private Recreation and Conservation areas may be parks, playgrounds, swimming pools, clubhouses, or other amenities.

APPROPRIATE USES

- Parks
- Recreational facilities
- Conservation areas
- Clubhouses and other gathering spaces
- Other subdivision amenities

CORRESPONDING ZONING

- All residential zoning categories



The Cove at Vinings Estate Clubhouse



Nickajack Creek

TRANSPORTATION/COMMUNICATIONS/UTILITIES (TCU)



OVERVIEW

TCU areas include roads, railroads, transit infrastructure, telecommunications infrastructure, and water and sewer facilities. TCU areas can be owned either privately or publicly, and they account for a considerable amount of land. These areas generally cover substantial impervious surfaces, and so consideration must be made for mitigating storm water runoff.

APPROPRIATE USES

- Power stations
- Airports
- Public utility facilities
- Communication towers
- Private roads

CORRESPONDING ZONING

All zoning categories

RIGHTS-OF-WAY (ROW)

OVERVIEW

Rights-of-way areas consist of land reserved for public transportation purposes, and should be considered a subcategory of TCU. The use of Rights-of-way areas can include a variety of transportation purposes such as railroads, highways, sidewalks, or bike trails, as well as power, gas, and cable transmission lines.

APPROPRIATE USES

- Rail lines
- Bike trails
- Roads/highways
- Utilities pipelines
- Other public transportation uses

CORRESPONDING ZONING

All zoning categories



Table 2.1. Future Land Use Categories and Zoning Districts Matrix

		Future Land Use Categories																
		Low Density Residential	Moderate Density Residential	Medium Density Residential	Medium-High Density Residential	High Density Residential	Neighborhood Activity Center	Community Activity Center	Mixed Use	Regional Activity Center	Office/Professional	Industrial	Industrial Mixed Use	Public/Institutional	Public Parks	Private Recreation & Conservation	Transportation/Communication/Utilities	Rights-of-way
Corresponding Zoning Districts	R-30	●	●										●	●	●	●	●	
	R-20	●	●	●	●	●							●	●	●	●	●	
	R-15	●	●	●	●	●							●	●	●	●	●	
	R-12		●	●	●	●							●	●	●	●	●	
			●	●	●	●												
				●	●	●												
			●	●	●	●								●	●	●	●	●
	RMC-8				●	●								●	●	●	●	●
	RM-10				●	●								●	●	●	●	●
	RM-12					●								●	●	●	●	●
	RD			●	●	●								●	●	●	●	●
	RD-4			●	●	●								●	●	●	●	●
	TD				●	●								●	●	●	●	●
	RM-15					●								●	●	●	●	●
	FC						●							●	●		●	●
	RHR					●								●	●	●	●	●
	LC						●	●					●	●	●		●	●
	OI		●	●	●	●	●	●		●	●		●	●	●		●	●
	NS						●	●						●	●		●	●
	CBD								●					●	●		●	●
	GC							●		●				●	●		●	●
	OD										●	●	●	●	●		●	●
	LI											●	●	●	●		●	●
	PUD			●										●	●		●	●
MU							●	●	●			●	●	●		●	●	
TS							●						●	●		●	●	

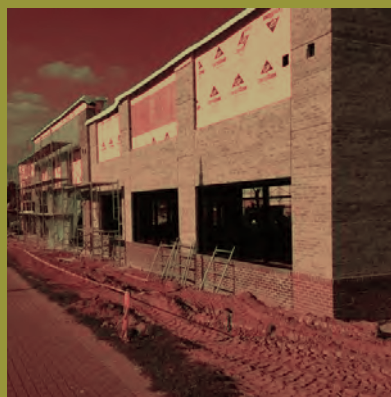
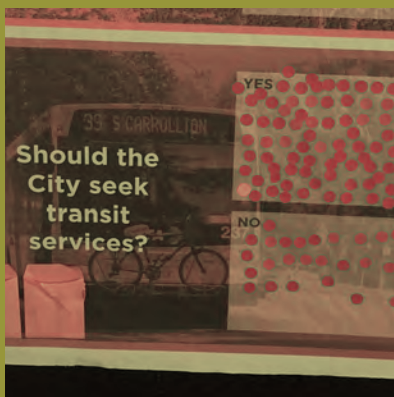
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3

ACHIEVING THE VISION: COMMUNITY WORK PROGRAM

This chapter outlines the overall strategy and action items for achieving the community vision. It addresses the questions:

- How can we best address the priority needs and opportunities our community will face in the future?
- What action items and capital projects will help us now to achieve our vision?





3. ACHIEVING THE VISION: COMMUNITY WORK PROGRAM

Smyrna is a community of action with a long planning history of effective implementation. The community work program is where the rubber meets the road in terms of allocation of funds, definition of required actions, and plans for future studies that will take the city closer to achieving its vision. It is grounded in the recommendations of previous planning studies and charts a new course in line with the community's overall vision and goals.

OVERVIEW

COMMUNITY WORK PROGRAM

Following is a community work program designed to help Smyrna achieve its vision and goals and thereby address the needs and opportunities identified through this and prior planning efforts.

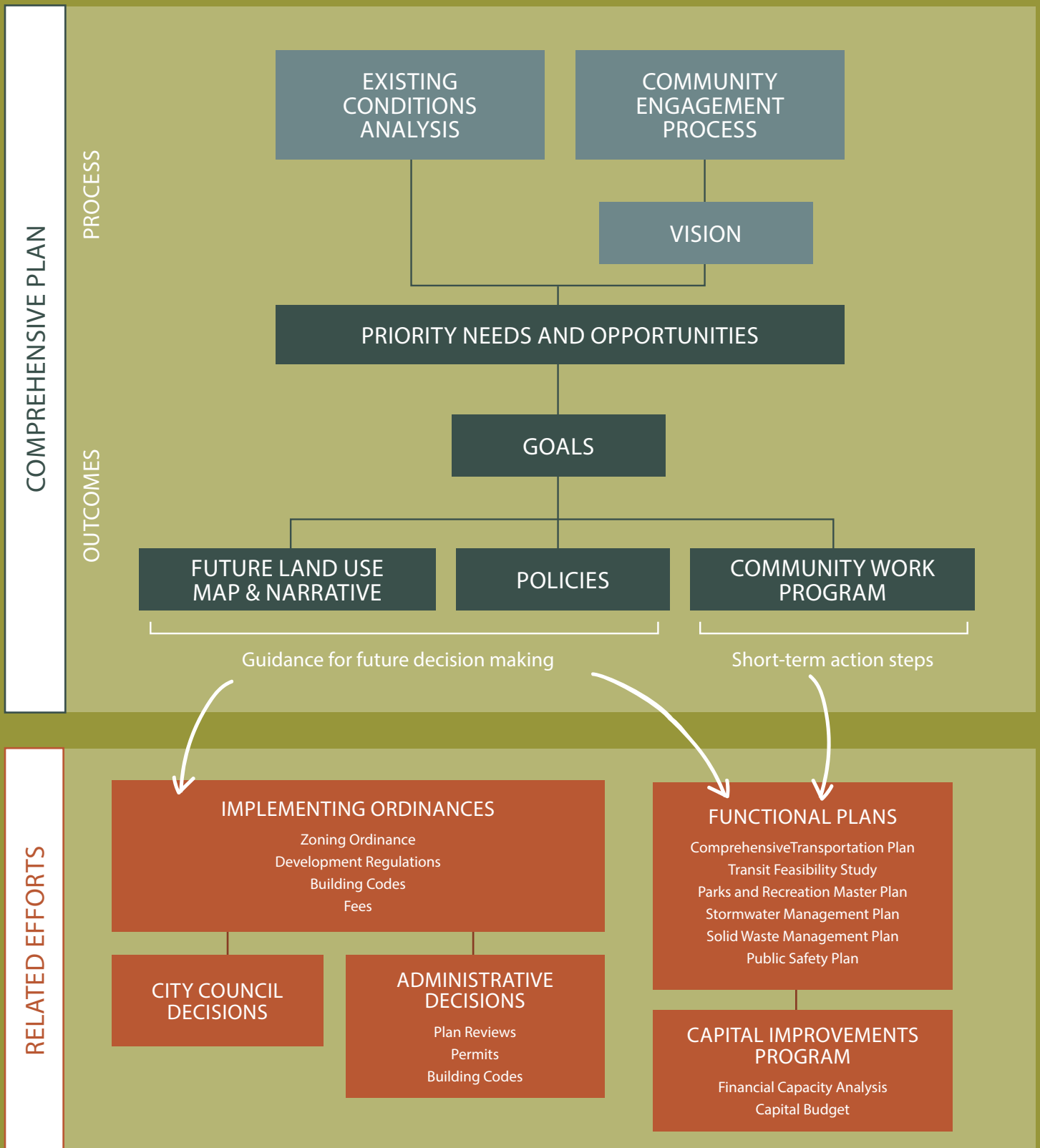
This work program is divided into three parts: a set of Policies and Actions, a 100-day Action Plan, and a five-year short-term work program.

The Policies and Actions borrow heavily from previously documented planning efforts and adopted policies. The 100-day Action Plan comprises high-priority or strong first steps to implementing the plan in order to address the needs and opportunities that the community affirmed and identified. Finally, the five-year Short-Term Work Program lays out very specific projects and initiatives the City plans to undertake and identifies projected costs, implementation partners, and funding sources.



HOW DOES THE VISION GET IMPLEMENTED?

As the city's umbrella policy document, the 2040 Comprehensive Plan will both provide guidance for future decision making and establish tangible action items to work toward realizing the community's vision.



POLICIES AND ACTIONS

Policies and action items that are a part of the 2040 Smyrna Comprehensive Plan are organized under the priority needs and opportunities. These action items have been identified based on the existing conditions analysis, stakeholder interviews, Steering Committee input, and feedback from the public workshops. Action items and policies identified in the 2014 Smyrna Strategic Vision Plan or carried forward from the 2030 Comprehensive Plan are identified as such with their respective reference number. Policies are goals that the city government will take into consideration when making administrative and capital investment decisions, and action items are specific tasks, such as the construction of particular facilities or the undertaking of designated studies or planning initiatives.

IMPLEMENTATION PROGRAM

The implementation program outlines a variety of action items that need to be undertaken to address the priority needs and opportunities. These action items include policies, ongoing efforts, and short term efforts. Short term efforts are those that can be accomplished in the next five years and are later included in the Short- Term Work Program.

As the ongoing committee efforts of the Strategic Vision Plan demonstrates, implementing the city's vision for the future requires a targeted effort. Like in any community, resources are limited and implementation often relies upon the hard work of city staff and community volunteers, coordination with other jurisdictions, and local champions to see that the tasks are carried through to completion. The implementation program is intended to be a living document that is regularly updated and referenced as existing conditions change and new needs and opportunities are identified.

LAND USE

LU1. KEY NODES AND CORRIDORS ARE OPPORTUNITIES FOR WALKABLE, MIXED-USE DEVELOPMENT AND INFRASTRUCTURE INVESTMENT

For this item, a Priority Redevelopment Area Map has been created that identifies key areas where there is a need for more public and private investment. See Task ED 2.2 and Figure 3.1 for a partial list of these redevelopment areas.

LU1.1 Prioritize redevelopment and revitalization of existing underutilized commercial and industrial areas over development of new land for commercial purposes. (2030 Comprehensive Plan, Policy 18.1).

LU1.2 Implement various corridor improvement projects identified in the current Special-Purpose Local-Option Sales Tax (SPLOST), such as Windy Hill road and Concord Road. (See the 2011 and 2016 SPLOST project lists in the 2017-2022 Short Term Work Program, same as Action Item T2.3)

LU1.3 Implement various public works improvements to meet the needs of new development, including water, sewer and storm sewer facilities.

The City already does an excellent job of meeting and anticipating the public facility needs of new development. Through its annual budget process the City allocates millions of dollars to maintain and upgrade water distribution, sewer and storm sewer infrastructure.

LU2. THE CITY'S DEVELOPMENT REGULATIONS NEED ADAPTABILITY AND FLEXIBILITY TO ACCOMMODATE ADAPTIVE REUSE AND REDEVELOPMENT

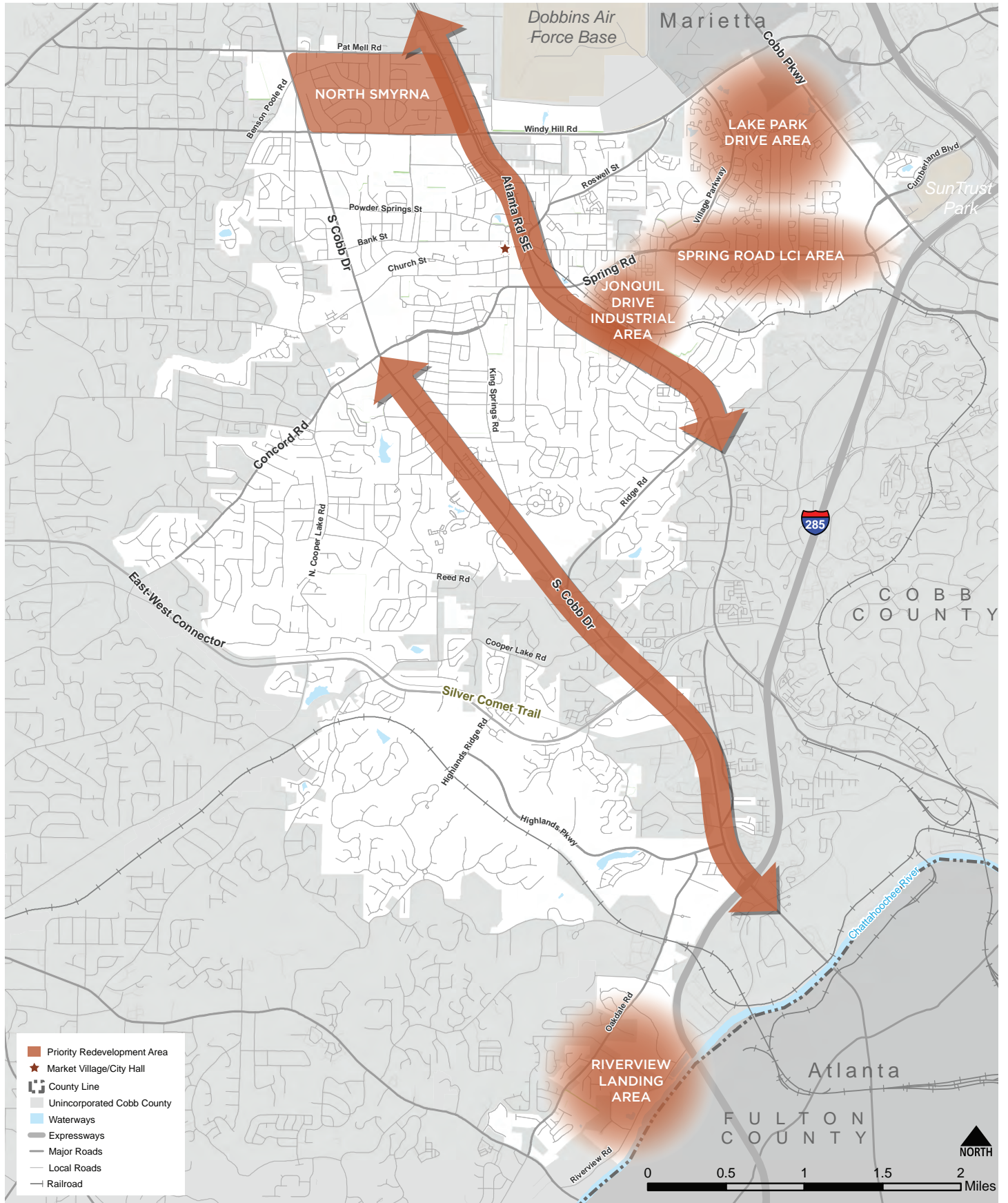
LU2.1 Revise and update the City Zoning Ordinance to improve readability and ease of use, and to allow the development of new residential, industrial, and commercial products in line with the community's vision (See action item H4.2).

LU2.2 Offer a local Citizen Planning Academy program that regularly meets with local developers, homeowners, and business leaders to improve communication about recent development news, rezonings, and regulatory changes. (SVP, Task 1.2.2)

LU 2.3 Provide for a reasonable accommodation of a broad range of land uses within the City. (2030 Comprehensive Plan, Policy 16.1).

LU 2.4 Provide the use of density bonuses to encourage greenspace creation or preservation. (2030 Comprehensive Plan, Policy 16.5).

Figure 3.1. Priority Redevelopment Areas



LU3. INFILL DEVELOPMENT NEEDS TO BE COMPATIBLE WITH ITS SURROUNDINGS

LU3.1 Encourage infill residential development and redevelopment surrounding the downtown area that is supportive of “Main Street” retail. (2030 Comprehensive Plan, Policy 15.2).

LU3.2 Conduct an Infill Housing Study that will address the following goals:

- Establish Infill Development Guidelines for consideration at the time of rezoning and permitting
- Evaluate the impact of the City Stormwater regulations, Chapter 46, Article V of the City of Smyrna Official Code of Ordinance, on the configuration of lots and development costs for infill development.

LU4. HIGH DESIGN STANDARDS ARE A PRIORITY FOR BOTH NEW CONSTRUCTION AND RENOVATION/ADAPTIVE REUSE

LU4.1 Study the application of architectural design standards to key activity centers and corridors of the city.

Some of the existing Urban Design Overlay districts include architectural design standards—such as regulations for building materials, roof types, or facade articulation—to varying degrees, while others only provide site planning criteria. Conduct an assessment of the current architectural design standards, their impact on development, the appropriate level of design regulation, and other locations where architectural design standards may be applicable.

LU4.2 Update, implement and enforce the City’s design guidelines for development along major corridors. (2030 Comprehensive Plan, Policy 17.3).

Revise the Urban Design Overlay guidelines with the goal of making them more readable, easier to administer, and more consistent. This task will be done in conjunction with the revision to the City Zoning Ordinance (Task LU2.1).

HOUSING

H1. SMYRNA NEEDS DIVERSIFICATION OF HOUSING TYPES TO RETAIN AND ATTRACT A RANGE OF RESIDENTS AND COMPETE WITH OTHER AREAS. “MISSING MIDDLE” HOUSING IS A TARGET OPPORTUNITY

Over the past ten years, Smyrna has done much to encourage greater housing choices, particularly through the development of mixed use centers such as Market Village, Belmont and Jonquil Village. The success of these developments has further fueled the demand of such housing product. As a result the demand is outpacing the supply, which in turn leads to higher housing prices. This need can be addressed by providing an even greater variety of housing choices such as accessory dwelling units, cottage courts, duplexes, and townhomes.

The key issue in providing such choices is one of location, which will be addressed through land use policy as presented in the guidance of the Future Land Use Map. Most likely, locations for this greater variety of housing types would be within moderate and medium density single-family areas that have been identified on the Policy Map as exhibiting a high susceptibility to change. Below are some additional supportive policies and action items that help promote the creation of diverse housing choices.

H1.1 Consider ways to offer a reduced price point in new quality apartments, such as through incentives for moderately priced units. An example of this can be seen in Atlanta BeltLine overlay housing requirements in the City of Atlanta. Like the Atlanta BeltLine, Smyrna will



need to leverage a desirable amenity in order for this incentive to be effective. This task could be undertaken as part of the Revisions to the City Zoning Ordinance (Task LU2.1)

H1.2 Consider establishing a land bank that can be used as a redevelopment tool to purchase foreclosed and delinquent properties, for future sale or development. (See Action Item ED1.3)

H1.3 Encourage the construction of affordable senior housing in order to accommodate

the growing senior population (2030 Comprehensive Plan, Policy 3.1).

Smyrna like many communities around the country is seeing an increased demand for senior housing; particularly active senior housing that is designed for ease of accessibility and mobility. Design features such as zero step entries and master bedrooms on the main floor, as well as condominium, apartment, or assisted living options in walkable, mixed-use settings are the types of housing products that help meet

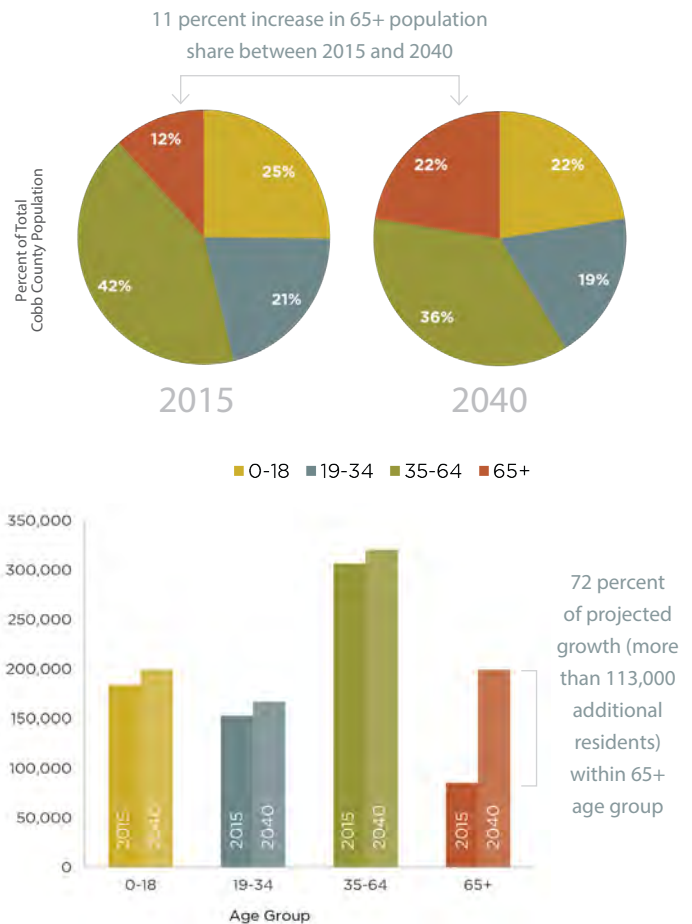
GROWING DEMAND FOR SENIOR HOUSING

SIGNIFICANT LOCAL DEMAND

As the baby boomer generation ages, the number of residents in need of senior housing will increase,¹ and the impact in Smyrna will be higher than average. Residents over the age of 65 are projected to be the fastest growing population segment in Cobb County between 2015 and 2040, more than doubling from 85,449 residents in 2015 to 199,016 residents in 2040, an 11 percent increase in countywide population share.²

SENIOR HOUSING NEEDS

Quality of life for older adults is particularly impacted by affordable, accessible, and well-located housing, as many live on fixed incomes and may experience limited mobility. Integrating units that fit these criteria within a community allows residents to age in place, helping them to maintain valuable social connections. Walkable, mixed-use communities with access to healthcare and other resources can help extend independence and an active lifestyle, and assisted living facilities are needed for older adults requiring additional support.



¹Joint Center for Housing Studies of Harvard University, Housing America's Older Adults: Meeting the Needs of an Aging Population (2014).

²Atlanta Regional Commission (2015).

this senior housing demand. Provisions for or incentives to build accessibility and mobility friendly housing can be included as goal of to the Revisions of the City Zoning Ordinance (Task LU2.1) and the creation of Master Housing Plan (Task H1.5)

H 1.4 Encourage housing opportunities to ensure that those who work within Smyrna have the option of living within the City (2030 Comprehensive Plan, Policy 3.3).

Throughout the planning process many expressed a concern over the impact of rising housing prices on the ability of the City's low income workers to live close to work. This situation creates a number of problems, including greater traffic congestion. This issue should be a focus of the local Housing Master Plan as described in Task H1.5.

H1.5 Develop a Housing Master Plan. (The Strategic Vision Plan (SVP), Task 2.4.1). Unlike the Consolidated Plan for Cobb County, prepared under the guidelines of the U.S. Department of Housing and Urban Development, this housing study would analyze ways to encourage the construction of housing suitable for active seniors (Task H1.3), the housing needs of those that work within the city (Task H1.4), as well as ways to encourage the redevelopment of aging apartments (Task H2.3).

H2. HOME OWNERSHIP AND NEIGHBORHOOD STABILITY AND ENHANCEMENT REMAIN PRIORITIES FOR THE CITY

In order to make home ownership realistic for more people, it needs to be more affordable, yet safe, well built, and free from the negative impact of adjacent development. Many of these action items and policies are integral part of the day-to-day operation

of the Community Development Department in their efforts to administer and enforce the City's land use regulations. Many of these will also need to be taken into consideration in revising the City Zoning Ordinance (Task LU2.1).

H2.1 Ensure adequate buffering and screening in order to protect residential neighborhoods from negative impacts of adjacent development. (2030 Comprehensive Plan, Policy 1.1).

H2.2 Strictly enforce building code regulations in order to eliminate substandard or dilapidated housing. (2030 Comprehensive Plan, Policy 2.2).

H2.3 Encourage the redevelopment of older apartment complexes into townhomes and condominiums in order to increase homeownership rates. (2030 Comprehensive Plan, Policy 2.3).

H2.4 Require that new apartment developments to be built with individual unit utility metering to ease conversion from renter to owner occupied. To be addressed in the Revision to the City Zoning Ordinance (Task LU2.1)

H2.5 Create a preferred multi-family vendor designation to reward good management practices and as a first step in increasing maintenance standards for rental homes. (SVP Task, 2.4.3)

H2.6 Educate interested homeowners in available financial assistance and other support for lower income homeowners who want to renovate their properties. (See example of programs offered through Residents and Communities of Georgia, a non-profit known for its work in the Reynoldstown neighborhood of Atlanta.)

H3. QUALITY OF LIFE SHOULD BE MAINTAINED AND ENHANCED IN RESIDENTIAL AREAS

Well established single-family neighborhoods are the foundation of much of the charm and character of Smyrna. Preservation of these neighborhoods is a high priority, and to bolster their overall quality of life, access to recreational opportunities is essential, as well as strict code enforcement, which is already identified as an action item under H2.2 above.

H3.1 Incorporate a park into every neighborhood or provide safe pedestrian and bicycle access from every neighborhood to larger community parks. To address as part of the update of the Parks and Recreation Master Plan (Task O2.1).

H3.2 Improve coordination between the City Public Works Department, private waste management services, and the Community Development Department to monitor code violations.

H3.3 Identify declining neighborhoods through planning studies and target these areas for revitalization efforts.

See the Priority Redevelopment Area Map (Figure 3.1 on page 7) discussed under LU1.

H3.4 Implement various park improvement projects identified in the current Special-Purpose Local-Option Sales Tax (SPLOST). (See SPLOST project list in Short Term Work Program)

H3.5 Continue to invest in the maintenance and improvement of City public safety facilities. (See SPLOST project list in Short Term Work Program)

H4. CONTEXT-APPROPRIATENESS IS CENTRAL TO REGULATING NEW HOUSING DENSITIES

H4.1 Consider design guidelines for residential neighborhoods to ensure new construction is high quality, respect the scale and character of the neighborhood, and contribute to a pleasant public realm.

As part of the revision to the Infill Housing Study, review efforts by other jurisdictions such as DeKalb County that allow local residential neighborhoods to impose voluntary overlay districts that impose design guidelines to regulate the quality, scale and character of new infill construction, and renovation of existing housing. (See Action item LU3.2)

H4.2 Revise the City Zoning Ordinance to offer a wider range of residential zoning designations to avoid reliance on single-family residential attached and/or detached zoning district, currently known as RAD. (See action item LU2.1)

Throughout the planning process, stakeholders who are familiar with and regularly use the Zoning Ordinance pointed to the need to revise and update the provisions for the RAD district. It has been recommended that the district be split into more than one category to more closely align to the residential densities depicted on the 2040 Future Land Use Map, and be renamed to avoid confusion.

H4.3 Examine the impact of existing stormwater regulations and detention facility requirements on potential lot configurations and development costs for infill development.

Current stormwater regulations make it more cost effective to replace a single home with multiple homes in many cases. These regulations are covered under Chapter 46, Article V of the City of Smyrna Official Code of Ordinances and would have to be reviewed as part of the Infill Housing Study (Action Item LU3.2).

H4.4 Ensure that infill housing development is compatible with surrounding established neighborhoods. (2030 Comprehensive Plan, Policy 1.2).

This is a current policy that is taken into consideration at the time of permitting and rezoning, but guidelines on how to apply this policy should again be included in the Infill Housing Study. (Action Item LU3.2)

H4.5 Encourage adequate amounts, types, and densities of housing needed to support desired mixed use redevelopment. (2030 Comprehensive Plan, Policy 2.5).

TRANSPORTATION

T1. SMYRNA NEEDS ENHANCEMENT AND EXPANSION OF TRANSIT TO REDUCE CAR DEPENDENCY AND COMPETE IN THE REGION

Throughout the planning process, participants expressed a desire to:

- Improve efficiency of existing system.
- Enhance existing bus stops.
- Explore direct connection from Market Village to the Airport or an end-of-the-line MARTA station (Sandy Springs or Hamilton E. Holmes).
- Study the potential for a Smyrna Circulator.
- Coordinate bus timing with city events.

This will require close intergovernmental coordination with those entities providing transit service within the Smyrna community.

T1.1 Coordinate transit planning and services with CobbLinc and GRTA to ensure existing bus route and stops are appropriately planned for and incorporated into the transportation network and land use plan. (2030 Comprehensive Plan, Policy 19.14).

T1.2 Undertake a Transit Feasibility Study that will include:

- A review of available existing transit services and the current and future demand for such services
- An evaluation of shuttle service between commercial districts in Smyrna and the Atlanta Braves Stadium using the circulator system being envisioned for the Cumberland Galleria area.

(SVP Action Item 2.2.6, and the Georgia Tech Spring Road Study).

At the time of this plan’s preparation, the Smyrna City Council has applied for a grant through the Atlanta Regional Commission for a Transit Feasibility Study.

T1.3 Advocate for alternative transportation options that can alleviate congestion for Smyrna residents. (SVP Task 2.2.1)

T2. CONGESTION ON MAJOR ROADS AT PEAK TIMES REMAINS A CHALLENGE

T2.1 Continue participation in the regular updates of the Cobb County Comprehensive Transportation Plan to address congestion, pollution, transit, land use and redevelopment issues. (2030 Comprehensive Plan, Policy 19.1).

Many participants in the planning process expressed the need for better coordination of traffic lights along key corridors and pinch-points, and wells as the need for parallel road networks as redevelopment occurs.

T2.2 Actively be involved in regional and state-level decision making that impact Smyrna’s transportation system (SVP, Task 1.5.3)

Partner organizations that the City of Smyrna is and should continue to be involved with include, but are not limited to: the Cobb County Commission, Cobb County Department of Transportation, the Atlanta Regional Commission, the Cumberland Community Improvement District, the Cobb Chamber of Commerce, Cobb Travel and Tourism, the Georgia Chamber of Commerce, and the Georgia Department of Economic Development.

T2.3 Implement various transportation projects identified in the current Special-Purpose Local-Option Sales Tax (SPLOST). (See the 2011 and 2016 SPLOST project lists in the 2017-2022 Short Term Work Program, same as Action Item LU1.2)

T3. CONTINUED DEVELOPMENT OF BICYCLE/ PEDESTRIAN/TRAIL NETWORKS - PARTICULARLY OFF-STREET - IS A CRITICAL NEED

T3.1 Work with the PATH Foundation, Atlanta Bicycle Coalition, and PEDS to assist with the provision of safe and convenient bike and pedestrian facilities to and throughout the City, with the following goals in mind:

- Create continuous bicycle connections to designated activity centers and residential nodes.
- Improve safety along bicycle corridors through signage, providing adequate bicycle facilities, and outreach.
- Provide bicycle facilities along designated routes and/or activity centers.
- Examine existing pedestrian “cow paths” and opportunities to provide formal connections.
- Become the first community “outside the Perimeter” to connect to the Atlanta Beltline. (SVP, Task 2.2.3)

- Implement recommendations related to trail and path connectivity as contained in the Parks & Recreation Ten Year Master Plan. (SVP, Task 2.2.4)

At the time of this plan’s preparation, the Smyrna City Council has approved funding through the SPLOST Program for a Parks & Recreation Ten Year Master Plan.

T3.2 Implement and regularly update the City’s Parks & Recreation Master Plan. (2030 Comprehensive Plan, Policy 19.15, Same as Action Item Q2.1)

The Parks & Recreation Master Plan includes plans for trail and greenway connections between City Parks, and so plays a critical role in the planning of the city’s multi-modal transportation network.

ECONOMIC DEVELOPMENT

ED1. EXPAND RETAIL IN ACTIVITY CENTERS AND PRIORITY REDEVELOPMENT AREAS.

ED 1.1 Implement the recommendations of the Spring Road LCI Master Plan.

The Spring Road LCI delves deeply into Smyrna’s Spring Road corridor, a priority redevelopment area. Recommendations to encourage economic development within this corridor include pursuing a Special Purpose Local Option Sales Tax (SPLOST) to improve and potentially expand Jonquil Park, employing beautification strategies along the corridor, pursuing the Sports Avenue redevelopment, and supporting the development of the Arts District.

ED 1.2 Pursue future studies for priority redevelopment areas.

Smyrna is an active planning community and has a long history of undertaking planning studies targeted to improve priority redevelopment areas. (See Figure 3.1.) Through this planning effort several such areas have been identified for further study, including the following:

- The southern portion of South Cobb Drive Corridor – this would be a companion study to the current South Cobb Drive Corridor Study and will focus on the area south of Concord Road.
- Atlanta Road Corridor
- North Smyrna area – north of Windy Hill Road to Pat Mell Road and between Atlanta Road and South Cobb Drive
- Jonquil Drive Industrial Area
- Lake Park Drive – could include greater surrounding area of aging apartments and office parks
- Riverview Landing – the greater area around the proposed development
- Updates to existing LCIs: Smyrna LCI 10 year update in 2018, Spring Road LCI 5 year update in 2022

ED 1.3 Continue to serve in a “curator” role to help attract new retail to the city.

1.3.1 Leverage findings of a retail leakage and surplus study to strengthen retail recruitment and expansion effort (SVP, action item 2.6.1).

Understanding that retail is a largely market-driven development process, the City can continue to serve in a “curator” role to help attract new retail that can not only

be patronized by residents, but bring in shoppers from other jurisdictions. Pursuing a retail leakage and surplus study can arm the City with the information needed to strategically attract preferred retail options.

ED2. CONTINUED GROWTH AROUND THE BATTERY/TRUIST PARK AND IN THE CUMBERLAND CID SHOULD BE LEVERAGED TO GROW SMYRNA’S ECONOMIC BASE.

ED 2.1 Follow recommendations of the Spring Road LCI Master Plan regarding the connection between SunTrust Park and Market Village.

Recommendations of the LCI Study include the “Braves Boulevard” that would connect Smyrna neighborhoods to the “Battery Smyrna Plaza” and to the “Battery Atlanta” and provide opportunities for redevelopment, and creating Special Use Districts and performance Tax Allocation Districts (TADs) around the “Battery Smyrna Plaza” and “Battery South Spring.”

ED3. BUSINESS RETENTION, RECRUITMENT, INCENTIVES, AND ENTREPRENEURSHIP ARE PRIORITY NEEDS.

ED 3.1 Continue to explore the City’s role in working with Cobb EDGE, surrounding higher education partners, and existing businesses to establish a small-scale incubator and mentoring programs.

Much interest has been expressed in the idea of rallying resources to encourage entrepreneurship within the city limits through an incubator and/or maker space and related mentorship. The City enjoys a strong relationship with its partners, which can be leveraged to bring the Chamber and private players together to formalize a conversation around the feasibility of a small-scale incubator in Smyrna.

ED 3.2 Examine the feasibility of instituting gradual license fee increases.



Although small business owners are very positive regarding the City's one-stop-shop and its responsiveness to small business concerns, one concern that lingers is stark increases in license fees. While business owners understand the necessity in these increases, they expressed the preference for gradual increases over large percentage increases every few years. Currently, gradual increases are only offered as an incentive to new businesses.

ED 3.3 Continue to promote education about City processes among small business owners.

Work with the Smyrna Business Association to provide a workshop within its workshop series that focuses on navigating city services and the process by which the City adopts changes to its fee structures and other policies.

ED 3.4 Seek Entrepreneur Friendly Community status through the Georgia Department of Economic Development. (SVP, Action item 3.4.1).

Although the City of Smyrna is limited in its ability as a public entity to spur innovation and entrepreneurship in the city, it can continue to bolster its reputation as a business-friendly community by following the 7-step process to obtain this designation. By achieving this designation, the City not only puts in place several of the state's best practices in strengthening its business-enabling environment, but it also signals to prospective entrepreneurs and small businesses that Smyrna will welcome and support their entrepreneurial endeavors.

ED 3.5 Consider expanding the City's Business Retention and Expansion (BRE) program.

3.5.1. Consider including an annual business survey to broaden its outreach efforts.

The City has a strong BRE program that consists of approximately 50 site visits per year. The focus is primarily on smaller businesses who may need more city assistance with identified challenges or with preparing for future growth. The City's rapport with its area business community is favorable and an asset to its BRE program, and a customized survey questionnaire to the existing business community would increase the city's reach beyond site visits. This questionnaire should be targeted at those businesses who are not in the City's queue for site visits in the given year. The questionnaire can also help in maintain minimal contact with mid-sized to larger businesses who do not desire frequent site visits. Finally, the survey can assist with gathering broad information on the business climate and general business and economic trends, while broadening the reach of the City's existing Business Retention and Expansion outreach efforts.

3.5.2 Consider acquiring a customer relationship management (CRM) system customized for BRE, such as ExecutivePulse or Synchronist.

These systems are critical for ensuring that information is effectively recorded and tracked over time, businesses receive timely and relevant follow-up from various forms of outreach and communication, and analysis can be conducted on individual businesses, sectors, and the existing business community at large to help identify trends, obstacles, and opportunities.

PUBLIC SERVICES AND QUALITY OF LIFE

Q1. CONTINUED COORDINATION WITH COBB COUNTY SCHOOLS IS ESSENTIAL TO SUPPORT SCHOOL EXCELLENCE AND TO LINK GROWTH WITH SCHOOL CAPACITY.

School quality was consistently raised as a top concern of participants in the public involvement efforts for the comprehensive plan, and was also a top concern raised in the 2014 Smyrna Strategic Vision Plan planning efforts. The City of Smyrna government does not have direct control over local public schools. Direct control over the schools is the jurisdiction of the Cobb County School Board. Nonetheless, the City does have a degree of influence on school board decisions and is an active partner. Toward this end, there are a few actions and policies that city as a local government can undertake, and the Strategic Vision Plan (SVP) does include a number of stated outcomes and actions that address this:

- Parents and businesses will be expected to be active partners with local schools (SVP desired outcome 1.4)
- Smyrna's public schools will be high-performing and sought out by parents and families (SVP desired outcome 2.1)
- Smyrna will be known for its high quality schools (SVP desired outcome 3.1)

Q1.1 Work collaboratively with Cobb County School Board, local school administrators and volunteer leadership in order to improve local schools. (Policy 20.3, 2030 Comprehensive Plan)

Q2. ADDITIONAL PARKS AND GREENSPACE ARE NEEDED.

Q2.1 Develop and routinely update a parks master plan (ongoing, should be underway as the adoption of this Comprehensive Plan), to undertake the following:

- Identify if there is a need for additional parks and the type of parks needed (active, passive, signature)
- Identify what programs and activities should occur at the parks. Basketball was one activity noted as missing.
- Identify ways to improve safety and security at all parks, including along the Silver Comet and other multi-use paths.
- Create a signature park, similar to Piedmont Park, either the enhancement of an existing park or the creation of a new one.

Q3. ARTS AND CULTURE, INCLUDING PUBLIC ART, ARE COMMUNITY NEEDS THAT SHOULD BE EXPANDED

Q3.1 Pursue cultural institutions, entertainment, and recreational businesses to locate in and around Smyrna Market Village in order to draw people to the district after business hours. (2030 Comprehensive Plan, Policy 6.3).

Q4. THE COMMUNITY NEEDS A STRATEGIC APPROACH TO ANNEXATION, ESPECIALLY OF UNINCORPORATED "ISLANDS..

Q4.1 Promote the annexation of unincorporated islands within the City in order to streamline and simplify the provision of public services. (2030 Comprehensive Plan, Policy 12.8).

Q4.2 Ensure that land use plans are consistent with surrounding jurisdictions and regional goals. (2030 Comprehensive Plan, Policy 21.1).

Q4.3 Conduct an Annexation Study in order to establish future city expansion areas based on fiscal impacts and community facilities. (Community Work Program Item from the 2030 Comprehensive Plan).

100-DAY ACTION PLAN

The 100-Day Action Plan consists of the action items from the overall Community Work Program identified as critical first steps to realizing the community's vision. While these items should be prioritized and initiated within the first 100 days of the plan's adoption, most will take longer than that period to be accomplished.



LAND USE AND DESIGN

- Revise and update the City Zoning Ordinance.
- Conduct a study of Infill Development Guidelines, and in it recommend and adopt Infill Development Guidelines.
- Undertake a study of the application of Architectural Design Standards to key activity centers and corridors of the city.



TRANSPORTATION

- Undertake a Transit Feasibility Study.
- Apply for supplemental LCI funding for projects recommended in the Spring Road LCI
- Attract implementation project LCI funding for select Spring Road LCI initiatives
- Implement and regularly update the city's Parks and Recreation Master Plan.



HOUSING

- Revise the city Zoning Ordinance to offer a wider range of residential zoning designations.
- Identify declining neighborhoods through planning studies and target these areas for revitalization.
- Consider establishing a land bank that can be used as a redevelopment tool.



ECONOMIC DEVELOPMENT

- Consider expanding the city's Business Retention and Expansion (BRE) program by including an annual business survey and acquiring a customer relationship management system
- Seek Entrepreneur Friendly Community status through the Georgia Department of Economic Development
- Consider repackaging current incentives to property owners for making improvements to commercial properties
- Develop a marketing and rendering package for the Spring Road area in partnership with the Cumberland CID



PUBLIC SERVICES AND QUALITY OF LIFE

- Conduct an Annexation Study to establish future city expansion areas based on fiscal impact
- Develop and routinely update a parks master plan

ZONING RECOMMENDATIONS

In order to align the Zoning Ordinance with the vision established in the 2040 Comprehensive Plan, several high level changes are recommended. Additional, detailed review of the alignment of the Zoning Ordinance with this plan is recommended as part of the revision and update of the city's Zoning Ordinance, a priority action item for the community work program. Those changes originally recommended in the Spring Road LCI Study are denoted with an asterisk (*), and more detailed information about recommended zoning changes is available in that report.

REGIONAL ACTIVITY CENTER

- Update the boundary of the Spring Road Corridor Design District Overlay to match the Spring Road LCI Study boundary.*
- Create design standards to regulate block size and street connectivity for the Spring Road Corridor, in addition to the overlay*:
 - Require large parcels be divided according to maximum block lengths of a recommended 300-400 feet and a maximum of 600 feet.*
 - Recommend new connections per the Spring Road LCI Study proposed street connections map.*

Table 3.1. Regional Activity Center Tiered Building Scale

	Near Cobb Parkway Highest Intensity		Near Residential Neighborhoods Lowest Intensity
	Tier 1	Tier 2	Tier 3
Max. Building Height	15 stories	10 stories	6 stories
Density	40 to 50 du/ac	20 to 30 du/ac	10 to 12 du/ac
Min. Distance Between Buildings	0 feet	5 feet	5 feet

Figure 3.2. Proposed Development Tier Map for Spring Road LCI Study Area



Source: Spring Road LCI Study (2017)

- Avoid or prohibit dead-end streets and cul-de-sacs.*
- Design standards for street sections, street lights, street furniture, plantings, and signage.*
- Develop a tiered plan for building heights, densities, and building-to-building distances with the greatest intensities near Cobb Parkway. (See Table 3.1 and Figure 3.1.)*
- Allow smaller lot sizes, smaller minimum building footprints, and accessory dwelling units for the residential portion of the Spring Road LCI Study area.*
- Recommend a ratio of 10 acres of greenspace per 1,000 residents within the Spring Road Corridor Design District Overlay.*
- Require trail connections where feasible.*
- Consider incentives for workforce housing or inclusionary zoning within the Spring Road Corridor Design District Overlay.*
- Establish a recommended mix of unit sizes in multi-family developments.*

MIXED USE

- Consider updates to the Mixed Use zoning category, as described in the Spring Road LCI Study.*
 - Reduce the minimum unit size for single-family detached dwellings to 500 square feet to accommodate cottage courts and accessory dwelling units.*
 - Reduce the minimum setback for single-family detached dwellings to 0 feet from back of sidewalk.*
 - Reduce minimum lot sizes for multi-family and single-family attached homes to 3,000 square feet.*

- Develop design standards or guidelines for the Spring Road corridor-- including streetscape standards, block sizes, setbacks, and other urban design features-- in alignment with the recommendations of the Spring Road LCI Study.*
 - Increase the minimum sidewalk width to 6-feet wide or more.*
 - Decrease front yard requirements on Spring Road and secondary roads to a minimum of 30 feet and a maximum of 50 feet.*

INDUSTRIAL MIXED USE

- Create a new Industrial Mixed Use zoning district to accommodate a mix of light industrial uses, office, limited commercial, research and development, event space, breweries, flex space, multi-family residential, live-work units, townhomes, and post-secondary education.

RESIDENTIAL

- Review the R-15 (Single-family residential, 15,000 square feet, 2.7 du/ac) district and consider creating an alternative low-density residential category.
- Review the RDA (Residential detached and/or attached, 6 du/ac) district and consider creating an alternative medium-density residential category.
- Review residential zoning requirements to better align with the principles of Traditional Neighborhood Development.
- Permit residential accessory uses and structures to be rented or occupied for gain.
- Expand the allowable uses for select

residential categories to permit cottage courts, accessory dwelling units, and community gardens.

- Assess the impact of residential zoning regulations for stormwater management on potential lot configurations for infill development and revise to increase flexibility.
- Establish a process for allowing neighborhoods and subdivisions to adopt voluntary neighborhood design guidelines.
- Permit the creation of alleys within single-family residential neighborhoods.
- Reduce the recommended residential block lengths, currently between 600 and 1,800 feet, to encourage walkability.
- Require the provision of sidewalks for newly developed residential parcels or major redevelopments.
- Create incentives for the provision of moderately priced residential units.
- Consider relaxing home-based business occupation certificate requirements to encourage entrepreneurship.

PARKING

- Revise regulations of the joint use of parking facilities to permit and incentivize shared parking agreements.*
- Reduce parking requirements for multi-family and mixed-use development within a transit-oriented development.*
- Revise off-street parking and loading design standards for appropriate districts to require parking and loading for new buildings (other than single-family homes) be located in the rear or to the side.

GENERAL

- Revise the Zoning Ordinance to improve readability, adaptability, and ease of use.
- Consider creating an interactive, digital mapping interface to make it easier for property owners to identify the regulations associated with their parcels.
- Review zoning requirements to ensure they are applicable to both new development and redevelopment scenarios.
- Update urban design overlay districts to more clearly delineate overlay boundaries and align with the design recommendations of the Spring Road LCI Study, South Cobb Drive Corridor Improvement Study, and best practices in Traditional Neighborhood Development and transit-oriented design.
- Identify additional locations and zoning designations suitable for childcare and eldercare to accommodate growing demand.

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2017-2021 REPORT OF ACCOMPLISHMENTS

The Report of Accomplishments documents Smyrna's progress to date toward completing the action items set forth in the previous Comprehensive Plan's 2017-2021 Community Work Program. Items noted as underway/ongoing, or postponed to a definitive new start year, carry over into the new 2022-2026 Community Work Program in the following section.

Table 3.2. Land Use

Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	STATUS
1	Stormwater Drainage Rehabilitation	Public Works	\$300,000	2016 SPLOST	Underway/Ongoing Est. Completion 2025
2	Water Distribution Infrastructure Improvements Replace 1, Water Meters and Back Flow	Water Distribution	\$11,400,000	Water/Sewer Capital Project Fund	Complete
3	Install Water Distribution Preventers	Water Distribution	\$2,240,000	Water/Sewer Capital Project Fund	Complete
4	Drainage Improvements	Water Distribution	\$1,040,000	Water/Sewer Capital Project Fund	Complete
5	Storm Water Projects	Storm Water	\$4,650,000	Storm Water Capital Project Fund	Complete
6	Evaluate RAD zoning and change to RDA	Community Development	Staff Time	General Fund	Complete
7	Revise and Update the City Zoning Ordinance	Community Development	Staff Time	General Fund	Complete
8	Offer a Citizen Planning Academy Program	Community Development	Staff Time	General Fund	Complete
9	Prepare Infill Housing Study	Community Development	TBD	General Fund	Cancelled No longer pursuing as key priority

Table 3.2. Land Use (Continued)

Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	STATUS
10	Conduct Architectural Design Study for activity centers and key corridors	Community Development	TBD	General Fund	Postponed Est. Start 2025
11	Truck Replacement for Building Inspector	Community Development	TBD	TBD	Complete
12	Truck Replacement for Lead Marshal	Community Development	TBD	TBD	Complete

Table 3.3. Housing

Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	STATUS
13	Conduct Housing Master Plan	Community Development	TBD	General Fund	Cancelled No longer pursuing as key priority
14	Create a preferred multifamily vendor designation	Community Development	TBD	General Fund	Cancelled No longer pursuing as key priority
15	Park Improvement Projects	Parks & Recreation	\$3,951,298	2011 SPLOST, 2016 SPLOST	Complete
16	Public Safety Facility Improvements	Public Safety	\$3,399,716	2012 SPLOST, 2016 SPLOST	Complete
17	Public Safety Equipment	Public Safety	\$2,360,057	2016 SPLOST	Complete

Table 3.4. Transportation

Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	STATUS
18	Transit Feasibility Study	Community Development	\$500,000	General Fund (20% match), Surface Transportation Block Grant (80%)	Complete
19	Village Pkwy Improvements	Public Works	\$10,506	2011 SPLOST	Complete
20	Intersection Improvements	Public Works	\$1,167,326	2011 SPLOST	Complete
21	Windy Hill Rd Improvements	Public Works, Cobb DOT	\$44,045,177	2011 SPLOST, 2016 SPLOST	Underway/Ongoing Est. Completion 2026
22	Church St Improvements	Public Works	\$900,000	2016 SPLOST	Complete
23	Pat Mell Rd Improvements	Public Works	\$900,000	2016 SPLOST	Underway/Ongoing Est. Completion 2025
24	Spring Rd and Cumberland Blvd Improvements	Public Works	\$6,050,000	2016 SPLOST	Complete
25	Intersection Improvements at Five Points	Public Works	\$1,000,000	2016 SPLOST	Complete
26	Concord Rd at S Cobb Dr Intersection Improvements	Public Works	\$3,242,007	2011 SPLOST, 2016 SPLOST	Underway/Ongoing Est. Completion 2025
27	Riverview Rd at S Cobb Dr Intersection Improvements	Public Works	\$150,000	2016 SPLOST	Underway/Ongoing Est. Completion 2024
28	Oakdale Rd Improvements	Public Works	\$1,500,000	2016 SPLOST	Complete
29	Dickerson Dr Improvements	Public Works	\$1,000,000	2016 SPLOST	Complete
30	Pedestrian Access Improvements	Public Works	\$2,020,000	2016 SPLOST	Underway/Ongoing Est. Completion 2026
31	Gann Rd Culvert Replacement	Public Works	\$600,000	2016 SPLOST	Complete

Table 3.4. Transportation (Continued)

Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	STATUS
32	Congestion Relief Improvements	Public Works	\$1,528,000	2016 SPLOST	Underway/Ongoing Est. Completion 2026
33	Traffic Calming	Public Works	\$200,000	2016 SPLOST	Underway/Ongoing Est. Completion 2026
34	Traffic and Pedestrian Crossing Signal Upgrades	Public Works	\$150,000	2016 SPLOST	Underway/Ongoing Est. Completion 2026
35	Street Signage and Signal Pole Upgrades	Public Works	\$300,000	2016 SPLOST	Underway/Ongoing Est. Completion 2026
36	Paths / Sidewalks	Public Works	\$1,003,967	2011 SPLOST, 2016 SPLOST	Underway/Ongoing Est. Completion 2026
37	Street Resurfacing	Public Works	\$6,432,363	2011 SPLOST, 2016 SPLOST	Complete
38	Pavement Marking	Public Works	\$250,000	2016 SPLOST	Complete
39	Curb and Gutter	Public Works	\$500,000	2016 SPLOST	Complete
40	Undertake Operational Transportation Studies	Public Works	\$250,000	2016 SPLOST	Underway/Ongoing Est. Completion 2024
41	South Cobb Drive Study	Community Development	\$150,000	General Fund (20% match), Surface Transportation Block Grant (80%)	Complete
42	South Cobb Dr Improvements	Public Works, Cobb DOT	TBD	TBD	Postponed Est. Start 2026

Table 3.5. Economic Development

Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	STATUS
43	Undertake Smyrna Land Bank Feasibility Study	Downtown Smyrna Development Authority	TBD	TBD	Complete
44	Implement the Economic Development recommendations of the Spring Road LCI Master Plan, including pursuing the creation of a Special Use District/Community Services District, and a Smyrna Community Improvement District	Community Development,	\$20,000	General Fund, ARC	Cancelled No longer pursuing as key priority
45	Pursue studies of priority redevelopment areas	Community Development	TBD	General Fund for matching funds	Underway/Ongoing Est. Completion 2024
46	Jonquil Commercial District Sidewalks	Public works	\$320,000	TIP or LCI, General Fund for 20% matching funds	Underway/Ongoing Est. Completion 2025
47	Poplar Creek Bridge Pedestrian Enhancements	Public Works	\$275,000	TIP or LCI, General Fund for 20% matching funds	Underway/Ongoing Est. Completion 2024
48	Argyle Elementary Sidewalk Enhancement	Public Works	\$275,000	TIP or LCI, General Fund for 20% matching funds	Underway/Ongoing Est. Completion 2026
49	Cobb Parkway West Sidewalk Enhancement	Public Works	\$330,000	TIP or LCI, General Fund for 20% matching funds	Underway/Ongoing Est. Completion 2025
50	Jonquil Commercial District Trail Enhancements	Public Works	\$200,000	TIP or LCI, General Fund for 20% matching funds	Underway/Ongoing Est. Completion 2026
51	Jonquil Park-Gateway East-West Street Connection	Public Works	\$4,525,000	General Fund, TBD	Underway/Ongoing Est. Completion 2026
52	Argyle Elementary East-West Connection	Public Works	\$5,800,000	General Fund, TBD	Underway/Ongoing Est. Completion 2026
53	Spring Road Baseline Crossing	Public Works	\$1,350,000	TIP or LCI, General Fund for 20% matching funds	Underway/Ongoing Est. Completion 2026



Table 3.5. Economic Development (Continued)

Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	STATUS
54	Spring Road I-285 Connector Path	Public Works	\$9,800,000	TIP or LCI, General Fund for 20% matching funds	Underway/Ongoing Est. Completion 2026
55	Cumberland Mall Pedestrian Path Enhancements	Public Works, Cumberland CID, Cobb County	\$110,000	CID Funds, LCI Implementation Funds	Underway/Ongoing Est. Completion 2026
56	Galleria Connection	Public Works, Cumberland CID, Cobb County	\$380,000	CID Funds, LCI Implementation Funds	Underway/Ongoing Est. Completion 2026
57	Cobb Parkway Pedestrian Bridge: Battery to Smyrna Gateway	Public Works	\$5,500,000	TIP and CID funds, public-private partnership	Underway/Ongoing Est. Completion 2024
58	Signage and Wayfinding Program	Public Works	\$75,000/year	General Fund, Private development contributions	Underway/Ongoing Est. Completion 2026
59	Transit Amenity Program for Stop Enhancement	Public Works, Cobb Linc	\$50,000/year	FTA funds	Underway/Ongoing Est. Completion 2026
60	Station Area Access Enhancements	Public Works, Cobb Linc	\$2,300,000	FTA funds	Underway/Ongoing Est. Completion 2026

Table 3.6. Quality of Life

Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	STATUS
61	Prepare Parks and Recreation Master Plan	Parks & Recreation	\$86,500	2016 SPLOST	Complete
62	Conduct an Annexation Study	Community Development	TBD	General Fund	Complete

2022-2026 SHORT-TERM WORK PROGRAM (COMMUNITY WORK PROGRAM)

The Short-Term Work Program (a.k.a. Community Work Program) identifies key action items to be accomplished over the next five years (2022-2026) to make meaningful progress toward the City’s long-term vision. The work program addresses issues related to land use, transportation, housing, economic development, and quality of life. The responsible party, estimated cost, and anticipated funding source for each project are provided when available.

Table 3.7. Land Use

New Ref. No.	Old Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	Ongoing	2022	2023	2024	2025	2026
1	1	Stormwater Drainage Rehabilitation	Public Works	\$300,000	SPLOST	●	●	●	●	●	
2	10	Conduct Architectural Design Study for activity centers and key corridors	Community Development	TBD	General Fund					●	●
3	-	S. Cobb Drive Corridor Land Use Study	Community Development, Cobb County	\$300,000	General Fund				●		
4	-	Land Use changes to Support Transit on S. Cobb Drive	Community Development	Staff Time	General Fund					●	
5	-	Riverview Road Master Plan	Community Development	\$150,000	General Fund				●		
6	-	Spring Road LCI Study Update	Community Development	\$75,000	General Fund					●	

Table 3.8. Housing

New Ref. No.	Old Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	Ongoing	2022	2023	2024	2025	2026
	-	No initiatives at this time									

Table 3.9. Transportation

New Ref. No	Old Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	Ongoing	2022	2023	2024	2025	2026
7	21	Windy Hill Rd Improvements	Public Works, Cobb DOT	\$44,045,177	SPLOST	●	●	●	●	●	●
8	23	Pat Mell Rd Improvements	Public Works	\$900,000	SPLOST	●	●	●	●	●	
9	26	Concord Rd at S Cobb Dr Intersection Improvements	Public Works	\$3,242,007	SPLOST	●	●	●	●	●	
10	27	Riverview Rd at S Cobb Dr Intersection Improvements	Public Works	\$150,000	SPLOST	●	●	●	●		
11	30	Pedestrian Access Improvements	Public Works	\$2,020,000	SPLOST	●	●	●	●	●	●
12	32	Congestion Relief Improvements	Public Works	\$1,528,000	SPLOST	●	●	●	●	●	●
13	33	Traffic Calming	Public Works	\$200,000	SPLOST	●	●	●	●	●	●
14	34	Traffic and Pedestrian Crossing Signal Upgrades	Public Works	\$150,000	SPLOST	●	●	●	●	●	●
15	35	Street Signage and Signal Pole Upgrades	Public Works	\$300,000	SPLOST	●	●	●	●	●	●
16	36	Paths / Sidewalks	Public Works	\$1,003,967	SPLOST	●	●	●	●	●	●
17	40	Undertake Operational Transportation Studies	Public Works	\$250,000	SPLOST	●	●	●	●		
18	42	South Cobb Dr Improvements	Public Works, Cobb DOT	TBD	TBD						●
19	-	Lake Park Drive Capacity and Landscape Improvements	Public Works	TBD	General Fund						●
20	-	S. Cobb Drive at I-285 Intersection Improvements	Public Works, Cobb DOT	TBD	SPLOST						●

Table 3.9. Transportation (Continued)

New Ref. No.	Old Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	Ongoing	2022	2023	2024	2025	2026
21	-	Traffic Calming Program	Public Works	\$1,105,000	SPLOST, General Fund			●	●	●	●
22	-	Grade Separated Pedestrian Crossing on Spring Road	Public Works	TBD	SPLOST, General Fund						●
23	-	East-West Connector Roadway Safety Improvements: S. Cobb Drive, Cooper Lake Road, Access Management Improvements	Public Works, Cobb DOT	\$2,170,000	SPLOST (Partial)				●		
24	-	Camp Highland Bridge replacement	Public Works	\$1,500,000	SPLOST				●		

Table 3.10. Economic Development

New Ref. No.	Old Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	Ongoing	2022	2023	2024	2025	2026
25	45	Pursue studies of priority redevelopment areas	Community Development	TBD	General Fund for matching funds	●	●	●	●		
26	46	Jonquil Commercial District Sidewalks	Public works	\$320,000	TIP or LCI, General Fund for 20% matching funds	●	●	●	●	●	
27	47	Poplar Creek Bridge Pedestrian Enhancements	Public Works	\$275,000	TIP or LCI, General Fund for 20% matching funds	●	●	●	●		
28	48	Argyle Elementary Sidewalk Enhancement	Public Works	\$275,000	TIP or LCI, General Fund for 20% matching funds	●	●	●	●	●	●
29	49	Cobb Parkway West Sidewalk Enhancement	Public Works	\$330,000	TIP or LCI, General Fund for 20% matching funds	●	●	●	●	●	
30	50	Jonquil Commercial District Trail Enhancements	Public Works	\$200,000	TIP or LCI, General Fund for 20% matching funds	●	●	●	●	●	●
31	51	Jonquil Park-Gateway East-West Street Connection	Public Works	\$4,525,000	General Fund, TBD	●	●	●	●	●	●
32	52	Argyle Elementary East-West Connection	Public Works	\$5,800,000	General Fund, TBD	●	●	●	●	●	●
33	53	Spring Road Baseline Crossing	Public Works	\$1,350,000	TIP or LCI, General Fund for 20% matching funds	●	●	●	●	●	●
34	54	Spring Road I-285 Connector Path	Public Works	\$9,800,000	TIP or LCI, General Fund for 20% matching funds	●	●	●	●	●	●
35	55	Cumberland Mall Pedestrian Path Enhancements	Public Works, Cumberland CID, Cobb County	\$110,000	CID Funds, LCI Implementation Funds	●	●	●	●	●	●
36	56	Galleria Connection	Public Works, Cumberland CID, Cobb County	\$380,000	CID Funds, LCI Implementation Funds	●	●	●	●	●	●
37	57	Cobb Parkway Pedestrian Bridge: Battery to Smyrna Gateway	Public Works	\$5,500,000	TIP and CID funds, public-private partnership	●	●	●	●		
38	58	Signage and Wayfinding Program	Public Works	\$75,000/year	General Fund, Private development contributions	●	●	●	●	●	●

Table 3.10. Economic Development (Continued)

New Ref. No.	Old Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	Ongoing	2022	2023	2024	2025	2026
39	59	Transit Amenity Program for Stop Enhancement	Public Works, Cobb Linc	\$50,000/year	FTA funds	●	●	●	●	●	●
40	60	Station Area Access Enhancements	Public Works, Cobb Linc	\$2,300,000	FTA funds	●	●	●	●	●	●
41	-	Support Commercial and Restaurant Development on Spring Road	Economic Development	Staff Time	General Fund		●	●	●	●	●
42	-	Beautification of Spring Road Bridge	Public Works	\$25,000	General Fund		●	●	●	●	

Table 3.11. Quality of Life and Public Safety

New Ref. No.	Old Ref. No.	Project or Activity	Responsible Party	Estimated Cost	Funding Source	Ongoing	2022	2023	2024	2025	2026
43	-	Bathrooms at N Cooper Lake Park	Public Works	\$275,000	SPLOST			●			
44	-	Prioritize Areas for Annexation	Community Development	Staff Time	General Fund			●	●	●	●
45	-	Enhance Code Enforcement for Commercial Centers	Community Development	Staff Time	General Fund			●	●	●	●
46	-	Safety Improvements for Transit	Public Works/Cobb Links	TBD	General Fund						●
47	-	Spring Road Beautification	Public Works	TBD	General Fund						●
48	-	Public Safety Infrastructure for Riverview Road Corridor	Public Safety	TBD	General Fund						●



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8 GUIDE
SMYRNA



CITY OF SMYRNA
2040 COMPREHENSIVE PLAN

TECHNICAL ADDENDUM

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TECHNICAL ADDENDUM OVERVIEW

This Technical Addendum provides supporting material for the City of Smyrna's 2040 Comprehensive Plan. It includes material created and utilized throughout the Guide Smyrna planning process, which informed the development of the Comprehensive Plan. The three supplemental appendices are:

APPENDIX A: COMMUNITY ENGAGEMENT

This appendix is a compilation of summary materials from the Guide Smyrna 2022 Plan Update community engagement process, including the public open house and the online community survey.

APPENDIX B: BASELINE CONDITIONS REPORT

The Baseline Conditions Report is an analysis of existing conditions prepared by the Jacobs planning team as part of the 2017 Plan Update. It covers an extensive range of datasets, owing to the in-depth nature of the 2017 plan. Updates to many of these data were beyond the scope of ARC's 2022 Plan Update process, which included a more limited range of new data in the body of the plan. The 2017 Baseline Conditions Report remains as an appendix in the 2022 plan as its scope of data still has relevant components for the City, and it could be updated more systematically in a future Comprehensive Plan Update.

APPENDIX C: DEFINITIONS

The definitions in this appendix offer more detailed guidance for interpreting the content of the Comprehensive Plan.

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A

APPENDIX A: COMMUNITY ENGAGEMENT

This appendix is a compilation of summary materials from the Guide Smyrna 2022 Plan Update community engagement process, including the public open house and the online community survey.

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APPENDIX A: COMMUNITY ENGAGEMENT


Public Open House Documentation.....A-4
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PUBLIC OPEN HOUSE - JUNE 29, 2022 - BRAWNER HALL



**GUIDE SMYRNA 2040
COMPREHENSIVE PLAN
PUBLIC OPEN
HOUSE**

Scan here to sign in:



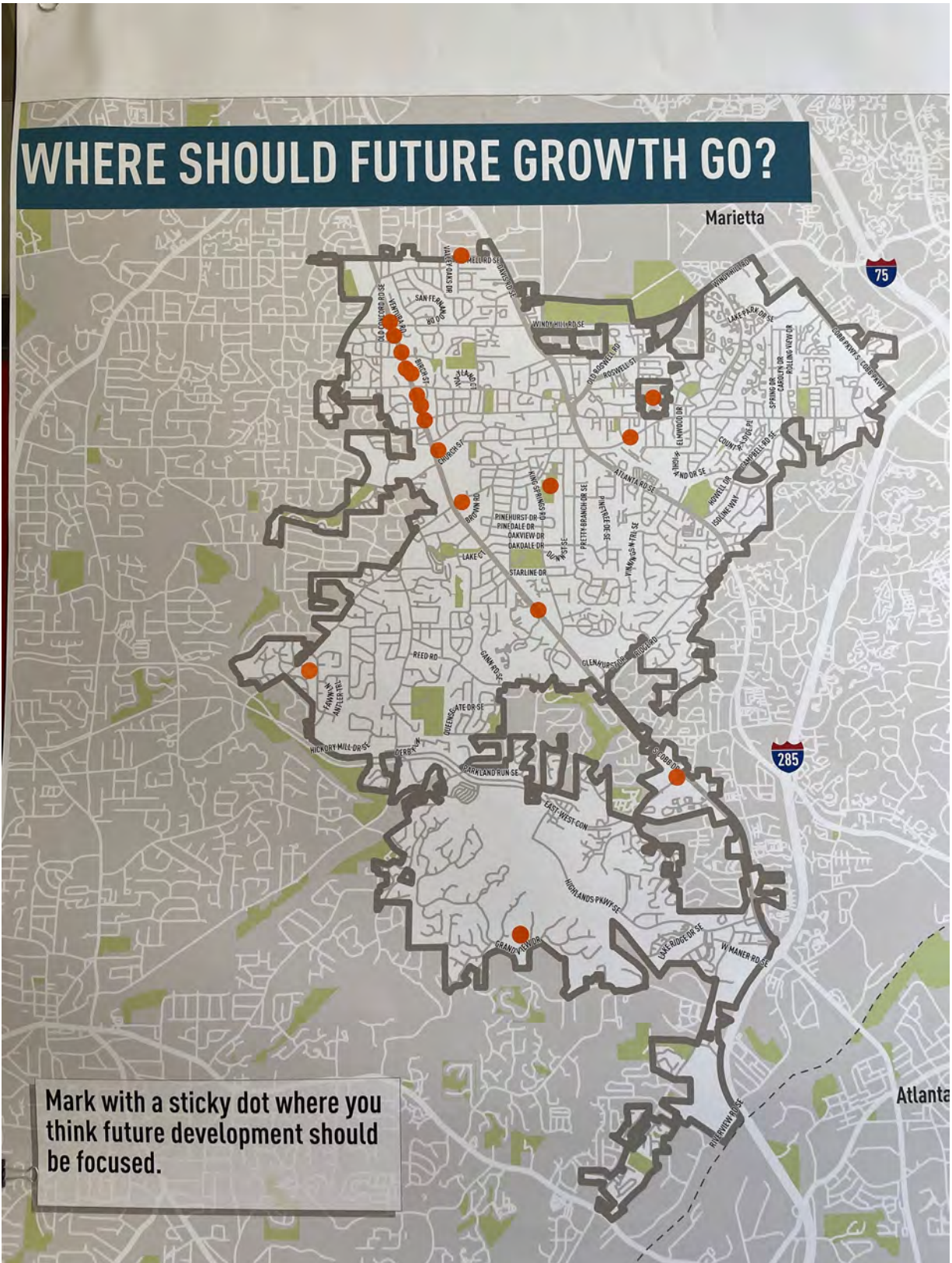
GUIDE SMYRNA
 Guide Smyrna 2040 Comprehensive Plan - 2022 Update
 Public Open House
 Wednesday, June 29, 6:00-8:00 PM
 Brawner Hall
 3180 Atlanta Road
 Smyrna, GA 30080

Name	Email Address
NEAL STREET ADMINISTRATION	NEALSTREET@SMYRNA.GA
Amelia Douglas	amelia.douglas@att.net
Cheryl Hodgins	cheryl.hodgins75@gmail.com
Pat Fullaway	Pat.Fullaway@att.net
Richard Fullaway	Fullaway1@yahoo.com

Guide Smyrna 2040 Comprehensive Plan 2022 Update Public Open House - June 29, 2022 - Online Sign-In Log

<u>Name</u>	<u>Email</u>	<u>Venue</u>	<u>Registered Time</u>
Heather Meehan	Hmeehan08@gmail.com	In-Person	6/29/2022 5:56:00 PM
Kathy Omais	ko3rose@gmail.com	In-Person	6/29/2022 6:55:42 PM
SMS	smarie99@hotmail.com	In-Person	6/29/2022 7:07:19 PM

WHERE SHOULD FUTURE GROWTH GO?



Mark with a sticky dot where you think future development should be focused.

HOUSING

Marietta

Tell us a little bit about Smyrna's housing needs. Use the colored dots per the instructions below.

● I'd like to see large multi-family housing (apartments) here



● I'd like to see missing middle housing (duplexes, triplexes, quadplexes, small apartments) here

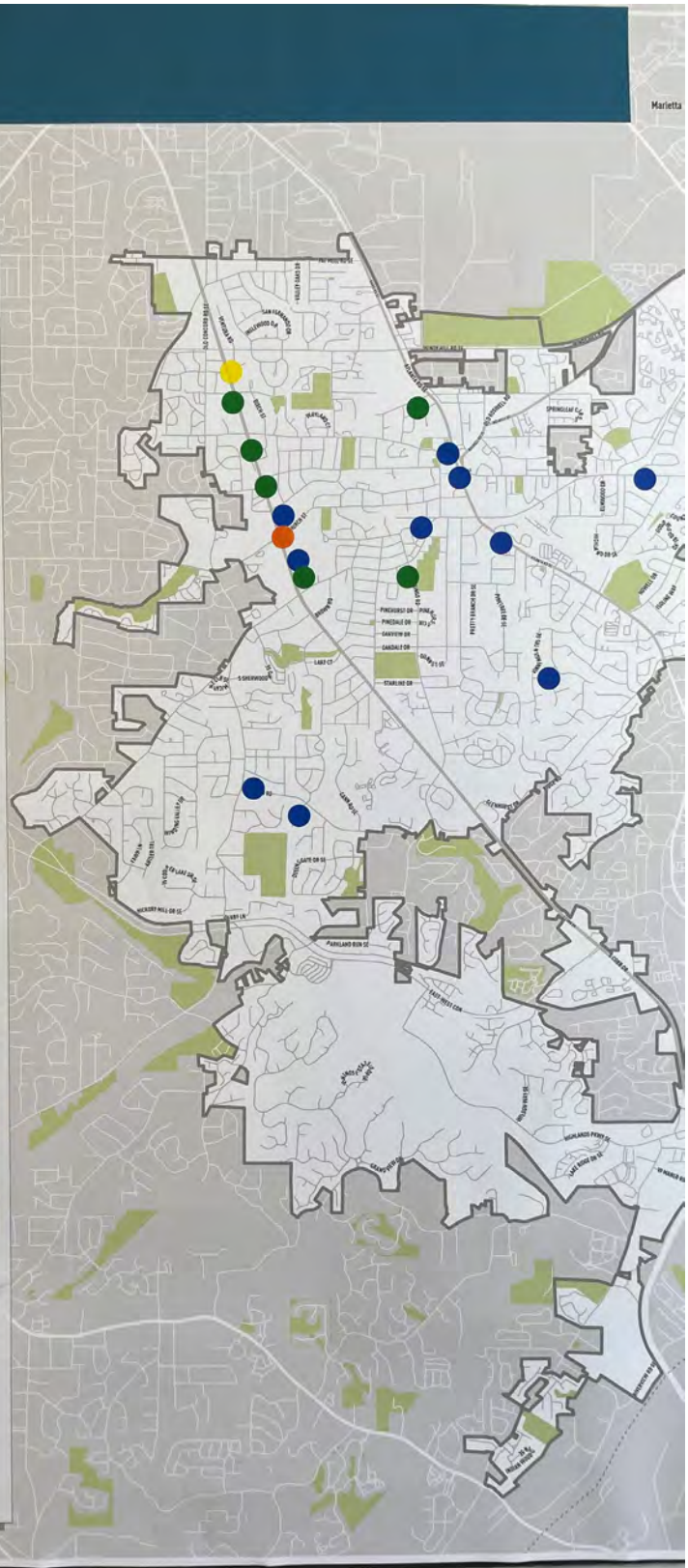


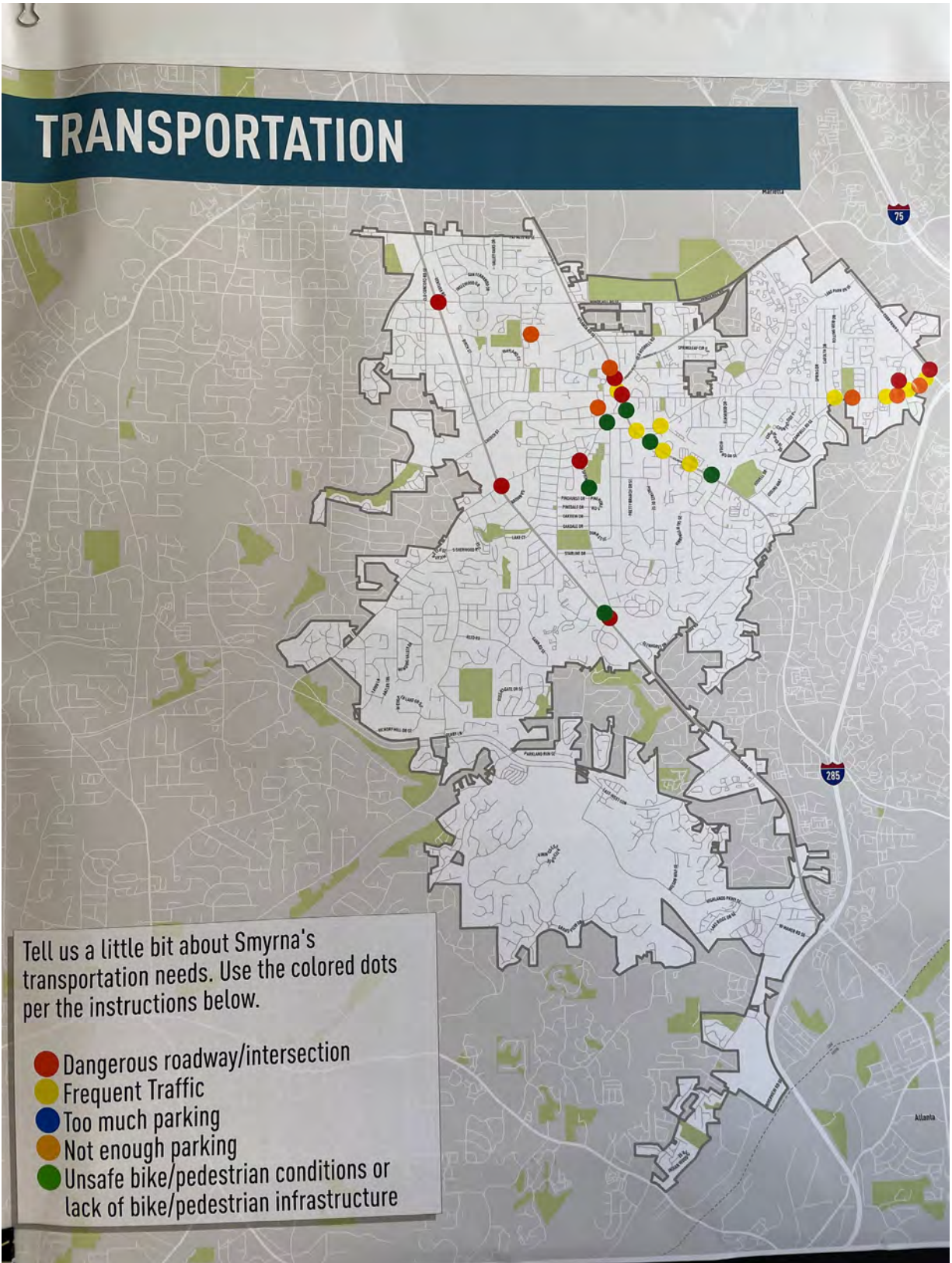
● I'd like to see single-family attached housing (townhomes) here



● I'd like to see single-family detached housing here

● I'd like to see affordable housing (any kind) here





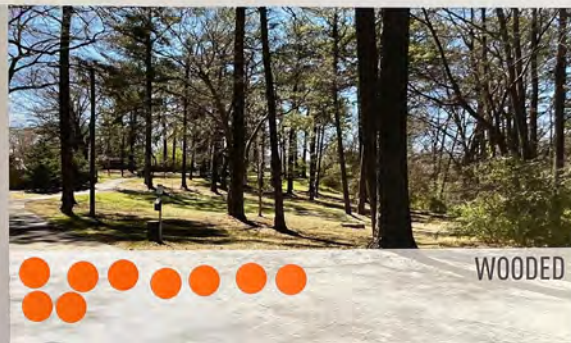


GREENSPACE

Please select only one of the images from each of the rows below by placing a dot under the picture you prefer.

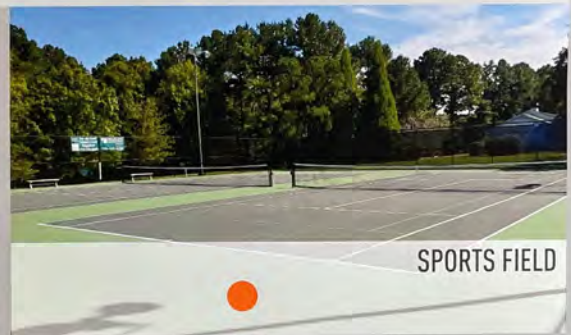
PASSIVE PARKS

Passive parks are informal gathering places for relaxation and play.



ACTIVE PARKS

Active parks are developed for active sports facilities (e.g., tennis courts).



OTHER GREENSPACES

Other types of greenspaces generally serve a very specific purpose.



ONLINE COMMUNITY SURVEY

CITY OF SMYRNA COMPREHENSIVE PLAN SURVEY

Communities guide growth and development through planning. We are now updating Guide Smyrna 2040, the City's long-range Comprehensive Plan.

Visit our website to learn more, take the survey, and help plan the future of Smyrna:

<https://publicinput.com/GuideSmyrna2040Update>

You can also use the camera app on your phone to scan the QR code at right.



8 GUIDE
SMYRNA
2040 COMPREHENSIVE PLAN

11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

City of Smyrna 2040 Comprehensive Plan Update

Project Engagement

VIEWS	1,685	PARTICIPANTS	350
RESPONSES	6,582	COMMENTS	1,071
SUBSCRIBERS	126		



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

What are the **three (3) strongest assets** in Smyrna currently?

1. Suburban but close (20 min) to anywhere in Atlanta
 2. Battery and Smyrna downtown
 3. Relatively little crime

6 months ago [209 Agree](#)

Suburban feel but close to city
 Other young families
 Safe

6 months ago [122 Agree](#)

1. LOCATION: Suburban, but close to highways, the city, airport and upscale dining options. Ability to navigate life without using the interstate. Great city to age in.
 2. DIVERSITY - Age, Ethnicity, marital status, sexual origin, etc. Everyone loves Smyrna!
 3. The Battery/Truist Park, Silver Comet Trail, Chattahoochee park/hiking, festivals, food trucks, etc.

6 months ago [107 Agree](#)

The cute downtown area
 Close to the Braves stadium
 Public amenities like parks, pools, rec center

6 months ago [90 Agree](#)

Close to Atlanta but affordable houses with large lots
 Becoming more diverse and progressive
 Expanding dining and entertainment options

6 months ago [70 Agree](#)

1) Pedestrian friendly
 2) Recreational family activities (festivals, concerts, food trucks, etc.)
 3) parks

6 months ago [55 Agree](#)

Proximity to the city, abundance of parks, young families

6 months ago [39 Agree](#)

Convenient location
 Parks and rec services
 Police and fire services

6 months ago [35 Agree](#)

Small community feel.
 Access to Atlanta
 Should be able to grow old in your same community.

6 months ago [30 Agree](#)

Close to Braves stadium
 Friendly people/little crime
 Good hiking trails nearby

6 months ago [29 Agree](#)

I really think business leaders and developers should strongly encourage a European style café vibe in the new development being planned around the brewery . With the climate in Atlanta and Smyrna, it's baffling to me how little outdoor cafés and restaurants there are in the city. Smyrna could really set itself apart and become a destination point for metro Atlanta if our new development had that vibe

5 months ago [26 Agree](#)



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Proximity to Atlanta / Marietta / etc
Cheaper housing than ITP
Starting to build up downtown area

6 months ago [24 Agree](#)

Close to Braves Stadium/The Battery/Cumberland CID
Convenient location (highway proximity, ease getting to other prime districts in Atlanta metro)
Affordable Housing (relative to other cities with similar housing products)

6 months ago [24 Agree](#)

Suburban neighborhood with proximity to ATL
Walkability to restaurants, entertainment.
Public resources: library, community center, parks, fitness court

6 months ago [22 Agree](#)

Small community feel with close proximity to Atlanta, Smyrna Market Village, city services (parks, library, community center), The Battery

5 months ago [21 Agree](#)

1) Location easy to get to work whether it's downtown or other suburbs; 2) Still has a small town feel... and a sense of community 3) Potential... I feel like we're on the verge of something great if we plan correctly and provide the right opportunities for businesses and families; 4) Diversity

5 months ago [18 Agree](#)

Diverse
Proximity to Atl
Community services

6 months ago [16 Agree](#)

parks (including tennis courts)
well-maintained and well-run city with lots of community events/involvement/support
lots of grocery stores

6 months ago [15 Agree](#)

Walkability
Community resources - library, community center, wolfe center
Proximity

6 months ago [14 Agree](#)

Great parks and recreation, progressive mindset, close to Atlanta

6 months ago [14 Agree](#)

The Silver Comet!

5 months ago [13 Agree](#)

The amenities in the downtown area,
Proximity to ATL, airport, buckhead, Marietta, etc,
Diverse community

6 months ago [13 Agree](#)

Silver comet trail, proximity to the Battery

6 months ago [13 Agree](#)

Parks, greenspace, friendly citizens. Walkable neighborhoods.

5 months ago [12 Agree](#)



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Proximity to ATL, mountains, other suburbs, highways, airport
Cute downtown with special events
Friendly people

6 months ago [12 Agree](#)

ability to get to Atlanta with ease, good schools

6 months ago [10 Agree](#)

Kid-friendly
Good Atlanta accessibility
Low crime

5 months ago [8 Agree](#)

1.) Located in close proximity to Atlanta, the battery and the airport
2.) Diverse population
3.) public facilities and parks

5 months ago [7 Agree](#)

Close to downtown, has small town vibes, diverse and close to everything

5 months ago [6 Agree](#)

Other assets: Diversity in ethnicities and ages. Tolerance.

5 months ago [6 Agree](#)

1. Parks and Recreation
2. Walkable downtown area/pedestrian friendly
3. Good city management (services, safety)

6 months ago [6 Agree](#)

1. Safe community/good schools for kids
3. Fun and frequent activities for families and pets to attend (food trucks, handmade market, the battery etc.)
3. Very central location (convenient to the airport, midtown, sandy springs, etc.)

5 months ago [5 Agree](#)

Small town feeling
Diversity
Local amenities

5 months ago [5 Agree](#)

access to silver comet trail
quiet neighborhoods
quik access to city

5 months ago [5 Agree](#)

We have a mountain feel and are only 20 minutes from the city.
-RIVER PARK
-Mountain Biking
-Silver Comet trail
-Dog Parks
-Taylor Brawner Park

5 months ago [4 Agree](#)

Traffic and dangerous intersections
Trash all over roadways & Run down areas
Limited night life in the Downtown

6 months ago [4 Agree](#)



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

1. LOCATION: Suburban, but close to highways, the city, airport and upscale dining options. Ability to navigate life without using the interstate. Great city to age in.
 2. DIVERSITY - Age, Ethnicity, marital status, sexual origin, etc. Everyone loves Smyrna!
 3. The Battery/Truist Park, Silver Comet Trail, Chattahoochee park/hiking, festivals, food trucks, etc.

5 months ago

[3 Agree](#)

Excellent Parks,
 Excellent Local Library,
 Strong Schools

5 months ago

[3 Agree](#)

1. Location: Proximity to highway and direct access to Metro Atlanta including 285/I-75 and Atlanta Rd into Downtown. 20-30 minutes to Airport, downtown, north Atlanta burbs, etc.
 2. Proximity to the Battery and all that it entails; concerts, games, shops, restaurants, etc.
 3. Quick access to major grocers and retailers without having to get into serious traffic.

5 months ago

[3 Agree](#)

LOCATION: Suburban, but close to highways, the city, airport and upscale dining options. Ability to navigate life without using the interstate. Great city to age in.

4 months ago

[2 Agree](#)

Location, diversity, and outdoor parks and trails

5 months ago

[2 Agree](#)

A city with a small town feel. Close to Atlanta but NOT ATLANTA. Green spaces, hiking trails.

5 months ago

[2 Agree](#)

1. Proximity to airport/Dunwoody/downtown/ The Battery 2. Proximity to Silver Comet Trail/Hiking trails
 3. Community feel

5 months ago

[2 Agree](#)

Close to downtown and interested, entertainment (food trucks, concerts, etc)
 Lots of parks, sidewalks, etc

5 months ago

[2 Agree](#)

Close to a lot of things
 Cheaper housing than in city
 Restaurant/bars/breweries coming!

5 months ago

[2 Agree](#)

Close to downtown
 Silver comet trail
 Small town feel

5 months ago

[2 Agree](#)

1. Proximity to Downtown/Midtown/Piedmont Hospital, Perimeter Center/Pill Hill, Hartsfield, and 75/285/20
 2. Chattahoochee NRA
 3. Area retail/dining and bordering city

3 months ago

[1 Agree](#)

1. Parks
 2. Library
 3. Police and fire services

4 months ago

[1 Agree](#)



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

1. Tight knit community close to Atlanta so you get the best of both.
2. I love the multi-ethnicity of the city.
3. We have a fantastic police department and fire department.

4 months ago [1 Agree](#)

1. Access
2. 35+ years of TSPLOST
3. Little to no debt

5 months ago [1 Agree](#)

Bike Trails
Public Parks
Walk-ability of some neighborhoods

5 months ago [1 Agree](#)

Location - Outside hustle & bustle of the big city but still close (enough) to many areas.
Parks - There is so much green space...almost every few blocks.
History - New to the area but there seems to be a lot of pride & preservation in the area.

5 months ago [1 Agree](#)

Parks
The Battery
Family focused feel

5 months ago [1 Agree](#)

1. Suburban but close, 2 Diverse, 3 Focus on Walkability and Greenspace

5 months ago [1 Agree](#)

1 Chick-Fil-A
2 Baby Ducks at the Pond
3 Dog Poo Bins at the Parks

5 months ago [1 Agree](#)

What is the value of a vacant level lot with no trees in the area of between Atlanta Rd., Windy Hill Rd., and South Cobb Drive? What is the value of a house with a lot on Chrysler Ave., Smyrna, GA?

3 months ago

Location: Proximity to highway and direct access to Metro Atlanta including 285/I-75 and Atlanta Rd into Downtown. 20-30 minutes to Airport, downtown, north Atlanta burbs, etc.
Amazing neighborhood to live and grow family in as long as we keep down all of the additional traffic, and what others are calling development.
Quick access to major grocers and retailers without having to get into serious traffic...for now.

3 months ago

Battery and Smyrna downtown

4 months ago

I love my neighborhood. I feel safe here. The community center with exercise equipment is a nice plus.

4 months ago

1. Small-town Character 2. Downtown Smyrna 3. The Braves Stadium

4 months ago

1. Strong sense of community and of being in someplace special.
2. Proximity to the metro Atlanta area, interstate highways and the Atlanta Airport.
3. Smart, educated, involved citizens who care about the community.

5 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Great City with a bright future!

5 months ago

- 1. Everything!
- 2. Job centers
- 3. Battery

5 months ago

Location - close to the Battery, interstates, airport and Atlanta

Walkability/ Smyrna market village

Parks, pools and recreation

5 months ago

Location, parks/amenities, low traffic

5 months ago

.

5 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

What are the **three (3) biggest challenges** facing Smyrna currently?

Limited Retail options compared to similar suburban markets. (e.g. Non fast food restaurants, speciality markets (trader Joe's, whole foods, etc))

6 months ago

[164 Agree](#)

Downtown Smyrna needs to be all commercial business that are open in the evenings, similar to Marietta. There is no need to cable companies, real estate offices, hair and nail salons that all close at 5pm. We need restaurants and coffee shops with outdoor seating.

6 months ago

[128 Agree](#)

Traffic increasing,
Tearing down land for apartments/churches,

6 months ago

[102 Agree](#)

Need more quality restaurants
Need more quality family homes
Need more green space, sidewalks

6 months ago

[89 Agree](#)

Subpar school system
Expensive home prices
Aging strip malls

6 months ago

[85 Agree](#)

1. Limited retail options other than fast food
2. Need more connectivity / make spring road more aesthetic (I remember thinking Smyrna was a dump/sketchy the first time I road in on Spring rd)
3. More green space

6 months ago

[65 Agree](#)

Quality of schools
Aging building/housing stock
Lack of rail/train public transit

6 months ago

[59 Agree](#)

Poor transit infrastructure
Lack of quality local non-chain businesses

6 months ago

[52 Agree](#)

1. The area has changed considerably and the retail/dining options don't reflect the needs of the current demographic. Whole Foods, Trader Joes, Fine dining, etc.
2. Schools are rated lower. People that want to raise families here are very concerned about the quality of education and tend to move once their children become school-age.
3. Eyesores: Run-down strip malls, not enough green space, too many apartments going up, etc.

6 months ago

[46 Agree](#)

1) Refresh Spring Road as it is the gateway to Smyrna. Needs to be prettier
2) Update the playground equipment in Taylor Brawner Park, add more swings and perhaps add a splash pad.. This park has lots of potential.
3) Add a better swimming/pool facility
4) Make Smyrna Village more vibrant with businesses and entertainment past 5pm. Add a playground for the kids so we can combine adult & kids activities. Make it the center of the Smyrna Happenings

6 months ago

[46 Agree](#)



11/17/22, 7:08 PM

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1) Smyrna Market Village has so much potential! The office spaces on the ground floor limit the vibrancy of the area
 2) Better pedestrian safety measures are necessary- there are many places I could walk, but I worry about the narrow sidewalks. Crossing Atlanta road is hard, pedestrian bridges would be great
 3) There are too many chain restaurants and stores in the Smyrna. I would love to be able to shop local!

6 months ago [39 Agree](#)

Smyrna needs to continue improving downtown with more restaurants, pubs, and shops to remain an attractive place to live.
 Reduce the number of new apartment complexes and townhouses to prevent overcrowding.
 Clean up run down buildings and strip malls

5 months ago [35 Agree](#)

the city looks tired, most of the strip malls are dated / old, quality businesses are missing, i have a friend that is moving from a house he bought a little over a year ago in smyrna due to limited retail and dining options, there is no go-to destination, where is our downtown?,

6 months ago [33 Agree](#)

Stop tearing down smaller, affordable homes to build big houses that barely fit on the lots. Starter homes are needed for lower income families.

6 months ago [26 Agree](#)

Increase in traffic
 Need better schools
 Stick to one idea or image of what Smyrna is to be- wholesome family and green space or brewery, lively, adult activity area

6 months ago [23 Agree](#)

Would love see more charm/aesthetic in the area - more Rev coffee-type of places for people to gather and enjoy. Non-chain.

5 months ago [21 Agree](#)

We need transit to connect to ATL, Marietta, Medical Centers, etc. Smyrna keeps talking about being "close" to everything, but that's only if you have a car.
 Redevelopment of S. Cobb and Atlanta Road Corridors. It's a pass through in many areas.

6 months ago [21 Agree](#)

1) need better businesses and restaurant options in market village
 2) too many houses being built and crammed into tiny lots
 3) transportation

6 months ago [21 Agree](#)

Need Trader Joe's / Whole Foods options like other city locations that have similar communities
 Stop clearing land for apartments and churches / traffic already bad
 Improve schools so that residents actually attend vs sending to private schools

6 months ago [20 Agree](#)

Small businesses are facing challenges. Ken's Corner Grill, Porch Light among others have closed recently.

6 months ago [16 Agree](#)

Dining options

6 months ago [16 Agree](#)



11/17/22, 7:08 PM

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Lack of public transit/rail system
Aging strip malls/houses used for business
Quality of schools

6 months ago [16 Agree](#)

Quality schools, lack of walkable/bikable paths to reach several areas of Smyrna.

6 months ago [15 Agree](#)

1) Better Schools
2) Better Restaurants
3) Seriously, we need to get a Trader Joes!!!

6 months ago [13 Agree](#)

Lack of rail transport into ATL
Schools struggling in comparison to other parts of the county
Need more local options: businesses, festivals, events, restaurants, etc.

6 months ago [11 Agree](#)

Needs better infrastructure on the south side of City of Smyrna. It is being neglected vs the downtown area.

6 months ago [10 Agree](#)

More and safer commuting options for pedestrians and cyclists

6 months ago [10 Agree](#)

1. We need better retail and dining options downtown
2. We need to attract a younger population (Smyrna leans elderly)
3. South Cobb beautification needs to be a priority

6 months ago [8 Agree](#)

Current downtown is lacking in local businesses / infrastructure design / social spaces
No efficient public transit (bring MARTA to Cobb!!)
Most restaurants lack options for vegans / dietary restrictions - have to drive out of our city to find good places to eat

6 months ago [8 Agree](#)

Better schools
Less High Density housing
Bury power lines

6 months ago [7 Agree](#)

Developing too fast. Do we have the infrastructure to accommodate the many new buildings?
Destroying trees and greenspaces to accommodate the housing boom: this leads to increased volume of runoff; possible flooding in future, reduction of wildlife. Trees, greenspaces, etc are crucial for our wellbeing; physical, emotional and psychologically. Numerous studies have proved this.

5 months ago [6 Agree](#)

Traffic
Residential redevelopment
Increasing criminality

6 months ago [6 Agree](#)

Lack of small business and locally owned restaurants, the city's downtown area has greater potential that is yet unrealized.

5 months ago [5 Agree](#)



11/17/22, 7:08 PM

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1. Old timers wanting to keep everything the same.
 2. Not enough space for new businesses to locate/expand
 3. Lack of the arts

5 months ago [5 Agree](#)

Increase in taxes/home prices
 Increase in traffic and congestion
 Public schools - too many parents sending kids private

5 months ago [5 Agree](#)

Too many apartments. Need more single family homes.
 Crime is getting out of hand.
 Urban blight.

6 months ago [5 Agree](#)

Invest in historic property restoration/not tear down.
 More commercial/food options
 Beautify Spring Rd.

6 months ago [5 Agree](#)

1. We are lacking 'charm' compared to Roswell, Alpharetta downtown areas. Need more restaurants/shops/green space
 2. Please clean up the trash on the roads. It has gotten out of control
 3. Too many apartments/townhouses and not enough roads/infrastructure to support the growth

5 months ago [4 Agree](#)

Development moving too swiftly. Short term thinking on part of developers (infrastructure concerns, environmental concerns. Loss of small town feel. Smyrna is NOT a suburb of Atlanta.
 Traffic density. Loss of modest single family homes. Increased number of houses being built on lots that formerly supported one or two homes.

5 months ago [4 Agree](#)

Stop cutting down trees for churches, isn't church attendance declining?
 Retirement community options for aging citizens

5 months ago [4 Agree](#)

Traffic, schools, Cumberland mall

6 months ago [4 Agree](#)

1, 2 & 3 Schools, Schools, Parks - As schools improve all other aspects of Smyrna will improve as people seek to move here. Besides schools, parks and public property improvements there is little else that we as a community can affect. We can't vote for a new restaurant to open up downtown. We have to entice new restaurants to open up by creating a positive business environment. New businesses will move in if they see opportunity (essentially lots of people willing to part with their hard earned money). This comes down to attracting more people to Smyrna with disposable income to spend. We already have the location. We need further improvement in our schools and parks and the rest will follow.

5 months ago [3 Agree](#)

Public transportation (to and from the Battery)
 Diversity
 Trader Joe's

5 months ago [3 Agree](#)

Restaurants are not good quality, need more family friendly options (ice cream shops, frozen yogurt) near downtown, parts of Smyrna need updating. Smyrna as a whole should be updated but it seems some parts are left out and desperately need updating. Clean up/update 30082 areas.

5 months ago [3 Agree](#)



11/17/22, 7:08 PM

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Agreeing with all the beautification comments - looking to see more public art. Where are the murals? What makes Smyrna a destination vs. a pass-through?

5 months ago

[3 Agree](#)

1. Lack of affordable housing
2. Traffic/ lack of alternative transportation
3. Too much sprawl/ lack of density in corridors & downtown areas

5 months ago

[3 Agree](#)

Lack of teen engagement initiatives or youth community building activities

5 months ago

[3 Agree](#)

Lack of housing options. Single family starter homes and retirement downsizing desperately needed. If we want diversity in our city we need to build for it. Perhaps incentives to builders for affordable options.

5 months ago

[2 Agree](#)

1) Schools that are good not great, 2) traffic, 3) incentives to upgrade old properties than to clear cut new land

5 months ago

[2 Agree](#)

To much gun ownership and a major that represents the gun lobby. Don't want to become the next national tragedy.

5 months ago

[2 Agree](#)

Public transport both to Atlanta and around Smyrna. Game days at the battery make getting on/off the highway a nightmare bcoz there are no MARTA or bus or train options

5 months ago

[2 Agree](#)

limited food options, limited retail options, traffic

5 months ago

[1 Agree](#)

Need More Restaurants

5 months ago

[1 Agree](#)

- 1.) Get out of the Box. Our public spaces are not memorable. There is not a single park or amenity inside Smyrna anyone would go home and tell their friends about. Nothing has a unique or cutting edge element. From playgrounds to sport venues, we are just doing the minimum.
- 2.) Traffic is only going to get worse and we are located in the middle of growing populations in the burbs wanting access to I-285 and the Battery. Pass thru traffic at rush hour will become our biggest issue in the future.
3. Growing number of homeless people in the area and increasing crime.

5 months ago

[1 Agree](#)

STOP allowing builders to build homes that sit practically on top of each other with no yard space. They're ugly & look exactly the same, and it takes up so much space that could be used for parks, new restaurants and other ways for current residents to invest back into our community. In other words, Smyrna is full, stop building!!

5 months ago

[1 Agree](#)

Traffic is getting bad
no public transportation
not enough bars/restaurants available

5 months ago

[1 Agree](#)



11/17/22, 7:08 PM

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- 1) Infrastructure to support increased population density
- 2) High density housing
- 3) Loss of greenspace/trees/charm as new development is prioritized

5 months ago

[Agree](#)

1. connectivity is lacking via pedestrian and bike friendly infrastructure, making it not feel safe nor convenient intuitively to walk to places. make it easier to walk and people will choose this rather than driving which will then liven up our city and help with traffic.

2. Investing more into our local public schools by making sure that the radius that is drawn indicating where children have to walk to school and cannot take the bus is safe and pedestrian friendly and around all our schools is visibly marked SCHOOL CROSSING with letters and/or bright paint and appropriately placed signage (not thoughtlessly placed signs that just create more visual pollution).- Have Keep Smyrna Beautiful team up with our schools more- I know they do a little- but honestly our local public schools need a lot of help in terms of curb appeal- better plantings and decorative exterior fences instead of chain linked fences.

3. The City of Smyrna needs to hire a professional City Planner/Urban Designer to help lead a comprehensive plan and re-write our zoning so that we have better development happening. Then the professional planner can set up Charettes with our community to hear input on plans, kind of like Atlanta's Urban Studio. This would in the end not only save us money but make us money. Right now it seems we are shooting in the dark and saying- if there is a mistake we can fix it. Well, yes- but that is costly. & When a city is well developed with professional planners and urban designers it thrives. Take a look at all the towns around us who have done so: Woodstock, Marietta, Roswell, Ball Ground, Canton, Alpharetta/Avalon. Developers should be knocking at our door to build well, instead it seems we gush as anyone that wants to build here. we need to hold the bar higher.

3 months ago

1. overbuilding high density residential by clearing land rather than using already developed parcels.
2. the only pool is unavailable to taxpayers for half of each summer day (due to swim team and lessons)
3. disgruntled residents beat every dead horse relentlessly on various forms of social media.

4 months ago

1. Affordable housing is a becoming a growing challenge. We need to be a place that is a landing spot for people of a variety of socio-economic statuses.
2. Our present trajectory is lacking a value based compass. We seem to be losing our North Star.
3. Well managed change is always a good thing. Yet, the change that is presently happening in our community seems to be frenetic.

4 months ago

Rent skyrocketing with no cap on the corporate landlords. Little options for cable/wifi service that's viable (my family basically rotate between the same 3 trash companies). I understand inflation but the GA natural gas need to be checked for how unbalanced bills have been since before the pandemic. The lack of walks paths are a bit annoying. Smyrna could yours more small business support. PLEASE GET THEM POWER LINES UP TO CODE!

4 months ago

1. Smyrna is losing its small town appeal
2. Traffic is taking over
3. Land is being leveled for high occupancy living and churches

4 months ago



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1. The tightly packed new houses, especially those in the old Belmont area are most unattractive. I'd like to see new houses With more space around them. Yards for children to have a playhouse or tree house and space to run. Each house should have its own driveway, at least.
2. The more houses are crammed onto every available lot the more that traffic increases. Isn't it bad enough already?!
2. I was appalled to see the huge space off Spring Rd. and Campbell Rd. that has been clear cut! All those green trees were releasing oxygen! It should be against the law to do that.
3. The selling of the community space for a brewery should have been on a ballot. I signed a petition that the council didn't even consider. Tearing up the perfectly nice area in front of the library is a waste of tax money. A little of that would be better spent widening the one lane bridge just before the covered bridge.

4 months ago

Not enough focus on transitioning to a net-zero future

4 months ago

1. Good Low to Mid-Scale Urban Development 2. Affordable Housing Options 3. Comprehensive Open Space & Trail Network - that's active & programmed

4 months ago

Nothing is constant except constant, positive change in Smyrna!

5 months ago

Traffic.
Affordable housing, small homes with cute yards will add to the charm of the area.
Maintaining green spaces, parks, and trees. Watching contractors and making sure they comply with the no cutting and replanting requirements.

5 months ago

Congested roads. Marta would be a great asset. Better overall planning, less townhouses and apartments. Demo or re-purpose old strip malls. Need better restaurants and grocery options like Trader Joes.

5 months ago

Developing too quickly without too much thought to the impact 5-10 years down the road. For example: can the infrastructure keep pace? Will there be increased flooding as green spaces are replaced by pavement, large houses, and apartments? Will we lose that small town, community feel that makes Smyrna special?

5 months ago

1. Car centric development.
2. People who think they should be the last ones to move here.
3. Need more density

5 months ago

Lack of integrated public transportation
Bad zoning laws enforcing giant homes on tiny lots and no ability to have small neighborhood businesses
Too many roads designed for speed making neighborhoods unsafe and no bike lanes or walkability on most roads

5 months ago

Keep the green spaces, keep a family safe place to live and better quality family restaurants.

5 months ago

More focus on the arts intertwined with new and existing development within the city with a dedicated arts center, need support for increase in local restaurants (non-chain), indoor (year-round) pool facility for families would be great

5 months ago



11/17/22, 7:08 PM

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Retail & dining options is key to growing this area.
A cohesive plan to incorporate better flow w/ the main areas (Spring St/Windy Hill/S Cobb etc.)
Limit townhome development....enough already

5 months ago

Too much high density living

5 months ago

We need more focus on sustainability and recycling

Less development in already over developed spaces.

More focus on preserving parks, trails and undeveloped land

5 months ago

Not enough locally-owned businesses, restaurants, or public art.

5 months ago

1. Local government leaders who think they know what is best for the citizens. Ask the citizens, then listen, before setting off on major projects they don't support.
2. Lack of dining opportunities other than fast food and chain restaurants. With very few exceptions, there is no place special to dine in Smyrna.
3. The interstate highway exits to Smyrna (Windy Hill Road on I-75; Paces Ferry Road, Atlanta Road, South Cobb Drive on I-285) look awful. While they are not within the city limits, they are the gateways to Smyrna. Establish public private partnerships to beautify, landscape, and maintain the gateways. Ensure appropriate decorative signage directs motorists from the exit ramps to our city.

5 months ago

Taxes, Traffic, horrible maintenance planning (pave a road, rip it up immediately)

5 months ago

Panhandling

5 months ago

Need more local restaurants, shops, etc in market village area, some areas would be more pedestrian friendly if they were better kept (i.e. concord rd stretch between south Cobb and S Hurt Rd)
Poor schools, not enough private school options

5 months ago

Need to focus on economic development. Residents should not have to leave Smyrna to get to restaurants, local retail and entertainment options.

5 months ago

- 1 Inefficient downtown layout
- 2 Lack of retail options
- 3 Housing affordability

5 months ago



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More diverse restaurants to choose from
Dedicated performing arts center would be great
Highlight our resources more (library, parks, pool, etc.) since we have so much at our disposal!

5 months ago

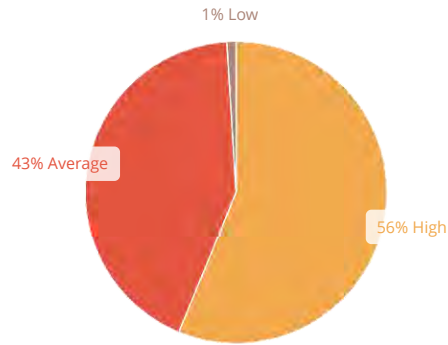
Public school ratings are terrible

Lack of retail shopping options and non chain restaurants

Make Smyrna Village more vibrant with businesses and entertainment past 5pm. Add a playground for the kids so we can combine adult & kids activities. Make it the center of the Smyrna Happenings

5 months ago

Quality of life can be defined as the standard of health, comfort, and happiness experienced by an individual or group. How would you rate the **quality of life** that you experience in Smyrna?



306 respondents



11/17/22, 7:08 PM

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What places in Smyrna are most important to you? (e.g., local businesses, parks, places of worship, community centers, buildings, etc.)

Local businesses and restaurants
Festivals, Smyrna Market, Food Truck Tuesdays
Green space, parks and community spaces (library, pool, community center, etc.)
6 months ago [123 Agree](#)

Parks, restaurants, community spaces
6 months ago [90 Agree](#)

Quality restaurants (less fast food, more mid/upper scale restaurants that draw people from all across Atlanta)
6 months ago [76 Agree](#)

Outdoor gathering spaces (public parks / private eating & drinking places)
6 months ago [73 Agree](#)

quality retail, quality restaurants (non-chain), public outdoor gathering spaces, we need something that will bring energy to smyrna so that we do not fall behind other OTP suburbs
6 months ago [51 Agree](#)

Green spaces and local retail (I.e non franchise / non fast food restaurants)
6 months ago [51 Agree](#)

Outdoor areas and places to meet friends for a drink
6 months ago [37 Agree](#)

Dog parks / Hiking trails / Public parks
Food halls / breweries / restaurants with options for all diets
Outdoor gathering spaces
Walkable neighborhoods
6 months ago [24 Agree](#)

Local businesses (Better dining options, more upscale grocery options, Outdoor gathering spots and green space. Community events and festivals)
6 months ago [12 Agree](#)

Parks
Schools
Shops
Healthy grocery stores
5 months ago [11 Agree](#)

Parks, restaurants, and community gathering places. We have ENOUGH churches and retirement facilities.
6 months ago [11 Agree](#)

Parks, library, outdoor dining
6 months ago [11 Agree](#)



11/17/22, 7:08 PM

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Affordable Housing. Housing that does not drive out families with income of modest means!

6 months ago

[11 Agree](#)

Smyrna Market Village, parks, community center and library

5 months ago

[10 Agree](#)

Library, community center, parks, hiking trails.

5 months ago

[8 Agree](#)

Tennis courts

Parks/green spaces - especially Taylor-Brawner Park

Great, non-fast food/chain restaurants like Zeke's Kitchen & Bar and Himalayan Kitchen

Downtown festivals/markets like Jonquil Festival and weekly farmers markets

6 months ago

[8 Agree](#)

Locally owned dining and retail

Community events

5 months ago

[7 Agree](#)

Community spaces (indoor and outdoor)

Inclusivity/diversity

Affordability

6 months ago

[6 Agree](#)

Outdoor spaces, restaurants,

5 months ago

[4 Agree](#)

small businesses

parks and green space

middle income dining (not fast food or chains)

5 months ago

[4 Agree](#)

Quality restaurants (local chefs, farm to table, healthy options)

RETAIL - must have more retail shopping options (clothes, shoes, gifts, antiques, home furnishings etc . -

not just strip centers

Better schools

5 months ago

[3 Agree](#)

Local businesses that have served Smyrna for years and provide an alternative to homogeneous big box stores.

5 months ago

[3 Agree](#)

Preserve Natural green space. instead of a brewery. NOT fake turf in the new village green.

5 months ago

[3 Agree](#)

1. The Battery

2. Quality restaurants not chains.

3. Schools

4. Parks

5 months ago

[2 Agree](#)

Parks and trails, community events, shopping

5 months ago

[2 Agree](#)



11/17/22, 7:08 PM

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Parks, local restaurants, arts center/events (concerts, theater, art galleries, etc...) both permanent and temporary

5 months ago

[1 Agree](#)

Parks and recreation

5 months ago

[1 Agree](#)

1. The Smyrna Market Village.
2. Taylor Brawner Park
3. American Legion Post 160.

5 months ago

[1 Agree](#)

Local business and places to gather

Parks

Walkable / Bikeable neighborhoods and pathways

5 months ago

[1 Agree](#)

Parks, green spaces, community centers. Good schools. Biking and hiking trails. Health centers, grocery stores.

5 months ago

[1 Agree](#)

Easily accessible public amenities for families and adults-only

6 months ago

[1 Agree](#)

my neighborhood

REV Coffee

Taylor Brawner Park

Proximity to Vinings Village & Marietta Square

what is also important for me is to see more:

1. outdoor and park cafes- that are walkable
2. upgrading infrastructure that we already have that has been left to fend for itself: a.) Tolleson Pool- please make it more like a resort/chastain park's pool b.) Spring Road Linear Park is overgrown, no lighting - and unsafe. this could be the perfect pedestrian and bike friendly connection between the Braves and Smyrna Market Village. C. a tennis center: provides tennis lessons, sells racquets and clothing
3. having the City of Smyrna more walkable beyond my neighborhood or up and down Atlanta Road. The whole city should be pedestrian friendly. Design from the pedestrian please instead of the car.

3 months ago

Rev Coffee, Chick-fil-A, library, silver comet, North Cooper Lake Park and mountain bike trails

4 months ago

Churches, parks, 3rd spaces, local shops

4 months ago

All the above - places of worship, downtown smyrna civic buildings, characteristic suburban ranch homes, and local businesses (I miss Ken's Corner Grill). I think the biggest opportunity is in the strip malls - how can we keep some of those affordable amenities that people need but establish more gathering spaces and create a sense of place for everyone.

4 months ago

parks and trails

5 months ago



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Smyrna Village Green, From the Community center to the restaurants. Youth athletic programs- Upward programs, Rhyne park and Brinkley park ball programs. Local businesses- Rev, Neighbors Feed and Seed, Village Green Flowers, McEntyers. Sliver Comet Trail

5 months ago

Smyrna Library. Hiking trails. Grocery stores: both discount and high end.

5 months ago

Parks
Local Businesses
Bike Trails

5 months ago

Parks
Festivals & events
The Village
Restaurants & dining options

5 months ago

Diversity, walkable city.
A few upscale restaurants would be great. Too many churches within a 2 mile radius of downtown Smyrna

5 months ago

- 1) Need more affordable homes for families who would like to transition from renting to home owners (cost of homes too high). Rent is also being raised to astronomical rates as well every year. There should be legal rent control.
- 2) More events that support the diverse cultures in Smyrna. For example, a Juneteenth Day Celebration, an event celebrating the disabled community.
- 3) More local boutiques
- 4) Trader Joe's, Whole Foods, Farmer's needed
- 5) More opportunities to see live music outdoors

5 months ago

Local businesses

5 months ago

Local businesses and restaurants, open and transparent government, churches, faith based mission groups

5 months ago

access to silver comet trail
access to interstate
proximity to braves stadium

5 months ago

Bars/Restaurants
Parks
Entertainment/The Battery

5 months ago

1. Local businesses
2. Corporate non-retail partners (quality jobs)
3. Oarks
- 3

5 months ago

Parks, outdoor venues for activities/dining

5 months ago



11/17/22, 7:08 PM

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What are **three (3) words or phrases** you would use to describe Smyrna to someone unfamiliar with the community?

Suburbs
Up and coming
Family friendly

6 months ago [92 Agree](#)

Convenient
Diverse
Family Friendly

6 months ago [67 Agree](#)

Up-and-coming suburban community with potential for smart growth and development opportunities

6 months ago [62 Agree](#)

Charming
Conveniently located
Great events, parks, festivals, amenities, fun for all ages

6 months ago [52 Agree](#)

City in transition (old vs new Smyrna)
Diverse/eclectic
Up and coming

6 months ago [51 Agree](#)

City at a crossroads: at risk of losing its green space and small town charm, it is culturally rich, convenient by car, but deficient in public transit.

6 months ago [44 Agree](#)

great growth potential, needs to find identity, needs smart forward looking development, need of quality infill

6 months ago [31 Agree](#)

Friendly, conveniently located, Near the Braves stadium

6 months ago [21 Agree](#)

Up and coming/growing
Suburbs
Potential

6 months ago [18 Agree](#)

well-run municipality
lots of parks
good location (close to Atlanta)

6 months ago [16 Agree](#)

Small community feel, great city services, close proximity to Atlanta and the Battery

5 months ago [10 Agree](#)

Quiet
Close to the city without paying ITP prices
Behind the times

6 months ago [10 Agree](#)



11/17/22, 7:08 PM

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1. Suburban
2. Diverse
3. Community Spirit

5 months ago [9 Agree](#)

Affordable, quiet/boring (not just in a bad way), falling behind in amenities compared to other OTP neighborhoods

6 months ago [8 Agree](#)

Lossing the Whoville charm we had, too much traffic, local government not listening

6 months ago [5 Agree](#)

Great location, lots of activity, family oriented.

5 months ago [4 Agree](#)

Diverse in race, age and income levels, affordable, "ATP - At the Perimeter"

5 months ago [4 Agree](#)

Diverse
Convenient
Small town vibes

5 months ago [4 Agree](#)

Community/small town feel
Family friendly
Lots of activity

5 months ago [3 Agree](#)

Community
Diversity
Young

6 months ago [3 Agree](#)

Small town feel
Friendly
Diverse

5 months ago [2 Agree](#)

Rejuvenated, but retains its small town charm
Potential Potential Potential!
Densely built out and at risk of losing its charm

5 months ago [2 Agree](#)

Cute
Convenient
Fun

5 months ago [2 Agree](#)

The Library.
The Parks.
The leafy neighborhoods.

5 months ago [2 Agree](#)

quiet, convenient, diverse

5 months ago [1 Agree](#)



11/17/22, 7:08 PM

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Growing quickly, perhaps too quickly. A good place to raise a family. Diverse population.

5 months ago

[1 Agree](#)

People who write essays when asked for 3 words or phrases.

5 months ago

[1 Agree](#)

Friendly
Parks
Walkability

5 months ago

[1 Agree](#)

In transition. Family friendly. Not sure it will be as family friendly, nor as wonderful a place to live 15 years from now.

5 months ago

[1 Agree](#)

Homogenous
Potential
Charming

6 months ago

[1 Agree](#)

1. Great neighborly feel.
2. Destination
3. Enriching

4 months ago

Community
Diverse
Growing

5 months ago

Small-town city
Diverse (hopefully can stay this way! Needs to not just cater to white middle class)
Cute

5 months ago

Location
Diverse
Anti-growth

5 months ago

Unimaginative
Poor mobility
Neighborhoods designed only for rich people

5 months ago

Good amount of living space, good amenities and quiet neighborhoods

5 months ago

Small, diverse, has potential

5 months ago

Home of Glock and American Adventures. Ethnic Restaurant varieties are limited. Lovely new homes but very little low income or affordable housing. Out-door dining has not been encouraged.

5 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

1. Great place to live.
2. Family friendly.
3. Low tax rate.

5 months ago

Ordinary, rapid growth, convenient.

5 months ago

Growing Community
Diverse Community
Future Focused Community

5 months ago

Home
Family Friendly
Updated, but still progressing

5 months ago

Convenient
Family-centric
Diverse

5 months ago

Housing prices, school quality scores, lack of unique restaurants

5 months ago

In transition. Growing rapidly, perhaps too much so. Great place so far for families and singles. Close to Atlanta. Easy access to hiking trails. Not a great place to travel by bike though. Most people are helpful and friendly. Excellent retail options within driving distance.

5 months ago

unique
suburban
community

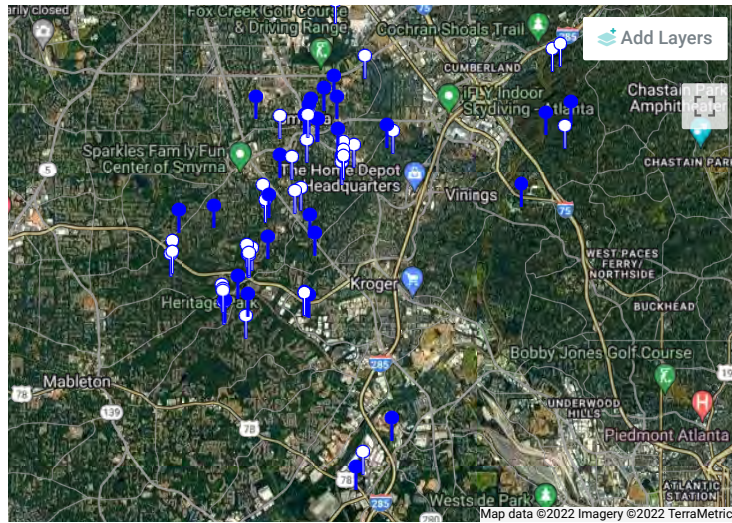
5 months ago



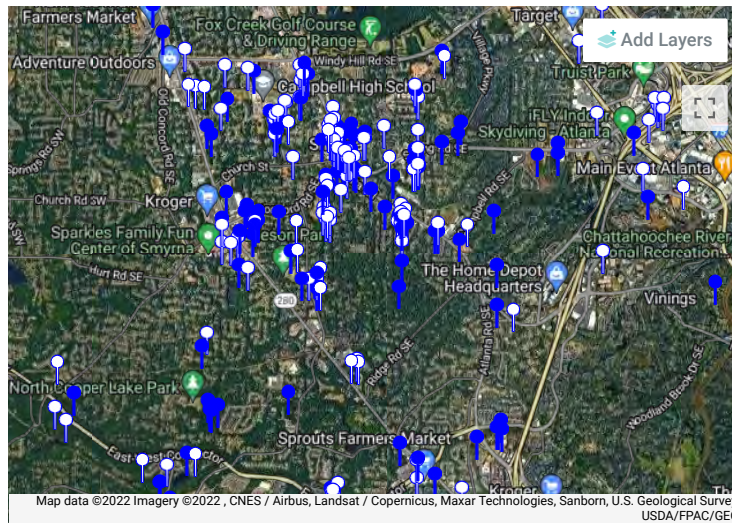
11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

What are Smyrna's **most significant natural and environmental resources**? What role should the City play in helping to preserve and protect these? You may put down more than one pin and also add comments to pins that you place.



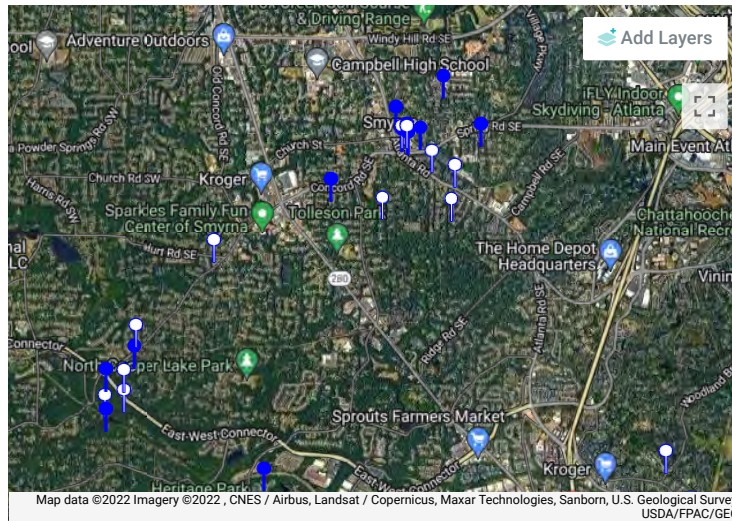
Use this map to point out the places in Smyrna that are most important to you. (e.g., local businesses, parks, places of worship, community centers, buildings, etc.) You may put down more than one pin and also add comments to pins that you place.



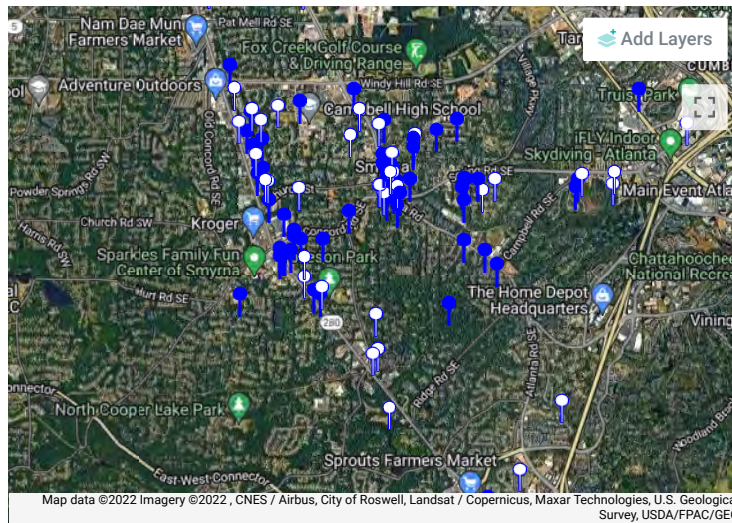
11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

What are Smyrna's **most significant historic and cultural resources**? What role should the City play in helping to preserve and protect these? You may put down more than one pin and also add comments to pins that you place.



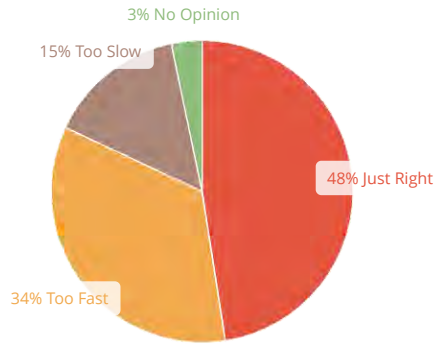
Where would you like to see **future development** focused? You may put down more than one pin and also add comments to pins that you place.



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

How would you characterize Smyrna's **pace of development** in recent years? For context, Smyrna's population grew by 8% to 55,663 between 2010-2020. The city added about 1,600 new housing units between 2010-2019, an increase of roughly 6.5% (see graphic below).



244 respondents

How would you rate Smyrna's housing needs?

	Need More	Right Amount	Need Less
Affordable Housing	45% Need More	43% Right Amount	13% Need Less
Senior Housing	24% Need More	56% Right Amount	21% Need Less
Density	13% Need More	40% Right Amount	47% Need Less
Mixed-Income Housing	30% Need More	51% Right Amount	19% Need Less

251 respondents



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

What would you describe as Smyrna's **most important housing need**? What role should the City play in helping to address this need?

Fewer apartments
More QUALITY single-family homes and townhomes

6 months ago [122 Agree](#)

More walkable neighborhoods - requires higher density / more affordable housing options with mixed used

6 months ago [47 Agree](#)

More swim tennis neighborhoods that aren't 30 years old.

6 months ago [46 Agree](#)

More thoughtful zoning: large houses are fine if that's your wish, but limit the number of houses per lot (ie only one house if only one was there before). Keep family feel; fewer apartments, Require new builders of multifamily structures to maintain greenspace, natural barriers (eg Trees), between housing and roads. Smaller more affordable housing for first time homebuyers. No highrise condos.

5 months ago [30 Agree](#)

Reasonably priced high density like Vinings Forest/ Heights at Spring Road. Great way to bring in first time homebuyers.
No more high end townhouses.
Condo midrise (like Element/Foundry in Atlantic Station)
Senior midrise building since limited land avail

6 months ago [30 Agree](#)

Not allow developers to tear down single level homes for McMansions. Save the trees.

6 months ago [28 Agree](#)

Creating housing that is inclusive to all income groups. Creating apartment or townhomes built around a central courtyard with a fenced in enclosed playgrounds, play areas for safety, picnic tables and walkable paths to encourage community.

6 months ago [24 Agree](#)

Do not allow Smyrna to be Sandy Springs, Roswell Rd. from 285 to Johnson Ferry Rd. Too much congestion, condos and apts., and traffic.

5 months ago [19 Agree](#)

Keep home prices affordable

6 months ago [19 Agree](#)

Rereached a level of peak single-family homes in the area and would like to see higher density and a mixture of affordability when it comes to household. Apartments are not a bad thing especially if they are tied with retail opportunities at the bottom

6 months ago [16 Agree](#)

walkable neighborhoods, don't clear cut - protect the trees and green space , senior living options

5 months ago [12 Agree](#)

preservation of unique historic housing, more affordable houses, less townhomes and apartment complexes

5 months ago [11 Agree](#)



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

we need density, quality townhomes / condos, etc with the infrastructure to support, i think apartments are ok as long as it's mixed use, solid materials are important if we do stick built (brick / stone /etc) a lot of newer stick build apartments in Atlanta will age horribly due to tacky use of cheap materials

6 months ago

[11 Agree](#)

More density as in closer and higher quality amenities, not just more people

6 months ago

[2 Agree](#)

Less density, less apartments.
More single family homes.
High end townhomes, four side brick.

6 months ago

[8 Agree](#)

Varied options for housing. Not everyone wants a single family home and yard. Variable mixed use structures to welcome ALL different families and budgets

5 months ago

[7 Agree](#)

We need affordable single family homes for first time home buyers.

5 months ago

[6 Agree](#)

Smyrna lacks affordable lower middle class housing. With all new homes topping 400K now and most older homes closing in on 300K there is nothing that someone who makes 50-60K a year can afford. The 175-250K homes we had loads of ten years ago are all now 280-350K. Not talking about section 8 housing here, we're talking basic affordable homes for the working class and families with single incomes.

5 months ago

[5 Agree](#)

More affordable single-family home communities. Let's stop making condos, apartments and townhomes the only option for first time home buyers. This brings in young families into the area.

5 months ago

[5 Agree](#)

Housing and new commercial development need architectural requirements. The city needs to decide the look and new houses being built need to meet those requirements.

5 months ago

[3 Agree](#)

Mandate that there needs to be a green space, for example trees, between roadways and apartment/condo complexes. There are excellent examples of this in the older developments. More thoughtful zoning: fewer houses per acre. Slow down the addition of multiunit/multiuse complexes.

5 months ago

[2 Agree](#)

I believe that the city should offer incentives to builders (or partnerships) to bring single family/senior detached housing within 1,000-2,000 square feet. This should allow either starting families or downsizing seniors to begin/remain in Smyrna. It would be wonderful if this were to be just north of Windy Hill with a pedestrian access to downtown.

5 months ago

[2 Agree](#)

Less apartments and townhomes and condos, more single family homes

5 months ago

[2 Agree](#)

No more townhomes and apartments until we can get more schools.

5 months ago

[2 Agree](#)

Definitely needs a tiny home village

5 months ago

[2 Agree](#)



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

The city should not be doing affordable housing. That is the role of the private and non-profit sectors.

5 months ago

[2 Agree](#)

55+ Adult Active Ranch Style Affordable Communities.

5 months ago

[1 Agree](#)

Preservation of our unique neighborhoods with smaller homes. Limited high density housing and preferably have housing paired with retail.

5 months ago

[1 Agree](#)

Single family homes (not townhomes)

5 months ago

[1 Agree](#)

The biggest need is for single family housing designed for active seniors.

5 months ago

[1 Agree](#)

walkable neighborhoods are key, that connect seamlessly with our infrastructure. Have developers work around old growth trees and/or plant to replace. What has happened in terms of clear cutting on either end of Campbell Road is an atrocity. Noise pollution is now flooding through the adjacent neighborhoods, heat index here is high and all the displaced animals from their habitat. If we can do more to mitigate such clear cutting, than we need to do it- starting with zoning and implementing our new Tree Ordinance.

3 months ago

its important to have several pricing brackets for housing. This allows for not just diversity of economics but also age- so our children have the ability to afford to live near us. It also just creates a richer fabric. We need to make sure that the younger generation can afford our area, the elderly have proper care available and the young up and coming professional too. We can do this with good zoning in place, incentives for developers, and having a master plan for our City of Smyrna that supports diversity of housing.

3 months ago

affordable residential housing that are owned properties.

4 months ago

55+ one level, modest, affordable senior housing. Retirees, especially single people, need lower priced housing in Smyrna.

4 months ago

More single-family and more missing middle housing. Too Many Townhomes - we need a mixture of these on development properties --- not just all Townhomes.

4 months ago

Higher-density affordable housing in more walk/bike-able neighborhoods to reduce traffic (people can get to work without using a car). It is possible to make housing affordable but nice. More housing co-operatives could give people a feeling of ownership and responsibility to their homes and apartments. Stop cutting down trees and making neighborhoods unwalkable by building McMansions that only house 3 people.

5 months ago

More walkable neighborhoods.

5 months ago

It's sad when a lot of the City employees cant afford to buy a home or live in the city limits!! You should be able to live where you work!!! Need affordable alternatives to high density apartments. Small homes or cottages affordable enough for City Employees.

5 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

- Fewer apartments
- More QUALITY single-family homes and townhomes
- 5 months ago
- Neighborhoods where homes have yards
- 5 months ago

How would you rank your satisfaction with Smyrna's **transportation system**?

	Poor	Below Average	Adequate	Good	Excellent	No Opinion
Traffic Safety	9% Poor	24% Below Average	38% Adequate	21% Good	4% Excellent	4% No Opinion
Traffic Congestion	11% Poor	30% Below Average	41% Adequate	14% Good	3% Excellent	- No Opinion
Road Conditions	4% Poor	12% Below Average	44% Adequate	34% Good	6% Excellent	- No Opinion
Pedestrian & Bicycle Safety	15% Poor	35% Below Average	25% Adequate	18% Good	3% Excellent	4% No Opinion
Public Transportation	37% Poor	33% Below Average	12% Adequate	2% Good	2% Excellent	13% No Opinion
Parking	2% Poor	13% Below Average	47% Adequate	29% Good	8% Excellent	1% No Opinion

253 respondents



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Add any other comments you may have about **transportation in Smyrna**.

- MARTA rail or leverage rail line that already runs thru Smyrna to create commuter line to/from downtown Atlanta

6 months ago [77 Agree](#)
- It would be nice to see the city of Smyrna create a on-demand micro shuttle or work directly with CobbLinc to create a circular that runs to the Braves stadium or the Cumberland Mall transfer center

6 months ago [63 Agree](#)
- Lack of Marta connection is the primary thing holding Smyrna back

6 months ago [46 Agree](#)
- we need Marta connectivity or light rail, particularly to the west side of the city, desperately

6 months ago [39 Agree](#)
- Better bike paths and slower traffic on south Cobb drive and east west connector

6 months ago [36 Agree](#)
- no Marta please

6 months ago [34 Agree](#)
- Need an easy public trans option going back and forth from the Battery

5 months ago [25 Agree](#)
- MARTA MARTA MARTA !!!!! Pleaseeee

6 months ago [21 Agree](#)
- Some of the smaller roads need improvements. More crosswalks and side walks. Need a public transportation system within the city

6 months ago [17 Agree](#)
- A transportation connection to the battery from downtown along spring road might bring in people who wouldn't normally visit downtown

5 months ago [16 Agree](#)
- public transport system, better sidewalks/bike lanes

5 months ago [13 Agree](#)
- Need more biking trails.

5 months ago [11 Agree](#)
- Creating/maintaining sidewalks and pedestrian crossings
Limited shuttle service between downtown and the Battery/Spring Rd corridor

5 months ago [7 Agree](#)
- Use planned new parking deck to support commute to a central downtown point or to existing Marta

6 months ago [7 Agree](#)
- Needs to be more pedestrian and bike friendly. Add protected bike lanes. Do a road diet on Atlanta Road to reduce cars and create space for bikes, people and strollers to feel safe. Add grass or tree barriers between the roads and sidewalks, not between lanes of traffic. The concrete traffic calming on Roswell in WPN just pushed cars closer to the people using the sidewalks.

5 months ago [6 Agree](#)



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Marta! Need Marta!

5 months ago [4 Agree](#)

NO MARTA! Look what happened to Buckhead...

5 months ago [1 Agree](#)

Improved/widened sidewalks, more bike paths around Smyrna connecting to the Silver Comet, allow golf carts within city limits.

5 months ago [3 Agree](#)

Wide roads with bike lanes, nice sidewalks and crosswalks

5 months ago [2 Agree](#)

Yes to Marta connectivity

5 months ago [2 Agree](#)

No MARTA. A shuttle from 'downtown' Smyrna to Truist Park on game days.

5 months ago [1 Agree](#)

Just get MARTA, it would make life so much easier and it's far better run than CobbLinc. Require bicycle infrastructure for new road construction projects as a condition of starting construction.

5 months ago [1 Agree](#)

Everyone says they want transit but no one rides it. Don't fund something no one will use. Look at the Downtown Atlanta streetcar as a great example of millions of dollars of wasted infrastructure

5 months ago [1 Agree](#)

we need to start designing and writing our zoning from the pedestrian point of view. this will help create safer streets for our pedestrians, runners, bikers etc. - and thus creating a more multi-modal city along with better public transportation. I would love to see a trolley along Atlanta Road from Marietta Square to Smyrna and onto Huff Road/West Midtown.

3 months ago

Golf carts!!! I would love to see a city ordinance added for golf carts

4 months ago

Need MARTA, public transportation, and more walkability

5 months ago

City run transportation from new parking deck to Battery on Game days. Tied into restaurant entertainment in Smyrna.

5 months ago

Uber and ride shares have changed the landscape of transportation. No one is going to stand in the hot sun most of the year and wait for public transportation to loop the Battery when they can just call Uber. But we do need rail for access to downtown venues and the airport or future bullet service north to Blue Ridge or Chattanooga, etc.

5 months ago

Street cars or shuttles to Braves Stadium

No Marta

East West Connector - need more Cops on E/W Conn - to stop speeding, racing and very reckless driving
Silence the Norfolk/Amtrak train

5 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

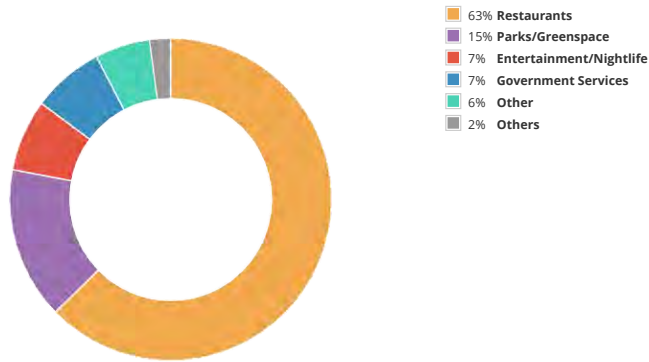
I don't currently use public transport but would if we had a train system like most major cities that included Smyrna and went into Atlanta

5 months ago

No MARTA, improve existing rapid/mass transit

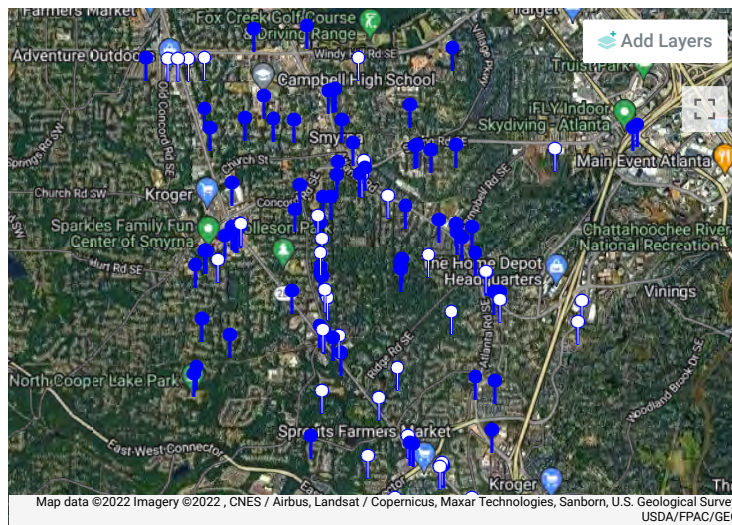
5 months ago

What is your primary reason for visiting **downtown Smyrna**?



236 respondents

Are there any areas in Smyrna you feel are particularly **dangerous for pedestrians or bicyclists**? You may put down more than one pin and also add comments to pins that you place.



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

What concerns do you have regarding **parking**?

Not enough downtown parking, especially as that area continues to grow

3 months ago

I am a big fan of street parking it helps to slow down traffic and activate a street and it's businesses. I am not a fan of large open asphalt parking lots- it's visually unattractive, environmentally unsound due to the heat islands, and does nothing to enhance the urban design. If a parking lot will be needed, it should be placed behind the building (not in front).

3 months ago

We don't need any more parking. We should encourage walking, biking, etc.

4 months ago

too many parking lots taking up land that could better connect the downtown area

4 months ago

Cars parked on residential streets at all times. Weaving around the vehicles can be dangerous around turns.

4 months ago

Parking is fine

4 months ago

The street that I live on is narrow, just wide enough for two vehicles to pass. Because of the huge houses that have been built with parking for only one or two cars, many people and especially visitors park on the street. It's makes going about the neighborhood a matter of swerving right and left, waiting for another car to pass just to run errands. New houses should be required to provide enough parking to allow for a few visitors.

4 months ago

usually there's plenty of parking

5 months ago

There is too much space allocated to parking for businesses that don't need it. Removing minimum parking requirements means more greenspace in the places that don't need parking (eg. a small business that is mostly quick in and outs and that never has more than 3 people in their giant lot), and more turnover for businesses that need it. Other areas that do need it there's not enough, but you also can't bike there to reduce the parking requirement because there's no good bike paths. Build less parking and more bike paths to places that need lots of parking (eg. downtown) to increase turnover to local businesses and accessibility for those without a car.

5 months ago

Thank you for building the deck downtown. It will be a useful addition to help with parking in that area.

5 months ago

Too much parking, too many cars

5 months ago

Not enough parking for events such as Food Truck Tuesday, Jonquil Festival, concerts, etc. As a small business owner, it becomes an issue when we have people who are attending these events and park in our spots reserved for our customers. As a citizen attending these events, it becomes an extra cost because we normally have to take an Uber due to lack of parking availability.

5 months ago

Fine so far

5 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Smyrna Market Village should be pedestrian only. All of the car parking around the fountain could be replaced with more outdoor tables for the surrounding restaurants. The green space in the middle between Stout and the cable company could be expanded if the parallel parking was removed. There will be enough car parking at the new garage. Make the rest of SMV people and bike friendly.

5 months ago

Too much surface parking in downtown Smyrna. Hopefully the new garage will help with that. Perhaps partner with one or more of the churches to put in additional multilevel parking. That would free up space for retail/commercial use and make our downtown community feel more walkable.

5 months ago

None. Make it hard for people to park so it encourages ride sharing and walking. We need to have a deck downtown which is in the works but it needs to be big enough to cover future growth for 15 -20 years.

5 months ago

Too much parking. Land could be used for more productive uses.

5 months ago

Better public transit (rail, MARTA, etc.) means less parking is needed.

5 months ago

none

5 months ago

I think the City has ample parking.

5 months ago

There are always so many empty spaces around downtown? Maybe some of that land could be developed.

5 months ago

I don't want a big ugly parking deck in our small downtown area. We don't have the space and there are houses all around the downtown areas so anywhere they'd put it would add a parking deck near someone's home.

5 months ago

Nope. Do not restrict parking. We are the suburbs, you will kill your small businesses. Don't do what downtown Atlanta has done. In-line goes there now because you can't park anywhere.

5 months ago

Not enough commercial parking at Smyrna Market Village

5 months ago

Parking is not great but it is not extremely bad either.

5 months ago

Limited for food trucks, Ivy Walk, West Village, Smyrna Mkt Village events

5 months ago

Need more parking in the Publix shopping center near Smyrna Village

5 months ago

Need more commercial parking downtown

5 months ago

Need a train link to ATL but also to other communities in Cobb county

5 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Parking shouldn't be an issue once the new parking deck is built on Atlanta road

5 months ago

Increasing public transport to and in Smyrna is preferable to increasing area wasted by increasing parking spots

5 months ago

Not enough parking downtown

6 months ago

Parking on residential streets ... many are too narrow for parking on both sides of street. One way isn't the answer .. the issue is parking on both sides.

6 months ago

I lived in West midtown before moving to Smyrna and I used to drive to Smyrna for activities because I knew parking would be easy to find.

6 months ago

If you make it possible for me to ride my bike or walk, I will.

6 months ago

need more handicap parking in Market Village

6 months ago

Some of the older strip malls have too much parking with no landscaping. I wish all parking lots were required to have trees.

6 months ago

None

6 months ago

Insufficient handicapped parking

6 months ago

Too much residential parking on streets

6 months ago

None

6 months ago

The parking garage near the police station is a poorly planned endeavor and location at a great cost to the taxpayers.

6 months ago

The whole battery area is pretty much saturated and with the housing and buildings going up near The Battery on Spring Road at and near Campbell Road, the situation is becoming dire. I am greatly concerned. This is a situation that needs addressed now and not after it becomes intolerable, creating road rage, accidents and anger.

6 months ago

Not enough parking for festivals, markets, downtown Smyrna restaurants, events. Limited parking at Brawner for events and food trucks so I just don't go

6 months ago

parking structures - don't want them

6 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

don't turn Smyrna into a parking structure

6 months ago

Parking is tight near the Community Center and is expected to get worse. The proposed parking deck is too far for disabled, elderly and parents with young children.

6 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

What kind of improvements should be considered to **enhance Downtown Smyrna**?

The retail there now isn't right type that draws frequent traffic to keep area feeling lively

6 months ago

109 Agree

BETTER restaurants and shops, there is no energy downtown, have retail that people actually want to visit, it feels very closed on, how can we open up that area and modernize it, it feels dated and left behind

6 months ago

94 Agree

More restaurants and shops

6 months ago

33 Agree

High-end restaurants, make Smyrna a dining scene

6 months ago

75 Agree

Stop allowing mediocre chain restaurants

6 months ago

54 Agree

Breweries

6 months ago

47 Agree

The offices don't create any sense of community and they are usually empty. Things that would be great - bookstore, kids clothing/toy store, good coffee shop (Cafe Lucia is terrible), clothing boutiques, anything to bring people together! Maybe the city should buy the retail spaces in order to create a cohesive and enticing downtown area!

6 months ago

35 Agree

Better restaurants and playground

6 months ago

33 Agree

Look at downtown Roswell and Woodstock for ideas.

6 months ago

25 Agree

More local businesses - food and retail (get rid of Moe's and Spectrum)
 More park space
 Dog park bar ;)
 Brewery
 More events like summer concerts etc

6 months ago

25 Agree

Have shops in dt that people want to go to. Add ice cream, toy store, book store,

6 months ago

25 Agree

Make it an area that attracts families with children in the way of play areas, benches, parks, where parents can relax and talk with others without having to spend money to be there. The shops need to be non-chain, that appeal to needs, a rentable work-space area, chocolate shop, pharmacy, herbal shop ie bulk spices and herbal plants, tech repair (but rent would have to be reachable, intimate apparel, etc, it's not hard, go to any of the thriving small communities and look or go online.

6 months ago

16 Agree

Add nice restaurants, clothing stores, bookstore, ice cream shop etc. Remove parking along the central street in market village like it is on Sundays for farmers market. Run a city shuttle bus so it is easier to get to downtown from all parts of Smyrna

5 months ago

14 Agree



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Some kind of dessert shop that is good for families and entices more people to come downtown.

6 months ago

[12 Agree](#)

Get rid of offices downtown, need more restaurant / specialty retail boutiques!

6 months ago

[11 Agree](#)

More retail opportunities such as a gym, specialty small business opportunities, etc.

6 months ago

[11 Agree](#)

After going to a restaurant downtown, there is nothing left to do because most of the shops are restaurants. Folks are in and out after dining. We need to choose attractions (theaters, retail, parks) that allow folks to stay the day or night downtown and make it more lively.

5 months ago

[9 Agree](#)

Different businesses and more restaurant options

6 months ago

[6 Agree](#)

Better selection of restaurants would be nice to entice unknown chef or entity into our market. More café style restaurants that have outdoor seating...

5 months ago

[5 Agree](#)

An expanded library. A more fluid traffic flow. More pedestrian friendly spaces. Larger playground for children.

5 months ago

[5 Agree](#)

Create an Avenue type feel (like in Avalon or in Peachtree city). Those are the perfect example of the right shops with the right retail and the right entertainment to keep things lively and appropriate for our demographic in Smyrna

5 months ago

[5 Agree](#)

More unique restaurants, pubs, and breweries

5 months ago

[5 Agree](#)

Excited about the brew pub! Way to go Mayor!

5 months ago

[4 Agree](#)

more restaurants and unique retail stores. additionally a place for teens to sit at

5 months ago

[4 Agree](#)

Have a variety of shops and restaurants and dessert places and play areas. So it's a one stop place where parents and kids can stay and enjoy. More parking is also needed. Larger, more modern feeling restaurants that can handle large crowds. Maybe a dining hall?

6 months ago

[4 Agree](#)

More shops.

6 months ago

[4 Agree](#)

Can we encourage incorporating art into the Market Village somehow? Not just galleries, but maybe some murals (not around activism but maybe the Jonquil City community vibes) on some underutilized walls? I liked the pianos that used to be around town, too. I think the arts need to be in the vibrancy conversation somehow here.

5 months ago

[3 Agree](#)



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

When leasing in the future do not allow prime corner locations in the Market Village to be leased by tenants like legal offices, dentists, cable companies, and other business that are not going to help keep the place lively throughout the day and evenings. We need more symbiotic businesses such as restaurants, late night dessert shops and cafe's with live music, unique boutique retail, and retail that is constantly bringing a lot of people in like salons, barbers, and retail with mass appeal, etc. You cant control it to specifics but we can turn down business that will be empty after 5 and have only a few people that will come and go each day.

5 months ago

 3 Agree

Limit retail development. More restaurants are fine. Keep it green for families, children. Play spaces for young children. More facilities for the 12-18 set (a teen center?).

5 months ago

 3 Agree

More retail/mixed residential. Publix should have their store right at sidewalk not away from the street. It was designed for cars not pedestrians.

6 months ago

 3 Agree

need more restaurants and bars downtown

5 months ago

 2 Agree

Keep the Sunday Market and increase other fun options.

5 months ago

 2 Agree

It would be great to have a park or splash pad (or both) in the downtown area.

5 months ago

 2 Agree

i love the idea of a bookstore but i love that we already have a library there - it would be fun to build out a coffee shop connected to the library - something non chain and charming that will draw people to sit and visit. I agree with everyone's comments about the office spaces in downtown smyrna - we hardly visit because very few things really draw us there.

5 months ago

 2 Agree

Don't allow offices, business services, showrooms and things that require an appointment. Shops and food that can be browsed are the reason people go to a downtown area. It needs to be walkable and bikeable above all else. Parking on the outside with no thru traffic except a drop off lane would be nice. Also requiring bars to allow you to sit with your friends like the beltline developments do in Atlanta (ie. you can get a drink in any bar, walk to another one and get food there and they won't tell you not to bring in outside drinks as they all share glassware and the same customer base)

5 months ago

 1 Agree

There needs to be more downtown to allow folks to want to stay longer (shops, playgrounds, etc....) in addition to more local restaurants. Arts are desperately needed! Not only do they contribute to economic development by increasing revenue of other businesses around them but they enhance our community's experience and quality of life.

5 months ago

 1 Agree

Coworking Space to combine the commercial leases in to one big flex office space so more retail and restaurants can come in to downtown market village!

5 months ago

 1 Agree

Stop the distillery / brewery! We need family friendly restaurants, not a Buckhead type night life scene with all the attendant shootings and crime and drunken driving. Put the Village Green back! What a terrible mistake to rip it out.

5 months ago

 1 Agree

Better restaurants and shopping, more events to bring the community together in a safe green space.

5 months ago

 1 Agree


11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

You need business and employers in the area where their employees will frequent the shops and restaurants mid week.

5 months ago

[1 Agree](#)

Many posters must be new to the city. We had a cold stone creamery that could not stay in business, we have Bundt dessert place. The wedding store was a clothing boutique with gift shop in the carriage house, that could not make a go of it. I disagree that cafe Lucia is terrible. Retail is under pressure from amazon, and rent was high even before covid. So I am not encouraged.

5 months ago

[1 Agree](#)

More open areas with tables and outdoor games to attract families and youth

5 months ago

[1 Agree](#)

update the market village. it is so dated. It feels like a post property from the 1980's. No need for the pillars or the front marque sign - as if one is entering into a subdivision. The commercial spaces along Atlanta Road should open up to Atlanta Road- activating Atlanta Road and pedestrian activity along atlanta Road. The center green piece - between the main restaurants - is a waste. no one uses it. This all could be redesigned so that the commercial business have more front patio space. and/or the center green area has places to sit.

3 months ago

Sidewalks, specifically there are multiple areas that have a worn dirt path along the road, but no sidewalk. These areas seem like a great starting place to improve

4 months ago

bookstore, more restaurants, innovative office space, green spaces

4 months ago

More local shops like a candy store for kiddos, locally owned breakfast restaurant

4 months ago

We need more green space, with shade trees. Stop the brewery.

4 months ago

food, retail, and entertainment

5 months ago

Shared work spaces

5 months ago

Public art, murals and sculptures. Children's book store with daytime activities for families. Public restrooms. Grab and go sandwich or snack restaurant so families could pick up food and sit on the green. Ice cream parlor. Cafe/ coffee shop that brings in music. Breweries with outdoor seating. Art gallery with evening hours and events.

5 months ago

A large park. A playground designed for ALL children regardless of physical abilities; physical disabilities. A larger library. Facilities and activities for teenagers.

5 months ago

Expand downtown along Atlanta Rd and King Street, bring buildings closer to the street. Build parking decks the churches can use and develop more restaurants and shops, redevelop Wells Fargo property and make a true, multi-block downtown.

5 months ago

More retail, more & better restaurants

5 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

For everyone saying we need better restaurants and better retail and better everything, those businesses only appear when the market demands them. We don't have certain retail stores or high end restaurants because the local community isn't spending enough money to draw them here. We used to have several of the places you're asking for, and they went out of business because local people didn't support them enough.

5 months ago

Much more public art, gathering spaces, locally-owned retail, galleries, food.

5 months ago

Make it pedestrian friendly. Add safety measures for walking and biking. Close the downtown shop/restaurant area to cars. I agree that offices are not a great fit but keep businesses like dentists and hair salons that provide community/family services.

5 months ago

Agree that having offices in Market Village limits the energy and desirability of visiting downtown. Would love to see a private/public partnership that incentivizes bringing in restaurants and shops.

5 months ago

Massive subsidies (like giving away prime land to a brewery) will be needed to attract the type of businesses needed to grow downtown. I'd hope the council would involve citizens to determine whether or not they'd like to spend their tax dollars to do so.

5 months ago

More retail and destination attractions

5 months ago

Can't keep businesses in the Mkt Village, why?

5 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

If desired, please use the space below to list anything else you would like to be considered in future planning efforts for Smyrna that was not covered by the previous survey questions.

The specialness of Smyrna should not rely on bringing big city Atlanta to our doorstep. Let's stay as a separate city, not a suburb of Atlanta. People can go into Atlanta if they want that scene - make Smyrna a different type of destination with a focus on outdoor activities and keep it green with master gardens and walking trail, create a vibrant downtown life with concerts, turn us into a foodie town, encourage a local arts scene.

6 months ago

[60 Agree](#)

Buy back some of the Cumberland Mall parking lot to use for Cumberland Transfer Center CobbLinc connector. The mall is dead. No one ever takes up those parking spaces just to shop. There aren't any park and ride locations for CobbLinc in central Smyrna. We really need MARTA but any improvement to public transportation would be helpful.

Please go through with downtown improvements / brewery sale. Downtown is currently dead and needs revival.

Love the South Cobb improvement plan to make safer for pedestrians and bikers. Would love to see more mixed use developments along with it to have a complete walkable community.

Also love the restaurant district concept for the area across from Rev. Much needed

6 months ago

[34 Agree](#)

The better connected Smyrna is to Atlanta proper, the more diverse people and businesses we can attract. Smyrna is falling behind in amenities and school quality compared to the cities along 400

6 months ago

[28 Agree](#)

Bury power lines
Improve South Cobb Dr. (safety and appearance)
Manage signage (think Hilton Head)

6 months ago

[21 Agree](#)

Inadequate green space along all of Smyrna's main roads and lack of parks south of Hurt Road along Concord Road as well as inadequate parks along Windy Hill Road. Improve these things and quality of life will improve greatly.

6 months ago

[17 Agree](#)

We don't have the right local businesses. We have a horrible food scene, we leave town for date nights because of it, we must have better retail (again we leave down to shop), we need more pool/ swim options as many neighborhoods don't have it and Tolleson hours don't cut it, we need more side walks and paths for kids and their bikes to be safe. We need to stop over populating every single inch of dirt we have with developments, there need to be intentional green spaces. Too bad we don't have a river we could capitalize on turning into amazing outdoor areas for families and couples..

5 months ago

[15 Agree](#)

This city doesn't have its own bookstore nor does it have much in the way of large scale public art / murals. It might seem frivolous but culture is critical to placemaking. I love this city but it still feels a lot like a pass-through rather than a destination.

5 months ago

[11 Agree](#)

We don't have to be the biggest (number/quantity of dwelling units or number of persons) to be the best. Choose quality instead of quantity.

5 months ago

[9 Agree](#)

Better sidewalks connecting downtown.

6 months ago

[8 Agree](#)



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Think long term not short term. Listen more to the people in the communities who are affected by larger building projects (eg the one on South Cobb drive and Oakdale). Slow down on development of multiuse facilities: eg condos/apt/ retail outlets in one large project. Do not sacrifice neighborhoods, communities, for the sake of large developments.

5 months ago

6 Agree

Think long term in your development plans. Stricter rules regarding removal of trees for new large houses. Limit the number of houses than can be built on one lot.

5 months ago

5 Agree

Build more quality schools for infant to high school age children. The schools with the best ratings are maxed out on space. Create a plan to increase the school ratings in Smyrna. And add turning signal lights to any intersection on South Cobb drive that does not have one to decrease car accidents and pedestrians running across the walkway.

5 months ago

5 Agree

Housing opportunities created for the homeless and those with limited income

6 months ago

5 Agree

Offer more community classes during the evening. Noone with a 9-5 can participate in most of the current classes offer (specifically yoga).

Every other surrounding metro-ATL city has dedicated pickleball courts. Smyrna needs some, especially with how quickly the sport is taking off.

5 months ago

4 Agree

We need a designated art/cultural space, ie, an auditorium, theatre, concert hall.

5 months ago

4 Agree

Agree with the comment about lack of art. Even simple things like having local artists paint electrical boxes (as in Decatur, Upper Westside ATL and many other places) can give a dash of culture and sense of place without breaking the bank.

5 months ago

4 Agree

Walkways from the concord entrance of the SCT to the downtown area safer would be nice for those of us on the far west side of Smyrna.

6 months ago

4 Agree

We should make an oppportunity to study other well-established locations such as historical Duluth and Norcross to see what successes they have had with vitalizing their city. See if that's a direction we want to go.

6 months ago

4 Agree

Make South Cobb development a priority please and do something to bring Cumberland mall back to life.

5 months ago

3 Agree

Youth engagement, particularly in high school

5 months ago

3 Agree

Smyrna is in a wonderful location, but needs to model its development after other successful small towns like Roswell, Alpharetta and Woodstock.....Beautiful, safe, good restaurants, great shopping options, fun entertainment and quality family life.

5 months ago

2 Agree



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Trees and listen to your residents when they clearly are against a development

5 months ago

[2 Agree](#)

Tear down Cumberland Mall

5 months ago

[2 Agree](#)

it would be nice to build another food hall like the one in Marietta square, smyrna is huge, that one doesn't service everyone

5 months ago

[1 Agree](#)

Find a way to discourage large chain businesses and make it easier to create small businesses in Smyrna.

5 months ago

[1 Agree](#)

Its critical that the downtown/village be developed with retail & dining. Its a mish mash of stuff now thats not desirable or attracting revenue

5 months ago

[1 Agree](#)

The Wells Fargo and it's parking seem like the biggest waste of prime real estate in the downtown area. Can at least the huge parking lot and the stand-alone ATM become something most people will be glad to have there on most days? If Rev or a competitor (non-chain local coffee and breakfast place or evening cafe) was located there instead of the bank and it's absurdly huge lot, I would be much happier about that.

5 months ago

[1 Agree](#)

I have noticed that most people leaving comments want our city government to work on Quality of life issues. Perhaps a change in our zoning laws could help with all of these issues. Builders tearing down single homes to increase density should have to pay more to help improve infrastructure -road improvements, green space requirements, sewer upgrades. A limit on size to conform with neighborhood standards. It is too late for the downtown area, but with the North side of the city we could ensure a cute neighborhood feel remains in Smyrna. ZONING is the answer. Setbacks from the road on all new construction. Any new townhomes must provide garage parking. The river park needs to have more public parking.

5 months ago

[1 Agree](#)

I would like to see the City of Smyrna start an "urban studio" and hire some urban planners and designers to run the studio and reach out to the community and create a comprehensive master plan of our city- that shows the stages of development: 2 year plan, 5 year plan, 15 year plan and how it will all connect together. We need to have city planners and designers developing our streets and town, not engineers. Engineers went to school for systems, not urban design. Gatech has one of the top Urban Planning Schools in the country, we should be hiring from their pool. It is important to get this right. I would like to see not just partial maps of 1 or 2 streets that are being developed- but how our whole city will be connected and improved and working together. City of Atlanta started their own Urban Studio that opens up a pop up shop in various neighborhoods to talk with residents and implement a comprehensive plan- it is run by certified/licensed Urban Planners. Please connect our city with wide street lined sidewalks, bike paths, out door cafes, bookstores.

3 months ago

Since yall dropped a baseball field on top of us without asking, we have all of the new development that we need. Redevelop the areas we already have. Put an ordinance in to stop cutting down pur greenspaces for more and more new development. Improve what we have and keep our property values up by limiting additional housing developments. Respect our greenspaces. Smyrna is a suburban community of mixed races and ages. Let us live harmoniously in our beautiful community with improved roads and improved amenities...not more new housing developments. Smyrna doesn't need to be a big draw. We have The Battery / Atlanta/ Smyrna for that. People moved to Smyrna per location, good family oriented neighborhoods, major businesses, walkability, cleanliness, excellent city services and peace and quiet. Improve downtown Smyrna nightlife but there is Truist Park for that. Keep Smyrna a jewel. Its not hidden so no need to invite all of Atlanta to move here.

3 months ago



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

Let's not lose our identity in an effort to be like other cities in Metro-Atlanta. Smyrna has a rich heritage and wonderful community feel. People want to live here. It's a real gift to be such a great place to live.

4 months ago

Make sure there is a cap on rent increases for corporate landlords!

4 months ago

A strong municipality is often defined by and grows by virtue of its partnership with The Arts. Smyrna has a long way to go in this area.

5 months ago

Strictly focusing on planning the city should do much more with South Cobb Drive corridor to force change and address the huge right of way. As for other planning focused changes we need to recognize that many of our lots are not in conformance with current zoning and create an ordinance that is more friendly to redeveloping larger lots to address growth. It should not be as difficult as it is to split a lot that is now much larger than the others in the same neighborhood. If we are allowing 6,000 to 7,000 sf lots in some places we have to be willing to allow it in others. People wont like this, but future growth is not sustainable with 1 and 1/2 acre lots any longer. Its too expensive to maintain our infrastructure without density and tax base to support it.

5 months ago

Activities that support a cohesive community

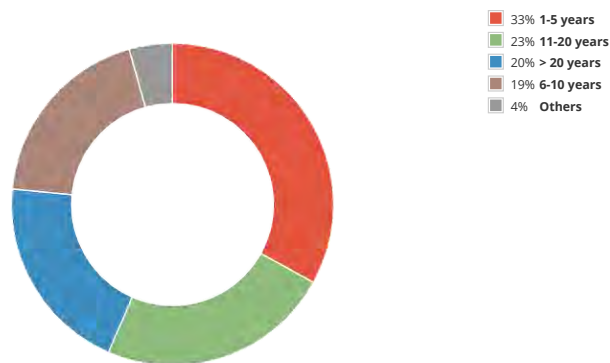
5 months ago

Which of the following statements apply to you (select all that apply)?

98%	I am a resident of Smyrna	220 ✓
13%	I work in Smyrna	29 ✓
7%	I own a business located in Smyrna	15 ✓
1%	Other	2 ✓

225 Respondents

How long have you lived in Smyrna?



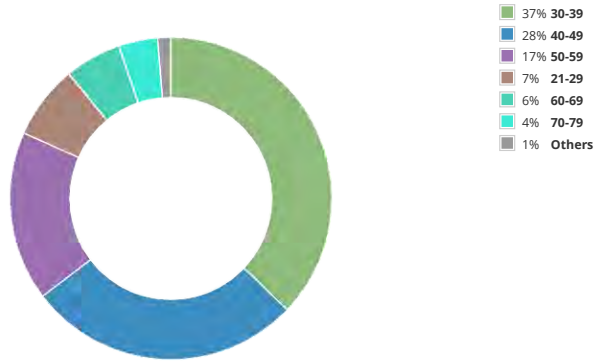
230 respondents



11/17/22, 7:08 PM

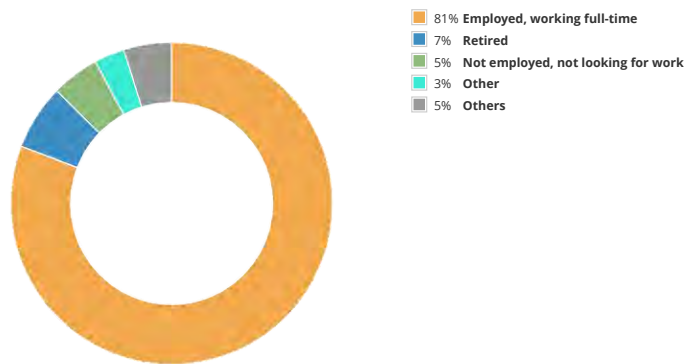
Atlanta Regional Commission - Report Creation

What is your age?



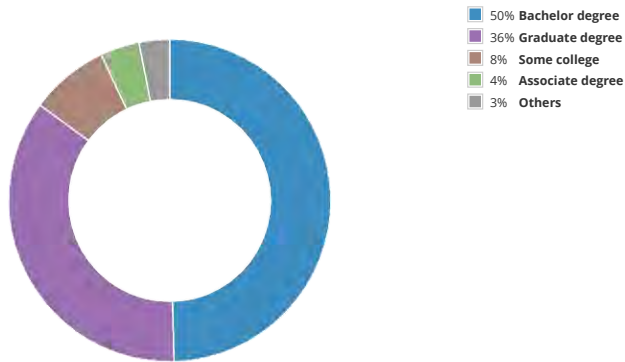
229 respondents

Which of the following categories best describes your employment status?



229 respondents

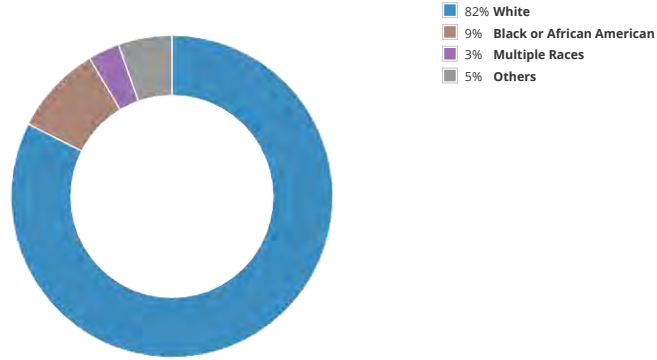
What is the highest level of school you have completed or the highest degree you have received?



228 respondents

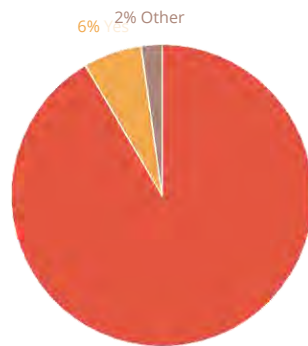
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Atlanta Regional Commission - Report Creation
With which race do you identify?



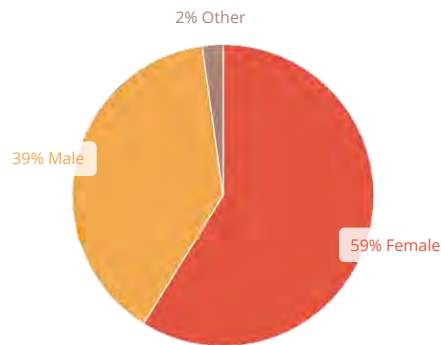
222 respondents

Do you identify as Hispanic, Latino, or Spanish?



224 respondents

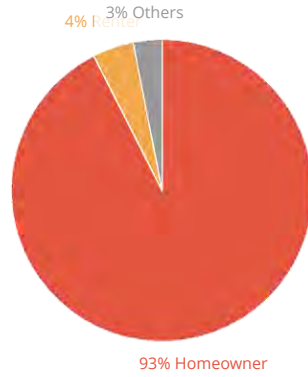
What is your gender identity?



226 respondents

11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation
What best describes your housing status?



227 respondents

Subscribe now to get updates on upcoming engagement opportunities!

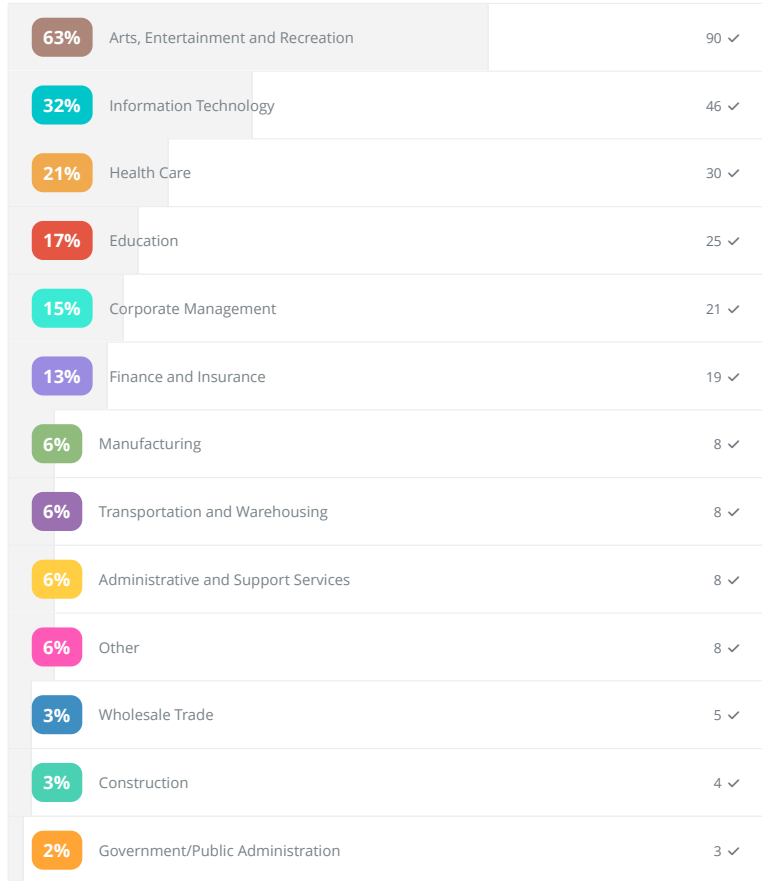
No data to display...



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

What do you think is missing in the City's mix of **employment sectors**? You may select more than one choice. For context: Professional, Scientific and Technical Services is the largest industry sector in Smyrna, followed by Accommodation/Food Services and Retail Trade (see graphic below).



143 Respondents

What is your primary reason for visiting **downtown Smyrna**?

No data to display...



11/17/22, 7:08 PM

Atlanta Regional Commission - Report Creation

What do you think are the most important **City services** that Smyrna provides? You may select more than one choice.



210 Respondents

Comments: Public Open House for Guide Smyrna 2040 Comprehensive Plan - 2022 Update



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PUBLIC HEARING DOCUMENTATION

11/29/21, 12:10 PM

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Notice Content

gpn13 MDJ-9822 GPN-13 MDJ-9822 GPN-13 CITY OF SMYRNA TO THE RESIDENTS AND CITIZENS OF SMYRNA COMPREHENSIVE PLAN UPDATE The City of Smyrnas Mayor and Council will hold an initial public hearing regarding the Citys 2022 Comprehensive Plan Update on Monday, December 20, 2021 at 7:00 p.m. The purpose of this hearing is to brief the community on the process to be used to develop the plan and opportunities for public participation in plan development, and to obtain input on the proposed planning process. All interested parties should attend. Questions should be directed to Joey Staubes at jstaubes@smyrnaga.gov or 678-631-5355. A hearing will be held before the Mayor and City Council of Smyrna at a regular meeting on Monday, December 20, 2021 at 7:00 p.m. in Council Chambers at City Hall, 2800 King Street, Smyrna, Georgia, 30080. PROPERTY DESCRIPTION: City Wide 11:26;12:3-2021

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City of Smyrna

A. Max Bacon City Hall
Council Chambers
2800 King Street SE
Smyrna, GA. 30080

Meeting Agenda - Final

City Council

Monday, December 20, 2021

7:00 PM

Council Chambers

Roll Call

Call to Order

1. Invocation and Pledge:

Rev. Jenna Strizak, St. Benedict's Episcopal Church (2160 Cooper Lake Rd)

2. Agenda Changes:

- A. [2021-627](#) Approval to remove item 8K from the Consent Agenda, regarding Aunt Fanny's Cabin and add the same as item 6K under Formal Business.

3. Mayoral Report:

4. Land Issues/Zonings/Annexations:

Speaking time for the public hearing related to the following land issues/zonings/annexations will be (5) five minutes.

- A. [2021-134](#) **Public Hearing** - Zoning Request - Z21-006 - Allow rezoning from NS to RDA-Conditional for the development of 12 single-family homes at a density of 5.9 units per acre - 2.03 acres - Land Lot 700 - Atlanta Rd & Campbell Rd - Morgan Capital and Development, LLC.

Ward 1 / Councilmember Glenn Pickens

Attachments: [Issue Sheet 2021-134 Atlanta Road and Campbell Road 12 Homes.pdf](#)

[Issue Sheet](#)

[Staff Memo V4 Z21-006 M&C.pdf](#)

[Zoning Map Z21-006.pdf](#)

[Land Use Map Z21-006.pdf](#)

[Site Plan V5 Z21-006.pdf](#)

[Elevations Z21-006](#)

[Application Z21-006.pdf](#)

[Letter amending to RDA category Z21-006](#)

[Tree Protection Z21-006.pdf](#)

[Water Sewer Z21-006.pdf](#)

[City Tax Z21-006.pdf](#)

[County Tax Z21-006.pdf](#)

[Constitutional Challenge Z21-006.pdf](#)

[Legal Ad Z21-006.pdf](#)

- B. [2021-616](#) **Public Hearing** - Kick-off of the 5-Year Update to the City of Smyrna 2040 Comprehensive Plan - Community Development Department

Ward / City Wide

Attachments: [Issue Sheet 2021-616 Comp Plan Kick Off.pdf](#)

5. **Privilege Licenses:**

6. **Formal Business:**

- A. [2021-609](#) Approval of the Appointment of Ward 2 resident, Jonathan Howard, to the Planning and Zoning Board. This is a two-year term that will expire December 31, 2023.

Ward 2 / Councilmember Austin Wagner

Attachments: [Issue Sheet 2021-609 Jonathan Howard - P&Z.pdf](#)

- B. [2021-605](#) Approval to amend the budget for items not included in the FY 2022 budget adoption for a total amount of \$246,500.00.

Ward / City Wide

Attachments: [Issue Sheet 2021-605 Budget Amendment.pdf](#)

[Multiple budget amendment 122021.pdf](#)

- C. [2021-613](#) Approval of Amendment No. 5 to the Community Development Block Grant (CDBG) Sub Recipient Agreement No: CD20-C20SA-A and CD20-C20S8-F to extend the termination date for the agreement to June 30, 2022 and authorize the Mayor to sign and execute all related documents.

Ward / City Wide

Attachments: [Issue Sheet 2021-613 CDBG SubRecipient Grant Extension.pdf](#)

[City of Smyrna 2020 Amendment 5.pdf](#)

- D. [2021-614](#) Approval of contract with DHS for LIHWAP (Low-Income Household Water Assistance Program) to accept assistance payments from DHS on behalf of Smyrna utility customers with outstanding balances and authorize the Mayor to sign and execute all related documents.

Ward / City Wide

Attachments: [Issue Sheet 2021-614 DHS for LIHWAP.pdf](#)

[LIHWAP FAQ FY 2022 \(1\).pdf](#)

[FY22 LIHWAP Home Water Supplier Agreement Final.pdf](#)

- E. [2021-619](#) Approval of the agreement with Environmental Difference Staffing (2470 Windy Hill Road SE, Suite 442, Marietta, Georgia, 30067) for temporary, supplemental personnel for Public Works to assist in maintaining service





City of Smyrna

Action Summary - Final City Council

A. Max Bacon City Hall
Council Chambers
2800 King Street SE
Smyrna, GA. 30080

Monday, December 20, 2021

7:00 PM

Council Chambers

Rollcall

Councilmember Susan Wilkinson was present via telephone due to illness.

Present: 7 - Mayor Derek Norton, Councilmember Glenn Pickens, Councilmember Austin Wagner, Councilmember Travis Lindley, Councilmember Charles Welch, Councilmember Susan Wilkinson and Councilmember Tim Gould

Absent: 1 - Councilmember Lewis Wheaton

Also Present: 1 - Scott Cochran

Staff: 5 - Joe Bennett, Russell Martin, Heather Peacon-Corn, Jill Head and Dan Campbell

Call to Order

Mayor Derek Norton called to order the December 20, 2021 meeting of the Mayor and Council held in Council Chambers at A. Max Bacon City Hall at 7:01 PM.

1. Invocation and Pledge:

The invocation and Pledge of Allegiance were led by Councilmember Charles "Corkey" Welch.

2. Agenda Changes:

- A. [2021-627](#) Approval to remove item 8K from the Consent Agenda, regarding Aunt Fanny's Cabin and add the same as item 6K under Formal Business.

3. Mayoral Report:

4. Land Issues/Zonings/Annexations:

- A. [2021-134](#) **Public Hearing** - Zoning Request - Z21-006 - Allow rezoning from NS to RDA-Conditional for the development of 12 single-family homes at a density of 5.9 units per acre - 2.03 acres - Land Lot 700 - Atlanta Rd & Campbell Rd - Morgan Capital and Development, LLC.

Ward 1 / Councilmember Glenn Pickens

Councilmember Glenn Pickens made a motion to approve item 2021-134, a public hearing and zoning request to allow rezoning from NS to RDA-Conditional for the development of 12 single-family homes at a density of 5.9 units per acre on 2.03 acres

on land lot 700 located at Atlanta Road and Campbell Road by applicant Morgan Capital and Development, LLC; seconded by Councilmember/Mayor Pro Tem Tim Gould.

The motion carried with the following vote:

Aye: 6 - Councilmember Pickens, Councilmember Wagner, Councilmember Lindley, Councilmember Welch, Councilmember Wilkinson and Councilmember Gould

Absent: 1 - Councilmember Wheaton

B. [2021-616](#)

Public Hearing - Kick-off of the 5-Year Update to the City of Smyrna 2040 Comprehensive Plan - Community Development Department
Ward / City Wide

Councilmember Glenn Pickens made a motion to approve item 2021-616, a public hearing and kick-off of the 5-year update to the City of Smyrna 2040 Comprehensive Plan by the Community Development Department; seconded by Councilmember Travis Lindley.

The motion to approve carried with the following vote:

Aye: 6 - Councilmember Pickens, Councilmember Wagner, Councilmember Lindley, Councilmember Welch, Councilmember Wilkinson and Councilmember Gould

Absent: 1 - Councilmember Wheaton

5. Privilege Licenses:

6. Formal Business:

A. [2021-609](#)

Approval of the Appointment of Ward 2 resident, Jonathan Howard, to the Planning and Zoning Board. This is a two-year term that will expire December 31, 2023.

Ward 2 / Councilmember Austin Wagner

Councilmember Austin Wagner made a motion to approve item 2021-609, the appointment of Ward 2 resident, Jonathan Howard, to the Planning and Zoning Board with a two-year term that will expire December 31, 2023; seconded by Councilmember Glenn Pickens.

The motion to approve carried with the following vote:

Aye: 6 - Councilmember Pickens, Councilmember Wagner, Councilmember Lindley, Councilmember Welch, Councilmember Wilkinson and Councilmember Gould

Absent: 1 - Councilmember Wheaton

B. [2021-605](#)

Approval to amend the budget for items not included in the FY 2022 budget adoption for a total amount of \$246,500.00.

Ward / City Wide



12/7/22, 3:19 PM [https://www.georgiapublicnotice.com/\(S\(utyqunjykcspmedwj0tee0sl\)\)/DetailsPrint.aspx?SID=utyqunjykcspmedwj0tee0sl&ID=2655...](https://www.georgiapublicnotice.com/(S(utyqunjykcspmedwj0tee0sl))/DetailsPrint.aspx?SID=utyqunjykcspmedwj0tee0sl&ID=2655...)



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Friday, November 18, 2022

Notice Content

gpn13 MDJ-3577 MDJ-9042 GPN-13 CITY OF SMYRNA TO THE RESIDENTS AND CITIZENS OF SMYRNA COMPREHENSIVE PLAN UPDATE The City of Smyrnas Mayor and Council will hold a public hearing regarding the Citys 2022 Comprehensive Plan Update on Monday, December 5, 2022, at 7pm at Council Chambers at City Hall, 2800 King Street, Smyrna GA 30080. The purpose of this hearing is to brief the community on the contents of the draft plan; provide an opportunity for residents to make final suggestions, additions, or revisions; and notify the community of when the plan will be submitted to the Atlanta Regional Commission (ARC) and Georgia Department of Community Affairs (DCA) for review. All interested parties should attend. Questions should be directed to Joey Staubes at jstaubes@smyrnaga.gov or 678-631-5355. PROPERTY DESCRIPTION: City Wide 11: 18-2022

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City of Smyrna

A. Max Bacon City Hall
Council Chambers
2800 King Street SE
Smyrna, GA. 30080

Meeting Agenda - Final

City Council

Monday, December 5, 2022

7:00 PM

A. Max Bacon City Hall - Council Chambers

Roll Call

Call to Order

1. Invocation and Pledge:

Pastor Shell Osbon, Life Church Assembly of God (4100 King Springs Rd)

2. Agenda Changes:

3. Mayoral Report:

- A. [2022-573](#)** Smyrna Education Foundation Report and Check Presentation from JRM Management
Attachments: [2022-573 Smyrna Education Check Presentation.pdf](#)
- B. [2022-574](#)** Recognition of Campbell High School JROTC Lady Spartan Raiders and Male Spartan Raiders
Attachments: [Spartan Raiders 2022 State Championship.docx](#)
[Lady and Male Spartan Raiders - Grp Picture.jpg](#)
[Spartan Raiders - Grp Picture Names Order.docx](#)

4. Land Issues/Zonings/Annexations:

Speaking time for the public hearing related to the following land issues/zonings/annexations will be (5) five minutes.

- A. [2022-481](#)** Public Hearing - Appeal the denial by the License and Variance Board for Variance Request V22-055 - Allow encroachment into the 75-foot impervious surface area setback - Lot 696 - 1921 Sadler Drive - Eddie Karr by Wayne S. Melnick who resides at 1921 Sadler Drive SE, Smyrna, GA 30080 as filed with the City Clerk's office on September 1, 2022 at 4:12 PM via electronic email.

Ward 6 / Mayor Pro Tem/Councilmember Gould

Attachments: [Issue Sheet 2022-481 LVB Appeal.pdf](#)
[VarmemoV22-055_V3_Appeal.pdf](#)
[Appeal Letter_V22-055.pdf](#)
[Application_V22-055.pdf](#)
[City of Smyrna Variance Request Letter, Melnick, 1921 Sadler Drive, 8.22.22.pc](#)



[Elevation_V22-055.pdf](#)

[Site Plan_V22-055.pdf](#)

- B. [2022-544](#) Authorization to submit the Comprehensive Plan Update to Department of Community Affairs for review and authorize the Mayor to sign and execute all related documents.

Ward/ Citywide

Attachments: [Issue Sheet 2022-544 Comprehensive Plan.pdf](#)

[2040 Comp Plan Update Chapter 1.pdf](#)

[2040 Comp Plan Update Chapter 2.pdf](#)

[2040 Comp Plan Update Chapter 3.pdf](#)

[2040 Comp Plan Update Appendix A.pdf](#)

[2040 Comp Plan Update Appendix B_Part 1.pdf](#)

[2040 Comp Plan Update Appendix B_Part 2.pdf](#)

[2040 Comp Plan Update Appendix C.pdf](#)

- C. [Z22-011](#) **Public Hearing** - Zoning Request - Z22-011 - Allow a rezoning from R-15 to NS for an 8,000 sq. ft. retail business - 0.91 acres - Land Lot 700 - 3410 Atlanta Road - Grow Smyrna.

This item will be tabled to the January 17, 2023 Mayor and Council meeting at the request of staff.

Ward 6 / Mayor Pro Tem/Councilmember Gould

Attachments: [Issue Sheet Z22-011 - Neighbors Feed and Seed.pdf](#)

[Staff Memo_Z22-011_M&C.pdf](#)

[Site Plan V4_Z22-011.pdf](#)

[Zoning Map_Z22-011.pdf](#)

[Land Use Map_Z22-011.pdf](#)

[Application_Z22-011.pdf](#)

[Tree Plan_Z22-011.pdf](#)

[City Tax_Z22-011.pdf](#)

[County Tax_Z22-011.pdf](#)

[Deed_Z22-011.pdf](#)

[Hydrology_Z22-011.pdf](#)

[Neighbors Feed and Seed.jpg](#)

[Owner Auth_Z22-011.pdf](#)

[Owner Authorization_Z22-011.pdf](#)

[Water Sewer Availability Letter_Z22-011.pdf](#)

[Zoning Disclosure_Z22-011.pdf](#)

[Zoning Disclosure2_Z22-011.pdf](#)

[Legal Ad.pdf](#)





City of Smyrna

A. Max Bacon City Hall
Council Chambers
2800 King Street SE
Smyrna, GA. 30080

Action Summary - Final City Council

Monday, December 5, 2022

7:00 PM

A. Max Bacon City Hall - Council Chambers

Roll Call

Present: 7 - Mayor Derek Norton, Councilmember Glenn Pickens, Councilmember Latonia P. Hines, Councilmember Charles Welch, Councilmember Susan Wilkinson, Mayor Pro Tem / Councilmember Tim Gould and Councilmember Lewis Wheaton

Absent: 1 - Councilmember Travis Lindley

Also Present: 1 - Scott Cochran

Staff: 8 - Jennifer Bennett, Joe Bennett, Frank Carruba, Jill Head, Dat Luu, Russell Martin, Heather Peacon-Corn and Eric Randall

Call to Order

Mayor Derek Norton called to order the December 5, 2022 Mayor and Council Meeting held at A. Max Bacon City Hall in Council Chambers at 7:00 PM.

1. Invocation and Pledge:

The invocation and Pledge of Allegiance were led by Pastor Shell Osbon, Life Church Assembly of God (4100 King Springs Rd).

2. Agenda Changes:

3. Mayoral Report:

A. [2022-573](#) Smyrna Education Foundation Report and Check Presentation from JRM Management

B. [2022-574](#) Recognition of Campbell High School JROTC Lady Spartan Raiders and Male Spartan Raiders

4. Land Issues/Zonings/Annexations:

A. [2022-481](#) Public Hearing - Appeal the denial by the License and Variance Board for Variance Request V22-055 - Allow encroachment into the 75-foot impervious surface area setback - Lot 696 - 1921 Sadler Drive - Eddie Karr by Wayne S. Melnick who resides at 1921 Sadler Drive SE, Smyrna, GA 30080 as filed with the City Clerk's office on September 1, 2022 at 4:12 PM via electronic email.



Ward 6 / Mayor Pro Tem/Councilmember Gould

Mayor Pro Tem/Councilmember Tim Gould made a motion to deny item 2022-481, a public hearing and appeal of the denial by the License and Variance Board for Variance Request V22-055 to allow encroachment into the 75-foot impervious surface area setback on lot 696 located at 1921 Sadler Drive by applicant Eddie Karr by Wayne S. Melnick who resides at 1921 Sadler Drive SE, Smyrna, GA 30080 as filed with the City Clerk's office on September 1, 2022 at 4:12 PM via electronic email; seconded by Councilmember Lewis Wheaton.

The motion to deny carried with the following vote:

Aye: 6 - Councilmember Pickens, Councilmember Hines, Councilmember Welch, Councilmember Wilkinson, Mayor Pro Tem / Councilmember Gould and Councilmember Wheaton

Absent: 1 - Councilmember Lindley

B. [2022-544](#)

Authorization to submit the Comprehensive Plan Update to Department of Community Affairs for review and authorize the Mayor to sign and execute all related documents.

Ward/ Citywide

Councilmember Latonia P. Hines made a motion to approve item 2022-544, an authorization to submit the Comprehensive Plan Update to the Department of Community Affairs for review and authorize the Mayor to sign and execute all related documents; seconded by Councilmember Glenn Pickens.

The motion to approve carried with the following vote:

Aye: 6 - Councilmember Pickens, Councilmember Hines, Councilmember Welch, Councilmember Wilkinson, Mayor Pro Tem / Councilmember Gould and Councilmember Wheaton

Absent: 1 - Councilmember Lindley

C. [Z22-011](#)

Public Hearing - Zoning Request - Z22-011 - Allow a rezoning from R-15 to NS for an 8,000 sq. ft. retail business - 0.91 acres - Land Lot 700 - 3410 Atlanta Road - Grow Smyrna.

This item will be tabled to the January 17, 2023 Mayor and Council meeting at the request of staff.

Ward 6 / Mayor Pro Tem/Councilmember Gould

Councilmember Latonia P. Hines made a motion to table to the January 17, 2023 Mayor and Council Meeting at the request of staff item Z22-011, a public hearing and zoning request (Z22-011) to allow rezoning from R-15 to NS for an 8,000 sq. ft. retail business on 0.91 acres on land lot 700 located at 3410 Atlanta Road by applicant Grow Smyrna; seconded by Councilmember Glenn Pickens.

The motion to table to the January 17, 2023 Mayor and Council Meeting carried with the following vote:

Aye: 6 - Councilmember Pickens, Councilmember Hines, Councilmember Welch, Councilmember Wilkinson, Mayor Pro Tem / Councilmember Gould and Councilmember Wheaton

B

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



JACOBS



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INTRODUCTION

PURPOSE AND CONTENT

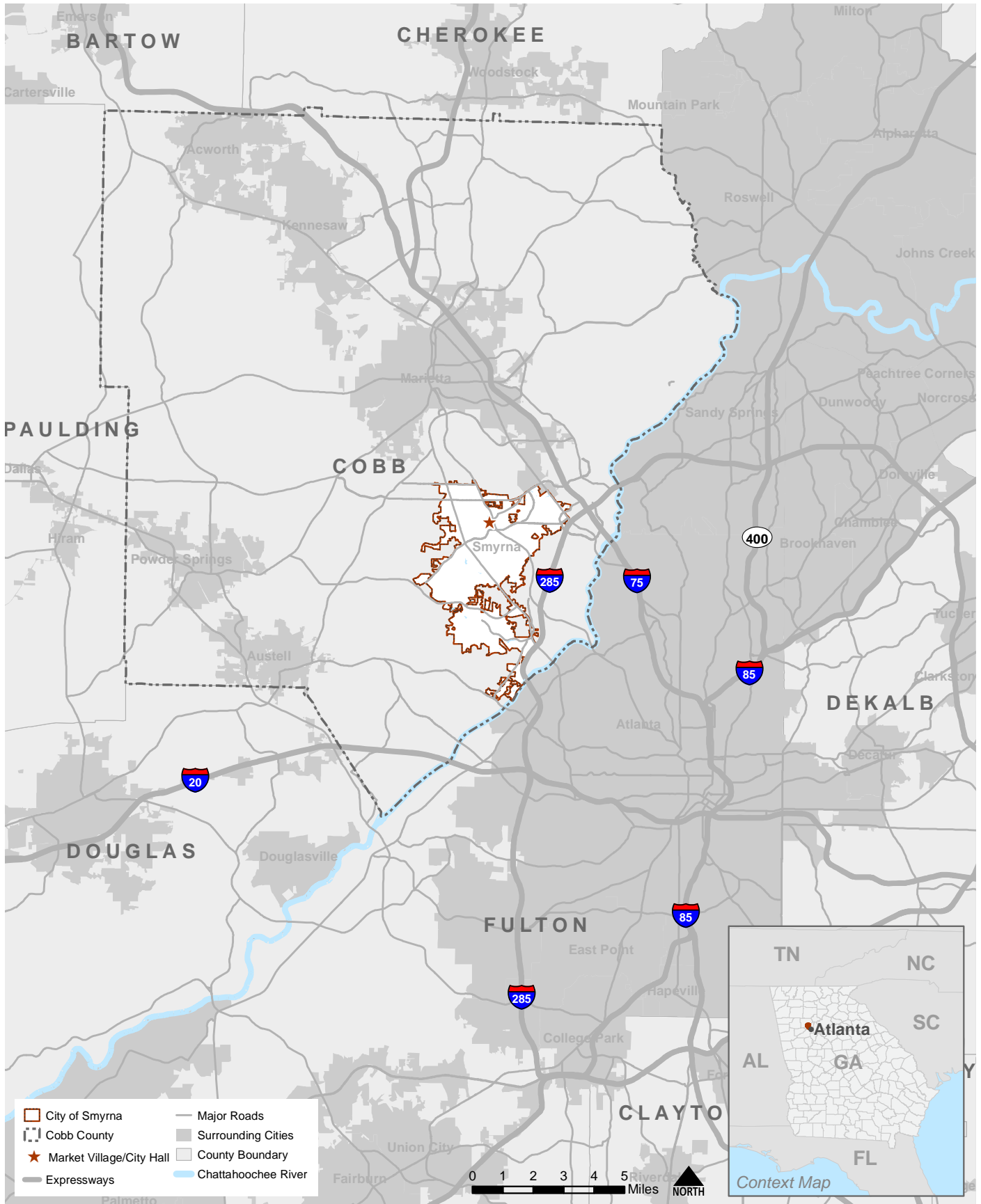
This Baseline Conditions Report provides a high level review of existing conditions and trends in the City of Smyrna. Its primary purpose is to support and inform the update to the City’s Comprehensive Plan. By providing a baseline review of where the city stands today as a community, it allows the Smyrna 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

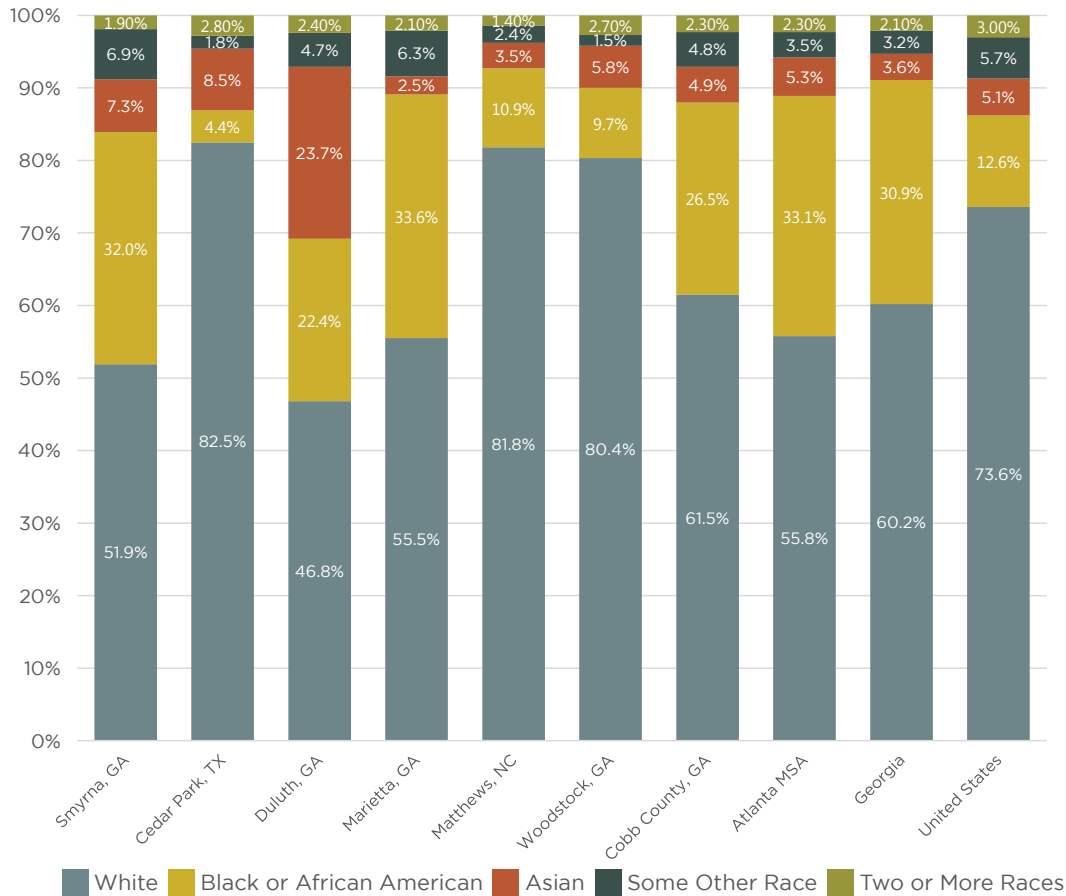
RACIAL/ETHNIC COMPOSITION

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.

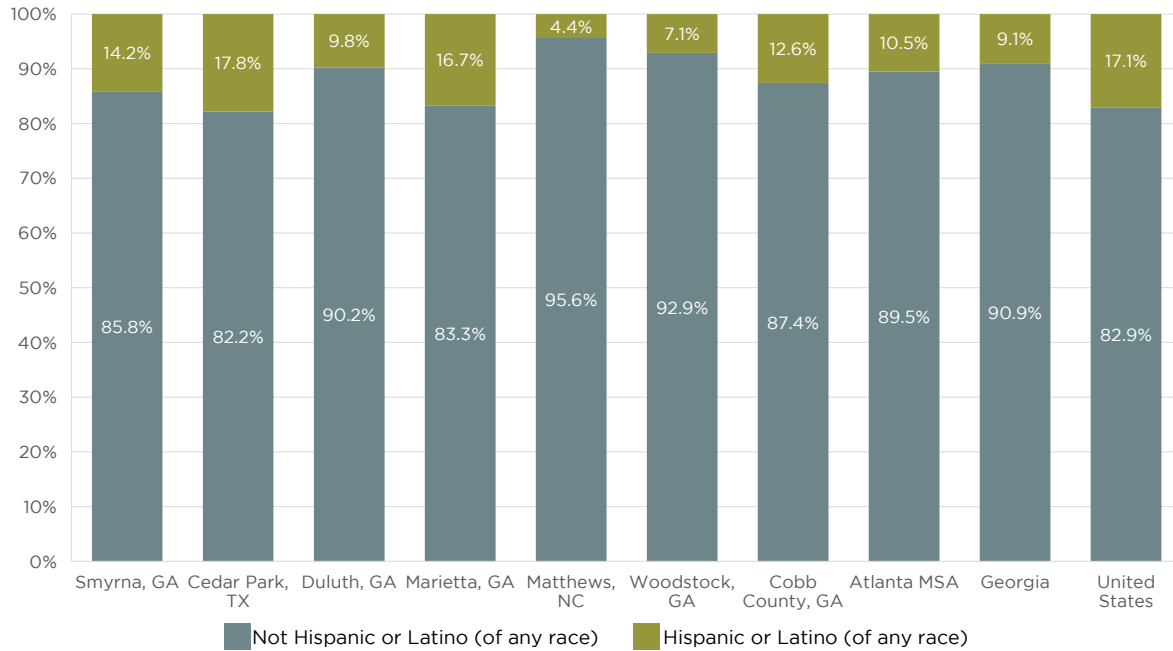
DIVERSITY

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

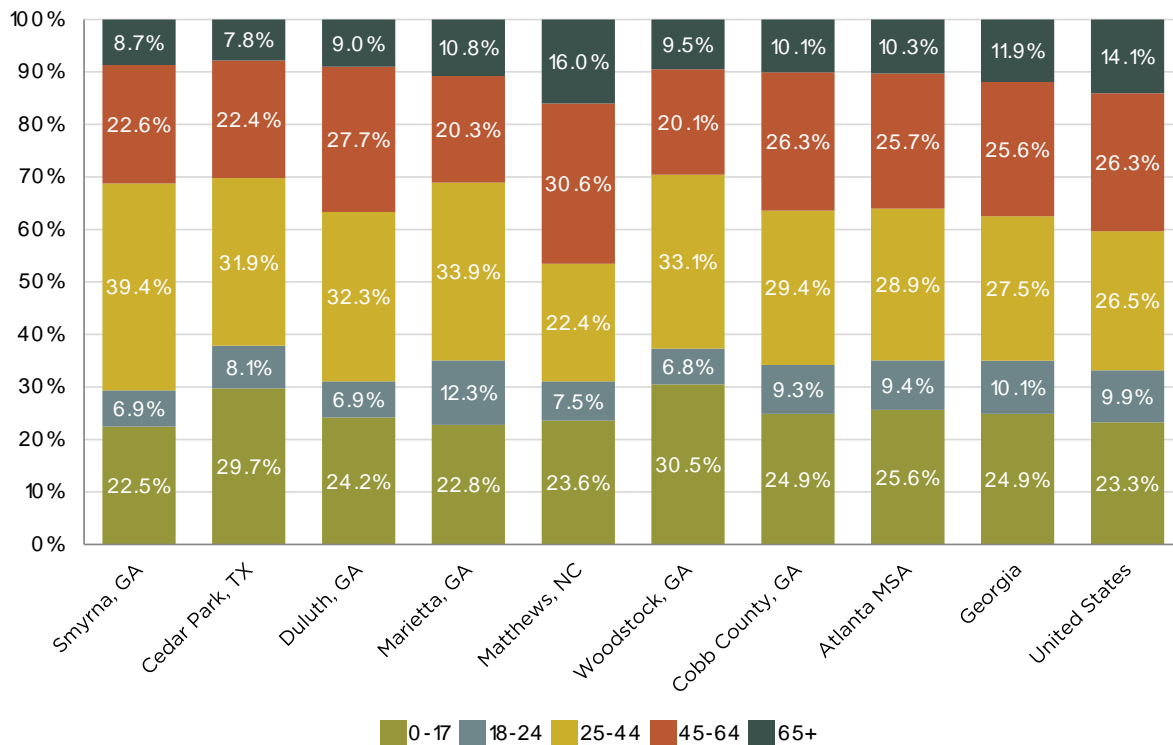
Smyrna has a relatively young population with nearly 70 percent of residents under the age of 45 and has one of the highest shares of residents between the ages of 25 and 44 relative to the comparison communities. Nearly 40 percent of residents fall within this age group. Residents between the ages of 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).

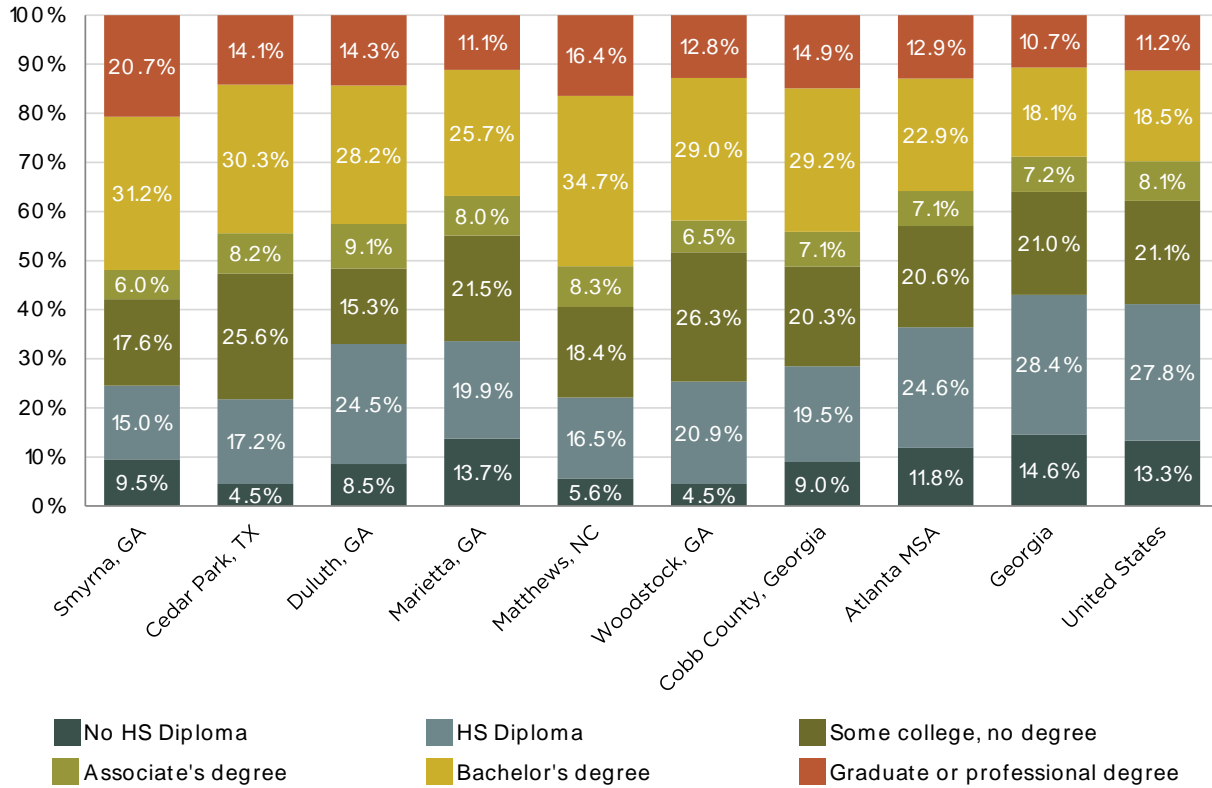
Table B-3. Educational Attainment Distribution, 5-Year Pct. Pt. Change

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

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

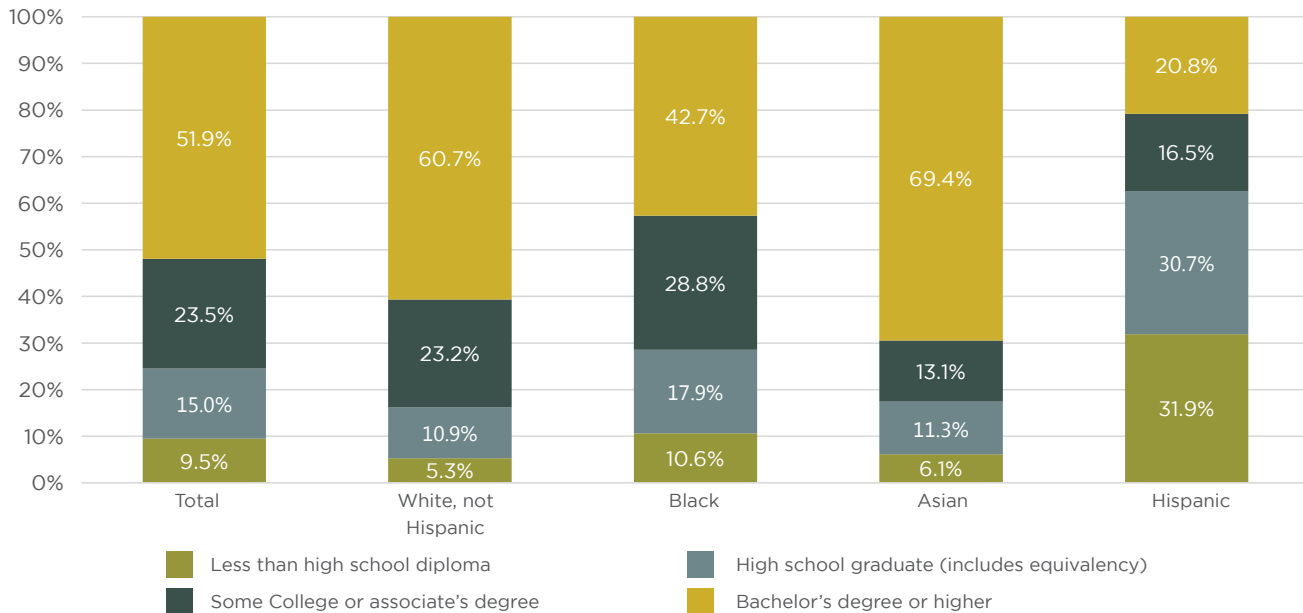


Figure B-5. Educational Attainment



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

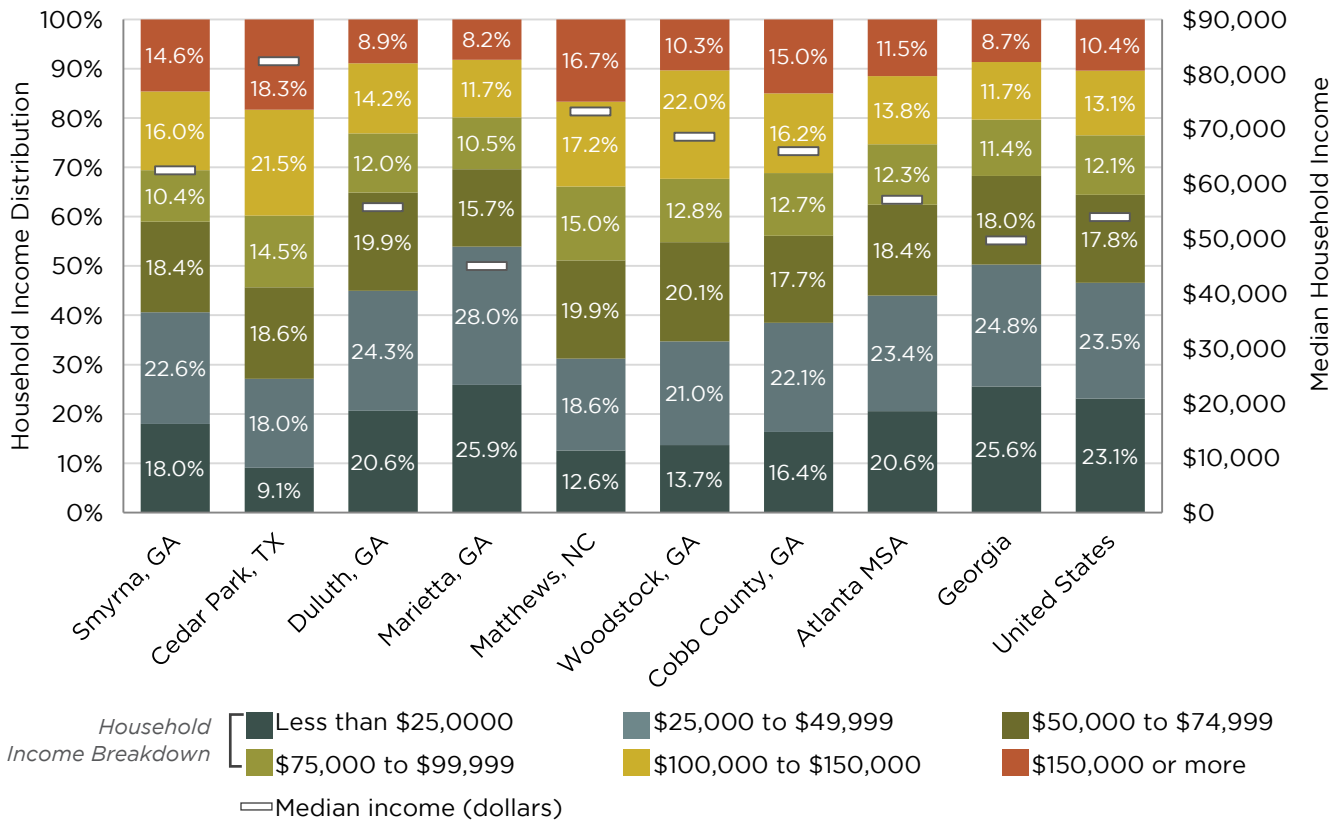
Given the high levels of educational attainment and share of residents with a bachelor's degree or higher, it's not surprising to see that Smyrna also has a population with relatively high household incomes. In 2015, the median household income was \$62,363, which was higher than Duluth, Marietta, the 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.

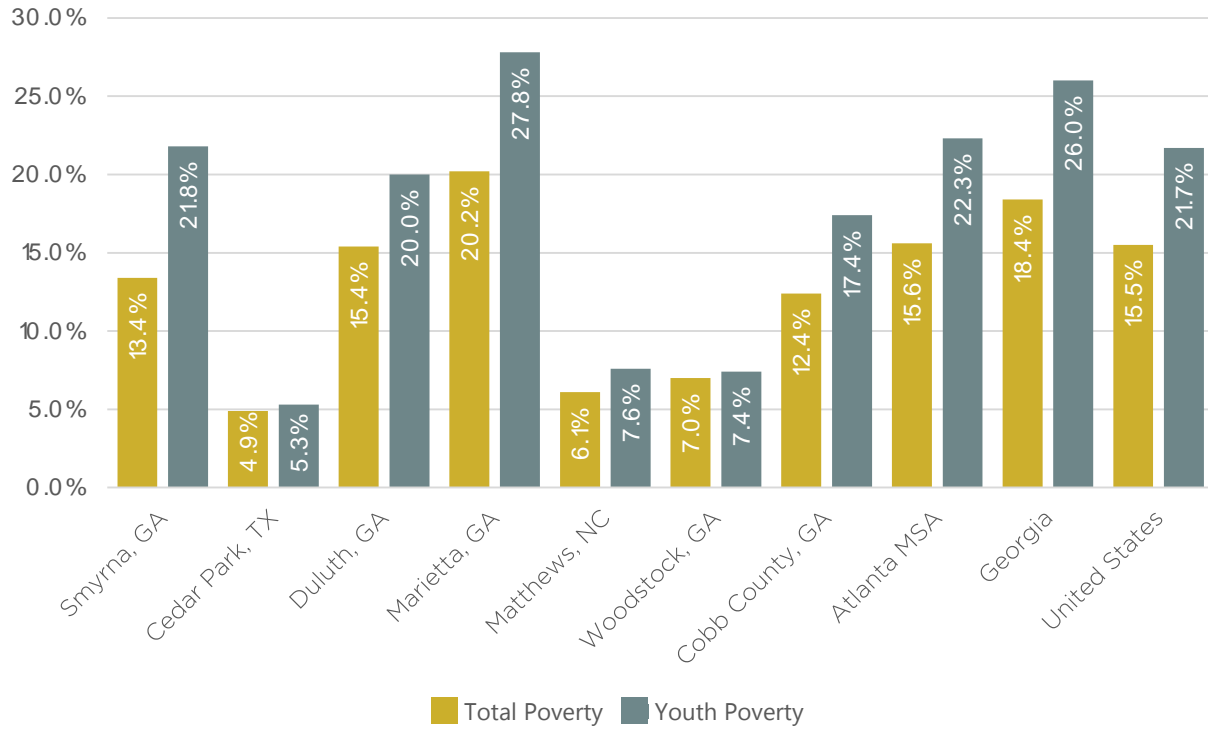
The federal poverty threshold in 2016, the most recent year for which poverty data thresholds have been set at the time of this report, for a family of four with two children was \$24,339. Considering that the national median annual income for high school dropouts is \$25,636, it is clear that a high 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.

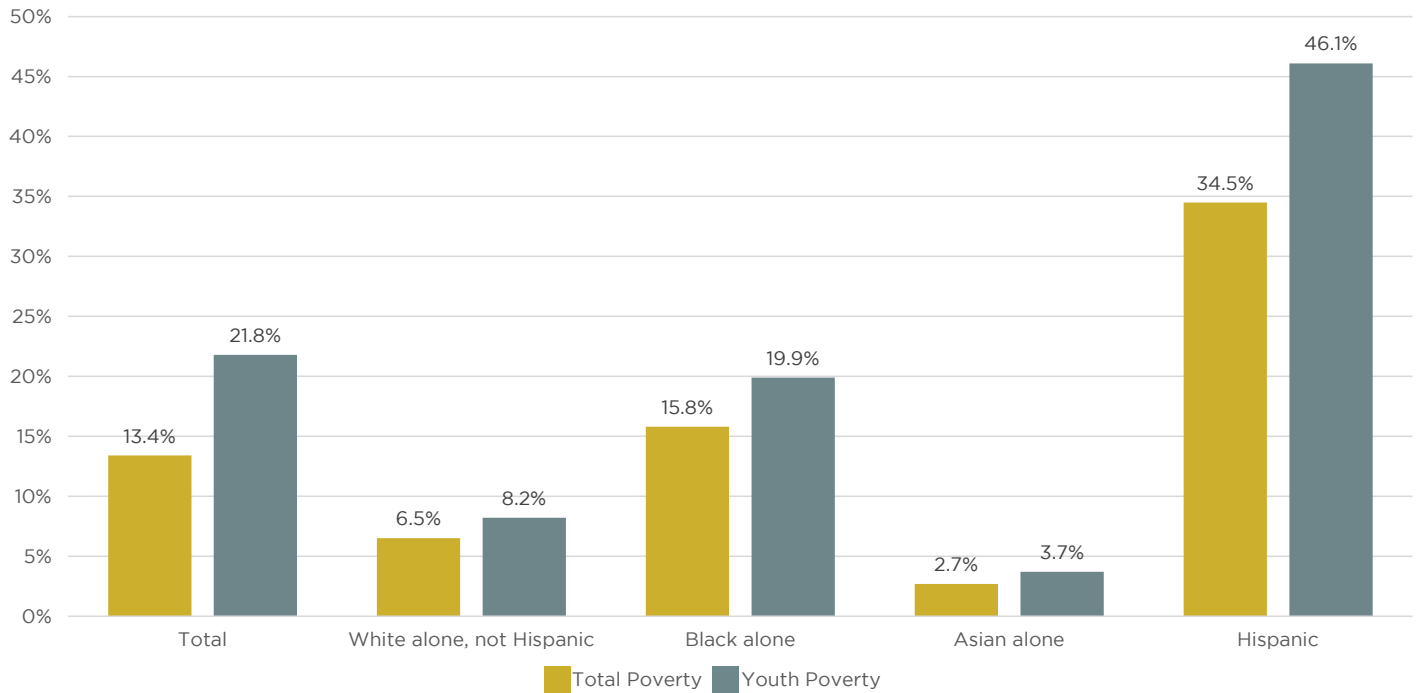
Over the past decade, poverty rates across the country increased as the negative impact of the recession hit households. And although Smyrna's poverty rates increased by less than national trends, the city was not fully immune to such negative recessionary effects. In 2015, Smyrna's poverty rate was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



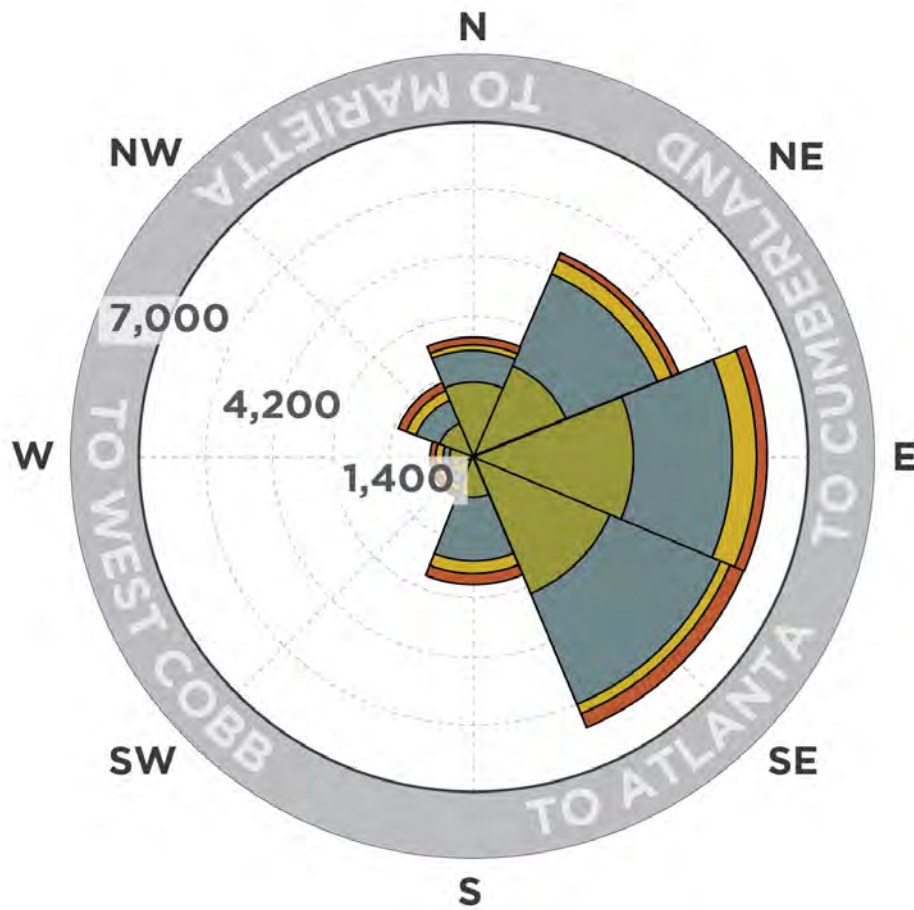
Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-yr Estimates

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.

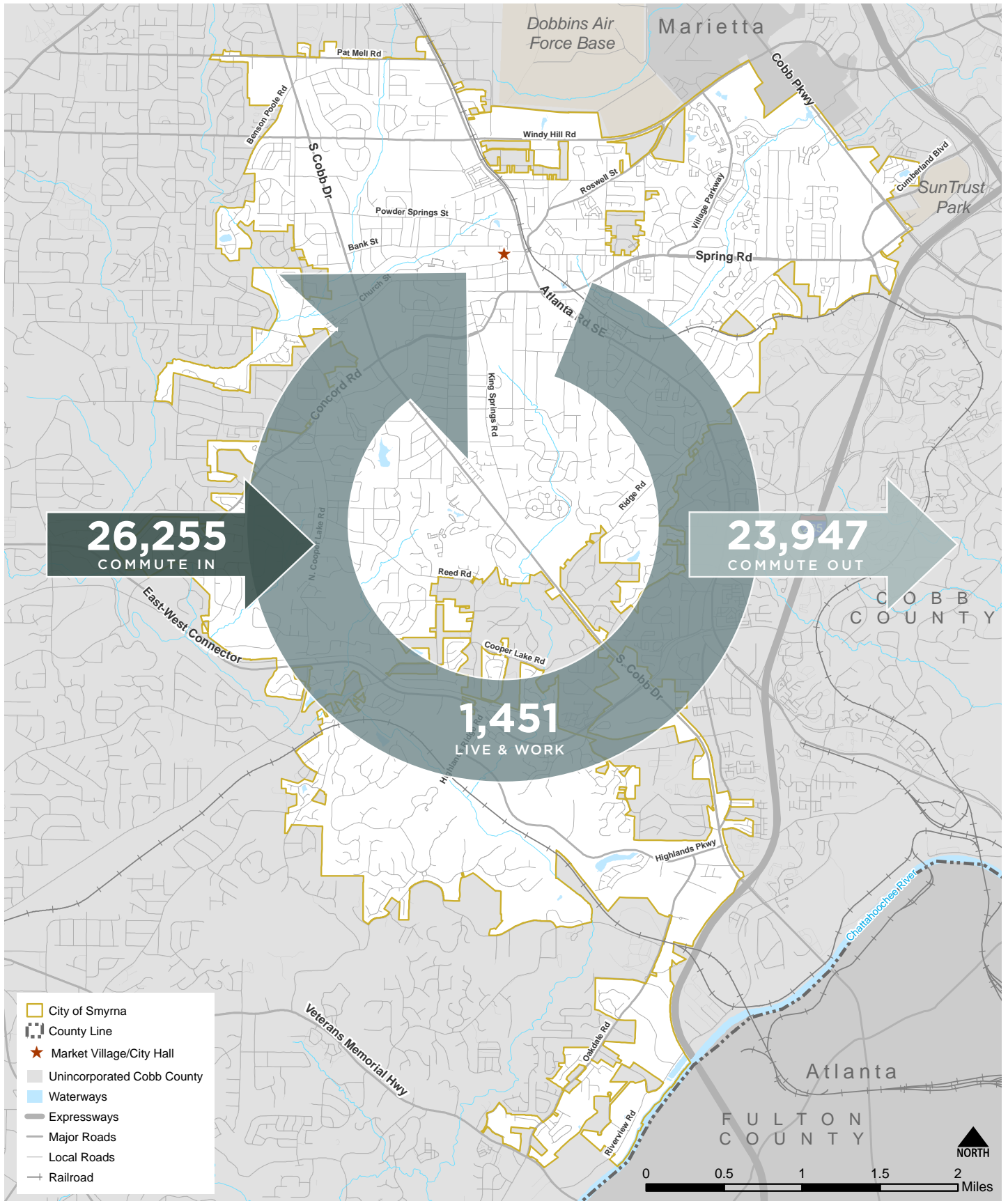
Figure B-10. Jobs by Distance and Direction of Travel



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



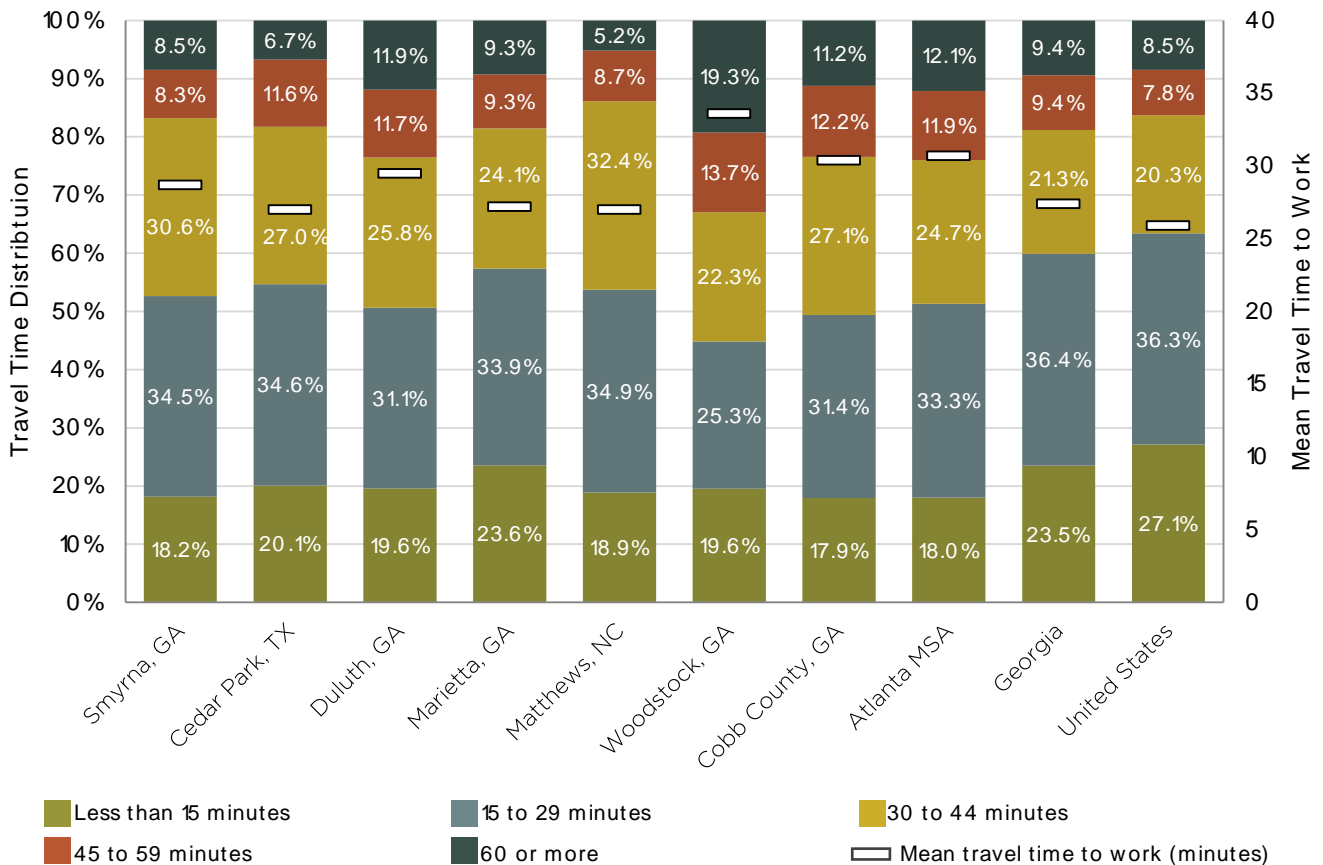
Source: City of Smyrna GIS Department; Atlanta Regional Commission; Census OnTheMap

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



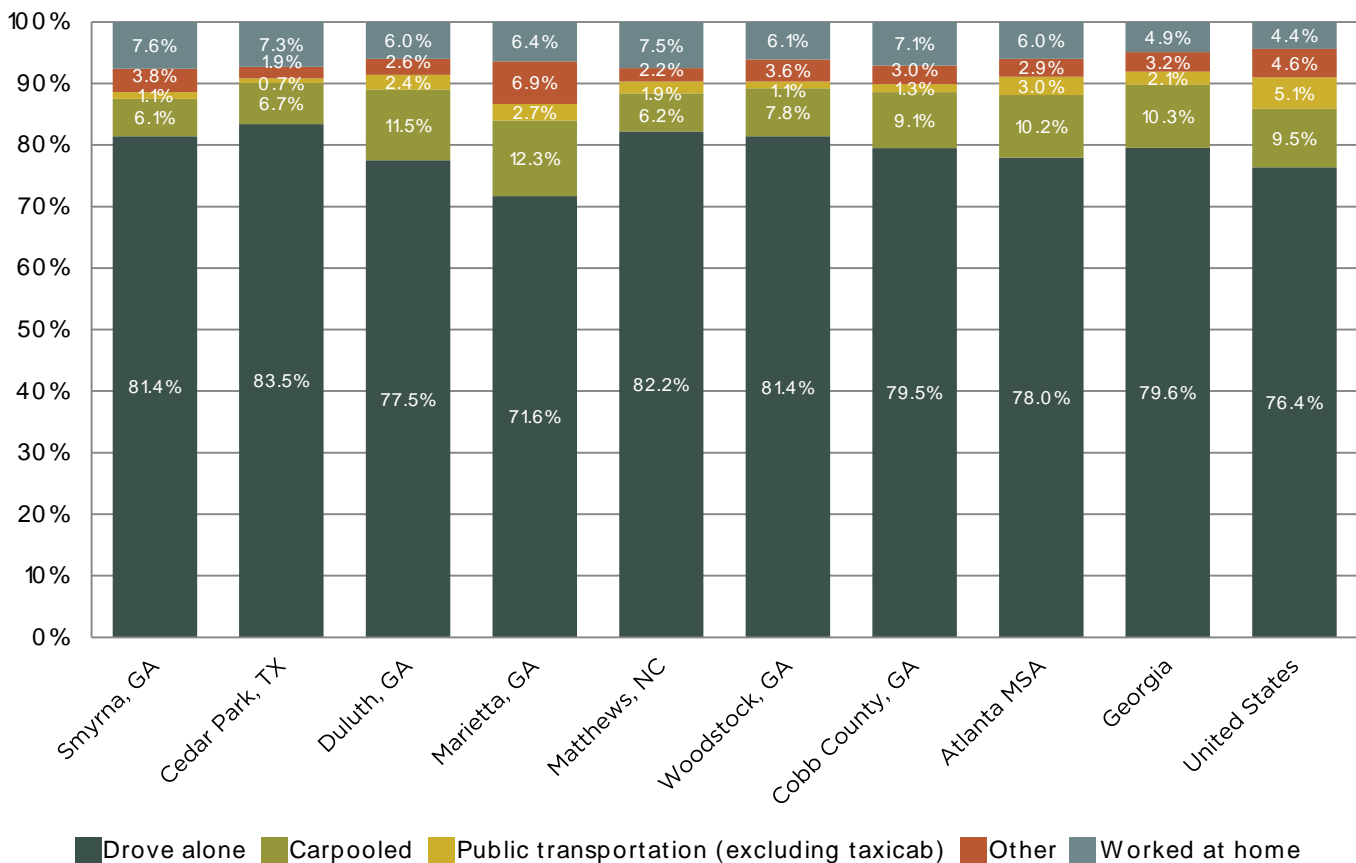
Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

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.

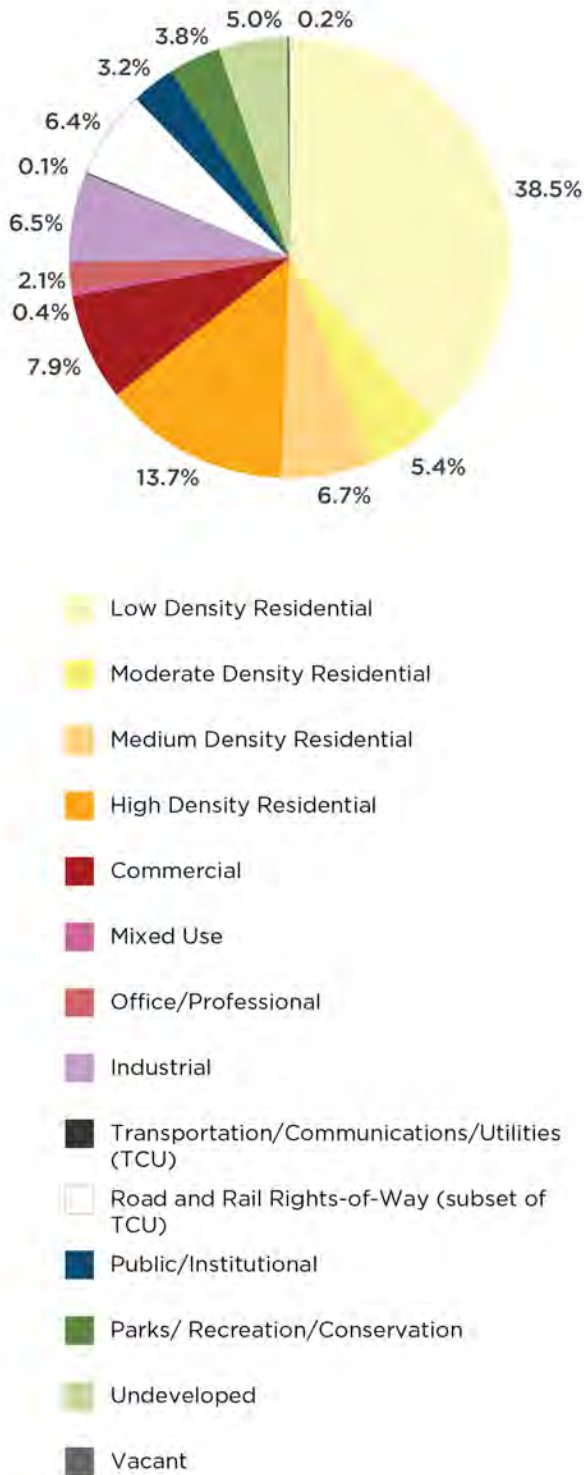
ANALYSIS OF EXISTING CONDITIONS

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)

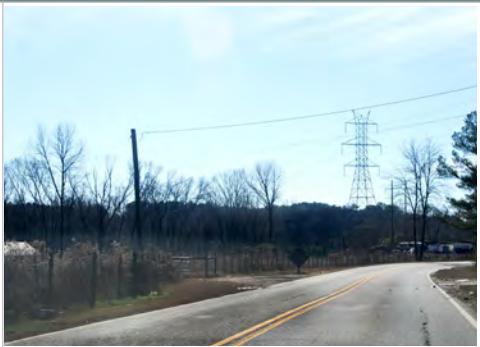



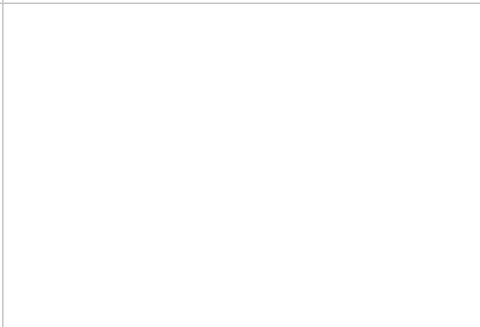
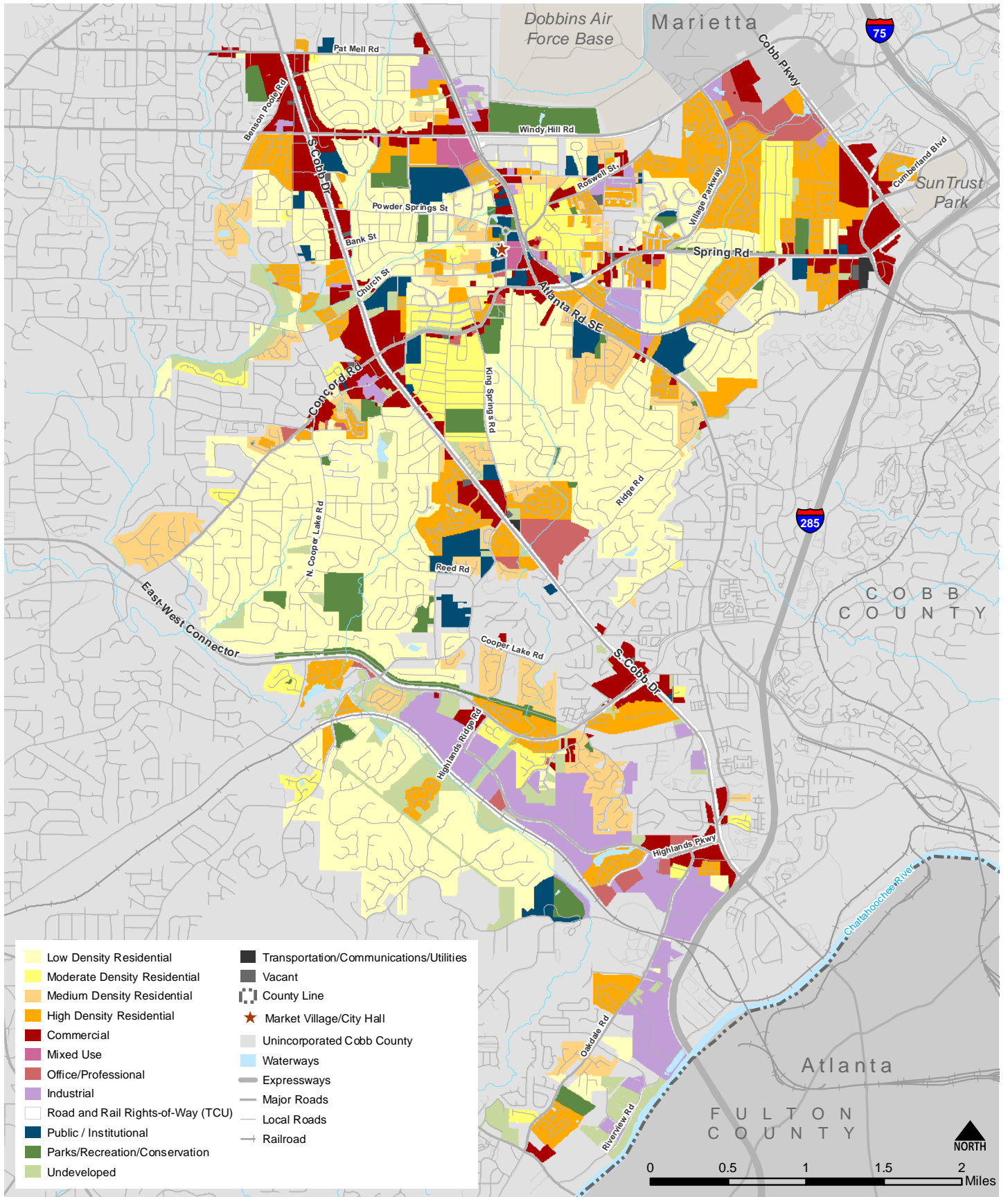
Land Use Classification	Photo
<p>Transportation/Communication/Utilities: Land dedicated to such uses as power generation plants, railroad facilities, radio towers, public transit stations, telephone switching stations, or other similar uses. Road and railroad rights of way are also included in this category. 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.

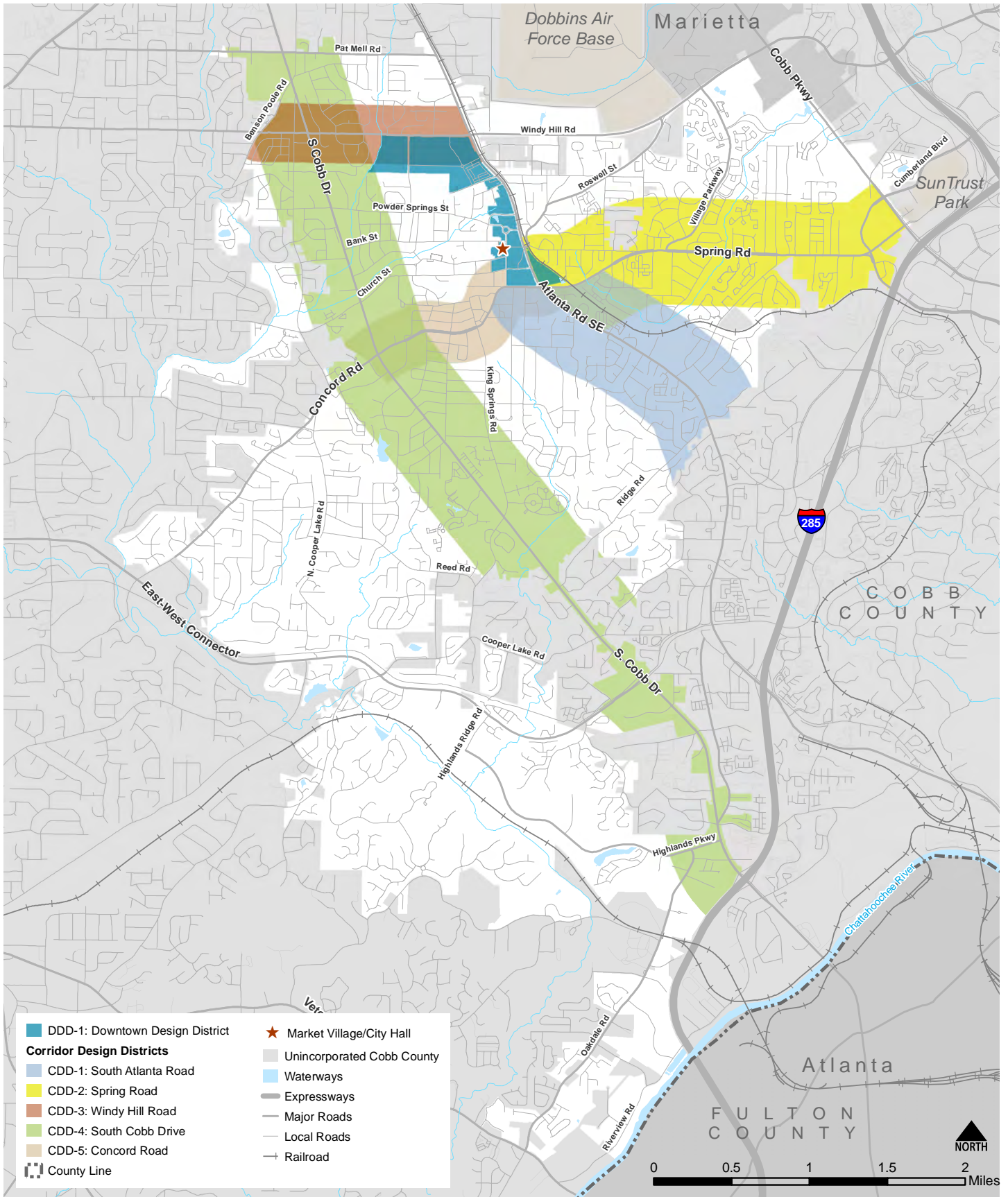
ANALYSIS OF EXISTING ZONING, INCLUDING FOCUS ON OVERLAY DISTRICTS

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).

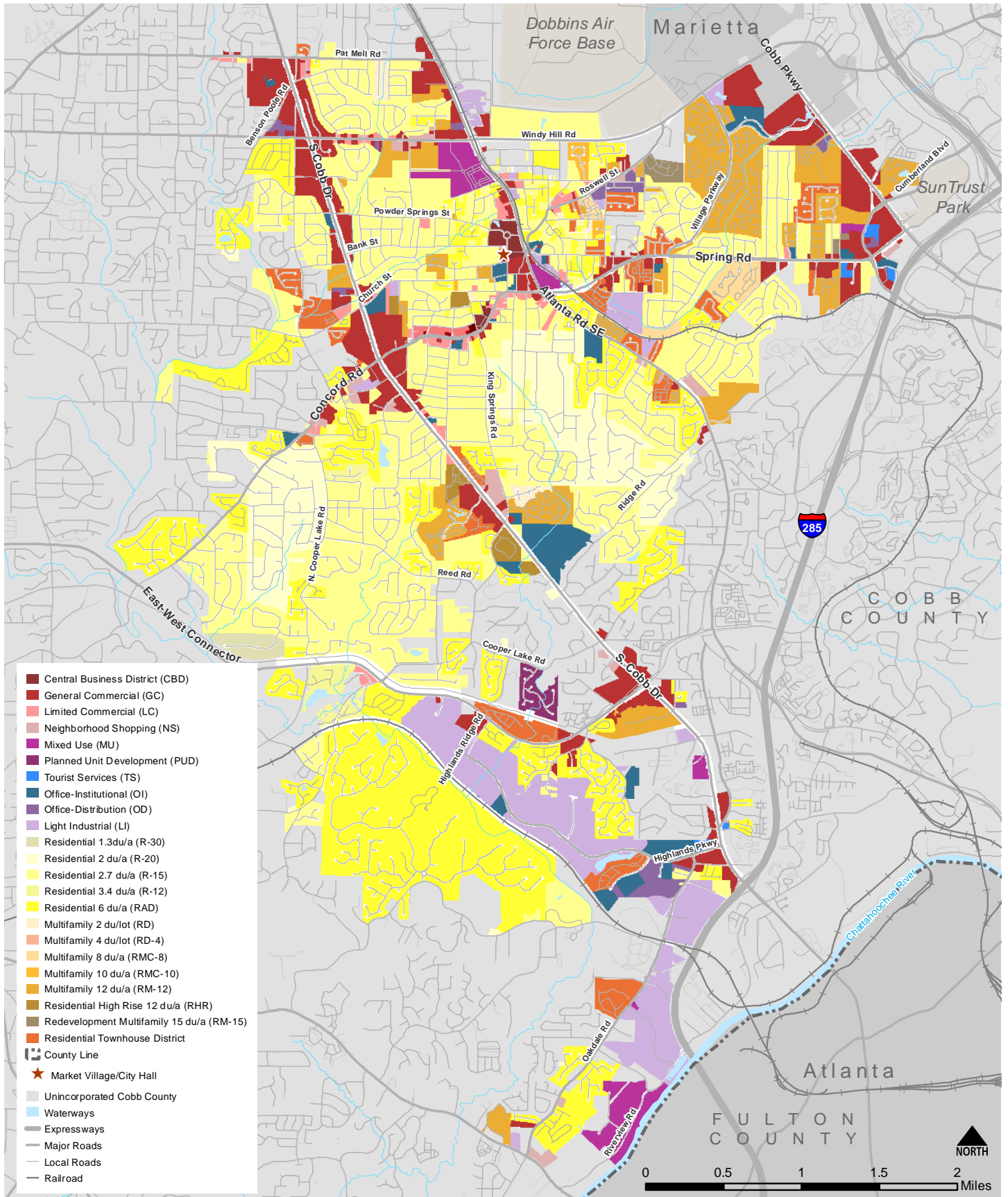
The ROD is a targeted overlay district that maybe overlaid upon the RM-12, RHR, CBD and GC zoning districts and either community activity center, high density residential or mixed-use land use categories as designated on the Future Development Map at the applicant request, and City Council approval. 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%
Lowest Percent Land Area	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%
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

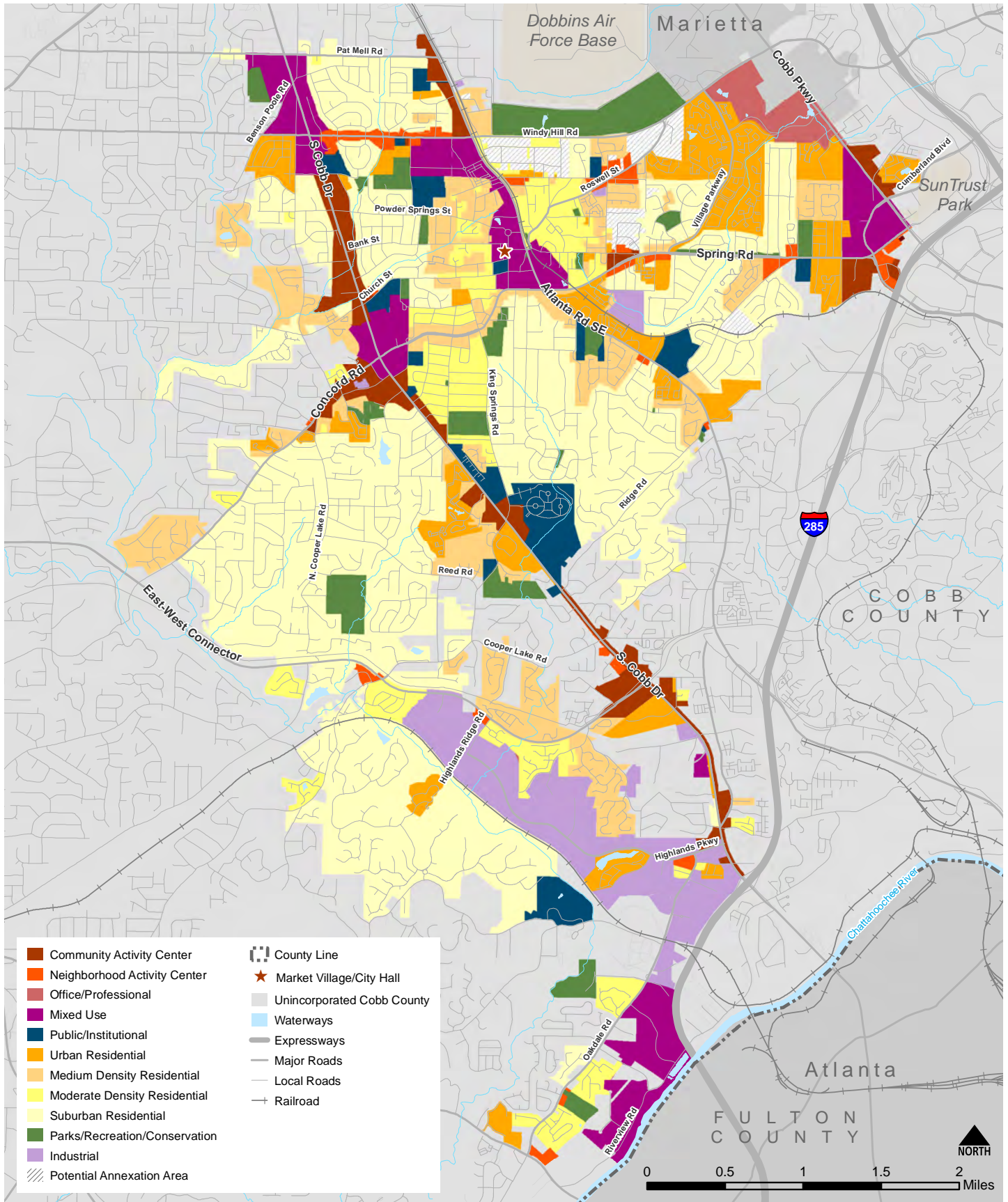
Adopted in 2007 as part of the City of Smyrna Comprehensive Plan 2030, Smyrna’s current Future Land Use Map (FLUM), referred to as the Future Development Map, and supportive narrative provides a vision for development patterns and land use throughout the City’s in terms of distinct development areas. 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.

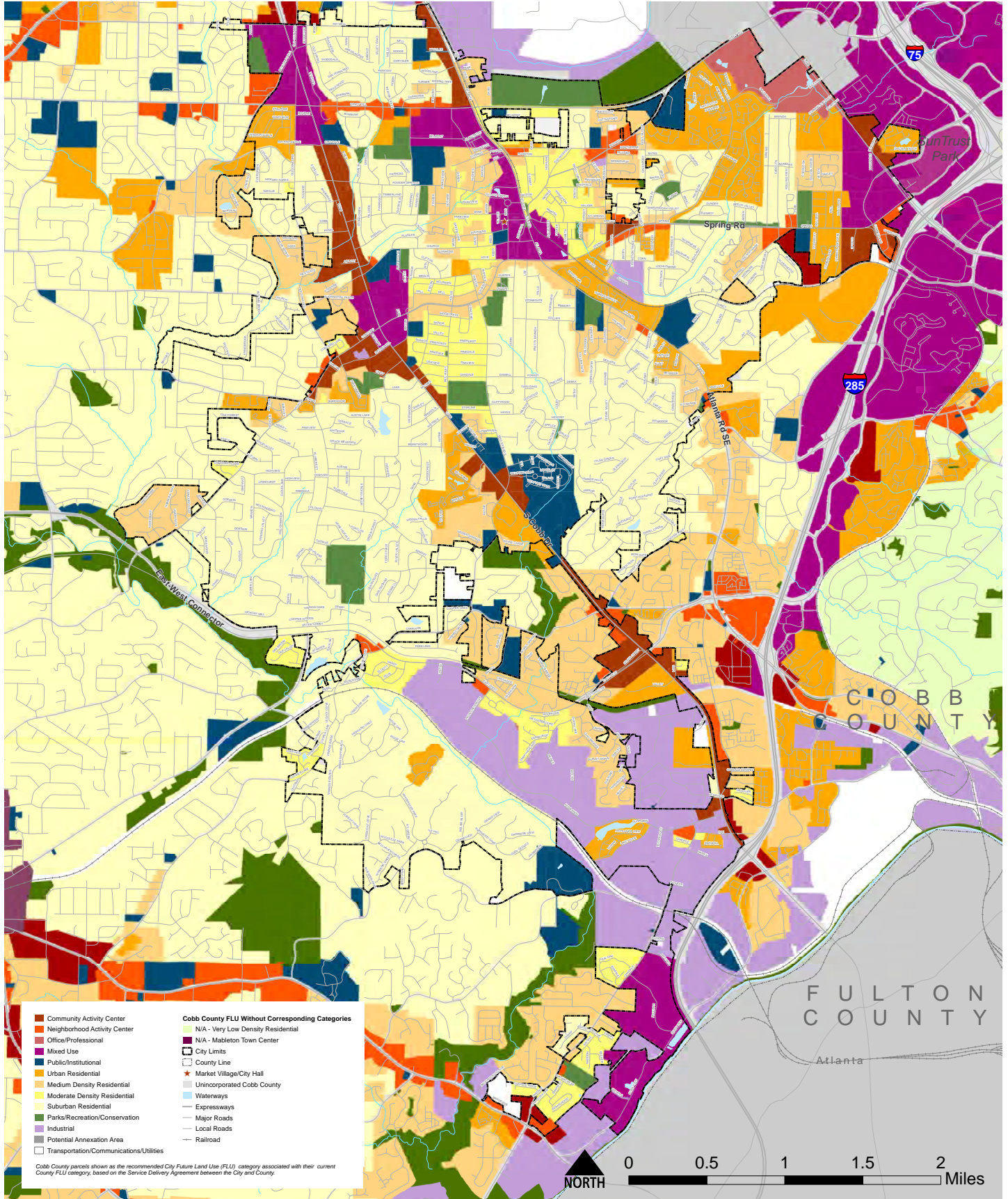
The appropriate land uses, implementation measures, and boundaries of the areas on the Future Development Map will be reviewed, validated, and possibly revised as part of this comprehensive planning effort.

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 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 are 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

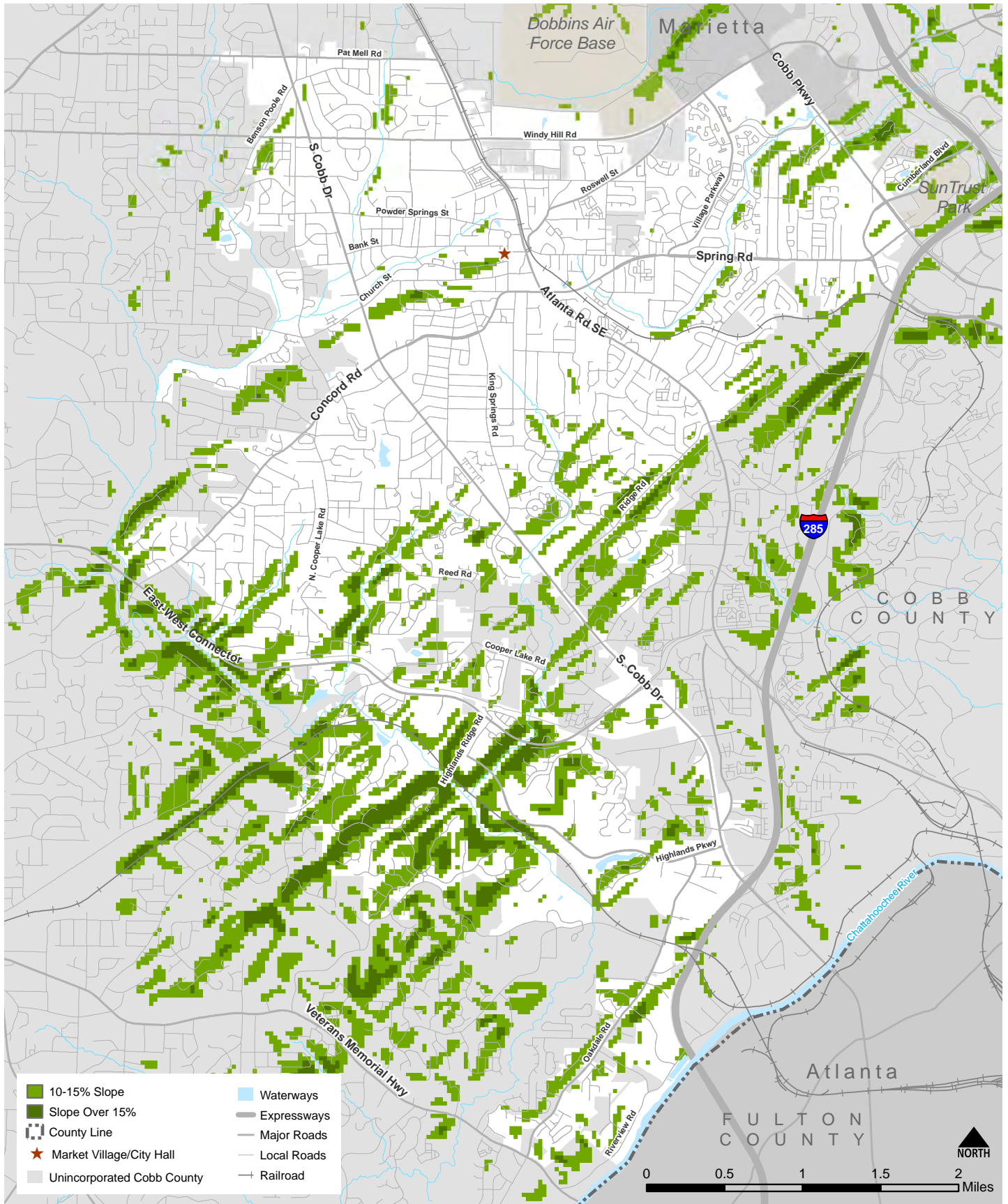
The City of Smyrna is part of the Metropolitan North Georgia Water Planning District (MNGWPD), which was created in 2001 to oversee regional water management for over 100 jurisdictions within metropolitan Atlanta, including Cobb County and the City of Smyrna. The MNGWPD oversees implementation of the 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.

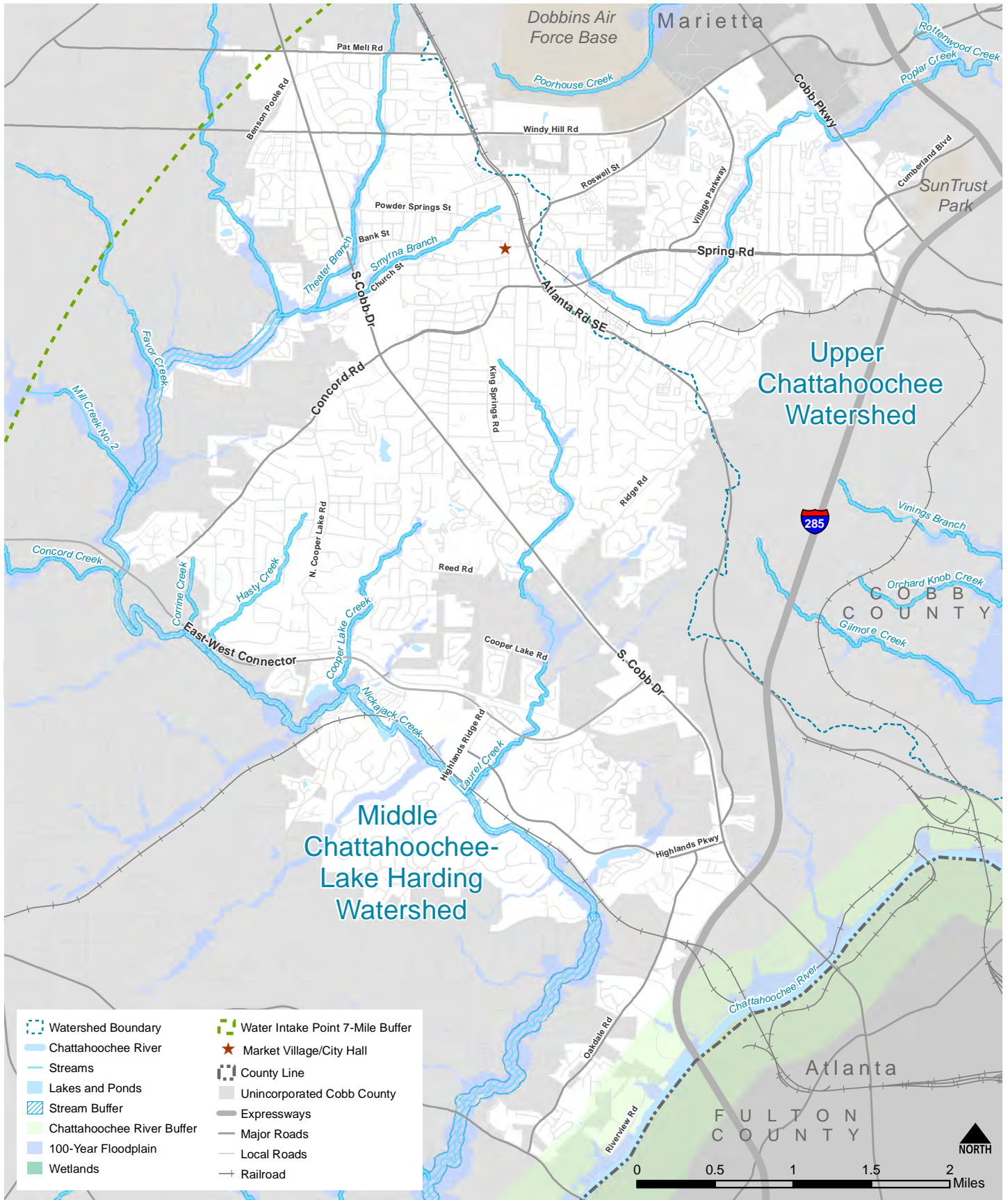
GROUNDWATER RECHARGE AREAS

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.

Figure B-21. Water Features Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission



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

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

PROTECTED MOUNTAINS

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

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

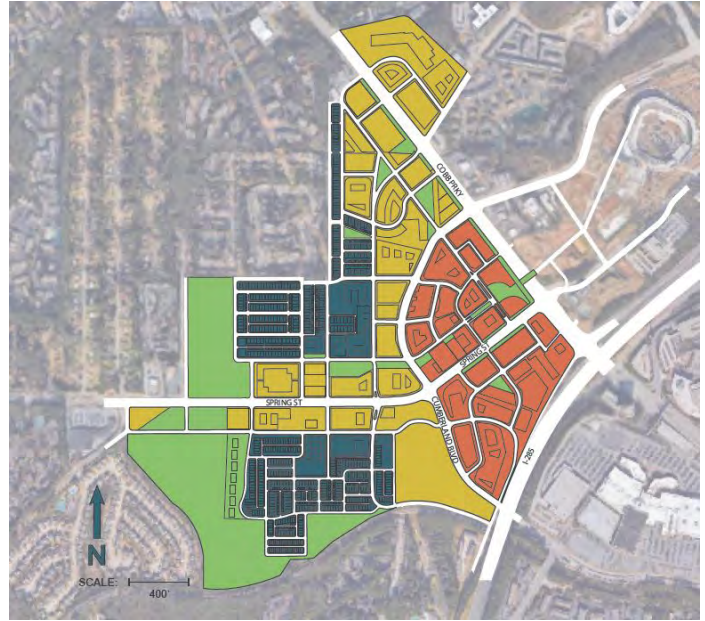
Another key planning effort is the Spring Road LCI Study. Final recommendations from that study will be evaluated in the implementation planning phase of the project. A companion effort was undertaken by Georgia Tech, who was working on a Studio Report related to the Spring Road Gateway to Smyrna. Final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

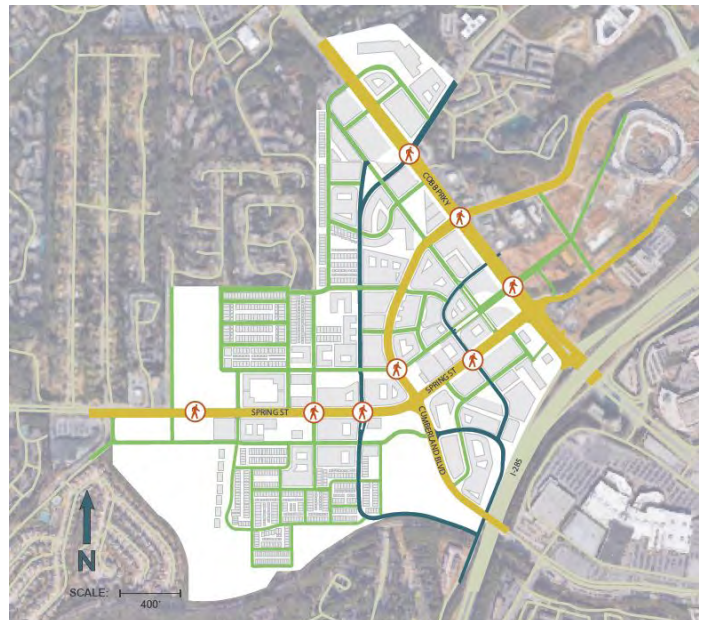
GEORGIA TECH STUDIO SMYRNA CROSSROADS STUDY

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.

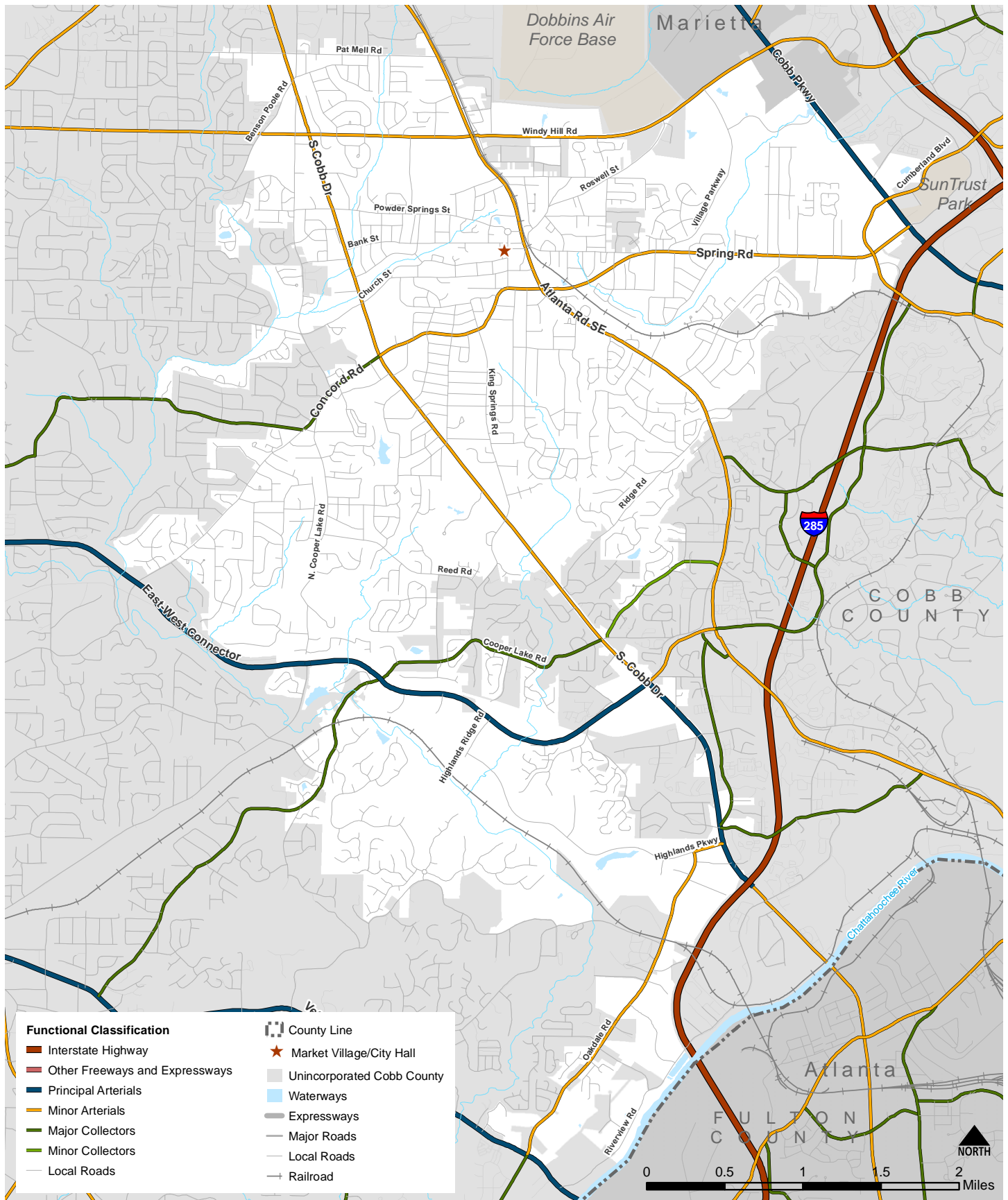
The built form of Smyrna is typical of low-density, suburban areas in Atlanta. This form of development has resulted in residential streets and neighborhoods that are inefficiently disconnected from the street grid, often with only one or two outlets to the city road network. Figure B-23 shows the effective 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.

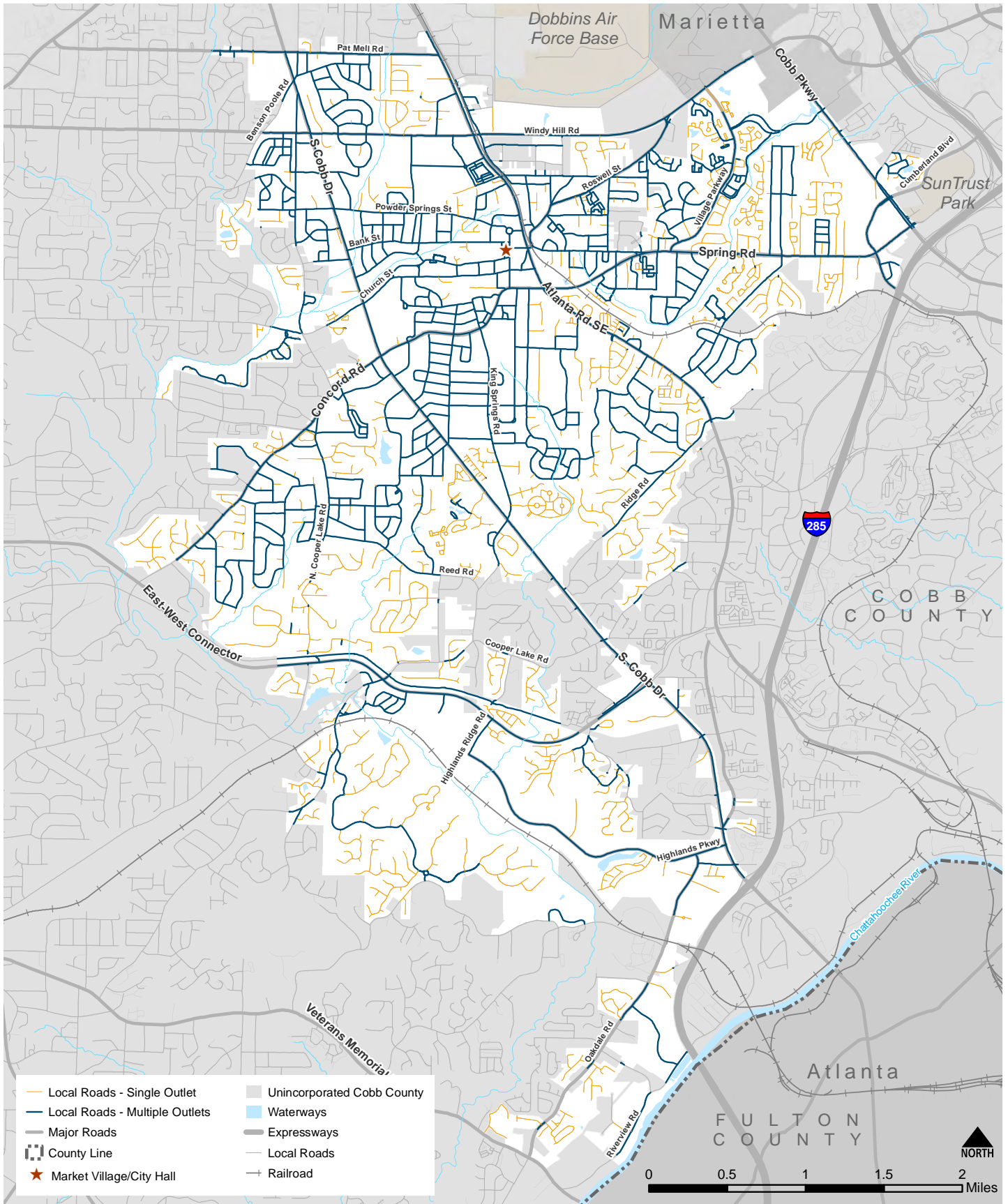
Future projects including the widening of Windy Hill Road, known as the Windy Hill Boulevard Widening and Complete Streets Project, and Spring Road Complete Streets will increase the capacity, operation, and travel times on these key corridors. Guiding future development in Smyrna along a more regular 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.

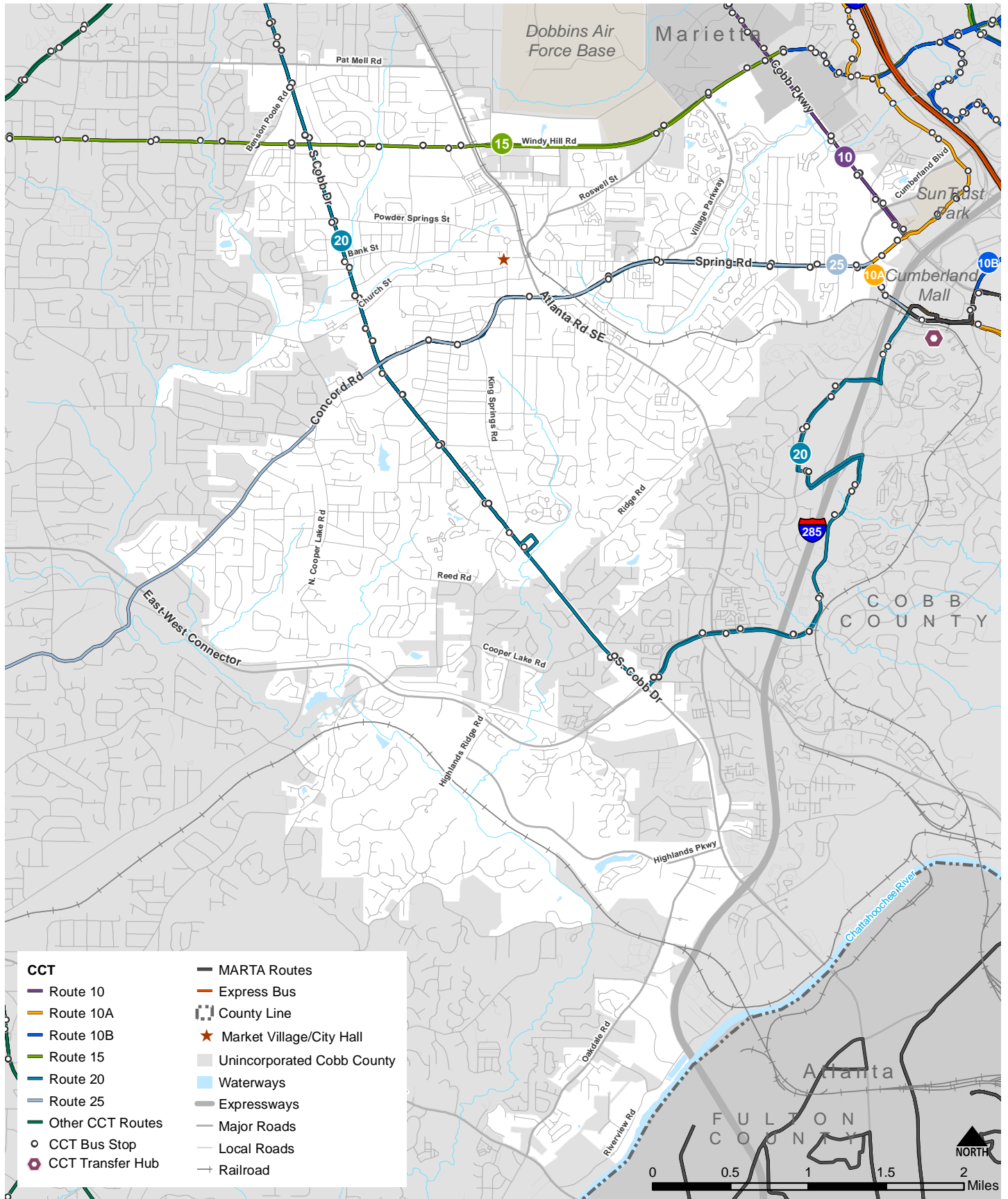
Routes 15, 20, and 25 are the chief routes serving major transportation corridors in Smyrna and connect with Cobb Express buses to Metro Atlanta along Interstate 75. Routes 15 and 20 operate a bus every 30 minutes from Marietta during peak times. Outside peak times and on Saturdays, Route 20 provides 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 connection 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.

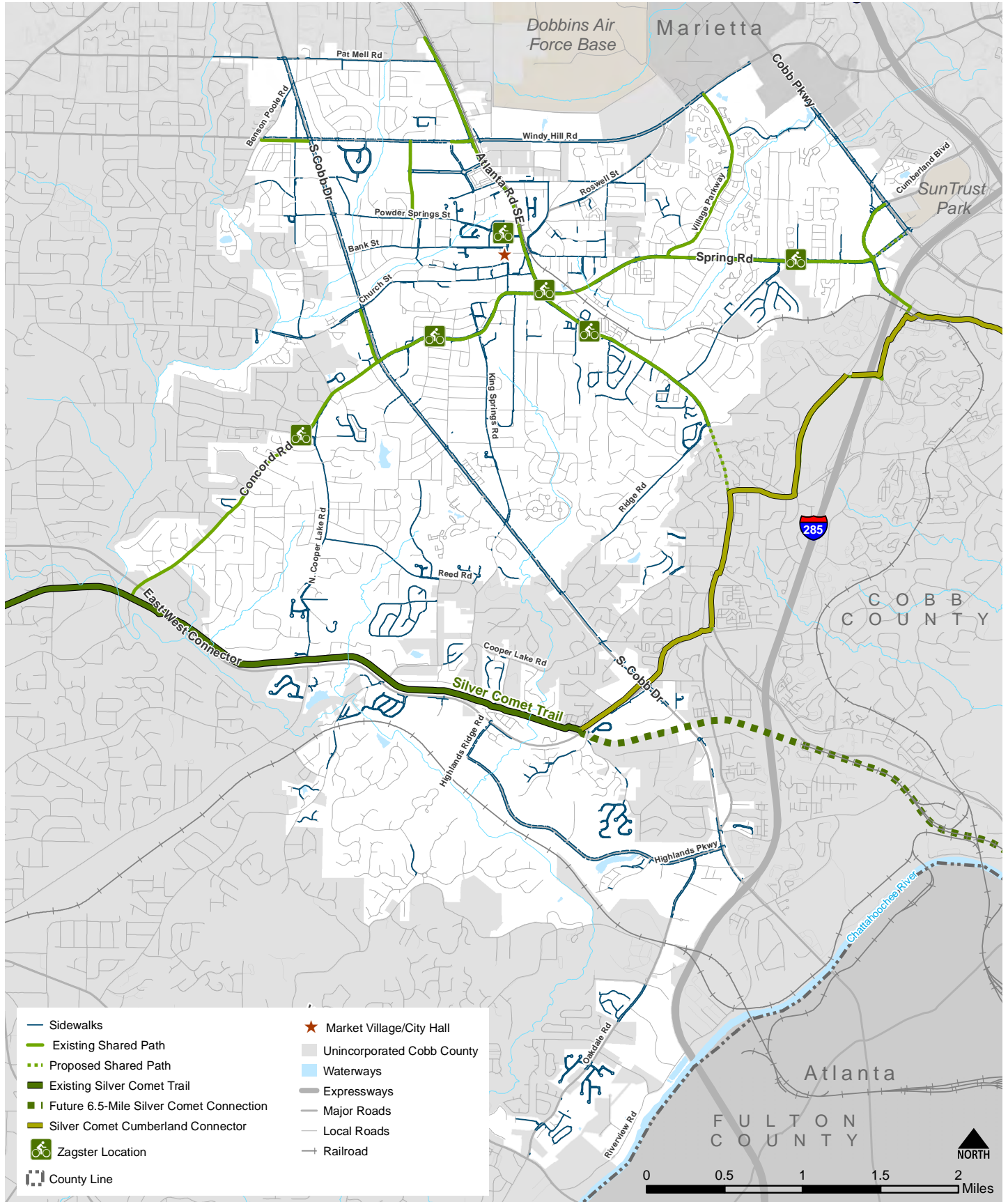
RECREATION

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.

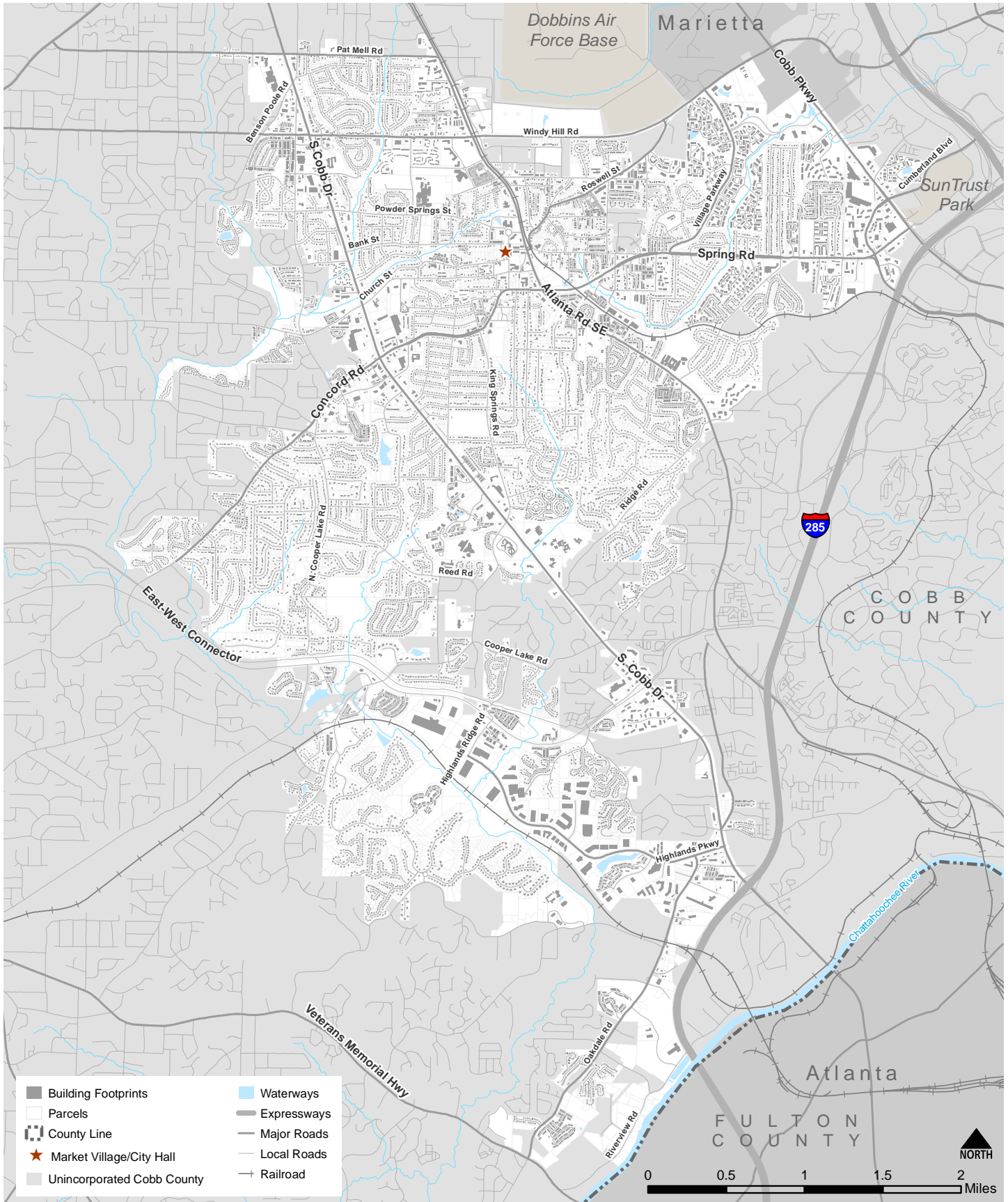
Smyrna's disconnected street network also reduces walkability in Smyrna by decreasing route options and increasing the distance to local shops and centers. Community feedback in the 2014 Smyrna Vision Plan indicated the urban form and street network in Smyrna made travel by private vehicle the only viable 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.

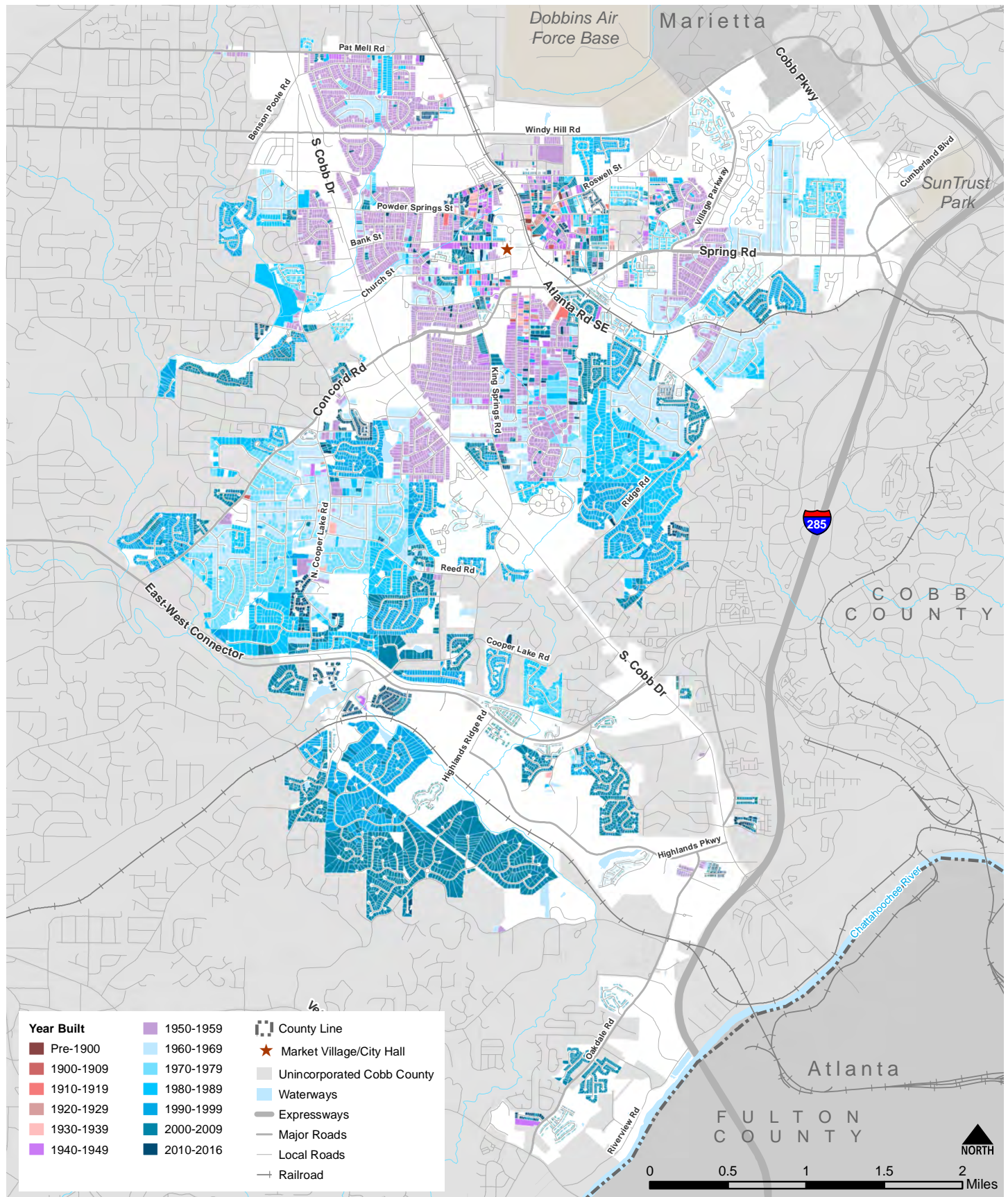
As demonstrated by Figure 24, the grand majority of Smyrna’s pre-1960s housing is located in the northern half of the city, with the newest units (those built between 2010 and 2016), interspersed throughout the city either as newer neighborhoods or infill units in preexisting neighborhoods.

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

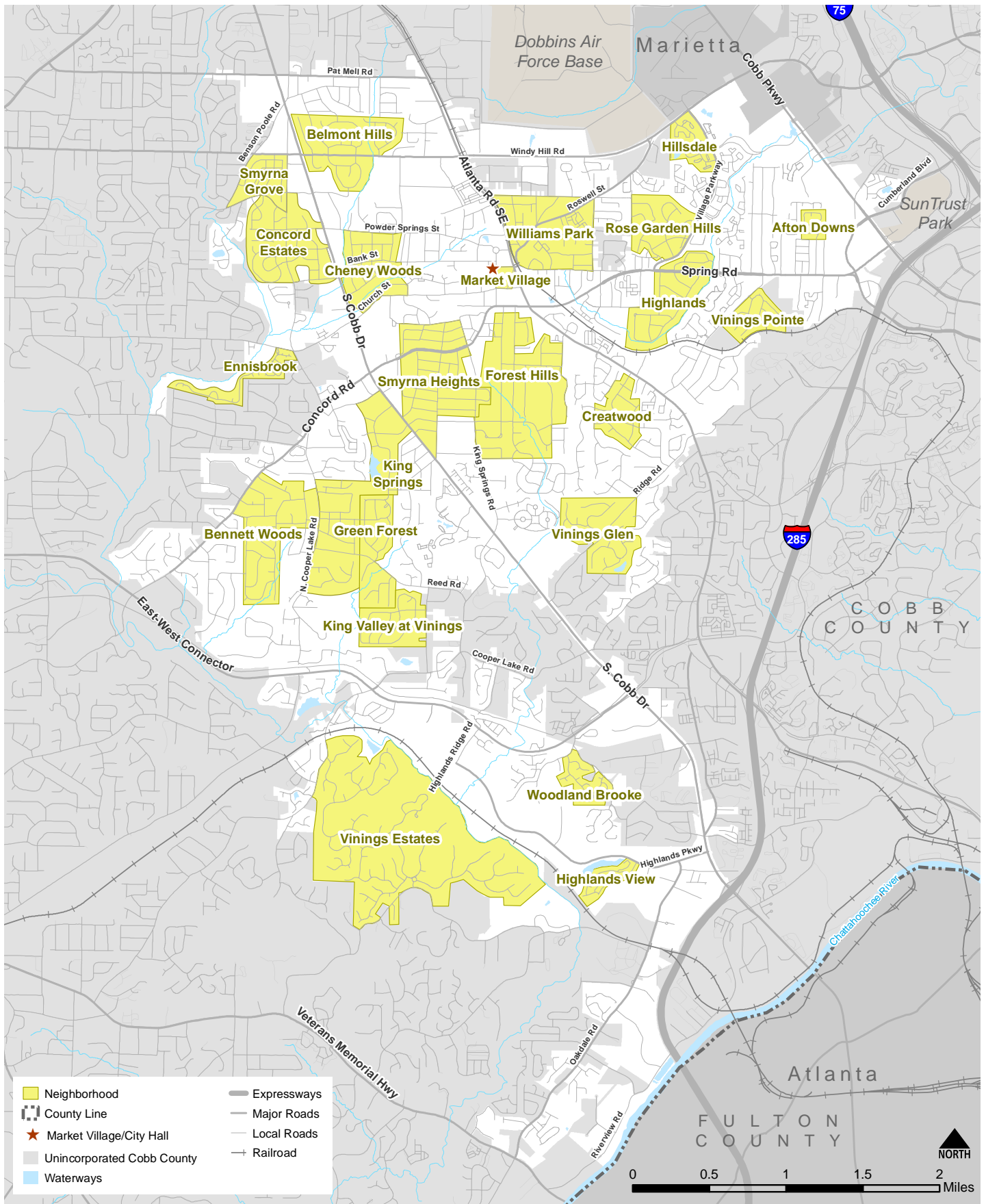
As discussed in the land use analysis, there are more than 360 formally identified neighborhoods/subdivisions within the city. (Figure B-28 shows some of the largest and most recognized neighborhoods in the city, but does not include all neighborhoods.) The neighborhoods and their suburban design have 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

OCCUPANCY

The American Community Survey estimates Smyrna housing vacancy rate at 8 percent, the same as Cobb County. This is notably lower than the state and slightly lower than that of Marietta. Some degree of vacancy is considered healthy to allow for movement of households within the housing market. Smyrna's homeowner vacancy rate is similar to that of Cobb County, estimated at 2 percent, while its rental vacancy rate is estimated at 4.8 percent, the lowest of all comparison geographies. This low rental vacancy rate may be a reflection of Smyrna's desirable location within Cobb County and the broader Atlanta region and implies there is likely additional opportunity for rental housing within Smyrna. During Census years, Smyrna's vacancy rate has fluctuated from 11.8 percent in 1990, to 6.7 percent in 2000, and 10.7 percent in 2010.

Housing tenure measures the makeup of occupied housing units within a community by owners and renters. It is estimated that Smyrna's occupied housing is evenly occupied by owners and renters, with 50 percent owner-occupied units and 50 percent renter occupied units. By comparison, Marietta has an estimated 42 percent owner occupancy rate, and Woodstock has a 68 percent owner occupancy rate.

The American Community Survey (2011-2015 5-Year Estimates) also show that the average household size of owner-occupied units within Smyrna is 2.36 people, which is lower than Cobb at 2.69, Georgia at 2.76, and Woodstock at 2.76. Smyrna also reflects a lower average household size for rental units at 2.17, which is lower than Cobb at 2.55, Georgia at 2.67, and Woodstock at 2.52. These smaller household sizes may be a symptom of both the community's attractiveness as a residence for young adults and empty-nesters as well as school-related concerns that may deter some families from staying in the community when at certain times in their children's education, as pointed out by the findings of the 2014 Strategic Vision Plan.

Table B-14. Housing Occupancy

	Smyrna		Marietta		Woodstock		Cobb County		Georgia	
Total housing units	25,735	100%	26,277	100%	10,556	100%	290,963	100%	4,133,065	100%
Occupied housing units	23,666	92%	23,371	89%	9,933	94%	268,616	92%	3,574,362	86%
Vacant housing units	2,069	8%	2,906	11%	623	6%	22,347	8%	558,703	14%
Homeowner vacancy rate	2.0%		3.3%		1.2%		2.1%		2.7%	
Rental vacancy rate	4.8%		8.3%		7.1%		7.0%		8.7%	

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

Table B-15. Housing Tenure

	Smyrna		Marietta		Woodstock		Cobb County		Georgia	
Occupied housing units	23,666	100.0%	23,371	100.0%	9,933	100.0%	268,616	100.0%	3,574,362	100.0%
Owner-occupied	11,927	50.4%	9,837	42.1%	6,705	67.5%	172,334	64.2%	2,263,697	63.3%
Renter-occupied	11,739	49.6%	13,534	57.9%	3,228	32.5%	96,282	35.8%	1,310,665	36.7%

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

HOUSING POLICY

RESIDENTIAL ZONING DISTRICTS

The City of Smyrna’s Zoning Ordinance includes 13 residential zoning districts out of 20 total base zoning districts. The districts generally allow for a variety of different housing types, ranging from single-family detached residential, attached single-family residential (townhomes), and multifamily, both owner and renter occupied. Residential zoning districts are shown in Table B-16.

HOUSING AS A COMPONENT OF MIXED USE

The City’s also offers a Planned Development option that permits residential development as a part of a comprehensive development plan when certain conditions are met, such as appropriate underlying zoning and minimum development tract size. The planned development option allows from deviations from conventional development standards of the city, and thereby, affording flexibility of design and product to developers while creating desired community amenities such as open space.

APARTMENT MORATORIUM

Beginning in the 1990s, the City had a long-term moratorium on zoning for rental housing, which was allowed to expire in 2008, making way for the first apartment complex in 20 years, Avonlea Square, which was a complete redevelopment of the Regency Square apartment complex. The long-term policy addressed concerns about the large quantity of rental units within the city and their impact on quality of life aspects, most notably their negative impact on maintaining a stable school environment within classrooms. The expiration of on the moratorium was intentional to allow for higher end apartments that would have a limited impact on quality of life factors while offering housing that meets the demand to live in Smyrna with its accessible location in close proximity to both perimeter area employment centers as well as those within the City of Atlanta.

Table B-16. Residential Zoning Districts

Zoning District	Characteristics
R-30	Single-family residential, 30,000 square feet, 1.3 dwelling units per acre.
R-20	Single-family residential, 20,000 square feet, 2 dwelling units per acre.
R-15	Single-family residential, 15,000 square feet, 2.7 dwelling units per acre.
R-12	Single-family residential, 12,000 square feet, 3.4 dwelling units per acre.
RAD	Residential attached and/or detached, 6 dwelling units per acre.
RMC-8	Multi-family residential condominium ownership, 8 dwelling units per acre.
RM-10	Multi-family residential, 10 dwelling units per acre.
RM-12	Multi-family residential, 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, 15 dwelling units per acre.
RHR	Residential high-rise, 12 dwelling units per acre, or as provided in article X.



COST OF HOUSING

Housing costs are an important metric for a locality's housing stock. They determine over time what level of diversity or homogeneity a place accommodates and whether current residents can afford to move or change residences within the same community or would be priced out, should a move be necessary. Housing costs also impact travel patterns to jobs. If people that work in the Smyrna area are unable to live here, then there will be increased pressure on the roadways and increased congestion. Finally, housing costs and underlying land values impact people's decisions to invest in a given location versus another. While rising costs are often good for those seeking to make a long-term investment, they can also inhibit current residents from remaining in the community should housing costs exceed an affordable house point. **Cost burdened households are widely defined as those spending more than 30 percent of their income on housing costs**, which factor in costs such as mortgage, rent, utilities, property taxes, etc. The conventional use of the 30 percent metric dates back to the U.S. National Housing Act of 1937, which has maintained acceptance over time as the amount of income that a family could spend on housing and still have enough left over for other non-discretionary spending. Households within Smyrna that are cost burdened are highlighted under owner-occupants and renters. It should be noted that homeowners can be cost burdened without a mortgage. Some people, such as the elderly, may own their homes outright, but are cost burdened due to taxes, utilities, and other housing expenses.

OWNER-OCCUPANTS

The estimated median value of owner-occupied units within Smyrna is \$216,000. This is comparable to that of the City of Marietta (\$211,500), while notably higher than that of Cobb County (\$197,400). Just above 50 percent of Smyrna's housing stock falls within the \$200,000 to \$499,999 range. An estimated 23 percent of Smyrna home owners with a mortgage and an estimated 8 percent without a mortgage are cost burdened. In comparison to other communities (see Table B-19 on page B82), fewer Smyrna home owners are estimated to be cost burdened.

RENTERS

Median monthly rent in Smyrna is estimated at \$951, which is slightly higher than Marietta (\$900) but lower than Cobb (\$1,006) and notably lower than Woodstock (\$1,129). Interestingly, an estimated 45 percent of Smyrna's renters are cost burdened, according to the 30 percent of income standard. While this number seems very high, it is not unique to Smyrna. In fact, when comparing to other geographies (see Table B-18 on page B81), Smyrna is estimated to have the fewest cost-burdened renter households of all other areas reviewed. This likely is related to Smyrna's high number of older apartment units within the city that make renting costs slightly lower.

Sometimes high housing costs can lead to overcrowded housing situations. Overcrowding is general defined as more than one person per room. Overcrowding does not appear to be a pervasive problem in Smyrna, with the American Community Survey estimating only two percent of occupied housing units at having more than one person per room.

Table B-17. Housing Value of Owner-Occupied Units

	Smyrna		Marietta		Woodstock		Cobb County		Georgia	
Owner-occupied units	11,927	100.0%	9,837	100.0%	6,705	100.0%	172,334	100.0%	2,263,697	100.0%
Less than \$50,000	367	3.1%	716	7.3%	169	2.5%	8,011	4.6%	247,350	10.9%
\$50,000 to \$99,999	1,426	12.0%	1,258	12.8%	403	6.0%	17,600	10.2%	456,049	20.1%
\$100,000 to \$149,999	1,654	13.9%	1,021	10.4%	1,599	23.8%	27,999	16.2%	443,760	19.6%
\$150,000 to \$199,999	1,927	16.2%	1,548	15.7%	1,882	28.1%	34,161	19.8%	374,496	16.5%
\$200,000 to \$299,999	3,071	25.7%	3,003	30.5%	2,075	30.9%	40,835	23.7%	367,121	16.2%
\$300,000 to \$499,999	2,910	24.4%	1,579	16.1%	446	6.7%	30,728	17.8%	255,611	11.3%
\$500,000 to \$999,999	572	4.8%	630	6.4%	119	1.8%	11,362	6.6%	97,719	4.3%
\$1,000,000 or more	-	0.0%	82	0.8%	12	0.2%	1,638	1.0%	21,591	1.0%
Median (dollars)	\$216,000		\$211,500		\$180,700		\$197,400		\$148,100	

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

Table B-18. Gross Rent as a Percentage of Household Income

	Smyrna		Marietta		Woodstock		Cobb County		Georgia	
Occupied units paying rent*	11,184		13,021		3,140		91,345		1,190,334	
Less than 15.0 percent	1,576	14%	1,092	8%	226	7%	10,610	12%	134,809	11%
15.0 to 19.9 percent	1,715	15%	1,747	13%	426	14%	13,653	15%	147,816	12%
20.0 to 24.9 percent	1,814	16%	1,441	11%	636	20%	11,835	13%	147,963	12%
25.0 to 29.9 percent	1,021	9%	1,414	11%	243	8%	10,352	11%	136,458	11%
30.0 to 34.9 percent	1,133	10%	1,243	10%	368	12%	8,308	9%	107,069	9%
35.0 percent or more	3,925	35%	6,084	47%	1,241	40%	36,587	40%	516,219	43%

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

*Excludes units where GRAPI cannot be computed

Table B-19. Monthly Owner Costs as a Percentage of Household Income

	Smyrna		Marietta		Woodstock		Cobb County		Georgia	
Housing units with a mortgage*	9,632	100%	7,483	100%	5,713	100%	133,032	100%	1,526,935	100%
Less than 20.0 percent	5,089	53%	3,405	46%	2,881	50%	62,980	47%	640,471	42%
20.0 to 24.9 percent	1,587	16%	982	13%	880	15%	21,471	16%	237,404	16%
25.0 to 29.9 percent	760	8%	971	13%	416	7%	13,403	10%	165,759	11%
30.0 to 34.9 percent	463	5%	535	7%	416	7%	8,315	6%	112,359	7%
35.0 percent or more	1,733	18%	1,590	21%	1,120	20%	26,863	20%	370,942	24%
Housing unit without a mortgage*	2,205	100%	2,258	100%	971	100%	38,033	100%	711,202	100%
Less than 10.0 percent	1,236	56%	1,171	52%	460	47%	21,644	57%	319,918	45%
10.0 to 14.9 percent	364	17%	481	21%	224	23%	5,969	16%	136,213	19%
15.0 to 19.9 percent	135	6%	206	9%	124	13%	3,363	9%	80,562	11%
20.0 to 24.9 percent	187	8%	132	6%	115	12%	2,060	5%	50,252	7%
25.0 to 29.9 percent	111	5%	92	4%	21	2%	1,476	4%	31,250	4%
30.0 to 34.9 percent	41	2%	-	0%	9	1%	679	2%	21,204	3%
35.0 percent or more	131	6%	176	8%	18	2%	2,842	7%	71,803	10%

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

*Excludes units where SMOCAPI cannot be computed

SPECIAL NEEDS HOUSING

Although the City of Smyrna does not provide direct services to meet special housing needs in the city, through administration of Cobb County's Consolidated Plan, the County provides related services and access to resources through the Community Development Block Grant (CDBG), HOME Investment Partnerships Act Program (HOME), and Emergency Solutions Grant (ESG), which are open to city residents. Services include community development, funding of building, buying, and rehabilitating affordable housing for rent or homeownership, and providing direct rental assistance to low-income people. Key goals in administering the County's Consolidated Plan are affordable housing, neighborhood revitalization and reinvestment, increased housing options for homeless, increased capacity of public services, and increased funding for economic development. Additionally, Habitat for Humanity actively helps build affordable housing within Smyrna and consistently helps place families here.

Other special housing needs beyond affordable units include housing for seniors and those needing assisted living or continuing care facilities. Seniorhousingnet.com identifies over 20 housing developments either in Smyrna or in adjacent Mableton, Marietta, or unincorporated Cobb County, that offer assisted living, independent living, personal care, an age restricted 55+ environment, or some combination of these housing plus care opportunities. Examples of these facilities include: Delmar Gardens, Smyrna Towers, and Providence at Creekside Village.

PREVIOUS PLANS & HOUSING

Important planning documents that address housing policy in Smyrna include the City of Smyrna Comprehensive Plan 2030, the City of Smyrna 2014 Strategic Vision Plan, and the Cobb County Consolidated Plan.

SMYRNA COMPREHENSIVE PLAN 2030

Comprehensive Plan 2030 documents the City of Smyrna's housing stock largely based on 2000 Census data and highlights the housing environment in relation to the broader context, considering factors such as jobs/housing balance, affordability, and special housing needs. The policy aspect of the plan identifies a series of needs and opportunities for housing.

SMYRNA STRATEGIC VISION PLAN

The 2014 Smyrna Vision Plan provides a unique perspective on how housing contributes to sense of place and local perceptions, priorities, and concerns. The Quality of Place Goal area strives to strengthen community attachment. Among desired outcomes for this goal is that "Housing diversity in Smyrna will enhance community attachment, cater to a diverse population, and be a model for other growing cities." The goal includes the following three action items:

2.4.1: Conduct a housing master plan to promote the densities and types of housing that will be favorable to Smyrna's continued development.

2.4.2: Evaluate the competitiveness of City incentives for new mixed-use development.

2.4.3 Improve the quality of multi-family housing and the living experience of residents.

HOUSING ISSUES AND OPPORTUNITIES, 2030 COMPREHENSIVE PLAN

1

HOUSING MIX & FUTURE DEMAND

- The city should continue to provide a variety of housing options to meet resident's needs at all stages of life.
- There is a lack of special needs housing (elderly, handicapped, etc.) in our community.
- There is no inventory of public and private land available for the development of future housing.
- Continued townhome and condominium development will cause some areas of Smyrna to transition from a suburban to urban character.
- Conversion of apartments to townhomes may allow the city to upgrade older multi-family structures and increase the rate of ownership.

2

WORKFORCE/AFFORDABLE HOUSING

- The increase in high-end housing in the City of Smyrna may create affordability issues for low income residents and seniors.
- Our community does not have a Workforce Housing Master Plan.
- The incentives and barriers to maintenance and/or development of affordable/workforce housing in the community have not been inventoried.

3

HOUSING & LAND USE INTERACTION

- Our community does not have an inventory of vacant properties, properties owned by the city or other government agencies, and tax delinquent properties suitable for infill development.

COBB COUNTY CONSOLIDATED PLAN

Cobb County oversees administration of federally funded housing grants to support special housing and community development needs throughout unincorporated Cobb County and within its municipalities. These grants include CDBG, HOME, and ESG. The PY2016-2020 Consolidated Plan and PY2016 Annual Action Plan is the most recent documentation of the County’s priorities for these programs. Among other items, the document outlines a comprehensive strategy for addressing affordable housing and related community development and economic development needs. The plan’s needs assessment identifies a high concentration (20 percent more than the countywide designation) of African

American residents as well as Hispanic/Latino residents within Smyrna. The plan identifies that, in these minority neighborhoods where residents are concentrated, there is often a prevalence of older housing stock, old infrastructure, and lack of funds for rehabilitation in housing. These areas are often served by CDBG funding. As an entitlement community, the City of Smyrna receives a direct allocation of CDBG funds from the Department of Housing and Urban Development (HUD), although funds are administered by Cobb County through a cooperation agreement.

Table B-20. 2016 Smyrna CDBG Allocation from HUD

PY2016 Funding	Description	Annual Goals	Target Areas	Priority Needs Addressed
\$292,002.00	Public Facility projects and Administration	Acquire/Construct/Rehabilitate Public Facilities; Provide Administrative Structure	City of Smyrna	Neighborhood Revitalization and Reinvestment

KEY FINDINGS

Smyrna's housing stock offers a wide variety of unit and structure types to accommodate different residential preferences over one's lifetime. Historically, the city's landscape has been dominated by low-density, suburban style subdivisions, resulting in a large stock of detached single-family homes. Recently, there has been movement towards creating a live, work, play environment in strategic areas of the city. This approach uses a traditional style of development, allowing for smaller blocks and setbacks, as well as a greater diversity of housing products. Smyrna is adapting to being more and more centralized in region as the I-285 perimeter area continues to see major investments in infrastructure, jobs, and recreational facilities, such as the home of the Atlanta Braves Major League Baseball team in adjacent SunTrust Park. The City has a broad range of residential zoning districts that contribute to this flexible environment. This policy foundation, with the recent expiration of the apartment moratorium, open up a new era of opportunity in Smyrna for how it is perceived and experienced as a place to live for people in different stages of their life. With this dynamic and what could be labeled "hot" environment comes with a set of likely opportunities and challenges:

- As residential density in the city continues to increase, how will the City ensure mobility of existing and new residents? Opportunities include increased access and options for public transit, cycling, and walking.
- Smyrna's property values are on the rise. To maintain some level of affordability, Smyrna may need to consider new policies to maintain affordability across the lifecycle. Land values alone could price some households out of the community completely without some other intervening policy to set aside dedicated housing that is affordable to lower-waged residents and those on a limited income.
- Continued partnership with Cobb County and area non-profits will help accommodate needs of special needs housing populations desiring to live within Smyrna.
- Housing as a component of a mixed-use development has generally been the result of site plan specific rezonings. There may be some opportunity to allow for smaller scale mixed-use residential/commercial in certain locations by considering addition of a new, small scale mixed-use zoning category. Mixed use categories can often be effective at providing amenities that are beneficial to broader community members, such as open space, pedestrian facilities, and neighborhood serving commercial.
- Like many communities situated in proximity to I-285, infill housing and major renovations and "flipping" of houses within the City's single-family neighborhoods is a reality. The level of priority that the community desires to put on community character should be further explored to understand if the City's current ordinances sufficiently address community preferences for these infill housing situations over time.
- There is limited land for future development within the city. To accommodate a larger population, housing will largely need to result from either redevelopment of existing property or annexation of new land into the city.

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ECONOMIC DEVELOPMENT

Holistic economic development is about more than a single event or an individual prospect. It is about more than having good retail options and requires more than just developing a strategy to recruit new companies. Economic development is about the **people** and the **places** that make the community special and building long-term **prosperity** for all residents. It is about ensuring fiscal stability for a community. Successful economic development requires measuring progress across all these areas and not just tracking jobs and investment numbers. Economic Development is about protecting investments with predictable and sustainable development goals.

REVIEW OF LOCAL AND REGIONAL ECONOMIC PLANS

Smyrna is part of a large region, and the City works with multiple economic development partners to plan for future growth and prosperity. Locally, Smyrna embarked on a strategic visioning process in 2014 with the goal of increasing community attachment and commitment of its residents and ensuring that all the fundamental components are in place to continue to be a thriving community. Smyrna's Vision and its initiatives are currently being implemented by five citizen-led work groups:

Quality of Place, Image and Identity, Involvement and Leadership, Community and Economic Development, and Smyrna's Schools.

At the county level, Smyrna is a part of Cobb's Competitive EDGE, an initiative of the Cobb Chamber of Commerce and other community partners. The holistic and transformational community and economic development strategy is designed to strengthen the quality of life, education, and infrastructure throughout the county and to market Cobb County to the world. The plan is designed to increase job growth, incomes, and educational levels for residents, while reducing unemployment and poverty rates.

Regionally, Smyrna is located in metro Atlanta, an area that has seen tremendous growth and development in recent years. In 2012, the Atlanta Regional Commission (ARC) embarked on a process to create a five-year Regional Economic Competitiveness Strategy for metro Atlanta which satisfies Economic Development Administration's guidelines for the region's Comprehensive Economic Development Strategy (CEDS). The plan satisfies federal guidelines that enable the region to receive federal funding for economic development, and is meant to serve as the region's roadmap for



improving its competitiveness. Together, local governments, businesses, nonprofits, and other community partners are working collaboratively to leverage the region’s existing assets, improve upon its weaknesses, and address the issues affecting

regional competitiveness. Implementation of the strategy is being carried out by four committees, each of which focuses on one of the four goal areas included in the Strategy: Educated, Prosperous, Innovative, and Livable.

ECONOMIC DEVELOPMENT PARTNERS AND RESOURCES

Economic development is a “team sport” and requires partnerships, collaborations, and ongoing communication. Below is a list of existing and potential partners for economic development initiatives.

LOCAL

- City of Smyrna, Community Development & Community Relations
- Public schools and private schools
- Smyrna Education Foundation
- Wave of Excellence
- Smyrna Downtown Development Authority
- Smyrna Business Association
- Smyrna Economic Advisory Incentive Committee

COUNTY-LEVEL

- Cobb County Chamber of Commerce
- Cobb’s Competitive EDGE
- Cobb Travel & Tourism
- CobbWorks
- Development Authority of Cobb County
- Cobb County Commission
- Cumberland CID
- South Cobb Redevelopment Authority
- CobbLinc

REGION- AND STATE-LEVEL

- Georgia Power
- Atlanta Regional Commission
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- Georgia Department of Economic Development
- Technology Association of Georgia
- Georgia Economic Development Association
- Southern Economic Development Council
- Georgia Department of Community Affairs and Department of Labor
- Georgia Chamber of Commerce

SMYRNA ECONOMY OVERVIEW

Smyrna's location in metro Atlanta is a competitive advantage due to its strategic position between multiple employment centers and an asset base that includes a large labor pool, a major international airport and interstate connectivity, and a significant consumer base. Although the majority of residents commute outside of Smyrna for their primary job, Smyrna is much more than a bedroom community. Smyrna is home to a large and healthy supply of employment opportunities. In 2016, there were an estimated 34,877 jobs located in Smyrna, which accounted for roughly 9.2 percent of total jobs in Cobb County.

During the Smyrna Strategic Vision Plan process, residents were optimistic with regards to Smyrna's future economic opportunities related to recent and upcoming development projects. These include the Atlanta Braves Major League Baseball stadium and the Jonquil and Belmont mixed-use projects. Smyrna's economy has exhibited healthy growth, despite a slight downturn during the recessionary years. Overall, Smyrna's economy, as measured by

total job growth, has out-performed the region, county, state, nation, and majority of the comparison communities since 2006.

The average annual wage of jobs in Smyrna falls in the middle range among comparison communities, but trails those in Cobb County and the Atlanta MSA; however, wages in Smyrna have been increasing at a relatively fast pace in recent years. Between 2010 and 2015, wages increased by 14.9 percent; a faster rate than Cobb County, the Atlanta MSA, Georgia, and the United States. Over the ten-year period, wages in Smyrna grew by 29.1 percent; Smyrna's overall wage growth outpaced that of all of the comparison communities. Such wage growth could be attributed to a shift in the composition of the jobs in the local economy and an increase in higher-paying, higher-quality jobs within city limits.

Many of Smyrna's most concentrated sectors provide wages higher than the Smyrna average of \$51,283, including jobs in construction; wholesale trade; professional, scientific, & technical services;

Table B-21. Total Jobs, 2006-16

	2006	2011	2016	2011-16, % Chg.	2006-16, % Chg.
Smyrna, GA	31,437	29,353	34,877	18.8%	10.9%
Cedar Park, TX	17,402	21,083	25,291	20.0%	45.3%
Duluth, GA	79,377	75,613	84,540	11.8%	6.5%
Marietta, GA	151,782	147,401	165,231	12.1%	8.9%
Matthews, NC	28,670	28,629	34,114	19.2%	19.0%
Woodstock, GA	21,880	20,707	26,166	26.4%	19.6%
Cobb County	346,258	324,964	380,059	17.0%	9.8%
Atlanta MSA	2,573,105	2,441,353	2,764,100	13.2%	7.4%
Georgia	4,566,904	4,312,659	4,790,795	11.1%	4.9%
United States	150,944,871	145,672,482	158,524,651	8.8%	5.0%

Source: Economic Modeling Specialists, Inc. (ESMI)

Table B-22. Average Annual Wages, 2005-15

	2005	2010	2015	2011-16, % Chg.	2006-16, % Chg.
Smyrna, GA	\$39,722	\$44,623	\$51,283	14.9%	29.1%
Cedar Park, TX	\$38,899	\$40,372	\$47,334	17.2%	21.7%
Duluth, GA	\$49,097	\$55,321	\$62,290	12.6%	26.9%
Marietta, GA	\$42,065	\$45,486	\$50,897	11.9%	21.0%
Matthews, NC	\$40,776	\$44,025	\$51,332	16.6%	25.9%
Woodstock, GA	\$30,616	\$31,388	\$36,081	15.0%	17.9%
Cobb County	\$42,663	\$46,229	\$52,952	14.5%	24.1%
Atlanta MSA	\$42,657	\$46,778	\$52,839	13.0%	23.9%
Georgia	\$37,670	\$42,058	\$47,449	12.8%	26.0%
United States	\$39,135	\$44,646	\$50,445	13.0%	28.9%

Source: Economic Modeling Specialists, Inc. (ESMI)

LOCATION QUOTIENTS

Location quotients are used throughout this report to measure the relative concentration of local employment in a given business sector or occupation. When applied to business sector employment, they measure the ratio of a business sector’s share of total regional employment to that business sector’s share of total national employment.

$$LQ = \frac{\text{(Local Employment in Sector/Total Local Employment)}}{\text{(National Employment in Sector/Total National Employment)}}$$

A business sector with an LQ equal to 1.0 possesses exactly the same share of total county employment as that business sector’s share of national employment. When a local business sector possesses a location quotient greater than 1.0, this signals that the business sector is more concentrated in the city than it is nationwide. Conversely, a location quotient less than 1.0 indicates that the business sector is less concentrated in the city than it is nationwide. The higher the location quotient, the more concentrated the level of local employment as compared to its national equivalent. For example, a location quotient of 1.25 would indicate that a local business sector’s share of total employment is 25 percent higher than the same business sector’s share of national employment. An LQ of 2.0 would indicate that a business sector’s share of local employment is twice as large as the national share, while an LQ of 0.5 would indicate that the business sector’s share of local employment is half the national equivalent.



management of companies and enterprises; and real estate. As demonstrated by their LQ, employment within these sectors is more concentrated in Smyrna than the average community and has been growing over the past five- and ten-year periods. Combined, these five sectors account for an estimated 11,765 jobs, or roughly 33.7 percent of all jobs in Smyrna. Nationally, the same five sectors account for 18.8 percent of jobs. Smyrna's most concentrated jobs are reflective of some of the large private sector employers that are located in the city, including IBM, United Distributors, and S.P. Richards.

Top employing sectors such as health care and social assistance, information technology, professional services, and wholesale trade align with Cobb County's collaborative economic development program, Cobb EDGE. Overall, local job growth in many of the top employing sectors outpaced national growth. Employment in construction – an industry hit hard during the 2007-09 Great Recession – has rebounded over the past five years in the Smyrna area. Jobs within the sector grew at twice the national growth rate and, overall, contributed nearly 900 net jobs to the local economy.

Table B-23. Smyrna Area Economy Overview, 2011-16

Description	2016		Change 2011-2016			Smyrna Wages, 2015	
	Total Jobs	LQ	Smyrna # Chg.	Smyrna % Chg.	US % Chg.	Avg. Annual Wage	% of Nat'l Avg. Wages
Total Jobs	34,877	-	5,524	18.8%	8.8%	\$51,283	101.7%
Retail Trade	4,156	▲ 1.14	479	13.0%	8.2%	\$34,939	118.2%
Accommodation & Food Services	3,960	▲ 1.33	892	29.1%	16.3%	\$17,776	91.4%
Construction	3,913	▲ 2.08	859	28.1%	14.5%	\$56,838	112.6%
Health Care & Social Assistance	3,787	▼ 0.86	417	12.4%	14.5%	\$50,237	107.4%
Wholesale Trade	3,532	▲ 2.65	300	9.3%	6.2%	\$89,306	123.1%
Admin & Support & Waste Mgmt./Remediation Svcs	3,154	▲ 1.45	373	13.4%	14.9%	\$36,366	102.5%
Professional, Scientific, & Technical Svcs	2,843	▲ 1.27	277	10.8%	15.0%	\$75,385	90.3%
Manufacturing	1,683	▼ 0.61	534	46.4%	4.7%	\$53,081	83.2%
Other Services (except Public Administration)	1,637	▼ 0.98	74	4.8%	1.3%	\$25,624	92.1%
Government	1,167	▼ 0.22	91	8.5%	0.2%	\$46,383	90.4%
Finance & Insurance	785	▼ 0.58	117	17.5%	5.3%	\$82,728	84.5%
Management of Companies & Enterprises	768	▲ 1.55	404	111.0%	17.3%	\$106,800	91.5%
Real Estate & Rental & Leasing	709	▲ 1.24	110	18.4%	9.4%	\$52,440	104.6%
Information	665	▼ 1.03	133	24.9%	4.0%	\$77,950	84.8%
Arts, Entertainment, & Recreation	558	▼ 0.94	125	29.0%	14.7%	\$18,944	57.2%
Educational Services	554	▼ 0.62	55	10.9%	9.9%	\$29,743	77.0%
Transportation & Warehousing	548	▼ 0.47	112	25.6%	13.6%	\$47,362	94.4%
Utilities	318	▲ 2.57	114	55.5%	2.5%	\$90,133	89.2%
Unclassified Industry	120	▲ 2.05	51	73.9%	52.8%	\$67,394	133.5%
Crop & Animal Production	12	▼ 0.03	N/A	N/A	3.8%	\$42,042	140.2%
Mining, Quarrying, & Oil & Gas Extraction	<10	▼ 0.05	N/A	N/A	-14.4%	Insf. Data	N/A

Source: Economic Modeling Specialists, Inc. (ESMI)

Note: Geographic area for Smyrna is made up of zip codes 30080, 30081, and 30082. LQ is the abbreviation for 'location quotient,' which is an indicator of employment concentration. It is the ratio of a sector's share of total local employment to that same sector's share of total national employment. If a business sector has a location quotient greater than one, it is said to be more concentrated in a given area than the United States as a whole. If the location quotient is less than 1.0, it is under-concentrated. Color coded symbols are as follows: LQ>1.1 is green; LQ<.09 is red; LQ between .09 and 1.1 is yellow.

SMYRNA OCCUPATIONAL OVERVIEW

While the business sector data provided in the previous section is useful in understanding jobs from an industry perspective, occupation data provides insight from a workforce perspective. The following section examines the presence of various occupations of workers at Smyrna area firms. Understanding business sector composition is vital—however, it is important to also understand that the jobs within those sectors can range from managers to janitors. Occupational data analysis allows for honing in on the type of talent and the range of skills present in Smyrna companies.

As with Smyrna's business sectors, the top occupations have outperformed national trends over the past five years, some significantly so. Additionally, the most concentrated occupations, as measured by the location quotient, are reflective of the community's top business sectors. Sales and related occupations and construction and extraction are both among the top employment and most concentrated occupations at Smyrna businesses.

The occupational overview also offers further insight into the wage growth observed in Smyrna's average annual wages. Management and business and financial operations occupations are two occupational groups that have growth rapidly over

the past five years. Combined, the two groups have added over 700 new jobs in Smyrna, and over the five-year period, employment in each group grew by more than twice the national growth rate. In 2015, average hourly wages for the two occupational groups were \$53.63 and \$33.22, respectively, which is significantly higher than the average hourly wage for all jobs in Smyrna (\$22.30). These occupations typically have a minimum education requirement of a bachelor's degree or higher and often times also require years of experience. Growth in high paying jobs helps to raise the overall average annual wage for Smyrna.

The fastest growing jobs between 2011 and 2016 were in architecture and engineering occupations, followed by protective service and production occupations. Nationally, food preparation and serving related occupations were the fastest growing occupations. These occupations are lower paying and often require very little education or skills in order to perform the job duties associated with the occupation. Although food preparation and serving related occupations were not the fastest growing occupational group in Smyrna over this period, jobs within this group grew by 27.4 percent in Smyrna, compared to the 15.7 percent growth that was seen at the national level, and contributed the largest number of new jobs in Smyrna. Overall, 14.5 percent of the net gain in jobs were classified as food preparation and serving related occupations.

Table B-24. Smyrna Area Occupational Overview, 2011-16

Occupational Group	2016		Change 2011-2016			Smyrna Wages, 2015	
	Jobs	LQ	Smyrna # Chg.	Smyrna % Chg.	US % Chg.	Avg. Hourly Wage	% of Nat'l Avg. Wage
Total Jobs	34,877	-	5,524	18.8%	8.8%	\$22.30	98.1%
Office & Administrative Support	4,805	0.92	593	14.1%	6.9%	\$17.04	97.1%
Sales & Related	4,455	1.26	465	11.7%	7.4%	\$21.30	111.8%
Food Preparation & Serving Related	3,738	1.29	804	27.4%	15.7%	\$9.81	86.6%
Construction & Extraction	2,505	1.61	490	24.3%	10.9%	\$20.22	95.5%
Management	2,332	1.23	418	21.8%	8.4%	\$53.63	108.7%
Transportation & Material Moving	2,290	1.01	331	16.9%	11.5%	\$15.62	92.1%
Business & Financial Operations	1,931	1.11	325	20.3%	10.0%	\$33.22	94.7%
Installation, Maintenance, & Repair	1,734	1.31	310	21.8%	9.1%	\$21.67	100.4%
Production	1,623	0.79	384	31.0%	6.6%	\$16.18	92.7%
Healthcare Practitioners & Technical	1,507	0.79	186	14.0%	9.2%	\$38.90	103.0%
Building & Grounds Cleaning & Maintenance	1,279	0.97	131	11.4%	7.4%	\$13.06	102.7%
Protective Service	1,067	1.37	261	32.3%	5.1%	\$15.86	73.2%
Computer & Mathematical	947	0.98	159	20.1%	15.3%	\$38.70	94.8%
Personal Care & Service	938	0.66	101	12.1%	12.0%	\$11.74	99.0%
Arts, Design, Entertainment, Sports, & Media	915	1.48	199	27.8%	8.4%	\$22.74	93.1%
Healthcare Support	756	0.78	102	15.7%	12.1%	\$14.73	103.5%
Education, Training, & Library	656	0.33	73	12.5%	3.9%	\$18.98	75.7%
Community & Social Service	500	0.89	43	9.3%	11.3%	\$20.64	93.0%
Architecture & Engineering	429	0.75	122	39.8%	6.7%	\$36.74	92.9%
Military	232	0.52	(13)	-5.4%	-2.0%	\$18.10	98.5%
Life, Physical, & Social Science	125	0.45	22	21.5%	6.2%	\$30.49	89.3%
Legal	92	0.32	15	19.6%	3.0%	\$46.11	96.3%
Farming, Fishing, & Forestry	24	0.09	3	12.8%	8.1%	\$13.23	103.3%
Unclassified	-	0	-	N/A	N/A	\$0.00	N/A

Source: Economic Modeling Specialists, Inc. (ESMI)

Note: Geographic area for Smyrna is made up of zip codes 30080, 30081, and 30082. LQ is the abbreviation for 'location quotient,' which is an indicator of employment concentration. It is the ratio of a sector's share of total local employment to that same sector's share of total national employment. If a business sector has a location quotient greater than one, it is said to be more concentrated in a given area than the United States as a whole. If the location quotient is less than 1.0, it is under-concentrated. Color coded circles are as follows: LQ>1.1 is green; LQ<.09 is red; LQ between .09 and 1.1 is yellow.

SMYRNA LABOR FORCE

Smyrna’s well-educated population and high household incomes are reflected in the quality of its local labor force. As previously mentioned, over half of residents have a bachelor’s degree or higher. Smyrna’s well-educated workforce indicates that its residents are highly skilled and qualified for jobs that are typically higher paying, white-collared occupations. National trends show that higher levels of education are tied to lower unemployment rates and higher earnings. In 2015, the national unemployment rate for adults over the age of 25 was 2.8 percent, while the unemployment rate for adults without a high school diploma was 8.0 percent. Likewise, median usual weekly earnings for adults with a bachelor’s degree was \$1,137 in 2015 compared to \$493 for workers without a high school diploma. In Smyrna, the 2015 annual unemployment rate was 4.9 percent, while metro Atlanta’s unemployment rate was 5.9 percent. Smyrna’s unemployment rate has historically remained below the unemployment rates in Cobb County, metro Atlanta, and the state.

Smyrna’s labor force grew by 5.1 percent between 2010 and 2015, while the number of residents with employment increased by 10.7 percent over the

five-year period. Both rates outpaced the regional growth rates and indicate that Smyrna is attracting a labor force that is skilled and able to find employment. Further support is seen in the number of unemployed residents actively seeking work, which fell by nearly half (46.8 percent) between 2010 and 2015.

RESIDENT EMPLOYMENT BY BUSINESS SECTOR

While the previous section analyzed the businesses operating within Smyrna city limits and the occupations found within them, this section and the following one focuses on the types of jobs and business sectors that Smyrna residents are employed in. As previously mentioned, 94.3 percent of residents are employed outside of Smyrna for their primary job. Although Smyrna’s location in metro Atlanta and access to a large labor pool make it competitive for all types of jobs, knowing which sectors Smyrna residents are employed in is useful information for analyzing the compatibility of the local workforce with local jobs.

According to the U.S. Census Bureau’s 2011-15 American Community Survey, roughly half of Smyrna residents work in one of five sectors –

Table B-25. Smyrna Labor Force

	2005	2010	2015	2010-15, 5-yr Chg.
Smyrna, GA	28,311	31,474	33,082	5.1%
Cedar Park, TX	26,202	27,522	34,254	24.5%
Duluth, GA	15,450	14,456	15,311	5.9%
Marietta, GA	34,620	32,786	34,180	4.3%
Matthews, NC	13,444	14,248	16,294	14.4%
Woodstock, GA	N/A	13,006	14,613	12.4%
Cobb County	369,291	380,297	398,123	4.7%
Atlanta MSA	2,584,601	2,720,044	2,836,322	4.3%
Georgia	4,586,420	4,696,676	4,770,873	1.6%
United States	149,320,000	153,889,000	157,130,000	2.1%

Source: Bureau of Labor Statistics (BLS), Local Area Unemployment Statistics (LAUS) and Current Population Survey (CPS)



professional, scientific, and technical services; health care and social assistance; retail trade; educational services; and accommodation and food services. An estimated 13 percent of Smyrna residents work in professional, scientific, and technical services, and 10.8 percent of residents work in health care and social assistance alone. These two business sectors typically provide quality jobs that pay above-average wages and require an educated and skilled workforce.

Table 26 shows the distribution of sectors in which residents of Smyrna are employed in and the share of jobs by business sector located in Smyrna. The right column shows the difference in percentage point between the two and is sorted in descending order based on the difference in the share of residents employed in a field and the share of jobs

in Smyrna. Given the community's high educational attainment rates, it's not surprising to find that Smyrna is home to many residents that work in traditionally white-collar, knowledge-based sectors.

The percentage point difference between resident employment and area job distribution reveals that the city may have more opportunities to capitalize on its skilled, local workforce. For example, there is additional local capacity for expansion in professional, scientific, and technical services and finance and insurance. Both sectors typically require a highly educated workforce and provide higher paying employment opportunities. Given the shift in preferences towards more live-work-play environments, Smyrna has the opportunity to better communicate its local talent and competitive advantage for new business growth and expansion.

Table B-26. Resident Employment and Local Job Distribution by Business Sector

Business Sector	Resident Employment by Sector	Smyrna Area Job Distribution	Difference
Educational Services	8.6%	1.7%	7.0%
Professional, Scientific, & Technical Svcs	13.0%	8.3%	4.7%
Finance & Insurance	6.6%	2.2%	4.4%
Information	4.5%	1.8%	2.7%
Transportation & Warehousing	4.2%	1.6%	2.6%
Manufacturing	6.3%	4.9%	1.4%
Real Estate & Rental & Leasing	3.1%	2.2%	0.9%
Arts, Entertainment, & Recreation	2.0%	1.5%	0.5%
Mining, Quarrying, & Oil & Gas Extraction	0.0%	0.0%	0.0%
Crop & Animal Production	0.1%	0.0%	0.0%
Utilities	0.6%	0.9%	-0.3%
Health Care & Social Assistance	10.8%	11.2%	-0.4%
Retail Trade	10.7%	11.8%	-1.2%
Other Services (except Public Administration)	3.3%	4.9%	-1.6%
Management of Companies & Enterprises	0.3%	2.3%	-2.0%
Accommodation & Food Services	7.8%	11.3%	-3.5%
Admin & Support & Waste Mgmt/Remediation Svcs	4.7%	8.7%	-4.0%
Construction	6.7%	10.7%	-4.0%
Wholesale Trade	3.7%	10.3%	-6.6%

Source: U.S. Census Bureau, 2011-15 American Community Survey 5-yr Estimate and Economic Modeling Specialists, Inc. (EMSI)

Note: Cell shading is based on range of percentages with red corresponding to lower numbers and green corresponding to higher numbers. Data for resident employment is based off of 2011-15 five-year average estimate, while data for Smyrna area jobs is for 2015. Government and unclassified employment were not included.

RESIDENT EMPLOYMENT BY OCCUPATION

The top occupations of Smyrna residents are reflective of the business sectors in which residents are employed in. The top five occupations comprise over 50 percent of the occupations of the city’s residents: management occupations (17.8 percent), sales and related occupations (12.5 percent), office and administrative support occupations (11.2 percent), business and financial operations occupations (7.5 percent) and computer and mathematical occupations (6.1 percent).

Similar to the distribution of resident and area employment by business sector, there is a higher share of residents working in high quality and high paying occupations such as management, computer and mathematical and business and financial support operations. Smyrna could capitalize on economic opportunities that require a skilled workforce in such key business sectors by effectively communicating its valuable and talent local workforce.

Table B-27. Resident Employment and Local Job Distribution by Occupational Group

Occupational Group	Resident Employment by Group	Smyrna Area Job Distribution	Difference
Management	17.8%	6.8%	11.0%
Education, Training, & Library	5.9%	1.9%	4.0%
Computer & Mathematical	6.1%	2.7%	3.4%
Business & Financial Operations	7.5%	5.6%	2.0%
Legal	1.5%	0.3%	1.2%
Life, Physical, & Social Science	1.2%	0.4%	0.8%
Architecture & Engineering	1.7%	1.2%	0.5%
Arts, Design, Entertainment, Sports, & Media	3.0%	2.5%	0.4%
Healthcare Practitioners & Technical	4.8%	4.4%	0.3%
Farming, Fishing, & Forestry	0.0%	0.1%	-0.1%
Personal Care & Service	2.6%	2.7%	-0.1%
Sales & Related	12.5%	12.8%	-0.3%
Community & Social Service	1.0%	1.5%	-0.4%
Building & Grounds Cleaning & Maintenance	2.9%	3.6%	-0.7%
Healthcare Support	1.3%	2.2%	-0.9%
Protective Service	1.3%	3.0%	-1.7%
Construction & Extraction	4.6%	6.9%	-2.3%
Production	2.2%	4.7%	-2.5%
Office & Administrative Support	11.2%	13.9%	-2.7%
Installation, Maintenance, & Repair	2.2%	4.9%	-2.8%
Transportation & Material Moving	3.6%	6.6%	-3.0%
Food Preparation & Serving Related	5.1%	10.6%	-5.5%

Source: U.S. Census Bureau, 2011-15 American Community Survey 5-yr Estimate and Economic Modeling Specialists, Inc. (EMSI)
 Note: Cell shading is based on range of percentages with red corresponding to lower numbers and green corresponding to higher numbers. Data for resident employment is based off of 2011-15 five-year average estimate, while data for Smyrna area jobs is for 2015. Government and unclassified employment were not included.



CURRENT ECONOMIC DEVELOPMENT INCENTIVES

The City of Smyrna offers several incentive programs for businesses, including an opportunity zone, an enterprise zone, and various fee waivers. Additional incentive programs are available from Cobb County and the State of Georgia.

NORTH SMYRNA OPPORTUNITY ZONE

If a new or existing business locates in an “opportunity zone” and creates two or more jobs, the business is eligible for a Job Tax Credit of \$3,500 per job that can be applied against its state income tax liability and payroll withholding tax. In 2011, the City of Smyrna achieved its first Opportunity Zone designation, which consists of roughly 695 acres that include commercial and retail areas located along South Cobb Drive, Windy Hill Road, and Atlanta Road.

SMYRNA-OSBORNE ENTERPRISE ZONE

This enterprise zone was created in 2014 by joint resolution of the Smyrna City Council and the Cobb County Board of Commissioners to encourage employment growth and new investment in underperforming areas. The Smyrna-Osborne Enterprise Zone covers an area between Powder Springs and Austell roads, parts of South Cobb Drive and Atlanta Road, and even some portions of unincorporated Cobb County. Incentives are granted to businesses within the zone on a case-by-case basis. If a business spurs new development or redevelopment of an existing property or is in an eligible business sector (retail, manufacturing, warehousing & distribution, processing, telecommunications, tourism, research and development, finance, insurance, real estate, or daycare) and creates at least five new qualifying jobs, potential incentives include tax exemption or reduction (including local ad valorem taxes, occupation taxes, property taxes, license fees, etc.).

OTHER CITY INCENTIVES

If a business is not located in the opportunity zone or enterprise zone, other incentives are available if a project meets one of the criteria in Table B-28.

Depending on the impact of the project, the following fees may be waived upon approval of the City Council:

- Occupational Tax Certificate Fees
- Plan Review Fees
- Building Permit Fees

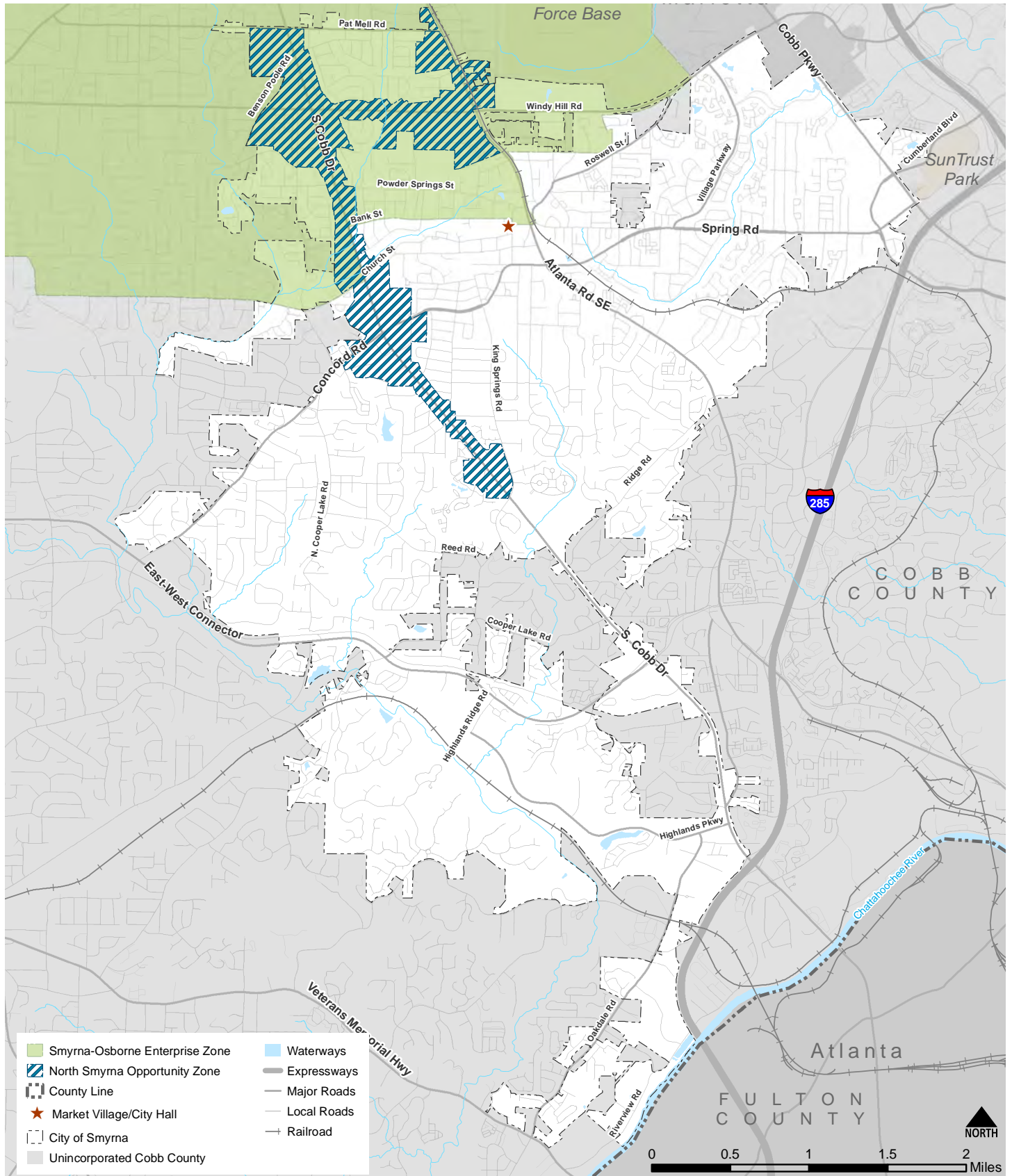
For new development, additional waivers may include:

- Water System Development Fees
- Sewer Impact Fees
- Financing of Sewer System Development Fees
- Water/Sewer User Charges

Table B-28. Economic Development Incentive Criteria

Tier	Minimum New Jobs	Economic Impact
1	25-71	\$500,000
2	75-99	\$350,000
3	100-124	\$250,000
4	125+	\$125,000
Small Business	10-25	\$250,000
Target Property	N/A	N/A

Figure B-29. Opportunity Zones and Enterprise Zones



Sources: City of Smyrna GIS Department; Atlanta Regional Commission; Georgia Department of Community Affairs



METHODOLOGY

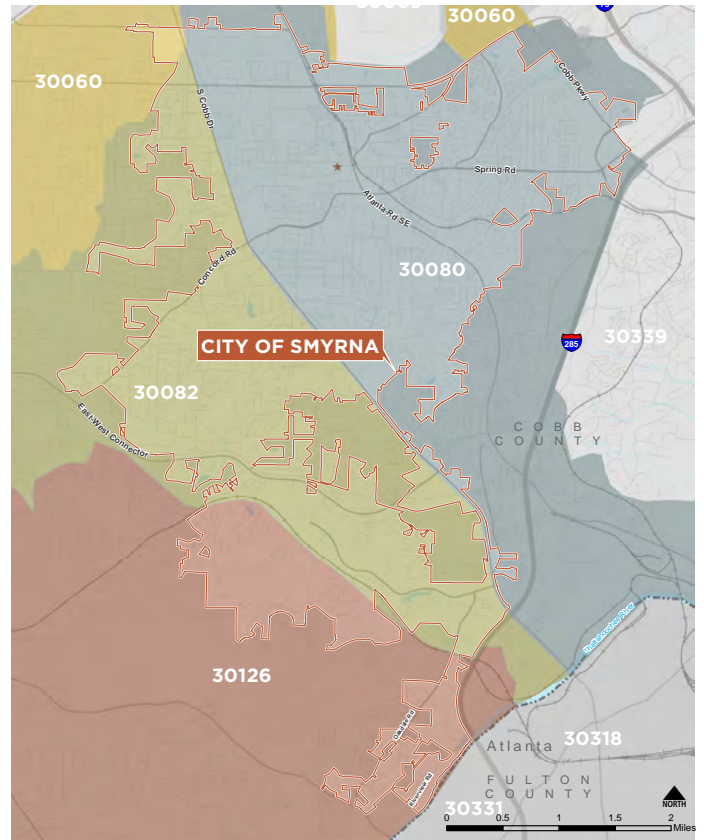
Because economic data is not available at the city level, this analysis focuses on a geography that is slightly different from city boundaries, but includes the vast majority of economic activity in the city. Smyrna, for the purposes of this analysis, consists of the primary three ZIP codes the city lies in: 30080, 30081, and 30082. For city comparisons, the following ZIP codes were used:

- **Cedar Park, TX:** 78613 and 78630
- **Duluth, GA:** 30095, 30096, 30097, 30098, and 30099
- **Marietta, GA:** 30006, 30007, 30008, 30060, 30061, 30062, 30063, 30064, 30065, 30066, 30067, 30068, 30069, and 30090
- **Matthews, NC:** 28104, 28105, and 28106
- **Woodstock, GA:** 30188 and 30189

The data was obtained from Economic Modeling Specialists International (EMSI), an industry-leading provider of proprietary data. EMSI's datasets are comprised of aggregated data from over 90 public sources, including the U.S. Census Bureau, the U.S. Bureau of Labor Statistics, the U.S. Bureau of Economic Analysis, the National Center for Education Statistics, CareerBuilder, and many others. In order to develop employment by business sector tables contained with this analysis, Market Street utilized EMSI's Quarterly Census of Employment and Wages (QCEW), Non-QCEW, and Self-Employed data sets.

Residential employment data was obtained from the U.S. Census Bureau's American Community Survey 5-Year Estimates (2011-2015). It is important to note that while the Smyrna area business sector and

Figure B-30. Local ZIP Codes



Source: City of Smyrna GIS Department; Atlanta Regional Commission

occupational data refer to the three aforementioned ZIP codes and to jobs in Smyrna without regard to where those workers live, residential business sector and occupational data refer to the City of Smyrna's census boundaries and to jobs held by residents without regard to where those jobs are located. It is also important to point out that time periods are inconsistent between these data sources. EMSI estimates for the 3-ZIP Smyrna area are one-year estimates, with the most recent year in 2016, while American Community Survey estimates for city residents are five-year estimates, with the most recent year in 2015. Therefore, direct comparisons cannot be made between these data sets.

KEY FINDINGS

- In 2016, there were an estimated 34,877 jobs located in Smyrna, which accounted for roughly 9.2 percent of total jobs in Cobb County.
- Smyrna's strategic location in metro Atlanta, place-based assets, and skilled workforce have helped to support a healthy and prosperous economy.
- Between 2011 and 2016, employment in Smyrna increased by 18.8 percent. Local job growth outpaced that of Cobb County, the Atlanta MSA, Georgia, and the United States.
- Jobs in construction; wholesale trade; professional, scientific, & technical services; management of companies and enterprises; and real estate pay above the local average annual wage and are more concentrated in the local economy than the average community nationwide. Combined, these five sectors account for 33.7 percent of all jobs in Smyrna.
- Smyrna's labor force grew by 5.1 percent between 2010 and 2015, while the number of residents with employment increased by 10.7 percent over the five-year period. Both rates outpaced the regional growth rates and indicate that Smyrna is attracting a labor force that is skilled and able to find employment.
- An analysis of resident employment versus area employment indicates that there is local capacity to support additional economic activity in business sectors that provide high quality and high-paying employment opportunities.



COMMUNITY FACILITIES AND RESOURCES

INTRODUCTION

The City of Smyrna's community resources contribute greatly to livability, community cohesion and quality of life in Smyrna. Smyrna has earned a reputation as a community of excellence in the Atlanta Region, with quality residential neighborhoods, great services, a strong sense of community, and treasured public amenities. This chapter provides an overview of the City's community resources including public facilities, parks, public safety, utilities, and historically significant items. Since, 2013, the City has improved existing assets and added new facilities including:

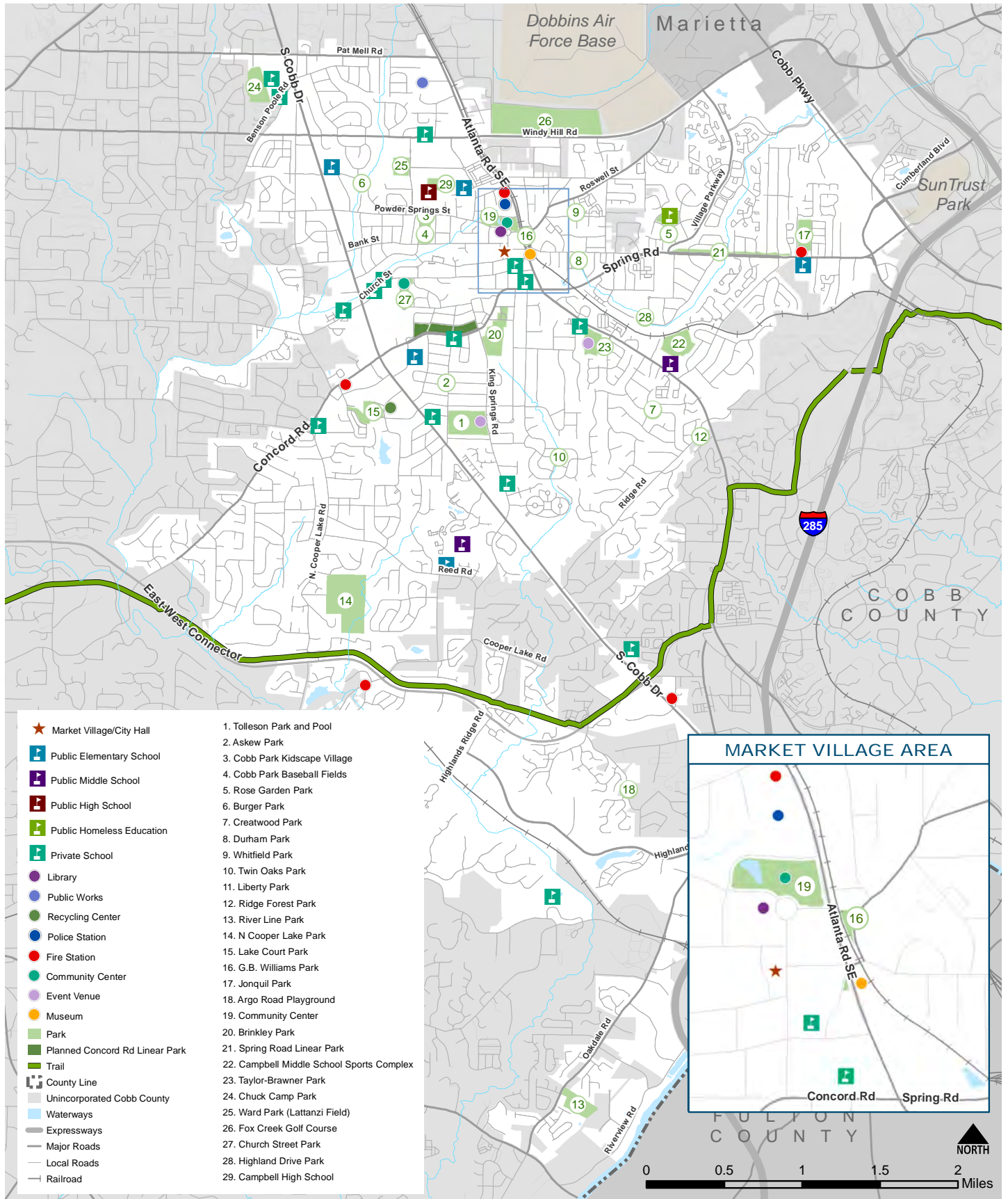
- The City's Recycling Center was greatly improved after a \$2.12 million upgrade in May 2015. This modernization program greatly expanded the city's recycling scheme and improved access to the facility for Smyrna businesses and residents.
- Replacement of the roof at Wolfe Pool in April 2014. This involved the installation of an insulated roof and a new heating, ventilation and air conditioning (HVAC) system to provide dehumidification and greater temperature control for the heated pool.

- Renovation of the Tolleson Park Pool Building. This included improvements to bathrooms, the lobby area, concession stand, and the electrical system. The total project cost was \$120,000.00 and was completed in May 2013.
- The completion of the Concord Road project in June 2015. The upgrade of Concord Road involved the installation of a landscaped median, multi-use trail, a linear park, and decorative lighting to the corridor between South Cobb Drive and Atlanta Road.
- Installation of the Atlanta Road and Spring Street Shared Paths to accommodate safe active transport between residential areas, Market Village and the city's trail network.

Additionally, the Cobb County School District opened Smyrna Elementary School in 2013, which now accommodates over 900 students.



Figure B-31. Community Facilities Map



Sources: City of Smyrna GIS Department; Atlanta Regional Commission

The City of Smyrna is experiencing strong residential and commercial investment as highlighted by the development of new mixed-use communities at Belmont and Jonquil. The 2017 opening of SunTrust Park, the home of the Atlanta Braves, in the adjacent Cumberland area of unincorporated Cobb County will create fresh opportunities for businesses and enhance the entertainment options available to residents. In addition to its high quality of community facilities, the City of Smyrna enjoys a fantastic natural environment, with 304 acres of parklands, trails, and green space within the City's 15 square miles.

Despite a rich history, Smyrna has relatively few officially recognized historic and cultural resources. Currently, there are two sites on the National Register of Historic Places (NRHP), but many additional sites are potentially eligible following the 2007 Cobb County Historic Resources Survey. Many of the city's historic sites are privately owned and remain largely unprotected.

COMMUNITY FACILITIES

- Market Village is the civic and commercial heart of the City of Smyrna. Located off Atlanta Road, this area is centrally located for all city residents and houses City Hall, the library and community center, and restaurants and shops, as shown in Figure 1. The Village Green is a beautifully landscaped area that enhances the village atmosphere and hosts the City's annual concert series and diverse festivals held throughout the year. Market Village also includes:
- The Smyrna Community Center - a multi-use facility with a variety of indoor spaces for meetings, athletics, and activities. It is located at the Village Green and hosts a variety of community sports including youth and adult league basketball in two gymnasiums, three racquetball courts, a walking track, fitness area, and game room. Other activities include gymnastics, ballet, dance, martial arts and fitness classes. The Center was host to 1,130 rentals in 2014.



Left to Right: 1) Brawner Hall and 2) Taylor-Brawner House, both properties on the National Register of Historic Places.

- Smyrna’s City Hall, a 22,000-square-foot facility, houses the departments of Finance, Human Resources, Court Services, Community Relations and the Administrative Offices, including those of Mayor and Council. The Utilities Services Division, which includes the Water Department and the application office for garbage collection, is also located in City Hall.
- The City of Smyrna Library is the oldest city-operated library in the state of Georgia and works with the community to present high-quality events, improve services, and expand collections. In 2014, the library had a total circulation of 257,144 items, a 14 percent increase on 2013. Smyrna Library’s public computers continue to be an extremely popular resource. Half of the library’s computer users are non-residents. Innovative children’s programs including “Smyrna Reads” and “Write a Letter to Santa” led to a 49 percent increase in children and youth attendance.
- The Smyrna Museum was opened in 1999 and is located in a replica of the 1910 Smyrna Train Depot on Atlanta Road. Its collection includes thousands of photographs, publications, artifacts, oral histories as well as historical and genealogical research materials. The materials are from both Smyrna and Cobb County and date to 1832. The Museum is permanently staffed by volunteers from the Smyrna Historical Society, the Smyrna Golden K Kiwanis Club and individuals who have an interest in preserving this history of this city.
- The Twentieth Century Veterans Memorial is located in downtown Smyrna and is the designated site of the annual Smyrna Memorial Day and Veterans Day Ceremonies. The Twentieth Century Veterans Memorial is dedicated to the memory of those who served honorably in the U.S. Armed Forces – Army, Navy, Marine Corps, Air Force, and Coast Guard – during the twentieth century. The Memorial honors the living, the dead, the wounded, the missing, and the families who supported those who gave part or all of their lives to our country, in war and in peace.



Left to Right: 1) Market Street; 2) City Hall

SENIOR SERVICES

The Programs Division of the Parks and Recreation Department manages the City's senior services program. The Programs Division is located at the Aline Wolfe Adult Recreation Center, which is located at Church Street Park and is designed for fitness and social interaction for those 55 years of age and older. The Wolfe Center is a social hub for the City's community programs for senior citizens and is open 56 hours a week. The center features a wide range of facilities including a therapy pool, fitness center, dance room, and large meeting rooms. The center hosted nearly 38,000 visits to the center by 930 members, offering 2,629 programs in 2014. Community programs include crafts, art classes, bus trips, and special social events.

Major goals for the Programs Division in 2017 as outlined in the budget include:

- Modifying and improving adult fitness classes at the Community Center and expansion of community programming.
- Expanding Wolfe Therapy Pool class offerings for senior adults and implementation of a special population aquatic program.
- Planning the expansion of senior adult programs at the Aline Wolfe Adult Recreation Center.

PUBLIC SAFETY

E-911

The City of Smyrna offers a 24/7 E-911 center dedicated to taking emergency calls from Smyrna businesses and residents. The City's E-911 Fund pays for the maintenance of the City's 911 Center, which has an operating budget of \$1,505,612 in 2017. While many cities do not operate their own E-911 centers and allow county governments to manage emergency calls, the City of Smyrna believes a dedicated E-911 Center increases the safety of Smyrna residents and heightens coordination of emergency services in Smyrna.

On November 4th, 2014 the voters of Cobb County approved a Special Purpose Local Option Sales Tax (SPLOST) to fund capital improvement projects throughout Cobb County and within each of the County's six cities. Approximately \$52 million in sales tax funding is anticipated to be allocated to the City of Smyrna between January 2016 and December 2021. In 2016, the SPLOST will fund the upgrade of fire station alarms and emergency radios to maintain compatibility with the Cobb County radio system.

POLICE DEPARTMENT

The City of Smyrna Police Department serves the community through the operation of seven divisions, employing 98 sworn officers, 20 full and part-time jail employees, 20 full and part-time communications officers, and 10 administrative staff members. In 2014, the Police Department arrested 3,943 suspects and issued a total of 23,909 citations. This represents an increase of 7 percent and 18 percent on 2013 numbers respectively. Overall, the City of Smyrna experienced a 10.3 percent decrease in Part 1 crimes. Part 1 crimes include crimes most likely to be reported to police including homicide, aggravated assault, auto theft and burglary.

The increase in arrest and citation percentages and a decrease in serious crime are attributed to a shift to community policing. The Police Department has continues its citizen engagement program, including “Coffee with a Cop” and the Citizens Police Academy, to ensure the continuation of social order and facilitate the maximum use of Police resources in Smyrna.



The City of Smyrna Jail, a full-service technologically progressive facility, processed 6,171 inmates in 2014. Of that, 2,415 inmates were housed for other jurisdictions, a cooperative service that realized revenue of \$440,885.61 in 2014.

The City’s 2017 Budget allocates \$6.7 million to Police Department Administration and \$1.1 million for Jail Operations. This budget includes a range of upgrades and improvements for the department including:

- Seven new or replacement vehicles,
- Additional storage capacity for body camera data,
- New Criminal Investigation Division (CID) Alternate Light Sourcing used for forensic investigations,
- An upgrade to the departments Automatic Fingerprint Identification System (AFIS) for fingerprint identification, and
- Replacement of approximately 90 Tasers for officers.



Top to Bottom: 1) Smyrna Police patrol vehicle; 2) City of Smyrna Fire Department Station #1

The City’s Police Department is well placed to serve Smyrna into the future. A combination of community policing initiatives, excess jail capacity and infrastructure upgrades will ensure the maintenance of social order and a safe environment for residents in Smyrna.

FIRE PROTECTION AND EMERGENCY MANAGEMENT

The City of Smyrna Fire Department employs 80 career firefighters to provide fire protection and emergency management for the 56,146 residents in Smyrna. It has an operating budget of \$5.06 million (2016) and currently operates 8 pieces of emergency response equipment at five stations around the city. This equipment consists of three engines, two Advanced Life Support (ALS) trucks, two Advanced Life Support (ALS) Rescue Units, and one Command vehicle. In addition to the frontline apparatus, Smyrna Fire has one reserve Engine, and an Air and Light Trailer. In 2015, the Department responded to 5,626 emergencies .

The City of Smyrna Fire Department is an Insurance Services Office (ISO) rated Class 2 “all hazards” response agency that responds to all types of emergency medical calls and fire incidents. ISO is an insurance industry risk advisory body that helps insurance carriers set appropriate premiums. Fire departments are rated on a varied set of items including manpower, station distribution, water supply, and communications. The Class 2 rating is the second highest available ISO rating Smyrna joins 27 other Class 2 agencies within the State of Georgia.

The City of Smyrna Capital Improvement Plan 2017-2021 earmarks \$80,000 for the re-modelling of Fire Station 4, a two year project to replace HVAC mechanical equipment, roof replacement and installation of an emergency power generator. Smyrna is well placed to respond to emergencies and maintain its Class 2 ISO rating into the future.

UTILITIES

WATER AND SEWER

The Cobb County-Marietta Water Authority (CCMWA) is a regional public utility that provides potable water on a wholesale basis to the City of Smyrna. The Water and Sewer Division of the City of Smyrna is primarily responsible for ensuring the supply of potable water and wastewater service to residents. 21 employees are responsible for maintaining 240 miles of water lines and 130 miles of sewer lines and carry out maintenance, replacement and emergency repairs to lines, installation of water and sewer taps, and the operation of lift stations

In 2014, the City of Smyrna Water and Sewer Division of Public Works detected and serviced approximately 11 miles of water and sewer mains, 4 percent of the overall system. Repairs and maintenance of the water/sewer system, including

rehab for 2014, included six water mains and three sewer mains. Activities included servicing/installation of 3597.5 linear feet, repairs and maintenance 105 linear feet of sanitary sewer mains and the continued Belmont Hills sanitary sewer rehab project.

Smyrna is served by the South Cobb and R.L. Sutton Wastewater Treatment Plants, part of the Cobb County Wastewater Treatment System.

- The R.L. Sutton Wastewater Treatment Plant has a capacity of 50 million gallons per day (MGD) and is Cobb County's largest treatment plant. The Metropolitan North Georgia Water Planning District's Long-Term Wastewater Management Plan proposes an expansion of the R.L. Sutton Plant to 60 MGD between 2011 and 2020 – an increase of capacity by 20 percent.
- The South Cobb Wastewater Treatment Plant has a capacity of 40 MGD, with a planned expansion to 50 MGD by 2030 – a capacity increase of 25 percent.

RECYCLING AND SOLID WASTE

The removal of solid waste and recycling are the tasks of Smyrna's Residential Sanitation and Recycling Division. During the 2014 reporting period, the sanitation division collected up to 10,180 tons of municipal solid waste and 2,589 tons of yard waste. The City of Smyrna Recycling Center averages approximately 7,096 participants with an average of 40 tons of recyclable materials collected and transported each week which saves approximately \$55,151 in annual tipping fees.

Waste reduction is a key part of the 'Keep Smyrna Beautiful', an initiative to raise awareness of environmental and solid waste issues in the community. 'Keep Smyrna Beautiful' is a non-profit organization funded by the City of Smyrna and private contributions. Keep Smyrna Beautiful works with local schools to educate and promote sustainability to improve quality of life in the community.

The City of Smyrna Capital Improvement Plan 2017-2021 allocates \$28,000 for 'New Sanitation Roll-Out Carts' to provide new customers with improved refuse and recycling equipment.

PARKS AND RECREATION

The City of Smyrna manages 28 park facilities including athletic fields for organized sports like baseball, softball, and soccer and passive recreation areas for walking, picnicking, and community gardening. Thanks in part to the 2005 Parks Bond, Smyrna's park system has expanded significantly over the past decade with the development of five new parks including: Taylor-Brawner, Brinkley, Riverline, North Cooper Lake Road, and Burger Park. Projects at existing parks including Jonquil and Rose Garden have expanded the opportunities for recreation in the City of Smyrna.

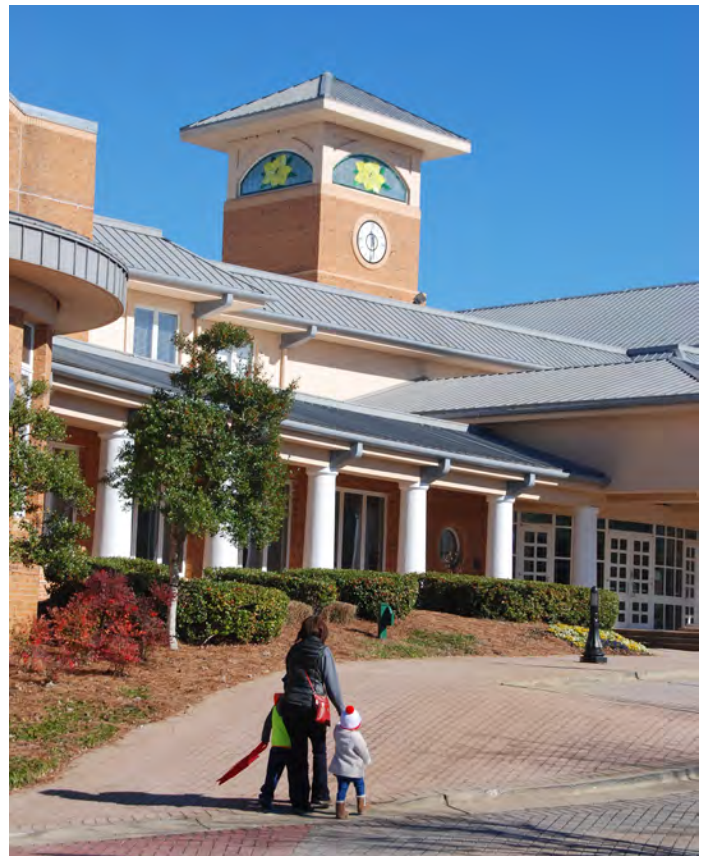
Taylor-Brawner Park is one of the more visited recreation sites in Smyrna and considered by many as the City's flagship park property. The park has walking trails, open lawns, pavilions, an amphitheater and a playground with access from surrounding areas via a multi-use trail. The popular and successful Smyrna Food Truck Tuesday series is hosted here.

The Silver Comet Trail is a 61 mile long non-motorized, paved trail that starts at the Mavell Road Trailhead in Smyrna and ends at the Georgia/Alabama state line, near Cedartown. It is free of charge and allows for walkers and bicyclists to travel through the natural beauty of the north Georgia countryside, crossing a 500-foot-long trestle bridge and gliding through tall stately pines and rock cliffs. Smyrna residents account for 434,000 uses of the Silver Comet Trail per year – or around 1/4 of the total usage statewide.

The 2017 Capital Improvement Plan allocates \$767,119 or 17 percent of the total budget for upgrading, maintaining and replacing Smyrna’s Parks and Recreation assets. Some of these projects include:

- Complete FY17 planned functional and aesthetic upgrades at the Community Center.
- Implement a Connectivity and Trails Plan. Plan improved access to parks with better connections.
- Implement a youth fencing program at the Community Center.

The Table B-28 outlines parks and recreation facilities in Smyrna.



Smyrna Community Center

Table B-29. Park Facilities

Park/ Facility	Classification	Acres
Arboretum and Pond	Gazebo, Walking Trail	3
Askew Park	Playground	0.5
Brinkley Park	Sport fields, Pavilion, Walking trail	16
Burger Park	Dog Park	3.7
Campbell Middle School Sports Complex	Baseball Field, Multi-Use field, Running Track, Tennis Courts	16.2
Chuck Camp Park	Baseball Field, Concession Stand, Gazebo, Multi-Use field, Playground, Walking Trail	16

Table B-29. Park Facilities (Continued)

Park/ Facility	Classification	Size
Cobb Park and Kidscape Village I & II	Baseball Field, Playground, Gazebo	5.8 acres
Community Center	Basketball Court, Game Room, Gazebo, Gymnasium, Kitchen, Meeting Room(s)	Capacity 100+
Creatwood Park	Playground	0.5 acres
Durham Park	Open Space, Walking Trail	3 acres
Fox Creek Golf Course	Golf Course / Driving Range	77 acres
GB Williams Park	Open Space	0.6 acres
Jonquil Park	Gazebo/Pavilion, Multi-Use field	-
Playground, Restrooms, Walking Trail	14.1	-
Lake Court Park	Bocce Court, Dog Park, Gazebo,	-
Playground, Volleyball Court	12.6	-
Liberty Park	Historic Site	0.5 acres
North Cooper Lake	Community Garden, Mountain Bike Trail, Restrooms, Walking Trail	51 acres
Ridge Forest Park	Fitness Room / Exercise Stations	1.1 acres
River Line Park	Concession Stand, Gazebo, Historic Site, Multi-Use field, Playground, Walking Trail	14.2 acres
Rose Garden Park	Basketball Court, Gazebo, Playground, Restrooms, Tennis Courts, Volleyball Court (Sand), Walking Trail	9 acres
Silver Comet Trail	Walking, Bicyclist Trail, Wheelchair accessible	61.5 linear miles
Spring Road/Concord Road Linear Park	Walking Trail	0.7 acres
Taylor-Brawner Park	Historic Buildings, Gazebo, Open Space, Playground, Restrooms, Walking Trail	10 acres
Tolleson Park and Pool	Baseball Field, Gazebo, Multi-Use field, Playground, Pool, Volleyball Court (Sand), Walking Trail	26 acres
Twentieth Century Veterans Memorial	Historic Site, Open Space	-
Twin Oaks Park	Passive Open Space	1.3 acres
Ward Park (Lattanzi Field)	Baseball Field, Concession Stand, Restrooms	6 acres
Whitfield Park	Gazebo, Open Space, Playground	2 acres



Clockwise from Top Left: 1) Rose Garden Park; 2) Village Green; 3) Pavilion at Brinkley Park ; 4) Silver Comet Connector

SCHOOLS

Smyrna is served by the Cobb County School District. There are eight elementary schools, two middle schools, and one high school serving the Smyrna area. Smyrna Elementary School opened in 2013 and has over 900 students. In addition, there are seven private institutions located within the city limits of Smyrna.

In 2016, 93 percent of fifth grade students in Smyrna were “On-track for Graduation,” defined as the percentage of 5th grade students passing at least four courses in the core content areas: English language arts (ELA), math, science, social studies, or world languages. This score is 1 percent higher than results for Cobb County as a whole. Students in Smyrna, however, scored lower than the rest of Cobb County in tests for Advanced Academics, Iowa Reading 3rd Grade Score, and the CCRPI Score – Georgia’s accountability rating system for schools, districts and the state.

Community responses to City’s Vision Plan outlined schools as the greatest challenge for the City of Smyrna. Concerns over underperformance (especially in middle and high school), both real and perceived; school safety; physical appearance; and leadership quality were apparent and are supported by input and data. Many parents and stakeholders believe that now is the time to demand higher performance, increase parental involvement, and support the local schools to be points of pride in the community.



Top to Bottom: 1) Smyrna Elementary School; 2) Campbell High School recreation facilities

HISTORIC RESOURCES

Historic resources are cultural resources that remind us of our past and help define a community's character. Residential and commercial growth in the Smyrna region since the mid twentieth century has steadily eroded the rural character of Smyrna and many important historic resources have been lost to property and infrastructure development. The City of Smyrna retains several significant historic resources, which are currently being preserved by the City and volunteer associations. These resources include historically significant public and private buildings, archeological items, and historic museum items, including Brawner Hall, Aunt Fanny's Cabin, and The Chattahoochee River Line.

Brawner Hall opened as a private mental health hospital in 1910 and, when constructed, was the only alternative to state mental health care in Georgia. It is listed on the NRHP. The City of Smyrna rehabilitated the two-story Greek revival era property after it lay vacant since the 1990s. Brawner Hall is located within the 11-acre Taylor- Brawner Park, along with the Taylor-Brawner House, a Victorian home built in 1890 and listed on the NRHP.

Aunt Fanny's Cabin opened in 1941 and was a landmark in Cobb County, known as one of the best restaurants in the Atlanta area. It is located on Atlanta Road near Market Village and is currently used as an event venue.

The River Line Historic Area derives its name from The Chattahoochee River Line: a six to seven mile line of Civil War trenches and forts along the Chattahoochee River. The River Line is particularly significant due to its unique fortifications called Shoupades, exclusive to Cobb County and designed by Confederate Brigadier General Francis A. Shoup. Currently, only 9 of the original 36 Shoupades are identifiable as most have been damaged from housing development. Many are threatened as eight Shoupades are located on private property.

The Cobb County Historic Resources Survey, completed in August 2007, evaluated historically significant properties located within Cobb County.

The locations of each property can be found at the Georgia Natural, Archaeological, and Historic Resources GIS (GNAHRGIS) on-line database, operated by the Georgia Department of Natural Resources' Historic Preservation Division. A total of 875 properties in Cobb County met the criteria of the Georgia Historic Resources Survey, 273 of which were located in Smyrna. Information and photographs of each property can be found on the Cobb County Government website.

As detailed in the Smyrna Vision Plan, Smyrna's residents have called upon the City to provide better protection and promotion of the city's historic assets. These include:

- **Creating a tour map** of historic and cultural sites in Smyrna.
- Working with volunteer partners to **promote and distribute information on historic sites** including the Smyrna Historical and Genealogical Society, the Smyrna Museum, River Line Historical Association, Mableton Improvement Coalition, and the Vinings Historic Preservation.
- **Promote the City's Civil War Artifacts Collection** and consider securing a long-term location for the collection and other historical artifacts.
- **Collaborate with the National Park Service** to more closely connect Smyrna's historical and cultural sites to Kennesaw Mountain National Battlefield Park programming and visitors.

The City of Smyrna has made significant efforts to rehabilitate historic properties and make them accessible to the community. Aunt Fanny's Cabin is rented to the public for dinner parties and small receptions while weddings are commonplace at Brawner Hall. As part of the Parks and Recreation budget in The City of Smyrna Capital Improvement Plan 2017-2021, the City will renovate the historic Reed House and begin managing it as a public rental

facility by Fall 2017. Opening historic properties for public use is a useful way to help cover the costs for the preservation of historic sites in Smyrna.

KEY FINDINGS

- The City of Smyrna has a robust network of community facilities, civic spaces and recreational resources, enhancing quality of life in the city.
- With solid budgets, the City of Smyrna is on track to meet the future needs of the residents and businesses in Smyrna.
- A key challenge will be ensuring that the income coming into the city can be sustained and increased to meet the continuing community facility needs and demands. This can be done through maintaining a balanced and strong commercial/industrial tax base and/or higher taxes.
- To maximize usage of the city's extensive park and trail network, the City could look to raise the profile of the City's bike share program and create a network map to showcase active transport connections to the Silver Comet Trail and commercial and recreational areas in the city.
- Increased marketing of the City's historical assets will open these sites to a larger audience, and raise custodianship of the city's heritage. Increasing planning controls over historic items located on private properties would ensure the city's heritage is safeguarded for future generations.
- The City's wide ranging programs and facilities at The Wolfe Center is well equipped to meet demands for senior services from an aging population in the future.

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C

APPENDIX C: DEFINITIONS

Terms used throughout the 2040 Comprehensive Plan should be interpreted using the definitions provided in this appendix. For interpretation of any term not defined, defer to the City of Smyrna Community Development Department staff.

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APPENDIX C: DEFINITIONS

A

ACCESS MANAGEMENT: The regulation of interchanges, intersections, driveways, and median openings to a roadway in order to enable access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing, and operation.

ACCESSORY DWELLING UNIT: Additional living quarters on single-family lots that are independent of the primary dwelling unit. These units can be either attached or detached from the main residence and are commonly referred to as accessory apartments, second units, or granny flats.

ACTIVITY CENTER: A place with a sufficient hub of activity to allow users to park their cars (or arrive by another mode) and engage in multiple activities without having to drive from one destination to the next.

ADAPTIVE REUSE: The renovation or reuse of pre-existing structures for new purposes

AUTONOMOUS VEHICLES: A vehicle that can drive itself from a starting point to a predetermined destination in “autopilot” mode.

B

BLOCK: Land or a group of lots, surrounded by streets or other rights -of -way, other than an alley.

BROWNFIELD SITE: A property on which the expansion, redevelopment, or reuse of may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

BUFFERING: That portion of a lot set aside for open space and visual and/or sound screening purposes; such space to be developed or improved with appropriate plantings and/or a fence or wall as may be required in certain locations to reduce the conflicting or adverse effects of different uses abutting each other.

C

CLEAR CUTTING: Cutting down and removing all trees from a site or area.

CLUSTER DEVELOPMENT: The grouping of properties on a site in order to use the extra land as open space, recreation, or conservation areas.



CONSERVATION SUBDIVISION: Typically a development that dedicates a minimum of 50 percent of the total development parcel as open space.

CONTEXT: The characteristics of the buildings, streetscape, and landscape that support or surround a given building, site, or area such as predominance of period architecture, or consistent forms or finish materials, or consistent street trees.

COTTAGE COURT: A building type designed to accommodate 5 to 9 detached dwelling units organized around a shared internal courtyard.

D

DESIGN GUIDELINES: A set of design parameters for development created to evaluate the acceptability of a project's design. Design guidelines are adopted to advance the policies, goals, and objectives of community plans and help translate these directions into desired outcomes for the design of streets, parks, open spaces, and buildings.

DISTRIBUTION CENTERS: A warehouse or other specialized building used for the storage of goods to be redistributed. These buildings can be anywhere from less than 50,000 to 3 million square feet.

DUPLEX: A building designed for and containing two dwelling units

E

F

FLEX SPACE: Lightly zoned buildings which are typically used for a combination of industrial uses and office space.

G

H

HEAVY INDUSTRIAL: Industrial uses with large-scale facilities—such as those involving the processing of chemicals and plastics, refineries, and industrial machinery-- that generate significant external impacts, such as freight traffic, vibrations, pollution, or noise.

HIGH RISE RESIDENTIAL: A multi-family residential building with at least six stories.

HISTORIC PRESERVATION: The practice of protecting and preserving sites, structures or districts which reflect elements of local or national history in an effort to advance the education and welfare of communities while providing economic and aesthetic benefit.

HISTORIC STRUCTURE: A building or other structure that is significant because of its link to an important period in the past.

I

INCENTIVES: Strategies to encourage a desired behavior-- such as the provision of moderately priced housing-- by providing a benefit in return.

INFILL: Building within an already established area, rather than on an undeveloped greenfield site.

INTERPARCEL CONNECTIVITY: Transportation connections between abutting private properties, often created through interparcel access easements.

J

JOINT USE AGREEMENTS: A formal agreement between two separate government entities—often a school and a city or county— setting forth the terms and conditions for shared use of public property or facilities.

K**L**

LIGHT INDUSTRIAL: Manufacturing, warehousing, and distribution with limited impacts on adjacent properties, other than truck traffic.

LIMITED COMMERCIAL: Comprised primarily of existing single-family residential areas whose character, because of major street widening or similar factors, is changing from residential to nonresidential, the intent of the LC district is to provide for commercial establishments whose operations would have a minimal adverse effect on adjacent residential areas.

LIVE-WORK UNITS: A single unit consisting of both a commercial/office and residential component that is occupied by the same resident.

M

MAIN STREET RETAIL: Small-scale retail, typically with a pedestrian-friendly design, oriented to the street as part of a commercial node or corridor.

MAKER SPACE: A place in which people with shared interests, especially in computing or technology, can gather to work on projects while sharing ideas, equipment, and knowledge.

MIXED USE: A type of development that blends residential, commercial, cultural, institutional, or industrial uses, integrating a variety of functions to provide pedestrian connections.

MULTI-FAMILY RESIDENTIAL: A type of housing where multiple separate housing units are contained within one building or several buildings within one complex.

N**O**

OFFICE: Place of work for professional employment.

OVERLAY ZONING: A regulatory tool that creates a special zoning district, placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying base zone.

P

PEDESTRIAN-ORIENTED DESIGN: Design which encourages pedestrian activity through connected development, such as commercial or mixed-use districts, and amenities, such as street trees, benches and bicycle amenities.

PLANNED UNIT DEVELOPMENT: A commercial, institutional or residential development that has a total area of ten acres or greater, and whose plan has been reviewed by the city planning commission and approved by the mayor and city council.

PRIMARY STREETS: Streets which link traffic from interstates or highways to residential streets or other small, local roads. These streets include both arterial through routes as well as multi-function streets providing access to properties as well as other amenities.

PRIORITY REDEVELOPMENT AREAS: Areas within Smyrna that have been identified as priorities for redevelopment, which should be focus areas for public investment and private development incentives. These include Atlanta Road; South Cobb Drive between Concord Road and I-285; the Spring Road LCI Study Area; Jonquil Drive Industrial Area; Lake Park Drive Area; Riverview Landing Area; and North Smyrna.

PUBLIC ART: Any art created with the intention of being staged in the public realm.

PUBLIC-PRIVATE PARTNERSHIP: An arrangement between a private-sector company and a government agency for the purpose of completing a project that will serve the public.

Q

QUADRAPLEX: An apartment building with four units.

R

RESEARCH AND DEVELOPMENT: Activities that lead to the development of a new product or a new manufacturing and assembly process.

RIGHT-OF-WAY: A type of easement granted or reserved over the land for transportation purposes, this can be for a highway, public footpath, rail transport, canal, as well as electrical transmission lines, oil and gas pipelines.

ON-DEMAND RIDESHARE: an arrangement in which a passenger travels in a private vehicle driven by its owner, for free or for a fee, especially as arranged by means of a website or app. – such as Uber, Lyft, etc.

S

SCREENING: A natural or human-made buffer which separates land uses. Screening, buffering, and landscaping requirements address visual, light, and sound impacts.

SENIOR HOUSING: housing that is suitable for the needs of an aging population. This ranges from independent living to 24-hour care. In senior housing there is an emphasis on safety, accessibility, adaptability, and longevity that many conventional housing options may lack.

SHARED PARKING AGREEMENTS: A tool through which adjacent property owners share their parking lots and reduce the number of parking spaces that each would provide on their individual properties

SINGLE-FAMILY ATTACHED: A dwelling unit which is located on an individual lot of record and which is attached to another dwelling unit or an adjoining lot by a common party wall.

SINGLE-FAMILY DETACHED: A building designed for and containing one dwelling unit.

SMALL-SCALE CIVIC, PUBLIC, OR PLACES OF WORSHIP: Civic, public, or religious facilities that generate limited traffic and are well suited to the context of a primarily residential neighborhood.

STREETSCAPE: The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc.

T

TOWNHOME: A single-family dwelling constructed as part of a series of three or more dwellings separated by property lines, all of which are either attached to the adjacent dwelling or dwellings by common walls or are located immediately adjacent thereto with no visible separation between the walls or roofs. These dwellings shall be at least two stories, not including a basement and be separated from adjoining houses in the same row or group by architectural style, changing of facade, or offsets.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT: Village-style development with a variety of housing types, a mixture of land uses, an active center, a walkable design, and often a transit option within a compact, neighborhood scale area.

TRAFFIC CALMING: the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

U

V

VOLUNTARY NEIGHBORHOOD OVERLAYS: Optional design overlays for individual neighborhoods, which may be created at the request of a majority of neighborhood residents as part of a zoning ordinance update process.

W

WAREHOUSING: The storage and handling of goods in a planned space.

WAYFINDING: The ways in which people orient themselves in a physical space and navigate from place to place. This may include the use of landmarks, signage, symbols, colors, maps, and other means to make navigation easier and more intuitive.

X

Y

Z

8 GUIDE
SMYRNA

CITY OF SMYRNA COMMUNITY DEVELOPMENT DEPARTMENT